

Rally News

Armageddon Rally by Dan Comden

It was a dark and stormy night. Strike that. It was a night of sheeting rain, wind-whipped trees, and close escapes.

Chuckanut's Armageddon rally on November 4 was slated to begin and end in the town of Concrete in the north Cascades. Seven hours of rallying in tough conditions, windy roads and soon to be flooded areas.

Ryan and I made the journey north and found Rainier vets S. Richards and Ed Millman present at the start, as were Ron Sorem and Max Vaysburg. We didn't know who was in what class, but we knew we were going to have stiff competition in Equipped, as not only Steve and Ed were in Equipped, so were Don Gibson and Mike Workman. Ron and Max were in UNL with other notable NW teams. Our TeamD friends Greg and Nicole Woodbridge, on a honeymoon rally of sorts, were going to be learning the mysteries of the Timewise. Total field was 16 entries.

A somewhat late start from LFP had us arriving in Concrete about an hour before car zero started the rally. The Cajun Bar and Grill was hopping, but the line to get registered showed us that we weren't the only late arrivals. A routebook was obtained and Mr. Kyle decamped to the Saab to enter the details into the book.

Oh, and we discovered we were car #1. Not much time to get the details entered and printed. But Ryan was totally on top of things, with his non-space-saver printer ready to go. We hadn't asked for that low a number!

The driver's meeting launched at 2:30, with Sue Lingbloom describing how Ken had gone out the day before and cleared downed trees with a chainsaw. He would be similarly armed tonight running as Pace. She also predicted how we wouldn't see the potholes hidden by all the leaves. A real fortune-teller, that Sue.

The odo check found us tooling along with Ryan holding the printer like a platter, spewing the sheets of timeliness. I thought he'd only done the first couple of sections, but he managed to get the whole seven hour rally entered and was printing the hacks at amazing speed.

As this was the final event for Chuckanut's 50th anniversary season, some extra effort went into the route book to commemorate some of their past club members in the section titles. A very nice gesture that allowed the newer teams to pause and consider just how long rallying has been popular in our area.

The first sections were incredibly wet in a tropical sense; the elderly Saab wipers couldn't keep up with the deluge. I haven't seen rain like that on a rally ever. I really haven't seen rain like that since I was in Florida or Mexico, to be honest. And the wind was blowing things around as well. Quite a blustery night was in store.

Fast paced? Why yes! This is not an event for lollygagging. We did the first regularity, then the second (cursing the non-mileaged CAST Chuckanut so loves to inflict on us), and entered Darrington stop #1 for a very rapid topping off of fuel. We were one of the few teams to start the next regularity on time, thanks to Ryan's info and my willingness to do a little sliding around corners.

We caught Ken packing up his chainsaw on the next section, requiring a 30 second Time Dec, then caught him again while he was talking to someone in a giant pickup parked in the middle of the road. He waved us forward before I could get out, then we had to make the call -- a 1:30 time dec or try to make get back to our :30 late? After near-missing a ditch, we decided to go with the longer time dec, but it didn't matter as there were no more CPs in the section. No one behind us: they were running late from being leisurely in Darrington, I assume.

This story is getting long. We had a lot of fun despite the invisible potholes. At the 2nd Darrington stop we had even more fun when I turned the car off and discovered that our battery was flat. Mannisto gave us a jump and we were back in it. I guess running headlights, fogs, driving lights, wipers and cabin fan at max, plus rear defrost and a few other doodads is a slight problem for the stock alternator. I may have to make some changes.

Back to Concrete for the end, after re-running pretty much everything in reverse. Word of a couple of DNFs, including Richards and Millman. Something about an inner ear problem? Fun roads and I would like to see them in a future event (Norwester? No Alibi?). Ken and Sue encouraged entrants to pre-order from the restaurant, and the staff did a bang-up job getting the food out at the late hour, and kept the kitchen open for us.

