

Club News

Selection of 2008 RASC Board members commences at the November meeting. The nominations committee will present a slate of qualified candidates for 2008. Then those members present vote. Later, the winners will fill officer positions from within their group.

Rally News

* RASC Friday Niter (October 12): Rallymaster Jeff McMillen wants to thank the workers, especially the checkout crews who helped with the revisions to the route instructions.

2007 Mountains to The Sea Rally by Ron Sorem

Milwaukie, OR. August 18, 2007. Mountains to the Sea Rally. The Cascade Sports Car Club, Geargrinders Road Rally division presented their Annual Touring Rally from Portland to the Pacific Ocean, including the famous Beach BBQ Party, and continued this year as part of the Triple Threat Rally Weekend, Aug 17-18-19. The 42nd running, "famous and family-friendly touring rally", included a Friday Nighter road rally, and a Sunday SCCA RallyCross event hosted by the Oregon Rally Group.

Rallymasters Reid Trummel and John Olson brought forth an outstanding tour, complete with a recommended overnight stop in Astoria, to enjoy "three days during the middle of Oregon's 20 days of summer!" The Triple Threat Rally contest combined all three events with trophies awarded to the top five finishers. For the TSD rallies, both the driver and navigator received Triple Threat Rally contest points.

Ron Sorem and Josh Sorem got together again in their traditional rally roles with Ron driving and Josh navigating in "Seat of the Pants" class, without the rally computer, intent on enjoying the view and the friendly rally atmosphere. Unable to run the Friday Nighter or the RallyCross, they would compete only in Mountains to Sea "Masters" -- running for the fun of it.

The Odo Check ran down 205 and 5, to the Rest Area just south of Wilsonville. Stock odo and a basic clock would make timing and mileages a bit hit and miss -- the odo is "close", the speedo is "way off".

The first TSD section ran down the freeway one exit, then to the farm roads toward Champoeg Park, following the Willamette south into St Paul for the first "trap" (something unusual for MTS). Mission Rd was the second "Mission" possible. The first occurrence led five teams to a Route Control. The course continued, with opposing rally traffic, to the "Stockyards Checkpoint" at 27.67 miles.

North of Newberg the second TSD climbed to Bald Peak State Park and the first of many Do-It-Yourself-Checkpoints (DIYC). Leaving the park, we missed the next instruction and went sightseeing through the flower farms, following Main Road Determinants until a "Leftmost" would have put us on Hwy 219 at 35-mph. Rejected! Retracing the route to Bald Peak, we found our oversight (thumb over instruction?), filled out our Time Declaration and continued "on course" through Gaston, Forest Grove, and Banks (complete with tractor pull).

North again to a DIYC and break in Vernonia, before winding along Hwy 47 and Apiary Rd to Old Rainier and a full checkpoint. We were very late. Darned speedo!

Alston-Mayger started a long section of CAST 35 in a 45 MPH Zone -- very frustrating, then 30, 40, and 20 to a DIYC in Clatskanie. MTS had reached the Columbia River and our next TSD was up-close -- twisting along the levees and dunes at CAST 31.

West on Hwy 30, over the ridge at Bradley Wayside, and descending into the mist of coastal weather. North toward Aldrich Point for one checkpoint, then crossing Hwy 30 for one last trap -- intended or not, several cars "refused" an MRD and took "early" at the next checkpoint. A final DIYC then the transit through Astoria to Fort Stevens State Park and the Peter Iredale Shipwreck Finish Party. MTS covered 186 miles, with nine controls, in roughly six hours.

MTS results were posted within an hour of last car. Congratulations to April Smith and Kevin Poirier, for First Overall with 22 points; Johdi Masterman and Steven Smith, for First SOP; Monika and Matt Tabor for First Masters; and John and Linda McKean for First Novice. First Vintage and Third Novice to Brian and Ruby Bauske in their 1964 230SL.

Thanks again to Rallymasters John Olson and Reid Trummel and the entire Cascade Sports Car Club "geargrinders" staff for another fine Mountains to The Sea Rally.

2007 Wild West International Rally by Ron Sorem

September 28-30, 2007. Pomeroy, WA.

