

Rally News

Wild West Rally 2008 by Ron Sorem © 10/2/2008

September 26-28, 2008. Pomeroy, WA. The Pacific Rally Group presented a Rally America sanctioned Wild West 2008, as a pair of regional stage rallies, "Jerry Moon" and "Lewis & Clark Trail", in the "Friendly Town of Pomeroy". Nestled in the rolling hills south of the Snake River and north of the rugged Blue Mountains of SE Washington, Pomeroy is the county seat of Garfield County. The valley around Pomeroy was first mentioned in Lewis and Clark's journals of 1806, and was founded in 1864. A dispute over this seat of government in Territorial Washington ended in the United States Congress, in 1884, naming Pomeroy -- the ONLY county seat in the nation to be established by an act of Congress.

The Wild West Rally has become a welcomed guest in Pomeroy and environs, and according to local opinion, will be for "at least the next five years". The rally community and PRG have been good neighbors and ambassadors from the "wet" side of the state. Wet was not a problem for 2008. Weather was warm and clear -- causing an early announcement of "2-minute dust windows" for all cars. The mild breeze wasn't up to the task of clearing the roads.

Wild West 2008 utilized several new roads, and portions of last year's roads, run in the opposite direction. Stage 1, the 10.98-mile "Breakdown" used a gated ranch road which was un-characteristically rough for Pomeroy. The grassy two-track was punctuated with water-bars (cross-ditches) that reportedly were tame compared to California, but far rougher than anything we've seen in the Northwest. The high-speed dips claimed one wheel and several flat tires. Once through the rough section though, the route was smooth and wide and fast to an acute right, onto last year's "Willow Gulch", reverse course.

Stage 2 was new, with new radio challenges to cover the 4.9 miles. Start could not reach Midpoint or Finish without an impromptu relay only .40 miles up the hill. New too was Flying Finish, following Hairpin Left into Hairpin Right with a very short shut-down. One car powered off the left and high-centered before the right -- and before the FF flag.

Stage 3 was the reverse run of "New York". Net Control had decided to try 80-meter frequencies in an attempt to reach all points. It worked, but everyone else was on 2-meter and the huge gaps in radio coverage necessitated extra relay points. The stage seemed slower as the New York Gulch section

was now all gradual uphill. At Spectator Corner on the Falling Springs section, the acute turn was not nearly as much fun uphill, as the easy set-up and slide, when downhill. There were nearly a hundred spectators on hand -- some in their own rigs, and some delivered by a sponsored tour bus. As usual for Pomeroy, local Fire and Sheriff were plentiful and enthusiastic.

After a trip to the Fairgrounds for Service, all three stages were repeated, culminating with another stop at Service.

Two mechanical DNFs elected not to re-enter for Stage 7. Two other DNFs elected to run at the end of the pack, giving twenty one cars a chance at two runs of "McKee" -- set up as a reverse run of last year's "Malone". Spectator Corner here had a good turn-out, and Garfield County Sheriff provided radar readouts to the crowd. First on the road, following the three pace cars, was the 2008 Subaru STI of Paul Eklund and Jeff Price, clocking a cautious 62-mph in the short chute to an acute left. Second was John Lane and Jason Grahn in the 1976 Volvo 262, with 75-mph. Both were a far cry away from last year's Wild West, or this Spring's Olympus with the long downhill approach yielding many triple-digit speeds. The big blue Volvo took First Overall for Saturday.

Sunday's stages were all south of town, with only very short portions of one stage being seen before. "Geiger Up" began on pavement, followed by a sharp left uphill on gravel. Near top speed, brake hard, gravel -- all very busy!

A quick Service Stop, then on to "Tatman Mountain", at 9.57 miles, the second longest of the weekend, and due to the complexity and rough nature of several miles in the middle, it may have been the "slowest" stage, but by no means least exciting, with its narrow off camber exposures. One un-accustomed feature was full tilt through a ranch yard, with the landowners watching from a hill above. A completely different "attitude" than a bit further down stage -- necessitating relocation of the Flying Finish to appease -- the new FF was a Right at T, the flag in the apex, and another short run-out with hot brakes.

