

Club News

Rainier Auto Sports Club is having a Holiday Party from 4 to 8 pm on **Saturday December 15**. It's at Dan Comden's home just north of Seattle, 20327 42nd Ave NE, Lake Forest Park. Alcan folks are invited as usual. Here are details and direction in ns from 2005, just change the date to 12/15 and wait for Dan to send any corrections <http://www.comdens.com/RASC/rasc-holiday2005.swf>

We'll have an Alcan Open House at the "Hines Hotel" from noon to 4 pm December 15. This is a good time to pick up radios & decals, but we'll also bring some to the party. We're at 12640 88th PL NE, Kirkland 98034, will lead the way to Dan's around 4 pm...

Rally News

Armageddon XXV by Jeff McMillen

The 25th non-annual running of **Chuckanut Sports Car Club's** Armageddon Rally was held on November 3rd out of Concrete, WA. This venerable rally covered approximately 200 miles of roads in the North Cascades and ran from 3pm until 11pm.

Two TeamD cars took the jaunt up north for this event. Greg and Uncle Bill rode the event in Greg's Audi 90 while Marvin, fresh off a summer sabbatical, once again joined me in the Subaru WRX as navigator.

But we almost did not make it to the event. Wednesday I noticed a strange rubber burning smell from the front of the car. It was subtle but it was there. I popped the hood and gave the engine a cursory look but was unable to find anything wrong. Friday night it was worse. This time I grabbed a flashlight (it was getting dark) and poked around some more. I was not enamored with the idea of something unknown giving way up in the mountains. I saw some moisture on the firewall and the exhaust manifold on the passenger's side of the engine compartment, traced the source, and found the problem; a ripped **CV** boot on the onboard side of the half-shaft leading to the front right wheel. Parts of the boot had flown off and stuck to the hot exhaust manifold and there was the cause of my odor.

The CV boot covers the constant velocity joint, which allows the axle to provide power to the wheels while being flexible. Without an intact CV boot, the axle grease can escape and dirt and other particles can get in the joint, which will eventually require replacement. The big question was: do I get it replaced now or later? After talking to my local Subaru dealer (who's service department happened to be open Friday evening and then again early Saturday) I was again presented with a choice; replace the boots or replace the entire axle with a remanufactured one with both boots and joints attached. The cost difference was approximately \$50 so I decided to go with the new(ish) axle replacement.

Have you read "Zen and the Art of Motorcycle Maintenance"? Of course you have. Who do you align yourself with? The narrator or the couple on the BMW? Although I like to picture myself as being able to use an aluminum can as a shim, I tend toward replacing the part. I am not subscribing to the rest of their ethos, what could be

called a romantic view of technology. Indeed I do my own fair share of modifications to the car, but they tend to be on the electronics side of things. I have no aptitude for the internal combustion engine and I feel it best to keep the mechanical in the hands of those that do.

Could it have survived the weekend (of dust and mud and rocks and such) without this work? Most likely. And not having a rally this weekend I would have left it at home and then dropped it off at my favorite independent Subaru shop for the service there but they aren't open on the weekend and I'll take the "better safe than sorry" route when available.

The car picked up at 11:30, tire swap, gas, etc. and I pick up Marvin at 12:45pm. No sweat. Car 0 is out at 3:30pm and the drive should be 1 1/2 hours. No sweat. Except for the accident in Everett that delays us. Still, no worries. We get to the **start location** at 2:40pm and walk into the driver's meeting. I guess car 0 is out at 3:00pm. But we get there in time to get the route book corrections and our car number and turn around and are out on time.

We transit out south on the Concrete-Sauk Valley Road and turn off onto gravel for our first regularity, which goes well and without incident. But at the end, the rally runs smack into two excavators blocking the road 1/4 mile past the end of the first regularity and blocking the route. Ken and Sue (the rallymasters) arrive and assess the situation. The difficulty here is not only is our first path this way but the rally ends reversing this route so both the beginning and the end are now out the window. After some consultation with the workers, Ken announces a new plan. We run the last leg of the rally, which brings us back down the way, we came and then at the bottom of the hill we reroute toward Darrington. From there we spend the rest of the evening running a 18 mile loop (old reliable NFD2420, once forwards, once reverse) Southeast of Darrington and a 13 mile loop (the same direction both times) North of Darrington before transiting back to concrete for the finish.

