

# The Wishbone Alley Gazette

February, 2017

Rainier Auto Sports Club

## Rally News

\* Thunderbird 2017 Merritt, British Columbia by Ron Sorem

Volunteer's secret rally... Also a Paul Westwick event

Always a good sign (?) when you leave home for a winter rally and it's already snowing...

I left home, got into 405 traffic, took an hour from Renton to Bellevue (10 miles), then another 45 minutes to Jim's.

We got back on the freeway and got a call from Steve Perret as to road conditions in Bellingham – compact snow on the 542 to his shop. And 6" on the parking lot.

Got Lee's car off the trailer, transferred all their gear and headed out. Met Ken and Sue in Sumas for lunch. Well worth the wait to get out into it, as we watched the snow build on the roof of the car.

Customs was a little concerned we were driving into a storm to do a rally... "That's why it's called a winter rally". Highway 1 already had several "offs" before Chilliwack. By Hope, the road was white, and we're hearing the TCH was closed behind us – guessing that wrecks and no visibility were the cause.

Hope to Merritt on the Coquihalla had more wrecks, mostly westbound. Big Rig off over the side with heavy recovery working the magic. No TV crew, but this is the basis for Discovery Channel's *Highway Through Hell*, with the Jamie Davis Heavy Recovery team.

Jim and others braved the cold parking lot in Merritt to "tech" nearly all of the cars. 35 started (37 had been listed, apparently 2 unable to get to the rally). Norma and I helped with registration (inside). Thunderbird veterans Bowie and Burgess had been out on the first regularity (using a 2014 book) and reported, "might be hard to maintain the 60km/h CAS". Very deep snow on Kane Valley.

Saturday morning. It snowed some more. Our rally behind the rally was about to begin. Kane Valley, "they'll be late" fresh snow, but there had been tracks, here. One unscheduled airborne launch 20' into the snowy field – sweep unable to get them out. Couple of other lesser flights which sweep and checkpoint Alpha could get out. The pack was spread out to nearly an hour now.

Kentucky-Alleyne regularity, through the provincial park was our first bypass, but others

reported deep snow. We lost track of how many offs in that section... We had trouble enough on our own, just getting to the Headwaters regularity. Only one CP crew had managed to leapfrog ahead of the rally – the rest of us were late. A 10-minute delay was implemented -- "pass it on" to the later arriving cars. Headwaters turned to virgin snow a short way into the section, and CP cars were the only tracks. I was third on the road, with Lee and Glenn making the path. Visibility was bothersome in the flat white light, with just seeing the tracks being difficult, let alone following. A few minutes before our assigned CP location Paul radioed for us to tuck in at an earlier point. Will do. By that time I'd nearly worn out my elbow muscles anyway. Car 1 right on time. Most of the pack fairly close. We were fairly hidden, totally hidden as the cars approached, but Ed Millman and Don Gibson managed to guess our likely spot, dropped 15 mph and saved a substantial "early"... How do they do that?

Leaving Headwater, the road was now nearly a freeway, but the blowing snow kept speeds down (mostly). We leapfrogged two regularities, through Penticton to a road I admit I'd never been on before. It goes around Oliver Mountain, climbs through several twists and turns, gaining altitude quickly and gaining snow depth as well. Over the summit now, we have two possible locations, the first being at an intersection, so likely in the competitor's route book. The second is the last of the section, following a steep icy descent through some rocky crags with a very significant exposure. "Let's do that one"... We were fairly well hidden. Surprisingly Car 1 only having a *little* too much fun, and arriving within a couple of seconds of zero. Paul Eklund said later that he was trying to slow down but that's all the better the Forester's ABS would allow. After all the cars still operating had passed, we set out for the hotel. One of the two MR-2 entered, had a meltdown following our regularity and retired to flat-tow behind sweep and at least an overnight in Keremos (not on our route – and a long way from Kelowna). Half of the CP crews would staff the final regularity of the day. Again, virgin snow, now with blowing and drifting conditions. It's what we do... We were headed for the barn, on the highway, and only managed to beat Car 0 by a couple of minutes.

