

RASC Christmas Party

This Sunday, December 13, 4-8 pm (or whenever)

RASC will provide: main dishes, appetizers some beer and wine, soft drinks.

You bring: additional munchies, your own drinks, rally trophies from the past year, plenty of stories and maybe some photos/videos as well. We'll have a computer available to view pics and movies.

Location: Dan and Louise Comden
20327 42nd Ave NE
Lake Forest Park WA 98155
Phone: 206-948-7184

Rally News

2009 Totem Rally by Ron Sorem (Ron and Max Vaysburd attended as workers- ed.)

November 21 & 22, 2009. Cache Creek-Williams Lake-Cache Creek, British Columbia. The West Cost Rally Association presented Totem 2009. Rallymaster team Paul Westwick and Nicki Beverly put together a challenging route covering sections of deep-snow to bare-gravel to powder-over-ice.

Twenty-one teams, five worker crews, and sweep, set out from the Bear's Claw northward to Clinton and west to Jesmond Road, under light snow, with "mild" temperatures.

A steady climb on "Jesmond" Regularity, into deeper snow with fewer tracks, led past the cut off for Big Bar Ferry, past the big guest ranches, cowboys on horseback on the road, and wound through the little cabins with only one track ahead of the first checkpoint crews. The first "stuff" caught up a crew off the edge of a corner -- airbag deployed, no injuries, game over.

Over the ridge on "Poison Lake" and only a skiff of snow on frozen ground. "T" out at pavement and head toward the Fraser Canyon, narrow gorges, and hairpins. Slow through Canoe Creek village, bare gravel now, overlooking the river, more hairpins, recollections from 1971 for some, and on toward a break at the Fraser River suspension bridge just below Gang Ranch.

The break allowed time to relocate checkpoint crews (just enough) for the steep climb through hairpins, gravel turning to snowpacked, up and over the ridge, for "Canoe Creek" Regularity, to Dog Creek village, followed by an icy transit with a small cattle drive and an oncoming snowplow on narrow corners. The delay in transit caused the checkpoint shortcut to be just a bit too tight. The Rallymaster

was able to set up one control for the earliest competitors along with one other crew on the "Moose Valley" Regularity. The assigned shortcut crews were forced to slot in between cars and go on to their next checkpoints after the 100 Mile House break.

As the first competitors awaited their out-time after Lac La Hache, checkpointers leap-frogged ahead for the next section of deep snow. The route was fairly smooth and wide at the start, a tight left brought deeper snow, a less traveled path, and a quick left-right over bridge that caught up traffic early, then interrupted by a slow moving snowplow/sander -- unfortunately for one of the front runners just before the checkpoint.

Later teams were delayed by an "off" here. The DNF happened quickly and without warning, the following car had nowhere to go except the opposite snowbank, blocking all passage -- "two cars off at 27.8 km" was heard over the HAM radios. Several minutes passed with crews working feverishly to get at least one of the cars back onto the road so that the rally could continue. Finally, groups of 4 and 5 cars streamed past the checkpoint just beyond, but hidden from the site at 28.19km. (CP procedure in these cases is to have one crew member record the car numbers in order as they pass, the other record the times, then match them up later). As the time came for the CP to leave, all cars were accounted for but one -- still very late. The checkpoint car stopped at an intersection to begin yet another off-route shortcut just as the missing car's lights came into view -- all now recorded. Sweep would deal with the disabled "off" and they would drive to the overnight and retire. Sweep had more work awaiting...

The course continued north and a bit east, passing road names like "Horsefly" "Spokin" and "Likely", to 15.60km (9.69mile) "Mountain House" Regularity and out to Highway 97 north of Williams Lake. The shortcuts went west, caught the highway at 150 Mile House and tried to get ahead of the rally after turning onto Soda Creek Road. The last two were able to slot in before car 6 and get ahead of the rest as they waited at the start.

