

### Rally News

\* RASC's offering to the Friday Niter series is this week, October 9. No one eagerly volunteered to chair the event, and mild arm-twisting wasn't effective. The threat of choosing someone who wasn't at a club meeting improved attendance markedly.

It seems to have come down to three co-chairmen, each kow-towing to the others. The creative and interesting route is rumored to be a combination of the 1987-89-94-98-02-03-06-07 routes.

\* Wild West stage rally (September 26-27) returned to sunny Pomeroy. Since the local HAMS were at a flea market in Spokane, most of the safety positions were filled by west-siders. Being a regional event, the 28-car entry list was filled with west-siders, too.

Carl Jardevall/Jason Grahn /Mitsubishi Evo won overall both days. All 4 Tabor cars finished. 24 starters, about 21 finishers, plus 3 motorcycle entrants.

The usual format of three roads run twice, it ran well and on schedule.



Ron Sorem as "00" course opening car on Wild West-MN

\* Pacific Forest Rally (WCRA has a long list of workers from the US adding to their BC pool, RASC was represented: Ron Sorem/ Robert Gobright in Car 00, Max Vaysburg as Radio, and Jim/Cristy Breazeale as Control Crews. PFR had eleven Course Crew, Controls, and HAM operators from the States, out of 51 or so total.)

### 2009 Pacific Forest Rally by Ron Sorem

Merritt, BC. October 2-3, 2009. The West Coast Rally Association (WCRA) presented their premier stage rally "Pacific Forest" for its 32nd running, as Round 5 of the 2009 Canadian Rally Championship sanctioned by the Canadian Association of Rallysport (CARS). Concurrent with this National

level event were two Regional rallies: "Merritt by Night" on Friday, and "Helmer by Day", Round 4 of the Western Canada Regional Championship on Saturday.

23 teams drove into the night to "Comstock South" stage. Running mostly uphill this direction, the stage has been shortened to 5.13 km. A new record was set by Pat Richard/Alan Ockwell on the popular stage: 2:59.80 or 102.71 km/h (64 mph) average. The early sections were smooth, climbing quickly with exposure on right, onto pavement, with a short rough section where the best line was through the gravel fill. Over crest into a shallow downhill, water splash, 90-left (concrete wall), tunnel, dip, medium right, cattleguard, near top speed, end pavement, shallow left, rough. (Breathe now). Big hole (find some line, left or right), blind hairpin steep drop, rough, Spectators, shallow left drops to long right and Flying Finish. "Wash - Rinse - Repeat"... Three runs of Comstock saw slight improvement at the meadow, less water before the tunnel, bigger "big hole", rougher hairpin, and dryer to Flying Finish. Spectators were abundant, in the planned area and the unplanned "camps". Richard/Ockwell went on to break their record with each run -- finally posting 2:54.1 for 106.77 km/h.

The evening moved on with two runs of the Railyard Mall super special, featuring a tight course of pavement, gravel, pavement -- two laps, with a sizable crowd of onlookers. One barricade jumped into a top tier car. Some cones moved out to block another car -- select reverse, start over. And one miscue from paved to gravel brought a stall, restart, and a few seconds lost.

Friday closed with one mechanical retirement in Service with gearbox woes. Richard/Ockwell lead Antoine L'Estage / Nathalie Richard by 15 seconds.

Saturday's schedule opened with three runs of "Nicola Lake" and "Sheep/Mab Lakes" stages. Nicola was fast and smooth, crushed sandstone to within a few hundred meters of the finish, where more rocks pushed through. L'Estage's first pass at 3:58 over the 7.3 km averaged 110.42 km/h.

The transit from Nicola to Sheep/Mab is a "loosely maintained" forest management/ranch road -- entertaining -- with 1st gear rock crawling, smooth flowing two track, pick-your-line potholes, and the occasional cross-ditch.

Sheep/Mab begins in packed earth, slightly rutted for recce, becoming soft and loose as the rally progressed. Once into the clear-cut, the stage is

forest main-line with long crests, long sweepers, photo-op chicanes and a long sweeping fast descent past Spectators, leading to a very fast Flying Finish. L'Estage's first run of 7:08.40 over 13.73 km shows 115.38 km/h (72mph). No wonder everyone likes this stage.

