

Wishbone Alley Gazette

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Nor'wester Auto Rally[®]



Jim Bauman and Jon Zerr were First Overall



John Rodgers and Steve Roberts finished Second Overall

WHERE, WHEN AND HOW

"You've got to be kidding", I says. "No", he says, "I'm not kidding. Write up a little something that tells where the NOR'WESTER went this year". So here I sit in front of the typewriter (when I'd much rather be out soaking up some rain), poring over maps and notes on this year's route.

They tell me it all began in Bellevue, but I don't believe it. It began in the minds of every sado-masochistic rallyist who enjoys watching some poor bloke tearing the wheels off his car on some chuck-holed excuse for a road almost as much as he enjoys doing it himself. Beginning like every good Friday Niter should albeit two hours later, the old check ran north on 405, making a suspicious exit at Woodinville and headed toward Duvall by way of the Rainier Memorial Checkpoint at the garbage dump. (Unmanned this particular night).

The first hint of things to come was a rather bumpy little section up the Stossel Cr. Road to the first of thirteen checkpoints. A short break in Sultan to insure that everybody had enough gas for the rather long section to come, was followed by a leisurely trip around the Sultan Basin Loop and into checkpoint two. Then began the long, generally undesirable, but necessary section over Stevens Pass to "Rally Country". This transit was broken by the first of the super driver sections which was a little four mile side trip along the Tye River to be taken at 42.9 mph. (Fastest time... 19 late).

Once over the pass, the route worked its way toward Lake Wenatchee then east to a rather muddy Moon Canyon and into checkpoint four. Another rather fast section all on dirt and gravel worked its way down Moon Canyon, up to French Corral and down to Ardenvoir. (Time: 36 min. Dist: 17 miles). From checkpoint five the route went up a great little road called Mud Creek, through checkpoint six and into Chelan for the first break of any kind in over five hours.

From Chelan to breakfast in Grand Coulee is 45 miles (as the crow flies). Mr. C.R. (Blackbird) Hall made it in 80 miles over some of the most interesting rally

roads I've seen in a long time. Fog caused some problem in getting to checkpoint seven on time. This was also the scene of some major car extractions. A long one hour section to checkpoint eight was followed by a welcome breakfast. Time on the road to this point was nearly 7½ hours and most of the crews were beginning to show the strain.

The section to follow was extremely tedious with only a few places to hold the driver's interest. After checkpoint nine near Coulee City the route worked its way south toward Quincy (checkpoint ten) and on its way found some really neat mud, about which most crews were talking at the end of the Fri.- Sat. section. A real sleep inducing section through Vantage to Ellensburg included checkpoint eleven, twelve and thirteen. Everyone was really beat but seemed to be enjoying the rally. The leader at this point with a seemingly safe margin was the Rodgers and Roberts' Corvair.

On Sunday the weather report threatened rain but nary a drop did fall and the sun shone brightly over 45 rather dirty rally cars (57 started). First car was out at 5:01 AM. (we had some trouble getting the rooster off the outcone) and on his way to checkpoint one. (The car, not the rooster). While Fri.- Sat. averaged about one checkpoint for every hour of rallying, Sunday more than doubled this with seventeen checkpoints in eight hours of rallying.

The two hour section from Ellensburg to breakfast in Leavenworth was by no means dull, and included five checkpoints. The first was just north of a town called Liberty, near Blewitt Pass. The second at Swauk Pass, the third on Scotty Creek Road, the fourth on a great little mountain road overlooking Leavenworth and the fifth checkpoint was just outside Leavenworth itself.

After breakfast there was an easy drive up Eagle Creek to checkpoint six. C/P six marked the beginning of the first real drivers section of Sunday with a hill-climb to the Derby Canyon Junction. From the top at checkpoint seven the route went down Nahahum Canyon to checkpoint eight and into Peshastin for a short break.

Checkpoint nine to ten on Derby Canyon Road was another drivers section although quite a short one. The speed was 35 for .68 miles and the top time was 2 late. A very quick ride. Checkpoints eleven, twelve and thirteen were used to get over a very rough but scenic road that overlooks the Columbia River and Rocky Reach Dam. Snakes have been known to molest rally cars in this area, but to my knowledge none were seen.

The open control checkpoint fourteen on the Entiat River Road gave the navigators a bit of a workout, but most seemed to get through it without trouble. From Ardenvoir the route went back over French Corral, this time to find a checkpoint at the summit. Unfortunately this section encountered some unexpected local traffic that caused some trouble but all cars got through without any serious incidents.

The rally then went back down Eagle Creek, into checkpoint sixteen and finally to the finish control at Leavenworth. Everyone seemed to be in good spirits and if rating forms are any indication, this year's NOR'WESTER was the best yet!

S. Richards

Keep up-to-date on the rally scene in the Northwest. Subscriptions to the WISHBONE ALLEY GAZETTE are now available. \$3.00 per year.

WHY

The NOR'WESTER for 1971 is now history. It was, this year, an unqualified success and will probably be the subject of discussion and the source of tall tales for months to come.

