

# The Wishbone Alley Gazette

October, 2014

Rainier Auto Sports Club

## Rally News

\* Justly famous RASC Friday Niter is this Friday, October 10. Rallymaster Eric Horst put together a “pretty good rally” according to one checkout crew. Eric claims he has barely enough workers, despite a migration of RASC people to the Oregon 1000.

\* Mark your calendar: Alcan Winter Rally February 24-March 5, 2016.

The itinerary is at <http://www.alcan5000.com/2016itin.htm>, with the website to be updated to match soon.

This includes two nights each in Yellowknife and Fairbanks, at least two ice slaloms, and a finish in Anchorage the day before Iditarod start. It's the first time we've done Yellowknife in winter, and our "off" days there & Fairbanks will have multiple options.

\*Pacific Forest Rally 2014, Course Opening Chronicles, by Ron Sorem © 10/5/2014

Merritt, British Columbia, Canada. October 3-4, 2014. The West Coast Rally Association presented Pacific Forest Rally: Round 4 of the Canadian Rally Championship (CRC); Day 2 is Round 3 of the Western Canada Rally Championship; and Round 11 of the North American Rally Cup.

The City of Merritt again hosted the rally, with civic leaders at the Ceremonial Start, and a welcoming hospitality throughout the town. 36 teams left the start on Friday evening under cloudy, but not yet raining, skies.

Several last minute route changes had been required due to natural disaster (roads washed out), and political disaster (in rally terms, road-use permissions were pulled). The Nicola Valley and its surrounding hills have choices – some completely new to the event, some slightly altered. The Friday night stages were new. That is, were “newly arranged”, on a familiar road. 'Helmer South' has been a staple and a favorite for years. In 2003 a version was run as 'Helmer North'. For 2014 this road was divided into two shorter stages named 'Swakum' and 'Kirby' (for Swakum Mountain and Kirby Creek). The split was designed to allow a short stage to open the festivities, and allow teams to “adjust” any car issues after a relatively short time (10km) and not be forced into the 23km long haul, right out of the box. A short transit between the stages allowed crews time for minor repair or a tire change.

Recce (reconnaissance of the roads) had been in daylight. The first running of 'Swakum' was at dusk, bringing small changes to sight lines, but not altering the notes... One car however, succumbed to the change, suffering a spin, striking a grader, continuing – but withdrawing at the first Service Break due to a broken co-driver's seat mount.

Stage 2, 'Kirby', was not much different, with one car sustaining an “off” only .67km into the stage and remaining until the end of the night.

“Lather, Rinse and Repeat” was the schedule for Friday's 'Helmer by Night'. 'Swakum' & 'Kirby', with a couple more minor offs, a tug back onto the road, and completion of the stage. A couple of mechanical issues, including an engine “expiration” on the final transit, but no injuries... (well, according to Matt Pullen: “The parrot died”). Antione L'Estage and Alan Ockwell, in the 2011 Mitsu Evo X, posted fastest time on 'Swakum' with 104, and 'Kirby' with 112, to lead the night.

Saturday morning brought a forecast of warm and sunny for 'Merritt by Day'. An overnight shower had settled most of the dust concerns. Retirements, then repairs, and 32 cars started the day.

'Mab Lake' stage is another long favored road, last used in 2013 as a “turn-around stage” due to construction and rain damage on the transit section between Mab and Nicola. The maximum average speed for CRC events is 120km/h and was exceeded in 2013. The remedy, to allow using the stage in a subsequent year, is to reduce the speed. For 2014 two new “deltas” were added, forcing the cars off the fast main line, into a sharp turn, then an acute turn, then rejoining the main road. Marshals at each site are Judges of Fact, and any car not following the deviation is severely penalized. The process worked. Down to first gear, negotiate the tight corners then back to top speed, but the overall average is reduced. L'Estage at 114.79km/h, was followed closely by SubaruRallyTeam Canada at 109.53km/h.

Following 'Mab Lake' a 10km rough transit section tested suspensions, and crews, leading to another fast downhill run of 'Nicola Lake' stage. Although not very tight, there are several corners on the stage, affording spots to get out of shape, fortunately none this year. There are also opportunities to over tax the equipment. L'Estage was again the fastest over the 7.11km, at 114.12, with SRT-Canada at 113.16...

'Coldwater Ranch' stages are a spectator favorite, only 5.8km, but very accessible with good viewing points. For 2014, staffing shortages, and the time needed to move them to another venue, caused cancellation of the second running of 'Coldwater'. The rally has now seen seven retirements.

"Comstock" has been a fast stage for years. New residential expansions have forced the start location farther up the hill in the last few years, and the old stage was getting pretty short. For 2014, the rally "went another way", using the early paved section, the tunnel, and the narrow gravel – but now an acute right downhill toward Spectators, an acute left uphill, over the blind crest, and new roads for PFR! 'Comstock-Kane' found routes through the smooth and flowing wooded section, then opened up under the power lines. Smooth, flowing, tight, twisty, steep crests, "pay attention" exposure hairpins, a jump!!, several quick crests, tricky flat left into flat right combinations, usually followed by a crest or drop or hairpin. Then into the woods again, dropping steadily into a fast Flying Finish and sharp left.

