

The Wishbone Alley Gazette

August, 2010 *Rainier Auto Sports Club*

Rally News

* Alcan 5000 (August 16-24) – After years of planning, the last Summer Alcan for a few years starts Monday, August 16 at 8AM. The posted entry list shows 8 cars and 14 motorcycles making the 4350-mile adventure.

The long drive is actually mostly in Canada, taking 3460 miles to Fairbanks on August 22. Two optional August 20 and 21st routes are offered, both ending in Dawson City. For those of you who are unfamiliar with Yukon cities, Dawson *Creek* overnight (Tuesday, August 17) and Dawson *City* are roughly 1500 miles apart.

<http://www.alcan5000.com/2010entr.htm>

* Mountains to the Sea (July 31-Aug 1), by Ed Rachner

Jeanne and I were running to see if we still had it in us to be competitive. Mixed results there, but we were pleased with the weekend and had a really good time.

Recently, I dug the last production model Chronar computer out of storage. I never sold it and kept it in the hope that I'd be using it again sometime in the future. It's never been used on a rally since it was built more than 25 years ago (I really can't remember when we actually stopped production).

Anyway with a few parts from the local hardware store I managed to install it in our Impreza in an acceptable fashion; not the ideal arrangement but it had to do in the four evenings I had available (I am a great procrastinator). The impulse unit was a little more difficult since I didn't like the VSS signal that Subaru uses on the older cable-driven speedometers. I finally epoxied two magnets to the inner rear axle hub and mounted a Hall effect sensor. I had most everything done Thursday around midnight and finished up by 11AM on Friday; Jeanne and I headed for Hillsboro around noon.

That trip was not as uneventful as usual due to a tremendous multi-car and truck accident on I5 north around Chehalis. Even though the southbound side was clear, the loopy-loos managed to put us two hours plus behind schedule. But we managed to get to Hillsboro by 6:30 that evening. Time enough to check into the motel and go out for a pleasant dinner at one of the local sushi restaurants.

After dinner, I headed west on 26 to see if the starting location had a place to have breakfast. I'm glad that I did that since the start was EAST of Hillsboro, not west as I had thought. Also, no breakfast place there unless one likes the yuppie breakfast food served at Starbucks.

Saturday morning was cool and overcast and we headed east to the start after as pleasant a breakfast one can have at Shari's. Even though we arrived 45 minutes before Registration opened, Registration was already set up and ready for us along with the 10 or so early entrants that were already there. Since we had pre-registered, signing in was painless and I got our route book early. I was pleasantly surprised that the Rallymaster had published two versions of the route book: one in 1/100th

minutes for pauses and timing, and another for pauses in seconds! The rally was timed to the 1/100th which is what I'm used to and prefer. The novice meeting started on time followed by the driver's meeting and we were off on the odo check with minutes to spare. Odo check went west on Hwy 26 and exited off the highway a few miles after it narrowed down to one lane.

I can't say much about the area that we traveled since I'm not familiar with the roads but I can say that the choice of roads was excellent. Lots of fine pavement (no gravel at all the entire event) with many great twisty sections. Speeds were on the brisk side but never dangerously fast. Fifteen checkpoints strategically placed included one DIY leg. The rally was divided into sections of 10 to 25 miles or so with mileage to almost every instruction. Just a few speed changes didn't have mileages to prevent the over-achievers among us from pre-calculating the entire event. Also, numerous car zero times published in the routebook to give one a feel for how we were doing. I liked that since it forced me to relax, enjoy the event and concentrate on feeding the computer with the correct input.

I also appreciated the numerous breaks between sections where one could relax for 5 or 10 minutes. Lunch was a generous hour with a number of places to eat in beautiful downtown Carlton, OR.

The only downside was that there was a major bicycle tour going during much of the middle portion of the event. This was something that the Rallymaster could not foresee other than to deal with it the day of the event. Not a problem for us since we were an early number; but it required some care and necessitated a friendly wave from us as we went by. However, later cars were not so fortunate as indicated by the time allowance requests that were handed in to the scoring committee. This proved to be a chore for scoring but preliminary scores were posted within a reasonable time after arriving at the finish.

The finish at Rockaway Beach was quite nice with a fine view of the ocean and a terrific BBQ compliments of the Tabor clan. Awards were handed out on the beach by a bonfire during the evening.

Compliments to CASC and Katy and Rush Kraushaar for a great event. Hopefully we'll be fortunate to run it again next year.

