

# The Wishbone Alley Gazette

October, 2010 *Rainier Auto Sports Club*

## Rally News

\* October Friday Nighter is THIS FRIDAY October 8. It is well in hand with no Rallymaster, but three assistant RMs. CP Crews needed. Contact Eric, Jeff and Dan.

\* Night On Bald Mountain (Don Gibson, Rallymaster) was October 2. Route was Cle Elum to Dryden and back and roads were generally in good shape. Only one Monte section to (we assume) move CP crews. Event was about six hours long, with car 0 arriving at finish around midnight. 23 checkpoints were scored.

Use of temporary signs set up by ORCA helped create hard references where they usually are lacking. A number of reports indicated navigators were having a tough time keeping their stomachs settled on the twisty roads. Congrats to Marinus and Renee Damm for overall win. Results at

[http://www.teamhightower.com/orca/results/resultfiles/results2010/NOBM\\_2010\\_Final\\_results.htm](http://www.teamhightower.com/orca/results/resultfiles/results2010/NOBM_2010_Final_results.htm)

RASC notables: Damm/Damm, 14 points 1st O'all/1st UnL; Comden/Adomeit, 53 pts, 4/3 UnL; McMillen/Crippen, 139 pts, 6/4th UnL [as Car #1 picked up 1 minute error each at the last 2 CP's] Brian Cary/ Julie Guthrie 993 pts, 14 O'all/3 Equipped

\* Car Zero Chronicles: 2010 Pacific Forest Rally Ron Sorem © 10/5/10

Behind the scenes with Pace Car Operations

Merritt, British Columbia. October 1/ 2, 2010. The West Coast Rally Association presented the 2010 Pacific Forest Rally, Round 5 of the Canadian National Rally Championship. Last year we were dodging snowflakes -- this year Canada's "Country Music Capital" was bathed in sunshine, under vividly blue skies, and barely a breeze -- frankly a bit too warm for the end of September into October. (80° American- ed)

Our three-car Course Opening team arrived in shifts. Robert Gobright and I arrived Thursday in Car 00. Robert is a local TSD driver, longtime Pro Rally crew chief, and his early crew duties include Kenya. Regulars, Steve Perret and Kathryn Hansen, in 000, would be in very late Thursday. Lee Sorenson and Tim Ryce in Car 0 would arrive noon-ish on Friday, just in time for the rally.

Thursday afternoon we were informed we couldn't get in early to survey the "new stages" (actually reconfigured from 2005, and last traveled on a TSD). The "BIG" loggers were working. We can't get into Active Mountain Raceway Spectator Stage, even to clear more weeds, because the cattle are still there until Saturday. We surveyed Comstock on the way into town, skipped Nicola for the time being and "fought" our way through Princeton Recce, with the entire field all at once, and oncoming local traffic.

We moved onto the "new" stages after the 4 o'clock opening and surveyed what we could on our way out to a Recce Finish Control on Dillard. Following everyone's two passes of this stage, we moved on through the course to survey Missezula, mostly in the dark. We were also able to make one late, last-minute run through Helmer to get a feel for road conditions before retiring to The Middlesboro Pub for "team planning".

Recce schedules were "fluid" due to last minute landowner requests and cattle drive planning. Active Mountain Recce would replace the first running of Comstock on Saturday afternoon, and allow Comstock and Helmer to stay close to schedule.

Recce brought out one technical point regarding Dillard -- it was FAST! Originally set for 7.28km, the first 2km was fairly straight, wide, and very fast. Top speeds would likely exceed the maximum allowed for the series, and average would likely exceed 120 km/h. As a remedy the start was moved in, to the 2km mark. Spectators would still get the rapid acceleration, drifting into view from a shallow downhill left-hand sweeper, then a very tight right onto the narrow, undulating twisty-ness that is Dillard Creek Forest Service Road.

Friday morning we met up with Car 000 and both of us were soon drafted to place stakes and arrows and more signage on Comstock (while recce was happening). At noon, Car 0 arrived, followed half an hour later by Car 0 Navigator, Tim Ryce, new to the team, but long-time TSD compadre, with some Kenya Safari seat-time to boot.

