

Rally News

*Raindrop Rally 2005, by Ron Sorem

Renton WA. April 17, 2005. Breaking from recent tradition, **Rainier Auto Sport Club** presented the 2005 version of their spring touring rally under leaden skies, drizzle, and occasional light rain.

Starting in Renton for a change, the rally concentrated on the few winding, less populated roads remaining in southeast King County. Twenty eight cars took the start hoping for a bright and sunny tour with spectacular views of the snow-capped Cascade Range, Mount Rainier, and the varying green of emerging growth in the foothills and lush fields in the horse and dairy areas of Maple Valley, Ravensdale, Black Diamond, Enumclaw, and Cumberland. Unfortunately the weather waited just one day too long. Monday morning on the way to work, I had a clear view of Mount Rainier, flanked by cotton-ball white clouds in a brilliant blue sky.

A large contingent of Subaru's were present, but the field also included a Viper and Corvette; a vintage MGB roadster and Triumph Spitfire roadster; upscale BMW, Mercedes, and Volvo sport sedans; an assortment of econo-boxes; and the "rally-large" mix of a Touraug, a full-size Crew Cab pickup, and an H2 Hummer. The Novice Class dominated the field in numbers. The Friday Nighter and Novice Series have grown in popularity and the first Touring Rally of the year attracted 10 Novices and 8 SOP. Then, four each Equipped and Unlimited, and two Vintage class (although to be precise, one Novice actually competed in a Vintage car and trophied).

Raindrop's first regularity was at CAST 25 through a twisted paved trail following the Cedar River Pipeline. The slow speed was intentional. Slow being easy to maintain, easy on the neighborhood, and hard to resist creeping early. The 25 increased to 34 and then 44, with very little change in the outcome. The three checkpoints scored 18 early cars, 17 early, and 18 early respectively.

A break at the Ravensdale Park gave teams a chance to stretch, relax, and reflect on their timing. Reflection was apparently not enough however, as the early trend unraveled with the first checkpoint finding 12 early cars (CAST 44), then progressively 14, 13, 16, 17, and 19 early during the nearly hour-long section. Touring through Black Diamond at exactly 25, the rally was under watchful eyes in big Crown Victorias. Then, CAST 49 and CAST 39. The teams were sent up a twisted little hill climb with two CAST changes to a well hidden, but surely expected CP, before CAST 39 and CAST 34. Four more good checkpoint opportunities, sadly without crews. A last-minute shortage of personnel left some of the better-hidden CPs empty. Still on the "long" section, the rally dropped into Green Valley, twisted its way out of the river bottom past Flaming Geyser Park, topping out at the homestead-era community of Kummer and another hidden control. A brief section of highway at 49 mph, then left at Krain,

over the hill to Veazie, and into what was to be a cleverly hidden CP. One problem: In the last day or so the county had cleared all the trees and brush, leaving only little piles of wood chips, and exposing the CP crew. Organizers could identify the location from a mile across the valley. Fortunately, a parked mini-van doesn't necessarily mean a CP and not one car zeroed the control. Two 1s, two 2s, two 3s then big double and triple digit penalties. I suppose there is something to be said for "hiding in plain sight".

The break for munchies, or rest, or the viewpoint, was at Mud Mountain Dam Park. The advance and early CP cars were greeted by rain at the park as they regrouped, but as the rally arrived, skies cleared and steam rose off the parking lot.

"Mud Mountain Down" presented four CPs in the first 4 miles with three CAST changes and a couple of 15-mph corners testing driver/navigator teamwork to stay on time. The remainder of the section was intended as the "view of Rainier" location, but weather kept the mountain obscured. During several layout and checkout sessions this run through the valley offered spectacular photo-ops and a close-up view of a sizable herd of elk.

On rally day, the closest thing to wildlife was at the storage yard of a local chainsaw artist. A speed change was accompanied by the notation "(Paws 12 Bears Right)". As some navigators read this as "Pause 12, Bears Right", many missed the large assortment of bears, salmon, eagles, and other wooden fauna, while deciding the implication of "Paws" versus "Pause". The notation was parenthetical and should have been ignored. The CAST was low enough to make up the 12 seconds, if they paused, and in fact there was no checkpoint before the end of the section.

A short transit over some previously traveled roads brought the teams to Section 8.

The Nolte State Park (no relation, he states) Regularity, connected Franklin, Veazie, the State Park, and the mining town of Cumberland. The rally turned west along Green River Gorge road for one checkpoint, before looping south again toward Franklin. Another CP and a brief view of opposing rally traffic for some of the teams, then west again through rural farmland to the Green River Valley.

