

Rally News

* Mountains to the Sea Rally 2008 by Ron Sorem

August 16, 2008. Milwaukie OR. Geargrinders, the rally arm of Cascade Sports Car Club, presented their **43rd Annual Mountains to the Sea Rally**. A family friendly tour, with RallyMaster collaboration by Bruce Tabor and John Elkin.

Nine cars took the start in Milwaukie, joined by six more at the alternate "North of the Border" start at Gee Creek Rest Area on I-5, near Battleground WA. All fifteen would continue north and west along the Columbia River Washington shore and foothills to Chinook Beach just west of the Astoria Bridge.

The "official odo check" took the rally crews on one lap of rural Battleground, retracing a portion of the route before turning right (not left as before) at "T" (not at crossroads -- straight is Dead End and/or private and doesn't count as a choice). A brief slowing past the "animal farm" of very detailed chainsaw carvings, a bit more brisk now through some twists, then end of section at the La Center Highway.

Introduce Note "3-2-1 GO" with a rotating CAST change at each "School Bus Stop Ahead". The first sighting in a TSD section brought CSU 3; the second CSD 2; and the third CSU 1 -- ready? Maybe not...

The tour of La Center gave a chance to check out all of the Casinos in passing at CAST 22. The rally's speed change, came slightly before the State of Washington thought the speed should increase, on Old Pacific Highway - not to worry, right? RIGHT, CAST 44, brisk, then "LEFT at T" (more like an acute left in the middle of a sweeping right-hander main road). Square rights and lefts, uphill, downhill, local traffic very slow, then the rally goes left, the local goes right -- very convenient. Downhill now through some nice twists to our first CZT (Car Zero Time) and a chance to get back on time before another checkpoint only feet from the end of the section.

Into Woodland and a very entertaining trip, up Green Mountain, then dropping toward the Columbia. An acute right with a CAST down was even more exciting if your navigator forgot to mention the reduced CAST. Downhill at 34 very acute off camber to slightly uphill -- calm at the intended 27, not so at 34. A quick recovery and a few laughs at the call-out sequences. Continuing uphill twisty, then CAST up, in a sweeping left, and continue northward following Green Mountain Road. Dropping to Kalama and our first real confusion of the event. Unclear was whether the Pause should be taken before or after the CZT... One would think that CZT is just that, and your departure should be Car Zero plus your car number. Others read the instruction as, CZT -- Right at STOP -- Pause. This was our choice -- WRONG. We passed the checkpoint at a sedate speed, waved knowingly, confident in a "0", and found later we had taken our exact pause in penalty. Obviously the Rallymasters had intended CZT to be CZT! More on this later, as it would jumble the field and alter the scoring.

A quick transit up I-5, into Longview for a lunch break, and plenty of time to share early rally stories at the end of

section, which was bathed in bright sunshine with no shade to be found.

Beginning the "STELLA !!!" TSD with another note similar to the first, "Back to school", to be carried through transits as well as regularities -- this could prove confusing. Our process had been simply post the needed change in the margin of the route book, hoping we'd seen every sign. We would learn later that we'd missed a couple, which caused our CAST to be off -- not too terrible on a short section or a 1-mph difference -- could be costly on a long section with a 3-mph difference. Catching all the signs, making the CAST changes, was the equalizer between the classes. Seat of Pants likely ran through "close" to the right speeds; those trying to calculate the times along the route were foiled by not knowing where each sign would pop up; the computer folks were kept honest by the need to catch every sign -- the box can't see signs.

A lengthy transit along the Columbia, with a "School Bus" sign in Cathlamet (we missed it), followed by the "Steamboat" TSD through the White Tail wildlife refuge, winding along scenic backwaters of the Columbia (no deer however).

A re-group and break in Skamokawa ("Smoke on the Waters") set the stage for more of the sign hunt, ending in Sleepy Hollow (where was Icabod?) and a very cleverly placed sign hidden in the right A-pillar as teams made a right onto the highway -- could make a difference in the coming regularity -- we missed it too.

"Covered Bridge" TSD included a trip across the last remaining in-use covered bridge in Washington. Oregon's Main Road Determinants (MRD) end with "leftmost" -- if no other turn or route presents itself, turn left. This came into play mid-section, and without a direction or mileage in the route book, MRD "left" was used just before a checkpoint. Mixed emotions arose here, on one hand we were happy to see the control meaning we were on course, not so happy at the apprehension of how we were scored.

A 7-mile transit ran west from Rosburg along Grays River into the foothills. "Salmon Creek TSD" brought a mile, at CAST 19, twisting through the forest, to the logging town of Naselle.

Back to the Columbia, the winding five miles to the Astoria Bridge were relaxed, with surprisingly light traffic and time to enjoy the views. Three miles later found the Chinook Point County Park and our finish BBQ along a sandy shoreline with eagles in the treetops.

Scoring was well underway when we arrived, needing only the last couple of checkpoints to complete the task. Scores were tabulated, and queries launched (not quite the SCCA lawyering, just polite inquiry) regarding the calculation of one leg and the CZT/Pause confusion. In the end, the CZT/STOP/Pause was discarded, the missed speed change in the calcs was corrected (helped us a LOT) and the trophy presentation was ready at about the time everyone was going for "seconds" at the BBQ.

Congratulations to First Novice: Sherry Clawson and Nathan Hallquist with 304, 99 ahead of 2nd place. First "S"

Stock/SOP honors to Ryan MacDugall and Steven Smith with 293, only 4 ahead of 2nd.