41 entrants: 11 Nov, 7 SOP, 4 MAS, 8 Limited, 11 Unl.

RASC Member placing:

Damm/Damm, 16 pts, 4th Unl/4th O'all
Rachner/Rachner, 23pts, 8th UnL/8 O'all
Comden/Adomeit, 42pts, 10 UnL/ 10th O'all
Breazeale/Breazeale, 62 pts, 11 UnL/11th O'all
Perret/Hansen, 195 pts, 4th Limited/ 17th O'all
Cary/Guthrie, 404 pts, 6th Limited/ 25th O'all

* Sno-Git 2010 by Steve Richards

Another beauty of my Timewise 547 B box (other than the obvious benefits of quality and reliability) is having the ability to replace it with a 798 A by simply C-clamping the 798 to my existing mount, plugging in the existing connectors and go. As a devoted Equipped-class entrant, my experience in Unlimited has been very limited, so to speak. Luckily I had the expert navigator services of Marvin Crippen to guide me through. I doubt that I would ever be able to figure out all of the features of the 798 but it is obviously a grand piece of gear.

Sno-Git started at Twin Lakes Park, across the freeway from Smokey Point, under overcast skies but the temperature was mild. There was an R/C Hydro regatta on the lake which served to entertain the drivers while the navigators were busy doing pre-calcs.

The Odometer check headed west past Lake Goodwin and then north through Stanwood, ending on the ridge above the Stillaguamish delta farmlands. The first Regularity of 11.87 miles took us down onto the delta for three DIYs and one manned checkpoint. No problem here.

Then we started a very short 1.48 mile Transit but only 2:09 in which to make it. That's a 41 mph average with a signal thrown in for good measure in an area where 35mph would have been tough. Needless to say, half the field submitted time decs and the other half should have. The 16.75-mile Regularity that followed was fraught with tension as the first 1:30 time dec we plugged in put us on top of another car for some reason. So we added another minute and ended up on top of yet another car. We decided to stay where we were and fight for position on the road. This Regularity contained four manned checkpoints and one DIY.

The short 2.62 mile Transit that followed ended at the Skagit Barn on Fir Island road. This is my first Sno-Git but I understand that the "Barn" is a traditional rest stop. The 12.65-mile Regularity to follow was a nice drive around Fir Island and included one manned control and two DIYs.

A 1.04-mile Transit takes us off Fir Island to the farmlands south of Mt. Vernon. The 13.25 mile Regularity to follow contained three manned checkpoints and the final two DIYs. An open control at the end of the section collected our DIY scorecards.

The Mount Vernon/Burlington Transit followed by the Kelleher Monte Carlo section took a total of 14.08 miles and 1:09:35. This was enough to allow at least 35 extra minutes for any necessary breaks. Marvin and I took only a brief break and headed directly for the start of the Hoogdal Regularity to wait out our time just northwest of Sedro-Wooley. The sun had come out full strength by now and the day was turning out very nice. Hoogdal Regularity was 14.52 miles long and contained two checkpoints. There would be no more DIYs.

The next short Transit took us to the Fruitdale Regularity starting at the north end of Fruitdale Road. This Regularity, having a length of 8.16 miles, ran south along the entire length of Fruitdale Road to the Skagit

River, then west to South 3rd St, and north, finishing near Sedro Wooley.

Then the rallymaster's nightmare began. After a 3 ½ mile Transit through Sedro, which included a 15-minute break, we started the North Skagit Regularity. Sixteen-hundredths mile at CAST 24 then CAST 34. But wait – the speed limit sign says 25 and we are on gravel. Now what? Do we proceed at 34 or stay legal and submit a time dec? While still debating the issue we were instructed off this road and back at a legal speed again (don't ask). Then it happened again. I am a little fuzzy on the details but again, the posted legal speed was less than our assigned CAST. I believe it was on the third such occasion that I happened to see a small (5" square) green note (stapled to the speed limit signpost) that gave us a new CAST. If there was such a note on the first signposts, I didn't see it. Apparently, after the last route survey, the roads were being prepared for resurfacing and the speed limits were changed. Needless to say this rather soured us on that Regularity.

A 3.98-mile Monte followed by a 1.93 mile Transit through Concrete took us to the start of the last Regularity up Burpee Hill. This was a nice little 3.15-mile hill climb with two checkpoints. I zeroed the first but got lazy and was three late on the second. A short .71 mile Transit took us to the finish at Lake Tyee which is a privately owned recreational community. We were given passes to enter.