"Soda Creek" Regularity was paved, covered with light snow, and the route dropped down to the Fraser River through two slippery sets of hairpins. Crossing the one-lane bridge, cars began the climb out of the canyon to West Fraser Road and the start of a big loop. CP crews began another shortcut here, reverse course, to try to get to their locations before the rally cars. One missed a corner and another stopped to help -- unfortunately reducing the number of checkpoints on the "Meldrum Creek" Regularity to two. Recovery of the crew was slow

due to the long steep ascent on loose snow, and was completed just as the first cars arrived on the proper route. Another competitor was off following the last scored control. Sweep would be busy.

Back across the Fraser bridge and up through the hairpins and into Williams Lake for the dinner and overnight. Sweep was retrieving several to continue, but three competitor and one worker crew DNF -- no injuries, thankfully.

17 checkpoints (albeit one missing log, still in the woods) left a tie for first on Saturday -- with 1 point! -- Jason Webster (OR) & Bandon Harer (OR) versus Glenn Wallace (WA) & R.Dale Kraushaar (AZ), after 488.56km (303.58miles) in 10 hours.

Day Two convened southbound out of Williams Lake and on to the short "Mission" Regularity with one checkpoint. A 56km (35mile) transit led south through Lac La Hache.

"Spring Lake" Regularity brought similar terrain to the previous night's trek, with deep powder in the foothills west of Wells Gray Park. Spring Lake Ranch, Dempsey Lake, Lake of the Trees, Wilcox Lake to EOS at 25.86 km (16.07miles) with 4 checkpoints.

Canim Lake Road led the transit southwest, 25km, to 100 Mile House for gas and grub, then a short stint north on Highway 97, west on Tatton Station (Watson Lake -- not the Alcan version) for some more familiar looking territory.

"Tatton Meadow" Regularity covered Helena Lake FSR, Tatton-Snag FSR passing the north west side of Moose Valley Park, left at 1200 Rd, double-90 right onto Gustafsen-Dog Creek FSR continuing southeast to Meadow Lake. Longest timed section of the weekend, at 79.48km (49.39miles) with 4 checkpoint crews again, thanks to some leapfrogging and shortcuts.

Meadow Lake transit led west to a common point from day one. "Big Bar Lake" Regularity ran reverse of the early part of "Poison Lake", turning east on Big Bar Road, with varied terrain and snow conditions, passing the namesake lake, park, and resort, moving up to 72km/h for the most part, with brief reductions for road character (twists) and residences. 59km later, out to Highway 97 for the final transit to Cache Creek. Sunday totals were 347.31km (215.82miles) in six and a half hours. Rally totals were 835km or 519 miles.

Sunday scores saw a "zero" for the day, two teams with "one" for the day. As the missing Saturday checkpoint log arrived it was greeted by the quote: "Oh good, we have three ties to break..." With the Soda Creek scores plugged in, Webster & Harer prevailed with 2, Wallace & Kraushaar moved to second, with 3, and Jeff McMillen (WA) & Marvin Crippen's (WA) zero for the day moved them to third

overall with 5. Totem 2009 scored seventeen finishers.

RASC: McMillen/Crippen/WRX	3 rd Unl
Horst/Mats Mats/325ix	5 th Unl
Richards/Reid/Impreza OBS	1 st Calculator
Comden/Adomeit/Saab 900	7 th Unl
Fox/Kerner/WRX	2 nd Calculator
Gobright/Breazeale/ Golf	3 rd Calculator

Complete results, photos, and stories at www.rallybc.com

Club News

The November meeting was different. Lacking a presidential presence, VP Steve Richards conducted the meeting. Lacking a Secretary or Treasurer presence, their respective topics were bypassed. The NWRC representative was elsewhere, too. No reports were covered until the Raindrop topic came up on the list. The rallymaster reported that the start and finish locations were settled.

Jerry reported that Alcan entries were in flux, with about 30 motorcycles and 20 cars on the current list. The limit is set by the capacity of Dawson's motels.

Once the meeting was called to a close, Nolte passed out some light bulbs and parts that arrived courtesy of John Fouse cleaning out his Anchorage garage.

