

The Wishbone Alley Gazette

June, 2009 *Rainier Auto Sports Club*

Rally News

• "No Alibi" is this weekend. Centered in the middle of the state, the checkout crews say it's great (rallymasters always say their baby is great; believe the checkout crews). The roads make for great dreams, lasting for years.

Rallymaster Eric Horst says he'll have about 9 checkpoint crews. The Saturday snack break was discarded for this year when it was doubtful there would be enough entrants to pay for extras. Instead, 32+ cars are expected. The workers can find their own food.

Course Marshal Marvin Crippen has calculated a 2:40 finish on Sunday. If it goes as scheduled, trophies will be awarded by 4 PM.

• Oregon Trail Rally 2009, by Ron Sorem
May 15-17, 2009. Portland and Hood River, Oregon. The Oregon Rally Group presented the Oregon Trail Rally as Round 4 of the Rally-America National Championship. Concurrent with the national were three regional rallies: Wagons Ho, Shunpiker Stages, and Trail's End.

Forty-one teams competed at Portland International Raceway's night stages in front of a large crowd of spectators. (Thursday afternoon's Press Stage at PIR saw one DNF -- confirming that the rally cannot be won at the press stage, but it certainly can be lost there.) The night stages saw one crash, with terminal steering loss, and one motor failure. PIR's coyote statuary kept "most" of the big Canada geese off the racetrack, but the Course Opening cars herded the rest. No animals were injured in the running of this event.

In years past, Oregon Trail moved west for the forest stages of the weekend -- this year, with road scarcity and a bit of politics in the way, Oregon Trail moved east to the Mount Hood array of roads, in Hood River and Wasco Counties and within the Mt. Hood National Forest. Saturday and Sunday Parc Expose and Service were in the Hood River County Fairgrounds, in Odell, just up the hill from the HQ hotel in Hood River.

Saturday stages began under clear skies with spectacular views of four snow-capped peaks. Gilhouley Road has become a very popular stage for Mount Hood rallies. "Gilhouley South" saw very fast times this year with the national level cars. I'm trying to recall if there is a straightaway -- if there is, it is very short -- to separate the nearly continuous kinks, sweepers, dips and jumps, and a couple of long hairpins. Gilhouley was reconfigured to 4.77 miles, with fast time by Ken Block and Alex Gelsomino's Subaru Rally Team USA 2008 Impreza

WRX STi, in 5:48.2 or just over 49-mph average on these "technical" roads.

Teams regrouped, in Service, before a 19-mile transit into the woods, skirting Fir Mountain, to near Ketchum Reservoir, and the start of Stage 6. Dust became a problem, and for driver safety an additional minute was added to the start intervals, allowing the dust to settle a bit between cars. With some instances of dead calm, a few teams still encountered visibility problems. The new stage ran northbound as "Ketchum" and southbound as "Loos'um. This stage loosely followed a ridge that roughly divides West and East in Oregon, and as such featured a transition of open grazing land, oak forest, and the tall conifers. The road character ran from wide-open smooth, to easy curves, to a bit rough, with a few twisties and exposures. "Ketchum If U Can" ran as 7.78 miles, with Andrew Comrie-Picard and Robbie Durant's Mitsubishi EVO 9rs setting top time, in 6:41.2 or just under 70-mph. This average hints at near triple-digit straightaway speeds. Block/Gelsomino found a rock just a bit too big, and lost a control arm on the stage, and retired for the day.

"Fir Mountain South" was shortened a few miles from the Mount Hood Rally, with a reconfigured start/finish at the north end, still providing two easily accessible and well attended Spectator Areas, and countless excellent action points for the Media (from across the US, Canada, and a video crew following the Polish team). As a 10-mile stage, two cars tied at 9:49.4, just over 61-mph. Tanner Foust and Chrissie Beavis shared top time with Andi Mancin and Maciej Wislawski. SS10 saw Paul Eklund and Jeff Price take a serious "off" due to a "late call". The team retired with damaged suspension.

"Gilhouley North" ran 2 seconds faster than the previous direction, with Travis Pastrana and Christian Edstrom's Subaru Rally Team USA 2008 Impreza WRX STi taking top time at 5:48.1, followed closely at 5:55.4 by both Tanner and ACP. Mancin's 5:57 closed out the sub-6-minute field.

