

### Rally News

\* Raindrop Rally (April 18) – Rallymaster Steve Richards' Comments:

Once again, I want to thank all the workers who make an event like this possible. Special thanks goes to Stephen Mats Mats who did double duty as registration and control work and to Marvin Crippen for scoring as well as working controls. Six of the workers listed also ran the checkout two weeks ago.

I think the rally went about as well as possible. It is difficult to predict what kind of obstacles you will encounter on a Sunday afternoon; bicycles, trucks and trailers, campers, police (?) and for those of you that were held up, I apologize. You should have been with me. I had a great time running pace, about 15 minutes ahead of first car, and ran into few hold-ups.

Since there were no traps (at least not designed) I think the best way to address the rally is to respond to some of the comments received on the rating forms (with some paraphrasing).

*"Could have broken up the longer regularities (to make more) than four regularities"*

That was certainly on my mind when I designed the route. The problem I had in doing this was that there were really only the three suitable break areas (Snohomish, Granite Falls and Monroe). I had thought of putting in a transit in some of the places I had Free Zones, but there still wouldn't have been a suitable place to end the transit. Put the long regularities on snow and you have a Canadian rally.

*"Missing turn (instruction) at section 8, NRI #10, Left on 152nd"*

Actually the turn to which they refer was shortly after #10, and was a forced turn by the road ahead being marked Dead End.

*"More time for breaks.... were late due to time declarations and had little or no break"*

I apologize for that and didn't really think about the possible effect time decs. would have on the break. I tried to keep the rally under 4-1/2 hours and still have some interesting driving roads. Therefore I tried to keep the breaks to a minimum.

*"More freeway / higher speed sections, lunch break for meet and greet"*

I'm not sure how to answer that. I suppose we could have driven north on I-5 to Mount Vernon, had a two-hour lunch, and driven back, but that doesn't seem like much of a rally. I apologized at the drivers meeting for the 35mph speed limits but slow speed limits, unfortunately, often go with the more *interesting driving roads*.

*"Very poor to have a free zone without a time mark at the end"*

My checkout crew gave me some lip about having any "time marks" at all. It is not normal for perfect times to be given in the middle of regularities, but because the Raindrop Rally is intended more for a novice audience, I thought it appropriate to include a few timing helps.

*"My navigator is old"*

So was your Rallymaster.

On behalf of Rainier Auto Sports Club, I want to thank you all for running the Raindrop Rally and we were especially pleased to see so many new faces. Also a big thanks to Shawn O'Donnell's for providing the start and finish location. I think they did a great job.

Thanks to our Volunteers:

- \* Marvin Crippen, Dan Comden, & Jessica Fleenor
- \* Jim & Christy Breazeale
- \* Ron Sorem
- \* Steve Perret & Kathryn Hansen
- \* Renee Damm & Steven Knudson
- \* Steve Brown & Stephen Mats Mats
- \* Mark Nolte & Sally DeVore

\* No Alibi, June 5-6, 2010, RASC's umpteen annual adventure in Central Washington. Rallymaster: Eric Horst has posted the important stuff on the RASC web site:

<http://www.rainierautosports.com/events/2010/noalibi/default.htm>

Start: Moses Lake, WA. Schedule: Late registration and check-in opens at 9:30 AM Saturday. A Novice orientation will be at 9:30 AM. Drivers meeting will be held at 10:00 AM. First car departs at 10:31 AM.

Overnight: Moses Lake, WA. No official motel has been designated.

Event Finish: Sunday afternoon, Moses Lake, WA. Including BBQ lunch.

Entry Fee: \$165 USD. Saturday dinner is optional, \$22 per person.

\* Olympus International- The Washington stop of the much-shortened Rally America stage rally season was April 22-26. RASC was represented by Ron Sorem & Robert Gobright, Steve Richards, Jim and Cristy Breazeale, Kathryn Hansen & Steve Perret, and Mark Nolte.

Steve Richards volunteered for Ham duties on both Saturday and Sunday. His Saturday went well on the Taholah Stage at the Spectator location. He brought along a friend, Scott, who knew about motorcycle events, and wanted to see what the cars do. His comment when Ken Block screamed past in the WRC-spec Ford Fiesta was "Good God".

