

New Meeting Location (same time – 7:30)
For the May 14th meeting, we are trying
out a new meeting location.

Canyons Restaurant, 15740 Redmond Way,
Redmond, WA, 425-556-1390. Located in
Redmond Center (old town) next to Starbucks and
just east of the slough and RR tracks.

<http://www.canyonsrestaurant.com/location/sredmond.html>.

It's easy to find:

From the south end, take 405 north and go
east on 520. Take W Lake Sammamish Pkwy NE
exit and go left on SR901 (be in left lane). In 0.3
miles, S at signal and then in 0.2 miles bear left
to stay on 901 toward Redmond Way. R on
Redmond Way. L after RR underpass into
Redmond Center.

From the west, using 520 bridge, follow
instructions at W Lake Sammamish Pkwy NE
exit.

From the north end, take 405 south to
124th St., exit 20, and go left on 124th (as if going
to Café Veloce). Follow 124th 1.5 miles to
Willows Rd NE and go right on Willows. S at
signal in 2.1 miles to stay on Willows. L at signal
onto Redmond Way. L after RR underpass into
Redmond Center.

You may also pick up Redmond Way from
the NE 85th exit 18 in Kirkland, but the traffic
signals are murder going this way.

Rally News

* No Alibi (June 2-3) is a two-day, 540-mile
tour of Eastern Washington incorporating timed
sections and touring sections. It begins and ends
in Wenatchee, Washington, overnight in Colville,
Washington. The course will use all types of roads
from highways to gravel to dusty farm roads,
however No Alibi roads are selected for their
character and are not of the car-breaking variety.
No Alibi typically enjoys beautiful early-summer
weather and presents a peek at the green and
growing season.

We will be providing lunch on Saturday.
Following tradition (or habit) Saturday night will
feature our usual social gathering including a
buffet dinner and rally-centric entertainment.
The buffet dinner and entertainment, as well as
Saturday lunch are included in the entry fee.

Our event is intended to challenge the
experienced competitor but is completely suitable
for novice or lightly seasoned entrants.

Overnight: Colville, WA. Hotel, dinner and
evening entertainment have been arranged.

Event Finish: Sunday afternoon, Wenatchee,
WA.

Entry Fee: \$160 USD. Entry includes all rally
materials, lunch on Saturday, and a banquet
dinner in Colville Saturday night.

Rallymaster: Eric Horst, 206.363.9752

*Oregon Trail stage rallies by Ron Sorem
Hillsboro Oregon, April 20-22, 2007. The Oregon
Rally Group (ORG) and Rally-America, presented
the 2007 version of last year's "Rally of the Year".
Oregon Trail, and the three regional rallies:
Wagon's Ho, Oregon or Bust, and Trail's End,
covered varying venues from tarmac to gravel
under the lights, with a grandstand view at
Portland International Raceway (PIR) and
winding forest stages west of Hillsboro, with a
Service Park in Vernonia.

Seventy-five cars started the rally on Friday
afternoon at PIR for "Wagon's Ho". Stages 1 & 3
were nearly a full lap on the track. Stages 2 & 4
started on track, then moved onto the gravel
perimeter roads. Stage 5 started mid-straight,
eastbound, passed the grandstand into an on-
track U-turn, then west down the drag strip,
before the perimeter roads again, then onto the
RV parking sod, onto the track, reverse-course
through the sweepers and the chicane, to Flying
Finish into the infield. Stage 6 was completely in
view of the infield Motocross grandstands as
preparation for future Super Special Stages,
covering .95 miles of dirt, gravel, sod, and tarmac.

Retirements included the #20, Comrie-
Picard/Goldfarb, who had pushed their EVO-9rs,
through the start, as the 75th starter, gaining one
championship point after losing a motor on the
practice stages. After SS1 -- #199, Pastrana/
Edstrom, lost their Subaru engine; #30,
Plsek/Burmeister, EVO ECU failed. After SS2 --
#90, O'Sullivan/Putnam, EVO motor; #205,
Lengacher/Kovalik, Audi S1 (replica) motor.
After SS5 -- #258, Dahl/Dahl Honda. After SS6 --
three Subaru's, #91, #690, and #774.

Day Two, "Oregon or Bust", began at the
Hillsboro Stadium, Parc Expose. Ron Sorem and
Max Vaysburd were there in the Legacy Turbo,
ready for course opening as "Slow Pace" 00. We
lined up prepared to leave 30 minutes in front of
the rally, when another Car 00 arrived... Curious.
Bruce Davis and Jimmy Brandt, in the Group 5

#60 Dodge Neon SRT-4, were sporting a new 00 in place of the 60. The explanation was a bit cryptic, but the uber-short, subdued version revolved around a "reassignment" from running to working. The AWD Civic, Pace 0, of Simon Levear and Russ Kraushaar, had succumbed to electrical demons on the PIR stages and was MIA until a cell call from Simon assured Chairman Matt Tabor that Pace 0 was running and would be at the forest stage start... The "plan" for the weekend, then became, an Advance Car setting banner-guard and marshals; Car 000 tending the big Tag Heuer clocks; 00 "Lights" (us) checking banner, marshals, clocks, routebook, and arrows – and checking the Control Operation (guinea-pig the workers). 00 "Neon" (later aka '00-Heavy') would check the banner, notes-to-miles, and clocks. Pace 0 would run the stage at speed -- as the last set of eyes before the competitors -- declaring the stages "HOT!!"

