

Rally News

* Rally Against Parkinson's 2008 by Ron Sorem

Portland Oregon, July 5th, 2008. The Oregon Rally Group, led by Rallymaster John Elkin and a vast field of volunteers put on Rally Against Parkinson's 2008, their annual Charity Event, in conjunction with the Oregon SCCA All-Club Picnic at Portland International Raceways. The Rally, a fund raiser for Parkinson's Resources of Oregon, counted as an SCCA Regional Tour, joining SCCA Road Racing, and SCCA Solo School, followed by the Saturday Night Drags. Thirty-Three rally cars, a small part of a big weekend for P.I.R.

Start of the event included two "slow" tours of the Road Course. The first was at your own pace, the second was to MATCH the first run exactly. An exact match yielded zero points (which is good in Rally) and any deviation added points to your score. The rally then moved west, passed Expo, through St. Johns, crossing the Willamette River, then climbing Germantown Road into Forest Park, competing for pavement with bicyclists and dump trucks -- fortunately this wasn't a timed section. North and West onto Skyline, following the ridge to Cornelius Pass, the Odo Check paused at a picturesque school.

Aptly named "The Long" TSD Section the rally continued briskly along Skyline before dropping south into Washington County on Logie Trail. Jackson Quarry road turns northbound again, slows to 22, and twists across Jackson Creek before gently climbing to Mason Hill. Dropping into the valley -- searching for a checkpoint. Shady Brook mill, then just feet (OK maybe yards) before the end of section, a bright smile from inside a Mini.

Now an uncontrolled intersection; wait for Car Zero Time, and start looking for Pumpkins -- Pumpkin Ridge Drive, Old Pumpkin Ridge Road, onto the flat skirting North Plains, and west on Sunset Highway toward the Coast Range.

Next up is "The Short" TSD Section, under a mile, including a speed change, through the Buxton neighborhood, bouncing to a stop at the railroad grade parallel to Hwy 47.

"Vernonia or Bust" Transit followed the Nehalem highway to Vernonia School and continued on 47 to the north end of town.

"Hale Hunt" TSD, the long and winding road to Scappoose, followed Scappoose-Vernonia Road's gentle rise and fall and bends along the creek. Finding "Hale", the sign not the person, the rally turned left in the Spitbergen Community toward St. Helens. After Stone Road, a trio of 90-degree turns, each with speed changes, challenged maintaining the CAST -- down to 15 then up to speed -- repeat, and stay on time... Two consecutive pauses followed, and eased the concerns, before the final checkpoint of the section.

"Turn Toward Home" Transit followed Hwy 30 through Scappoose to the "Up Down, Up Down" TSD. The rally begins the climb up Rocky Point Road, twisting past trestle trolls (but the trolls are gone! "Please bring back our Trestle Trolls" -- must be a local story there) then hairpin after hairpin, with a checkpoint in the middle of one HPL bringing a big grin from Monte. A Car Zero reset at Skyline, then drop down Logie Trail with its twisting hairpins and another checkpoint. A brief cruise along Hwy 30, then up McNamee Road into the Tualitin Mountains again. Another CZT at Skyline and the final "down", falling off the ridge with a very tight hairpin and a checkpoint just before Hwy 30.

"PIR: The Return" transit section retraced earlier routes getting the rally back to Portland International, the barbecue, the final Poker Run draws, and scoring.

Congratulations to Brandon Harer and Logan Rosensteil in SCCA E-class (Unlimited) with 11 points for the day. First in SCCA Stock (SOP) and fifth overall to NorthWest Region's Steve Perret and Kathryn Hansen with 98. First Novice and eighth overall to Devin McKenna and Melissa Quale. Best show on the regularity runs went to Novices Kevin Gilley and Jen Martinez with a ONE. Complete results and photos at www.oregonrally.com/files/RAP2008

* Sno-Git 5, by Ron Sorem

July 19, 2008. Marysville, WA. Olympic Rally and Competition Association (ORCA) and Rallymaster Jack Heppes, presented Sno-Git 5, their fifth running of the Monte Carlo Touring Rally featuring the roads and sights of SNO-homish and Ska-GIT counties (maybe the basis for the Sno-Git moniker), with a bit of Island county for good measure.

Seventeen teams took the start in Marysville under overcast skies, but no rain.