Sunday was another deal altogether. Steve was one of the "cast of thousands" at Spectator One, with wall-to-wall

(Stump-to-stump?) spectators on the famed Brooklyn stage. Steve said that one group had been camping out since Wednesday.

His "problem" was that his parking spot was next to the official announcer, Tim O'Neill. Large speakers and a powerful amplifier may have been a great service for the spectators, but Steve couldn't leave the Subaru's windows lowered at such close range. Tim needed to know which cars were up next, so the window went up and down a lot.

The Breazeales had spiffy new radios, and got to use them to gather some helpers to corral wayward spectators. They were just up the road from Steve. But Steve was near the guy grilling salmon.

Mark Nolte was also assigned to watch that same mob. There was an absolute lack of parking spaces, and plenty of Crowd Control people. Having been a Stage Captain on Brooklyn a few years ago, he just meandered until he saw a likely location, which also had a spectator car parked deep in the bushes. "Might as well park here until needed."

The rally started with 51 cars, and was down to about 30 Sunday afternoon. (After a hectic week complicated by the Iceland volcano, the Block Fiesta DNF'd on Saturday). A late-running Rabbit stopped on the second (East to west) Brooklyn Stage, and Sweep was frantically trying to get it moving in full knowledge several thousand spectators were hot to leave. All but one stayed put until the Green Light sweep came past. Ham radios are wonderful.

Ron Sorem ran as Pace 00, the last semi-slow (so he says) car on the stage before Lee Sorenson in the "0" car flies through for final approval. His Legacy wouldn't start before checking a stage on Sunday. After much checking, it was concluded that the fuel pump wasn't pumping-dead. Since he was in Service, he went looking to see if a spare Legacy Turbo fuel pump- or reasonable facsimile - could be had. It turns out that the pump part number is the same as on a RS 2.5. And there was one to be had, courtesy of Steve Greer (although he was out on stage at the time)...still in the sealed box! Things moved quickly after that as Robert Gobright (also serving as co-driver) made the switch, and he was soon on the road.

Since the "00" car was disabled, Steve and Kathryn took a zero of the RS and ran as 00 for a while.

#### \* Trail of the Gnu by Marvin Crippen

How the hell did I find myself in Rocky Mountain House, Alberta on a cold Saturday morning, staring at a room full of Canadian Calculator cars?

Stubbornness, pure unadulterated stubbornness! At Thunderbird, Marinus & Renee started talking about attending the Trail of the Gnu rally. "Sure I'm interested!", I said. Knowing full well my chances of finding a driver would be slim.

The next month was spent trying to find a 2nd driver so we could take two teams to the event. For some strange reason, the idea of a 16 hour drive to Alberta to do a one

day rally and then another 16 hour drive back wasn't a big draw. "Looks like I'm off the hook", I said to myself.

Then Renee switched jobs and while rallying is a priority, the main rally priority is Alcan in August. So I'm back on the hook. "Marinus will come to his senses and decided this idea is just crazy", I said to myself. Marinus did indeed decide the idea was crazy, that just didn't dissuade him. Neither of us blinked.

So Friday found us on the road out of Seattle with an early morning un-eventful trip. Lunch in Sandpoint Idaho, dinner in Lake Louise and a night trip across the Rockies arriving in Rocky Mountain House late in the evening. After settling in we discovered email from Ron Sorem, whom we had unknowingly passed on I-90. After a valiant attempt to catch the oblivious driver (me), he gave up breaking the truck speed limit and settled on an email.

The 2009 Gnu was won by an Unlimited car (the Hills) and a Calculator Car (Jennifer Daly & Leanne Junnila) hard on their heels only 2 seconds down for second place. This year only 6 Unlimited cars registered with half of those having mechanical issues and not able to start (including the Hills). The rest of the 24 cars were Calculators and Novices (calculator equipment). Clearly this wouldn't be quite the rally I was used to. Another clue was the rallymaster's response to the question of rounding or truncating to hundredths. A slight pause and then, "Our odometer doesn't show thousands."