L'Estage's Mitsubishi and Richard's Subaru were both faster on the second runs, but maintained positions. On the third runs, Richard stepped up on both stages and took the overall lead by 41 seconds.

PFR 2009 moved three weeks earlier into the year, accommodating the weather and other schedules, but now one day after opening of hunting season. Most (read: all but one) of the hunters were cooperative and many enjoyed spectating, however, one was much more interested in his hunt, his road, his woods -- NOT our cars. Parked on stage, he presented a hazard if he returned -- another camp must have been listening on a scanner, because they came out to a radio marshal, knew the guy, wanted to talk him in -- excellent! So while these negotiations progressed, Plan B was to establish a new Start at 7.43 km. All set and ready for signs and clocks, the hunter was found, talked back to camp, and Course Opening continued -- "Stage is ready" -- no further delays.

Active Mountain Raceway/Resort (AMR) is a 1.86 km Spectator venue, with great views of downhill kinks, a tight downhill hairpin, fast flat kinks below the bluff, then another tight hairpin (first gear) and a twisting climb back to Flying Finish. AMR run twice in succession. One soft excursion off the downhill embankment into the valley claimed one car as time barred (maximum permitted lateness).

"Helmer" stage start is near the highest point of the rally, roughly opposite sides of the freeway from Sheep/Mab finish. On Friday morning recce, both points were ankle deep snow. By early afternoon as Course Opening performed their safety checks, the snow had receded to the shoulder. By stage time on Saturday, the snow was gone from the road, but falling lightly and steadily for Control Crews. "Helmer" is one of our favorites, with a little of everything -- wide smooth flowing, tight and rough square corners, fast crests, rough or smooth cattleguards (of course there are the cows), fast switchbacks downhill, a jump -- 22.77 km of paying attention! 2009 saw three runs, the last fully dark. The snow stopped, the skies cleared, the moon shone full and bright, and the roads dried out a bit. One car retired after Helmer 2 with brake problems, so Helmer 3 started 15 cars and the fight for podium honors was truly down to the wire. The day's earlier runs saw Pat Richard (STi) trading stages with Antoine L'Estage (EVO) and at a point, only 1.7

seconds separated #1 and #2. Richard was late out of Service, taking 50 seconds road section penalties into the last run of Helmer. With a phenomenal run, the Subaru Rally Team Canada STi put 45 seconds on L'Estage and took First Overall by 1:10.6. Scott Trinder/Bill Westhead took third, another 6:22 back.

PFR finished 14 of the 19 National starters. Helmer Regional finished 14 of 18, with Trinder/Westhead leading by 2 minutes. (Some entries were National only, some Regional only, hence the 23 car field but only 19 in either event). The rally covered 151.65 km of Stages, 537.46 km total (336 miles).

There were no serious "offs" and only a few mechanical DNFs. One car ran out of gas on the final transit to MTC and was time barred.

Full results, stage times, team profiles, and more at [www.pacificforestrally.com](http://www.pacificforestrally.com)

\* Targa Newfoundland – A true motorsport adventure Jack Healy towed 4000 miles across the country, where Ed Millman joined him for the famed rally. Ed's story:

The locals call it "the northernmost Caribbean island", but it didn't take long to dispel that myth as the storm fronts and menacing clouds would quickly travel by or dump a load of rain - you never knew which.



The "hero card" that the team passed out to the fans, courtesy of Jack Healy's blog

It is a rugged but very beautiful place, only outdone by the great people that you met from one place to another. Very hospitable and eager to feed you in the invariable Legion Hall that you might find yourself in at odd hours of the day. Combine all of that with a 6 day 1500 km trek that averaged 8 high speed stages each day and you had a real epic event that has us checking our calendars for next year. The organizers even say that most teams look at it as a 3 year program to figure out how to make the car last, stay on the road, and be competitive on

the high speed and tricky “town stages” It takes a lot to keep you mentally in the game as you are transitioning through small fishing villages going down alleys with gravel (probably pavement at one time), often lined with people cheering you on from their porches only to have a downhill acute turn to fly down another narrow road. Very fun indeed.

It does have a few quirks that still have my head scratching.

