

The Comdens are again hosting the RASC Christmas party. It is Saturday, December 15 at 3pm.

We'll supply the smoked turkey and some side dishes and appys. Beer and wine as well. Anything else you would like to share is welcome.

Please RSVP via email:  
[dcomden@gmail.com](mailto:dcomden@gmail.com)

Dan and Louise Comden  
20327 42nd Ave NE  
Lake Forest Park  
Directions available upon request

### Rally News

\* Sad news- Word arrived on December 2 that Tom Palidar succumbed to his cancer problems. The rally community is poorer for his passing.

For a little less than two decades, he was a promoter of rallysport. When RASC moved away from stage rally, he gathered his own worker corps. He mentored newbie TSD participants, tracking their successes via the Friday Niter Novice championship.

He and son Brian showed up at a few stage rallies in their RX7. When funding ran short for that expensive aspect, Tom was justly famous for volunteering sandwiches from his well-stocked vanagon. Not just the volunteers of his team, but also the officials who made it a point to visit.

His monthly reminders of the upcoming TSD rallies were the product of sometimes gentle prodding of the rallymasters. Followed by more prodding to obtain the results of those events so he could track participation on his spreadsheet.

Tom was a member of the Torque Steerers club.

\* Friday Niter (November 9, 2012) by Rallymaster Eric Horst

Entitled "End of the Line". We attempted to recycle an old rally from the late 90's and on measuring the course three weeks before the event, two key roads were found closed. We wrote adjustments trying to make it work but ultimately decided it was just not right. A new route was created from scratch in the span of a couple days and quickly measured before checkout.

The odometer check transit departed Eastgate Park and Ride, followed I-90 West, I-405 South, 167 South to the Willis St exit and quiet 74th Ave. The rally got going south on Green River Road after a detour around yet another closed road. First checkpoint was near the south end of Green River

Road. Leg two headed up over the hill on 304th past Pacific Raceways, out the back way to Covington-Sawyer Road and a dip down into a second checkpoint at the end of 196th. Leg three turned south around the East side of Lake Morton and arrived at Auburn-Black Diamond Road. South to Lake Holm Road, Lake Moneysmith Road, a couple loops on Auburn-Blackdiamond, Lake Holm and 148th Way to a final checkpoint Southbound on 147th.

Overall the route was 59.632 miles and 2:02. There were 16 competitors, 16 finishers.

(This rally even had real, metal dash plaques! - MN)

Thanks to the RASC workers:

\*Totem Rally 2012 by Ron Sorem ©

November 17 & 18, 2012. Cache Creek – 100 Mile House – Cache Creek British Columbia

The West Coast Rally Association presented the 2012 Totem Rally, their "early winter" version of back roads excitement, with Rally Master Paul Westwick piecing together a route that would challenge all levels of competition -- Master to Novice, all-wheel-drive to two-wheel-drive, 1970 to 2012, snow to ice to slimy deep mud. The late autumn weather played a part as well. Snow was the preferred outcome, however freezing rain was the norm, driven by high winds. Totem 2012 was the final round of the BC TSD Rally Championship and of the Pacific Coast Challenge Rally Championship (TSD rallies in BC, WA, and OR).



**Davenport/Crippen/BMW 325ix**

Day One began northward from the Bear's Claw Lodge headquarters, where tech inspection and registration had been accomplished in the cold Friday night air for all but a couple of the teams, who arrived early Saturday. A Novice seminar was also presented Friday night to prepare newcomers on navigation calculations and route following. I should note that "Novices" in BC are in "calculator" class and are VERY well prepared. Twenty-seven teams would follow Highway 97 North for the Odo

Check, before turning west onto Meadow Lake Road. A “top off your tank” instruction in Clinton addressed another 8 checkpoint crews (so as to skip the gas stop later). The first Regularity section (TSD) followed Meadow Lake on a smooth gravel roadbed with a hint of snow on the shoulders. 26.54km later, with no route changes, the TSD section is over, having passed only two checkpoints. One car would zero the entire section (no points late or early), the 1985 Saab 900 of Bill Walsh and Hans Adomeit from Seattle.