The Southeast loop proved to be a little on the boring side. Ken, in the driver's meeting, mentioned that last year some commented that the **CAST**s were too high so he backed them off a bit. That's not usually a good idea in my book as I prefer the brisk Canadian speeds to our more sedate US speeds and in this case I think he went a touch too far.

The North loop started at a great clip, challenging without being crazy, but then backed down into a sedentary pace. It was more technical than the Southeast route with a nice ending of HL HR HL HL HR but I would have preferred, again, a higher cast on the second half.

Our one big mistake on the rally came after the hairpins on the first running of the North loop. The instructions were:

" 15 mph 11.900 Begin Quiet Zone DIM LIGHTS 20 mph

12.025 R at T 31 mph

12.200 End Quiet Zone

Then a checkpoint at about 12.364 "

We missed the CAST 31 at the End Quiet Zone due to some odometer corrections and although I did my best to catch up once we noticed the error, the checkpoint caught us with 12-14 cents late (my guess). The second run through we

made sure to hit it correctly. It helped that the checkpoints were all in the same locations so we knew when to be on time. By my driver's display, the second run through should have earned us 0s at each checkpoint

The weather cooperated with us for the most part. The rain was not too heavy and the fog not too thick. Yes, there was some pretty slippery mud in places and there were a few times where visibility was down to 20 feet but what is a rally without a bit of challenge?

I must say that Ken and Sue, with Steve and Kathryn's assistance, did a great job getting the rally back on route. If this is indeed their last Armageddon (and the last Armageddon in full) then we will sorely miss this event on the calendar. Congratulations go also to the scorer (who's name escapes me) for changing the scoring program to accommodate the differing times and regularities.

Scoring did take longer than anticipated. They had to throw a few checkpoints (due in part to a missing 15mph sign and in part to a questionable checkpoint time) and accommodate for the new car 0 times. In addition, due to technical difficulties, the printer was offline so complete scores were not available for review. Sue promises that they will be available on a web site soon. As such, I don't have a complete record of the scores and winners. In fact, all I remember (I am and my brain was tired) is that Mike Daily and Tom Palidar won Equipped, that someone came in third overall with 34, that someone came in 2nd overall with 32 or 33, and that your humble narrator and Marvin came in first overall with 19.

I will be very interested to see the detailed scores when they are available. I was convinced that our BIG MISTAKE(tm) above would put us in at most third place. Either they threw that one checkpoint or we did a lot better on the rest of the rally than we thought. Whatever the explanation, a first place overall is a great way to start the "Road to Alcan" for TeamD.

Totem Rally 2007 by Ron Sorem

Cache Creek to Clearwater BC, November 17-18, 2007. The West Coast Rally Association presented **Totem Rally 2007**, the 25th year for Totem, and the final round of the 2007 BC TSD Championship and the Pacific Coast Challenge. In a departure from their regular duties, Ron Sorem and Max Vaysburd swapped sides of the car (and swapped cars for that matter). Max did alright in his first competitive drive on snow. We were Checkpoint Crew "C" and along with five other crews we were charged with timing cars in one spot, then leap-frogging the rally to be able to time the same cars somewhere further down the course. Several times. Accomplished though rapid shortcuts with no "Sweep" to retrieve us if necessary.

All of Max's track time doesn't help in gravel rallies. He had a little bit of a steep curve getting used to the Hakkapeliittas on gravel -- with several reminders that they have soft sidewalls -- "don't cut", "try to stay away from sharp chunky rocks", etc. Fellow Checkpointer Steve Brown, with Alex Shubel in the right seat, cut another Hakka, but fortunately brought two spares -- although the second spare was a summer tire. Once we got to the snow, the first couple of corners were a bit squirrely, and the braking versus engine braking was a bit rough with the automatic. The Subie locked up the tires a couple of times in safe spots. I haven't driven an automatic in snow competition so I don't know if I'd have done any better -- it

seems like the car wants to be in the "wrong gear" for what we do with the manual tranny. (Although Gary Webb doesn't seem to have any trouble with the automatic in John Kisela's Subie, or Esse Richards in his Outback Sport.) Our first big "oh sh**" moment was at probably 60km/h through a chicane with a beaver pond off of his side, which we nearly explored... He was a bit more cautious after that.

