

The Wishbone Alley Gazette

June, 2012 *Rainier Auto Sports Club*

Rally News

* No Alibi (June 2-3) Now we know a lot more about the Tri-Cities area in SE Washington. Vast tracts of crop fields (mostly wheat) on hills that roll on and on, then end with dramatic drops (this followed climbs) into populated valleys.



Pronghorn are a feature of No Alibi

Rallymaster Dan Comden and Routmeister Marvin Crippen crafted the two days into 488 miles, split 50/50 between TSDs and Transits. The 44 checkpoints on Saturday, 37 on Sunday average out to one timing point on average every 3.4 miles/ 5:20 minutes each day. And 81 checkpoints are awesome. "On time-all-the-time" takes on serious import.

All these CP's were cleverly achieved by splitting 4 of the 10 crews, variously called "dropping" and "dumping" the right side member off in a field, promising to come back, and continuing on to work a checkpoint 3 miles further. A splendid timing mark with no parking for a car got utilized.



Jim Breazeale hid in a wheat field to time cars.

Marvin and Jessica timed 2 CP's a half-mile apart from high on Emigrant Hill, too.

The route on Saturday crossed the Columbia River in the Tri-Cities (Richland, West Richland, Pasco, Kennewick), took in meandering wheat field roads north of Touchet before serious hill climbing over the hills east of the Wallula Gap to a break in Pendleton, Oregon. TSD sections 9 and 11 took in the scenery SE and SW of Pendleton, then the rally headed north back over the hills.

TSD sections 14 (29 mi.) and 16 (24 mi.) were separated by a 2-mile transit. That section wiggled between the mammoth wind turbine towers and views of most of SE Washington before a 27-mile transit to end the day at 6:30 pm.

Sunday went west to the Horse Heaven Hills, transited north to the Rattlesnake Hills, then back south via Prosser for a last look at the Horse Heaven Hills sagebrush to finish in downtown Kennewick at a city park. About the same time that the pulled pork, salad, and cookies were consumed, the scores were posted. After an error or two got corrected (Marvin and Jessica were inputting scores on some rough roads!), the coveted trophies were handed out.



Ben Thompson/Eric Hobbs won Equipped class, 7th overall. 129 points.

The entrants were unscathed. One rental car was swapped on Saturday afternoon, and there was the expected peering under hoods and under cars. Only one tire surrendered to the nicely graveled surfaces.



#19 Sheldon Coles/Kim Dineson tries to stay at CAST with the ridgeline view offering distractions

*** No Alibi 2012 - The Year We Scare Oregon- by Dan Comden**

Kennewick was No Alibi 2012's launch point. And overnight. And finish. It's not that much further to drive than Moses Lake, and is actually nearer for competitors driving in from Portland. Turnout was on the low side, most likely due to gas prices and another fine Rainier event scheduled for later this year. We ended up with 24 cars starting on Saturday morning. Three no-shows from the original registration list were balanced by one Friday night entry.

Marvin, Marinus, Renee and I had spent a lot of hours finding new roads, devious checkpoint locations, and convenient rest stops for bio-breaks. I'd estimate that more than 90% of the route was new for the event. We reused one part of Dodd road on the first section Saturday morning, and a bit of Ward Gap and other roads in the Horse Heaven Hills. Everything else, including five TSD sections in Oregon was a fresh sight to any previous No Alibi entrants.

And I have to say, our crew did a pretty good job in our route finding. Feedback on the roads was uniformly positive. We had some incredible views, including a section in the Blue Mountains on the old Emigrant Highway, where Marvin and Jessica were able to time to two different marks from a single location. We provided a five-minute vista break at the Stateline Wind Facility, where those who took the time to get out of their vehicles could watch and listen to the turbines spinning down, repositioning, and starting up again. On Sunday, a turn down Franks Road in the Rattlesnake Hills was marked with a Dead End sign but we discovered a gem of a road named Pearl that was tight, curvy and a lot of fun.

The Washington towns of Touchet and Prosser were used for breaks, and Stanfield and Pendleton in Oregon served the same purpose. Our Saturday lunch break in Pendleton afforded a variety of meal options, which meant we did not have the bottleneck at a small town Subway market like we did last year. We did not find out about the classic car show in Pendleton that was happening when we went through until after the checkout run, but we'll keep it in mind for an extra break opportunity in the future.

Putting on No Alibi is definitely a team effort, and key team member Marvin did another stellar job of creating the routebook, the measurement calculations, worker instructions and of course scoring. He says he's retiring from that position and with that in mind, Marinus served in the apprentice role this year and means to take over as Routemaster next year. Many thanks to all the time Marvin has put in over the last seven years and I'm pretty sure we won't let him get too far away.



Note the Alcan signage on #11, Steve Perret/Kathryn Hansen. Club members get to run our rallies.



