

# The Wishbone Alley Gazette

## June, 2007

### **Rainier Auto Sports Club**

New Meeting Location: For the June 11 meeting, we are returning to Redmond: Canyons Restaurant, 15740 Redmond Way, Redmond, WA, 425-556-1390. Located in Redmond Center (old town) next to Starbucks and just east of the slough and RR tracks.

<http://www.canyonsrestaurant.com/locationsredmond.html>.

It's easy to find:

From the south end, take 405 north and go east on 520. Take W Lake Sammamish Pkwy NE exit and go left on SR901 (be in left lane). In 0.3 miles, S at signal and then in 0.2 miles bear left to stay on 901 toward Redmond Way. R on Redmond Way. L after RR underpass into Redmond Center.

From the west, using 520 bridge, follow instructions at W Lake Sammamish Pkwy NE exit.

From the north end, take 405 south to 124th St., exit 20, and go left on 124th (as if going to Café Veloce). Follow 124th 1.5 miles to Willows Rd NE and go right on Willows. S at signal in 2.1 miles to stay on Willows. L at signal onto Redmond Way. L after RR underpass into Redmond Center.

You may also pick up Redmond Way from the NE 85th exit 18 in Kirkland, but the traffic signals are murder going this way.

#### Rally News

\* No Alibi 2007 from a worker perspective by Jeff McMillen

28 teams braved 100 degree plus heat on the back roads of the inland empire to complete in No Alibi, the annual touring rally put on by the Rainier Auto Sports Club. Featuring fantastic views, smooth roads, and an astonishing lack of flat tires (was it really only one?), by all accounts the 2007 version was a smashing success.

My co-driver (for this event) Pete Buckley and I headed out from Seattle at approximately 2:30pm. Our car was packed full with a tent, sleeping bags, a cooler, drinks, clothes, rally gear, and ambition. We shot through the Cascades and made it to Wenatchee Confluence State Park (our Friday night accommodations) around 5:30pm. Quickly making camp, we headed out for the evening into the inviting environs of Wenatchee. After a stop at Target (for a Frisbee and a battery-operated lantern) and Albertsons (for food) we headed to Red Robin where we met up with Marvin and Jessica (getting things ready for scoring), Steve and Kim (checkpoint workers), and Greg and Bill (participants, car 14). Dinner was consumed, drinks downed, stories shared, and we headed back to camp.

Across from our campsite, Steve and Kathryn (car 8) had pitched their tent. We chatted briefly about the rally as the sun started to set but with twilight the mozzies came out in force. We should have picked up some repellent at Target earlier but luckily a neighbor camper had some to spare so we escaped with our lives (leaving approx. 1/2 pint each as a donation to the local wildlife).

Saturday morning dawned clear, bright, and far too early for us. Our commute from our campground at the

state park to the rally start at the state park was forgivingly short so we came ready to work.

We had six teams running novice with experience ranging from none to "worked a pro rally" and it was up to me to give them the information they would need to enjoy the weekend.

I tried to outline the important aspects of participating in a TSD rally (1: stay on the road, 2: stay on the course, 3: stay on time) and worked hard to answer any questions they might have had. Once the novice talk was done, we gathered our lunch (thanks to Diana and Paula for the delicious sandwiches) we hit the road.

Our first checkpoint was in the first regularity at approximately 3 miles in. We parked the car at the crest of a hill and I set up the timing station while Pete wandered down the road to find some photo opportunities. Shortly after we got into position, Eric in "his" Red Dodge Caliber came cruising by to make sure the course was ready. After a brief discussion, he headed down the road and cars 1 through 28 came zipping through, getting caught on camera by Pete and timed as they passed the marker by yours truly. Finishing up our work here, we were needed at our next checkpoint 61 miles down the road. We quickly proceeded down the road and headed to our next spot.

At checkpoint 8b, on the fourth timed regularity, we hid behind a small hill on the left side of the road. As the sun was starting to warm the air into the upper 90s, we pulled out the sun umbrella I had packed and strapped it to the side of the car to provide shade. I sat in the driver's seat while Pete sat to my left in a folding camp chair with the camera at the ready. We were well obscured from the oncoming view of the participants and only popped into their line of site a few feet before they passed us.

Next up was our third and final checkpoint of the day at 17a. This checkpoint put us forward another 120 miles, past Grand Coulee (where we stopped at the dam overlook), through the lunch break at the water's edge (where we stopped and chatted with a few participants, our lovely lunch crew of Diana and Paula, and a park ranger who seemed to be overly concerned about the future), and onward to Strahl Canyon.