First Masters (SOP) to Ron Sorem and Josh Sorem with 111.

And First Overall, "E" Equipped/Unlimited (the computer folks) went to Russ and Katy Kraushaar with 9 points over ten scored controls (in a 40+ year old car), 5 ahead of the next team. The Mountains to the Sea Perpetual Trophy belongs to Russ and Katy for the year. Traditional Trophy Dance ensued with no injuries...

Visit Cascade Sports Car Club (Geargrinders) for more information on Oregon TSD rallies.

<http://www.cascadesportscarclub.org/roadRally.asp?page=home>

Trivia

* To Jack Christensen, about building more Timewise rally computers:

" I can build another half dozen or so. After that the problem becomes parts. The supplier of the enclosure I have used for some 20 years has decided to stop providing such small quantities of my special design. Therefore, I'll either have to re-design the entire 798A or stop producing. Any re-design would require a minimum quantity of 100 - 150 units, and I'm rather certain that many would never be used in today's TSD rally world."

* "How's the Silver Legacy coming along, Ron?" The Short of it -- Carpet installed and wiring of the dash began. New stainless brake lines installed. Dash went in with little trouble, speedo cable took several tries and still isn't tested - fingers crossed Steering column installed and all the wiring mated up ... Radiator installed.....

Now in the "*There's always something*" department -- The radiator from the turbo shell is too tall... maybe 1.25-inches too tall!-- measuring the core support for both cars, the turbo's bottom contour is lower *and* dropped to keep the top at the same level for the hood to close... (the mounting points for the A/C radiator are in the same spot for both cars) ...will need to find a "L" radiator and fans before we can close the hood...

On the bright side, the battery is in and once the starter wire was located and plugged in (hiding behind loom) the car turned over! Dash plugs verified, found a couple of connections wrong, still no lighting in spots and no fuel pump. Traced to the 66-pin Super Multiple Joint wiring for fuel pump, radio memory (easiest to follow and the circuit triggers several things!) -- the two halves of the SMJ were not fully seated and bolted together -- now radio memory works, vanity and map lights work, interior lighting works

Fuel added to tank, and fuel pump works. Engine cranks and starts -- a little rough at idle but may be fuel related. Radiator plumbed and engine is working! Car is still up on jack stands to let drivetrain rotate. Speedo works!

It just might be on the road for the Fall events!

Many thanks to Steve Perret and Kathryn Hansen for their help, support, and getting dirty!

* Washington State law requires that you give proper clearance to vehicles parked on the shoulder, especially emergency vehicles. Same law applies in many states. In Tennessee, signs on the highways say to keep left for emergency vehicles.

* Nick Moore, longtime stage rallyist and lately a stage captain, passed away on July 9. The ex-Brit was always cheerful.

For Sale

* Beat the rush for Winter tires. Get them now before the price inflates: Nokian Hakka Q's. NEW, never mounted, one never out of the bag... 205/55-16. Fits Subaru Impreza RS 2.5. Two for sale, perfect for 2wd car. Studless snowtire. \$100 for the pair

1987 Subaru RX 3dr, caged, log-booked. 1.8Turbo, 5spd dual-range, locking center diff, Limited Slip. \$3000 (long list of spares for a price)

E-mail Ron Sorem: ronsorem@gmail.com

* Goodyear Wrangler LT215/75R15 Tire (fits a Jeep Comanche), worth every bit of \$10. Will deliver for addn'l \$50. Mark Nolte, (425) 226-3155.

*Free- 4 Gravel tires. 15" Used, but serviceable for TSDs. You pay to remove them from my wheels. Mark Nolte (425) 226-3155

2008 RASC Calendar

* Check out the on-line magazine for local rallyists. Its part of the NWRC website.

<http://www.nwrally.com/>

Stage Rally

Sept 25>28- Wild West, Pomeroy, Rally America Regional event.

Oct 16>18- Pacific Forest Rally, Merritt, B.C.

Oct. 18- Mt Hood, Odell, OR

Major rally events

Sep 13-20- Targa Newfoundland, St. John's, NL

WASH and BC TSD

Sept 6 - Flapdoodle Express Progressive meal and Poker

Run, by Chuckanut SCC. Burlington to Bellingham

Reg: 8:30 FCO 10 AM: \$25 per vehicle

Sept 12- Friday Niter by NWRC, Bellevue

Sept 26/27 -Heart of Darkness, Kamloops, B.C.

Oct 4- Night on Bald Mountain, TSD by ORCA

**Oct 10- Friday Niter by RASC, Bellevue, Jeff
McMillen, Rallymaster**

Nov 8- Monsters Revenge -Chuckanut SCC, Burlington,
WA

Oregon TSD

Sep 5- Friday Niter, Milwaukie

Oct 3- Friday Niter, Milwaukie

Oct 31>Nov 2- USRRC SCCA Nat'l rallys, Portland

Rainier Auto Sports Club will meet this coming Monday, September 8, 7:30 pm, at Canyon's Restaurant, 15740 Redmond Way in Redmond, 425-556-1390.
<http://www.canyonsrestaurant.com/locationsredmond.html>.

Agenda: Review of earth-shaking proposals of the August meeting. Jeff will report on the Friday Niter plans. The Legislative Affairs Committee will lead a spirited debate on "Which Presidential Candidate is best for TSD Rally ". Maybe some discussion of RASC election process, too. The Insurance Committee will report on their investigation of RASC's insurance coverage.

2008 Board Members:

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