Note the Alcan logo on Brian Cary/Julie Guthrie Volvo. They were #18 then, too

Of course the Rainier membership makes up a key part of the No Alibi team, providing feedback on the route with checkout crews, route book assembly, registration, the web site, and of course working the many checkpoints. Speaking of which, we broke last year's record of 69 controls. Shattered it, actually. 81 controls were worked and scored this year, thanks to the willingness of some crews to split up in a section and work two different locations from one car. We had additional help from other rally lovers from Washington and Oregon. If anything, we had a surplus of crews and I had to turn some volunteers away. Not many events can boast that!

Our event finish was in Keewaydin Park in downtown Kennewick. Catered BBQ was a great finish to the day and we'll definitely use The Grillmaster when we return. I think folks may be ready to reconsider the "fancy" Saturday evening meal and would be willing to tone it down a bit next year. Certainly we will be able to take it easier on the budget by avoiding a hotel-hosted meal. I have to come up with some system during registration to ensure that we don't end up paying for people's meals who don't show up. Ideas are welcome.

Congratulations to the overall winners, Satch Carlson and Russ Kraushaar in the '69 Saab Sonett. They easily captured first place and left scads of AWD cars to fight for other podium positions.



**51 pts over 487 miles of rally, 81 checkpoints!
Satch Carlson/Russ Kraushaar in the winning Saab
Sonett**

Complete results are on the RASC web site.

I can't thank the workers enough for making No Alibi continue to be a successful event:

- Marvin Crippen - Routemaster, scoring, worker wrangling, checkpoints, routebook descriptions
- Eric Horst - Registrar, checkout, checkpoints, routebook assembly
- Marinus Damm - route survey, checkpoints
- Renee Damm - route survey, checkpoints
- Hans Adomeit - checkout, routebook assembly
- Ed Rachner - checkout
- Steve Richards - checkout and checkpoints
- Jim and Cristy Breazeale - checkpoints
- Dick Bryant - checkpoints
- Kevin Tower - checkpoints
- Jessica Fleenor - checkpoints and scoring
- Vanessa and Jason Stokes - checkpoints
- Neil Jensen - co-advance, MTC
- Ken and Sue Lingbloom - checkpoints
- Mark Nolte and Sally DeVore - checkpoints
- Nicole Nuber and Misty - checkpoints
- Ron Sorem - checkpoints



**225 seconds error over two days captured the
Seat-of-Pants class trophy for Scott Margerum/Jeff
DeLong in #7**

*** No Alibi 2012 -View from the timing line by
Steve Richards**

After having competed in every No Alibi since 2001, I thought it was time to work the event. Besides, I have heard that the workers get as much enjoyment out of No Alibi as the competitors and I can now verify that to be true.

On May 19-20, Ed Rachner and I checked out the entire event and in addition to checking mileage at all action points, accuracy of turn and alpine instructions, and clarity of written instructions, we also verified the mileage and location of approximately 125 possible checkpoint locations. Of course only about 60% of these would ultimately be used.

For working the event I asked for the help of an old friend named Dick Bryant, whom I met while working at Boeing in the late '60s and who rallied briefly during that time period. During dinner Friday evening at 3 Margaritas, we ran into Don Gibson with whom Dick actually competed once or twice in the "old" days.

Our first control on Saturday, 2F, was uneventful. We were parked on the right about 50 yards off the road on a primitive path with a straight-on view to the timing line. Ralliests could see us about 1/10 mile before the timing line so there were no surprises – no excitement.

CP7E at mile 12.00 was another story. We were located down low off the second of two tight 90 degree turns, right followed by a very short straight then left, with a cast of 44. We saw some great slides all beginning with Lee Sorensen's continuous opposite lock – weight transfer slide through the turn series. We expected to get sprayed with gravel at some point but I think we were far enough away from the corner apex and, after all, these are not pro cars, so we came away unscathed.

Both CPs 11A and 16A were within .70 mile from the section start so the scores were low and there were no heroics. The drive out through section 16 was spectacular with the wide-open vistas and the proximity of the windmill generators.

Our first checkpoint on Sunday was 21K in the Rattlesnake Mountain section, mile 20.75. We were pretty well hidden behind some sage and most cars came through without problem, however, at least one car (#25) later commented about being held up by an irate farmer on the "Dead End" road (mile 8.5) who was concerned about all the traffic on "his" road.

CP31C at mile 11.05 on Cemetery Road was timed to the last fence post surrounding the cemetery and the land around being wide open, there was nowhere to hide. I estimated that we could be seen for at least a mile. But it was a pleasant spot to sit and the wind was blowing the dust in the opposite direction.

We had a great time, the food was good (and free) and it is always good to see old friends and meet new ones.



Jay Shukla/Hope Meinert took glory (at 1029 points) for the Novice class

More rally news

* Paul Eklund wrote a one-page story about the Alcan, appearing in Grassroots Motorsports magazine.

* Planning proceeds with the September 21-23, Olympus. Maps of usable Green Diamond roads were a good start.

* Merritt, British Columbia will be quiet on June 15-16 after Mountain Trials stage rally was cancelled on June 6. The roads were still in deep snow cover when planning should have been moving along. Rallymaster Paul Westwick cracked ribs while doing scoring at a rally and has been somewhat slowed.

* The Nor'Wester planning is moving along. When some of the chosen roads appeared on No Alibi, consideration to given to some "new" routes.