Roy Ward needed some protection for the cable that comes out of a Timewise-style odometer probe. He discovered that the best solution was nipple caps that fit over coax (CATV) cable. A tiny error in his order resulted in a bag of 100. He passed them out in huge quantities. Then handed the remainder to Nolte. (There are a lot more available, please! -- ed.)

Vic and Patty Alvarez, members from the '70's, visited to pass their collection of RASC stuff on to the club, which included paste-ups of Jabberwocky RI's and brass dash plaques from the era.

Guests included Brian Cary, Jim and Cristy Breaszeale, Ed and Jeane Rachner.

Passing: (Courtesy of Margie Diebolt)

Gary R Diebolt lost his 10-year fight with cancer on November 14, 2009. His last year was the worst but he continued with his work in town and at home anyway as he had jobs to finish.

He was 65 yrs old, born in Kansas on a farm to Pauline and Carl Diebolt who precede him in death. He worked the farm with his dad and brothers until high school when they moved into town. His first vehicle was a tractor for his 12th birthday and then an old Ford on his 14th. He had an obsession for race cars and custom rods as he had both thru the years starting as that teenager until the present. He

orchestrated his first custom car show at the age of 17. His car was a black '57 Ford called "The Undertaker".

Graduated high school in Iola, Kansas and received an Associate's Degree in Art from Allen County Junior College. He was a cheerleader throughout high school and junior college. He then joined the US Air Force and was headed to Officer's training but due to a back problem received a medical discharge. He then continued his education at Pittsburg State University in Pittsburg Kansas where he completed his Bachelor's Degree in automotive technology.

Following graduation, he worked for Allis Chalmers as a trouble shooter, traveling all over the US, then transferred to Seattle and after a year took a position to work the NW territory for Subaru National, traveling to dealerships from Wyoming to Alaska for 25 years representing the company.

In 1975 Gary married Sue Wehmeyer and had a son, Travis Jon Diebolt. They divorced in 1981. She preceded him in death in 1986.

Gary loved SCCA racing and was on their board for years and moved on to rally racing. He was active with Rainier Auto Sports Club from 1975, working as control crew to pace car to Nor'wester chair, and a regular on Alcan 5000 staff from 1985 helping with course surveys, always going on the winter trek from Bellevue to the Artic. Gary also raced in the Golden West 2000 and Rally International de las 24 Horas around 1980, and many SCCA and CASC events in a Dodge Colt he helped build, and Gary crewed PRO rallies for Victory Driving Products, Safety Devices (UK teams at Reno), drove around the country for Hanson Motors VW International Pro Rally Team. In 1984, he drove the layout for the One Lap of America for Brock Yates. The last race he was in was in February of 2008, when they drove to the Arctic Circle and back. They drove on the frozen river to the Artic Ocean to an island, taking the same road/frozen river as the Ice Truckers.

In 1982, he attended his 20-year class reunion where he found his high school sweetheart, Marjorie Perez Wille and they married in 1983 in Miami, OK. She and her three boys moved to the Northwest to Tacoma, WA to make their home with him. He raised all the boys as his own.

He worked in the Seattle area after being hired to help build up two failing dealerships, taking them from bankruptcy to being paid for and a success in less than two years each. After retiring from the auto industry, he and his wife started antique

businesses and later nostalgia shops in Olympia, WA.

In 1997 they moved their home and business to Seaside. Gary and his wife built several businesses, Flashback (1997 – 2000), Windsor Hollow (1999-2001), Flashback Malt Shoppe (2000 - sold in 2008), The Jewelry Box, The Man Store, and three major events, Muscle Beach Cruz, Wheels & Waves, and BikeFest at Seaside.

Gary was on the Seaside City Council for the last 3 years and on the Seaside Downtown Development Association board for 6 years prior to that. He was very active serving on many committees, bringing television and magazine crews to town to the events, promoting Seaside from the time he moved here. He loved Seaside.

