

Rally News

* The Idaho Rally (July 9-11) saw 37 starters. Being a round of the 8-event CRS (California Rally Series) calendar, more entrants were from that series than from the Pacific Northwest.

The residents of Mountain Home appeared by the hundreds to support the rally. Stages were covered by families camping out or picnicking. The local Search-and-Rescue club took it on as a project. The workers knew how this is done based on two previous events. An otherwise unremarkable straight stretch became Saturday's spectator location with the addition of enough dirt dumped on the road to make a yump!

The CRS way is compete on Friday and Saturday, then everyone heads home on Sunday. Otherwise, it followed the usual formula: three roads were closed, with two used on one day, and the third run back and forth 3 times the next. Recce runs were encouraged on Thursday. Since the narrow tracks followed creek-side roads, there was a great mix of technical corners and wide-open treeless sweepers.

While to local guys, led by Jens Schkade and John Marshall, had the fun of getting local support, outsiders like Ray & Donna Hocker and Mike & Paula Gibeault supplied their considerable nuts-and-bolts talents. Team Fugawi did Pace car duties and the Sweep crews were familiar faces. Jim Bowie (Canada) and John Forespring were Stewards. Even Jim and Cristy Breazeale showed up from Wyoming to work, Rabbit towed behind their RV. Nolte drove the 600 miles to provide HAM help, but the local volunteers were so good that no help was needed. -MN

* Oregon 1000 (August 1& 2) Ron Sorem worked up some notes from memory to make WAG deadline (Thanks! -ed)

RASC sent Dan Comden (teamed with Rene Damm), Steve Richards/ Gary Reid, Jeff McMillen/Marvin Crippen, and Ron Sorem/Max Vaysburd. There were 17 entries, 9 in SCCA class "E" (Unlimited to the rest of us) and 4 each in SCCA class L (equipped) and "S" (SOP).

The rally started out through the nut orchards, berry fields, and vineyards south of Portland, including a "very Bambi-esque" scene on the first gravel with doe and fawn sauntering across the road. Down in the flats, an instruction was missing – Steve Richards had noticed it and asked Gary, but nobody asked the Rallymaster. Turns out we all should have -- it was a turn, sorta important, and the 5-mile callback rule was stretched by a few of us

before we broke radio silence and debated the alternatives. The organizers took pity on us all and announced where the turn was supposed to be, whereby we all wandered back to the course and found a checkpoint-turned-route control, and the rally regrouped in Dallas (yes there is a Dallas, Oregon). Rallymaster Kevin Poirier's quote "There's always something!" made it seem unfortunately consistent: two years ago a fire, four years ago the run/work lost a few cars and we were hours late getting to Port Orford.

At the regroup most everyone went on about they were searching for zeroes -- Ron and Max found that the Timewise didn't want to play well -- adding or subtracting at will. Diagnosis on the fly wasn't getting us any zeroes.

Lunch at a park, or along the river, after Sweet Home, on a 23-mile free zone, then a long climb into the Cascades, mostly on pavement, mostly at 33.

Our climb was "fun" as the display read 7 early, then a hard point and 30 late... try 16 early, nope 16 late... this went on with Ron getting to stretch out the turbo every time Max corrected at a hardpoint.

Over the crest, twisting and steep, down to the highway for the transit over Santiam Pass to Sisters. Along the way, Jason and Brandon fried the alternator -- Alcan vets Steve and Kathryn had a spare (so do I) and the swap was completed in 16 minutes. Jason/Brandon did a T/A, the rest of us had enough time.

Darkening skies, Sisters was damp, then rain. Then out of the shower to enjoy gravel under lightning -- spectacular scenes -- and Redmond, Oregon in the heaviest rain I've seen around here -- Midwest drenching with hydroplaning and poor visibility. Wandering across the high desert and dropping down to Prineville Dam and the twisty run along the river into town.

Dinner in Prineville had the usual talk: Tight scores at the top -- 12, 13, 14 etc.

Start Sunday, using the previous night's seminar (conducted by the many Timewise enthusiasts present) on what can go wrong with our computer, we found a bad input socket in the case. Swapped out the cable to the other input socket and all was good again.

Forest Road 33 took the rally into the hills, carefully passing a five-car cammo paint-ball team, and down into the valley around Madras.

The lightning had sparked a wildfire north of Ashwood, south of Antelope. It was where we were going. No flash flooding, and the fire was fortunately on the other side of the ridge. Spectacular gravel climbs.