We took advantage of the bar-b-que but decided to leave before results were posted as we expected the time decs would be numerous and delay scoring. It turned out there was 84 of them. Thankfully, rallymaster Jack Heppes announced that the North Skagit Regularity had been tossed due to the speed limit conflicts.

I first knew of our results when they were posted online a few days later. For Marvin and I it wasn't pretty. Out of 23 scored controls we had 6 zeros, 14 ones, 1 two, 1 three (my hill climb), and a 74. It seems that something went amiss during our time decs in the second reg. Maybe we passed a control before the time decs took effect. Maybe we'll never know.

Anyway, congratulations to Mike Daily / Tom Palidar for 1st place in Unlimited with 15 points, Renee and Marinus Damm for 1st place in Equipped with 154, Joel McLaughlin / Chris Ringhofer for 1st place SOP with 219, and to Bill and Carol Peterson for 1st place Novice with 648. Detailed results can be found at <http://www.olympicrally.org/> Click on "Results."

Thanks to Jack Heppes and the ORCA crew for a fine drive on some fun roads. Total mileage: 149.34, time: 6:00.

RASM Members placing:

Richards/Crippen, 93 pts, 4th Unl/4th O'all

Damm/Damm, 154 pts, 1st Equipped/5th O'all

Perret/Hansen, 520 pts, 3rd SOP/ 10th O'all

18 entrants: 4 UNL, 3 Equ, 6 SOP, 5 Novice.

* Idaho Rally (July 16/17) – The Friday/Saturday format of the California Rally Series drew 28 starters, with only a couple of PNW entrants. Thursday night featured a real Superspecial in a big parking lot, with about 20 loads of dirt building an honest crossover “yump and 64 inches clearance for the cars going under (who started side by side).

Ron Sorem and Mark Nolte showed up to run as Pace 00, the moderately brisk course-opening car, preceded by at least 3 slower “opening cars”. Lee Sorensen and wife Karen were Pace 0, running just ahead of the rally cars.

A few other familiar faces from the NW were John Nispel and La'kea Siverts from PRG and Simon Levear from ORG. Pete Soper, a frequent NW visitor, was Rallymaster/Course Marshal.

Friday's 5 stages only used 2 roads twice. This was north of Mountain Home, 40 miles east of the Boise base. One lovely stage (they all were great) had to be scrubbed when the course was lined with spectators camping out and there could never be enough crowd control marshals to monitor them.

Saturday was 3 roads used twice, plus “Harris Creek”, the exit stage to the 40 mile Transit south to Boise.

Nineteen finishers gathered for a picnic supper hosted by the rally. Local musicians played until the awards. The DNF's were welcomed on-stage to describe their event, the most notable being a Toyota that caught fire, pulled off the road, then went up in flames while they watched. Local fire crews put out the smoldering remains and the tree that caught fire. The car was donated for training since there wasn't much left. -MN

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

* **2001 Audi Allroad** All the luxury and bells and whistles. Waterpump and timing belt done, negotiate for the studded Hakkas. New low price: \$7200, more details at blackholeracing@gmail.com (Jim or Cristy Breazeale)

* **1968 Valiant** 2 dr. post. 273 V8, original owner with paperwork, manuals. Not a parts car, this is complete. Spare rear axle. Solid car. Located in Duvall. \$1200.00 Sam Baker, 425-788-2004 or contact Roy Ward, roy.ward@frontier.com

RASC Calendar

Rallycrosses not listed, but happening.

October 2 –SOVREN Maryhill hillclimb. Might have exhibition “rally” class.

Stage in PNW

Sept 8-19: PRG Pomeroy County Fair RallyCross - Pomeroy, WA

Sept 23 – Wild West, Pomeroy, WA

Oct 1-2 – Pacific Forest Rally, Canadian Nat'l, Merritt, B.C.

Oct. 23: Mt. Hood Rally - ORG

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

British Columbia & Washington TSD

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

Nov. 20 – Totem, British Columbia

Oregon TSD

August 31 – Friday Nighter, Milwaukie, OR

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

Sept 17 – Friday Nighter, Milwaukie, OR

October 1 – Friday Nighter, Milwaukie, OR

Rainier Auto Sports Club will meet this coming Monday, August 9, 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: Just a week until Alcan. Late breaking news of the October Friday Niter.

2010 Board Members:

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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

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