Trivia

* Roy Ward reports the best WSP Trick of the Year: A Volvo wagon at the bottom of Snoqualmie Pass, four-way flashers going. Standing out of sight behind the open hood is a trooper with a laser gun. And yes, around the corner, lined up, are a pack of white WSP cars.

* Roy: "On the way over to Cle Elum on Thanksgiving, I called to place the take-out order I had discussed with the restaurant previously. It turns out they had no reservations after 5:00 PM, and so they decided they would close early. I was crushed!

"So I called Jan, and told her the bad news. She decided that she would check and see who might be open.

"She called me back, and with the bad news first: Cle Elum was closed! However, the last place she called, Lentine's (formerly Spacone's), was having a family Thanksgiving for the owner's extended family. When Jan called, the owner saw who was calling on caller ID, and called back. He asked her what was up, and she explained that she was expecting a friend from the Seattle area (me) for Thanksgiving, and I had planned to pick something up, but everybody was closed, and we had nowhere to get any food (even *Burger King* was closed!). Then he said, "Have your friend stop by here! We have a ton of leftovers, and you're welcome to whatever you want!" Now Lentine's is a five-star restaurant, and when I got there, I was overwhelmed by the welcome reception I got. They loaded me down with about thirty pounds of the most sumptuous banquet ever

"So please, if you are *ever* in Cle Elum in the evening, looking for a place to eat, try **Lentine's**. For one thing, the food is excellent, and the people are stellar. They are located on the west end of old Cle Elum, facing the railroad tracks, just around the corner from the Timberlodge Inn."

* The Weird And Wacky Of Road Lawsby: Craig Howie | AOL Autos Posted: Nov, 29 2009

Some antiquated state driving laws are flat-out crazy. Got a housecoat? If you're a woman, it's illegal to wear one while driving in California. But what about modern rules of the road that seem very unusual and can still result in a hefty fine?

We've collated some of the more irregular and disputed road laws from around the nation and have included, at the end, some of the more bizarre contributions that have kept our roads the safest in the world. Ahem.

Driving too Slowly

In some states, including California, a dawdling motorist can be cited for driving too slowly. Police Officer Pete Kim of the California Highway Patrol says that while it's not common, you could get a ticket if, "you're blocking traffic or creating a road hazard on the freeway." He mentions a couple reasons why someone would drive that slowly. The car could be suffering engine trouble or the driver could be impaired, for example. Both will likely attract the attention of a police officer.

Drivers on city or rural roads are not exempt, says Police Officer Kim. He adds, "Just about anywhere, if you're in the middle of an intersection or on a regular two-lane street and the speed limit is 45 [mph] and you're doing 10 [mph] for no good reason, you can be cited for impeding traffic."

Slow driving laws are enforced in most states, including Florida, Nevada, Alaska and Hawaii, where tourists can be most at risk from the police scanner. You should also beware of rubbernecking accidents or police lights, which, while non-ticketable in most cases, doesn't particularly help traffic cops do their jobs.

Red-Light Running

Garland, Texas motorist Noel Hillis was ticketed by cameras earlier this month for running a red light. He told local station CBS11 that he crossed the stop line as the light was turning red, but that at his hearing the police officer gave him a different characterization of the stop line. The police officer says the stop line is a lateral line parallel to the curb of the cross street or, "ten feet farther out than where it actually starts." Texas law states that the violation line is at the stop line before the crosswalk.

The editor of road campaign site www.highwayrobbery.net, a businessman and activist who requested anonymity, tells AOL Autos, "The law, as I understand it, is that you're okay to proceed across the line if you can get any bit of your car ahead of the line. Typically the limit line is the first line you come to if there's a crosswalk -- which are sometimes surprisingly wide -- so the crosswalk can end up being 10 to 15 feet from the curbs of the crossing street. Somebody looked at the pictures and realized that cities were using an imaginary line, sometimes that of the curb, that you have to get part of your car over to not get a ticket, an extra 12-foot zone."