Two mechanical failures at Spectator. Two offs at 9.9km. A big off at 18.76km.

While checking our time card at Comstock Finish, past stage rally drivers and co-drivers and the Chief Steward, speculated on how fast the new stage would actually be – fast and open in spots, very technical in others. I was certain it would *not* break 120; Tom Burgess opined "around 100"; Martin Loveridge, said "not over 108". The new stage saw an average of only 94.98km/h on the first run, by L'Estage, 87.56 by Hardy Schmidtke and John Hall in a 2005 Evo IX, and 86.94 by SRT-Canada's Martin Rowe and Nathalie Richard in the 2015 STi. The second running of 'Comstock-Kane' saw L'Estage a bit slower at 93; Rowe now up to 89; Derik Nelson and Adam Newell at 86.98 in the 2WD "Gravel Machine Gun" 1995 BMW M3. Schmidtke would retire between runnings. Now counting eleven retirements.

As Course Opening cars 000 and 00 completed the safety checks on Helmer, and Car 0 ready at the start line, word came that the delays from Comstock crashes, and moving staff from the blocked sections of Comstock into position on Helmer, would force cancellation of the later run of Helmer South. *Only-one-run* of the most popular stage. Competitors, crews, and Spectators were disappointed, but the accommodations in Merritt could not be held for two runs.

Eighteen teams finished the rally. The roads were not particularly rough. Helmer its best in

years. Speed, vehicle prep, first notes on new stages (Nathalie Richard quote: "I don't have old notes, and I have a new Driver") may have all combined for the retirements. We know that the one serious injury will wear a neck brace for a while, but he's home and itching to get back on the road.

Congratulations to Antoine L'Estage with an overall stage time of 1:21:46 for the win. Followed by Martin Rowe with 1:25:48.90.

Complete results can be found at the PFR home page <http://www.pacificforestrally.com/home.html>

Events of this type require hundreds of volunteers. Our [Team Fugawi? Pace Car Operations](#) crew is thankful to be a part of this group. To volunteer, for the "best seat in the house", visit the PFR web page at <http://www.pacificforestrally.com/message.htm> to get a "Front Row Seat". This is specific information for PFR and the WCRA, but applies to all stages rallies in Canada and the USA.

See ya on the road...

#### Club News

\* September RASC Meeting Minutes- by MN  
September 8, 2014. 7 members present.

Meeting commenced at 8:10 with reading of the August minutes by President Crippen. He included the lack of a Treasurer's report, too. The Breazeales were excused as being on vacation.

Rally reports: Eric will be working on the October 10 Friday Niter. An October 3 checkout is scheduled. Discussion of dash plaques and trophies. Rod Johnson volunteered his trophy collection to be reused.

Raindrop- nothing yet.

No Alibi- Dan and Marinus are working on a course to take advantage of Oregon roads.

Nor'Wester: no news

Alcan: Highlights of a successful event were shared. The disadvantages of Chinese trailer tires were mentioned. Re-sorting the motorcycle class to expand the non-scored motorcycle touring class was also mentioned, with the reasoning behind it. Texting, GPS tracking were successful 2014 experiments.

The Nominating Committee was chosen to vet 2015 Board members. Mark Nolte and Ron Sorem volunteered.

No old business.

New business: Roy Ward volunteered some stories about the WSP, reminding us of the many vehicles the WSP has in it's fleet.

The newsletter editor asked if the mailing list should be shared. The answer was yes.

Ron Sorem mentioned that Pacific Forest Rally is looking for volunteers.

Meeting adjourned at 9:04.

\* October marks the beginning of the RASC Election cycle. It starts with a list of candidates vetted by the nomination committee, with additions or removal at the club meeting. This is followed by a flurry of campaigning, buying votes, and slander of opposing candidates, just like the big boys do.

Ballots are marked and counted at the November meeting. (Buying votes is frowned upon at this point). The vote is for 4 Board members since the President and Treasurer carry over, to compose the 6-member Board.

The newly appointed Board meets at a secret location to fill the positions. That often includes picking an NWRC representative. Then gloriously announced at the December meeting.

#### Trivia

\* Jim and Cristy Breazeale took a 10-day vacation (non-rally version), covering 3500 miles in 10 days. They camped out, including a night at Yellowstone where the full Milky Way was on display. They got snow in Wyoming!

\* Brian Cary is wearing a cast on his broken right wrist. On September 15, he watched a car cross all the lanes of traffic on I-5 at Southcenter, only to nearly stop in front of him. He also landed on his knee. He says there might be a way to repair the '92 Suzuki 500. In the mean time, he can't drive.