Our event started as a "test drive" for Max's new Timewise® computer. Max would massage the switches and I would drive his car. I got some basic schooling while he drove to Marysville -- I played with speed changes and found a factor for the street tires -- all different from my old Alfa® computer. Arriving at the start, registration had been delayed, and we had a few more minutes to prepare for the event -- study the book. We were the last car on the road, and ready for any outcome. We had the whole rally to time-hack if needed.

Leaving the mall, the Odo Check worked west and north through the Tulalip Nation, following Possession Sound and Port Susan. Inland at Warm Beach, through Happy Valley, toward the Stillaguamish River, with two passage controls and two do-it-yourself-checkpoints (DIYC)

Once in the river valley the rally would compete for pavement with a bicycle race -- Sno-Git 5 becomes "Time-Dec 101" -- take 'two-and-a-half', wait for the bikes to get far enough ahead then hope you don't have to follow them all the way to Stanwood, although they were pretty close to CAST. In our case we waited, then caught another car running an even longer 'five-and-a-half' or more... We were both now on the same minute -- we took another Time-Dec and rolled through the following checkpoint at what we thought was pretty close to zero.

East Stanwood presented a brief stop on the transit for lunch, then on north.

A rallymaster always tries to keep everyone on their game -- a very slow section, where speeds are hard to maintain without becoming "early" -- followed by a couple of quick sign references, hoping for a missed speed change. In our case it worked (for the rallymaster that is). We made it through the 20-mph section, crossed Pioneer, and missed the sign for 89th Ave NW, which also was a speed change and a DIYC... We had to go back! The Timewise® made the recovery a snap, along with another lesson in Time-Dec discipline. Being buoyed by the recovery, and definitely last on the road, by several minutes, we found the still-open last passage control at .007 late and the next DIYC within a minute further down the road.

South along Old Hwy 99, the Brandstrom Road Monte Carlo, crossed the freeway.

Wandering east and north in a loose loop the next regularity brought an early CP at 1.95, another at 3.65, and a DIYC at 6.45 (YMMV on all of these). The rally entered Skagit County and out in the flats (after some very nice homes) we spot a concealed CP down a sideroad, well hidden, too late to make any adjustments... hopefully we were at least close!

Onto narrow little Conway Hill road... there's really no place for a control here... except -- one-way, single lane, downhill, across the creek and there it was, tucked away nearly out of sight in a field access road. Max may have seen it on his side, but I just caught a glimpse in the mirror. How'd we do on that one?

Resisting the temptation for the fine ice cream cones at the Skagit Barn break, we chatted with other teams, laughed over the hidden controls and felt pretty good about our chances, against some of the best in the northwest.

Following the river on the Lower Skagit Regularity, we passed veggies and flower fields, with three checkpoints. Then a long and scenic transit through LaConner, the Swinomish Nation on Fidalgo Island, just skirting Anacortes, before turning south and across Deception Pass. Time was allotted to get snacks or to park and walk out to the bridges overlooking the pass. As we went south, the water was nearly still, later, upon our return north, it would be running swiftly with the tide -- part of the "deception" -- named by George Vancouver in 1792 thinking it was a narrow bay, not a through passage.

Lulled into inattention by the scenic drive, I managed to ignore a turn to the end of the section. Max found our error MILES down the road, fortunately before any checkpoints. We returned to the parking area (from the wrong direction, causing some dismay for fellow teams) with time to spare -- no harm, no foul.

We rallied south on Whidbey Island's east slopes overlooking Skagit Bay, Hope Island, and Camano Island, then west into Oak Harbor. The transit continued south, passed the Air Park (civil not naval) and crossing just north of the narrow neck of land between Penn Cove and Fort Ebey State Park, the route turned northbound along the Strait of Juan de Fuca, and dropped down to West Beach. The view was great, and distracting! "Speed Limit 40" CAST 37... Ouch, where was that sign -- guess at the mileage, hope it was the right sign, hope we adjusted in time for the CP that was RIGHT THERE! Could be the whole ball game, and we wouldn't know until the scoring. We'd been running in the one-second area, this could be a five...

Along the south side of NAS Whidbey's Ault Field the rally passed two Grumman A6's -- an A-6E Intruder, and an EA-6B Prowler, in static formation at eye level. There is a sign somewhere near the field stating "This is the sound of Freedom" referring to the base's active flight schedule.