Green Valley Transit was "leisurely" and scenic. Then onto the freeway toward Pacific Raceways before resuming residential CASTs on the Lea Hill and River Run TSD. Outdoor sports can provide families with great fun; they can provide a rally with great congestion if the soccer or little league baseball game ends just as you pass by. To account for this possibility, several "longish" pauses were included and a "Free Zone" with no CPs. A long wide paved shoulder was chosen as a good place to wait out the accumulated pauses if needed. Apparently most of the rally forgot to wait. At 5 miles and 7 miles into the section, 23 and 24 cars of the 28 were early, two (the same two) were zero and two were late.

Renewing their "Battle of the Classes" of 2004, the blue WRX Wagon versus white WRX Wagon duel went this year to blue, Unlimited, Pat Biggar with Jack Heppes, with five zeroes, for 24 points. Also with five zeroes for First Equipped, Esko and Peter Mannisto, in the white WRX Wagon accumulated 10 more points over the 20 CPs, falling to Second Overall, with 34. First SOP with 69, Micheal Daily with Tom Palidar, took Fifth Overall. First Novice went to Clif and Justin Johnston, 11th Overall. First Vintage went to Dan Morley and Jesse Parkerton, 12th Overall.

The Rallymaster (Mark Nolte) again Thanks all the people who made it a success:

Ron Sorem (course layout and advance)
Gretchen and Mike Jones (registration)
Frank Garcia and Ian Jefferson (checkpoint)
Kevin Barrows and Joe Gardner (checkpoint)
Terry and Kirk Simons (registration and checkpoint)
Dan Comden (Novice Talk & checkpoint)
Ed Millman and son (checkpoint)
Jim Hogan (checkpoint)
Marvin Crippen and Jeff McMillen (checkpoint)
Casey Woodrum (checkpoint)
Eric Horst and Steve Willey (sweep and scoring,
Web Site updates)

Back-Story: Raindrop 2005

**... A bit of back-story with a little insight into
developing a rally**
Ron Sorem © 4/30/2005

Raindrop is a traditional April rally. For 2005 it is the first rally of the year in the NWRC Touring / Monte Carlo / Pavement Series. As early as December, the word within the club was "Someone will step up and do it..." Nobody did.

Ten weeks before the rally date, I proposed re-working a rally I wrote a few years ago for the American Cancer Society's "Relay for Life". The Relay is a twenty-four hour walk within a stadium to raise money for Breast Cancer Research. My idea at the time was to give folks a change of routine, and perhaps introduce them to another hobby, and perhaps another means to raise money. The "Renton Relay Rally" was in two versions, one too short and one too long for Raindrop.

Six weeks before the rally date, Marvin Crippen volunteered for the position of "co-course acquisition". Mark Nolte agreed to do the PR duties and be the de-facto Rallymaster, decide on a schedule, and a Start and Finish location.

I rewrote the start of the rally from Renton Stadium to first the Bellevue Park and Ride, then between Kent and Renton, then an easily accessible spot in Renton just off the freeway. The first version went north, with great views of the Olympics, Mount Baker and Glacier Peak, the Cascades, and Mount Rainier, with a peek at Mount Adams. Marvin explored this alone, ran out of daylight before the finish and we were faced

with "too late a Start" and "too early a Finish". The best parts, far north and far south would have to go, along with some very fun roads. "This will have to be the 2006 version; it won't work for 2005".

I ran five odo checks past the Rallymaster, and Marvin wrote yet another. In the end, with five weeks to go, Marvin and I picked an odo check, ran a short TSD to the Rallymaster's designated park/break location, then began a long criss-crossing of south King County, to Mark's second designated park/longer break. We were still in "course-shortening" mode and found some substitute twisty sections connected by long-ish transits, but it generally worked, including some devilishly sneaky checkpoint locations. The rally was ready for presentation to the membership and for checkout. Start and Finish locations were secured.

Plan B: as in **Bicycles!**

During the checkout, two weeks before the rally, while driving through Orting, Jim Hogan announced on the radio that something was jogging his memory, something about a bicycle race, mid-April last year. A BIG bicycle race. He assured us that he would check further and let us know. Sure enough, same day, probably the same area: the Daffodil Classic Century (100-mile ride for all skill levels). The preliminary check with the sponsoring club was less-than-satisfactory. The representative was less-than-forthcoming about the route, and more-than-defensive about our using "his" roads.

Marvin placed calls to Pierce County, Orting, South Prairie, and Buckley. The first two never responded. South Prairie and Buckley were a bit puzzled by our inquiries, bordering on "what bike race?"

