

Rally News

* Just a week until No Alibi. Two days of glorious roads and vast scenery in one of the prettier places on Earth.

26 entrants are about what was expected. The entry list has a running joke about all the Subaru's entered (http://www.rainierautosports.com/events/2004/NoAlibi/entry_list.htm)

The checkout went well, with few tweaks to the RI's. Eric Horst noted that with acres and acres of fields, the deer still stand in the roads!

It's not too late to enter, although the discounted motel rooms are all gone.

* TOPEKA, Kan. (May 6, 2004) ^ Sports Car Club of America, Inc. released today its television schedule for the 2004 SCCA ProRally Championship Presented by Hot Wheels®, which will air on SPEED Channel.

Refer to the table below or visit www.scca.com or www.speedtv.com for a complete viewing schedule of the 2004 SCCA Pro Rally Championship Presented by Hot Wheels®.

2004 SCCA Pro Rally Telecast Schedule on Speed

Sno*Drift ProRally	Sat, May 15 3pm
Oregon Trail ProRally	Sat, May 29 4pm
Rim of the World ProRally	Sat, Jul 10 3pm
Susquehannock Trail ProRally	Sat, Jul 17 4pm
Pikes Peak Int'l Hill Climb	Sat, Aug 21 3pm
Maine Forest Summer Rally	Sat, Sep 18 4pm
Ojibwe Forests Rally	Sat, Oct 30 4pm
Colorado Cog ProRally	Sat, Nov 13 4pm
Lake Superior Rally	Sat, Dec 11 3pm

All times Eastern

* Dryad Quest/Shitepoke (June 5/6) – A Club Rally is supposed to be a friendly affair. Friends having fun with...friends. The weekend was divided into two different events, so when 27 cars started on Saturday, everyone (apparently) helped repair the wounded (3), and 28 cars started on Sunday! Pretty good turnout for a “little” rally. (Pat Richard took his Grp N car from Vancouver to the SCCA National PRO , presented by Hot Wheels, in Pennsylvania. A cracked rear brake ended his 6 rally winning streak).

“Dryad Quest” on Saturday ended the heat wave that had prevailed for a week, with passing squalls. Only Rod Johnson, Ron Sorem were able to attend from RASC, and it was a real possibility that the Stage wouldn't have enough workers to be safe. It turned out to have enough people, and run. Even then, a “gully washer” could close the stage, in order to keep runoff (silt) out of the salmon creeks.

TSD'ers filled in some positions. Esko Mannisto, recently Calculator Class winner /3rd o'er all at a Canadian TSD (with his younger brother), got stuck at a RM position and got a chance to try his Yagi (Ham radio) antenna. Chuck Huffington and son Owen had a good corner to RM, too. Casey Woodrum learned the finer points of the ATC paperwork, and then was drafted (Oh darn!) to do some deliveries on a real stage road in his WRX, in between stages. College student Frank Garcia, a subscriber to the WAG, responded to a call and experienced his first stage rally. Don Burress got his first chance to be a Starter. He and brother Tom are entered in No Alibi.

Nolte's aging Jeep pickup threw it's fan belt pulling out of the garage; Ron Sorem took a cell phone call and passed the word to the gathering place in Matlock. When Nolte did arrive, everybody was assigned and ready to go. Diane Duran, holding down the Finish end, had coordinated assignments.

This was a new stage, called Satsop (for the river), that started far to the northwest of usual roads, and ended up next to the Wynooche Road. It was 8 miles long, and really a nice stage. For a “new” stage, one could predict that the times for the second run would be far faster, since rally teams on “new” roads don't have any idea what lies ahead the first time, then fly on the second run. Nope, near as I can tell, the second runs were only about 9 seconds faster (averaging about 11 minutes).

Nolte did his traditional “burger burning”, but ran out of time to both cook the burgers and deliver them to the far ends of the stage. Even with two delivery persons.

The stage ran flawlessly. There was just enough action to justify all the skills and preparation present.

Sunday's Shitepoke wore everybody out early, mostly because it's a long way to Shelton to “gather” at 7AM. As it was, I was too bleary to notice if anyone was bright and cheerful. Skipping the sleepy gathering

were RASC members Mike and Gretchen Jones, and Dan Comden with his brood. They made arrangements to be in the correct places at the correct times. In Dan's case, he camped out somewhere.

