

The Wishbone Alley Gazette

December, 2014

Rainier Auto Sports Club

Come to the RASC Holiday Party Extravaganza. Saturday, December 13 at 5pm.

Dan and Louise Comden
20327 42nd Ave NE
Lake Forest Park, 98155
[206-948-7184](tel:206-948-7184)

No need to RSVP. We'll provide main dishes including ham and turkey, some appetizers, and a fabulous cheese platter or two. Soft drinks and beer and wine also on hand. If you want to bring some tasty food or delicious beverage to share, please do so.

Rally News



The Overall winners: Gary Webb (Arizona) and Marc Goldfarb (New Hampshire) in Kathryn Hansen's Subaru (from San Juan Island). Photo by Ron Sorem

* Totem Rally 2014

Ron Sorem © 11/29/14

Cache Creek British Columbia to Williams Lake and return, November 22 & 23, 2014. The West Coast Rally Association, Rally Master Paul Westwick, and a cast of thousands (well a few veteran volunteers) presented the Totem Rally. Billed as "Since before 1959!!" This event is the final round of the BC Rally Championship and final round of the Pacific Coast Challenge series. Twenty-one teams would take the start, to challenge the roads, or be challenged by the conditions, to resolve both championships. Totem is a TSD rally – composed of time-speed-distance sections where points are earned for early or late... so no speeding right? And the fewest points wins, calling for precision driving and navigating, to be "on time all the time".

Weather in Cache Creek was just at freezing, and at Friday night tech inspection there was no snow, winds relatively calm, and a few stars visible overhead. There was no snowline on the surrounding hillsides, and as yet none of the torrential rainfall experienced on the trip from Vancouver or points south in the USA. Competitors

varied from very experienced (including several past winners) to "first rally ever" novices. Geographically the draw to Totem brought about one third from the US, from as far as Arizona, Kansas, New Hampshire, and the usual teams from Washington and Oregon. BC was well represented, with a couple from AB. The checkpoint volunteers brought a higher percentage from the states with one from California, and eight from Washington, joining six from BC, to make six crews, plus the Rally Master and navigator in a pinch.

All but two cars were registered and tech'd on Friday night, leaving a quick once-over for the late arrivals Saturday during breakfast. Checkpoint crews were given their last minute instructions, and shortcuts between regularity sections. As is "normal" for BC snow events, the transition time between TSD sections "may be a little tight" for check-pointers, and meal and/or gas stops are sparse.

Vehicles ranged from newer all-wheel-drive Subaru, BMW, and Mitsubishi, to "historic" two-wheel drive, including a very nice Porsche 911.

Leaving Cache Creek, we are told there is black ice from Clinton, 39km north, and we can expect snowy roads after leaving the highway. "Big Bar Lake" was the first regularity, with three checkpoints, over the 37kms. The route is wide, snowy, with two slower sections for ranch yards or twisty sections, but overall averaging 72km/h (44.7mph). Top teams cleared the section with mostly zeroes, indicative of a closely fought event to come.

A very short transit led to "Meadow Lake" Regularity for another 45.07km of snow and twists and mostly 72km/h past seven checkpoints. Still lots of zeroes for the top teams, but more ones and twos are creeping into the scores.

A 25km transit leads to Clinton for a gas break, and to allow some checkpoint moves, then another 16.5km to Kelly Lake. "Jesmond" Regularity covers just under 42km and begins calmly on a wide, open, section which quickly climbs and twists in the shadows with deepening snow, and calling for slower speeds. Four checkpoints were scored, showing fewer zeroes from the top teams. Road conditions were beginning to gain the upper hand, especially about 30km into the section with a "Caution! hard right and hairpin left". A short 4.3km transit gave a brief chance to relax.