By mid-week it was fairly clear that the gamble of mixing our rally with their Century Ride was just too great. We would try "Plan B". A few suggestions surfaced, but on Friday night, I laid out a second-half of the rally, ending at the same arranged Finish. The typing and the rough calc's were finished by midnight.

Saturday, early, Mark and I ran through the new route. He dropped some sections, then re-inserted one. We explored new loops, writing on the fly. By evening it looked as though we had put together a better route, without the bicycles.

Sunday, a week before the rally, we measured the entire route. Sunday night the new mileages went to Marvin to insert for calc's. Tuesday, Eric and Steve ran checkout and reported the route as "OK" and "better than before". Thursday, Marvin and Jim ran checkout, missed a corner and recommended a clarification or two. Thursday night the route book (version 7.8) went to the Rallymaster with checkpoint recommendations. Saturday the instructions were picked up at the printer. Saturday night they were "proofed again" and notes were added for the "drivers meeting".

On Rally Day, it rained. We were down one crew (called in sick). We split a couple of crews, and threw our Novice Checkpoint Crew into the pond with instructions on how to "swim". At their first CP they were so well hidden that the scoring/sweep car overlooked them. The rest of the crews found their locations off the route book and were in place for the

“advance” car. Ten of the eleven course worker cars were HAMs and communication was excellent considering the new compact route.

No one drove miles and miles off-course. Some were “substantially” late. A couple of fairly early cars learned a lesson on accumulating pauses. There were surprisingly few time allowance requests, and, best of all, no hate mail. We did go through the critiques, and we will endeavor to be more clear next time, although, an instructed U-Turn in a dam park WAS in an earlier version of those instructions, but the RM deemed it redundant Apparently quite a few rallyists thought it need mentioning, but they all managed to get to the next section, and to the finish.

It is now two weeks after the rally, who will volunteer to be Rallymaster for 2006? When do we start measuring roads? “Some one will step up and do it...”

* No Alibi 2005 – (*More layout stores 200 miles from home.*)

National Lampoon’s Rally Course Measurement, by Roy Ward

Friday, April 29 started out with Kirk and Roy heading east on I-90 in search of Ellensburg, and the start of what was supposed to be a straight-forward and simple measurement of the entire route for this year’s No Alibi. Hah! Things started getting interesting (Chinese definition of the word, “interesting”) when we stopped at what is now the Summit Lodge at Snoqualmie Pass (it used to be a Best Western).

We had a lovely chat with Heidi at the Lodge, and then I went back out to the car to return some paperwork to the back seat, where everything is stored on trips like this. When I opened the door, I noticed that the Timewise 547B was flashing characters not unlike the atomic bomb arm thingy the evil alien had in the movie “Predator”. Deducing that this was a Bad Thing, I disconnected the Timewise immediately from power, lest all of Snoqualmie Pass Ski Area be consumed in an enormous mushroom cloud. Using my handy digital multimeter from my glove box, I found only 6 volts to be present on the power connector. Doing the math, I checked the battery terminals under the hood and found the same thing. Slipping quickly into my “Panic Man” costume (4XL from Wal-Mart), I proceeded to go thundering over to the Chevron at Snoqualmie Summit and found that they indeed have car batteries. So (against Kirk’s repeated and emphatic advice) I plopped down \$92.65 for the correct battery, and returned to my car. As we were removing the terminals from the battery, it became evident that there was corrosion at the negative connection to the battery. A little cleaning, a little tightening, and WHAH-LAH! There was once again 12.5 volts available for my car’s electrical needs. Only one problem. Apparently, the voltage badness had a somewhat deleterious effect on the Timewise, since now it was no longer producing recognizable combinations of numbers, but rather a computer equivalent of gurgling and drooling. Terrific. I then carried the new battery back to the Chevron, where I found out their policy is a firm, “All Sales Final”. I now have a spare battery. Anyway, calmer

heads prevailed (namely Kirk’s), and he got on the cell phone to his better half, Terry, and she removed HIS Timewise 547B from his BMW, tossed it into their van (does everybody remember Kirk and his family moved to ARLINGTON, north of MARYSVILLE?), and she headed toward Monroe, where we would meet her and get the odo. Which we did, and since we were now on the OTHER pass highway, we decided we would head for Ellensburg over Stevens Pass, then over Blewett.