We got to our checkpoint 30 minutes before the cars would pass by so we spent some time with the newly purchased Frisbee. Pete proved to be much better flinging the disc. I proved that I could, almost on command, make him wander through the woods to find my errant throw.

After the cars made their way by our checkpoint, we followed them through the end of the course, acting as the sweep car so Marvin and Jessica (who had been sweeping the course) could get to the dinner location and get things ready for a bunch of hungry rallyists.

Day One ended in Colville at Benny's Colville Inn with a nice catered dinner at Park Place Family Dining and entertainment in a DVD of classic rallies that Dan Comden in Car 10 compiled for us.

Day two of the 2007 No Alibi Rally started bright and shiny and car 0 was scheduled to make its way onto the road at 8:00am. Luckily, Rallymaster Eric took pity on us and did not put our first checkpoint in the first regularity of the day which meant we did not have to get on the road until the leisurely time of 8:15am. The morning was spent waking up, falling asleep, cursing the sun, waking up again, showering, repacking the car, checking out, checking our clock with the rally clock, checking to make sure we were still awake, and then heading onto the road.

Checkpoint 26e turned out to be a fantastic location. The main road goes straight ahead and a side road shoots 90 degrees to the left. We parked the car about 1/4 mile over the crest of a hill on the side road and hiked back to the intersection where, armed with our folding camp chairs, we parked ourselves in the ditch just past the intersection, on the left. Oncoming cars are unable to see us until after they pass and then only if they are looking in their side mirror into the ditch at the side of the road. In addition, I had placed a small video camera at the intersection, in the shoulder of the road but facing back towards the oncoming traffic. I disguised the camera with some dirt and scrub brush and was able to get some good road level video of the cars as they drive past.

Leaving this checkpoint, we were faced with a 101-mile transit to the next checkpoint outside of Soap Lake. Our route took us past dry falls (where we stopped at the scenic lookout to take in an amazing view) and down past Grand Coulee to Soap Lake. We stopped here for lunch at B&B's Drive Inn, a throwback to the 50s with speaker boxes at the outside car slots and phones at the booth that connected you to the wait staff so you could place your order when you are ready without having to interact directly with the staff. I had a bacon burger and blackberry malt. Pete lunched on a barbeque pork sandwich and a peanut butter shake which may or may not have been too peanut buttery.

From Soap Lake we drove out to our next checkpoint, 34b, which turned out to have some problems. For starters, we were supposed to time to a blue barrel but the blue barrel is nowhere to be found. In addition, there is no good location to hide the car. We head down a bit more to 34c which worked much better. The timing location is a cattle guard and we were able to pull the car back behind a hill and even with the cattle guard, making timing a snap.

Although the location was nice and sneaky, it affords no view of the oncoming traffic which forced us to turn the AC in the car off, kill the engine, and roll down the windows so we can hear the cars approach. In 105-degree heat, this is not ideal but we were ready to sacrifice comfort for accurate timing. The view at 34c is out across a dry farm field that had been tilled over and is now a large expanse of dirt. Occasionally, a small dust devil whirled by, kicking up dust and straw before slowly fizzling out. Every once in a while a good-sized dust devil would amble by, crossing the course, but aside from some close calls, none of the competitors drove through the maelstrom.

As this was our last checkpoint in the day, we pick up sweep duties. We follow the cars through the last two timed sections and end the day back in Wenatchee.

Congratulations to Car 1, Satch and Russ, for their first place finish. Congratulations also for Steve Richards and Gary Reid for first place Equipped class, Harold Dittman and Susan Everett for first place SOP class, and Erik Lyden and Brian Stoliker for first place Novice class. Complete scores are posted on the No Alibi site. Thanks to Eric for a great rally and special thanks to all the workers for making things go as smoothly as they did.

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**Eric and RASC thank the workers:**

Marvin Crippen, route and routebook, checkpoints, scoring. Jessica Fleenor, hospitality coordinator, checkpoints and putting up with Marvin.

Diana Horst and Paula Larsen, lunch preparation and hosting.

Steve Willey, registrar, checkpoints.

Checkpoints: Kim Prater, Joel Wright, Tom Palidar, Mark Nolte and Sally Devore, Ken and Sue Lingbloom, Steve Brown and Dave Glassman.

Jeff McMillen and Pete, Novice Talk, checkpoints, A/V equipment.

Kirk Simons and Roy Ward, rally precheck.

Nikki Carder, trophies.