Sue mentioned that this may be the last Armageddon, or at least the last one that she and Ken will lead. Not to worry, it sounds as if they have plans for an alternate event, perhaps even bringing back a name from the past. We'll have to wait and see. Thanks to Chuckanut for a well organized event on excellent roads.

Fortunately we left town before we needed scuba gear. got home around 2:30.

A nice result after our record-setting Night on Bald Mountain score. Ryan gets kudos for staying calm and focused and the Saab gets marks for finding all the potholes without complaining. Much.

Results:

First SOP William McRae and Dave Harms in the venerable rally bug. (416)

Second SOP: Marinus and Renee Damm (427)

First Masters: Hal Dittman and Susan Everett (176)

First EQU: Dan Comden and Ryan Kyle (64)

Second EQU: Don Gibson and Mike Workman (79)

First UNL: Steve Roberts and Jack Heppes (26)

2nd UNL: Esko Mannisto and Neil Menzies (28)

Totem Rally 2006, by Ron Sorem

November 18 -19, 2006. Cache Creek--Williams Lake--Cache Creek, British Columbia. The West Coast Rally Association and Rallymaster Richard Lynch presented the **2006 Totem Rally**: Final Round of the Pacific Coast Challenge Rally Championship, and Final Round of the BC TSD Rally Championship.

Twenty-five cars left Cache Creek under overcast skies, expecting gravel, frost, slush, snow, and iced ruts.

The 89-km *Big Bar Regularity* ran northwesterly before turning south along Jesmond Road with a gradual rise-and-fall, and a couple of tight 90 turns, toward Kelly Lake and into Clinton.

At the start of 77-km *Meadow Lake Regularity*, one car was missing, causing concern and delay for control crews and Sweep. Eventually the car showed up with a bent front control arm. The run through *Meadow Lake*, and on to Dog Creek, was filled with ups and downs, sweeping corners, an occasional downed tree partially blocking, then a right at crossroads with a speed change down, and "rough" for the first 5-km. This was deep snow now, and the double-90-left failed to collect anyone this year. The first "big" tree took up most of the road, the snow deeper, the ruts a bit more troubling.

Helena Lake Regularity covered 72-km with the first 11-km climbing to rejoin *Meadow Lake* at Gustafsen, to repeat the rough section, the double-90-left, and the blocking tree, before a right on Tatton FSR, and some great challenges in icy corners en route to Lac La Hache. Eventual winners, Eric Horst and Steve Willey, in Eric's "not a Subaru" '89 BMW 325iX, mastered the slippery conditions and schooled the rest of the field, taking a mere one point in the section. The rest of the

front-runner pack accumulated 9- to 12- to 16-points.

Spokin Lake Regularity, covered 68-km and claimed another car, only 2-km into the section -- substantially "off" -- three flattened tires and only one spare. No radio communication could cover the entire section, so Sweep continued through the course, now very late. Good thing, because he found Car 19 at 22.01km. Navigator reported they had "slid sixty-plus feet" before entering a culvert. With a taped-on bumper-cover they completed the second day, earning the "Dead Last But Finished" award.

Car 9 had difficulty late Saturday, but not with the road conditions. Rather, the hatch kept coming open and depositing bits of luggage on the road. A discussion ensued as to the suspected contents and at first it was decided to just write it off -- until the magic word "Passport" was uttered and the search was on -- reverse course, unaware that, after being ignored by several cars, Car 15 had stopped to retrieve the errant satchel. Eventually, the exchange was made. The FIRST EXCHANGE... Later in the night the hatch popped again. The driver recalls that the "exhaust note was a bit louder", but it couldn't be readily determined in the dark that anything was missing. Car 15 to the rescue again, and again the return to the rightful and grateful owner.

Sunday began cold and windy. *Alkali Lake Regularity* contained 52-km of frosty roads, mud, ice, and snow -- especially in the one big hairpin at 32-km. In past rallies this corner has collected many cars, with exposures before and after, overlooking the Fraser River.

Exeter Regularity covered 60-km, where the road was either wall-to-wall ice, or deep narrow snow tracks. After teams finished *Exeter*, the checkpoint convoy streamed into 100 Mile House for a "quick" gas and go.