The Banner on the Website reads: Wild West Heads East! The 2007 version of Wild West accepted an invitation from the "Friendly City of Pomeroy", Garfield County, and the Economic Development Council of the Palouse, to bring Stage Rally to the Southeast corner of Washington State. Pacific Rally Group provided the Organization, Rally America provided the Sanction, Subaru Western Region provided the backing, and Pomeroy provided the hospitality.

Friday was the Press Stage. I heard about it the next day while talking to one of the many enthusiastic locals. There were several media teams present and all of them took multiple rides in different cars. Just up the hill about a mile, just above the fairgrounds. Several competitors had been in town earlier for a parade during the Garfield County Fair. Pomeroy's paper had articles and descriptions of the Stages, and directions for Spectating. PRG's own Alan Perry was the Media Wrangler for Wild West, and on-site web reporter, posting updates throughout the event on times, incidents, conditions, and competitor comments.

Saturday Wild West was the Jerry Moon Sou'wester Regional Rally. All of Saturday's roads were north of town, south of the Snake River. Wild West 2007 just scratched the surface in a wealth of possibilities. Top speed approaching Spectator One, "Malone", (verified by an ear-to-ear-grinning Sheriff) was 102-mph, in a VW Golf GTI, by Todd Hartmann and Shawn Callahan, coming down the hill into an acute right.

"Connell Hill" included some very fast "drive-by" cows early in the stage. Different from the "Flying Finish Cows" on Malone, who needed soothing white-noise from a generator. The "Connell Hill Cows" were right on the fence, feeding on hay, watching the cars blow the slobber off their neighbor's noses. Apparently different cows... In the middle of "Connell Hill", at 2 miles from the start flag, the instruction reads: (Double Caution) Slight Crest, into 90 Left, around Barn, into HPR, Off Camber. "Around Barn"? Yes, over crest into square left, between a big red barn wall and a big brown dirt wall, blind at speed. "Don't Cut!!!" A half mile climb through several kinks reaches: "Keep Right over Crest, Off Camber" -- a recurring theme -- followed by a "Triple Caution 90 Left, Road Drops"... with exposure. From here to Flying Finish the road is very wide, slightly crowned, a bit marbly, and very fast.

Service was available at the fairgrounds after each pair of stages in the morning, and each three-stage loop in the afternoon.

Spectator areas on Saturday just kept getting more crowded. On "New York", in the afternoon, the first run had half a dozen cars for "000". Second run, as "New York, New York", I lost count. There were folks in lawn chairs before and after the turn, behind the fence, on the hill, enjoying a panoramic of "slight downhill, into one-right, drops", then briefly out of sight around a "Double Caution long hairpin right with exposure both sides", opening into a sweeping run up and over the crest, disappearing into the wheat fields... There were only a few seconds from the last view of one car over the crest until another car arrived.

"Willow Gulch", began uphill and continued in "looser gravel", gaining 400 feet early, then steadily descending to a deep dip at Breakdown Gulch, climbing again to a "double-caution crest", and sharp drop into a slightly relocated Flying Finish -- to avoid both the snakes and the cars.

A very short transit led to "Heaton Gulch", shortest stage of the day, at 4.57 miles. Elevation gain was nearly 1000 feet, with a sharp drop over blind crest to the Flying Finish, only a shy mile from Main Street, Pomeroy.

Sunday was the Lewis and Clark Stages Regional Rally. Sunday's roads, south of Pomeroy, have been seen by a few TSD rallies in recent years. Marengo Road's twisting pavement climbed to "Oliphant" eastbound. Twisting along the edge of the plateau offered occasional views down to the Tucannon River. Flying Finish was just short of the Tumulum Creek/Linville/Neibel/Bartels intersection from No Alibi.

"Linville Gulch", ran a quick 4.47 miles along Linville Ridge, passed the radio towers, south of Tatman Mtn (3565). Flying Finish was flat over a small crest, after climbing through left-right section lines and dipping in and out of small coulees. Top speed Sunday coming into this as FF5 (courtesy of the Garfield County Sheriff) was 108, by #223 Malcolm Davies and Bruce Parker in an Eagle Talon, followed by 107 in #233, with Paul Eklund and Jeff Price in the 2004 Subaru STi, who by this time had dialed it back a bit to be certain of a finish. (He won both days, and Overall).