\*Eric Horst is spending another summer building a cabin in the Bellingham woods, 70 miles north of home.

\* Steve Richards cut short a long-planned 3-week vacation when he felt ill- on day 2.

\*Tim Chovanak and his son volunteered "mostly Starts" at PFR. He took his recently acquired pearl-blue '04 Subaru STI, now fitted with white wheels.

#### For Sale

\* Two Chronar TSD computers, make offer. (If you know what a Nixie tube is, you will like these-ed).

Make Jeanne an offer.

BMW limited slip rear diff, 3.91 ratio. Fits E36 (325I, 328I,M3). \$250.

\*1984 Subaru BRAT, no rust, mostly unmolested. Blue. \$4250 Jeanne Rachner (425) 481-0604

\* For Sale: Some of you know her as Rocket. She's a 2002 Subaru WRX. She's won most every TSD rally in the NW and she is for sale. The Good: lots of tweaks, spares. The Bad: Leakdown test on cylinder 3 shows a need for a valve job; slightly noisy bearing in the transmission (reported by Smart Service). Crack in the windscreen. Interested? Let's talk. Jeff McMillen:

[Jeff@somepants.com](mailto:Jeff@somepants.com)

\* **For Sale – Need Cash Now**

**1991 Subaru Legacy** 2.2 Turbo Sport Sedan (clone, shell is USA made "L" body, "sunroof delete")

Five speed manual, Subaru competition clutch and Limited Slip Differential from original Turbo Sedan.

You've seen this car on stages at Pacific Forest Rally, Mountain Trials, Doo Wops, Oregon Trail, Olympus, Idaho International, and at TSDs like Raindrop, No Alibi, Totem, Thunderbird, Oregon 1000 and many others.

Car has developed a typical Subaru "old age knock", most likely rod bearings. Bid on rebuild is over \$2000 installed, at a Subaru shop. DIY for a lot less – just not by me. Needs a new battery. "Might" jump start one more time. Tags expired, needs to be running for Seattle area emissions (passed fine last time). If you think you can undertake this project, offer me \$1000 for the car and second EJ22T motor (louder knock – needs bearings) and ALL the parts, and it's yours. Bring a trailer...

There is a long list of spares included, from two 1991 and one 1993 Sport Sedans, including drive train components, brakes (ABS and non), axles, open diff, glass, and hood and trunk. (Just about everything that won't fit an Impreza)

RonSorem @ gmail dot com. 206.954.3173

\*1982 Mercedes 300 SD. (Yes, the Turbo diesel). Nice chrome wheels, recent paint job- it's "taupe". \$1600, needs suspension work. The car is in Washington. Got 30 mpg from La Vegas to Vashon Island. Jerry Hines (206) 227-6343

For Sale: Kenwood TR7800 2-meter radio with installed Communications Specialist CTCSS tone box. Everything works, tones, memories, mic., power cord. Handsome mid-1980s radio, with LED display. Make Offer. Roy Ward 425-485-6225 [roy.ward@frontier.com](mailto:roy.ward@frontier.com)

For Sale: New-in Box Baofeng dual-band 2 meter/440 handi-talkie, 5W output. Comes with wall charger and desk charger, so if your wall or desk need charging, well, here you go. Impulse buy from eBay for \$43.50, will sell for \$40.00. Roy Ward 425-485-6225 [roy.ward@frontier.com](mailto:roy.ward@frontier.com)

#### RASC Calendar

Washington & British Columbia TSD

**Oct 10 – NWRC Friday Niter by RASC**

Oct 18/19 – Midnite, paved TSD, Vancouver Island

Nov 22/23 – Totem, Cache Creek, B.C.

Oregon TSD

Oct 11/12 – Oregon 1000, Oregon

NW Stage rallies

Oct 18 – Mt. Hood, Hood River, OR

Oct. 31-11/1 – Rocky Mountain, Invermere, B.C.

Dec. 6/7 – Big White Winter rally, Kelowna, B.C.

**Rainier Auto Sports Club** will meet this coming Monday, October 13 at 8 PM at Café Veloce (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 pass, with the Café on your right at that point.

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

Agenda: Review of the marvelous Friday Niter. Stories of the Oregon 1000. The Nomination committee will present it's list; there is still a chance for nominations from those present at the meeting. Plans for the December "event", too.

**2014 Board Members:**

President: Marvin Crippen, [mandos@gmail.com](mailto:mandos@gmail.com)

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

Secretary, Jim Breazeale, [blackholeracing@yahoo.com](mailto:blackholeracing@yahoo.com)

Treasurer, Cristy Breazeale, 360-318-3320

At Large, Roy Ward - [roy.ward@frontier.com](mailto:roy.ward@frontier.com)

At Large, Eric Horst - [erich@quavy.com](mailto:erich@quavy.com)

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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)

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