

Rally News

* RASC Friday Niter (October 12): "October Observation and Obfuscation", with Jeff McMillen as rallymaster:

The checkout was clean except for the usual tweaks added by the participants.

* Oregon 1000, by Dan Comden

Pics at <http://tinyurl.com/274j6r>

Yeah it was lots of fun. I have to add a caveat to what I used to say about paved rallies. This one was far from boring. Incredible roads with very brisk speeds, and a complete lack of the event "lawyering" observed on previous SCCA events. While we didn't bring home any hardware, the memories from the trip are worth more. Yes that sounds trite, but this event was well worth the effort invested -- more so than many other rallies I've experienced.

Hans and I went down Thursday evening and stayed with friends of mine near the start location before heading out on Friday morning to the start at Gran Prix Imports in Wilsonville. Was wonderful to see the REAL cars parked out in front of a location that features some pretty amazing rides. But when it comes to imports, I have to say that most of what they sell would rarely be seen on the roads we experienced.

Day 1: Wilsonville to Roseburg. A controlled burn on the first leg led to a slight adjustment in the timing, but worth it for seeing the road on fire. Covered bridges and cruising byways were the highlight. A catered dinner at the motel in Roseburg ended the day.

Day 2: Roseburg to Port Orford. The brief warm up down the interstate was absolutely no preparation for the route over the Coast Range. Everyone I talked to was challenged to maintain CAST from the "You Are Here" point down the hill. 34 MPH has never been so much fun.

The lunch break was in Agness, where the organizers arranged a jet boat tour up the Rogue River, which was so much more fun than I thought it'd be. Most everyone got a good cool-down on the downriver leg, where the boat driver was able to spin the vessel skillfully to ensure everyone got a taste of Oregon river water. The spaghetti dinner at the Senior Center in Port Orford was quite good, and the event motel was located at the finest vista I've ever experienced for a driving event.

Day 3: Port Orford to Albany. Thought the previous day's CASTs were ambitious? Hah! Let's warm up the tires real well on some ambitious up- and down-hill sections that had all cars charging hard to keep on time. The last checkpoint was referenced in the route book with the target time, yet only one team of 13 cars was able to nab a zero. Steve and Kathryn took honors as well as a first in Limited class with their ability to count down. Finish was at a Hungarian restaurant in Albany.

All checkpoints were timed by competitors. The "run/work" technique worked flawlessly. First car on day one was timed in by the course opening car, then took over timing duties for all cars that followed. After the last car passed, they added 26 to their car number (putting them behind car number 26) and Sweep picked up the score sheet. With a two-minute spacing between cars, this was easy to implement. As car #18, we worked one control on each of the first two days and had the opportunity to work two controls on the third day, including the final control. Entertainment factor was quite high on that one.

Considering that the event registration covered all meals, two nights hotel, and the jet boat excursion, the rally was more than worthwhile. Very highly recommended. "1000" refers to the number of kilometers covered in the event. Would do it again without hesitating.

Most roads were paved, with a few sections of gravel that brought the speeds down to get us through a section with no other options. This was the first time that unpaved was the snoozer part. However it kept the field happy, and to be honest, the optimistic speeds on the paved sections more than made up for the slow gravel sections. Just about all the regularities were scored on pavement, and the event became more challenging on each day.

Ron Sorem and Max Vaysburg represented the other Rainier team and nabbed second overall and second in Equipped class. Steve Perret and Kathryn Hansen were the remaining WA entries. Hans and I were the remaining Equipped entry and got third overall.

Congrats to the winners:

Stock (Paper/SOP) Class: Paul Eklund, Kala Rounds, R. Dale Kraashaur, Subaru Forester Limited (Calculator): Steve and Kathryn, Subaru Equipped (Unlimited): April Smith and Marcus Song, Mitsubishi Outlander, first overall

* Gran Prix Imports Oregon 1000 Rally by

Ron Sorem © 9-25-2007

Wilsonville - Port Orford - Albany Oregon. September 21-23 2007. The **Oregon Region SCCA** presented three regional tour rallies as the **Oregon 1000 Rally**, presented by Gran Prix Imports of Wilsonville.