The Start for "Tatman", had to be moved down hill, past the houses (last minute changes), which dropped a fantastic, scary-fast-downhill. The extended Transit from the original ATC3 started on dirt, fairly smooth, dropping through square corners until opening for a short straight where the road disappeared "right-over-crest, into sharp-left, drops". The surface changed to stone, twisting down through a cut in the rock and clinging to the edge of a draw before a tight left at the edge of a rancher's lawn, then on past two more homes, to the new ATC. This downhill should become a new 4-mile stage in the future, stopping before the houses. The revised "Tatman" became about 4.4 miles of smooth, flat-out gravel.

Sunday's Stage 1 - 3 had a bit of moisture but quickly dried out. Stages 4 - 6 ran with 2-minute dust windows, the first of the weekend.

Course Opening was well protected. Rick Schmeling and Richard Kasten as "0"; Lee Sorenson and Walt Wendolowski as "00"; I ran with Walt's wife Zoe as "000", "Advance", and "Find someplace to do a HAM Relay".

Radio communication was troublesome in the steep, narrow, coulees in this new venue. Saturday morning was just northeast of the fairgrounds, with "Mountain Top" actually on the mountain top, with nearly line-of-sight to Service. Saturday afternoon was another story. The first stage anticipated needing a relay and it was in place, but an extra Ham was needed. It wasn't surprising that the same thing happened on the next stage, "Willow Gulch", and again on the last, "Heaton". All three stages operated with two relays.

Sunday communication was improved, with two relays on "Oliphant"; one relay on "Linville". The shortened "Tatman" had radio communication from Start to Finish, with "Spectator" along for the ride. "Mountain Top" needed a relay for Service.

Attrition is a relative term. There were two big offs on the First Stage Saturday... "K" right, through a stop sign, don't cut because of mail boxes, small crest... probable air-- hit berm VERY hard with left front tire (pushed nearly into firewall) and launched into field -- sixty feet no tracks! Did I mention this was a fast stage? Next driver and co-driver were temporarily distracted by the first off and missed the turn, spun into berm, snap roll, landing on hood, then came to rest on driver door. Both crews indicated they were all right, and both cars were well off into the field, away from the road. Saturday started 23; finished 14. Sunday started 18, and finished 16.

Overall acceptance by the Town, the County, the Palouse Economic Development Council, Law Enforcement, Fire and Rescue, eateries, etc, was very enthusiastic. Wild West 2008 will happen again in Pomeroy, one week earlier, and with a RallyX at the Fairgrounds the preceding weekend, during the Garfield County Fair.

Complete results, photos, and links at www.wildwestrally.org

Night on Bald Mountain by Ron Sorem

Snoqualmie Pass, WA. 10-6-2007. Olympic Rally Competition Association (ORCA) and Rally Master Greg Hightower presented another fine Night on Bald Mountain Rally.

The paved Odo check ran east to Lake Kachess - Stampede Pass exit, this was Mr. Nolte's learning curve as my Navvie on a "non-Timewise"... And as Greg is fond of stating, now that there is a perfect pavement factor, welcome to gravel. Twenty-seven cars started the rally.

NoBM's first Monte Carlo ran along the west edge of Keechelus Ridge then a TSD dropped down to the Resort Creek - Price Creek twists and back to the Lake Kachess Road. Our first local traffic, both directions, fog, frustration, the question of a time-declaration, a missed speed change in the computer -- we were now SOP for the rest of the section, and as later proved we were SOL too (not the sign on left version).