I held up pretty well actually, as a "novice navvie". I think my biggest frustration was trying to keep us on time, without accurate odometer input (my "rental car" adapter for the EZ-Pulse didn't arrive) so we were on the stock odo with short tires -- big deviations -- or on the GPS which didn't hold signal well enough to be reliable. Our worst scenario was on the checkpoint workers shortcut instructions that started out with "go about 20km" and then some instructions to re-enter the route. I was adding correction factors, then updating the drift, then trying to add/subtract from the route book odo. Km's for the GPS, and miles for the car odo... If we'd just been following the route, we were just SOPing anyway, but the shortcuts and the shortness of time to do it, with a cautious driver, made my navvie stint a bit nerve wracking... but not the driving, just the timing. Max does OK in the snow and with another few days of this kind of thing he'll be fine for Alcan -- where that will happen is still the mystery. Driving to Cache Creek to practice isn't likely to happen, and the roads that are getting snow down here won't be plowed out for "practice driving".

There was one bad corner, which was not on the checkpoint shortcut, early in Exeter TSD -- so, I don't know where exactly. Car 21, David Ryce and Timothy Ryce, (Dad was in Sweep) stuffed and recovered, suffering some underbody-to-drivetrain "rubbing". The old Beetle (Savonia) stuffed and was pulled out by sweep (Peter Ryce and Paul Hyam) and continued. The Orange Beetle stuffed, probably avoiding the first Beetle and went off on the opposite side, rolled and punched in the roof -- minor cuts, bruised and embarrassed, but OK. Not extractable by Sweep so they became passengers.

Exeter was plagued by blown down trees and as the checkpoint cars encountered trees they would attempt to clear enough, so as to get by, and get to their locations. This soon became too time consuming, and too big of trees, to simply break off a few branches. The rally caught four of us, including Rally Master Paul Westwick and Tony Latham, as Course Opening, as we were sawing an 8-inch tree and pulling it away. One CP car had hit it at speed and wasn't able to stop so went under most of it and continued to his spot. The rest of us led the rally from tree to tree, then eventually got to 100 Mile House. That's why there was only one control in a 70km TSD.

Following the break, we got to a logging road that was all new snow, maybe 6-inches deep. One or two tracks out front. After we caught Paul at our CP he left us, breaking new snow -- with snow falling fairly vigorously. The Car 16 STi, locked brakes on a very slippery downhill-medium-right, and punched a new exit to the outside of the corner... They dug and coaxed with no luck. The Checkpoint AWD Audi tried the strap but couldn't budge them, just spinning tires. Sweep came up and used the bungee method and succeeded in breaking the snatch strap. The STi was solidly high centered and the crew became additional passengers in the Land Rover.

The rally, and by now all the CP cars, had advanced to Clearwater and were now out of radio range. ALL of us had

HT radios with roof mount antennas, and 5-watts just doesn't cut it. Any car with a proper Mobile Radio would have been able to keep in touch. So then the concern became where was Sweep? Very faint contact confirmed they were slowly making their way through the course. They all got to the motel, and a tow truck was lined up for the Subie.

Competition was very tight for the first day: Three cars at 3 -- Satch Carston/Russ Kraushaar, RJ Carroll/Michele Mah, and Jason Webster/Brandon Harer; one at 4 -- Glenn Wallace/R.Dale Kraushaar; two at 6 -- Esko Mannisto/Michael Workman, and Marinus Damm/Renee Damm; and two at 9 -- Gary Webb/John Kisela, and Dan Comden/Hans Adomeit. First Calculator Steve Richards and Gary Reid, tied at 11 with First Historic Gil Stuart and Brian Carriere.

Day two was very cold with plenty of ice but not much snow until Bridge Lake. We lost one car early to electrical (fixed and rejoined the rally) and one car went home to Alberta after the first regularity (but it wasn't until **everybody** got to the finish that the whole story came to light) -- they had been missing since the first break in Little Fort.