Club News

*May meeting notes, by MN - The April Minutes were read by Secretary Horst precisely as we all recalled it had happened. Treasurer Cristy (no "h") pointed out that the \$5000 in the bank was fattened by No Alibi entry fees and was going to plummet as the bills got paid. The NWRC refunded fees for the cancelled Raindrop rally.

Rally Reports: The 2014 summer Alcan is a long way off. Jerry has entrants, however.

President Crippen broached the subject of 2013 Raindrop followed by silence. Well, Jim Breazeale volunteered to change the date and dust off the trophies he made. Eric chairs our November Friday Niter. He's "thinking about it".

Nor'Wester has 18 entrants so far. Ron says he has written the odometer section, with the rest coming along. He asked if motorcycles should be allowed, and it was agreed that it wasn't a good idea unless they brought along their own support vehicle(s).

No Alibi reported 22 entries, and plenty of workers. The all-important Saturday dinner was squared away and Sunday's Finish BBQ was arranged.

Announcements: The President wants to be added to the bank account, although getting everyone to the BECU branch may be a major logistics challenge. Tom Palidar is going through chemotherapy, with various ways to contact him.

Meeting concluded at 8:06.

Trivia

* Jim and Cristy (no "h") Breazeale got a '92 Ford Ranger with a bum engine AND a serviceable motor. The project awaits some time for shade tree motor swapping.

* The Hines' vacate the Juanita house about June 16, move to Las Vegas, then have a new house (with pool!) that they hope to own by the 26th. Cameron has the summer off from Arizona State, but may look forward to the calmness of school by time this is over.

*Max Vaysburd got married Canya on June 2.

For Sale/Wanted

*HT 2-channel radios, used for Alcans, \$80 inc batteries/charger. Many available. Also **mobile Kenwoods** for \$100. Jerry Hines, cell 206-227-6343

* **1991 Subaru Legacy Sport Sedan 2.2 Turbo 5-speed**

Sale will support a new build with cage. Car has all the wiring for lots of auxiliary lighting (lights vary and one set will be included); HAM and Business radios (radios not included); wiring and senders for rally computer (computer not included); includes 6 studded Hakkas on rims, 6 Silverstone gravels on rims, and 4 street tires on the car. Includes Primitive Enterprises underbody armor for engine and the LSD rear differential. There is a long list of spares that are negotiable, including drivetrain and hood and trunk.

This is a turnkey rally car NO CAGE. Serious inquiries at \$4000. Email ronsorem (at) gmail.com

* **4 Nokian WR radial tires, size 225/60-16.**

Approximately 70% tread left. Very sticky, very quiet, and remarkably low rolling resistance. Never pummeled on rally roads. Excellent in snow. Paid \$180 apiece originally, sell all 4 for \$100. I took these off because I didn't want to hammer them on No Alibi roads. The cheap tires lasted longer than I expected. So now the Nokians are taking up space. Roy Ward, 425-485-6225, roy.ward@frontier.com.



RASC Calendar

* Make your plans:

July 27-Aug 12 - The London Summer Olympics

Aug 27- 30 - Republican National Convention

Sept 3-7 - Democratic National Convention

Washington & British Columbia TSD

July 13 - NWRC Friday Niter by NWRC

July 21 - SnoGit 9 by ORCA

Aug 10 - NWRC Friday Niter by ORCA

Sept 14 - NWRC Friday Niter by PSRC

September 15>16 - Nor'Wester (Lewiston)

Oct 12 - NWRC Friday Niter by ORCA

Nov 9 - NWRC Friday Niter by RASC, Bellevue

Oregon TSD

July 6 - Friday Night Series, Milwaukie

Aug 3 - Friday Niter Series, Milwaukie

Aug 11 - Mountains to the Sea, Portland

Sept 8 - Rally Against Parkinson's, Portland

Sept 14 - Friday Niter Series, Milwaukie

Oct 5 - Friday Niter Series, Milwaukie

Oct 6 - Oregon 1000, Wilsonville

Stage events in Pacific NW

June 9>10 - Idaho Rally, Boise, ID

June 15>16 - Mountain Trials, B.C

September 21-23 - Olympus, Shelton

June 29-July 1 - PRIMITIVE RALLY SCHOOL

Registration cost is still \$375 if paid by check by June 8



Most rally drivers were focusing on staying on CAST when they saw Sally DeVore alongside the road with her camera. Zachary Jackson was hanging out the window. We never asked why.

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

Agenda: No Alibi is over and done with for the year. There are yet some stories to tell. Congrats to the two retiring "honchos" (Dan and Marvin) for another well-done event.

Jerry has yet more door prizes he found while clearing out the house-on-the-hill.

2012 Board Members:

President: Marvin Crippen, mandos@gmail.com

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

Secretary, Eric Horst - erich@quavy.com

Treasurer, Cristy Breazeale, 360-318-3320

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At Large, Steve Mats Mats, willey@selby.com

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Contributions and paid/unpaid advertisements eagerly sought: e-mail: mnolte@blarg.net

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