"Ho Dow-wn", SS7, climbed Music Road, followed McGregor Road to the North Fork Wolf Creek Road, and out to Highway 26. The route climbed quickly into the fog over tight sections of gravel and loose stone, mixed with large rock embedded in clay. Some sections would be very slippery! Subaru lost four more to the retirement list following SS7: #91 "off", holed radiator; #774 mechanical; #288 Gary Cavett and Alan Perry, gearbox; and "Cowboy Kenny" Bartram, #690, with a big, deep, off. Block and Gelsomino led Pinker (New Zealand) and Walsh in the rally by all of 0.9 seconds.

"Cochran Loop", SS8, saw a steep climb into the clouds, with areas of downed timber, cut "just wide enough", leaving very little wiggle room for rally cars. "Crest. Exposure. Steep Downhill" marked the descent though an acute right, several twists with exposure on the inside, and a long sweeping right into the Flying Finish. The steep downhill claimed brakes. Canada's Pat Richard parked the Rocket Rally WRX after setting fourth fastest time on stage, then carefully transiting to Service. Foust/Beavis took fastest time, one second over Pinker/Walsh, who was one second over Block/Gelsomino.

"Reehers Camp", SS9, was the longest stage of the rally, topping out at 2700' elevation, combining steep climbs, fast ridgetop, steep descents, Spectators at 7.50 and 11.85, then Flying Finish at 16.37 miles. Lagermann/Williams (Mitsu Evolution) managed this stage with failing brakes before retiring. #232 retired with fuel starvation (bad gauge). #294 was out with unknown difficulties for day two, but would return for day three. #206 Sonoma rolled on SS9, trailered out later. The

"big off" was Car 10, Anton/Jozwiak, at about 10 miles in, and 200 feet down, out of sight from the road.

"Ho Dow-wn II", SS10, saw a repeat of the Music/McGregor/Wolf Creek stage. The top cars danced a bit slower to the Music. Those needing to close gaps generally did so.

Vernonia School was a blur of activity as teams were re-grouped, to close up any gaps in the rally, then Service Crews waved their magic wands to prepare teams for Saturday's last two stages.

"Cochran Loop II", SS11, may have been in better shape on the second running, with the marbles swept out of the way, and some of the clay beginning to dry out. The top cars ran faster, feeling the runners-up nipping away at their heels. From way back in the pack, Carl Jardevall made up 21 seconds over his first run, only to retire overnight. Mid-pack, Amy BeberVanzo was 18.8 seconds better. Andrew Pinker lowered his time by 1.2, but Ken Block was hot on his bumper, 8.5 seconds faster, to take the stage at 8:16.3 for a 54.91-mph average.

"Reehers Camp II", SS12, saw Foust /Beavis push the 2007 Subaru STI to a 17:30 flat, nine seconds faster than Pinker, 16-seconds faster than Paul Choiniere and Jeff Becker in the AWD Tiburon, who were tied with Ken Block from Team Subaru USA. A nostalgic look into "open service" was arranged at the end of Reehers Camp, with service crews directed to set up on the side of the road (narrow road at that). As the Clerk of the Course later stated, this was "mildly successful". The popularity of the rally was too much for the roadway, and teams simply ran out of room – unfortunately, some of the late runners ran out of passable road, on the way to the nearby stage start.

Day Three, Trail's End, saw a bit of a break in the "Oregon Sunshine" -- drier for the stages. "Sterling Loop", SS13, 34 miles west of Hillsboro, turned south into the woods. The 5.52 mile stage had a slight climb through a series of right-left-right, slight crest, repeat, then right after crest at a "T" intersection. One problem: The right can't be seen, the lay of the land shows only the left. Three course cars and "several" competitors took the "other right", facing banner guard and road marshals. Recovery from this mistake brought even more pressure to execute the next series of twists perfectly... Fastest Open Class, Ken Block, WRX STi, 6:14.7 for 53.03 mph.

"Coyote Corner", SS14, looks familiar, only different. Much of the stage has been used before, in the opposite direction. A steep climb from the Start levels along a ridgeline, then Spectators and

downhill into tight corners, dropping past the second Spectator Area at about the midpoint. Several long-hairpin-left. Quick Kinks, then Hard Right, Kinks, slight right downhill into Flying Finish. The top four cars are within 27 seconds; the next is another 26 back. SS14 claimed 4 retirements.

Vernonia Service was a welcomed break for most. The toll of 14 stages was beginning to mount on cars and crews.

"Sterling Loop II", SS15, saw one retirement, #144. The big battle was Foust versus Block versus Pinker. Tanner took 9 seconds less time on stage than Ken, who in turn beat Andrew by 2... The "best of the rest" ran 41 seconds off the leader.