Last year they did away with the FIA timecard style scoring system with ATC, MTC, etc as many competitors did not want to have any penalties associated with checking in on the wrong minute. So here we go farther from the rally format and now have a 5-minute window to arrive at the start of the next stage with start times for all cars published ahead of time. Sounds good, until there is the first of many cars that roll and need to get yarded out of the way. Since there are no regrouping procedures, we now have less time for service, or our plates of Cod Cheeks and Scrunchions getting cold at the Legion Hall.

Several times we had to hustle along to stay on time according to the rules, only to have us all bunched up again at the start of the next stage. Experienced competitors seem to have a built in “go with the flow” plan, which we started to adopt, until we arrived a few minutes past our prescribed time only to find out that they had decided to start this next stage 5 minutes early!! No penalties this time, but still can’t figure out a logical way to make their system work for us.



Starting line (on a nice day) - courtesy of Jack Healy's blog

Scoring on this event is also very unique to North America. To be competitive for an overall win, you have to beat a “base time” that is published for each class for each stage.

There are no advantages for being faster than the base time, but slower would have you getting a score 1 point per second. You have a maximum speed of 200kph and max average of 135kph to watch out for with hefty fines, but our '69 BMW 2002 didn't have to worry about that very much. We found that by setting the Timewise 798 to the average speed to

meet our base time, we could see how we were doing throughout the stage in real time. The organizers make the first couple of days relatively easy to get a “0” on a stage, but later in the event they seem to drop the times for everyone and the real scoring starts to show on the time sheets.

We came prepared to do well, and had an onboard “ChaseCam”, the rally computer with driver module, and a car that we had fairly sorted out. Well we thought we had everything we needed...

I had met another co-driver on the plane from Ottawa who asked if I had a GPS in the car. Hadn't really thought about a GPS much for this event, but he said that when we get the first opportunity, Jack and I should go out and buy a GPS for the rally car. He then describes that the top teams are using them not for course following, but to call out corners at speed when you are in between instruction on the route book.

Maybe I'm just too old school now, but I really had my reservations on what that GPS is going to tell me as I'm about to call a “4Right over crest”. I've been on my lid a few times before, and already a 1<sup>st</sup> Lieutenant in the Rainier Air Force.

So we bought a Garmin and installed it in the car, just within reach so I could adjust it if needed (just what I wanted to do at 175kph!!)

The first couple of days I watched it and played with the scaling so it made some sense to me at our speed, and found that it actually gave reasonably reliable corner indications. Not quite ready to call them out, but getting a better feeling about this new toy. By stage 4 on day 2, I started calling a few corners and action over crests on this winding and rolling high-speed section. Alright, this could work.... Then bang .. engine done - #2 rod let go at the crank end, and we watched the rest of rally fly by from the side of the road.

Jack had already shipped a spare engine, in the event of something just like this, but now came the challenge of making a carbureted backup engine replace a fuel injected one. Lots to change, some fabrication, but fortunately a service crew to work out most of the details and all night to work on it. We didn't get everything finished in time to hook back with the rally on Wednesday, as the circus was now working its way down the peninsula. So Thursday was going to be our day with getting back in the battle. We left the hockey arena (car show) at 7:30 AM after our daily breathalyzer test. (Yes you had to register a 0 on their machine at the start of each day – although it really didn't seem to matter how much you drank the night before!) We had a lot of great stages on Thursday and I was in synch with the Garmin and the Timewise. Jack drove great and

we were poised to at least be a finisher for the final day on Friday.

Then we had solid downpour nearly all day long for our last day. The Porsches were tiptoeing along, the minis had a real problem with the rivers of water on the freeways, and we were now experiencing alternator issues, and now not charging when we needed it most to keep the windshield from fogging up. So much condensation that our roof was dripping on us in the car. Our battery finally went flat, and even after changing another alternator, still something was going on and not working right. Halfway through the day, we called it and turned in our timecard. Was really disappointed that we hadn't finished, but the car was in one piece and we were still speaking after the event, always a positive after a long rally. Glyn Trafford and Kelly Silverthorn were there to help promote the Targa Canada West event in May 2010. The format will be very similar, and they will certainly need workers familiar with stage rally procedures.

If you like the speed of a stage rally on tarmac, there really isn't anything like it in the states. Like the Alcan, you gotta give it a shot at least once. Something tells me, I'm going to get a phone call soon to plan for Targa Canada West in May. Just need to keep those pesky rods in the block! See you in Kelowna.