North, off the island, left at Pass Lake, down Rosario, then a twisting little Monte Carlo section along Sharpe Road and Lake Erie, onto the Marine Drive transit into Anacortes and Pizza.

The Time-Decs were turned in, the scoring was on an A/V screen and the whispers were about a tie that's been going on for most of the event between Car 1 and Car 11. Fitting that these two teams were battling it out for the top rung, both are very deserving. As scoring proceeded, our 271 became a 1, a 153 became a 3 -- our seemingly high score was being cut down dramatically. I had spoken in the hallway with Marinus (Car 1) about the new computer and how to hold the driver's display -- half a second slightly early, or slightly late. My comment was I didn't know if I was doing 'anything' right. An honest statement at the time, not knowing our score -- sometimes it's better that way.

Max's new computer is a sweet improvement to our team. He is a great co-driver and his car is fun to drive. I hope we can continue as Driver-Navigator in any car, or in opposite seats. For Sno-Git 5, we had a great "Test Drive" and managed only 23 points, for 1st Overall. Marinus and Renne took second, in a tie-breaker, with Esko and Peter, at 26. First Equipped, and 4th Overall, to Mike Daly and Tom Palidar with 110. First Seat of Pants, and 5th Overall, to Steve Perret and Kathryn Hansen. First Novice, and 7th Overall, to Amy and Mike Trowbridge.

Congratulations to the entire staff of ORCA for a beautiful rally day! www.olympicrally.org

* Gold Digger (July 26) drew 10 starters to Whistler, B.C. for the 9-hour rally. The RASC team of McMillen/Crippen tied for 3rd with 10 pts over the 12 scored controls. A rock concert at Pemberton clogged the roads. Gary Webb was rallymaster.

* The Road Not Taken (August 2-3): 24 entrants with Jason Webster/Brandon Harer scoring 23 points for overall win. Second was Jeff McMillen/Marvin Crippen at 26 pts, and 4th was Dan Comden/Hans Adomeit with 39.

Trivia

* The "White Tub" becomes the "Silver Bullet" (The Team Fugawi? Rebuild) exclusive to the WAG 8/2/2008

In response to prodding by our esteemed editor, here is a brief accounting of progress, or lack thereof, on the recent gravel driveway rebuild... (Last attempted eight years ago, with another white car)

After managing to park the "White Tub" (long story, named by Satch Carlson at Golden West) wheels up, I contemplated hanging it all up... Several close friends, and surprisingly my wife, said NO! -- I think my wife feared me being around too much if I didn't have this hobby.

So, with the help of Steve Perret and Kathryn Hansen (CSCC), Steve Brown (RASC), and a vast North American "network" (two cars in BC), a search was initiated for a replacement car. Several options presented, and I located an "L" model sans motor and tranny. My Sport Sedan was turbo, sunroof, ABS, big brakes, limited slip, and lots of "hobby" modifications. All were in good condition, some were newish from Alcan work prep, and would "probably transfer" to another shell. The "L" was non-turbo, non-ABS, small brakes, different ratio, and on, and on, and on. But, and foremost, the "Silver Bullet" (short story, named by our esteemed editor, maybe temporary, color included) the body was straight, the interior good enough, and the price was right -- delivery included!

So it all began... The white car ran after being righted, drove out of the woods, and drove around the driveway, a bit "wedge shaped" on one side, and shards of glass with every bump or slamming of the doors, but that's what vacuum cleaners are for... I began the tear-down by removing the seats and cleaning up the mess. Steve & Kathryn have "camped" here a couple of weekends, and Max Vaysburd has "gone to mechanic's school" here several days. This crew managed to pull EVERYTHING out of the White Tub, label most, creating a huge pile of "auto parts" which my wife would like to see gone.

There are two ways to remove an engine: Thru the top, with an engine hoist, or thru the bottom. I have the means to do both, but we elected to go the thru the bottom route, which would keep the entire drive-train intact, including most of the fluids. Pull the radiator, the A/C, most of the plumbing, the front bumper, and lift the car off the front suspension. This process took a couple of "lifts" with the jacks, but once in the air, the front end just rolls out (maybe "slides" rather than "rolls"). While this was being accomplished by Crew Chief Steve and muscle me, the "technical" surgery was being done by Kathryn and Max. The dash, all the interior connections for the e-brake, the seat belt system, the clutch/brake pedal box, steering column, and much more, were removed and added to the pile. To access the wire harnesses you have to pull the fenders -- and maybe drill out some bolts. The front, engine, and bulkhead wiring came out. The main/rear harness and the ABS wiring

came out. Next came the drive line, and center bearing. The gas tank came out and drained (saved the gas). That was pretty much it for the White Tub and the crew went home. Between our sessions, I pulled the rest of the usable glass, all the door hardware, the trunk lid, the rear bumper, and anything else for salvage. Once this was complete, the shell was moved to a new location, and the rear suspension dropped out similar to the front. Major milestone number one -- stripped.

