

Rally News

RASC's Friday Nighter makes sure everyone is Quick and no one is Dead. -By Mark Weber

RASC's 2006 Friday Nighter was appropriately titled "The Quick and the Dead" to honor the date, Friday, October 13th. As a first-time Rallymaster, I designed a trap-free route made to test a driver's skill. The day of the event my nerves held steady until 4:15 that afternoon when I received a phone call from Marvin Crippen, number-cruncher extraordinaire, asking if the CAST at NRI 20 was 33 or 35? Oh, crap! Double-checking our figures, we figured we had it straight.

Once at the Park & Ride Lot, I made sure the Checkpoint crews were ready, Registration was going smoothly and Dan Comden was giving an excellent driver's talk, so I set off to pace the rally.

Finally settling down, I came upon the CP#1 crew wandering the back streets of Fall City. It seems, I had missed a turn in the directions to the Checkpoint and the crew, not knowing whether to turn right or left, used a binominal decision-maker (they flipped a coin) and turned the wrong way. I knew a short cut and got the crew in position with scant time to spare.

In the mean time, the competitors had left the Eastgate Park & Ride and headed east on I-90. Exiting at the High Point Exit, the rally followed High Point Way ending the seventeen-minute Odo transit section half way between the exit and Preston. From there, the first TSD passed through the sleepy burg of Preston and followed the Preston - Fall City Road. Just before Fall City, the competitors made their way through the back streets of Fall City to the Issaquah - Fall City Road where the fun really began. The Issaquah-Fall City Road is a twisty, winding road heading up the back of the Sammamish Plateau, with its many cautionary 20MPH signs, it is difficult to maintain a CAS of 35mph in the daylight, not to mention it's now dark, with light patchy fog. I'm sure it was a challenge for the drivers. At the top, the rally turned north onto Duthie Hill Road and shot straight back down the hill at CAS 45 to the bottom of the valley and onto the Redmond - Fall City Road where they had a mile- long sprint at 55 mph to the W Snoqualmie River Road and CP#1.

The route followed the river to the Tolt Hill Road then to Carnation with a five-minute transit through this beautiful little town. The transit ended at the Carnation Farm Road where the rally turned west, went past the Carnation Farms, took a small detour down some side roads passing some picturesque horse farms, winding along the river

and finally to the W Snoqualmie Valley Road where they turned north at 45mph. Turning west at the Woodinville-Duvall Road the rally headed up the hill and out of the valley. At 204th (Paradise Lake Road) the rally turned north and straight into Steve and Eric at CP #2.

After the Checkpoint, the rally continued on Paradise Lake Road into Maltby, home of the Maltby Café and the best pie in this part of the county, where, I think, two competitors dropped out for pie and coffee. The rally continued north, paralleling Highway 522 and just before the Fales/Echo Lake Road they met up with Dan and Bruce at CP #3.

The rally turned east onto Echo Lake Road and then north toward Lost Lake. After winding around the lake they headed over the hill to the last challenging part of the rally, High Bridge Road. High Bridge Road, named after the old wooden, sharply curved, truss bridge that once spanned Chinook Creek, the road is a maze of twists and turns going up and down small hills but generally heading back down into the Snoqualmie Valley. With many cautionary 15mph and 20mph curves, plus the patchy fog, I think this section had many navigators attempting to push on the brake pedal that wasn't there. At the bottom of the hill the rally made a quick turn onto Lake Crescent Road and then onto 203rd where they met up with Marvin and Jeff waiting at CP #4.

After a quick sprint up the Duvall-Monroe Road into Monroe, the rallyists were able to unwind and tell lies at the Monroe Alf's Pizza.

In the meantime, I had paced the rally and arriving at Alf's, set up the trophy table (the trophies were truly works of art), ordered myself a pizza and sat back waiting for the others to arrive. As the competitors and CP crews arrived to eat their pizzas, I began to realize the fun wasn't over yet.

