

# The Wishbone Alley Gazette

March, 2011 *Rainier Auto Sports Club*

## Rally News

\* Volunteer registration is now open at [www.olympusrally.com](http://www.olympusrally.com) <<http://www.olympusrally.com>>

Please go to the volunteer tab (or directly to [www.rallydata.com](http://www.rallydata.com) <<http://www.rallydata.com>>) to register. Remember to put your favorite duty or captain you'd like to work with in the 'comments' section of the registration form and we'll do our best to accommodate your request! Without the dedication of our great volunteers in the PNW, none our rallies could happen! Host hotel will again be the Best Western in Ocean Shores.

A complete listing of hotel accommodations is also on the website. Tentative schedule - Saturday; Brooklyn, Smith Creek & Palix. Sunday will be roads north of Ocean Shores. End-of-Rally banquet will be in Ocean Shores. -Tracy Manspeaker



Marinus / Renee Damm, BMW 325 IX

## 2011 Thunderbird Rally, by Marinus Damm

Friday night was unseasonably warm. My first trip to the car Saturday morning said so; descending the stairs from the second floor balcony at the hotel, I heard the sounds of escaping water in the downspouts. The roof's snow cap was disappearing.

We went to breakfast, early, so as to stay out of the crush later. The short drive to and from the Coldwater Cafe brought out our sunglasses. With temperatures up, I bled off a bit less air from our BMW's tires than I'd planned to – since rocks and potholes now seemed more likely than rivers of snow. By start time, Reid was walking about without a jacket. Our own AlCan-spec coats and pants stayed stuffed in their bags.

At 4:00 p.m. on Saturday, we'd been through three full sections... and no snow. We weren't having much trouble holding the CAST, and we expected others weren't, either. At the Thunderbird, both

Unlimited cars and Historic cars run full computers, which meant that a dozen cars might then share our score. Perhaps even that estimate was low: no less than ten cars carried at least one past winner, and the hungry not-yet-winners with A-boxes filled a half-dozen more. Unless something changed, and quickly, the first day's scores would be shockingly (someone said *unnaturally*) low.

Two things changed.

The first was perfectly predictable. Our GPS, stuck to the dash in front of the co-driver for its occasional hints about hairpins, steadily ticked up in elevation. 900 meters. 1100 meters. 1370 meters. 1604 meters. Climbing, we found snow. But it wasn't widespread, and not too deep, and the roads were not too icy underneath. Some snow was falling, medium-sized flakes out of a concrete sky.

The second thing that changed turned the rally ... into a rout. Within minutes, less than half an hour, certainly, the wind had come up. It pressed on the trees, steady, and firm, and inescapable. It constrained whatever it touched, and captured whatever was loose. Sprigs of evergreens stripped from branches tumbled along the road. The falling snow marshaled into channels, and crashed in wintry rapids. Wherever the ground gave shelter, broad streamlined drifts were forming. Banks of snow in the air, thick as pea soup, moved over us and instantly blotted out our surroundings, then moved on as suddenly as they'd come. Dusk was approaching, though to this point we'd not turned up our lights.



Steve Perret/Kathryn Hansen/Subaru Impreza

We were the second competitor car on the course, and naturally we were monitoring the rally's HAM frequency. Car One called, "Rallymaster stuck", just before we arrived. Along a slight hill, an oblique drift was erasing the road, and the front-wheel-drive Car Zero hadn't made it through. It took a quarter-hour to pull him down, and break trail sufficiently with higher rigs to proceed. During this exercise, the

blizzard got its footing; and thus braced, its power forced us to abandon the section.

Our return to the highway coincided with nightfall. The succeeding transit down to Merritt (for gas before the final section) had the tenor of a full-scale retreat. Perverse mechanical maladies appeared; broken wipers, shorted alternators, flickering taillights, sputtering engines, pulling brakes. Bands of wounded cars limped through the slush and, lower, standing water toward the service station. Some went single-file, and some went three abreast – but since the lane markers were obscured, we drove wherever we could. It was rush hour in Naples.

The organizers kept their senses, though, and were counting noses. Before long everyone was accounted for – but by this time, it was getting late. Kamloops, the overnight stop, was still 80km away, and the storm was coming after us. Rather than send 50 cars southeast again, up toward the lodge of the Snow King, the last section was canceled. Heading for the hotel and banquet spot, we diced with fearless semis and eased past petrified minivans, and made... good time ... to Kamloops.