Service in Odell; then a repeat of "Ketchum", "Fir Mountain" and "Gilhouley North". Pastrana set top times on the long stages and Mancin took the technical "Gilhouley". Saturday saw 31 finishers.

Sunday brought thirty-six starters after service crews worked well into the night.

"Fir Mountain North" opened the day, followed by "Loos'um", and Service. Stage times were quicker compared to Saturday, and Block took top honors. There was one retirement on SS13.

"Gilhouley South", with its spectacular backdrop of Mount Hood, opened the final loop, with Block again at the top. Two "offs" reduced the field to 31.

"Fir Mountain North II" went to ACP/Durant's EVO.

"Loos'um II" closed the day. Andi Mancin took top time of 6:19.4 with ACP following at 6:19.5. Block lost a tire coming into a corner, a snap decision is said to have saved car – choosing steering into a straight off versus a certain rollover. Two cars re-entered for the final stages, but two cars DNF'd with mechanicals, and Block's off reduced the field back to 31.

In a fitting tableau, the oldest car in the rally took top Group 2: Garth Ankeny and Russ Kraushaar's 1969 Saab 96!

Complete results and individual stage times at www.rally-america.com

For more info on the Oregon Rally Group see www.oregonrally.com

- From the right seat: Ron needed a navigator on short notice, so your editor volunteered.

Its all so different from the old days. Instead of recruiting friends with Jeeps, a cadre of rigs show up with numbers on the side- real "Sweepers"! Heck, there is even a much-prized (?) sticker that says, "You've been swept". At the other end, Lee Sorenson, Ron Sorem, and Steve Perret "proof" the stages at speed, looking for last-minute things to fix and reminding the bystanders not to move until the sweep truck with the flashing green light passes.

The evolution of stage rally saw long lines of fans at the roped-off service areas for the "name" rally teams. Both at PIR and the Odell fairground service park. They were collecting autographs.

In a golf cart, Bruce Tabor rolled around the large fairgrounds to find the support crews and tell them where to pick up the broken cars.

Subaru sponsored much of the show- even with a tent set up serving hamburgers and the rest of the fixing's. Shiny new cars, with window stickers, were on display.

All very "big time".

Rich and Mary Olmstead was Advance Car, tying up banner guard tape and stapling arrows to pre-pounded stakes. He said that the high roads were under snow two weeks before the rally, to the extent that a grader was hired to clear the roads. No sign of that snow on rally day.

And Rich pointed out that there is such a thing as "cheap" bannerguard- it breaks when the wind blows!

Since the roads couldn't be measured in time before the Route Books were published, some creative writing was required, such as using measurements taken from one direction for the

other. As we all know, an intersection looks a lot different coming from the other direction, and the mileages are/were "off".

Oregon followed normal NW methodology by using just three roads in the forests. Repeated runs on Saturday, then repeated runs the other direction on Sunday. The roads were that good. -MN

Trivia

- Steve Richards traveled to Alaska on the Holland Lines' SS Westerdam for a week. He says Glacier Bay was a highlight, and the cruise ship also stopped at Juneau, Sitka, Ketchikan, and Victoria.

- Lawn mower trouble? After both Ken Lingbloom and Ron Sorem mentioned adding Sta-bil to the gas tank, Nolte added some to his little tank. This is seemingly foolish, since the stuff is on hand to add to the gas tank before retiring the equipment for winter.

But it worked. -MN

- Choosing a rally odometer is always based on money- right? Using an Alfa at Oregon Trail clarified things emphatically. LCD readouts don't get along with polarized glasses. I already was aware of the situation since the radio on my Tacoma pickup disappears when I have on my polarized sunglasses. Ron's mount fortunately allowed the box to be canted 45°. (And I involuntarily cocked my head 45° to compensate for the canted odometer, until Ron pointed out what I was doing...)

It gets dusty (Duh!), and sunshine lights up the dust better than the readout. A discrete sun shield would solve that. Much better than frequently wiping the screen with a dusty napkin. -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
E-mail Ron Sorem: ronsorem@gmail.com

- * Huge collection of Car and Driver and Road & Track magazines dating from 1956 to present. Low price of \$400. Stuff you can't find anywhere else, even on the Web.