Dinner was quiet, we chose outside of the rally room. I have no idea how scoring went. BC does have time decs now, and that must've been "interesting".

Sunday morning, we received our CP assignments and I chose to bypass the first regularity – McCulloch. I know the downhill version of that is a handful. The uphill hairpins would be more than I wanted first

thing out of the box. Listening to the CP crews plowing new snow confirmed my choice. But, it wasn't much of a time saving. The skier traffic for Big White was plodding along at about half the speed limit, so we got to the beginning of Idabel regularity just before our comrades. Now it was my turn for new snow, no tracks... "What's the CAS?" Yeah, that's not gonna happen. (Although Jim tells me we're okay). First CP assignment is "so-so", we've got plenty of time to check out the second choice, and it's great. First Car right on time. We are down a few more cars now. A few wider gaps in arrivals. Finally, last on the road is "max-late" by a lot, sweep calls in that they are on the route, and we head for Penticton. Downhill hairpins, snowing, dense fog... oh joy. Penticton to Princeton, on the highway, leapfrogging the rally again, with white-knuckled drivers out for a Sunday drive at well below the limit, slowing our progress. Blowing "dust" from traffic ahead and oncoming. Radio reports from Lee way off in the distance that he will probably make it to the start of the Otter Valley regularity before CZT. Glenn is about 13km behind Lee, and is questionable. I'm about 15km behind Glenn, Steve is behind me... This shortcut isn't so short. We get to Princeton and do a splash n dash pit stop and re-enter the route. Car 14 is right behind me, leading a parade of rally cars. We are about 15 minutes late! About this time, Car 0 calls on the radio that he is still in the previous regularity (having been delayed by a snowbank) and is 40 minutes behind. So, with the help of Car 1 (with a radio) we delay the beginning of the regularity by 20 minutes. Steve & Kathryn are assigned the first CP and make their spot, on time, but can't get into it. Improvising, a previous *Heart of Darkness* CP location is chosen and they are ready for cars. Lee has been moved to a new location by Car 0 and is unable to dig in. Glenn is on location in time. We've been relocated to a new spot to even things out (?). It is a great spot right after an icy hairpin uphill climb, but it has 2 feet of snow in it, and it's on the outside of an off-camber, so I won't be parking there anyway. On to our original assignment, only to find it is also not going to accept a car – last thing in this spot was a grader turning around – two wheel tracks with 2 feet of snow depth. Measure back to a hardpoint, turn around and tuck in at a cattle chute with pretty good cover. Exactly 33.00 km into the section. Hardpoints are the first to calc, then even digit odd points, and then half, and quarter, or .20 marks. So not surprisingly all the calc cars are right on the money, giving the computer cars a good run. Our checklist is complete, all cars are accounted for (some aren't here, but we know they won't be coming). Sweep is on the section. Glenn, then Steve, pass our location while we finish up the paperwork.

In the back ground on the radio I can hear Lee and Glenn discussing something vaguely unsettling, but I

can't get a clear signal. As we continue out through the stage, now in open country, with drifts and what were undoubtedly virgin snows for first car, we find the cause for the radio traffic. CP crew Delta is off on the left shoulder of the road. Not running. The novice Toyota Corolla has freaked at the distraction and stuffed it well off to the right, just past what is the last CP. Glenn in crew Echo, Steve in crew Alpha, and now us in crew Charlie are on site. Glenn is extracting the Corolla. Steve is diagnosing the Impreza. Kathryn is calculating the next ferry departure... Toyota is out and on their way. Glenn is hooked up to Lee, and we are all going to flat-tow to Merritt, with me (and all the safety lights) following as rear pilot car. Sweep arrives. All the logs are transferred to them for scoring in a timely manner. NOW, it's just short of 30km to the hotel. Max comfortable towing speed about 30km/h... We did it in just that, a minute or so off of an hour. As we unhook and park the car for later recovery, a call to the Rally Master reveals scoring is just finishing up. We've managed to catch Steve Brown as he's leaving westbound with room in his car for Lee & Norma. All the crew and gear from four cars now rearranged into three, we are headed home. No time for awards. And other than the occasional thanks from some aware competitors, there are no awards for the secret rally...