"Coyote Corner II", SS16, had the same blind-crest-right (properly executed this time) the same rock walls, tight corners, big drops. Forty-three finishers, out of the 74 running starters on Friday.

Andrew Pinker and Patrick Walsh took First Open and First Overall with 2:00:32.8

Complete results, forums, photos and interviews at www.rally-america.com

Additional local interest and future event info at www.oregontrailrally.com

Trivia

* Steve Richards and Gary Reid ventured to the Arizona 1000 rally (April 1-6). They placed 9th overall and 2nd in class L. Congratulations!

* Steve Brown had a tractor accident and hurt his hand.

* Jerry Hines sold the Forester, got a Saab. That was such a good idea that when Ford Super-duty pick-up crossed his path, he couldn't resist. The Jeep PU (ex-Nolte) went to auction, then toward Shelton. Seeing all this fun, Colleen decided the MDX was too thirsty (after \$50 at the gas pump). She has a red Mazda 6 now, with the Touring package (leather....) and 18" wheels.

For Sale

* Acura MDX SUV, \$18,700. Jerry Hines, 425-823-6343

* 1991 Legacy Sport Sedan, driven mostly on weekends. 2.2 Turbo, 5spd, Limited Slip. \$4000

* 1987 Subaru RX 3dr, caged, log-booked. 1.8 Turbo, 5spd dual-range, locking center diff, Limited Slip \$4000

Email Ron Sorem: ronsorem@gmail.com

2007 RASC Calendar

May 11- ESPN2 TV: 5:30EST Sno*Drift & 100 Acre Wood

May 12- Coast to Coast, Campbell River, Vancouver Island

May 18-20- Olympus International Rally (PRG) (X-Games Qualifier), Shelton, WA

May 20- "Howl at the Moon" (Travel Sat, Rally Sun, Travel Mon Holiday) GRRS, Prince George, BC

May 31- ESPN2 TV 6:00EST Oregon Trail & Olympus

May 25- Friday Night Road Rally, Cascade Friday Nighter Series, Portland OR

Jun 2-3- No Alibi by RASC, Wenatchee-Colville-Wenatchee WA

Jun 8- Friday Nighter by NWRC, Bellevue WA

Jun 16 - "Precipitation-Falling" Monte Carlo Rally by Soggy Bottom Rally Club, Eastgate Park & Ride, Reg 9Am, FCO 10AM, \$35 w/ \$5 discount for NWRC club members.

Jul 13- Friday Nighter by ORCA, Bellevue WA

Jul 21- Sno-git, by ORCA, Marysville WA

Jul 29- gimmick rally, PSRC, location TBA WA

Aug 10- Friday Nighter by ORCA, Bellevue WA

NW Rallycrosses (rallycross has a class for everyone)

May 6- ORG RallyX #2,

Jun 10- ORG RallyX #3,

Jun 17- PRG RallyX North

Jun 30-Jul 1- RallyX and Sprints at the ORV, "Summer Fun RallyX", McCleary WA

Jul 5- ORG RallyX #4

Jul 21-22- "Brooklyn Bash Rallycross" by Team Vanquish, Brooklyn WA

NW STAGE RALLY

May 18-20- Olympus International Rally (PRG) (X-Games Qualifier), Shelton, WA

Jun 8-10- Performance Rally Driving School

Washington County Fairgrounds, Hillsboro OR

Jun 15-16- Mountain Trials, BC Regional Stage Rally, WCRA, Merritt, BC

Oregon TSD

May 25- Friday Night Road Rally, Cascade Friday Nighter Series, Portland OR

Jun 15- Friday Night Road Rally, Cascade Friday Nighter Series, Portland OR

Jun 30- Grand Prix Imports Rally Against

Parkinson's SCCA Reg'l Tour, Portland OR

Jul 20- Friday Night Road Rally, Cascade Friday Nighter Series, Portland OR

Aug 25-26- Rose City Challenge, SCCA National Road Rally

Rainier Auto Sports Club will meet this coming Monday, May 14, 7:30 pm, at Canyon's Restaurant, 15740 Redmond Way in Redmond. Steve Richards suggested it. See directions on Page 1. The URL has a simple map, and mentions a familiar name.

Monthly meetings are the second Monday of each month. Past Members, visitors, and spectators are welcomed.

Agenda: 27 entrants so far for No Alibi. Maybe some other news. Coast-to-Coast happened over the weekend, out of Campbell River on Vancouver Island. Rumor hazzit that the official No Alibi checkout is over the May 19-20 weekend. The Treasurer's report gets better every meeting. Nolte managed to trash the WAG mailing list; Microsoft wasn't kind enough to build an obvious "backup path" into Entourage. He might solicit for names to be included in the email list.

2007 Board Members:

President: Eric Horst, erich@teamd.org, 206-363-9752

Vice-President: Steve Richards, smrdatman@comcast.net, 425-337-0232

Secretary: Dan Comden, dan@comdens.com,

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

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The Wishbone Alley Gazette

% Mark Nolte

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