The success of the rally can be credited to the tremendous amount of work taken on by many of the members of RASC, and to the organized manner with which that work was undertaken. The credit for that "organization", strangely enough, goes to someone who is new at the rallymaster game. To C.R. Hall, from the NOR'WESTER Committee and RASC, a round of approval for a job very well done.

When all the dust had settled, the consistant driving of Jim Bauman, the unerring navigation of Jon Zerr, and the reliability of the French Puegeot, proved to be the winning combination. Not always the fastest, nor the car with the lowest leg scores, Bauman, Zerr, and the Puegeot stratigically pushed on as first day leaders and faster cars began to falter. The rally was designed to have the best combination of driver, navigator and car emerge victorious; it looks as if it was a successful design. Congratulations to Jim and Jon.

Congratulations are also in order for Wayne and Linda Collier. Wayne and Linda piloted their Corvair to their first big win with a first un-equipped and 12th overall.

The die has now been cast, and the rally philosophy jelled. The NOR'WESTER will continue to be a test of driver, navigator and car. Many of this year's entrants seemed to have forgotten about the latter. It should be common knowledge by this time that if anything is about to fall off your car, it will on the NOR'WESTER. One should choose a good, well-maintained car to run, not an expendable car. The basic characteristics of the car chosen should also be taken into account. Rock shields, sump guards, etc. are not necessary with the right choice of car and driving technique. A car with little ground clearance and exposed components is, however, just increasing your odds for failure.

Much comment was heard about the speeds. The speeds were adjusted for most sections to the norm of the checkout cars. All speeds were maintained by most of the checkout cars. We did not run a Chevrolet station wagon, International pick-up, an Isetta or an Austin-Healey.

Those who liked the rally loved it!!!!



EDITORIAL

The 1971 Nor'wester Auto Rally was an SCCA National rally. We must now ask ourselves, was it worth it?

By being granted a SCCA sanction, Rainier Auto Sports Club placed itself in the middle, between two sanctioning bodies - a less determined club would not have remained. From our experience this year, we are able to see one of the basic faults which has kept SCCA from completing its national rally program.

SCCA Regions in the Northwest do not have the experience to put on a rally from scratch, therefore, SCCA must look to those already successful rallyes. These rallyes are, however, already part of championship series. They are the property of clubs belonging to active regional rally councils.

The major problem is that SCCA deals with individuals, in the form of a Rally Committee and a Rally Chairman, and does not deal with clubs or more importantly with rally councils. Rally Committees are appointed by clubs from their members and SCCA's persistence in working only with these individuals, places the club in a most akward position. The club, although ignored, must act in behalf of SCCA in petitioning the governing rally council for changes to the rules and procedures under which the rally was established. The club must also inform the entrants of all these changes. In short, the club does all the work and reaps all the displeasure of people, who, in most cases, are used to fewer restrictions, while SCCA sits back with a deaf ear.

SCCA, by ignoring the strong sanctioning bodies in the Northwest, will never find a proper forum in which to resolve the difficulties of dual sanction and rules.

Perhaps SCCA should apply for membership in the NWRC.

Back to the original question, was it worth it?

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BELLEVUE



BEER

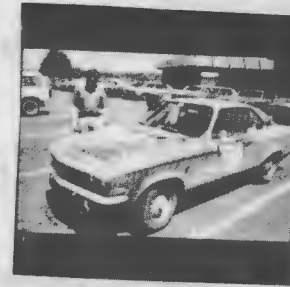


ELLENSBURG



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LEAVENWORTH



Rainier's major hope was that the sanction would draw some of the top SCCA rallyists, thereby allowing the NWRC rallyists to better evaluate their performances. We got only one (1) new SCCA car and that was a SCCA official.

SCCA offers national prominence for the rally and the rally winners. The rally already has national prominence due to the promotional efforts of the club for the past few years. How much is gained by the winning entrants if this is the only national rally they are able to compete in?

SCCA offers a drain down which to pour money. There are sanction fees, checkout fees, membership fees, if entrants are to earn national points, open license fees, if the club gives away money, and advertising license fees for your STP sticker. Nothing to endear either the club or the competitor to SCCA.

SCCA offers the entrants a chance to receive rally support money from the auto manufacturers. There was \$325.00 of support money available to the finishers of this year's Nor'wester. Our cost of having an SCCA National sanction was about \$240.00 plus an enormous amount of time and effort.

Was it worth it?

If we stop at this year's effort, the answer must be a loud and resounding NO! Probably, as with most things, it takes some time before an evaluation is really possible or pertinent. Since the sanction only cost the club and not the competitor, and since the rally ran as smoothly as ever, we should withhold final judgement until after the 1972 Nor'wester.

VA

FRONT COVER: Findley/Nelson, Fremont, Calif. in a Porsche 911T - down 10 seconds.

BACK COVER: Sam Dimico directing traffic.

RAINIER AUTO SPORTS CLUB would like to thank everyone who helped to make the 1971 Nor'wester Auto Rally a success. A special thanks to our advertisers:

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SSRR, Not-So-Light

A special thanks also to the Holliday Inn of Ellenburg, which did a marvelous job seeing to the rallyist's needs on Saturday, and to the whole town of Leavenworth for their hospitality and interest.