Transit easterly to Kachess Lake, then a rough and twisting climbing Monte Carlo. Into the fog for the second time of the evening, and oncoming traffic -- couldn't see a thing. We were waiting out our time near the end of the Monte (as instructed, since there was little parking at the real end of the section) and up comes this car... Now it's time to go, in fact now we're late, and I remember part of this hill climb as being very twisting, tight, prone to rough, and I just don't think we're going to make it up. Surprisingly we did, but only in our minds -- the computer was still in "Park". We were SOP/SOL again, and gaining on the preceding car, as it turns out, gaining about 53 seconds. RATS! But the route was MUCH more interesting at this speed. Oh, and I forgot to mention that the auxiliary lighting went away about the middle of the hill climb, which caused me to nearly miss the BIG acute downhill, and a few of the smaller hairpins.

Back to the Stampede interchange, crossing I-90, west into the hills. Potholes IN the bridge over the Yakima River! Then climbing the wide smooth gravel over Stampede Pass for the 5403 TSD, part one, 21 minutes of twists and slides, with great views. What fog? Were you all taking notes -- looking ahead? This is the Kennedy Creek section, you know so well, southbound... well, maybe next time through. The Rally Master states this is his favorite gravel road in the Cascades.

A Mainline Transit and 11 minutes later the 54 East TSD presented one control and a chance to write more notes, here and on the following 54 East Monte.

Relief was on the way, in the form of gas, grub, and jerry-rigged repairs back at Snoqualmie Summit. I was in good company, as several cars seemed more intent on repair than conversation.

Returning to gravel with a new array of lighting we climbed Stampede Pass. 54 West Monte was a 13-minute blast with all the hairpins. 54 West TSD was a bit more serious with four controls, well hidden, and we thought we zeroed all four. Their clocks must've been off -- yeah, that's what it was... Extreme acute into the end of section, onto Green River Mainline. Sweet! The now familiar short transit took us to 5250 North TSD, part one -- Kennedy Creek again. Free Zone CAST 20, for a ways up the hill just to keep everyone on their toes. CAST 28 for the rest of the section was interesting in the wet and the fog.

The "Redux" of 54 West's Monte and TSD showed a bit more loose surface after the passage of 26 rally cars, but just that much more fun, now with all zeros.

Kennedy Creek North, part three if you are keeping count, dropped the Free Zone, jumped out of the box at CAST 30 this time, and presented a real challenge on the now slippery and very foggy climb to the backside of Stampede Pass. Same four controls, with nearly identical times at all four, still always late... Oddly, even knowing the four checkpoint locations, their clocks must have been off too, as we showed all zeros. That must've been it -- couldn't have been the computer.

The Family Pancake House kept their crew late for the rally and appetites were ready, as was the kitchen. Scores came fairly readily and trophy presentations soon followed. RASC was well represented with Rainier Regulars: Horst/MatsMats (must be a story there); Comden/Adomeit; Richards/Reid; McMillen/Grosbuscher; and Sorem/Nolte.

Congratulations to: Ben Bradley and Russ Kraushaar from Portland/Battleground as First Overall and First Unlimited with 19. Steve Richards and Gary Reid took First Equipped with 54. Mike Daily and Tom Palidar took First SOP with 76. Long Distance award should go to Lee Sorenson (Sacramento) and Larry Richardson (Costa Mesa), with honorable mention to the many teams from Oregon, and one from Kelowna, BC.

Look for links and complete results at www.olympicrally.org

Mt Hood Rally 2007 by Ron Sorem

Team Fugawi? Pace Team

Hood River (Odell) Oregon. October 12 & 13, 2007. Rallymaster Simon Levears put on a great show for 23 teams and hundreds of workers at the 2007 Mt Hood Rally. The scenery is spectacular. And the Mount St Helens event on Saturday morning was quite a bonus. By the way, the venue in Odell is awesome. Facing north there is a grand view of Mount Adams, the steam plume from Mount St. Helens a bit to the west, then Mt Hood over your shoulder to the south.

But we are getting ahead.... Friday was Recce School with Alan Perry putting on the seminar, and Simon and crew putting on the colors for several hours of 30-mph study of the roads, in BOTH directions at the same time. On-coming locals and on-coming rally drivers in non-rally vehicles.

