

Rally News

*** The Rally at Big White, December 3-5th, 2010.**

My rally weekend actually started weeks before the event by getting my 1973 Saab 96 ready. I installed a high compression engine, rebuilt the Webber carburetor and overhauled the running gear. I spent a lot of time and money making sure that the car was reliable.

At six am on Thursday morning I began my journey toward Kelowna. The trip was uneventful apart from several fuel stops and a visit with Steve Perret. In parting, Steve mentioned that he had a trailer and that his son was always up for a road trip. In my naive optimism I dismissed the kind offer as unnecessary. Late afternoon saw me arrive at the Big White ski resort. After an expensive dinner I bumped into Alan Perry and we moved in to our condominium.

I spent Friday tromping through the snow with Alex Schuble. We set up arrows and banner tape. We also cleared several hundred meters of brush from the sides of the stages and cut down ten or fifteen trees. At the end of the day I knew that I had gotten a good work out!

I wish that I had more details about the rally route itself. Alex ended up with all the paperwork in the end. As I remember there were four stages and a spectator ice-x. The event was very compact with short transits. I believe that there were 153km of competitive stages in one day. Alex told me that this event had the least cost per km in Canada.

Saturday morning was cold and clear. Alex Schuble, one of the three co organizers, and I were tasked to run as 000. We started a little late due to the usual pre event chaos. My Saab ran great on its new Hakka C9 snow tires. On the transit between stage one and two a loud grinding noise began to emanate from under the front of the car. This was soon followed by the loss of all forward motion. The left front drive shaft splines had stripped in the hub! Alex called for a sweep vehicle on the VHF. Twenty minutes later a jeep showed up, with no tow hook and instructions to just get us off the road. I was upset because I thought that I could repair the car at service and be back in the rally quick. Alex had to hitchhike back to the resort and pick up his car. We were able to slot back into the rally within an hour.

The rest of the event went well. The airwaves were relatively quite despite a low worker turn out and a last minute switch of rally master. Keith Morison did an excellent job standing in for Paul Westwick. Paul had last minute problems at work that kept him in Vancouver. I was most impressed with the roads. The snow was excellent and the grader operator had done a good job building berms on the outside of the corners. After the rally I noticed that only in the deepest ruts was there any evidence of the dirt below. I was heartbroken that I was not able to enjoy the Saab on those wonderful stages.

Fellow Washingtonians Adam Crane and Don Burris also had problems. Their coolant was frozen on the morning of the rally and then they tore a control arm off later in the day. The Honda crew of Gotlieb and Darrow were kind enough to tow the Toyota home while Adam

drove their Civic. The generosity of the rally community continues to amaze me!

After the finish ceremonies I discovered that the only crew with a functioning welder was Pat Richard's Rocket Rally Team. Pat drove a hard bargain, fifty dollars later I had ten minutes to weld my drive shaft to its hub. After I completed the repair I took a test lap around the parking lot. Unfortunately the weld started to crack. I spent a fitful night worrying about getting home.

The next morning I was able to shanghi Max Vaysburd into giving me a ride to the parking lot. This is one of the problems with the venue. The parking lot is a very long way from the condos. At this point I decided to give Steve a call and put him on alert. It was a great comfort knowing that I would not be stranded! After convincing the Saab to start in the sub zero temperature I got the idea to throw myself on the mercy of the ski lift maintenance mechanics. I limped the car to their shop and received a warm welcome! The mechanics were kind enough to let me use their nice welder and swap my tires while in their heated shop. In exchange I put on an impromptu training session on Caterpillar engines. I left with the promise that I would visit them next year.

My drive home was wonderfully boring! Thanks Steve!

* Less than a year until the 2012 Alcan (Feb. 23>March 2). Ten entries already! <http://www.alcan5000.com/>

Club News

Dan and Louise Comden hosted a great RASC gathering, with a seemingly expert selection of wines and properly cooked turkey. Many thanks for all the hard work!

*** 2011 club officers:**

President, Robert Gobrigh
Vice President, Christy Breazeale
Secretary, Jeff McMillen
Treasurer, Steve Mats Mats
At Large, Marvin Crippen
At Large, Dan Comden

Due to conflicts, the February RASC meeting will be Monday 2/7.

For Sale/ Wanted

1987 Subaru RX Coupe GL 3-door 1.8 liter Turbo (EA82T) 5

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

* 1987 Subaru GL wagon Parts car for above. 5-speed push-button all wheel drive.

Contact: ronsorem (@) gmail (dot) com

* **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

*1960 Bugeye **Sprite project car**. The car is unassembled. Great project to restore or hot rod.

Many \$ spent restoring the sheet metal. New door posts, floors, rear spring pockets, etc. Interior surfaces and engine room in black. Exterior in gray primer.

Three engines. Two 948 cc and one 1275 cc. Numerous spares. Several conversion kits: Rear tube shocks, Panhard rod,

front discs to MGB calipers, dual brake master cylinder, Datsun 210 5-speed adapter plate.

Best offer over \$2500. Bring a trailer!
Ken LIngbloom (360) 733-8897
kslingbloom@comcast.net

RASC Calendar

January 15- Worker Appreciation Party, Oakville Grange Hall

February 12/13 - Thunderbird Rally, British Columbia

Rainier Auto Sports Club will meet this coming Monday, January 10, 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: New year, new Board. The 2011 Rallymasters may throw out some new ideas for the rally season. Due to some conflicts, the February meeting is pulled up a week to the 7th.

2011 Board Members:

President, Robert Gobright
Vice President, Christy Breazeale
Secretary, Jeff McMillen
Treasurer, Steve Mats Mats
At Large, Marvin Crippen
At Large, Dan Comden

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