Thirteen teams ran the Tire Warm-up and Odo Check south on the freeway to Keizer (Salem), then east toward Silverton, following Howell Prairie Road into Stayton's Pioneer Park for a brief stop. Continuing south, crossing the North Santiam River, smoke could be seen in the distance. Odd. A brush fire on the first TSD section had engulfed the roadway, and the first

checkpoint location, forcing an impromptu Free Zone and a re-group control. This is a road rally, right?

The route continued east and south through rolling foothills to the first of many of the Willamette valley's picturesque covered bridges, meandering along Crabtree Creek at a brisk pace to Larwood Covered Bridge, just downstream from the point where Roaring River flows into Crabtree Creek. Off to meet in Waterloo, at the Mini Mall... uber-mini, no Napoleon, or Napoleon -- either Dynamite or Bonaparte. The rally was following part of the old California Trail, and the Santiam Wagon Road. After a few more covered bridges we crossed Highway 20 near Narrows Oregon, and began climbing Scott Mountain Road.

"What Dead End?" TSD section climbed up West Brush Creek Road (the routebook states: "Not sure why they think it's a dead end"), followed Cougar Ridge (near Bald Mountain -- how many of these are there?), and dropped into the Shotgun Creek drainage on narrow twisting pavement through the forest. Sweet roads! Our team suffered from a mis-set clock on a CarZeroTime (CZT) reference: Clock set to top of minute... CZT was at bottom = 50 early.

After working our "run/work" checkpoint and having plenty of time to contemplate the error, we continued to the Earnest Covered Bridge, traveled along the Mohawk River, skirted Springfield and headed south on I-5 for the transit to Cottage Grove for snacks and fuel.

"London to Oakland?" TSD followed the twisting Shoestring Road from London Oregon, over London Hill, into Shoestring Valley along Scott Valley Road, through Elkhead Oregon, into Driver Valley with a couple of tricky hairpins and narrow sections where the flooding and erosion left single lanes only. No "Valley Girls" here, just two friends working the next checkpoint -- they gave us a 3! Oakland Oregon is a Historic District just east of Sutherlin and I-5. A quick transit down the freeway to Roseburg brought a welcomed Hotel and an excellent banquet topped off with early scores and local dairy's vanilla ice cream.

Day One covered 213 miles (343 km) through eleven scored controls in six hours. Winning Friday's sections were April Smith and Marcus Song with 23 points, only 4/100ths ahead of fellow Timewise competitors Dan Comden and Hans Andomeit.

Day Two brought renewed vigor for all... The Odo/Tire Warmup ran south to Riddle. Our first mistake was along a wide paved road, with double yellow center stripe -- the stripe disappeared and a wide section of pavement curved right -- into a gate for the Nickel Mountain mines. The main road dove off a blind crest to the left -- into a checkpoint. The hesitation while determining the actual rally road caused several teams to be late, under full power, at checkpoint one.

Winding along Cow Creek (at 54, then 51, 49, 48, and 46 mph) the scenery of the pines and live oaks soothed the cut of the first points for the day. Turning onto the narrow paved forest roads into the woods, the route climbed the Back Country Byway toward Anaktuvuk Saddle (oddly Alcan sounding), Mt Bolivar (4319), and began dropping into Eden Valley Camp on

the South Fork of the Coquille River (which empties into the Pacific at Bandon). By the way, CAST 31 was a challenge. The CAST 27 through Island Camp was great fun, after the checkpoint, at a "bit over" CAST in the Free Zone.

19.01 into the "Are We There Yet?" TSD section brought us to Curry County Oregon, who it seems hasn't been inclined to pave their road, so 10 miles of gravel at reduced speed through abundant twists and drops returned to pavement at Illahe, and an overhead view of the Rogue River. At Agness, the rally took a break from the dust and enjoyed Jerry's Rogue Jets (www.Roguejets.com on the Rogue since 1958), for an up-close and wet 20-mile trip upriver to Blossom Rapids, passing Illahe (now above us), Tacoma Rapids, into the Wild Rogue Wilderness, Paradise Lodge, Half Moon Bar Lodge, and the Devil's Staircase. The jet boats share the river with rafts, kayaks, fishing parties, and wildlife... We saw deer, herons, and the rare raft bare (think full moon), kept at bay with a drenching torrent from our boat -- to the delight of all. Downstream speeds of up to 53-mph, then drying out over lunch. We think the operator was a bit disappointed in our collective response to all the twists and turns, dips and braking -- until he was reminded that we were the rally group, and we'd been doing that all day long.