Contact Ken Lingbloom at: (360) 733-8897 or klingbloom@comcast.net

- * Jerry is driving a 2003 Subaru Outback sedan. It's pearl white, had 100K on it when he got it, and won't have many more if you want to buy it.

He has a good price on a '06 Subaru 2.5 RS, with 84,000 miles. It's got a hood "in primer", so cheap at \$7600.
'99 Ford SuperDuty, 5.4 ltr, gas, White. \$3000
Jerry Hines, 206-227-6343

* **HOT ROD RELIC!** One "Moon" cast aluminum gas pedal, just like the ones they used in the 60's muscle cars, the one with the heel cup and side rail to hold your foot. Waffle pattern surface, with "MOON" cast right in. Heel hinged, with spring. New, never installed in anybody's GTO or Chevy SS396. \$50.00, Roy Ward. 425-485-6225
roy.ward@verizon.net

RASC Calendar

British Columbia & Washington TSD

June 6-7- No Alibi TSD by RASC, eastern Washington

June 12- Friday Nighter, by ORCA, Bellevue, WA
July 10- Friday Nighter, by PSRC, Bellevue, WA
July 18- Sno-Git VI, TSD by ORCA, Marysville, WA
July 25-- Gold Digger TSD, Whistler, B.C.
Aug 14-Friday Nighter, Bellevue, WA
Aug 28/30- Crestline Trail, IRC, BC
Sept 11 -Friday Nighter, Bellevue, WA
Sept 19- 'Heart of Darkness", Kamloops, BC
Oct 3- Night on Bald Mountain, ORCA
Oct 9- Friday Nighter by RASC, Bellevue, WA
Oct 31- "Midnight" by IRC, Vancouver Island, BC
Nov. 7- "Monster's Revenge" by Chuckanut, Bellingham
Nov 21/22- Totem, Cache Creek, BC

Rallycross

June 14 - Father's Day RX, ORV Park, PRG
June 26- ORG & SCCA National RallyX, WA

July 18 - PRG Brooklyn Bash, Brooklyn, WA
Aug 8 - PRG, "Ray Rambler" & "Janice's Jaunt", Montesano
Aug 23- Oregon Rally Group Rally Cross, OR
Sept 20- Oregon Rally Group Rally Cross, OR
Oct 11- Oregon Rally Group Rally Cross, OR

Oregon TSD

June 5- Friday Night Road Rally, Milwaukie, OR
July 3- Friday Night Road Rally, Milwaukie, OR
Aug 1/2- Oregon 1000, SCCA, Portland
Aug 14- Friday Night Road Rally, Milwaukie, OR
Aug 15- "Rally Against Parkinson's", PIR, Portland, OR
Aug 22- Mountains to the Sea, CSCC
Sept 4- Friday Night Road Rally, Milwaukie, OR
Sept 19- "Oregon Trailblazer", CSCC, Milwaukie, OR
Oct 2- Friday Night Road Rally, Milwaukie, OR
Oct 31- Ghouls Gambol, Portland

Stage Events

June 13/14- "Mountain Trials, Merritt, B.C
July 9- Idaho Rally/ RallyMoto, Mountain Home, ID
Sept 24/27- Wild West, PRG, Pomeroy, WA
Oct 1/3- Pacific Forest Rally, Merritt, B.C.
Oct 24 - Mt Hood/moto, Odell, OR

Other events of interest

June 20-21- Columbia Gorge Classic Rally & Tour, Portland, OR
June 25/28- Classic Motorcar Rally, Victoria, BC
July 3-6- Historic Races, Pacific Raceways, Kent, WA
Aug 6/9 - "Northwest Classic Rally" by AROO, pre-1981 cars, Portland, OR
Sept 12/19- Targa Newfoundland, St. Johns, NF

Rainier Auto Sports Club will meet this coming Monday, June 8 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: Freshly exhausted by the adventure of the "No Alibi" rally, we'll tell stories once the reports are done.

2009 Board Members:

President: Eric Horst, erich@teamd.org, 206-363-9752

Vice-President: Steve Richards, smrdcatman@comcast.net, 425-337-0232

Secretary: Dan Comden, dan@comdens.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

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