"Skyhawk" was by far the shortest stage at only 1.96 miles with two intersections separated by a sharp left uphill with exposure. "Spectator Corner" featured a double-caution acute left with a deep ditch on the outside at exit -- and yes, it did collect a car. Their version was that the road bed gave away under the car -- they were tugged back onto the road and finished without being time-barred.

"Geiger Down" was the reverse of the morning's hill climb, now adding gravity to the loose gravel corners equation, ending with a flat-out run on pavement.

"Tatman", "Skyhawk", and "Geiger Down" were repeated to round out the day.

John Lane and Jason Grahn again took top position for Day Two, proving rear wheel drive and BIG power can cope with anything Pomeroy may offer. Jay Woodward and Don Burress led most of the day, but their Mazda Protege AWD suffered a flat, slowing the team enough to give up TWO SECONDS for second place.

Complete results, links, and photos at www.wildwestrally.org

Author's Note: All three of the "Team Fugawi?" pace cars (including the rebuilt silverback) completed the Car Zero Chronicles without a hitch. E-Crew NW brought nine rigs to Pomeroy, but only drove eight home -- one suffered a roll sweeping the final downhill stage. There were no injuries in any of the competitor "offs" and none to any of the Safety Cars.

This area could stand another dozen rally workers, although more and more locals are becoming well trained stage crews. And HAMs are sorely needed, especially on the 10-mile New York stage, where five stations would not be too many.

The weather is great, the scenery is too, and the people are definitely "rally friendly" -- put this on your calendar for next time!

* Night on Bald Mountain, October 4, 2008

24 entrants, 16 scored controls. Dave Treen laid out a good route in Capitol Forest.

Results (just posted): Unlimited class, 9 in class. McMillen/Crippen 3rd with 11 pts, Comdem/ Adomeit 6th (16 pts), Horst/ Willey 8th (19 pts.).

Six entrants in Equipped class. Richards/Reid, 29 pts, 2nd in class, 10th o'all. Weber/ Steve Powell (175 pts) 3rd in class/ 14th o'all.

Nine in SOP class, no RASC entrants.

Webster/Harer strung won Unlimited/ overall with 7 pts; Jason and Vanessa Stokes won Equipped with 29 pts. Perret/Hansen won SOP with 36 pts.

Clubs news

* Notes from the September meeting:

Before called to order, Eric talked about his Bonneville trip. He talked a lot about salt. Showed pictures of very specialized cars.

Once called to order, the treasurer reported about \$3,000, with some bills due.

The Alcan already has paid entries, about 17 bikes, 6 vehicles.

No Alibi: Marvin considering Yakima. Steve R brought up to have start and overnight at same location. Eric: "Need to make it awesome" and lots of ideas bandied about.

Friday Nighter: Jeff sent report to Eric. 1 CP will be used multiple times, needs experienced crew(s) to work. Checkout is 9/19

Old business: Location change for meeting was discussed. Nolte promoted the benefits of Renton, but no one was persuaded.

New Business: Corporation papers -- Jerry needs someone on Board to sign for renewal w/in 3 weeks.

Trivia

* The Coquihalla highway is paid for, so British Columbia has stopped collecting tolls.

*Dan Comden:

Goodwood Revival 2008

A couple of weeks ago I happened to be over in England for a little business trip. A colleague had arranged to get me over there to give a talk at a conference, something I've done a time or two. What was different was that this time the trip coincided with a little automotive event called the Goodwood Revival.