After a scenic and uneventful crossing of the two mountain passes, we finally found ourselves in Ellensburg. At 4:30 in the afternoon. But being the rally enthusiasts that we are (in other words, idiots), it never crossed our minds to postpone or reconsider our plans. Which is why it’s a very good thing I leave my fog and driving lights on the car all the time. We actually had a very successful rest of the day (and night), including being in the middle of nowhere, tired, hungry, and using up ALL the pop, candy, beef jerky, and snack chips in the car (It never occurred to me, that in this day and age, there are towns in eastern Washington where NOTHING is open 24 hours a day, not even the POLICE department!) So we rolled into Clarkston at, oh, I think it was 2:30 AM or so. It hasn’t been since the old days of the Alcan when we’d do 32-hour days that I had been so tired that I would lose my balance - while lying down. But we both got some sleep, a hot shower, and then a GREAT breakfast at Rusty’s in Lewiston. Feeling much better, we then proceeded with Sunday’s route.

On one of the hilly TSD sections, we noticed a crop duster doing his thing, and he had to be having all sorts of fun, because he was doing these Immelman bat-turns and stuff. So Kirk decided he wanted a picture of this guy (with some encouragement from me), and just as this guy did another Red Baron thing, he disappeared behind one of the surrounding hills. We stopped, Kirk opened the door and stepped out, looking around for his photo subject. Suddenly, somebody was playing the THX Theater version of the soundtrack from “Tora! Tora! Tora!” real loud, and Kirk’s eyes got REAL BIG as he ducked back into the car. Looking up through the windshield, my sky turned Industrial Safety Yellow, with dzus fasteners holding the inspection panels on the bottom of the airplane, and I think the nozzles on the spray rack were .060”. He couldn’t have been more than 30 feet above us. After Kirk’s respiration started again, I graciously handed him a roll of toilet paper. I think he did get a picture or two of the crop duster, but not the one of it coming in on the strafing run for us.

The rest of the course measurement went well and safely, with both of us once again being treated to some of the most magnificent vistas one could imagine. A lot of the same areas as last year, different ways to traverse them, lots of gravel, I think you’ll like it. Hope to see you there.

Also:

For Sale: 12 volt car battery, brand new, side terminal style, fits most new GM cars. Purchased in haste for no good reason, never installed in a car. Cost \$92.65, make offer. Roy Ward, roy.ward@verizon.net.

.....Stop laughing.

Oregon Trail 2005: Taking a Peek at Course

Notes by Ron Sorem © 4/26/2005

Hillsboro, Oregon. April 22-24, 2005. I'm driving, Max Vaysburd is co-driving, as "00" again in the old Subaru RX for Round Two of the Rally-America Championship. Oregon Trail Rally is the National; with Wagon's Ho, Oregon or Bust, and Trail's End comprising the Regional Rallies.

Slow Pace "00" is supposed to be just that, "slow", or about 60% of the speed for the top cars. Fast Pace "Car 0" should be 85% or so of the fastest cars. In WRC level events, Pace 0 is a top seed rally driver in a top prepped rally car doing very near winning stage times. Our task is to make certain that all the Control Personnel are ready (we can't start until they are), that all the Road Marshals are in place, that all the banner tape is in place to control any unauthorized access to the stages from side roads or trails, and that the instructions fit the route, including the numbered corner arrows.

Oregon Trail included five stages on Friday at the Portland International Raceway facilities with paved track sections and the gravel and grass of the perimeter and service roads, and the infield woods. We were not needed for the closed circuit portion, so our rally began Saturday morning in Hillsboro with Parc Expose, the open-to-the-public "car show" and ceremonial start off the ramp. A 90-minute Transit leads to the Coast Range mountain stages, and climbs 1700 feet up Fox Creek Ridge, from 700 to 2450, in the four miles off the highway, then dropping back to 2000 elevation for the stage start.

Stage 6, "On the Lookout", is 5.35 miles, running the ridgeline above the Trask River basin, then plummeting through a Spectator area at 4.05 miles, to a hairpin-left at the Flying Finish. Drivers were warned to be aware of their brakes by the time they completed the winding downhill into the finish. This warning was not enough to save one car, whose differential locked causing a spin AT the Flying Finish, a nose-dive into the woods, and a forced wait for Sweep before continuing to Service in Trask, for an impromptu tug-of-war to get the car's engine bay back to its proper length so that they could replace the fans and radiator. Visualize one Subaru chained between two full size pickups... it worked and they restarted on Sunday.

Stage 7, "Bark Shanty", was the first of the attrition stages. After a long delay awaiting the Start Control personnel (lost on stage getting in from the highway), we began the stage with a long uphill, starting at just over 800 feet and topping out at 2350 within 3 miles. For us it was first gear at 6500 for a loong way, through several hairpins in loose rock. Stops to relocate some spectators, and then to replace some fallen banner tape, slowed our progress along the ridgeline to the Finish of the 11.25-mile stage through a long hairpin left. Seven cars went "off" on this stage, four of which were sufficiently far away from the road that they would remain in place until after the next running of this stage.