Coquihalla was blowing snow. Visibility dim. Narrow two lanes, if that. Somewhere west of the second brake check and chain area, about the same location as the Friday afternoon Big Rig parking spot was another, only the cab left on the road, 53 feet of trailer off and down the hill to the creek. Again, no TV crew, but only a matter of time. Center barrier is now on the right shoulder of the uphill lanes. A brief and overdue dinner in Hope and our little convoy is head west again. Blowing and drifting. West of Chilliwack the TCH is one lane, plus a little. Slow is safe, but there are cars off anyway.

Customs – clean of your license plates. Where are you from? Bring anything back? Welcome home. Sweet! Granted we were the third in a row with basically the same answers. But all in all a pretty easy re-entry.

We had thought we were out of the deep stuff when we left Otter Valley. Turns out, all the powdery snow from east of Chilliwack was blowing westward and into the Whatcom county backroads. Highway 9 south of Sumas was a mix of clear, snowy, VERY SNOWY, and 2-foot drifts... Rinse and repeat. Excitement is one thing, meeting a Big Rig while in a drift and whiteout is a "*whole nuther story*".

Jim and I made it home. Six inches or more in my driveway. Glenn and Miller made it home. Glenn woke up to trees down in his driveway (hard to shovel

those). Steve and Kathryn both home. Steve Brown hasn't checked in, but Sally hasn't called, so he must've made it. Lee got Norma home, got a hotel, woke up to nearly a foot of snow, then headed to Sacramento in a 2wd pickup. He made it.

It was a great rally. Oh, *Thunderbird* was pretty nice too!

Results at

[http://rallybc.com/archiv.../2017/Tbird/2017\\_Tbird\\_Re\\_sults.pdf](http://rallybc.com/archiv.../2017/Tbird/2017_Tbird_Re_sults.pdf)

\* \* \*

Rainier Auto Sports Club represented by  
Ron & Jim CP Charlie  
Steve & Kathryn CP Alpha  
Steve Brown CP Bravo  
Marvin Car 4  
Ed Car 7



**\* From Ron Sorem: Nor'Wester Update 2/8/17**  
Behind the scenes...

Friday morning Jan 27<sup>th</sup> I just happened to be double checking room rates for entrants and worker rooms at the Red Lion Lewiston (our Rally Headquarters – or so we thought). Much to my surprise the message “not accepting any arrivals for this date” popped up on the screen. Odd?!! So, I called the property manager and found that the paper mill had scheduled a maintenance closure on “our” weekend and that the influx of workers had taken up ALL the rooms at the hotel. But, but, what about our room block?

Apparently, our block was bumped, or their unwritten “email is not enough” policy got in the way. We thought we'd made it abundantly clear we would take 25 rooms, and were only waiting on the banquet menu questions. They thought otherwise... This is 8-1/2 months out.

Now panic ensued. On-line search for a venue... Only one property in the twin-cities similar to Red

Lion. Phone call to Quality Inn and Suites Convention Center in Clarkston (we've been there before) and we can all breathe again. We've put together a package for rooms, breakfasts, same hefty discount, with only a \$7 increase. Behind the scenes, the entrants will know nothing of the panic. A room block is in place as “2017 Nor'Wester” and entrants will need to contact the hotel directly to get the rally block of \$105 for 2Q and \$115 for 1K+sofabed, double occupancy. Additional \$10 per extra person. Other rooms are available at \$125. (You might see third-party offers at a lower rate, no cancellation, no meal coupons.) Contact Reservations Desk [\(509\) 758-9500](tel:5097589500)

Route instructions have been adjusted for a Clarkston HQ. Flyers and cards have been changed. We'll use up the “Lewiston” materials ASAP and any checking on the web or social media will have the Clarkston Headquarters. Once Registration is up, all the info will point the way to Clarkston and the Quality Inn.

At this moment, banquet planning is within a phone call of being set. Response to menu pricing questions at the HQ are not coming back to us in a timely manner. An outside venue has been contacted, a room reserved for 80 on Saturday night, no drama, no money has changed hands... We'll know momentarily.

Nor'Wester interest is good at events we've worked. Flyers and cards have gone out to our rally friends for distribution in other cities. I've been trying to keep the Facebook and other groups updated to keep interest high.