We spent the first two regularities working on some issues. A mistake on the setup of the Timewise and lack of hard references in the first 10k cost us some points and much of the rest of that regularity and the next one were an exploration in communication style (Marinus and I had never run an event together before this).

Gnu had a lot of close-together instructions so we got a lot of practice getting through them quickly. Gnu has a reputation for high speeds and slippery conditions. Marinus was understandably nervous about keeping up.

This year would be a little different. Warm spring weather had a big impact. Sections that were pure ice on the checkout ride turned into mud bogs for the actual event. At one point as we hit an ice patch Marinus said, "Oh finally, some traction!"

After the first leg we had 7 points, tied for first with a Calculator car (Kevin Robbins & Marcel Chichak). Third place with 9 points was another Calculator car, Ryan Oliver & Jack Bensley in 1970 Volvo. The same Volvo, in fact, that came in 1st Historic at Thunderbird this year.

Perhaps it was the long sunny lunch (fantastic weather the whole event) giving us time too much time to relax, but the post lunch sections were significantly harder. Clever routing had us looping back through small sections of the tougher parts of Leg 1 while still offering new material.

As car #1 we got to deal with the ruts on the second time through, and the mud was even worse. We managed to make it out of the bog that would claim, however briefly, several other cars and struggle up the hill where an AL (complete with checkpoint) was waiting. The last

regularity, aptly named Corkscrew Mountain, featured a 4 km stretch with a series of alternating Hard R and HPL's, ranging between single and triple cautions. At checkout this was pure glare ice and the crew didn't even attempt to maintain CAST. I was just as glad the ice was all gone; 4 km is a long time to keep yourself clenched!

We managed to hold onto our lead, or at least pile up fewer points than the competition. First Overall and Class (indeed, the two other Unlimited cars both developed mechanical issues and were at the back of the back) with 26 points. The Historic Volvo edged out a 40-point tie to take 2nd overall and 1st in Calculator. Shane McAssey & Mark Geusebroek lost the tie and took 3rd overall and 2nd Calculator.

Now ALL that was left was the drive home. We got up nice and early, packed, had a snack, gassed up the car, and were out on the road. An hour later, just as the sky started to lighten, we were unpacking everything to get to the spare tire.

After that minor blip the journey continued. Strangely enough, driving across the plains in light was even more boring than doing it in the dark. Although the mountains looming in the distance as we approached Calgary made it worth it.

Accustomed as I am to the Cascade rolling-hill approach to the mountains, the transition from plains-to-mountains of east side of the Rockies is shockingly beautiful.

And quite frankly that is really what stands out about the trip home. Most of the rest of it was a blur.

As we closed in on Seattle, Marinus calculated if he drove the rest of the way home (to Portland) that evening he would have maintained an average personal speed for the whole trip of 30 mph.

It was a great event we had a lot of fun. But I'm not sure I'd attempt it again, especially not as a 3-day trip.

More detail about the trip is available at the TeamD blog, <http://www.teamd.org/blog/>

### **For Sale/ Wanted**

\* **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)

\* **1987 Subaru GL Turbo Wagon** pushbutton 4wd, \$990 flexible.....E-mail Ron Sorem: [ronsorem@gmail.com](mailto:ronsorem@gmail.com)

\* **2001 Audi Allroad** we bought from Jerry. All the luxury and bells and whistles have become boring. Waterpump and timing belt done, comes on studded Hakkas. Fire sale pricing at \$8500, more details at [blackholeracing@gmail.com](mailto:blackholeracing@gmail.com)

\* '03 Acura MDX, gold, all the options including Nav & back seat DVD player, 4500 lbs tow rating, 113,000 miles, \$12,250, Jerry Hines 206-227-6343

\* **1991 Audi 200 Quattro 20 valve - \$2500**

\* Pearl white with grey leather interior, factory sport seats, 200k miles, Bilstein struts with H&R sport springs,

Steel brake lines, plus upgraded G60 brakes with slotted rotors. For photos see <http://www.alcan5000.com/Audi200/> Jerry Hines: 425-823-6343 home, 206-227-6343 cell

\* **For Rent, Las Vegas house**, \$400 week. Car available. Jerry or Colleen Hines, 206-227-6343.