**Walsh/Adomeit in the Comden Saab 900 on ice**

Big Bar Lake TSD covered 59.14km on a southerly route returning to Hwy 97 with four checkpoints along the winding road. A photo op along the route spanned a land-bridge separating two beaver lakes, with otter tracks in abundance on the ice, and a frozen waterfall between the two, under bright sunny skies. Slow, passing the big working ranch and namesake lake, then continuing on the gentle rise and fall at 72km/h (44.7mph). Again, only one car zeroed the section, again “Historic class”, the 1983 Audi Quattro of Eric Horst and Stephen Mats Mats from Seattle. A trend? We shall see...



**Horst/Mats Mats in the Damm's Quattro**

Fuel in Clinton -- enough for three sections before the next stop -- then toward Kelly Lake, for the northbound Jesmond TSD. Three checkpoints along the route, with a glimpse of Circle H resort, Echo Valley guest ranch, and Big Bar guest ranch before returning to familiar roads for the next section. Road conditions, or driver confidence prevailed and seven cars cleaned the TSD with no points.

A brief transit back to near where section two began. Running north now, 44.59km Poison Lake

TSD meandered through mud, ice, and snow past only one checkpoint, before turning northwest onto Canoe Creek Road toward the Fraser Canyon and Gang Ranch. The route has a narrow gorge, several hairpins, and big exposures above the Fraser River. At 28.83km “Caution !! 90 R, Exposure L” begins a BIG drop through two hairpins, site of some very nice video from the 2002 Thunderbird, featuring varied techniques for negotiating the then steep uphill in deep snow over ice. Seconds later teams pass a checkpoint – was the downhill good for you? Nine zeroes, so apparently not too difficult. Further on, at 41.57km, a blind crest, hard right, hard left is where your author’s 1971 Thunderbird rally ended, after not quite negotiating the hard right. No worries this year, and all teams made it to a break at the scenic Fraser River suspension bridge just below the bluff and the huge Gang Ranch, one of Canada’s largest cattle operations. One car, the 85 Saab again, zeroed the four-checkpoint section.

Skipping the break, only a minute or so ahead of the cars, all the checkpoint crews leapfrog the rally, up the steep switchbacks from the river, for the 63.38km Alkali Lake TSD, soon finding twisting snow and ice, dropping again to Dog Creek village, brief wide gravel, another narrow twisting shady snow patch, and the wide mainline into Alkali Lake village, interrupted by the occasional hairpin. Five checkpoints watched the teams, with the best section total of 2 points, by the eventual winner. The 85 Saab succumbed to mechanical issues before the top of the long climb and retired for the day, making the overnight under their own power.

The transit to Williams Lake for fuel had a few “close encounters” with deer. No animals were harmed in the running of this section. End of Leg 2. The 20-minute break for cars was only a vague thought for checkpoint crews needing to leapfrog again to take up positions 34km further along.

Spokan Lake TSD was 41km, with speeds listed of 65, 63, 72 and 60km/h. “Listed” became “impossible” then “impassable” as the ever-present wind of the daylight, had taken its toll on trees along our route in the darkness. The lead checkpoint car, following the route, encountered several trees “partially blocking” with some creative driving to get around, then a 30cm thick roadblock, fortunately broken at both ends – tow strap deployed – road cleared, with minimal time loss. Around the next blind corner another tree, also broken, same result, but the rally was catching up quickly. Finally, slightly smaller diameter tree, fully across the path, not broken... The AWD with studded Hakkas tow strap technique could not break it off. A bow saw was deployed from the lead car. No effect. Car 2 catches up, then Car 3, another saw and sufficient damage to the tree by a very ambitious Eric Horst allows for breakage and clearing. The lead car rushed off to their checkpoint.



Most of the competitors worked on their Time Declarations (a means to avoid points due to actions beyond the team's control) running out to the 9-minutes and 30-seconds maximum. Top teams recovered from the delay and passed the first checkpoint very nearly on time (plus 9:30). Some later teams encountered smaller delays and were running on lesser Time Decs – unfortunately this put more than one car on the same minute, same second actually, and created chaos at the checkpoint. Teams well back of the 9:30 delay were running on their original times. Three cars within 30 seconds became the norm...

By this time the radio was full of more reports of downed trees on the next section, Rail Lake, by crews who had followed the highway south before cutting into the woods. Checkpoint crews tried to break through, succeeding a couple of times before finding a tree too large... The rally front runners had caught up. Saws were deployed by Car 2 and Car 3 again. Tow straps and a cable winch from the now aptly named Foresters cleared one tree only to encounter the next, and the next. Rally Master Westwick gave the call: It's over for the night, let's just get everyone safely to 100 Mile House.