“Canoe Creek” Regularity covered 44.4km. Beginning on the deep snow of Meadow Lake FSR. A checkpoint crew at 9km interrupted a wolf just before their location. Three more crews timed cars through the frozen snow-covered gravel, very sharp corners, impressive exposures, becoming wet gravel with blind crests and hairpins. This section claimed the author's car 43 years ago in -40 weather and deep snow. There were several of us present this weekend that have Fraser Canyon “history” going back that far. Speed steadily declined as the corners increased – from 60 to 50 to 45km/h (28mph) which was still a challenge to stay “on-time” while catching glimpses of the colorful cliffs and drop-offs to the Fraser River. Rally teams followed a short transit across the Gang Ranch Fraser River Suspension Bridge for photo-ops. Checkpoint crews regrouped quickly for the next regularity (read as: Get ahead of the rally!!)

The 62.94km “Alkali Lake” Regularity begins with a steep twisty section on gravel, climbing steadily to 2km and the snow. By 5km we are on the plateau, in the dark, snow-covered and icy corners. Dropping now, narrow, very slippery, to the village of Dog Creek. Left, hugging the hillside, gravel, up to 60km/h into the snow again. “Caution! Hard Right, exposure left”. Increase speeds to 65km/h, then 72 (44.7mph) with less snow, frozen gravel, still a bit slippery! Now, all at once, 55km/h at a twisty road warning sign; “Caution! Hard Right, tightens”. “Hairpin Left”. Remember, these are public roads with the possibility of oncoming traffic, often in the most inopportune corners. This hairpin was in the shade. Sunny early in the day, for just enough melt, then refreeze to a glassy finish. I can tell you 55km/h is way too hot for this corner. Local traffic can include wildlife, and a small herd of Big Horn Sheep became spectators on and above the road here, and all in view of a hidden checkpoint. Cars 2, 4, and 21 with a one, the rest vary from 3-4-5-8 late and way beyond. Car 12 has the only zero (Theresa Davenport and Marvin Crippen in the 1989 BMW 325ix). Three kilometers later, “Caution! Right, tightens over crest, Exposure Left” begins the drop to Alkali Creek village, wider roads, and pavement. 31.85km into Williams Lake for gas. By this time there were several check-pointers “running on fumes”. Six cars pounce on the Husky station for a gas-n-go, still 10km short of the planned break. Then off through Williams Lake for another 25.52km transit, with frosty pavement (briskly, carefully) and a drop down through a series of hairpins (drift practice) across the Fraser again and above Buckskin Creek for the next regularity.

“Meldrum Creek” covers 51km with eight checkpoints (yes some crews had two locations in the

same regularity – creative placements). Car 21 had retired for the night at Williams Lake due to poor lighting. Car 19 started the section, missed the “turn left” instruction and drove off into the night, only to check in much much later, at dinner. The top teams stayed in the low single digits, but Car 10 (Curt Thompson and Eric Hobb's Golf Gti) took only 1.0 point for the section. Road conditions varied from dry and dusty, dodging deer, to frozen and occasionally rutted, to snow in the shaded corners. No one took the “shortcut” trying to cross Buckskin Creek this year. (It's a long way down, and not recommended). Transit 5km down to the Fraser, and back up through the earlier hairpin fun.

“Soda Creek” is the last chance for teams to get points on Day One. 12.62km of damp gravel, through pasture land above the river, then dropping quickly, narrowing, cross the bridge and climb sharply, before right at T, (a lot easier without the usual deep snow) and up through the switchbacks to Highway 97. Three teams zeroed the section. Top teams stayed in the 2-3-4 area.

Control crews record scores on a paper log sheet, then transfer, if they can, during the transit sections to a USB drive, handing it off to the Rally Master for input to the scoring system on the fly. All but the last few checkpoints are in the system before dinner is cold. At least that's how it's supposed to work. Time allowance requests tend to complicate scoring.

Saturday results saw Cars 1 and 3 (both past winners) vying for top honors with Car 10 in Unlimited. Webb/Goldfarb first with 19. Thompson/Hobbs second with 23. Wallace/Kraushaar third with 26. Nipping at their heels: Davenport/Crippen, Historic class – with 30 points, over 34 scored controls.