At the moment, we have 7 checkpoint crews, plus Jim as Car Zero. I'd think 10 would be better, we can't afford many more.

I've had offers from outside the club. I've turned them down for now, told them we haven't decided yet. I'd rather use RASC members, and rather the others enter versus work. Chief of Controls, Steve Perret will have the final choice. We will have Marvin's help in Scoring and that may have some influence on numbers of controls. I'm hoping we can use his scoring program and not have a “scoring sweep”. Although, we currently have two sweep teams.

We (mostly Jim) are working on sponsorship funding. Pleas to RASC members for “Marketing” and “Hospitality” volunteers have been unanswered. We need this to happen. We need someone to get trophies. (and not the Dollar Store variety – this is the 50<sup>th</sup> – they should be pretty nice)

Event apparel should be worthy of the 50<sup>th</sup> as well. At the moment, we will need some outside funding for

any apparel – huge entry numbers, or cash infusion from someone, could fix that.

...guess that's it for now,  
--Ron

**\* NOR'WESTER UPDATES by Jim Breazeale**

This is an attempt to keep the club updated and informed as to the progress of the Nor'Wester event. Since this is the 50<sup>th</sup> anniversary of Rainier Auto Sports Club and the Nor'Wester rally, we thought it ought to be a little more special than the usual top notch quality event that Rainier is known for. We have our route planned, with measured options. We are firming up the host Hotel and banquet details. We are working on the Sunday finish details. Several trips over the route will happen between now and the event. Apparently it is still winter over there.

Progress has been made on the "souvenir program". Mark Nolte graciously accepted the challenge. He is assembling all the potential elements for a pretty nice program. Besides the necessary event paperwork including the General Touring rules, the Supplemental Instructions, First Aid instructions, etc., we are including club history, the event's history, old and new advertising and hopefully some competitor biographies, as well as anything else we find worthy of including. If you want to help or have ideas or contributions, please contact Mark.

Progress has also been made on the trophy project. We have finalized what we think they ought to look like. Sort of. We are going to have a laser engraved wooden plaque. We have all of the design elements chosen and now we NEED a volunteer to finish this project. Remaining details include: collaborating and finalizing the details of the plaque and sourcing the laser engraving trophy shop. If that goes smoothly, we may order some other special awards.

We are now firming up staffing. If you need to be a part of the secret worker's rally, act now. Let us know. So far, the only perk we can guarantee is that we'll feed you. Entries and sponsorship will dictate just how much more than our undying gratitude we can give.

Our Marketing efforts opened with early last year with word of mouth, business cards and Flyers. Roy and Ron's creative efforts have been on display since early last year. We are getting strong favorable responses on attendance. Diamond Jim has been mercilessly working the Canadian crowds at the Totem rally, Big White stage rally and the Thunderbird rally with business cards in an effort to convince our Canadian friends to come down and have some fun. Flyers were also sent home from T-Bird with several Oregonian teams for distribution amongst our southern friends. At the annual Northwest Rally Council meeting in January, all clubs

in attendance received a personal invitation and several flyers for their club members. Business cards reportedly went to the SEMA show in Las Vegas with Troy, but his new job has apparently taken up his time and he is unable to continue his efforts in marketing. We are in desperate need of help in this area. We have several small sponsors already. We have several strong sponsor opportunities that could go a long way in making Nor'Wester an extra special event. We DON'T have any experience (or courage) in how to ask for money. We are open to suggestions, help, hand holding on a sales call, everything. The more assistance we receive with the following items, the better the quality of the event. We could use help covering the costs of printing, the banquet, trophies and awards and apparel. Everything gets nicer with more bucks. We'd like to help defray worker's costs. We need help in making this happen. Please.

Since this a big deal in the club's history, I feel the need to make it known that any member, past or present or friend of Rainier is welcome and encouraged to help Nor'Wester and all of Rainier's events continue the tradition of being something special to be a part of and to remember. Rally needs you.