Lunch in Antelope, ice cream in Shaniko, then out into the heat again. Reports of 105° (if you could find shade). Sherars Bridge and Tygh Valley. Very nice, very hot... too hot for the Legacy radiator, and all the magic wa-wa went bye-bye. Got within cell range and AAA sent a tow.

So I don't know what happened on the route after that.

I do know one driver ignored the heat and tried changing a tire by throwing the spare down a ravine first... This was not a good plan, driver suffered heat stroke, but was attended to and is OK.

A couple of cars got lost in time (or space) near the end, and the rally dragged out a bit before Hood River.

Results put Russ and Katy Kraushaar first by a small margin. McMillen/Crippen nailed 4th, Dan and Renee managed 6th, and Ron/Max secured last by maxing the last 6 controls.

Richards/Reid took 2nd in their class, following Larry LeFebre/ Marinus Damm.

While the concept of run-work sounds scary, Steve says he enjoyed the chance to just sit and watch the competitors pass. That made it possible to score 35 controls. That made it possible to "organize with a small core (5?), including "The Queen of Little Details", Lawana Poirier.

* Ed Millman will navigate for Jack Healy in a BMW 2002 at the Targa Newfoundland the second week of September. Jack set up www.FlyingRubberRacing.com so we can follow. Ed says the route has been announced and mapped on Google Earth, so he can survey the course –with elevation- from his computer.

* The 2010 summer Alcan (August 15->24) lists 16 cars and 28 motorcycles planning on the rally. Finish is in Anchorage, by way of Valdez.

* "Sno-Git" had 26 entrants. 12 novices.

* British Columbia's "Gold Digger" rally drew 5 cars.

Trivia

* Mike Jones found a bright red Subaru SVX with the original tires and wiper blades. Drove it home from San Diego, so it has 17,000 miles on it now. It's a 1996 model.

* Steve Richards made it official with the end of July and he is now retired. He says he'll have enough time to work on Raindrop.

* The work dried up in Wyoming, so Jim and Cristy Breazeale are back in the Seattle area.

For Sale/Wanted

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RASC CALENDAR

BRITISH COLUMBIA & WASHINGTON TSD

Aug 14-Friday Nighter, Bellevue, WA

Aug 28/30- Crestline Trail, IRC, BC

Sept 11 -Friday Nighter, Bellevue, WA

Sept 19- "Heart of Darkness", Kamloops, BC

Oct 3- Night on Bald Mountain, ORCA

Oct 9- Friday Nighter by RASC, Bellevue, WA

Oct 31- "Midnight" by IRC, Vancouver Island, BC

Nov. 7- "Monster's Revenge" by Chuckanut, Bellingham

Nov 21/22- Totem, Cache Creek, BC

Rallycross

Aug 8 - PRG, "Ray Rambler" & "Janice's Jaunt", Montesano

Aug 23- Oregon Rally Group Rally Cross, OR

Sept 20- Oregon Rally Group Rally Cross, OR

Oct 11- Oregon Rally Group Rally Cross, OR

Oregon TSD

Aug 14- Friday Night Road Rally, Milwaukie, OR

Aug 15- "Rally Against Parkinson's", PIR, Portland, OR

Aug 22- Mountains to the Sea, CSCC

Sept 4- Friday Night Road Rally, Milwaukie, OR

Sept 19- "Oregon Trailblazer", CSCC, Milwaukie, OR

Oct 2- Friday Night Road Rally, Milwaukie, OR

Oct 31- Ghouls Gambol, Portland

Stage Events

Sept 24/27- Wild West, PRG, Pomeroy, WA

Oct 1/3- Pacific Forest Rally, Merritt, B.C.

Oct 24 - Mt Hood/moto, Odell, OR

Other events of interest

Sept 12/19- Targa Newfoundland, St. Johns, NF

Rainier Auto Sports Club will meet this coming Monday, August 10 at 7:30 PM at Café Veloce at the Totem Lake shopping center. Best way I can think of to get there via north on I-405, take the "NE 124th" exit, then keep right under NE 124th and straight at the signal. This puts you on Totem Lake Blvd, not whatever the frontage road is next to I-405. Then right first pass, with the Café on your right at that point.

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

Agenda: Jeff McMillen has some ideas for our Friday Niter. Maybe some talk of the "run-work" process for getting rally scores. Ron Sorem might enlighten us on how to identify Timewise problems and radiator fixes (separate discussions, I hope).

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