

Rally News

Monster's Revenge 2008, by Ron Sorem (Sacrificing the Virgins)

Burlington WA, Nov 8, 2008. Chuckanut Sports Car Club, and first-time rallymasters Kathryn Hansen and Steve Perret, presented the opening round of the Monster rally. Monster's Revenge may rise from its mascot status for the long running and now retired Armageddon rally -- being a poster boy for a rally and never getting to get the recognition deserved may have prompted the Monster's takeover.

As in Armageddon, Chuckanut provided a brisk (though not too brisk) gravel TSD, running into the Cascade foothills around Darrington and Concrete. The route utilized Forest Service roads and a few county roads in the woods. Potholes were the rule in some places, smooth mainline in others. Fog presented some challenges, but the torrential rains of previous years stayed away, and the threat of snow did not materialize.

Our team was not exactly "virgin" material although driver/navigator roles were reversed, and my first foray into the world of Timewise went fairly smoothly for the most part. Max's driving was tested in a couple of soft corners and neither of us were totally prepared for accidental switch changes brought on by a big pothole -- at a checkpoint, at a speed change -- causing great confusion in the car. As a newby navvie, my gaff on the switches brought momentary panic for which neither the owner of the box, or the operator of the box, had a quick solution (he was a bit busy staying on the road, dodging potholes). Falling back to my SOP days I did a "Wild A** Guess" as to what kind of correction was in order and we just winged it to the end of the section. Of course the box thought we were still on perfect zero at the last control, but we knew (feared) worse. It would prove to be an eleven early. With the anxiety over, it was back to our string of zeroes, ones, twos, and threes for the rest of the night. One further "senior moment" occurred at the turn-around section: A simple pause of 5 minutes allowed teams to record their time as they passed the "Monster" uphill on a twisty bit of pavement, with two checkpoints. Then restart the clock after making a u-turn and awaiting the time out at the next "Monster" for the return trip down hill past the same two controls. All pretty basic stuff -- except newby navvie corrected the time only, not the odo -- so Mr. Timewise calculated an additional 20 seconds into "our" leg, for 20-late both controls. Ugly!

The Monster was no match for Unlimited (Timewise) team Marinus & Renee Damm from Oregon, accumulating only 19 points over 32 controls, including 15 zeroes. First in SOP went to Daily/Palidar with 121. First Equipped to Thompson/Hobbs with 137. And First "Green Class" to Perry/Perry in the Smart ForTwo, with 481.

A great time was had by all, and congratulations to Kathryn and Steve for presenting a great event, with great support staff and hospitality at the Start and Finish locations.

Complete results can be found at www.chuckanutsc.org

Totem Rally 2008, by Ron Sorem

November 22-23, 2008 Cache Creek to Clearwater, BC. The West Coast Rally Association, and co-organizers Paul Westwick and Nicki Beverly presented their 2008 version of Totem Rally. "Winter Roads Summer Ditches" warns of sometimes icy and snow covered roads, without the aid of soft snowbanks. 2008 brought plenty of winter roads, with the odd addition of DUST. Snow played its role late Saturday with all cars making it through, canceling two controls; but Sunday saw most of the two-wheel drive cars turned back on one snow-covered hillclimb, missing at least one control.

Twenty-four cars took the start, including 11 Subaru, seven cars from BC, and the stateside competitors from as far away as California and Arizona; in addition, Paul's Course Opening Car and five checkpoint crews, including three from Washington.

Teams began the day with a risk run up Battle Creek FSR with its narrow twisting climb early, then hairpin exposure clinging to the slope. Into the woods another hairpin climbs steeper still, before turning onto Deadman - Cache Creek Rd for the "Yawning Pit of Death" downhill switchback. Three checkpoints kept crews striving for zeroes.

Next up was an uncharacteristically dry Red Lake Regularity. The uphill hairpins of Sabastian Creek FSR and the following downhill with a spectacular view of Kamloops Lake (Thompson River) were dry and dusty. Copper Creek through the cattle valley, and the hairpins climbing to Red Lake were smooth and brisk. Tranquille - Criss Creek dropped to the river at Kamloops for the first gas stop and break, after five scored checkpoints.