Team Fugawi? participated in the Recce in order to get some sense of the roads, some sense of the needs for extra care, and to enjoy the scenery -- different from Car 0 and Car 00 speeds during the event. Fresh from the NoBM TSD in Washington, and Course Opening at Wild West, Team Fugawi? Car 0 was Lee Sorenson, with Co-Drive Mike Milos for the weekend. Car 00 was Ron Sorem. Recce Co-Driver was Steve Perret (crew chief, TSD driver). Rally Co-Driver was Dylan Hooker (rally & rallyX driver, crew).

Recce saw all but two teams participate, checking every road trait against the routebook, or writing their own long strings of instructions. 2007 Mount Hood is the first to have Recce in Northwest US rallying. Ideally the first run through the stage the driver calls out any notes, including the direction and degree of the turn, the distance to the next note etc; the second pass through, the co-driver reads back every note and the team makes updates as needed. The key is for there to be adequate communication in car, and not an overconfidence (as was the case with a few of the first-timers) so as to be indestructible. One episode of Recce does not a WRC make...

The first stage of the rally, 4.84 mile "Gilhouly South" begins at about 1968 feet on a steep uphill climb, twists along a ridge with spectacular views of the valley and of Mt Hood. A crest at 3.6 miles and 2470 feet, then drops through tight twists in a narrow cut into the hillside to Flying Finish at 1511 feet. The final checkout by Safety/Advance found fresh motorcycle tracks through the bannerguard -- we would need another Marshal. I held at the location for a crew to move through the course, park their vehicles, and trudge back up the road a bit with chairs and supplies for the duration. Lee would drop off a FRS radio to establish contact with the Finish. All was set, and the stage was "HOT", albeit a bit late. The schedule called for two runs of the stage separated by Service/ReGroup at the Fairgrounds.

Car 00 would not be needed for the second run, so we jumped ahead to check the next stages. Steve had been Crew Chief in 2006 and we took a short detour to see last year's Service Area before continuing up Forest Road 44 to the "17" and "Fir Mountain" Stages.

Six-mile "17 North" begins at 4200 feet, on pavement for .62 miles, turning to smooth wide fast gravel, including a high speed cattleguard slight crest and sharp left combination that caught up a couple of cars last year and again in 2007. Flying Finish is at 3986 feet. The paved transit continues the descent toward Hood River, before climbing through an acute right to start the next stage.

"Fir Mountain North" is 12.81 miles long, twisting at the start, then high-speed kinks, tight cuts through treed areas, and a 90-right uphill at Spectator. A fast roller-coaster including downhill hairpin and off-camber 90-left with more Spectators. Climbing again to a jump for the main Spectator area. After starting at near 3600 feet, dropping to under 1500, then climbing again through a series of hairpins into the 2021 foot Flying Finish (which would collect one Subaru between the FF and Stop Control -- extracted and finished).

A brief service break in Odell to get gas, then reverse course for "Fir Mountain South". An uphill steady climb to the Jump then motorcycles on course -- hopefully the encounter scared the bikes as bad as it scared Car 00. Probably unrelated but Car 00 cut a tire and ran the rough twisty end of the section on the flat. This gave Dylan quite a ride: Ron- "I think we have a flat". Dylan, - "uhh, what are we goin' to do?" Ron- "How far to the end?" Dylan- "about 2 miles". Ron- "Yeah, definitely turns-in to left real good... not so good to the right, so must be right rear... Hang on". Car 0 arrived just as Car 00 was coming down off the jack. With only one additional spare (we each carry two) a cell call to Steve in service lined up another tire.

"17 South" starts on a slight downhill gravel into a shallow left and continues through the 4207-foot summit at 5.44 miles to finish on pavement.

The transit down 44 includes a postcard view of Mount Hood and a very scenic ride down the East Fork Hood River canyon.

"Gilhouley North" starts uphill into an easy right then twisting kinks from 1 mile through 1.5 miles, then dropping toward Odell with exposures and spectacular views of the valley.

Service for us at the Fairgrounds included a tire change...

The rally ran "Fir Mountain South" and "17 South" again without incident, except the dirt bikes seemed bent on removing the arrows...

The last "Gilhouley" was in full dark, under the lights, with a bit of fog forming. The view of the valley lights was quite a sight -- watch the exposures!