Rod Johnson once again anchored the stage as Start Ham. A busy job as the focal point for vital communications. He even had two radio's going at once.

Ron Sorem got the first RM spot on the stage. Mike and Gretchen got themselves a spot with a nice, long view.

Nearby were new RASC members Duane, Carol and Evan Lewellen. Carol mentioned that Juha Kankennen, here for an Olympus, had patted her tummy. This rally stuff has touched Ev for a long, long time!

Tom Palidar did Finish duties, with fellow TSD'ers Kelly Smith and Dave Treen. Frank Garcia got to see how a Finish operates- a full weekend for a first time!

Lyn Nelson came out from SCCA to observe the Safety aspects. Not sure what her verdict will be. - MN

*Coast to Coast TSD, Vancouver Island, June 5/6. Looking for news, on Tue, 8 Jun 2004, Mark Nolte wrote: "Looks like you were one max away from a solid 3rd."

"Hell, one max away from 1st for that matter. The instructions suffered from a lack of tulips (about 13% of the instructions on the first day had tulips). The second day there was a poorly described series (BR, AL, BR, KL where the second bear right really should have been SA) that sent us (and many others, at least 1/3 of the competitors) off course. But we flacked out and took too long to decide we were off. Got back on course 6 minutes behind. Jeff did an amazing job on catching up, especially since he lost the power steering somewhere during all that (rock probably nicked a line) but controls happened too soon." -Marvin Crippen (Marvin and Jeff McMillen placed 7th overall of 15 entries. The Carroll's won. - Ed.)

* Winter Alcan news articles are listed at <http://www.alcan5000.com/2004Wreports.htm>

Jerry says that the Roundel article is slated for June, and Road & Track's in the July edition. He hopes that will encourage more cars to enter the summer event.

* Summer Alcan (August 18-26), Jerry previewed the course early in June.

Trivia

* Babysitter Alert! Kirk and Terry Simons are doing foster parent duties for infant Kamryn (boy) and 3 yr old Kloey.

* Rod Chelgren: "I took the Cossie to the BMW's drivers school at Summit Point last weekend. It ran pretty well, but I had a bit of a time adjusting to the AWD. I drove my instructor's 1998 M3, and being that I'm an old rear driver, it was easier, though I had a good time in both cars, road racing is different in so many ways!"

* Rallyist at a race track. After the May 16 SOVREN races, I did a drive-around of the Pacific Raceways track. With the Timewise still installed, I zero'd it and drove around the centerline. Came up with 2.264 miles. Then did a lap following the racing line (which is subject to opinion), and came up with 2.245. I didn't measure the drag strip, but the factor is "pretty good". -MN

* I bought two self-setting Analog clocks at Radio Shack last fall for about \$20 each.

I use them as Start clocks at Doo Wop, hanging them on tripods either side of the rally cars. Much safer than standing next to a roaring beast with toes close to lugged tires!

I noticed that one was 3 seconds short of the other. Hmmm. The second hand was installed incorrectly?

I asked Roy Ward, who seems to have intimate knowledge of electronic things, what might be the cause: "Try moving the second hand three seconds in the *other* direction."

Then the other one started counting in two-second increments. But on time. "Hey Roy, what is the fix for this?"

"Two second jumps on a 6 degree-stepper motor means the voltage to the controller is getting low, so it cuts the number of pulses in half, and makes 12 degree jumps instead of 6. Your battery is low. Soon, it will stop. Battery will then be dead. "

Change batteries. Wait overnight for it to reset itself. Yep, now its on time, counting correctly. -MN

* Mike Jones put some struts under his "garage queen". Now it qualifies as a "roller", but Mike says that's a bad term to use around stage rallyists.

* The Jones's 2.5 RS Impreza will soon have a lighter flywheel, and "appropriate clutch". Paul Eklund may deliver them at No Alibi.

*Click-it or Ticket - Current fine for not wearing seatbelts is \$101

Ever wonder where that money goes?

In Washington, the federal campaign is administered by the Washington Traffic Safety Council (WTSC), which began as an offshoot of the Washington State Patrol. If you spend hours searching through the WTSC website, you'll get a headache and find nothing about how they are funded or where the funds go. Fortunately, Eric Granstrom of radio KPQ 560 (AM) in Wenatchee didn't settle for the WTSC lack of info. Further searches found the following info on the West Richland Police Department website, generally under "click-it or ticket" and under fines and R.C.W.