Remember the phone call I received from Marvin that afternoon about the CAST at NRI 20? Well, Marvin and I screwed up and got it wrong causing a calculation error of approximately 36 seconds. At the time, it didn't seem so funny but looking back on it now, I have to laugh: Here were five guys standing around Marvin with their flip-phone calculators trying to figure out what the corrected time should be.

They all tried, but couldn't arrive at the correct time for Leg 2. We sorted this snafu out by throwing the Leg, which seemed to satisfy everybody, and handed out the trophies.

My thanks to Marvin Crippen, Dan Comden and Eric Horst for helping with the proofreading, measuring and calculating the rally, then working checkpoints. Rob Starritt, Bruce Weber, Steve Willey, and Mark Nolte: thanks for helping with the checkpoints and for cooling me down as I'm wondering if I'll survive the night. And I want to thank (new father!) Jeff McMillen for stepping up to the plate at the last minute and helping with Registration and a checkpoint.

UnLimited.....

1st- Steve Roberts/Jack Heppes/ORCA/3 pts.

2nd- Mike Daily/Tom Palidar /PSRC/5 pts.

3rd- Pat Biggar/ Don Gibson /ORCA/ 6 pts.

4th- Bob & Debbie Sjodin / ORCA/ 7 pts.

5th- Steve Pfau/Mike Workman/PSRC/ 11 pts.

SOP.....

1st- Tim Watt/Bill Watt/ORCA/ 24 pts.

2nd- Mike Lien/Charles Eves/ORCA/ 104 pts.

3rd- Jeff DeLong/Scott Maryerum/ PSRC/ 143 pts.

Equipped.....

1st- John Maloney/Brad Boswell/ / 30 pts.

2nd- Michael Mock/ Jessi Moca/ ORCA/ 43 pts.

Novice.....

1st- Dave Sacry/Kathleen Schoenburg/ / 12 pts.

2nd- Derek Mitchell/Matt Becker/ ORCA/ 49 pts

3rd- Karen Bachelder/Laurie Sorenson/ORCA/ 196 pts.

Master.....

1st- John & Derris Humphrey/ NWRC/ 32 pts.

2nd- Kelly Smith /Pamela Vo/ ORCA/ 39 pts.

3rd- Nick Reynolds/ Lynne Reynolds/ / 49 pts.

DNF.....

Matt Conrad/Amber Cosand- Novice

Phyllis Chandler/Maureen Hegg - Equipped

Night on Bald Mountain 2006

Ron Sorem © 10-09-2006

October 7, 2006. Tumwater, WA. Olympic Rally Competition Association -- **ORCA** -- and Rallymaster Dave Treen, presented a 150-mile gravel TSD through the woods of Washington DNR's Capital Forest. Any **Night on Bald Mountain** can be scary or exhilarating, and challenging – this year's run would be no exception. This year's running would be Round Three of the Pacific Coast Challenge Rally Championship combining events in Washington, California, Mainland BC and Vancouver Island.

The rally featured smooth roads (with the exception of areas of fresh logging and road rebuilding) at moderate speeds with very little local traffic. Speeds nearing campgrounds were dropped to as low as 10-mph, and Quiet Zones were utilized to keep all of the forest users happy.

Twenty-four cars took the start and headed west to the Straddleline ORV Park near McCleary where a big Jeep 4x4 Jamboree was scheduled for the weekend and the associated motorcycles and

ATVs would be a constant presence on the first part of the rally.

Max Vaysburd was back in the right seat of Car 6, massaging the Alfa rally computer, and we were looking forward to tight competition with old friends from Washington and Oregon. The rally brought one Canadian entry as well, in a black Subaru Impreza. **Night on Bald Mountain** has been around for many years and has gained a reputation around the Pacific Northwest for finding scenic areas and great rally roads.

The first TSD set the “mood” for the night, uphill start, hairpin right climbing, loose surface, and all the best estimates at an odo factor from the freeway were gone. The rally topped the ridge, turning into the sunset, which fortunately carried a few clouds, or the sun-on-windshield visibility would have been very difficult. Bear left over Blind Crest. This would have been treacherous with a blinding sunset.