Day Two early, with a 30km transit south to the 41.63km “Spokin Lake” Regularity. Wide, smooth, snow covered, and relatively mild at 65km/h. 36.96km into the section a left turn brings a narrower, muddier, slower road... Less traveled and remote, although strikingly scenic. Perhaps lulled by the view, scores were scattered at 40.81km, then an un-noted set of jogs in a narrow cut, just before the end of section, after four checkpoints. A frozen, muddy, and rutted 2km transit followed.

“Rail Lake” began at a sedate 60km/h. Right at T and up to 65km/h, twisting past ranches, occupied and abandoned, with three checkpoints, for 26.5km to head into Lac la Hache. South on Highway 97. Left on Spring Lake Road (sign may be hard to see at speed... pay attention or make a u-turn after the junction).

“Spring Lake” Regularity runs 25.86km through the foothills. Past runs have been bumper deep drifts and impassable. This year's run went without any problems, passing three well-spaced checkpoints before the transit for fuel in 100 Mile House. “Problems” are relative. An off early in the section claiming a radiator sidelined one car. A spin and roll late in the section brought a ride to 100 Mile for a tow-truck. Winter roads, summer ditches...

Following the fuel break, teams regrouped at Bonaparte and Kazoo roads for the 61.49km “Bonaparte Lake” Regularity, second longest of the rally. Seven checkpoint crews were spaced along the route. Roads were fairly deep snow now. As first checkpoint on the section we (Diamond Jim Breazeale was the checkpointer with me) were tasked with another shortcut to set up a control, ahead of the rally, close to the end, or continue into the next TSD. However, with Sweep being otherwise engaged in 100 Mile House, we were now instructed to be “pre-sweep” or scoring sweep, to close the course and notify control crews they were free to proceed to the finish. As it turned out, we caught the rally just as Car 1 left on the final TSD.

“Loon Lake” Regularity was narrow and twisty, for 11.58km. Car 1 was gracious to let me pass, and we headed for yet another checkpoint only seconds ahead of first car. Rally Master Paul, found a new spot for us and was prepared to time the first car if we didn't have time to set up. We made it. Our time and Paul's time matched and the log was begun. Paul slipped in between cars and headed for the Bear's Claw in Cache Creek. All cars starting Loon Lake finished in order. A parade to the finish ensued.

Sunday saw 19 controls. Scores were very tight. Car 4 (Bowie/Burgess) managed only a 7, to take 1st on Sunday. Car 9 an 8 for 2nd Sunday. Car 1 a 9, and Car 3 a 12, for 3rd & 4th.

Gary Webb and Marc Goldfarb scored 31 points through 53 checkpoints over 856km (532 miles) for First Unlimited and First Overall. Glenn Wallace and R.Dale Kraushaar scored 35 for Second Unlimited/Overall. Jim Bowie and Tom Burgess managed 39, for Third Overall (these two Masters likely ran these roads together or in competition against each other as far back as 1959!! – you have to think there is some advantage to an encyclopedic memory of the roads). First Historic went to Teresa Davenport and Marvin Crippen in the 1989 BMW with 45 points. First Calculator to Norman Hayton and Kristin Holmes with 78 in the Focus SVT. First “Novice” to David Williams and Geoff Hill (as in

Peter Hill, also a Master in BC TSD and Stage rallying, with Geoff along on many events) with 84 in the very nice Mitsu Pajero Evo.

17 finished out of the 21 starters. Eight Unlimited. Three Historic. Four Calculator. Six Novice.

14 all wheel drive. 4 front wheel drive. 3 rear wheel drive. 54% Regularity over 461.88km; 46% Transit over 394.41km. Total time 16 hours.

Detailed results and other WCRA info at www.rallybc.com

Club News

* Rainier Auto Sports Club meeting minutes for November 2014 - Recorded by Diamond Jim Breazeale

Meeting called to order by the Honorable Vice President S. Richards at 8 pm sharp. President Crippen was recovering at his ranch in Lake City. 10 members and 1 guest attending.