**\* NWRC's annual meeting report by Diamond Jim**

The annual gathering of the clubs at the Round Table for the NWRC was held on January 21<sup>st</sup>. All clubs were well represented. The Secretary smoothed the proceedings with a preprinted calendar and agenda.

The contentious wrangling of calendar dates went smoothly for Rainier, which spoke for the usual October date. The clubs that actually put on rallies have the following dates. The NWRC will start off the season on April 14<sup>th</sup> (Good Friday) with a group effort. Participating clubs will field a checkpoint crew. That means Rainier will have to man a checkpoint. Put that on your calendar. The Puget Sound Rally Club has the May 12<sup>th</sup> event. The NWRC will host the June event. Again, RASC will need to host a checkpoint. ORCA will host both July and August's events, with the PSRC providing the September event. Rainier will close out the season in October. (Friday the 13<sup>th</sup>) Interesting opening and closing dates, Angels and Demons?

The NWRC Treasurer reported a current balance of \$3649 and change. A refund of \$220 to RASC for the insurance of the canceled Garmina Shrugs event was tendered.

Lively discussions involving the raising of event fees (remains the same), a motion to waive the \$20 sanction fee for the 2017 season was approved saving clubs some money. Interesting discussions on the

why's and how to's of grooming novices led by Chuckanut Sorts Car Club's members Ken & Sue Lingbloom will hopefully lead to some Social Media pre-event news explaining the month's style of event. Discussion of the NWRC covering the costs of printing some sort of Rally informational brochure was side tracked and lost in the shuffle. Before it was hijacked, there seemed to be a positive vibe on the topic. More info was needed. Which I took as no one was interested in pursuing except me (RASC). The return of "Night on Bald Mountain" was strongly rumored. Somewhere on the Olympic Peninsula with a courageous Ben Thompson doing the Rally Master things.

Motion to keep the current NWRC board was passed. Meeting adjourned.

Ken Lingbloom brought his collection of extra rally and race posters to donate to members who wanted new art. That prompted stories and smiles.

In short, plan on working 3 Friday Niter events. April 14<sup>th</sup>, June 9<sup>th</sup> and RASC's event on October 13<sup>th</sup>. Mark your calendars and come out, have some fun and hang with your rally friends and family. Bring a guest to share the fun with.

RASC is also in the beginning stages of developing the introduction to Rallying brochure. We are collecting all sorts of materials to pick and choose from. We (the sport) are looking for a volunteer to sort through all of the materials and put together the brochure. Your chance to do something for the future of rally in the region.

## Club News

\* Dues: \$25 single, \$30 family. Pay at the meeting or send to the club P.O. box.

\* Rainier Auto Sports Club meeting minutes for January 2017 recorded by Diamond Jim Breazeale

Meeting called to order at 19:35 by the winner of the popular vote, President Charles Aggenbach. After welcoming the 11 members and 2 guests, Marcus Hansen and his longtime friend Chris, he reminded us that club membership dues are \$25 for a single and \$30 for an entire family.

The reading of the December minutes was accepted as read.

Madam Treasurer Cristy Breazeale reported a bank balance of \$4768.28 and membership dues are pouring in.

## RALLY REPORTS

Alcan Rally 2018- Visiting from Las Vegas, Rally Master Jerry Hines reported that Nitto Tires was excited to return as a sponsor and even wanted to participate on the course survey. The entry field is

firming up with 33 cars, 11 of which are vintage. Real Mini Coopers, an Austin Healy Sprite and a 1967 Mustang were mentioned. 34 motorcycles with more on the waiting lists. Entries are limited to room availability.

No Alibi 2018- The early call for a Rally Master was un answered. Scheduled for the 1<sup>st</sup> week in June.

Friday Niter- Again, the call for a Rally Master went un answered. Some questions about enough time between Nor'Wester and the Friday Niter were addressed. The club has plenty of classic Friday Niters to choose from and would make a great training opportunity for new members.

Nor'Wester 2017- Continuing progress being made on all fronts. Route book details, program notes and banquet options were mentioned. Early entry fee, partial payment and payment options ("Square" vs. PayPal vs. credit card) discussions were moderated by event registrar Eric Horst.