NoBM uses “passage controls” with competitors simply passing the checkpoint without stopping. The controls may be hidden -- some very well hidden. We didn't see the first CP but it was probably near the blind crest. We were scored 2-late. This first regularity was named “West Fork 1”, as we dropped into the drainage of the West Fork of Porter Creek.

A brief Transit crawled slowly and quietly past a campground that on NoBM's previous run through this forest, had been filled with horses -- and hunters. Bear Left, up the hill, to the start of “Buck Ridge Regularity”. This would be 7 miles of very twisty gravel, clinging at times to the side of steep exposures and dealing with active logging sites filled with stacked logs and the big yellow machinery that move them around. Passing Porter Pass, and the Rock Candy Mountain access road, the route comes to the end of the regularity.

“Capitol Peak Monte Carlo” snaked 9 miles south and west, between Larch Mountain and Capitol Peak, where the observant would take notes for a later retracing of the road as part of “Larch Mountain Regularity”.

“Capitol Peak Regularity” carried three checkpoints over it's nearly 7-miles of twists, climbs, and drops with CASTs of 31, 29, and 32, before slowing to 20 for the campground. We scored 2L, 0, and 2E, with no accounting as to why -- our computer showed zero.

“Bordeaux Monte Carlo” was nearly nine miles due south overlooking Waddell Creek and Lost Valley. A brief stretch of pavement was followed by the roughest section of the night. New construction presented big chunky gravel and rutted tracks. The recommended speed was 15, and in some places that might have been high.

Rallymaster Treen apologized profusely about the conditions (all of which were beyond his control).

Skirting the southern edge of the Black Hills, "Citadel Regularity" runs west with two CPs late in the section, followed by a short section of pavement turning north and east for the "Short Paved Transit".

"Catamount Regularity" was the second longest TSD of the night, covering 11.48 miles, clinging to the ridge above Shelton Creek, passing one of the highest points on the event, and dropping westerly into Porter Creek drainage, above Iron Creek and Hell Creek, with long hairpins, and exposures both sides, before the 5-mile "Hell Creek Monte Carlo" out to Highway 12, for a break in Elma if needed, or just hanging out above Porter Creek to wait for an out-time.

"Larch Mountain Regularity" at 15-miles, was the longest TSD, followed the North Fork of Porter Creek right up to Larch Mountain, then cut south west over previously traveled roads west of Capitol Peak. This was the only local traffic difficulty of the night for us. We met two pickups on a narrow section, and had to find enough real estate to get all the vehicles on their way without swapping paint. Our time-dec skills proved excellent as the next two controls scored zeros, cleaning the section!

"Dusty Way Monte Carlo" traveled north along the ridge before dropping into Porter Creek and the start of "West Fork Regularity 2", covering 9.52 miles out to the ORV park and pavement. Along the way we encountered brisk speeds into darkened treed triangles for "Bear Right and Keep Right" (or left and left, as needed) leading to the downhill Left at T, at 31mph, sideways -- "0" -- and no more checkpoints, although a perfect opportunity presented at the downhill hairpin. Maybe next time...

Transit to the finish was uneventful, and all the scores, with exception of the last three controls, were projected on the wall in the dining area as we arrived. Speculation was high, as the scores were very close – the last three CPs could make a difference.

Holding on to their preliminary lead were Eric Horst and Stephan Willey with only 12 points over 16 controls and 152.76 miles. Second, moving up one position from prelims, were Jason Webster and Brandon Harer with only 14. Third, also moving up one notch were Ron Sorem and Max Vaysburd with 16. Unfortunately moving down, into a tie, were Satch Carlson and Russ Kraushaar, with more zeros than Jeff McMillen and Marvin Crippen, sharing 19 points. Coming out of "retirement" were Jim and Cristy Breazeale, shaking off the rust at 20 points. First Equipped

Seventh OA were Don Gibson and Mike Workman with 34. And in a spectacular showing for Seat of the Pants, with no calculators except in the driver's head, Mike Daily and Tom Palidar, First SOP Eighth OA with only 56.