David Harto and Nancy Stentz, commemorative poster design.

Dan Comden, DVD production, Car #10.

Olympus 2007 notes: Four Drivers and No Co-driver  
-- More Car 0 Chronicles by Ron Sorem

Pretty busy weekend...I had 66 cars chasing me.

**Steve Perret** co-drove for the "Notes Familiarization Pass" on Friday. It was super dusty with 10-second windows. There were about 35 cars doing recce so they split into two groups: Sunday first then Saturday, vs Saturday first then Sunday.

Saturday was cooler and the rally went OK, once the stages were set up... Crews were slow to arrive and get ready; radio comm was spotty (although I was later able to talk with Mountain Top from Puyallup)... First stages were delayed 40-odd minutes (not an auspicious start).

**Mark Nolte** co-drove, and we had a pretty good time despite the delays and the drizzle. Attrition was mostly mechanical. Travis Pastrana (199) ran out of fuel (maybe), so Mark Tabor towed him into service, then they had to push it to the refuel area... Motorcycles got onto the Taylor Towne Stage during the first run, so a bunch of cars had to transit through. Same stage second run was delayed a loooong time. They were still waiting when I was in Puyallup on the way home. I don't know the reason, but Paul Eklund might have gone off. Second run of Skookum I got t-boned by a deer at speed. Kept it on the road and the deer ran off, but scared the crap out of both of us in the car. Dented the rear door and left deer hair in the molding from ahead of the front door into the rear door. Missed the mirror somehow.

I sustained a flat while waiting at Start for first run of Dayton -- pulled up to Start line (finally) and from behind me, Pace 0 calls on the radio that the right rear

is flat... Didn't see it until I pulled ahead. Got it changed in good time and left at speed. Poor radio comm from start to finish so they worked a relay, but still poor. They need MOBILE radios. The stage was delayed even further while they got the relay working, and we waited for the EMT to get in past all the rally cars.

Sunday was the monsoon. **Jeff McMillen** co-drove. One stage crew was short-handed, trying to run comm with HTs again. So 1st stage on Sunday was real late. BioSolids was loose and wet and slippery in a few spots. First run on Nahwatzel was pretty good, with two 00 and two 0 cars, so I ran first half of it. I bottomed out seriously on Spectator Corner (end of mainline) and broke something in the radio under the seat -- dead short... Jeff and I managed to get the back-up radio to frequency, but every time we hit a bump it would shift over to an offset -- still don't know why. Ended up using the #3 back-up HT on HIGH but still inside the car so that wasn't too successful. Second run on Nahwatzel we ran the whole thing, as "Advance" doesn't advance second runnings -- it was a blast in the rain, but the ruts were really deep and water was running across the route. Cut another tire, but only a slow leak so drove it out and home. The second mobile worked fine the rest of the day.

Travis Pastrana rolled approaching Spectator on Dayton One -- one of the stewards saw it and called in "alert alert alert" (race track protocol) and "need EMT immediately". Sweep and EMT responded... there was no red cross, and they yanked the car sufficiently out of the way to run the rest of the stage. Since no red-cross they could finish running the stage, although delayed. Steward was at fault and admitted it.

I was so tired Sunday night that I didn't even check the website. Trying to recover Monday, the answer was about the same. Ramana Lagemann was first, Andrew Pinker was second.

Car 00 ran great (check Ron's for sale ad- Ed) and I only missed one corner -- downhill Turn 2L uphill, 3-inch crushed rock, no grip, decided to spin clockwise to make a left turn. Looked ugly, but was far less ugly than where the car was headed with brakes locked! The fast stages were fun with good slicks and full drifting on the "regular sized" gravel portions... Mark must have counted that and the deer as two of the four "incidents" Saturday -- I can't imagine what the other two were. Jeff hasn't mentioned any "incidents" on his Sunday run.--Ron

### **For Sale**

\* 1988 Audi 80 Quattro, Black, 180k miles. Nice body, glass and interior, runs well; A/C doesn't work, but power windows & sunroof do. Decent 16" alloys with 205/55R16 Bridgestones, plus two 14" OEM alloys if you want them.