Final MTC was at the Fairgrounds and crews were on their own to find the Charburger for dinner and awards. Congratulations to Paul Eklund and Jeff Price for 1st Overall/Open; Mark Tabor and Kevin Poirier 1st PGT; Josh VonAhlefeld and Tim Wright 1st Gr2; Bruce Tabor and John Elkin 1st Production; and Doug Heredos and Dan Brown 1st Gr5.

Complete links and stories for Mt Hood at www.orgeonrally.com

Pacific Forest Rally 2007 by Ron Sorem

Merritt BC. October 18-20, 2007. The West Coast Rally Association presented their 30th Anniversary Pacific Forest Rally, a C.A.R.S. National Championship Stage Rally, also celebrating 50 years of the Canadian Rally Championship.

Team Fugawi? Pace Team, with drivers Ron Sorem (Car 0) and Lee Sorenson (Car 00), founding members of the Fugawi? Rally Team, paired with Max Vaysburd and Jeff McMillan (the two arriving around midnight) to do Course Opening for the

event. Joining the Safety Crew as Car 000 were Glyn Trafford and Bart Vogelzang from Vancouver Island, breaking new ground through fresh snow, attempting extractions of recce cars from the icy stage roads, and setting the arrows and banner-tape.

Lee and Ron had tried to recce Thynne Mountain and Brook Creek stages en route to Merritt on Thursday, but succeeded in getting only 3.80 km into Thynne Mountain on street tires and electing to turn around before becoming statistics. The rest of the Recce was on no-snow, or little snow areas, with the exception of Helmer, but everyone returned to HQ in Merritt.

Friday Recce saw several teams attempt Thynne/Brooke in fresh snow, with only a few AWD cars getting through, on SNOW tires, and the rest of the field compacting and polishing the roads sufficiently that other AWD, the 4wd Jeep 000, and all of the two-wheel-drive cars were unable to complete the course from the 8-km mark, including two cars that would need recovery vehicles -- that could not get to the site "in these conditions" -- don't they carry chains on BC tow rigs? Car 98 would eventually extract them very late Friday night -- too late to run the first regional, but in good shape for the second regional rally.

"Merritt by Night" was the first half of the National rally and saw 32 teams entered (less the two left in the woods). Nicola Lake stage east of Merritt, was first up, SS1 running 7km to a turn-around, then reverse course for SS2. Seattle area team of Gary Cavett and Alan Perry suffered motor failure on the high-speed stage very early in, becoming the first of several mechanical DNFs for the weekend. Top average speed for the stage was set by Andrew Comrie-Picard at over 106km/h, in the Mitsubishi EVO 9rs.

"Princeton Cut-off" began on a relocated start position due to a VERY slippery mud hill at the original location. Without the move, starts would have been tough, with the very real chance of two-wheel drive cars sliding off before the end of the control zone. The balance of the stage was in good shape, with grip, and without too much rutting. "Over cattle guard, ninety right onto pavement" at the Spectator Area provided a good show for the hardy souls in near-freezing temperatures. Unfortunately for the Spectators, the best shows were on the third run of Princeton, including a spin at the pavement, after nearly all of the Spectators had returned to Merritt's Railyard Mall for the in-town Spectator Stage. Antoine L'Estage showed consistent 7:02/ 7:02 /7:03 runs in the AWD Tiburon.

Railyard Mall was part dry paved, part gravel, part wet paved (thanks to Merritt Fire and Rescue) and presented a bit over an hour's entertainment with 28 cars at one-minute intervals. Attendance at the Mall was surprisingly lively considering the late hour, the cold, and the rally competing with a hockey tournament on Friday night.

Saturday saw Team Fugawi? out on the stages doing a pre-check to report on any overnight changes. Driver Bulletin #2 brought the official news that Thynne/Brook would be cancelled and replaced by two additional runs of Helmer -- on snow.