A short 1.15-mile Transit climbs from 1450 feet to 2000 feet for 7.58-mile Stage 8, "Murphy Camp". An

initial climb to 2300 feet is followed by a steady descent through nearly 1000 feet elevation along an old railroad grade, with several deep exposures at the outside of corners, including a triple-caution hairpin-right, .44 before Flying Finish. A hard left into Flying Finish was another Jamie Thomas moment, with a full spin at the timing line.

Stage 9, "East to South" will start 17 minutes late due to delays on previous stages. This 7.34-mile run along the ridgeline is dotted with hairpins and exposures including another triple-caution about 6 miles into the stage followed by hairpins and switchbacks into the Flying Finish.

Trask Service and regroup is time for a break in the excitement and a chance for crews to make what repairs they can. Fuel consumption is a concern for some, including "00". We have made arrangements with Car 60 Bruce Davis/Jimmy Brandt's crew chief Lee Sorenson, to carry two race jugs. We used both in the first four stages. Miles and miles of low gear high rpm to climb the hills in the mountainous sections.

Stage 6 is re-run as Stage 10, "Bobcat". SS10 starts 28 minutes late, with an alternate start and a 3-mile climb to the ridgeline, then following the SS6 route down through Spectator and into the hairpin Flying Finish. Another short transit through Service leads the rally on to the next stages.

Stages 7, 8, & 9 are re-run as 11, 12, & 13, with similar attrition. The steady drizzle with occasional rain and the passage of nearly 60 teams has changed the road surface considerably. Areas with the big black rock are now loose, as the path has been swept to smaller gravel. Areas of clay are now orange mud and very slick. The four cars languishing in Bark Shanty are joined by numerous others, either "off" or "broken". An EMT crew on SS11 had been repositioned to the start control, relieving another crew. Unfortunately his position was not covered. The rally was delayed as another crew was located, assigned to the start, and the first EMT returned to Spectator. The replacement crew had to maneuver through nearly the entire field along a narrow one-lane path to get to their position.

Stage 14 is yet another variant of SS6, run this time as "Bobcat II" it will start 72 minutes late due to the attrition and recovery delays on the last three stages. SS14 climbs from 650 feet to 2200 feet before dropping to the relocated Flying Finish, a right at Spectator to Hwy 6, and the Transit to Hillsboro.

Sunday was another story altogether. Pace was driven by Lauchlin O'Sullivan in JB Niday's Impreza. JB was having a few too many Rally-America duties to do justice as Pace car driver. Having a national champion on your tail is a bit intimidating, so we switched from the "emergency time" on the stages to "bogey time" to stay ahead of Lauchlin and Mike Nelson, who were running on the Jemba Course Notes. Coincidentally, at Saturday night's dinner, Max convinced Jimmy Brandt that since he and Bruce had broken an axle on SS11 Saturday and were not entered for Sunday, Max's "co-driver training" could benefit greatly from experience with the Course Notes used by nearly all the

competitors. A midnight tutorial from Lee gave us just enough information to get into trouble, but we were willing to take the chance.

Stage 15, "South Louie" leaves Hwy 26 at the Timber Junction and runs through familiar territory, although this year's course is configured as a completely new stage, centered on the traditional Spectator Area. The stage is fairly level for the first mile or so. The Jemba notes call out small crests and Left 6, L6 long into 5, small crest into Right 4 long, R5 over small crest through a turn Left 4, R4 L4 R4 L5 into R6 over small crest then "kinks" for 500yds. (The route book has only two instructions in the same distance.) I'm getting into the "Zen" that Lee described, listening to Max call out all the lefts and rights and their severity. Like listening to the soundtrack of a video game, I am "faster and smother" than yesterday. I can carry speed further into a corner knowing that the corner tightens or opens or changes to the opposite direction. I don't have to drive blind. I still have to read the road, "drive what you see", but the added information makes "seeing" easier. I am having a great first mile. At the next intersection I remember what we are supposed to be doing and I'm a bit distracted by the banner tape and Road Marshals in the side road. I go wide on the corner and scatter gravel everywhere. Time to get back to our real job. For the rest of the stage we twist up and down, climb over a blind crest at 2300 feet (not with notes, not secure enough to sail over the blind crest, yet), and wind our way down the ridgeline with a bit of mud and back-to-back hairpins, a downhill acute left, and a hard right through the Spectator Area. Less than a mile later another Acute Left leads to the Flying Finish. We've had to stop on stage five times for verification of Marshals or Media, HAM communications and shooing a couple of spectators back to the bannered area. We reach the Stop Control and radio announces that Pace is on the course. Today will definitely be faster.