**Jeff McMillen/Marvin Crippen/Subaru WRX, first on the road**

After dinner, we saw the day's preliminary scores. The low end of the scale was packed. The trail-breaking Forester, with multiple past winner Glenn Wallace driving and R. Dale Kraushaar navigating, had 0 points for the entire day.

Next, a pair of Historic cars each had 1 point — and each of those cars had broken at least once by Saturday night. Another pair, Unlimiteds, including last year's winners, sat at 2. Then FIVE cars at 3 points. And so on... Most couldn't quite wrap their minds around it. "We're only 4 points off the lead!" "Yeah... that's ten places."

Renee noticed one team conspicuous by their absence from the single-digit region. Thunderbird first-timer Larry LeFebvre, driving for past winner Brandon Harer, had 300+ points. "Yep, we went off", admitted Larry. Fair enough; they weren't the only

ones. But Renee saw something else: a certain twinkle in Brandon's eye. We've seen it before.

Thunderbird had 49 cars (wow!). The sheer number of people, combined with our early arrival, and the close proximity of the hotel, meant we had the time and the inclination to work on the restaurant's stock of refreshments – 'til they ran out of beer. Back to the hotel, where rooms on every floor stood open for more hospitality. Most folks were asleep by midnight, though, and up early for Sunday's 8 a.m. start.

The tireless organizers finished scoring overnight, incorporating the time decs that the preliminary scores hadn't. The corrections showed *another* tie existed. Brandon and Larry matched Glenn & R. Dale, point for point. Errr, or no-point for no-point. The loss of Saturday's checkpoints might be blamed — but these experts run so well they might've sailed through even the blizzard cleanly. With just four sections to run on Sunday, only very difficult conditions or gross errors could push these teams apart — if neither occurred, some complex tie-breaking seemed inevitable.

But the roads on Sunday ran lower, and the skies were clear. Some folks went off Sunday, but not the front-runners. T-Bird's last chance to give out big points fell along with a monstrous fir. The tree blocked the road, and the reroute skipped the best (by that I mean worst) part of the final section. In Merritt, the rallymaster reported, with a mix of surprise and accomplishment, that *everyone had finished*. I got the sense that this was a first; in each of the preceding 23 years, at least one DNF occurred.



**Paul Westwick's faithful Celica laid Thunderbird out- its front wheel drive!**

We still had two cars at 0. The leaders, all four of them, are gentlemen and good sports, too. They all seemed a bit embarrassed to argue that they should prevail over a competitor with the same null score. Normal tie breakers fail under this kind of pressure, and the Thunderbird's failed. But I think the right answer was reached.

Time-Speed Distance rallies are contests of precision. The superior team is that which demonstrates greater precision, as measured by a lower score. Alas, these two teams perfected precision. So much so that their skills exceeded the rally's ability to measure them. As odd as it sounds, the Thunderbird's challenges of time, and speed, and distance were insufficient to indicate the superior team.

The organizers, a bit spooked, tried to apply a higher standard of precision to the existing measurements. But once the vessel's empty, once the spirits are exhausted, gazing at its drying walls will not bring forth new insights on the quality of the contents. At best, we measure memories, impressions of that substance that is no more. Once the graduated cylinder of precision is empty, the rally's intrinsic power to anoint the better team has failed. Trying to cleave more and more finely through segments is futile once the kerf is wider than the slice. At that point, you're just making hash.



**Dan Comden/ Hans Adomeit/ Saab 900**

When we can no longer discriminate by precision, we must find another measure. It can't be something internal to the rally; that yardstick's spent. What can take up the task, then, when precision's discrimination is too crude? I'll tell you: it's difficulty on the road.

For instance, suppose a Calculator class car and an Unlimited class car have the \*same\* score on a TSD rally. The teams' precision is equal, by definition: scores are how we measure precision. But which is the superior team? Is it not the team that faced more difficulty, the Calculator car? Their achievement has more substance, does it not? Who will deny that the Calculator team is superior?

What about two teams at the same score, but one's done the job despite a vehicle deficiency? (like two wheel drive; but I digress...)

Or two teams at 0 points — and one team's gone off, but dug themselves out, and get moving again, and despite pounding hearts and sweating brows, blasts through the rest of the section at exactly Car 0 plus their number plus TimeDec minutes?