<http://www.teamhightower.com/orca/nobm/results06.htm>

[Complete results at www.teamhightower.com/orca/nobm/results06.htm](http://www.teamhightower.com/orca/nobm/results06.htm)

[More rally stories and a rally search at www.tsdroadrally.com](http://www.tsdroadrally.com)

2006 Pacific Forest Rally

Ron Sorem © October 16, 2006

October 12-15, 2006. Merritt, British Columbia. The **West Coast Rally Association** presented their **2006 Pacific Forest Rally**, a CARS National Rally, running through the forestry roads, ranchland trails and city streets of Merritt, in BC's Country Music Capitol.

PFR has been around in various forms since the 1960s. Revived 8 years ago, and celebrating six years in Merritt, this would be Round 5 of the 2006 Canadian Rally Championship.

Our two Course Opening cars managed to Recce the new stages enroute to Merritt on Friday morning. Thynne Mountain and Brook Creek Stages are new to BC rallying, even overlooked by the TSD rallies. We can be certain they will be included in future events, with gentle rises and falls, high-speed straights through the trees, reminiscent of Finland albeit with smaller jumps. Also on our Recce was the familiar Comstock Stage parallel to the Coquihalla Highway. Ron Sorem & Max Vaysburd (Car0), and Lee Sorenson & Casey Woodrum (Car00) made a few notes then proceeded to the Start, for last minute instructions before heading out to the night stages.

Weather couldn't have been better, perhaps less dust, but certainly no rain. Competition was expected to be high, with a very tight possibility that the National Champion would be crowned at PFR. Antoine L'Estage from Quebec, in an all-wheel-drive Hyundai Tiburon, would have to hold off Matthew Iorio from Massachusetts, in his Subaru. Norm LeBlanc from Pemberton BC, with co-driver Keith Morison, from Calgary AB would try their best to push L'Estage and Iorio ever-so-gently, in their rally blue Subaru WRX, as would Gary Cavett from Washington and Paul Eklund from Oregon, both in Subarus.

Thirty-one cars were registered for the two-day event, some running only for Regional points, others for National. Off to a inauspicious start was the Neon, who failed to get running in time for the night stages, but would return to run in the daylight.

“Merritt by Night” began with a short run west to **Comstock Stage**, a familiar 5.83-km mix of gravel climb, rough hairpin, downhill rev-limiter pavement along the highway, and twisting drops through the trees (with cows, horses, and goats). Oh My!

Princeton Cut-off Stage followed, showing teams fast and narrow, twisting climbs and deep exposures, before topping out with a 90-right onto pavement in front of a good crowd of spectators. Princeton is showing some wear, and claimed several tires (including Car 00), two on Car 21 Ryan Barker/Kevin Laase, up from Washington, and a tire and wheel (lost down a ravine) for Car 11 Eric Grochowski and Leanne Junnila, Calgary. Small “offs” and big rocks claimed the Mazda 323GTX of Matt & Tracy Mannspeak, with an “irreplaceable” control arm. We may never know if it was the tremendous power in Gord Olsen's '92 Golf GTI, but a broken drive train short-circuited he and Todd Patola's weekend at a Princeton 2 Start control zone.

Repeat runnings of Comstock and Princeton were separated by a Spectator Stage in the downtown **Railyard Mall** in Merritt. “Railyard” featured a short, fast, watered down street section and gravel parking area that provided close-up views for the crowd, and a new meaning to the term “pole-position” for two competitors, climbing a utility pole guy-wire near stage finish. No harm, no foul, no power outage.

Closing the first night, Car 1, Antoine L'Estage/Nathalie Richard, led Matt Iorio/Ole Holter in Open class, followed by LeBlanc/Morison in P4. Don't get ahead of the story here, there would be more suspense on Day Two.