\* **FREE:** Are you a home brewer? Or do you know a home brewer? I have at least 12 cases of empty, 12 ounce bottles looking for a refill. \* **FREE:** I have a Bruning drafting machine. Come and get it before the recycler does.

\* These tools belonged to Sue's dad. He was a dedicated woodworker and made good use of them. They have remained silent for over 10 years. Need to find a new, and caring home:

Vintage Craftsman 5" joiner. Model 103 0502 **\$50**;  
AMT 4" joiner w/ manual **\$25**; Dremel 4" bench saw w/manual **\$35**; DeWalt 10" radial arm saw w/manual. Model 740 On stand **\$100** Contact Ken or Sue Lingbloom (360) 733-8897 (Bellingham) [klingbloom@comcast.net](mailto:klingbloom@comcast.net)

\* **FREE** special one-time deal (this century) on flexible **plastic nipples** to protect the wire coming out of an odometer probe. Originally intended for F-connectors for CATV applications. -Mark Nolte

### **RASC Calendar**

Rallycrosses not listed, but happening.

### **Stage in PNW**

May 14-16: Oregon Trail Rally (RA), The Dalles

June 12 – Mountain Trials, CARS Nat'l, Merritt, BC

July 14: Idaho Rally (w/ RallyMoto) - Boise, ID area - Rally Drift

September 18-19: PRG Pomeroy County Fair RallyCross -

Pomeroy, WA

Sept 23 – Wild West, Pomeroy, WA

Oct. 23: Mt. Hood Rally - ORG

Dec 3-5: Big White Rally and SnowX - Kelowna, BC

### **British Columbia & Washington TSD**

May 14: NWRC Friday Niter by ORCA

**June 5-6: No Alibi TSD by RASC**

June 11: NWRC Friday Niter by ORCA

July 9: NWRC Friday Niter by NWRC

July 17 - Sno-Git TSD, Marysville, WA

July 24 – Gold Digger, Kelowna, BC

Aug 13: NWRC Friday Niter by ORCA

**Aug 16-24: Alcan 5000 by RASC**

Sep 10: NWRC Friday Niter by PSRC

Oct 2 – Night on Bald Mountain TSD by ORCA

**Oct 8: NWRC Friday Niter by RASC**

Oct 30 – Midnight TSD, Parksville, Vancouver Island, BC

### **Oregon TSD**

June 4- Friday Nighter, Milwaukie, OR

July 2- Friday Nighter, Milwaukie, OR

July 31 – Mountains to the Sea, Milwaukie to Pacific City

August 31 – Friday Nighter, Milwaukie, OR

Sept 11 – Rally Against Parkinson's, Portland Int'l Raceway

Sept 17 – Friday Nighter, Milwaukie

October 1 – Friday Nighter, Milwaukie, OR

**Rainier Auto Sports Club** will meet this coming Monday, May 10 at 7:30 PM at Café Veloce at the Totem Lake shopping center. Best way I can think of to get there via north on I-405, take the "NE 124th" exit, then keep right under NE 124th and straight at the signal. This puts you on Totem Lake Blvd, not whatever the frontage road is next to I-405. Then right first poss, with the Café on your right at that point.

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

**Agenda:** Praise and thanks to Steve Richards for a Raindrop well done. He's in charge of weather for next year's rally. Eric will dispel rumors about No Alibi, starting new ones. Dan Comden's reading the minutes may not be the highlight of the meeting, depending on your personal scoring system. Jerry has yet more exciting news of the ebb and tide of Alcan entries.

**2009 Board Members:**

President- Jeff McMillen, [jeff@somepants.com](mailto:jeff@somepants.com)

Vice-President: Steve Richards, [smrdcatman@comcast.net](mailto:smrdcatman@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)

At Large: Robert Gobright; [Fundimech@gmail.com](mailto:Fundimech@gmail.com)

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

**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 advertisements eagerly sought: e-mail: [mnolte@blarg.net](mailto:mnolte@blarg.net)

***Rainier Auto Sports Club, P.O Box 25574, Seattle, WA 98165***



**The Wishbone Alley Gazette**

% Mark Nolte

2108 NE 12Th St.

Renton, WA 98056-2916