The point is — for teams which have identical scores — which team had it harder? Doesn't that signify something? Remember, we're already past splitting hairs, these two are tied up tighter'n a constrictor band at steering day.\*

Back to Sunday afternoon... there was a hasty decision on the winner, based on a penalty for use of a time dec — but the steward vetoed that easy answer, as the time dec rules were clear and no penalty was due. Instead, a "more precise" timing method revealed the team that was "cleaner longer" than all other teams, and Larry and Brandon, were crowned as Overall Winners of The Thunderbird.

It's the right answer, according to my "more difficulty on the road" tiebreaker, because they did go off... and yet came back to zero both days.

The Thunderbird is one of the great rallies of our time. Next year is the rally master's Silver Anniversary. Watch for it to be announced in 2012 — and let's make it a sellout of 60 cars.

\* Yes, I'm betting most folks won't get that.



**Dan Comden/ Hans Adomeit/ Saab 900**

### The 40th Thunderbird Rally 2011

Ron Sorem © 2/14/2011

Merritt - Kamloops - Merritt. February 12 & 13, 2011. Rallymaster Paul Westwick and the West Coast Rally Association presented the 40th Thunderbird.

Forty nine teams left Merritt, in mild temperatures, west onto the freeway to Coldwater and the first TSD section. "Kane Valley" began with bare pavement, then bare gravel and slush, to ten kilometers. From Voght Valley another 6km or so of snow, then gravel/slush to 28km for the long hairpin left, dropping, twisting, to the end of section at Hwy 97C. A prediction of the level of competition: Eight zeroes in the first ten cars -- it would get worse...

About half the checkpoint crews took a shortcut bypassing "Kentucky-Alleyne". This section features

easy sweepers, and shallow rise and fall, for 10km, then into the camp area between the namesake lakes, very slow and quiet, to open into a couple of surprising corners, dropping on Bates Road to the valley. 4km from Hwy 5A, speeds increase. In past runs through here, the moose claimed right-of-way.

A very short transit, then "Otter Valley" Regularity. This wide backroad to Coalmont began with slush, snowing, and diminished visibility. 10km into the section a bit of freezing rain, a bit more gravel showing, but still "may be slippery". At 17.1km a radio call from Car 1: "Snowmobiles on the road", and again at 48km. Whether snow machine related or not, one team "stuffed it" at 17.33 to be tugged out by Sweep, and able to continue unscathed. Checking the checkpoint log again: Nine zeroes in the first ten cars, and a total of 29 "winter" zeroes in 49 cars, including 14 absolute zero.

Into Princeton for a break, then a 45km transit along the Kettle Valley Railway to a serious test of traction for the 18 Subaru, 4 BMWix, and a few other 4wd/AWD. A bit more serious for the 2wd cars. "Pitin Lake" Regularity follows Trout Creek FSR on snowpack with great views (if you dare) to an acute left onto Peachland Main. In the Headwaters Lakes area, snow began falling in earnest, with high winds and a "light" blizzard. At 38km the road narrows a bit, speeds are reduced, and again at 39km, then a bit challenging at 49km for "Caution! Hard Right", "Caution! Hairpin L" and "Caution! Hairpin R". For the last half of the field, this last HPR was marked by a competitor -- later a quick tug from Sweep and they too continued. At 45km the corners were getting very slippery and by 50km the snow drifts were filling in the tire tracks almost immediately.

Transit, under the freeway at Sunset Interchange, and "Pattison Lake" Regularity became the Saturday Night Gong Show. Fresh, un-traveled deep snow, manageable under normal conditions, had accumulated in DEEP drifts at about 8.8km. First car, (course opening 2wd) was stuck, then extracted by competitors. Back up, get a better (faster) run at it, break through and forge ahead. The high clearance Forester (Car 3) was now leading the charge on the radio -- "clearing up a bit here". By this time the decision was made to scrub the section and hold for a regroup in Merritt. "Most" of the rally got the word and bypassed via Hwy 97C West. Still on the Regularity, radio reports of "improving", then cautions for 12.56, 13.91, 14.00, and 16.5km. Opening speed of 50km/h wasn't happening, and after "improving", even the 65km/h was imprudent under these conditions. The last six km out to the highway were uneventful.

Now... About Hwy 97C. It's 110km/h -- not this night! Heavy snow, ping-pong ball flakes. High

winds, very poor visibility and MAYBE 50km/h in most sections. Weather was clearing for the top of Princeton Cut-off Stage (no takers) and Merritt lights, bright in the valley.