"Helmer by Day" was the second Regional, combining three runs on Comstock, two on Active Mountain Raceway, and four runs of Helmer. Comstock was very fast, with AC-P taking fastest times, averaging 103.9km/h. Active Mountain was in surprisingly good shape following the rains. One roll, with a finish. One blown transmission, DNF. Helmer in the morning was snow covered and slow compared to drier times. L'Estage ran 16:27 and 16:54. Helmer in the afternoon was breaking up a bit for SS17 and showing areas of re-freezing for SS18. L'Estage again had fast time, with 16:05 but chased very closely by Norm LeBlanc at 16:09.

Congratulations to Antoine L'Estage and Nathalie Richard, 1st Overall National; Norm LeBlanc and Keith Morison, 1st Regional in Merritt by Night and in Helmer by Day, also taking 2nd Overall in the National.

Complete results, stage details, penalties, and retirements at www.rallybc.com

For Sale

* 1991 Cadillac Coupe de Ville, 78,600 miles, 4 dr. Driven by a grandma twice a week. Garaged in Anacortes. \$3000. Mark Nolte, 425-226-3155

* 2000 Ford Excursion 4x4, Alcan qualified. Fresh tires and shock absorbers. Priced at \$7,900 . Jerry Hines: (206) 227-6343 cell <http://www.alcan5000.com>

* 4 Kumho Ecsta R700 rally tires, 205/60 R15 mounted on Subaru Legacy rims. \$400 for the lot. Tires have seen approximately 500 miles of gravel (TSD only) and 800 miles pavement. Steve Richards, 425-337-0232

*1991 Legacy Sport Sedan, driven mostly on weekends. 2.2Turbo, 5spd, Limited Slip. \$5000

* 1987 Subaru RX 3dr, caged, log-booked. 1.8Turbo, 5spd dual-range, locking center diff, Limited Slip.

E-mail Ron Sorem: ronsorem@gmail.com

Trivia

* Last I heard, Schuck's will sell you tire chains in the Winter, then credit it them back in the Spring if you don't use them.

* Bad news: Diana Horst's father passed away in mid- October. Nolte's mother suffered two strokes in early October.

* Nolte fitted HID "conversion" (H1) bulbs to his WRX. Very bright. But since the Subaru's lighting system wasn't easily converted to always-on low beams, the terror of darkness when switching from high to low beam (while the HID's warmed up) was too much and the halogen bulbs are back in.

2007 RASC Calendar

* Check out the on-line magazine for local rallyists. Its part of the NWRC website.

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

Nov 17-18- Totem, by WCRA, Cache Creek, B.C, \$180, Saturday 11:01>-20:30, Sunday 08:31>15:00

NW Rallycrosses (rallycross has a class for everyone)

Nov 10- PRG RallyX (Rochester?)

Rainier Auto Sports Club will meet this coming Monday, November 12, 7:30 pm, at Canyon's Restaurant, 15740 Redmond Way in Redmond, 425-556-1390.

<http://www.canyonsrestaurant.com/locationsredmond.html>.

It's easy to find:

From the south end, take 405 north and go east on 520. Take W Lake Sammamish Pkwy NE exit and go left on SR901 (be in left lane). In 0.3 miles, S at signal and then in 0.2 miles bear left to stay on 901 toward Redmond Way. R on Redmond Way. L after RR underpass into Redmond Center.

From the west, using 520 bridge, follow instructions at W Lake Sammamish Pkwy NE exit.

From the north end, take 405 south to 124th St., exit 20, and go left on 124th (as if going to Café Veloce). Follow 124th 1.5 miles to Willows Rd NE and go right on Willows. S at signal in 2.1 miles to stay on Willows. L at signal onto Redmond Way. L after RR underpass into Redmond Center.

You may also pick up Redmond Way from the NE 85th exit 18 in Kirkland, but the traffic signals are murder going this way.

Monthly meetings are the second Monday of each month. Past Members, visitors, and spectators are welcomed.

Agenda: Jeff McMillen and Marvin Crippen won Armageddon last weekend. Jeff will also accept congratulations for a successful Friday Niter. He awarded heavy trophies, too.

The RASC Election cycle starts. Lucas Hines returned home from Iraq in October, now back to Marine duties.

2007 Board Members:

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

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

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The Wishbone Alley Gazette

% Mark Nolte

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