North along Westsyde and the North Thompson, for Gorman Lake Regularity, and O'Conner Lake FSR into the first signs of snow. Slippery roads and deer hunters (paying more attention to along the road than on the road) were challenges for the field. One novice team missed the intersection for a right turn off the main road and continued several minutes off course, to recover and be led out by a checkpoint car, rejoining the rally, on-time, after the next break, in Barriere. One car found a rock had been too large for the oil pan and limped back to Kamloops.

East from Barrier along Agate Bay Road to Johnson Lake Regularity and the hairpins climbing, the run along the lake, and the hairpins dropping back to Adams Lake FSR. Both Car 1 and Car 2 suffered flats along Adams Lake after taking zeroes at the only checkpoint.

Over the Pass Regularity will be the one of stories to come. The first checkpoint crew (call them the scouting party) radioed snow on the road at 11km. Then 4-inches or

more at 15km. Then serious snow and difficulty staying in the only track. Over the pass and the snow was reported a bit less deep, but no less tricky going. The two-wheel drive course opening car lost traction, climbing the ridge, high centering in the deep snow. The first competitors helped get him going again and figuratively (if not literally) pushed him up and over, presenting a four-car train at the next checkpoint. A bit further back in the pack, Car 8 led a seven-car train, all passing our control in a 41-second window. Instructions of "just get through" met most of the cars, others ran on time, with time declarations. Quoting the Organizers: *"Conflicting instructions given to those who were held up behind course opening makes it impossible to generate reasonable and fair scores, even with the time declarations, therefore, those controls [at 29.89 and 41.90] are not being scored"*. It should be noted that all cars made it through the regularity, although several more two-wheel drive cars needed some assistance, and held up others in the field. I can confirm that snow depth at our control was 10-inches, already on the downhill of the ridge. The Historic Saab Sonett retired in Clearwater with transmission issues.

Dinner and parties ensued at the Wells Gray Inn in Clearwater.

Day Two began with a transit south and a short distance west on Highway 24. A frosty gravel Eakin Creek Regularity would wake up the rally. Three checkpoints greeted the teams, first in gravel then in snow. One team slid wide on a medium right uphill and parked in a dry creek, on the driver's door. Minor scratches on the car, nothing on the crew. Sweep transported the team to Bridge Lake where they waited a little more than an hour for a recovery vehicle from 100 Mile House. Following the extraction and the various cell calls reporting to wives and organizers, they drove to the finish in Cache Creek.

A transit into Clinton BC for fuel and snacks preceded Big Bar Lake Regularity. Big Bar and Jesmond are nearly automatic on Central BC events. This year's route covered 89.57km (55.66 miles) of smooth main-line gravel with a few sections of frosty snow. There are numerous speed changes on Big Bar due to the Guest Ranches and working cattle ranches. Speeds ranged from a high of 72km/h (44.7mph) down to a very short stint at 27km/h (16.8mph) in hairpins, past a couple of cabins right on the road.

A very short transit past Kelly Lake brought the rally to Pavilion Regularity, a 19.42-km run, beginning with a snowy twisting hillclimb, that took its toll on the two-wheel drive cars. Of course, this impacted everyone else behind them on the road. Only one 2wd car made it though -- the rest backtracked to Clinton and south on Highway 97 to Cache Creek. We were later told that the "Winter Road Closure" sign was not in place one week earlier. Recent snow and light travel, to break a path, contributed to Totem's difficulties on Pavilion.

Congratulations to Glenn Wallace and R.Dale Kraushaar for First Overall, First Unlimited, with only 5 points for two days (Subaru Forester XT). Second to Jeff McMillen and Marvin Crippen one second back with 6 (Subaru WRX). Third to Jason Webster and Brandon Harer (Subaru

STi), edging out Lee Sorenson and Rod Sorenson (Subaru 2.5RSW) both teams with 8, Jason and Brandon with more zeroes.

In Calculator Class, Paul Eklund and Kala Rounds (Subaru Forester XT) took 1st Calc, 7th Overall, with only 27 points. Steve Richards and Gary Reid (Subaru Impreza wagon) took 2nd Calc and 8th Overall with 34. Robert Gobrigh and Alex Schubel were the highest placing two-wheel drive, 3rd Calc and 9th Overall in the '92 VW Golf GTI, with 38.