Saturday dawned a bit overcast, masking the bright sunlight in the windshield for competitors. **Thynne Mountain Stage** was southerly, climbing gradually from 1100m to 1600m through several gentle bends and sharp sweepers, ending over-crest off-camber downhill, loose, with a big rock in the short line through. **Brook Creek Stage** began slightly downhill, into off-camber long right on marbles with exposure left. At 600m into Brook, a sharp right with exposure grabbed Car 12's crew, who managed to “hide” their Mazda RX-7 in the trees below the road. Neil Wright/Lorna McInroy reported all was OK (that was all you could see of the incident, the “OK” in their warning triangle, coming into the corner). After a recovery, the car was “drivable”, but fairly wrinkled. Brook Creek brought other news – something that even the most experienced competitors will admit has happened to them at some time – an error in checking into the control zone – six minutes early.

Car 1 would have to be VERY much spot-on for the rest of the day. Brook runs 12.35-km northerly with the sun now coming over the trees and flashing onto windshields at the most inopportune places like right over crest, or hairpin downhill (at VIP Spectator Area), challenging concentration. Also “game over” at Brook Creek 1 was Car 27 Novice Chad LaPoudre/Heath Hrappestead whose Golf left the road just briefly enough to damage the suspension.

Thynne and Brook ran a second time, with faster times by most teams, and three DNFs – one motor, one transmission, one soft roll.

Service in Merritt, then out to **Active Mountain Raceway/Resort**. This enclosed area is a venue for music festivals and spectator stages. The best viewing locations had been picked out by the time course opening cars ran the stage. A large crowd then watched the show of speed and skill of the top cars, pendulum turns, flying gravel (boulders) and the roar of motors climbing the steep grade to the flying finish.

Helmer Stage is fast becoming a favorite BC Stage, and was by all reports in its best condition in recent memory – read very fast! The first running was uneventful. Then a second running of AMR, followed by Service in town and back-to-back runnings of Helmer. Crowd control began to worry the organizers – popular spectator locations were filling rapidly and individuals refused to stay off the stage road. Delays were likely. Helmer 2 ran without incident. Helmer 3 saw more spectators arriving from AMR, although the most troublesome ones shouldn't have been allowed to drive at all, let alone walk. We delayed as long as possible to allow spectators into the area, but many refused to get off the roadway. Car 0 was sent through slowly, competitors were already arriving at the start, and more spectators were found deep into the stage on quad-runners. Helmer 3 was running late! Whether the delays effected the results will never be known, but Car 9 lost a tire and dropped from 3rd to 7th. Car 25 dropped out with mechanical problems in the '73 Toyota. Car 26 pushed a strut into the hood and on the Transit out, the shredded tire dismantled the wiring harness -- the Focus DNF'd only 4km from the finish.

L'Estage held off Iorio on the day's stages, actually reducing the six minute gap to three minutes. Not quite enough to clinch the Championship outright, however with a magic number of only one, merely starting Tall Pines, the final rally of the year, will secure the Open Championship. Group 5 National Championship was sealed at Merritt with “Zebe” Szewczyk and Tomasz Karzynski piloting the 2004 Mitsu Lancer

Ralliart to Fifth Overall for PFR. Norm LeBlanc captured the P4 Drivers Championship and Keith Morison captured the P4 Co-Drivers Championship.

LeBlanc/Morison took the honors for "Merritt by Night" leading Gary Cavett and Alan Perry (WA), who in turn led Paul Eklund and Jeff Price (OR). Less than two minutes covered the three Subarus.

In daylight, "Helmer by Day" saw Eklund/Price leading, Aaron Neumann and Graham Coates in the Group 2 Civic, leading LeBlanc/Morison. One minute four seconds covered the first three cars over eight hours of rally.