All three *Team Fugawi?* cars were off to Nicola, Princeton, and Comstock for final safety survey, including a couple more arrows, filling in missing control boards, and verifying control placements for safe run-off distances. This last item cannot be over emphasized for safety of the teams and control

crews. With some input from part-time Course Opening team members, on site as control workers, requests were made for Flying Finish signs to be placed on both sides of the road for better sight lines. Even with added precautions, at least two cars flew past the yellow warning flag, past the red Flying Finish, and well beyond the red STOP sign on Dillard. An anxious moment or two also on Helmer.

Day One was the "Merritt by Night" Regional. The rally began with a ceremonial start, 30-second intervals, then transit through Nicola North (SS1) to allow for an extra minute per car dust window. The first 5 cars had 3-minute spacing, then the remainder had 2 minutes. The first run of Nicola South (downhill) was, as always, rocky and rutted for just under 600 meters, then a medium right and the smooth granular surface, with an occasional rock, and very fast for the remainder of the 7.17km stage.

Nicola ran without incident. Quebec's Antoine L'Estage and Nathalie Richard took top time. Transiting out of Nicola we passed through two large cattle operations to get to Princeton Cutoff Stage.

Princeton has a very narrow and rocky beginning, including a seemingly ever-narrowing spot at 1.14km where a huge block of stone defines the left side, and a vanishing rockfall opposite is getting closer to the right side wheel track. Further along, the course is packed dirt with a few rocks, but deeply rutted in the corners ("don't cut"). The stage climbs steadily, with some relief at 7.46, then a tunnel under the freeway and climbing again to 8.88 for a cattleguard and jump, then square right from gravel to pavement, and 320 meters downhill acceleration to the Flying Finish. This last jump and corner are popular with the Spectators!

Princeton's first incident was not a rally car -- a volunteer drove off an embankment -- game over, driver okay. Princeton saw one roll on the first run -- righted by rogue spectators -- restarted, advanced another few kilometers, stopped briefly to check the car, restarted again, then at Spectator the Golf stalls, dies, and can only coast to the end of the stage, unable to surrender their time-card because it was somewhere lost in the roll. The second run of Princeton saw another roll.

Nicola North (SS5) saw the L'Estage Mitsubishi Evolution top Richard's Subaru WRX STi, only to have that reversed on the Nicola South (SS6) run.

Day Two, "Helmer by Day" Regional... Did I mention that Dillard was FAST? Shortened to 5.28KM, top time first run of 3:00.2 put the average just over 100km/h.

Missezula Stage is set at 12.73km of slightly downhill, easy ups and downs, a tight downhill hairpin, then gaining again with (at least) two very fast long sweepers, marbles, off camber exposures. Whether "Red Mist" left over from the opening stage or some other force, three cars rolled on the first run of Missezula. One was able to restart. The other two (different location) took the same exact line (one set of tracks) off the flat right, into the exposure -- the first about 5 or 6 car lengths; the second, OVER the first, then another 2 to 3 car lengths beyond, further down the hill. A tribute to their safety equipment, all four competitors climbed out of the abyss to the road to meet Sweep 98 and 99, and Course Opening 000 and 00, already on the second loop. Transportation for one, three to stay with the cars, and Car 0 arrived -- the last 5km was a high-speed parade -- and stage was "hot" again for first car.

Dillard Two saw clean runs on a very fast stage -- Richard 2:59.7 and L'Estage 2:59.8

Missezula Two was without incident, generally faster times, and the teams were ready to head for Active Mountain and Comstock. The first run of Comstock was replaced by Recce of Active Mountain Raceway (without the cows). Between AMR One and Comstock, one car was parked in the transit with all the doors and trunk open. Something had overheated the battery and the fumes were still evident from the street -- they were retired.

Between Comstock Two and Service in Merritt, the transit was slowed (for Course Opening and a few of the first cars), then blocked, by a wreck on the freeway, resulting in a brush fire, and eventually a helicopter landing. It is not one of our cars! But, the resulting delay would cause several cars to miss the first run of Helmer. A "fair" plan evolved, to hold those delayed cars until the second run, manufacturing a "fair time" for the first run. Not perfect, but better than Force Majuer, which would have left them with Maximum Permitted Lateness and probable DNFs. Whether a delay at the start, delay of workers arriving, or some other influence, it appears all cars arrived in time.