First Paper (SOP) went to Steve Perret and Kathryn Hansen (Subaru Impreza wagon) with 156. First Novice to David Fox and son Simon Fox (Subaru WRX) with 251. First Historic to Mike Palm and Garth Hales in the '74 VW Superbeetle with 477. Twenty-two cars reported to the finish, 21 official "finishers".

Totem 2008 covered 806 kilometers or 501 miles, in 15 hours 40 minutes.

Complete results at <http://www.rallybc.com/archives/Totem.htm>

Clubs news

* RASC will have the Holiday Party on December 7th from 2-6PM at Jerry and Colleen Hines house: 12640 88TH PL. NE, Kirkland WA 98034 (425-823-6343)

As usual, I think if anybody wants to show off their favorite rally bling, perhaps a trophy won this year- that'd be cool. Otherwise, bring the stories and see you all there!

-Eric

For Sale/ Wanted

- * Winter tires. You can't be ready too soon ! : 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. 1/2 price now : \$50 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)
 - * 1987 Subaru GL Turbo Wagon pushbutton 4wd -- reduced to \$500
 - * Hakka-1 studded snow tires 205/65-15 (one like new, three 50%) good studs, make offer
 - * WTB: 1 or 2, Hakka-1 studded or not 205/65-15, looking for 50% or better to match above.
 - * WTB: 3 or more, Hakka-1 studded or not 195/65-15, looking for 50% or better.
 - * WTB: Subaru 15-inch Alloy wheels, prefer 1991 Turbo, up to 1999 Outback.
 - * Also looking for 2000 Subaru RS 6-spoke 16-inch OEM alloy
 - * Also looking for 1997 Subaru GT 16-inch OEM alloy.
- E-mail Ron Sorem: ronsorem@gmail.com

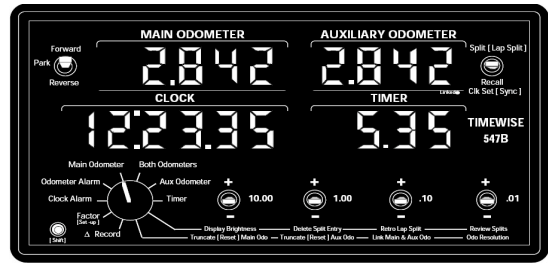
* Goodyear Wrangler LT215/75R15 Tire (fits a Jeep Comanche), worth every bit of \$10. Will deliver for addn'l \$50.

Mark Nolte, (425) 226-3155.

*** For Sale: 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

*** For Sale: PRECISION ODOMETER.** Nu-Metrics Nitestar 60 <http://www.aboutus.org/Nu-Metrics.com> Distance Measuring Instrument with RS-232 interface for connection to laptop. Includes two speedometer pulse transducer boxes (interface with modern vehicle speedometer wire). Used by DOTs, Forest Service, military, etc. Has storage for four different factors, and infinite split/event log when connected to laptop, includes library of notations (for intersection, bridge, sign, etc). Unit cost \$500, transducer boxes \$130 apiece. Asking \$300.00 O.B.O. medical event forces sale. Compact, used for course checkout 2008 No Alibi, reliable and accurate. Roy Ward 425-485-6225, accurate. Roy Ward 425-485-6225, roy.ward@verizon.net .

***For Sale:** Timewise 547B Rally Odometer. Has optional speedometer readout in "Timer" window. \$300.00, roy.ward@verizon.net, 425-485-6225. Looks like:



*** '07 Mustang Convertible,** Blk over white, blk interior. New wheels w/Pirelli P-zero Nero, good sound. 55,000 mi., \$11,500, see Jerry

*** '88 Audi 80, ex-Alcan.** " All the bad stuff is now fixed, plus some" \$10,500

Jerry Hines; cell- 206-227-6343



Rainier Auto Sports Club won't have a December meeting.

**Much better: on December 7, a party hosted by the club courtesy of Jerry and Colleen Hines. 12640
88TH PL. NE, Kirkland WA 98034**

Giving direction is difficult, but the vital hints are to get on Juanita Dr. , take the appropriate turn to the east,
and have faith, the house is at indeed on a dead end road.

If all else fails: 425-823-6343

2008 Board Members:

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

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

Merry Christmas, Best Wishes for 2009



The Wishbone Alley Gazette

% Mark Nolte

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