Then Silver car arrived with "Hoss", who didn't like the location of the motor and trans, so he just reached down and moved it; it took three of us to get it there ! I didn't argue with "Hoss".

I began the stripping process again. Initially, most everything would need to come out -- of course the motor was already gone. The wiring to the engine, bulkhead, and instruments would have to be changed. As Steve worked on the mechanical, Kathryn and Max returned to the dash and interior - - everything out! We "thought" we might get lucky from the seats back... I have the factory manuals on the car -- the wiring diagrams are a must -- putting the harness back in, component locations unseen by me, and double checking the connections, I found discrepancies... Dangit! The rear harness would have to change too!

Steve located a turbo hood in eastern Washington, actually two here and two east coast... I picked the one from Kittitas -- same color!

Last weekend of work got the clutch converted from cable to hydraulic, with the new pedal box, the ABS installed (but not to the wheels yet), front struts changed and the motor back in the car. Another MAJOR milestone.

Our "hobby" schedule has been getting in the way of "work" on weekends, and work in the way of the rebuild during the week, and looks like it will remain that way for a few weeks. My short list is the rear suspension, the interior, the dash, etc. There will need to be one axle change (bad boot on the White car), and there are newer struts ready for the rear. Family plans for the next couple of weekends will put a crimp in the rebuild too.

Hopefully, the Silver Bullet will be on the road by Labor Day.

Stay tuned...

* Renton Technical College (RTC) is offering a \$50 HAM licensing course on October 4-5, from 9 until 4PM. The Sunday class concludes with the FCC test. If you pass, the FCC mails you a license. www.RTC.edu

For Sale

* Beat the rush for Winter tires. Get them now before the price inflates: Nokian Hakka Q's. NEW, never mounted, one never out of the bag... 205/55-16. Fits Subaru Impreza RS 2.5. Two for sale, perfect for 2wd car. Studless snowtire. \$100 for the pair

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)

E-mail Ron Sorem: ronsorem@gmail.com

* Goodyear Wrangler LT215/75R15 Tire (fits a Jeep Comanche), worth every bit of \$10. Will deliver for addn'l \$50. Mark Nolte, (425) 226-3155.

2008 RASC Calendar

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

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

Stage Rally

Sept 25>28- Wild West, Pomeroy

Oct 16>18- Pacific Forest Rally, Merritt, B.C.

Oct. 18- Mt Hood, Odell, OR

Major rally events

Sep 13-20- Targa Newfoundland, St. John's, NL

WASH and BC TSD

Aug 8- Friday Niter by ORCA, Bellevue

Sept 6/7 - Crestline Trail Rally, Osoyoos, B.C. The \$350 entry fee includes motel room and dinner on Saturday night, plus cheese'n'wine social on Friday.

Sept 12- Friday Niter by NWRC, Bellevue

Sept 26/27 -Heart of Darkness, Kamloops, B.C.

Oct 4- Night on Bald Mountain, TSD by ORCA

Oct 10- Friday Niter by RASC, Bellevue

Nov 8- Monsters Revenge -Chuckanut SCC, Burlington, WA

Oregon TSD

Aug 15- Friday Niter, Milwaukie, OR

Aug 16- Mountains to the Sea, Milwaukie, OR to Long Beach, WA

Sep 5- Friday Niter, Milwaukie

Oct 3- Friday Niter, Milwaukie

Oct 31>Nov 2- USRRC SCCA Nat'l rallys, Portland

Rainier Auto Sports Club will meet this coming Monday, August 11, 7:30 pm, at Canyon's Restaurant, 15740 Redmond Way in Redmond, 425-556-1390.
<http://www.canyonsrestaurant.com/locationsredmond.html>.

Agenda: Maybe some insights into scheduling a rally against a music festival from Jeff and Marvin.
Jerry is back from Ireland and London.

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