Helmer had an overload of Spectators, filling all available parking, generating lots of "walk-ins". Helmer One had cows -- nothing new -- some dust, and pleas from competitors for another minute dust

window. Course Opening assessed the dust -- it was bad -- especially with rally lights. Another minute was added for Helmer Two, but we needed three or four. The first run saw one mechanical failure, parked at 6.7km into the 23.4km stage.

Helmer Two had even more dust, and most times reflected the "reflections". One more team out, with a turbo fire.

L'Estage/Richard took the podium in their 2009 Evolution by over a minute, winning 11 stages. Richard/Ockwell in the 2008 Subaru WRX STi won 4 stages, placing second, by five minutes, over Leo Urlichich and Chrissy Beavis in another STi.

There were 13 National finishers and 9 retirements over two days. Merritt by Night fared a bit better with 17 finishers and only 3 retirements. Helmer by Day saw 14 finish with 6 retirements. The combination of National and Regional had 26 starters, including 19 Subaru (9 finished). There were two co-drivers from the US in Canadian cars. One Washington team: Gary Cavett and Erik Lyden. There was one Oregon car, with a BC co-driver. The "long haul" awards go to three entries from Quebec. Canadian teams included BC, AB, MB, ON and QC.

**Full results, stage times, and photos at [www.pacificforestrally.com](http://www.pacificforestrally.com)**

### **Club News**

September meeting notes:

Jerry has designated February 23>March 2 for the 2012 Winter Alcan. The rally arrives at Anchorage before the Iditarod. The countdown has begun to fill the entry list, with four commitments already.

Marvin and Dan are working on No Alibi plans. The route could overnight at a different town from the start. Next year's Raindrop Rally is in Robert Gobright's hands, with no word yet on plans.

The fabulous and lovely October Friday Niter will be checked out on September 24<sup>th</sup>. The delightful and stimulating route has yet to be determined; the pile of old rallies is being examined.

Nolte passed out yet more sticker sheets from the inventory that fell into his hands. There is still a call for some ostentatious large "snowflakes".

With lots of money in the bank, obtaining some checkpoint trip-line lights was discussed. Roy was volunteered to assemble circuit boards. The subject concluded with decision to get 6 lights.

Along the lines of spending money, car numbers came up. The usual discussion about whether to get

big numbers or "window-size". Eric Horst says he has a few left, and volunteered to prepare an estimate of requirements. The club owns a vinyl printer that can be set up to cut new numbers. That would require Kevin Barrows to interrupt trailer repairs to set up production. Buying numbers from the Canadian source might be cheaper.

President Jeff called for formation of a committee to review and update the RASC Bylaws. Lacking any response, he mumbled that he would look into it himself.

That brought up the subject of 2011 elections. Jim Breazeale volunteered to compile a list of candidates.

A new rally was proposed, to be run in the winter on No Alibi roads. No one seemed to know what conditions are like on those roads in winter. The worker situation would be solved with a "run-work" format.

Eric brought the surplus No Alibi T-shirts and passed them out.

Jerry has more handheld radios than he needs for Alcan. He'll offer them through the club first, then put them up on Craigslist.

The meeting ended at 8:34.

\* **Elections:** The yearly election cycle commenced with appointment of Nomination Committee at the September meeting. This group will present a list of candidates at the October meeting, and the election takes place at the November meeting.

The RASC method is to vote in four members of the Board. The other two members of the six-member Board are the Past-President and the Past-Treasurer.

### **Trivia**

\* Steve Richards took a three-week, 5000-mile trip to most of the Pacific and Mountain states in late September. The idea was to ride some of the classic, old railroads, and he got on 7 of them. They varied quite a bit; he was reintroduced to the soot of a coal-fired engine and narrow-gage tracks that went where not much else goes. And the ride was rough and bumpy.

\* Targa Newfoundland: Ed Millman co-drove for Jack Healy in the BMW again this year. After the agony of a cross-country tow last year, the car traveled by rail, people by air.