Stage 16, "Scotty's Jig" is a repeat of 2004 and is very technical, twisty, with only a gradual climb from the start. Spectator is at about 3 miles into the stage, followed by over a mile of exposures, big exposures. At 7.89 a first gear hairpin uphill turns the rally back south with exposures now on the driver's side. Several long hairpins with exposures lead to three "over crests" into a long downhill sweep to Flying Finish. We were being good "00" and kept all eyes out for Marshals and banner tape. The "notes" were just playing at low volume in the background.

Transit to Vernonia Service is 19 miles, a half hour service break and another transit over 25 miles to the start of Stage 17.

"Emerald Forest" was 9.5 miles and could have been the most praised stage of the event. Everyone loved it. I loved it because there were very few banner tape locations and fewer Marshal locations and I knew nearly all of the crew and by now most of the media by sight. I could run the notes again. We had both books open and were checking the arrows and the alpenes and were running at a brisk pace through the course when the radio crackled that there was going to be a delay. Dang it! Just when I thought I might get a clean run. I

stopped at the mid-point HAM to scrub off some time and keep the gap constant between "00" and Pace, knowing Lauchlin would eat up this stage. I was told to get on down the road, and later to wipe that smile off my face. I was having such a good time that I nearly forgot that I'd been given one of the control signs to place at the stage finish. I locked all four and popped the hatch, placed the 100-meter board and jumped back in the car, reaching the Flying Finish just as they announced Pace was on the course. The expected delay had been absorbed at Service and we were running on-time.

Into Vernonia for service and some lunch, then out to South Louie again.

Stage 18 and 19 would be repeats of South Louie and Scotty's Jig. The second time through a stage, the banner locations and Marshal positions were more familiar. Brief reviews with the Stage Captains confirmed all was well with the course. The notes came out again. Our run through the course was uneventful. Unfortunately Jamie "SubieGal" Thomas and Matt Gauger put her WRX Wagon on its roof on SS18 and she was taken out of the woods with the E-Crew. They are both OK. The Subie will rally again, but it will need some new panels.

Our duties were complete; we'd suffered one bent rim and some expelled air. We'd changed the tire on the transit. All was well. Until 14 miles into Washington on the freeway... The right rear outside CV joint decided that was all the further it would go at speed. Sounded a bit like the ball bearings were rattling around in a coffee can. A note to all, IF you don't have a tow rig and trailer, U-Haul closes at 5-o'clock sharp on Sundays... Break down before then if you can. The cell phones wore down their batteries trying to negotiate passage for the car to Seattle, then passage for the crew, then a place to park the car and finally a call to Josh to gather up his Dad and co-driver, and relinquish his car for a week.

About the Jemba notes. Pete Lamm is the US distributor for Jemba AB, Sweden. He flies Mr. Jemba (Arne Johansson) over to the states to all the major rallies and they drive the course for a couple of days with their fancy Inertia Based equipment that measures acceleration, direction and degree of turns, elevation changes, and provides a detailed "map" of the course. Jemba "corner grading" is provided as "safety notes" not as pace notes. The notes "provide information to describe the road as consistently as possible". Direction of the corner is given before the grade in this system: L5. (In other systems the severity and then the direction are given, such as "easy left" or EL) Gradation of the corners is as follows: 6, flat or fastest; 5, easy; 4, medium; 3, "K" or greater than 90; 2, "Bad" or Hairpin; and 1, "Hairpin" slowest, or acute (usually at an intersection). All the numbers can be modified with plus or minus so that a 4- is not quite as severe as a 3+. Each turn can be modified for increasing (opens) "<" and decreasing (tightens) ">" and with duration such as short, long, very long. The notes have the usual "cautions" in somewhat subdued tones. Single is used as

a wake up. Double is "beware" there is likely to be something difficult on or along the road. Triple is a Danger, or Serious Hazard. I like our more colorful descriptions. Crests and Jumps and Dips, tightens, opens, kinks, long, no cut... Oh Yeah!

R6 120 ! Cr L6>4+ R5/Cr into turn L4-lg R3< L4> n.c. !! R2 Drop outside

Oh, Stig Blomquist / Ana Goni in a David Sutton Cars (over from the UK don't ya know) prepared GrN 2002 Subaru WRX won the rally, by over a minute, ahead of Travis Pastrana, after Pat Richard broke yet another gearbox on SS11 Saturday, while giving the 1984 World Champion a very good run for the lead.

See ya on the road! --Ron

*** Heart of Darkness 2005. by Dan Comden**

(Start in Hope at 2300, turn around in Merritt, finish in Chilliwack around 0800)

Synopsis: a fun event that both Marvin and I agreed we'd do again. Scoring was to the second. For some reason I thought they were using a one second grace rule, but that wasn't the case.