Agness toward the Ocean challenged drivers and navigators to resist an after lunch nap. Local traffic kept some of us busy filling out Time Allowances, and CASTs of 36, 37, & 38 were more than enough to keep crews attentive on the twisting two-lane.

Highway 101 north brought photo-ops and grins as rallyists "mixed it up" with a Mercedes, a Viper, and a Corvette on the twisting, bumpy coastal highway into Port Orford, for a big spaghetti dinner and moonlight views of the bay from the Castaway-by-the-Sea motel, after 160 miles (258km) in 8 hours.

Saturday winners were Ron Sorem and Max Vaysburd, squeezing a mere 22 points out of the old Alfa, 17 fewer than Smith and Song in second.

Sunday was a new day. Pancake breakfast in Port Orford, then north along the coast, with a short stop at Bandon State Park beach, then a view of Haystack Rock and Face Rock (all in brilliant sunlight, but on a TSD section with little opportunity for photos), before turning inland, along the Coquille River to Broadbent. Excitement along the way included a "Pause 0.10 at 15MPH" in traffic, on a blind curve, just feet before a checkpoint... lots of laughs at lunch about this!

Following the Middle Fork now, to Remote Oregon and the Sandy River Covered Bridge. A rest stop and photo-op here, preceded 10 miles of Sandy Creek Road, bringing three checkpoints on a beautiful twisting hill climb. Weaver Road continued along a ridge for another 14 miles with three more well placed controls, providing lateral Gs and big grins, or nausea, depending on your likes or dislikes.

Oregon 1000 transits can be trying. Dropping off Reston Ridge on the old Coos Bay Wagon Road, brought warm brakes through the hairpins. "Through the Lookingglass" transit referred to the creek, as we didn't really pass through the town or travel upon the

road, of the same name. Continuing north through Melrose along the Umpqua River to Sutherlin, the rally headed north on I-5 to Cabin Creek for lunch.

"The Long and Winding Road" TSD section brought another six checkpoints in 38 miles of twisting hills, meandering river routes, and sharp drops into the Coyote Creek drainage. The end of section afforded a short break for ice cream cones, then back on the road north for Veneta and Franklin and the bonus round.

"Bonus Points" TSD began near Cheshire, skirted Cox Butte, and zigzagged through farm fields between the Willamette River and Long Tom Creek -- passing the 1000-km mark before the final checkpoint, complete with a printed target time in the instructions. Only one team managed to zero the target time: Steve Perret and Kathryn Hansen, capping 270 miles (436km) in 8 hours.

The Sunday win and overall three-day prize went again to April Smith and Marcus Song (in the Team Mitsubishi Outlander) with 25 for the day, 87 for the weekend, running E-Class (Unlimited equipment). Perret and Hansen took home First L-Class (Limited equipment or Calculator class) with 265 for the weekend. Paul Eklund, R. Dale Kraushaar, and Kala Rounds took home First S-Class (Stock, no equipment -- SOP) with 232.

All three first place finishers and several other participants took full advantage of 644 miles (1037km) of "seat time" on **Oregon 1000** in preparation for the February 2008 **Alcan 5000 Rally**.

Complete results and links to photos at www.oregonrally.com click on Road Rally

*Wild West stage rally went very well. Refreshing to have the Pomeroy and Garfield County residents so friendly.

Club News

* The vigorous Board Election cycle begins in October. The esteemed Nominating Committee will be asked to serve the interests of the club by selecting qualified candidates to lead the club in 2008. They will offer their list at the November meeting, but additional candidates can be added at the meeting. Candidates are allowed to campaign and offer their opinions and views after the November meeting.

Rainier Auto Sports Club is run by the Board, with the jobs and tasks assigned from within the group.

TRIVIA

* Jerry sold the Saab 9-2x for an Audi Allroad, now saving money for the 315 HP chip!

* Lucas will be back from Iraq October 9, then home on leave 2 or 3 weeks starting late October. Parts keep arriving for the yellow S4 waiting here; he'll be busy installing them.