COMMENTS

"Speeds too slow"

"Speeds too high"

"Some speeds too slow, not enough mud & water - we'll be back again"

"A rally is not a race"

"Ave speeds too slow (in some cases)(i.e. 20mph) after ultra fast sections"

"Night section too fast, roads a little rough. Enjoyed myself, but this is the last time with my own car."

"A couple speeds were out of context"

"Speeds on first night 10mph high as a rule."

"Best rally in the year & a half I've been rallying."

"Looked to be a car breaker for too many contestants."

"Good thought behind entire rally."

"The overnight stop was excellant!"

"I wouldn't want it any harder on the cars than it was."

"Too much time between breaks - 5am start was absolutely ungodly."

"Closest I've ever come to rating a rally 10 - Great effort."

"I didn't like the hours this year."

"I would rather you omit any further references to certain reptilian creatures - I was terrified through 50% of the Sunday route."

"We'll be back next year. Keep up the good work."

AWARDS

| NAME | TROPHY | UNIVERSITY |
|-------------------|-------------|-------------------|
| | | PORSCHE-AUDI CASH |
| Bauman/Zerr | Rainier Cup | \$200 |
| | First Nav | |
| | First Team | |
| Rodgers/Roberts | Second Nav | \$120 |
| Kangley/Correa | Third Nav | \$80 |
| Nelson/Johnston | First Team | \$185 |
| O'Neal/Brooks | First Team | |
| Collier/Collier | First SOP | \$100 |
| McKamey/Blair | Second SOP | \$60 |
| Sorem/Reed | Third SOP | \$40 |
| Morris/Burgess | | \$20 |
| Murphy/Carter | | \$15 |
| Adams/Arnold | | \$115 |
| Sheatsley/Lychako | | \$15 |
| | | total \$1000 |

The above awards will be presented at the PONDEROSA SWEEPSTAKES RALLYE banquet or sent to those not able to attend.

Those eligible for manufacturer's support money are:

| | |
|--|---------|
| Morris/Burgess - first Datsun, Class A | — \$100 |
| Sheatley/Lychako - first Datsun, Class B | - \$100 |
| Strand/Strand - second Datsun, Class B | — \$75 |
| Nagrodski/Roscoe - third Datsun, Class B | - \$50 |
| total \$325 | |

Support money is obtained by sending a signed copy of the SCCA results along with your Social Security Number to the manufacturer's Competition Department.

The total amount of money available in this year's Nor'wester was \$1325.00.

Photo credit for this issue to Claes Sjunnesson.

Opposite: C.R.'s "off-road" checkpoint was quickly rejected by the Rally Committee after Jim Cunningham and Buzz Davis refused to go any further.

THE PERILS OF NOR'WESTER CHECKOUT
OR
FIVE SECONDS OF DUAL CROSS-COUNTRY TIME THE HARD WAY

"You're down," said Buzz Davis, busily cranking his Curta.

"How far?" I asked.

"137.32 feet."

"FEET?"

"Yes, feet. We're in the distance mode."

Having been in the excrete mode for the last 140 feet, due to a rather embarrassing straight-first-opp, I could only admire Buzz's ability to remain aloof and calm no matter how rough or hairy the route.

I allowed as how we were probably off course, but Team Emtec's duller half said he didn't see how that was possible, because there was C. R. setting up a checkpoint sign in front of the car.

"How does C.R. do that?" he asked.

"Do what?"

"Walk at a 45-degree angle to the ground?"

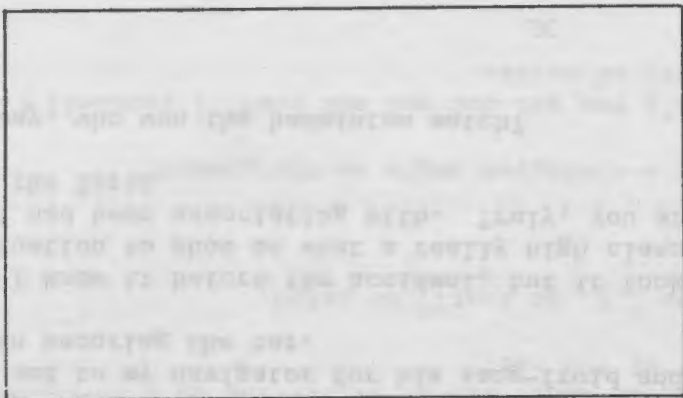
"Why don't you get out and ask him?" I replied, fighting off a wave of nausea.



A month has passed since my off-the-road excursion, and now that my hand is steadied, I would like to use this forum to thank all those involved with the rescue of my car and person. Special thanks to Anita, who came bounding down the steep and tricky slope with no thought for her own safety, and to my navigator for his sang-froid and quick action in securing the car.

I guess I knew it before the accident, but it took a difficult situation to show me what a really high class group of people I had been associating with. Truly, you are the Salt of the Earth.

By the way, who won the badminton match?



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The Wishbone Alley Gazette is the official newsletter of the Rainier Auto Sports Club, Box 1115, Bellevue, Wash. All contributions, photographs and inquiries should be directed to Box 1115.