Spokin Lake (potentially 14 checkpoint locations) and Rail Lake (potentially 5 checkpoints) would not be scored, in favor of "fairness" and difficulty populating checkpoints or sorting out all the Time Declarations. One checkpoint car, with a failed engine, had to be towed out to the highway at Lac La Hache for later recovery.

Covered in 500km of mud, tired and hungry after nearly 10 hours, 34 cars converged a bit late on the banquet at Happy Landings in 100 Mile House. Scoring had been nearly completed thanks to checkpoint crews' USB memory sticks, and the final paper logs were entered as dinner progressed. Stories flew around the room – a good time was had by all...



**Marinus & Renee Damm in Satch's BMW. Satch worked CP's in their BMW.**

The Day One leader board saw Car 2, Marinus and Renee Damm with 6; Car 1, Glenn Wallace and R.Dale Kraushaar with 10; Car 4, Jim Bowie and Tom Burgess with 11; Car 3, Eric Horst and Stephen Mats Mats with 14 for 1<sup>st</sup> Historic, Car 5 Ryan Oliver and Jack Bensley only two back with 16 for 2<sup>nd</sup> Historic. First Calculator to Car 16 Jay and Alyse Young with 26; First Paper to Car 20 Alex Kouzmin and Dennis Kirsanov with 42; and First Novice Car 14 Stu Ford and Devon Beyer with only 57.



**Clees/Neufeld/Dodge Colt: Fun with RWD!**

Day Two saw all 27 competitors back in action, leaving from the Ramada to work their way south, eventually, to Cache Creek again. Hammer Lake TSD – Eagan Lake TSD – North Bonaparte TSD comprised a big loop, with varied conditions. Medium downhill into sharp right over bridge -- not so easy on the ice. Three checkpoints on Hammer brought 4 ones, no zeroes. Rally veterans Jim Bowie and Tom Burgess zeroed Eagan's four checkpoints. The checkpoint trip reverse course to take up position at "Photo Corner" saw an 'over crest into big buck moment'. Amazing how much better traction the 4-point had versus 4-wheel-drive. Show a rally driver a camera and odd things may happen. North Bonaparte at 34.33km brought an acute right turn at 66km/h. Well, let's just say there were possibly 27 different ideas as to how to accomplish this task. Some were utter failure. Some saw the "prohibited" shortcut. Surely the best pass was the little red Focus of Norman Hayton and Kristen Holmes – excellent setup and execution of a pendulum turn on ice that was nearly unmanageable on foot. Three checkpoints in Bonaparte saw only five cars in single digit scores, and no zeroes.

Out of the woods literally and figuratively now, pavement to Highway 97 at 70 Mile House, and south to fuel for competitors (no chance for checkpoint crews, again) in Cache Creek and east on the Trans Canada to Battle Creek.

The final TSD for the weekend began with a tricky hard to see exit from the highway, followed by a narrow hill climb past a checkpoint, photos overlooking the Thompson River, significant

exposures and a long uphill hairpin. Warmed up now, teams pass the painted rock geology, then at 6.91km turn left onto Deadman-Cache Creek Forest Service Road. At 12.72km the "Yawning Pit of Death" difficult hairpin right, hairpin left, checkpoint saw only Car 16 with a zero, nearly all others more than a bit late. Five checkpoints awarded points on Battle Creek. A short transit led to the Bear's Claw for stories and scores. Sunday covered nearly 310km in 6:30 hours.

Totem 2012 totaled roughly 58% TSD and 42% Transit, over 815km (506 miles) in 16:15 hours.

Congratulations to Marinus and Renee Damm, from the Portland OR area, holding onto their 4-point lead, for only 15 seconds error, in their first Overall Win on a Canadian Winter Rally. Second, with only 19 were past winners Glenn Wallace (WA) and R.Dale Kraushaar (AZ). Third to the Canadian legends Jim Bowie (YT) and Tom Burgess (BC) with 22. Fourth Overall and First Historic to Eric Horst and Stephen Mats Mats from Seattle, in the 83 Quattro at 29. First Calculator to the Red Focus SVT, Hayton/Holmes (BC) with 54 (followed at 55 by Day One leaders Jay and Alyse Young). First Novice (using the Calculator class rules) to Stu Ford and Devon Beyer with 83. First in "Paper" class, Seat of the Pants, no calculator, to Alex Kouzmin and Dennis Kirsanov from BC, with 105 points. One team "ran out of tires" and retired after North Bonaparte.