Yours for \$1850...Jerry Hines: (425) 823-6343 home; (206) 227-6343 cell

<http://www.alcan5000.com>

FOR SALE (Garage cleaning exercise)

\*1982 Toyota Starlet: \$500

Mileage indeterminate (probably between 80k and 100k). Driven only very rarely in past 6 years. 1290cc engine is stock, 3.909 LS rear end. Has Scheel reclining seats, Momo steering wheel. Cabin behind front seats is gutted (stock seats thrown in for the asking). Needs paint but sound body otherwise. Engine runs good and passed the 2006 emissions test with flying colors. Comes with 13" unstudded snow tires on steel rims and 4 studded Hakka 10s on 13" steel rims

\* 4 Kumho Ecsta R700 rally tires, 205/60 R15 mounted on Subaru Legacy rims. \$400 for the lot. Tires have seen approximately 500 miles of gravel (TSD only) and 800 miles pavement.

\* Alfa-Pro Rally Odometer S/N 044095 with drivers display (less probe). \$200 (Originally purchased new 1992 est. and upgraded in April 1995)

\* Alfa-Elite Rally Computer S/N 42208 and drivers display (less probe) \$300 (Originally purchased new in Jan 2002 for \$599)

Steve Richards, 425-337-0232

\*1991 Legacy Sport Sedan, driven mostly on weekends. 2.2Turbo, 5spd, Limited Slip. \$4000

\* 1987 Subaru RX 3dr, caged, log-booked. 1.8Turbo, 5spd dual-range, locking center diff, Limited Slip \$4000  
Email Ron Sorem: ronsorem@gmail.com

### **2007 RASC Calendar**

Jun 8- Friday Nighter by NWRC, Bellevue WA

Jun 16 -"Precipitation-Falling" CANCELED

Jul 13- Friday Nighter by ORCA, Bellevue WA

Jul 21- Sno-git, by ORCA, Marysville WA

Jul 29- gimmick rally, PSRC, location TBA WA

Aug 10- Friday Nighter by ORCA, Bellevue WA

### **NW Rallycrosses (rallycross has a class for everyone)**

Jun 10- ORG RallyX #3,

Jun 17- PRG RallyX North

Jun 30-Jul 1- RallyX and Sprints at the ORV, "Summer Fun RallyX", McCleary WA

Jul 5-ORG RallyX #4

Jul 21-22- "Brooklyn Bash Rallycross" by Team Vanquish, Brooklyn WA

### **NW STAGE RALLY**

Jun 15-16- Mountain Trials, BC Regional Stage Rally, WCRA, Merritt, BC

### **Oregon TSD**

Jun 15- Friday Night Road Rally, Cascade Friday Nighter Series, Portland OR

Jun 30- Grand Prix Imports Rally Against Parkinson's SCCA Reg'l Tour, Portland OR

Jul 20- Friday Night Road Rally, Cascade Friday Nighter Series, Portland OR

Aug 25-26- Rose City Challenge, SCCA National Road Rally



**Rainier Auto Sports Club** will meet this coming Monday, June 11, 7:30 pm, at Canyon's Restaurant, 15740 Redmond Way in Redmond. Steve Richards suggested it. See directions on Page 1. The URL has a simple map, and mentions a familiar name.

Monthly meetings are the second Monday of each month. Past Members, visitors, and spectators are welcomed.

Agenda: No Alibi is the news. Much mutual congratulations, with Eric pulling it all together in a heroic, sleepless effort.

Bring pictures.

Despite fabulous scenery, Ron Sorem reports seeing "0" all weekend- his computer readout. Dan Comden can help us relive the old days, before air conditioning. Marvin Crippen may have a warning about milkshakes.

Ron Sorem might reflect on the state of stage rallies.

The Treasurer's Report usually looks real good at this time of year.

### **2007 Board Members:**

President: Eric Horst, [erich@teamd.org](mailto:erich@teamd.org), 206-363-9752

Vice-President: Steve Richards, [smrdcattman@comcast.net](mailto:smrdcattman@comcast.net), 425-337-0232

Secretary: Dan Comden, [dan@comdens.com](mailto:dan@comdens.com),

Treasurer: Steve Willey: [willey@selby.com](mailto:willey@selby.com)

Member at large: Marvin Crippen [mandos@gmail.com](mailto:mandos@gmail.com)

Member at large: Ed Millman, [edm@adservices.com](mailto:edm@adservices.com) 206-361-7389,

**The Wishbone Alley Gazette is published for the members and friends of Rainier Auto Sports Club. Subscription price is \$10 per year (paper), free e-mail.**

The editor is Mark Nolte, ph. (425) 226-3155. View back issues at <http://www.rainierautosports.com/wag/default.htm>

Contributions and paid/unpaid ad eagerly sought: e-mail: [mnolte@blarg.net](mailto:mnolte@blarg.net)

Rainier Auto Sports Club, P.O. Box 852, Kirkland, WA 98134