My colleague's husband is one of the estate managers at Goodwood and had arranged entry for me and a friend. We were able to attend the Friday time trials and practice. Talk about an amazing day. The venue is the last remaining original F1 tracks in the world and encompasses a grass air field. Everything about the event hearkens back to vintage racing -- all vehicles are pre 1966. This includes almost all the support vehicles too. To add to the fun, in the airfield are WWII vintage aircraft (Spitfires, Corvairs, Mustangs) taking off and landing. Attendees are encouraged to wear "period" clothing. And if you plan to show up in a pre 1966 car, there's a special area to park your classic ride near the entrance gates.

So I pretty much got to walk around with my jaw dragging on the ground, getting overwhelmed with classic European and American iron. Oh yeah, and classic motorbikes too! It was overwhelming. And at the end of the day, I got to navigate a two-time winner of the East African Safari Classic Rally back home -- in a 1966 Mustang convertible. I was able to capture some of the excitement and fun of the day but even the photos really don't do it justice.

More pics and descriptions at <http://tinyurl.com/4cb7qt>

For Sale

* Winter tires. You can't be ready too soon ! : Nokian Hakka Q's. NEW, never mounted, one never out of the bag... 205/55-16. Fits Subaru Impreza RS 2.5. Two for sale, perfect for 2wd car. Studless snowtire. \$100 for the pair

* 1987 Subaru RX 3dr, caged, log-booked. 1.8Turbo, 5spd dual-range, locking center diff, Limited Slip. \$3000 (long list of spares for a price)

E-mail Ron Sorem: ronsorem@gmail.com

* Goodyear Wrangler LT215/75R15 Tire (fits a Jeep Comanche), worth every bit of \$10. Will deliver for addn'l \$50. Mark Nolte, (425) 226-3155.

* FOR SALE: One Moon cast aluminum gas pedal, just like the ones they used in the 60's, the one with the heel cup and side rail to hold your foot. Waffle pattern surface, with "MOON" cast right in. Heel hinged, with spring. New, never installed in anybody's GTO or Chevy SS396. \$50.00 , Roy Ward. roy.ward@verizon.net

* FOR SALE: Nu-Metrics Nitestar 60 <http://www.aboutus.org/Nu-Metrics.com> Distance Measuring Instrument with RS-232 interface for connection to laptop. Includes two speedometer pulse transducer boxes (interface with modern vehicle speedometer wire). Used by DOTs, Forest Service, military, etc. Has storage for four different factors, and infinite split/event log when connected to laptop, includes library of notations (for intersection, bridge, sign, etc). Unit cost \$500, transducer boxes \$130 apiece. Asking \$300.00 O.B.O. medical event forces sale. Compact, used for course checkout 2008 No Alibi, reliable

and accurate. Roy Ward 425-485-6225, roy.ward@verizon.net .

2008 RASC Calendar

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

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

Stage Rally

Oct 16>18- Pacific Forest Rally, Merritt, B.C.

Oct. 18- Mt Hood, Odell, OR

Major rally events

Sep 13-20- Targa Newfoundland, St. John's, NL

WASH and BC TSD

Oct 10- Friday Niter by RASC, Bellevue, Jeff McMillen, Rallymaster

Nov 8- Monsters Revenge -Chuckanut SCC, Burlington, WA

Oregon TSD

Oct 31>Nov 2- USRRC SCCA Nat'l rallies, Portland

Rainier Auto Sports Club will meet this coming Monday, October 13, 7:30 pm, at Canyon's Restaurant, 15740 Redmond Way in Redmond, 425-556-1390.
<http://www.canyonsrestaurant.com/locationsredmond.html>.

Agenda: Jeff will report on the Friday Niter.
Maybe some discussion of RASC election process, too.
Ron Sorem could recount the tribulations of converting an America- built Legacy to a Japanese-built Legacy Turbo.
Same year, looks the same, all different!

2008 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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The Wishbone Alley Gazette is published for the members and friends of Rainier Auto Sports Club. Subscription price is \$10 per year (paper), free e-mail.

The editor is Mark Nolte, ph. (425) 226-3155. View back issues at <http://www.rainierautosports.com/wag/default.htm>
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 **The Wishbone Alley Gazette**

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