The governor of Texas has said he will sign a bill later this year to clear up confusion after scores of

motorists' complaints concerning crossing of violation lines, which is usually a civil offense. Animals and Cars

London couple Yisroel Singer, 26, and his wife Goldie, 25, say they were the victims of a "cultural misunderstanding" after they were arrested and held in New York several years ago. They had left their six-month-old daughter in the car while they went to Green Acres mall. They said nobody in Britain would condemn their actions, but under U.S. law, they faced a sentence of one year for child endangerment if they were found guilty. The case was eventually dropped.

Now it's illegal in many states to leave an animal alone in a car, and with good reason. The Animal Law Coalition points out that, even with the vehicle's windows left slightly open, an outside temperature of 85 degrees can cause a temperature of 102 degrees inside a vehicle within 10 minutes, and 120 degrees within half of an hour. As dogs breathe differently from humans, their central nervous systems can be overwhelmed in less than 15 minutes from excessive heat.

California Governor Arnold Schwarzenegger last year signed into law Bill SB1806, which bans owners from leaving animals unattended in a motor vehicle "under conditions that endanger the health or well being of an animal due to heat, cold, lack of adequate ventilation, or lack of food or water, or other circumstances that could reasonably be expected to cause suffering, disability, or death to the animal." First-time violators are fined \$100, with a second offense garnering a possible six-month jail term.

Also remember, smoking with children of car-seat age in the car will draw you heat in Texas, Vermont, Washington, Arkansas and Louisiana among others. As of yet, there is no law about smoking with pets in the car.

Carpool Violations

Several states face the thorny issue of their carpool lanes moving too slowly. Some carpoolers have accused single-occupant hybrid drivers of soft-pedaling to save gas. But from California to the D.C. Beltway, it seems the sheer volume of cars using the carpool lanes has slowed the lanes enough to almost destroy the incentive of carpooling or owning a hybrid car.

California is considering allowing motorists to exit and enter the carpool lane at will, when previously crossing the double yellow was an offense. The state transportation agency has warned against increasing the occupancy of carpool cars from two to three in Los Angeles, like it is in San Francisco.

Beware that buying an easily recognizable hybrid such as a Prius now does not mean automatic rights to use the carpool lane, at least in the Golden State. This is something police officers are well aware of given the recent shortage of available hybrid permits. The black market for scarce carpool lane exemptions has put up to a \$5,000 premium on sales of used Prius that carry the exemption sticker.

The Ridiculous

An assortment of seemingly crazy state driving laws exists and can be found easily across the Internet. Most of these examples are sourced from newspapers and come

from the site DumbLaws.com, whose editors did not respond to a call for comment.

- In California, no vehicle without a driver may exceed 60 miles per hour.
- In Florida, if an elephant, goat or alligator is left tied to a parking meter, the parking fee has to be paid just as it would for a vehicle.
- In Montana, it is illegal to have a sheep in the cab of your truck without a chaperone.
- In Oregon, a door on a car may not be left open longer than necessary.
- In Tennessee, it is illegal shoot any game other than whales from a moving automobile.
 - Good luck finding a whale in Tennessee!

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

- * Still the daily driver: 2006 Subaru Forester,
103K miles, sunroof, \$9200
- 2003 Saab 9-3 Sport (leather, HID, 17"), 79,000 mi.
\$7350 Jerry Hines, 206-227-6343

- *FREE: 12mm x1.25 lug nuts. Fits Subaru.
Unreasonable vast quantity available- Mark
Nolte; mnolte@blarg.net

RASC event dates have been chosen for 2010:

Raindrop: April 18

No Alibi: June 5-6

Alcan 5000: August 16-24

Rainier Auto Sports Club will party instead of conducting a December business meeting.

2009 Board Members:

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

Vice-President: Steve Richards, smrdcatman@comcast.net, 425-337-0232

Secretary: Dan Comden, dan@comdens.com,

Treasurer: Steve Willey, willey@selby.com

At Large: Jeff McMillen, jeff@somepants.com

At Large: Roy Ward, 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

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Merry Christmas and High Hopes for the New Year !



The Wishbone Alley Gazette

% Mark Nolte

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