**Eric Horst / Stephen Mats Mats in the "loaner" '83 Quattro**

With the delays on Pattison and the Elkhart transit, the regroup in Merritt led to a transit to the finish -- for 48 rally cars and 8 staff -- one rally crew "didn't get the memo" and ran the rest of Day One, out into nowhere, in a blizzard, with "us" (Max Vaysburd driving his Sube RS, Ron 'co-driving'-ed) trying to catch them, to either turn around, or take a main highway shortcut via Logan Lake. No such luck. At first, three staff headed toward "Tunkwa Lake". One crew determined they were redundant and dinner seemed a better choice. The Rallymaster continued in radio contact to Logan Lake, then left for Kamloops to proceed with scoring. This aborted Tunkwa Lake Regularity was beautiful, with fresh ankle-deep snow, blowing and drifting 15km into the section, and only three, then two, then one set of tracks ahead of us. Cresting the ridge, the "Gold Country Loop" drops toward Savona on Hwy 1. The snow cleared away to bare and wet, good gravel, an icy turn-in for Haywood Farmer road, then dry wide smooth for 6km. An icy, snow covered acute right onto Guichon Creek FSR, was a road less traveled. Ankle deep again, over frozen ruts that don't match our cars. Downhill, still 50km/h (a bit optimistic). A troubling 3km to slower speed (still too high) then the wet snow clears to reveal icy gravel, a sharp left turn not in the book, and one set of tracks exploring the sage covered berm, then back onto the road. We would learn later that night that the tracks belonged to the "missing" team -- now at dinner in Kamloops, having completed the "entire" first day.

Saturday night's preliminary scores saw Cars 3 & 6 with 0; Cars 4 & 8 with 1; Cars 1 & 2 with 2; and Cars 5, 7, 9, & 19 with 3...

Day Two ran north then east of Kamloops, along Paul Lake, Pinantan Lake, dropping slowly, then sharply, to Shuswap Road, overlooking the Thompson River. North along the plateau to a steep climb through snowy gravel hairpins to top out in

the Loakin Creek Valley. Smooth and wide now, on compact snow, six more km until road narrows. Four more to a twisting descent past another checkpoint. Three km before the end now, very twisty and narrow (not in the routebook) then a slower, more meandering drop to Adams River.

A 7-km transit provides views of the ferry, and the big log rafts on Adams Lake.

"Adams Lake" Regularity has a calm start, with wet gravel, turning quickly to icy for the big hairpin, and by 10km, teams are on compact snow. A checkpoint "hiding in plain sight" gave crews a smile.

Agate Bay to Barriere transit should have been a relaxing 36km for a quick break before continuing across the North Thompson River and west to Westsyde. Half a km from the highway, "Westsyde" Regularity begins a short climb along Fishtrap Mountain, then overlooking the Thompson, including a couple of surprise corners with exposures, past the McLure cable ferry.

Transiting now, passing other Thunderbird favorites of "Jamieson Creel\k" and "O'Connor Lake", south to Kamloops, crossing to Hwy 1 then off at Dallas to follow Barnhartvale to Robbins Creek.

"Robbins Range" Regularity had a minor problem. 7.51km into the section, a power-pole-sized tree blocked the icy road.



**The picture can't show that the road surface is almost too icy to walk on**

A shortcut was devised, the rally re-routed and Campbell Creek would be the final 20km test. No moose on Robbins as sighted for checkout, only lots of cattle, on their side of the fences, one wrangler (with camo- dozer cap, not a Stetson) and mud over ice at 34km, rocks -- don't cut -- at 37km, hard right, drops, exposure at 38.5 (not in the book).

74 km on Hwy 5A to Boston Pizza in Merritt. Congratulations and condolences to the ties. Very close competition, with all 49 cars and all the staff finishing.

After several layers of tie-breakers, First to Larry Le Febvre and Brandon Harer from Oregon with "0" in the BMW 325ix.



**LeFebvre/Harer/BMW 325 IX were declared winners after controversial tie-breaker- with zeros!**

Second Overall went to Glenn Wallace (WA) and R.Dale Kraushaar (AZ), also with "0" in their Subaru Forester XT. Third Unlimited to Marinus and Renee Damm from Oregon with "3" in another BMW325ix.