Complete results, photos, and links can be found at www.pacificforestrally.com
<http://www.pacificforestrally.com/>
More rally stories and a rally search at www.tsdroadrally.com

Club News

*** RASC Elections**

The annual elections for Rainier's Board of Directors will happen at the next club meeting, November 13th. The nomination committee provided a slate of qualified nominees at the October meeting and now the general membership must vote to select the board. This year the nominees are Dan Comden, Jim Hogan, Eric Horst, Jeff McMillen, Steve Richards, and Steve Willey.

We'll be voting for 4 members for the Board. The remaining two positions are filled by the previous president (Marvin Crippen) and previous treasurer (Ed Millman). You are only voting for general board membership, actual board positions (President, Vice-President, Treasurer, Secretary, and two At-Large members) are determined by the new Board. Rumors that we keep sending Ed out to the store for a bag of Cheetos so we can elect him Treasurer are greatly exaggerated.

Once again you'll have two ways to vote. First, can vote at the meeting using a paper ballot as usual. Alternatively, you can vote online at the Rainier Auto Sports web site. Either way all members are encouraged to vote.

Electronic voting opens October 30th at noon and closes November 12th at midnight. (The day before the meeting.) Results of electronic voting will be brought to the November 13th meeting and added to the tally of in-person votes. To read more about the election or vote online visit the RASC Election Information in the Members Section of the Rainier website:

<http://www.rainierautosports.com/members/>

As a reminder the members area is protected you should contact Marvin (mandos@gmail.com) or Eric (erich@quavy.com) for the login information.

RASC Calendar

Stage events in italics

Nov 10 Friday Nighter- ORCA Bellevue

Nov 18-19 Totem, WCRA, (PCC series) Cache Creek to Williams Lake (11 to 8pm), Finish in Cache Creek 3pm.

December 1-3 Wild West stage rally, Olympia, WA. Ed Millman is recruiting volunteers for a Saturday Stage. Volunteer with him at 206-361-7389

Ron Sorem has assembled an excellent 2007 Calendar, currently in the second of 12 [?] evolutions (and even then, there are changes...)

2007

"Hi Folks,

I thought you might be interested in a new event in 2007. Well it's really not new, it ran for 50 years in the North East but now has moved to new home in the West, specifically, Arizona.

"Bill Laitenberger and Debbi Segall put on this event for many years taking over for Gary Webb who also chaired the event for many years. Bill and Debbi moved to Arizona a couple of years ago and have brought the 1000 with them with all its traditions.

"The rally will be 5 days long, M-F April 2-6, 2007. It will be a brisk gravel event traveling through the Arizona desert up into the mountains on the Mogollon Rim and ending in Cottonwood near beautiful Sedona. Some truly breathe taking scenery.

"If you're a No Alibi fan, you'll love this event.

For Information go to

<http://retiredaz.4t.com/rally%20files/1000.htm>

Regards,

R.Dale Kraushaar

Challenge Driving Events International

"Drive the Adventure"

<http://www.challengedriving.com/>

Rainier Auto Sports Club

will meet Monday, November 13 at 7:30 PM at Café Veloce at the Totem Lake shopping center. Best way I can think of to get there is 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 the second Monday of each month. Past Members, visitors, and spectators are welcomed.

Agenda: Friday Niter wrap-up. Wild West news from Ed Millman. Start of Totem rumors.

The highlight will be the reverent voting ceremonies, continuing RASC's democratic example for the world to admire. Maybe a decision for a Christmas meeting.

2006 Board Members:

President: Marvin Crippen mandos@gmail.com

Vice-President: Dan Comden, dan@comdens.com, [REDACTED]

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

Treasurer: Ed Millman, edm@adsservices.com 206-361-7389,

Member at large: Jerry Hines jhines@eskimo.com; 425-823-6343

Member at large: Mark Nolte, mnolte@blarg.net, 425-226-3155

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Contributions and paid/unpaid ad eagerly sought: e-mail: mnolte@blarg.net

Rainier Auto Sports Club, P.O. Box 852, Kirkland, WA 98134