The reading of the epic October minutes were accepted as read.

Madam Treasurer reported a current balance of \$4933.25 minus some left over Friday Niter stuff and announced she was accepting dues for next year.

RALLY REPORTS-

Nor'Wester 2017- Early verbal query results lean towards a 3-day event, keeping with the spirit of the original event. The inquisition continues.

Alcan Winter Rally 2016- No official report. Several individuals chiming in with tid bits.

Raindrop Rally- Rally Master Cristy said her advance team would do course survey after the Xmas excess with April 19th the projected event date. Jeanne Rachner offered route suggestions and support. Other club members reaffirmed offers of support.

OLD BUSINESS- There was none brought up.

NEW BUSINESS- The Annual Holiday Party will be at Dan & Louise Comden's lovely home on Saturday, December 13th starting at 5 pm.

ELECTIONS- After enduring stump speeches by the candidates.....more accurately, begging not to be elected, ballots were handed out and the following members were elected to serve on the 2015 Board of Directors: Roy Ward, Eric Horst, Troy Jorgensen and Jim Breazeale. Congratulations to you all.

“It is not who votes, but who counts the votes” - Joseph Stalin

While the votes were being tallied and verified, new business continued with:

Jeanne Rachner offering a 1991 Turbo Curta calculator, with several interested parties admiring and Brian Cary acquiring the vintage piece.

Troy Jorgensen gave a brief SEMA report and offered a show special discount on a set of SAE ratcheting wrenches which several members took advantage of.

Our Guest attendee was a former Rainier member from the 90's William McRea. Fondly remembered for his epic Canadian drives in the rally Sedan DeVille. William's passion for the sport has led him to float "Driving Events" ideas. They sounded interesting and encouraged him to develop them further.

Election results were announced and met with stunned silence and then roaring approval.

Motion to Adjourn and the banging of the gavel to end the meeting at 20:38

Trivia

* The Mini was getting expensive, so Colleen Hines will soon be in an Audi A4 Avant. The Mini sold in 16 hours via Craigslist.

* Brian Cary's wrist is cast-free. He's looking forward to getting back to work.

For Sale

* 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 windshield. Interested? Let's talk. Jeff McMillen:

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

* Diamond Jim's 1990 Audi 90 Quattro 20 valve. Built for the 2014 Winter Alcan. You've seen it every where.

ALL the major maintenance items have been done. Comes with a literal ton of spares including another complete engine, 2 more sets of tires and wheels, way too much to list. Buy it and drive anywhere. Sanity forces sale.

Exclusive RASC member price \$4500, all others \$3500 firm.

* 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

* Uniden BCT-7 radio scanner. Pre-programmed for police, fire, state patrolies. NOT Trunking or P25. Includes DC power cord, mounting bracket, inside-the-windshield antenna. \$30.00 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

Motorola Maratrac VHF 99 channel 100-watt trunk-mount two-way radio. Ham radio repeater frequencies programmed in for most of Washington State. Some WSP (receive only) frequencies. Complete with main body (trunk mount unit), control head, speaker, mic, and control cable. No valley too deep, this radio bores holes through mountains. \$100. Roy Ward, (425) 485-6225. roy.ward@frontier.com.

RASC Calendar

Ron Sorem is assembling his 2015 calendar. Issue 1 is out.

NW Stage rallies

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

Rainier Auto Sports Club won't have a business meeting in December. Instead, RASC will have a social hosted by Dan & Louise Comden. Besides great food and good company, the new Board will be introduced. 2015 Dues will be accepted by the Treasurer.

2014 Board Members:

President: Marvin Crippen, mandos@gmail.com

Vice-President: Steve Richards, smrddcatman@comcast.net

Secretary, Jim Breazeale, blackholeracing@yahoo.com

Treasurer, Cristy Breazeale, 360-318-3320

At Large, Roy Ward - roy.ward@frontier.com

At Large, Eric Horst - 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: m nolte@blarg.net

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