Arrived too early - we left in the green Saab at 4pm, arrived for registration about 6:30 or so, twiddled our thumbs for tech at 8:30, then sat on our butts waiting for driver's meeting at 10:30. Next time we would arrive a bit later, I think, or at least go out to see a movie or something after registration.

We went east from Hope at 11pm then a very brief (5k) TSD on what turned out to be the prediction of very rough roads. Then a VERY fast, longer TSD (65 kph on some very loose gravel and fun corners - it woke Marvin up) section before heading out to Highway 5 and over the Coquihalla. Then some more sections that are a blur, a too-long break at the Chevron in Merritt, then back over some of the same sections, plus a new one with a water splash or two, before heading over an initially S L O W transit (15-20 kph due to bad road) to the highway and back through the toll booth to revisit that first rough regularity from the other direction -- much more smooth going downhill, or maybe it was my inability to see potholes any more. Then an agonizingly slow 45 kph TSD on the paved back road into Hope, where Marvin offered to gnaw off his own foot if I would only go faster. Were we pretty giddy by that point? Indeed.

Gary Webb and John Kisela had a real eye opener on the TSD before the break. While going over a cattleguard, the back window of John's Subaru Legacy shattered. They finished the event in fourth place -- having a draft didn't seem to much bother them.

Rallymaster Kevin Holter did a pretty good job in his premier role as a rallymaster. Wasn't a Paul Westwick routebook, but a good first attempt. An Excel error in the 3rd TSD had us in first place when the provisionals were posted, and after that was repaired, we dropped a place. He also screwed up the directions to the finish in Chilliwack, but that was simple enough to figure out, even in our pie-eyed state. One thing he did that I've never experienced is come up and introduce

himself to all the competitors at the start -- something that's definitely possible when there are only 11 cars.

They collapsed the awards and gave out simple certificates for 2nd and 3rd overall, and plaques for first. They also had a raffle for a variety of gift certificates, in which the workers also participated. The WCRA enjoys enthusiastic sponsorship.

We had a good time, even though the lost sleep would drag me down for the following days. It was TONS better than Road Not Taken. Much closer to home and completely lacking in that special brand of SCCA National-level whining. All the goodness of B.C. roads and we didn't see a single local on any TSD section except the last, and those were going the other way.

Tight scores:

1 Peter & Timothy Ryce /Mazda 323 GTX	11
2 Dan Comden/Marvin Crippen /Saab	13
3 RJ & Ren Carroll /Subaru WRX	14
4 Gary Webb/John Kisela /Subaru Legacy	15

Club News

* April meeting: Brief discussion of replacing RASC checkpoint and Route Control signs. Referred back to committee.

Trivia:

* Jerry Hines bought Nolte's Jeep. With the Timewise probes.

* Jarvis and Allison Owens upgraded to a Honda Element. It's gray, and they call it "BaBar".

* If you hadn't heard, best wishes are in order for R Dale & Francesca (married April 11).

See <http://www.challengedriving.com> for the pictures.

* Mike Jones: "I'm going to have to go downtown to Virginia Mason and have a little surgery done on June 9th." He'll miss No Alibi.

FOR SALE / Wanted:

* 88 F250 XLT 4x4 Extended cab, bedliner, canopy, A/C, etc. 10k miles on remanufactured 460 V8 w/ warranty. ☞\$4600.00

Also a clean 2001 Subaru Outback Ltd, light green with heated leather seats and such. High miles, so its \$ 8800.00. Jerry or Colleen, 425-823-6343

* '89 Quattro wagon. Wayne Moddison, 425-271-5314

* For Sale: 12-volt car battery, brand new, side terminal style, fits most new GM cars. Purchased in haste for no good reason, never installed in a car. Cost \$92.65, make offer. Roy Ward, roy.ward@verizon.net.

*Wanted: running SBC V8. ☞My truck threw a rod Sunday and I need to get something to replace it. Call Geoff Case @ 360-629-0186, e-mail: red.subie@verizon.net or geoffrey.j.case@boeing.com

Calendar

June 25- July 9 - Great Race 2005, Washington, DC to Tacoma, WA

Puget Sound-area TSD

May 13- Friday Nighter, PSRC Bellevue, WA
May 15- Sno-git, ORCA, Tulalip Casino, Marysville, WA
Jun 10- Friday Nighter, ORCA, Bellevue, WA

Jun 11-12- No Alibi, TSD gravel, Ellensburg-

Lewiston-Ellensburg, WA

www.rainierautosport.com

Jul 8- Friday Nighter, ORCA, Bellevue, WA

Jul 23-24- Golden West 2005, Northern Calif

www.sfrscca.org

Jul 24- Ketchum Again, Puget Sound Rally Club

Aug 12- Friday Nighter, PSRC, Bellevue

Aug 15-18 - Nor'Wester 2005, RASC, to Bella Coola

BC, then ferry to Vance Isl and Finish in Victoria.