In typical Paul fashion, with precise choreography, the CP crews were expected to pass the entire rally during the last part of a TSD and a short transit -- in deep snow -- to get to their next locations. Max did OK. We made our CP locations before first car, but not by much. In one case the CP car was still backing into it's spot when I hit the timer for Car 1. Having done that once, we were all called upon to do it again for the next regularity. Five of the six CP cars made it (except the Jeep) with the help of having HAMs in the first three competitive cars, maintaining radio contact, and coordinating the passing. Max drifted nicely through a corner, ending the section, hit the odo reset on the fly, and didn't even spray rocks on the cars all parked there -- just in time to see Glenn Wallace and R.Dale Kraushaar in Car 1, leaving the front of the line... Much to the delight of Steve Perret and Kathryn Hansen, who issued a "well done Max" over the radio.

The "most scary thing" of the event was after the last control, in the convoy out, behind the rally on some spiffy roads in powder snow when a six-point buck jumped out in front of Max -- must have been **REAL** close!!! I was looking down at the time and just heard an exclamation and the car nosedived as best it could with the slippery surfaces. I looked up to see "just deer" in the windshield. It all worked but I didn't get a picture -- no one else saw the deer, just the car behind us saw the brake lights through the powder.

Results: Oregon's Jason Webster and Brandon Harer held on with a great second day 5, breaking all the ties, with a total of 8 in First Overall. Second with 10, Wallace/Kraushaar; Third with 11, Carlson/Kraushaar. First Calculator Richards/Reid with 18. First Historic Stuart/Carriere with 35. First Paper was Perret/Hansen with 146. And First Novice, in the Stage Prepared Impreza, Gavin Aitken and Todd Dunlop.

Border was 30 seconds or less... Nice. Ya shoulda been there! We missed ya.

Full detailed results at www.rallybc.com

For Sale

* 1991 Cadillac Coupe de Ville, 79,600 miles, 4 dr. Driven by a grandma twice a week. Garaged in Anacortes. \$3000. Mark Nolte, 425-226-3155

* 2000 Ford Excursion 4x4, Alcan qualified. Fresh tires and shock absorbers. Priced at \$7,900. Jerry Hines: cell: (206) 227-6343 <http://www.alcan5000.com>

* Force Ale: 4 Konig 17" wheels, dark grey seven-spoke, two 5-hole bolt patterns, came off a 2000 Toyota Camry, will fit late Subaru. Includes 4 225/45ZR17 Kuhmo Ecsta Supra tires, approx 50% tread left. \$200.00??? Roy Ward, (425) 485-6225, roy.ward@verizon.net.



* 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

Trivia

* Digital Clock : Author is Yugo Nakamura site is from Holland and has several clock screensavers-- <http://beeks.eu/Screensaver.htm>

RASC Calendar

* Due to the damage from southern California fires, "Rim of the World" has been cancelled for 2008.

* " Hello rallyists -one and all. Ray is turning 80 on December 5th. I'm having an "Open House (Tavern) party for him on Saturday, December 8, starting at noon and going all day and evening. Please mark your calendar and help celebrate the life and times of Mr. NW Rally. No presents, please, just stories to share, a desire to have a good time, and a potluck dish or snacks, if you wish. We have a large covered area nearby for anyone wanting to tent, parking area for campers, and RV's, and some sleeping options at our Monte house for anyone wanting to stay in the area overnight. Go to www.historicbrooklyntavern.com for directions to the tavern.

On another note, for anyone not having heard it yet, The 08 Doo Wops will be February 23 & 24th. Regards-Janice Damitio "

* January 12, 2008- PRG Workers party and Awards;

Ft.Lewis Country Club. Happy hour at 6 pm, dinner at 7pm.

* February 9/10 - WCRA - [Thunderbird](#) Regional TSD Rally

* * * * **Merry Christmas & Happy New Year** * * *

December 15: Rainier Auto Sports Club foregoes the December business meeting in favor of two (2!) parties. Jerry and Colleen Hines host an open house commencing at noon. The Alcan entry list still hovers around 34 teams. Newcomers will be seeking hints and pointers.

Then on to Dan and Louise Comden's house in Lake Forest Park (you'll need a map AND directions - or follow someone) . Dan is cooking! Among other things, a Board may be elected.

2007 Board Members:

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

Vice-President: Steve Richards, smrccatman@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

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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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