These are rough approximate percentages: 41.40% of the \$101 goes to local jurisdictions; 41.04% goes toward public safety education; 12.00% goes to the court computer system JIS; 5.00% goes to trauma care; and 0.74% goes to crime victims (=100.18, I didn't find the info, I just made quick notes from the radio report)

Has all this worked, or is it just a source of revenue..?

_Before 1986 when the first seatbelt law went on the books (secondary infraction, not mandatory usage) the percentage of drivers using seatbelts was approximately 36%

_In 2001 the current mandatory seatbelt law went into effect (loosely enforced) and seatbelt usage was 83% with a fine of \$86

_In 2003 the usage was 95% with a fine of \$101

_An increase of 12% yielding a decrease in fatalities of 13% so, it is working.

In 2002 as the mandatory/primary infraction took effect, combined jurisdictions wrote 6000 tickets in the first 60days, with 36,000 "contacts"

Part of the success of "contacts" was an incentive award system whereby officers writing 40 tickets for seatbelts received a 1/24-scale model of their patrol car! (Funds for the scale model are in the gray area, but surely fall under the veil of "your tax dollars at work") – Thanks to Ron Sorem, who spends long hours doing this kind of research on the highways, just for the WAG!

* Safeco Insurance is comparing TSD entry lists with their lists of insured drivers. And notifying them that coverage will be dropped!

Although most policy's have a clause against "racing", no one who knows what a race is ever considers a TSD rally to be included in that definition.

Perhaps an underwriter caught a WRC rally on the SPEED Channel and confused those with our tame TSD's. Maybe Safeco can be educated, or this may be the start of a trend.- MN

FOR SALE / Wanted:

* Future Classic: TSD rally-ready 1983 Audi Turbo Quattro Coupe. Mars red. 170K miles. Lots of goodies, well maintained by owner (retired mechanic) \$ 7,500.00). E-mail Peter Linde at pjnconn@yahoo.com.

* "Just came across a set of die-cut vinyl letters "MOPARSUSHI". 1/2 inches high, white. Free." Ed Storer edstorer@comcast.net , 206-282-3145

RASC Calendar

Stage Rally

July 24-25- Rally Café, Bremerton, WA

July 31- ORV Sprint 1, McCleary, WA □

Aug 1- ORV Sprint 2, McCleary, WA □

Sept 11- Sou'Wester, Olympia, WA

Sept 12- Simpson Stages, Shelton, WA

TSD

• Call the NWRC Hotline (206) 256-9627 for latest info on Puget Sound TSD events. NWRC Friday Niters start at the Eastgate (Bellevue) Park and Ride. Reg opens at 6:45, FCO 7:31

Starting in June: The construction at the "upper" lot is over, and the rallies will resume their traditional location under overpass.

June 19-20- No Alibi, RASC, TSD gravel Ellensburg-Clarkston-Ellensburg

July 9 Friday Nighter NWRC

July 17-18 –Golden West, Yreka, CA

July 24/25- Gold Digger, Merritt, BC
Aug. 13- Friday Nighter, NWRC/ORCA
Sept. 10- Friday Nighter. NWRC
Oct. 2- Night on Bald Mountain, ORCA
Oct. 8- Friday Nighter NWRC/RASC
Oct 30- Midnight, Hope, BC
Nov 6- Armageddon XXIII, CSCC, Bellingham,
Nov 13/14- Totem, Cache Creek, BC

Rainier Auto Sports Club

will meet this coming Monday, June 14 at 7:30 PM at Café Veloce at the Totem Lake shopping center. Best way I can think of to get there is 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:

Need more No Alibi entrants, and many more Novices. Also need to firm up No Alibi workers. Will Eric volunteer to stay up to 4AM the day before the rally to prepare maps for all the Checkpoint locations? Plus a few stories not fit to print about the checkout.

Kirk may or may not know whether RASC is supplying a CP crew for the July Friday Niter.

Jerry previewed his Summer Alcan. There's at least a report there, if not a story.

2004 Board Members:

President: Steve Willey – (206) 417-8517; Vice-President:; Marvin Crippen –(206)365-5915

Secretary: Eric Horst (206)363-9752; Treasurer: Ed Millman (206)361-7389

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