Aug 21- "Western Whatcom Wobble", Monte Carlo,

Chuckanut Sports Car Club

Sep 9- Friday Nighter, NWRC, Bellevue

Oct 1- Night on Bald Mountain, ORCA

Oct 14- Friday Nighter, RASC, Bellevue

Nov 5- Armageddon XXIV, Bellingham WA

Nov 11- Friday Nighter, NWRC, Bellevue

NW Stage events

May 15- ORG SCCA Rally Cross #2

Jun 4- Dryad Quest, Shelton

Jun 5- Shitepoke, Shelton WA

Jun 25 - "Brooklyn Blast" rallycross in Brooklyn

Jun 26- ORG SCCA Rally Cross #3

Jul 17- Flaming Geyser, NWR Rally Cross, Covington,

WA www.nwr-scca.org

Jul 23-24- Rally Café (Solo National Tour Event)

Pacific Rally Group, Packwood, WA www.nwr-scca.org

www.nwr-scca.org

Jul 31- Brooklyn Bash, NWR SCCA Rally Cross,

Brooklyn, WA www.nwr-scca.org

Aug 7 ORG SCCA Rally Cross #4 Hood River, OR

Aug 1-3 Rally Round PIR, ORG

Aug 6- Ray's Rambler, Rally Sprint & Party Montesano,

www.nwr-scca.org

Aug 7- Janice's Jaunt, Rally Sprint & Party Montesano,

www.nwr-scca.org

Aug 27- NWR Rally Cross #2 NWR SCCA Rally Cross

(tentative), Brooklyn, WA

Sep 10-11- Wild West International Rally, Shelton

Sep 25- ORG SCCA Rally Cross #5

Oct 22- Mt Hood, Reg'l Stage Rally, Odell OR

Oct 23- Hood River, Regal Stage Rally, Odell, OR

Nov 6- ORG SCCA Rally Cross #6

Canada TSD events

May 14-15- Coast To Coast, PCC, Vanc. Is. #2

Jun 4- WCRA Novice Workshop #2, Kamloops

Aug 6- WCRA Novice Workshop #3, Hope

Jul 23- Gold Digger, BC Regional TSD, Pemberton

Aug 14- Novice TSD #3, Campbell River BC

Aug 27- Tsunami, Vanc. Is. Series #3

Sep 24- WCRA Rally-X

Oct ??- WCRA Novice TSD Rally Workshop

Oct 29- Midnight, BC Regional TSD, Nanaimo

Nov 19-20- Totem, BC Regional TSD PCC

Portland, Oregon, TSD

May 20- Friday Nighter, Cascade, Portland OR

www.cascadescc.com

Jun 17- Friday Nighter, Cascade, Portland OR

www.cascadescc.com

Jul 15 -Friday Nighter, Cascade, Portland OR

www.cascadescc.com

Jul 16- The Scenic View, SCCA National Road Rally

(Course) Portland OR www.leftrightonline.com

Jul 17- The Beaver Cleaver, SCCA National Road

Rally (Course) Portland OR

www.leftrightonline.com

Aug 19- Friday Nighter, Cascade, Portland OR

www.cascadescc.com

Aug 20- Mountains To Sea, Cascade Sports Car

Club, Touring TSD, Portland OR

www.cascadescc.com

Sep 16 Friday Nighter, Cascade, Portland

OR www.cascadescc.com

Oct 8-9- Port Orford, SCCA Regional TSD, OR

www.oregonrally.com

Oct 21 - Friday Nighter, Cascade, Portland OR

www.cascadescc.com

Oct 29- Ghouls Gambol XXXIX, Cascade,

Halloween TSD, Portland OR

Rainier Auto Sports Club will meet this coming Monday, May 9 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 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: Raindrop rallymaster will be roasted and toasted. Get his first look at the Critiques? Stories about Oregon Trails not fit to print. Somebody will explain corrosion to Roy. Kirk will explain why staying up late is good for him, and No Alibi. Dan and Marvin can tell tales about staying up all night in Canada. The Webmaster will once again submit his bill. Board members will sheepishly explain why the CP sign program is weeks behind.

2005 Board Members:

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

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

Members at Large:, Mark Nolte (425) 226-3155, Jerry Hines (425) 823-6343

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**Contributions and paid/unpaid ad eagerly received at
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