A quick note as to scoring now. In years past there have been "Winter Scoring" procedures which have led to VERY low scores, including a 0-0 tie, broken only by manipulations several layers deep. This Totem is the first to eliminate the previous winter scoring and as such fit more closely to other rally scores in this part of the world. This year's winner truly had only 15 seconds error over two days.

Complete scoring, photos and stories at [www.rallybc.com](http://www.rallybc.com) on the Totem home page.

**Pictures by Ron Sorem and Mark Nolte**

#### Club News

\* November Meeting notes- by MN

Eleven members present for the 7:32 start. Marvin read the October minutes since the Secretary was out seeking a car to take to Totem. Treasurer Cristy reported \$5300 in the bank.

Rally Reports: Raindrop went great with all 16 cars finishing happy. The conundrum of a tie for 1st UnLimited was solved by giving one trophy to each team. The driver/navigator squabble over the prized reward wasn't very entertaining. No news of Raindrop except that Ed Rachner is being railroaded

ever-so-gently into heading the event. No Alibi may get a preliminary exploration in November.

Dan Comden settled on December 15th, a Saturday for a change, to host the Christmas party. No changes from previous parties.

Ballots were passed out and tallied. The 2013 Board has been elected. No drama about it.

Motion passed and seconded to end the meeting at 8PM.

#### Trivia

\* Despite murmurs of discontent, Oregon Trail is on the Rally America 2013 calendar. Olympus is going a different route. More next month.

\* For the first time in, like, forever, Ford won't be a factory presence at the WRC in 2013. The contract with M-Sport wasn't renewed.

That left Petter Solberg without a ride again (we know him best for his Subaru years). He was 4th in the 2012standings.

Perpetual winner (it wasn't easy) Sebastien Loeb is downsizing by only running 4 of the 13 WRC rallies in 2013, wearing the number one on a Citroen (driven by other team drivers when he isn't participating).

\* Jim and Cristy Breazeale report that both the Bunny and white Audi are rally-ready. The Bunny had a successful engine transplant last Fall, and the rare Audi power steering hose was repaired. The black Audi has gone to live in Bellingham.

#### For Sale

\* I just replaced all four door cards on my Impreza wagon. I didn't like the grey and found a set of black ones, which I just installed. All four doors and it's my understanding that these will fit any 2002 to 2004 Impreza wagon or sedan (check for yourself since I can only speak for my own wagon). \$60 OBO with pickup in the Seattle area. I could ship but it would cost you for the shipping.

Pics can be found in my Stuff for Sale album: <http://www.ultimatesubaru.org/forum/...php?albumid=43>

[e.rachner@comcast.net](mailto:e.rachner@comcast.net) or my cell phone at 206-499-8271.

\* 2001 BMW 330ix. Silver, black interior. automatic transmission, 17" wheels. Cheap at \$2900 because of a bad head gasket and much labor involved in the fix. (Shipping to Seattle from Henderson, NV for less than \$600) Jerry Hines, 206-227-6343

\*PIAA fog lights (2). Spread isn't good, not much good at either end of a car. Typical fog "band of light". Smallish at 6-3/8 x 3" tall, 3" deep. Much used at some point in their long life. \$40. Mark Nolte: [m nolte@blarg.net](mailto:m nolte@blarg.net)



**RASC Calendar:**

Dec 8-9 - Big White (stage) Kelowna, B.C.

Dec 15 -RASC yearly social event at the Comden's.

**Rainier Auto Sports Club** forgoes the monthly business meeting in favor of a party. Business will be taken care of as the new Board is introduced; perhaps then to cloister and divvy up the duties for 2013. Cristy will be collecting dues. Members, spouses and friends (potential checkpoint workers) are invited.

**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  
At Large, Jim Breazeale, blackholeracing@yahoo.com  
At Large, Steve Mats Mats, willey@selby.com

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**The Wishbone Alley Gazette**

% Mark Nolte

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