Four other cars finished with "3", including Third Overall, First Historic, Gary Webb (AZ) and Marc Goldfarb (NH) in their 1982 Toyota Celica GT, winning the tie-breaker over Satch Carlson (CA) and Russ Kraushaar (WA) in the venerable 1969 Saab Sonnet II V4. Third Historic to Ryan Oliver and Jack Bensley of BC with "5" in their 1970 Volvo 144S. First Calculator and Eleventh Overall to James and Cynthia Allison from Alberta with "11". First Novice at "43" to fellow Albertans Stephen Davidson and Scott Laubenstein.



**First Paper (SOP) to Steve Perret and Kathryn Hansen from Washington.**

Complete results, photos, stories, and Thunderbird home at [www.rallybc.com](http://www.rallybc.com)

Stats: 14 scored controls each day=28. The last Saturday TSD was scrubbed, and half of the last one on Sunday. Entrant breakdown: OR-4, WA-8, AZ & CA -1 each, AB-10, BC- 24, and 1 from SK. -MN

**Photos from: Ron Sorem and Jim Breazeale**

\* The Pacific Coast Challenge series (PCC) has proposed No Alibi, The Road Not Taken, Totem, and Monster's Revenge for 2011.

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

### **Club News**

#### **\* February meeting notes:**

Treasurer's Report: We now have \$5760.03; still in the old bank. Insurance bill is usually paid in March. Dues are due. (The newsletter editor passed over twenty-five dollars, cash)

NWRC Report: No representative at the NWRC annual meeting. Fortunately the dates for the RASC events were known, so the crippled gathering did as best it could. Last year's representative ignored the advance notice. RASC needed a new NWRC rep. Jim Breazeale volunteered (cheers!).

Rally reports: 2011 Friday Nighter: Dan Comden and Eric Horst will be in charge of the October Friday Nighter. Talk of re-running the 2010 event until everyone gets it right.

No Alibi: Dan Comden is rallymaster. Trying to get hotels settled this month. Survey run March /April. Start at Moses Lake. Overnight in Lewiston/Clarkston. Discussion of roads followed, including the famous "Serpentine Road" that used to be the northbound highway.

Raindrop: Robert (the RM) and Ron did some survey work on Tuesday. It was productive, although a couple of gravel roads beckoned. Question came up during the survey. When was it decided to be paved only? Why? More discussion about the roots of the event.

Old Business: Checkpoint lights: Get the parts to Roy ASAP so he can build (for Raindrop?)

Sno-Fest: No movement. Discussion may happen at Thunderbird.

New Business: Nor'Wester: An idea from Roy Ward. Would be fun to run the route for the 97 Nor'Wester. Into Oregon and Idaho and back. Robert says it is a wonderful route. Is there a feeling that the club could put on another event? Roy says he can make it happen.

Robert asked about updating the Roster. Website is incomplete and wrong. Who is in charge of website? Eric and Marvin. Update the call signs and etc. Discussion of whether such registration/ renewal should be web based or part of newsletter.

Can we put the mailing address and contact info on the website? Short comments about web security, etc.

What about business cards / contact info for the club? Pass the info out to people? Steve Richards volunteered that he printed his own when rallymastering a Raindrop.

Announcements: Jim Breazeale is turning scrap airplane material into lapboards. Will give away a lapboard at Thunderbird. Get people interested?

*\*"Hi Mark,*

*Could you please put a note in the WAG requesting that members update their contact information.*

*Thanks, Robert."*

### **TRIVIA**

\* Lost a few "old timers" so far on 2011. Frank Manley was an original NW SCCA member, back when "sports car" was a new concept. A racer at heart, he was doing background duties when the SCCA banner was tied to rallies. Ray Damitio was drawn into rally via his dealerships, then as a competitor, then as organizer. A feat unlikely to be matched: he pursued the commissioners of 3 (three!) counties to close roads so the Brooklyn Stage could happen.

Joe Andreni filled administrative jobs when he wasn't competing in the Midwest, although the best stories come out of his Michigan adventures. Well, Ohio is a debatable second.

### **For Sale/Wanted**

\*Nokian Hakkapelliita 185/65R15 13/32 new, have 9/32 now and good studs, on dual pattern steel snow wheels 5on100(Subaru/Chrysler)/5on115(GM) --- 4 for \$250  
[ronsorem@gmail.com](mailto:ronsorem@gmail.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 LIngblom (360) 733-8897

[kslingblom@comcast.net](mailto:kslingblom@comcast.net)

\*For sale: 1997 Subaru Impreza with a newer 2.2 ltr. engine with only 60k on it. Very good condition, in fabulous teal green. \$2500 Co-worker at Glasair. Email Jim at [Blackholeracing@gmail.com](mailto:Blackholeracing@gmail.com) for more details.