* Mark Qvale has a 2006 Mini Cooper S with the JC Works package, says OEM run-flat tires are junk but the car is great fun.

* Alcan vehicles are firming up a bit, Subaru XT's are becoming popular.

* Vince Plancich went to Italy for his daughter's wedding. Didn't watch any TV, only gained 1 pound.

Amongst the wedding participants, the car rental companies flooded the repair shops (bodywork).

* It rained at the Maryhill Hillclimb.

For Sale

* 2000 Ford Excursion 4x4, Alcan qualified. Fresh tires and shock absorbers. and a 2007 Highlander 4x4 for sale, priced at \$7,900 and \$22,000 respectively. Jerry Hines: (206) 227-6343 cell <http://www.alcan5000.com>

* 4 Kumho Ecsta R700 rally tires, 205/60 R15 mounted on Subaru Legacy rims. \$400 for the lot. Tires have seen approximately 500 miles of gravel (TSD only) and 800 miles pavement. Steve Richards, 425-337-0232

*1991 Legacy Sport Sedan, driven mostly on weekends. 2.2Turbo, 5spd, Limited Slip. \$5000

* 1987 Subaru RX 3dr, caged, log-booked. 1.8Turbo, 5spd dual-range, locking center diff, Limited Slip E-mail Ron Sorem: ronsorem@gmail.com

2007 RASC Calendar

* Check out the on-line magazine for local rallyists. Its part of the NWRC website.

<http://www.nwrally.com/>

Oct 6- Night on Bald Mountain by ORCA, Start/Finish: Pancake House is just east of I-90 at the Snoqualmie Pass exit. Reg: 4:30pm, FCO 6:01pm The event is approximately 5 hours and under 200 miles. A gas stop will be provided.

Oct 12- Friday Nighter by RASC, Bellevue WA

Oct 20- Precipitation-Falling Monte Carlo Eastgate Park'n'ride Reg: 2PM, Driver's Meeting: 2:45; FCO: 3:00 PM. Entry Fee: \$35.00 \$5.00 discount for NWRC club membership

Oct 27- Midnight, Vancouver Island, B.C.

Nov. 3 - Armageddon XXV, Chuckanut SCC, Start/Finish: The Cajun Bar & Grill, 7296 Baker Street (Baker St. & Main St.) Concrete, Washington (Hwy. 20 east of I-5) Reg :1:30-2:30pm, First Car Departs: 3:01pm. \$55 US (\$50 for members of an NWRC club) (Pre-registrations received through October 27th will receive a \$10 voucher toward dinner after the rally at The Cajun Bar & Grill.)

Nov 17-18- Totem, by WCRA, Merritt, B.C

Oregon TSD

Oct 26- Friday Night Road Rally, Cascade Friday Nighter Series, Portland OR

Oct 27- Ghouls Gambol 41, Cascade Halloween TSD, Portland OR

NW Rallycrosses (rallycross has a class for everyone)

Oct 20- PRG RallyX at the ORV, "Harvest Fest RallyX ", McCleary WA

Oct 7- ORG Rally Cross #7,

Nov 10- PRG RallyX (Rochester?)

NW STAGE RALLY

Oct 13- Mt Hood Rally, (ORG) regional, Odell, OR

Oct 19-20- Pacific Forest Rally, CARS National Stage Rally, Merritt, BC

Rainier Auto Sports Club will meet this coming **Monday, October 8, 7:30 pm, at Canyon's Restaurant, 15740 Redmond Way in Redmond, 425-556-1390.**

<http://www.canyonsrestaurant.com/locationsredmond.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.

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

Agenda: Jeff McMillen will be drafting Friday Nighter workers, plus gathering some from the RASC extended family. Dan and Ron can sing some more praises of the Oregon 1000. Non-partisan candidates for the 2008 Board can start forming parties and cliques, as well as trying to raise millions of dollars ostensibly for campaigning. If nominated.

2007 Board Members:

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

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

Secretary: Dan Comden, dan@comdens.com,

Treasurer: Steve Willey: willey@selby.com

Member at large: Marvin Crippen mandos@gmail.com

Member at large: Ed Millman, edm@adservices.com 206-361-7389,

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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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