\* Night on Bald Mountain (October 3; 22 finishers, 5UnL, 3 Equ, 14 SOP. 12 controls in 7 Scored sections) Lovely night with full noon in Capitol Forest. McMillen/Grosbusch 5<sup>th</sup> Unl with 12 pts, Richards/Reid 1<sup>st</sup> Equipped with 12 pts. Russ and Katy Kraushaar won O'all with 7 pts. The 19 points that Mike Daily and Tom Palidar accumulated was good for 1<sup>st</sup> SOP and 8<sup>th</sup> O'all.

\* Jerry has decided to finish the Alcan in Anchorage.

### Trivia

\* For those you paying for Comcast HD: "I finally started reading some of the fine print in the last AutoWeek and there was a blurb about WRC coming back to US television. A deal was signed with Discovery Ch's "HD Theater". I looked it up in my Comcast guide and found it was on 663. Out of curiosity, I turned on the TV and lo and behold, the Irish rally was on."— Sue Calvert

\*Jim Hogan's WRX coughed its motor on No Alibi. Expensive parts got bent. He is waiting for the Engine Fairy to show up with a viable fix. In the mean time, he bought a big, used Ford van. Despite its size, the refrigerator white finish got lost in parking lots, so he paid good money to go through a paint catalog and picked out Chartreuse. Much brighter than the staid green that some fire engines are painted.

\* Colleen Hines is 4 weeks into recovering from back surgery. She can get around if she is careful and uses a walker. Jerry is working half-days to pamper her. This seems to include medicinal wine.

\*Roy Ward has been told he can't work anymore due to his recurring back problems. He's considering moving to Roslyn, or even its suburb.

### 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 or better offer.  
E-mail Ron Sorem: ronsorem@gmail.com

\* Four 14X6 steel wheels. Fit my 323 GTX. Good for snow tires. First \$10 takes the set. Contact Ken Lingbloom at: (360) 733-8897 or [klingbloom@comcast.net](mailto:klingbloom@comcast.net)

\* Still the daily driver: 2006 Subaru Forester, 103K miles, sunroof, \$9200  
2003 Saab 9-3 Sport (leather, HID, 17"), 79,00 mi. \$7500  
Jerry Hines, 206-227-6343

### RASC Calendar

#### British Columbia & Washington TSD

#### Oct 9- Friday Nighter by RASC, Bellevue, WA

Oct 31- "Midnight" by IRC, Vancouver Island, BC

Nov. 7- "Monster's Revenge" by Chuckanut, Bellingham (New roads freed up by bridge repairs!)

Nov 21/22- Totem, Cache Creek, BC

#### Rallycross

Oct 11- Oregon Rally Group Rally Cross, OR

#### Oregon TSD

Oct 31- Ghouls Gambol, Portland

#### Stage Events

Oct 24 - Mt Hood/moto, Odell, OR

December 5 – "Big White Rally Weekend", Kelowna (replaces Mountain Trials).

**Rainier Auto Sports Club** will meet this coming Monday, October 12 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 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:** Insufferable mutual backslapping over the success of the October Friday Niter. Start of the 2010 Election, wherein candidates for the Board will be selected. Too early for ballot packing backroom deal, and horsetrading favors. That happens in November.  
The Treasurer will report on how much the RASC savings account is beating inflation.

**2009 Board Members:**

President: Eric Horst, [erich@teamd.org](mailto:erich@teamd.org), 206-363-9752

Vice-President: Steve Richards, [smrdcatman@comcast.net](mailto:smrdcatman@comcast.net), 425-337-0232

Secretary: Dan Comden, [dan@comdens.com](mailto:dan@comdens.com),

Treasurer: Steve Willey: [willey@selby.com](mailto:willey@selby.com)

At Large: Jeff McMillen, [jeff@somepants.com](mailto:jeff@somepants.com)

At Large: Roy Ward, [roy.ward@verizon.net](mailto:roy.ward@verizon.net)

**The Wishbone Alley Gazette is published for the members and friends of Rainier Auto Sports Club. Subscription price is \$10 per year (paper), free e-mail.**

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](mailto:mnolte@blarg.net)

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



**The Wishbone Alley Gazette**

% Mark Nolte

2108 NE 12Th St.

Renton, WA 98056-2916