Raindrop Rally 2017- Scheduled for May 7<sup>th</sup>. Marvin has all 3 southern route books and has offered to help the rally master. There is plenty of support staff and the search has begun in earnest for a Rally Master.

Thunderbird Rally 2017- Upcoming February 4<sup>th</sup> & 5<sup>th</sup>. Once again, Rainier members will staff and compete in one of the region's classic winter rallies.

## OLD BUSINESS-

Holiday Party- or X-mas in July. More positive comments on this. No firm plans as of yet.

Election wrap up- The Uncontested Official results of the election are as follows:

President Charles Aggenbach, VICE President Marvin Crippen, Madam Treasurer Cristy Breazeale, Secretary Jim Breazeale and Board Members at Large Tim Chovanak and Troy Jorgensen

Annual NWRC meeting- Diamond Jim asked for the club's input for the upcoming NWRC annual meeting to be held on Saturday, January 21<sup>st</sup> at the Round Table Pizza in Federal Way. Members settled on the usual October date. Ideas for promotion of the sport and club growth were also suggested topics for discussion.

RASC Membership / Recruitment- Following along the same lines as the NWRC suggestions for membership, ideas included a "free" to enter, short, simple rally. Basically, a Friday Niter run during the day. Producing a brochure type document explaining Rallying and including RASC to hand out to interested folks received positive feedback.

Club branded items- More discussion aimed at promoting a stronger visual presence is gaining more support. Suggestions to bring your ideas with details to the meetings for discussion.

## NEW BUSINESS-

Email lists- updating of the email lists to reflect the new RASC Board, current dues paying members and other "official" or otherwise was suggested. The idea

of creating an internet chat group was brought up and the club's IT folks agreed to look into that more seriously.

ANNOUNCEMENTS- T-Bird will be fun, come on up. Recaps on Dues, needing rally masters and growing the sport and club was heard among the voices. The call to Adjourn and seconding came at 20:25. Gossip ensues.

Despite the pain of enduring this meeting Marcus decided to join the club. Welcome Marcus Hansen! Rumors were immediately started about reviving a Rainier stage rally Crew. Rainer now has nearly enough experienced club members to field an entire stage crew. Another good reason to join RASC.

\* Raindrop 2017 by Ron Sorem  
WE need a RALLY MASTER...

I have a route. Marvin might have a route.  
Neither of us can/will be rallymaster.

I have a routebook ready for final measurement, proof reading and calc checking.

Three versions combining 2011, 2014, and 2015 locations. All paved! Lewis County speed 45/50/55. Very little posted at 35. I have recently run and written the route that differs from any of the previous routes. I have it at 5hr 49min and 186+ miles. Kit Carson to Kit Carson. I also have cut a couple loops for 5:33 and 5:29 duration.

These are ready to go. You will need to call the Kit Carson manager for arrangements. She has been good to work with (although hard to catch) in 2014 (for Ed) and 2015 (for Cristy). You can get her info from Jim & Cristy. We've set May 7<sup>th</sup> for the date. In 2014 & 2015 we used the back room (upper and lower) for registration and breakfast. And for scoring and dinner. Deal at the time was no charge if we met a \$100 (?) meal total. Made it easily both times. Wait staff was a bit overwhelmed when a waitress failed to show up, but called in a replacement and things worked fine. From experience, the main dining area is full and slow-ish, so having a room to ourselves is a good idea.

Marvin has stated he will help. I can help.

Someone take this opportunity to become a RASC Rally Master.

--Ron

### Trivia

\* The Mike and Key hamfest is listed on the calendar because it's an opportunity to buy some used gear at decent prices. Testing is offered (for those who've done their homework) to get a HAM license.