\*Microsoft "Office 98" for Macintosh, Upgrade Gold Edition, still in shrinkwrap! \$200. Mark Nolte, [mnohte@blarg.net](mailto:mnohte@blarg.net).

\* **15" wheels**, steel, fits Subaru OBS. Bolt pattern is 11mm (Subaru) and 112mm (fits ?). Black \$40 for both, \$25 each. Steve Richards, 425-337-0232 (Everett)

**RASC Calendar** (The WAG staff includes TSD's and stage events; no rallycrosses, hillclimbs, Solo's, races, and restricts to somewhat reasonable driving distances)

**Events of interest**

Mar 12 - Mike and Key Hamfest, 9AM, Puyallup Fair Grounds, \$8 (*you'll only find it in this editor's list*)  
April 16 - Spring Rally, Columbia Gorge MGA Club, Portland  
Apr 23- 30th La Conner Tulip Daffodil Rallye, MGCC, gimmick rally  
April 24-28 - Amici americani della Mille Miglia Pre-'57, 1000 miles, Northern California  
April 29 - Spring Thaw Classic Car Adventure, Hope, BC to Squamish  
April 30-May 7- One Lap of America, Indiana  
Jun 26 - Columbia Gorge Classic Rally & Tour, MGA club, Portland  
July 28-31- Monte Shelton Northwest Classic Rally XXIII, Portland  
Sept 10-17 - Targa Newfoundland, St. John's, NF

**Washington and British Columbia**

March 11 – Friday Niter by NWRC  
April 8 – NWRC Friday Niter by ORCA  
**April 17- Raindrop TSD by RASC**  
May 13 –NWRC Friday Niter by FOOTZ  
June 10 –NWRC Friday Niter by ORCA  
**June 4-5 – No Alibi by RASC**  
July 8 – NWRC Friday Niter by PSRC  
July 16- Sno-Git VII TSD by ORCA  
July 23 - Gold Digger, B.C.

August 12 –NWRC Friday Niter by ORCA  
September 9 –NWRC Friday Niter by PSRC  
October 1- Night on Bald Mountain by ORCA  
**October 14– NWRC Friday Niter by RASC**  
October 29- Monster's Revenge by Chuckanut SCC  
November 11– NWRC Friday Niter by ORCA

**Oregon TSD**

Apr 1- April Friday Niter Road Rally, Milwaukie  
May 6- May Friday Night Road Rally, Milwaukie  
June 10- June Friday Night Road Rally, Milwaukie  
June 11 - Oregon 500/500 "2-day beater tour"  
July 1- July Friday Night Road Rally, Milwaukie  
July 23 - Mountains to the Sea, CascadeSCC  
Aug 5 - August Friday Night Road Rally, Milwaukie  
Aug 13 - The Road Not Taken, by TRRG, McMinnville  
Sept 9- September Friday Night Road Rally, Milwaukie  
Sept.10 - Rally Against Parkinson's (Rally Round PIR), Portland  
Oct 7 - October Friday Night Road Rally, Milwaukie

**Stage** (*Dates not firm: Hood River*)

March 18 - DooWops CANCELLED  
April 30-May 1- Olympus, RA/PRG, Ocean Shores  
May 13-15 - Oregon Trail, RA/ORG, Portland/Dalles  
June 10-11- Mountain Trials, Merritt, B.C.  
Jun 18-19 - Idaho Rally, USRC/CRS, Boise  
Aug 6 - Mendocino Rally, CRS, Ukiah, CA  
Sept 30-Oct 1- Pacific Forest Rally, CARS Nat'l, Merritt, B.C.

**Rainier Auto Sports Club** will meet this coming Monday, March 14, 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 *usually* the second Monday of each month. Past Members, visitors, and spectators are welcomed.

*Agenda:* Membership dues remain \$30 for family and \$25 for single. Checks gladly accepted at meetings or by mail. Don't send cash in the mail.

Raindrop planning, Thunderbird stories. Maybe some more ruminating about Time Declarations.


**2011 Board Members:**

President, Robert Gobright, Fundimech@gmail.com  
Vice President, Cristy Breazeale, blackholeracing@yahoo.com  
Secretary, Jeff McMillen, jeff@somepants.com  
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