The car made enough stages to qualify as a finisher, but went over the finish ramp on a trailer after the exhaust broke (noxious fumes inside despite a roof vent) and an oil fitting inside the cabin allowed oil to soak the driving suits.

\* Cameron Hines is carrying on the family tradition and fiddling with his Audi A6. The latest

mod is a \$50 HID kit that replaces the low-beam H1 with a 3x brighter HID bulb.

### **For Sale/ Wanted**

1987 Subaru RX Coupe GL 3-door 1.8 liter Turbo (EA82T) 5-speed dual-range transmission, Bilstein 40mm coil-over suspension

Starter stage rally car, Rallycross car, or caged TSD driver

Car is SCCA logbooked (expired), caged (needs sill bar added), race seats and belts (expired)

Will be Vintage eligible in two years. Does not pass emissions.

\$3000.00 with a long list of spares INCLUDED

Parts include: "Open Class" motor, complete, running (\$500); 2 stock motors, repairable; 2 motors parts only; 1 motor disassembled; 2 used heads (not tested); spare MAS assembly, intake plumbing; turbo plenum (w/ intercooler); 2 turbo plenum (stock); AWD transmission (3.70:1); roof clip; hood; doors; aero kit (2 complete); some window glass; drive line; front spindles; rear crossmember; rear swaybar; front swaybar; fuel tank, vent and filler; A/C condenser, compressor, HVAC module, HVAC plumbing; power brake assembly; clutch pedal assembly; gauge cluster & speedo for 3.70 ratio and for 3.90 ratio; seats -- 2 driver, 2 passenger, 1 rear bench, 2 rear back; assorted wheels and tires; two complete interior trim; assorted belts and hoses; complete wiring harness and ECU; and assorted brake, temp, & ignition parts.

"Retail" for the parts is \$4090.00

As a package \$2495.00

Buy-it-Now -- included with the car.

\* 1987 Subaru GL wagon

Parts car for above. 5-speed push-button all wheel drive. Nearly everything in the drivetrain will interchange with the RX. Starts; needs battery; probably needs exhaust replaced (parts here). Does not pass emissions.

\$500.00 as is, where is... (\$1.00 if included in above package "Buy-it-Now")

\$900.00 if repaired to running.

Contact: ronsorem (@) gmail (dot) com

\* **2001 Audi Allroad** All the luxury and bells and whistles. Waterpump and timing belt done, negotiate for the studded Hakkas. New low price: ~~\$7200~~, \$6000 more details at [blackholeracing@gmail.com](mailto:blackholeracing@gmail.com) (Jim or Cristy Breazeale)

\* **1968 Valiant** 2 dr. post. 273 V8, original owner with paperwork, manuals. Not a parts car, this is complete. Spare rear axle. Solid car. Located in Duvall. \$1200.00 Sam Baker, 425-788-2004 or contact Roy Ward, [roy.ward@frontier.com](mailto:roy.ward@frontier.com)

### **RASC Calendar**

Rallycrosses not listed, but happening.

#### **Stage in PNW**

Oct. 23: Mt. Hood Rally --Hood River, Oregon

Dec 3-5: Big White Rally and SnowX - Kelowna, BC

#### **British Columbia & Washington TSD**

##### **Oct 8: NWRC Friday Niter by RASC**

Oct 30 -- Midnight TSD, Parksville, Vancouver Island, BC

Nov. 20 -- Totem, British Columbia

**Rainier Auto Sports Club** will meet this coming Monday, October 11, 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 poss, 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:** Elections are pending and the usual glad-handing and campaigning will roar into high gear with just a mere month to go.

High praise and congrats all around to the fabulous team that put together last Friday's wonderful TSD.

There will also be stories and excuses from the busy October 2/3 weekend.

### **2010 Board Members:**

President- Jeff McMillen, [jeff@somepants.com](mailto:jeff@somepants.com)

Vice-President: Steve Richards, [smrdatman@comcast.net](mailto:smrdatman@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: Robert Gobright; [Fundimech@gmail.com](mailto:Fundimech@gmail.com)

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