### For Sale/Wanted

\* **1993 Legacy Super Sport** turbo sedan (Rare-maybe one of 25 imported). Burgundy, 5-speed, 153,000 miles. Set up for TSD with wiring and

goodies. "Alcan proven". \$4000 (*Dramatic price reduction!*) Car is fine, just running out of parking spots. Steve Brown, 206-954-4267

\* 15" Subaru alloys with **Silverstone 185/65-15 S-525** tires. 4 tires (2xL and 2xR) have about 11/32 tread left on them. The other 2 are "spares", one has 6/32 and the other is 9/32. Make me a reasonable offer. The newer tires were \$150 new from Tabor Rally Team. Rims were \$50/each from Gundies. Max Vaysburd [max@angrykitten.com](mailto:max@angrykitten.com)

\* **2011 Audi A4 Quattro Avant**. 109K miles, all options including HID and Nav. Available in Seattle area Saturday, January 7 (Call for appointment) New low price: \$12,900. Jerry Hines (206) 227-6343 or [alcan5000@gmail.com](mailto:alcan5000@gmail.com) (Colleen got a Mini-Cooper Clubman)

**RASC Calendar** ((no hillclimbs or RX)  
*(Thanks to Ron Sorem for keeping track of just about all events west of the Rockies)*

Other Events for 2017

March 11 -Mike&Key HAMfest, Puyallup  
Apr 23-27 - California Mille (classic)  
May 5-7 - Haggerty Spring Thaw Classic, Squamish, BC  
May 6-13 - One Lap of America  
June 2-4 - Cascade Classic, Whidbey Island  
June 24-25 - "Classic Motor Rally", Salem to Timberline Lodge

Au 3-6 - Monte Shelton classic. Portland  
Sept 7-16 - Targa Newfoundland, St. Johns, NF  
Sept 16-17 - Hagerty Fall Classic, TBA  
Sept 15-17 - SCCA Nat'l TSD, Kenai, AK

**RASC events:**

**May 7 - Raindrop**

**Sept 15-17 - Nor'Wester**

**Oct 13 - Friday Niter**

Stage events

April 21-23 - Oregon Trail, ARA, Portland, OR  
May 13-14 - Olympus, ARA, Olympia, WA  
May 26-28 - Rocky Mountain, CRC, Invermere, BC  
June 8-11 - Idaho Rally, Placerville, ID  
Sept 28-30 - Pacific Forest, CRC, Merritt, BC  
Dec 8-10 - Big White Winter, CRC, Kelowna, BC

Oregon TSD (Friday Nighters are 1<sup>st</sup> Friday)

March 12 - AROO Cup #1, Portland  
Apr 4 - AROO Cup #2, Portland  
Apr 7 - Friday Nighter, Milwaukie  
May 5 - Friday Nighter, Milwaukie  
May 7 - AROO Cup #3, Portland  
June 9 - Friday Nighter, Milwaukie (2<sup>nd</sup> Friday)  
June 11 - AROO Cup #4, Portland  
July 7 - Friday Nighter, Milwaukie  
Aug 4 - Friday Nighter, Milwaukie  
Aug 19 - Mountains to the Sea, Portland  
Sept 9 - Friday Niter, Milwaukie (2<sup>nd</sup> Friday)

Washington TSD (Friday Nighters are 2<sup>nd</sup> Friday)

April 14 - NWRC Friday Nighter by NWRC  
May 7 - Raindrop by RASC, TBA, TBA  
May 12 - NWRC Friday Nighter by PSRC  
June 9 - NWRC Friday Nighter by NWRC

July 14 - NWRC Friday Nighter by ORCA  
Aug 11 - NWRC Friday Nighter by ORCA  
Sept 8 - NWRC Friday Nighter by PSRC  
Sept 15-17 – Nor'Wester, Clarkston, by RASC  
Oct 7 – Night on Bald Mountain by ORCA  
Oct 13 - NWRC Friday Nighter by RASC

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**Rainier Auto Sports Club** will meet this coming Monday, February 13, at 7:30 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: Dues are due, bring your checkbook. The club pays a huge insurance bill based on the membership number, so pay up.

Review your information on the Roster in the Members section of the RASC website.

There will be stories....

**2017 Board Members:**

President: Charles Aggenbach: [charles@aggenbach.us](mailto:charles@aggenbach.us)

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

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

Treasurer: Cristy Breazeale: [blackholeracing@yahoo.com](mailto:blackholeracing@yahoo.com)

At Large: Troy Jorgensen: [fastest4d@msn.com](mailto:fastest4d@msn.com)

At Large: Tim Chovanak: [tim@blackpondfarm.com](mailto:tim@blackpondfarm.com)

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