Bonaparte Lake Regularity was scheduled to be 92-km of varying road surfaces familiar to BC rallyists. One of the big trees along the route decided the wind was too much and fell across the road at about 54-km -- this became the turn-around point for the event and a detour was picked to get the convoy to Cache Creek. The rally convoy arrived later than scheduled, but scoring was complete around 5:00pm.

Congratulations to Eric Horst and Steve Willey of Rainier Auto Sports Club in the Seattle area, for First Overall, with only 8 points, in the 1989 BMW325iX. Second, to Glenn Wallace, from the Seattle area, and R. Dale Kraushaar from Fountain Valley AZ, with 14 points, in the 2004 Subaru Turbo Baja. Third, to Rainier's Jeff McMillen and Marvin Crippen, taking 2 points on Day Two for 24

total, in the 2002 Subaru Impreza WRX. First Calculator and 5th Overall to Martin Chung and Christa Monasch in the 1995 Subaru Impreza. First Paper to Steve Perret and Kathryn Hansen in the 1986 Subaru GL-10 Wagon. First Novice to "locals" Rob and Lucile Anderson in the 2006 Subaru Impreza STI. First Historic to William McRae and Dave Harms in the 1969 VW Beetle.

First Historic-Equipped to Car 17, Mike Palm and Garth Hales in the '74 Super Beetle.

Full results and photos at www.rallybc.com

This and other rally stories at www.tsdroadrally.com

* The Reno Rally got postponed this year, so the weather-plagued Wild West filled the December 1-3 date. This made it the last event of the Rally America series.

A very wet November led Simpson/Green Diamond to pull the road-use permit for the rally. Muddy roads allow runoff into the precious salmon streams. That isn't allowed, and has always been a condition of the permits.

The Straddle-line (ORV) Park became Saturday's venue, and Pacific Raceway for Sunday.

The Pacific Raceways portion used the real, paved racetrack. The cars were formed into 5-car groups, and then each group had the track to themselves, started at 10-second intervals. This minimized the proximity of the cars. Fast cars ran about 1:46, slower cars over 2 minutes. No slicks were allowed, just rally tires.

The "automated" track-timing system was used, with each rally car being fitted with a sensor. The sensor wire is in the apex of Turn 9, so the cars were flagged off a few feet before the "wire", and checkered (Yes, Chuck Huffington had an actual checkered flag).

No excitement for this odd venue, except for a Legacy that leaked oil from Turn 3 to Turn 7, then the oil caught fire. A Sweep truck was trying to catch him and ended up in the paddock, alongside, where the fire was extinguished.

Club News

RASC Christmas meeting & party

Saturday, December 9, 4 PM 'til 8 or 9.

Who's invited: RASC members, children, extended families, friends, Alcan participants, etc.

WHAT: A Christmas party. Videos, music, food, and drink. A chance to swap lies, rally stories, obsolete parts, and favorite recipes.

WHERE: The Hines Hotel, 12640 88th PL NE, Kirkland (near Juanita Drive, call 425-823-6343 if you're lost...)

FOOD & DRINK?: It's semi pot-luck. RASC is sponsoring ham, scallop potatoes, salad, beer, wine, cheese & pop. Bring anything special you'd like to share, or just show up!

*** RASC Elections**

We met briefly after the general meeting to determine positions, the

2007 Board is

President: Eric Horst

Vice President: Steve Richards

Secretary: Dan Comden

Treasurer: Steve Willey

Members at Large: Ed Millman and Marvin Crippen

For Sale

* X-Band radar set, Decatur "Hunter", dash mount, single antenna, works moving or stationary. Remote "Instant On" switch. \$165.00. Roy Ward, (425) 485-6225, roy.ward@verizon.net.

* Wheels: Two Audi 4000 (circa '87?), no rubber. \$75 (clear out the garage price) Four Audi Quattro/V8, 15x7-1/2" \$160. Pearl white from about 1993) Jerry Hines 425-823-6343

