

Rally News

* **Raindrop Rally** (April 18) – Rallymaster Steve Richards has about 122 miles. April 4 checkout. Trophies may be handled via a BC company. He says he wants to have 7 CP crews for the April 18 rally. Flyer is “in process”.

* **Thunderbird Rally 2010** by Ron Sorem

Merritt/Kelowna/Merritt, British Columbia. February 6 & 7, 2010. The West Coast Rally Association presented the 39th running of their premier winter rally, **Thunderbird 2010**. Rallymaster Paul Westwick assembled a crew of nine cars to lead, time, and sweep the course, including Ken and Sue Lingbloom from Chuckanut SCC and RASC's Steve Brown, Ron Sorem, and Mark Nolte. 32 teams would test their driving and navigation skills.

The Odo Check left Nicola Inn and took the Coquihalla Hwy south and west to Brookmere, then doubled back a short distance to Kane Valley Road. **Kane Valley Regularity** ran 29 km, with varying conditions ranging from gravel to slushy snow-covered at 60km/h (37mph), to the "ice hole" at 7.47km, where there were surely some good photo-ops -- medium right into medium left (apex flooded and frozen, mostly) but no checkpoint. Becoming snow packed, at 57km/h (35mph) for the main portion of the section. Skirting several small lakes and being mindful of the possible cross-country ski traffic (which was mostly non-existent this year). The last km is down to 47km/h and twists to a Stop onto Hwy 97C. (As a checkpoint crew, but still avid TSD rally guys, we ran the computer through the section and were only 3 early at the end -- not to claim we were on time all the time throughout the 5 checkpoints -- just warming up.)

Aspen Grove transit followed 97C to Loon Lake area, then south on Siwash FSR into **Dillard Regularity**. Dillard would sort out the good, the bad, and the ugly (roads that is). 70km/h on snow is "interesting" but manageable. The first 9kms are wide main-line forestry roads. Buck Lake has two checkpoint opportunities, Paul used only one, at 7.12km - unremarkable pickup truck parked there -- checkpoint! (One of the Sweep team). Continue on, keeping to the main road, but slower now at 65km/h. Active logging, congestion, opening again, speed 60km/h, then at 15.19, Acute Right onto Dillard Creek Forest Service Road. Checkpoint, photo-op, very deep snow -- no speed change! "60? Really? You gotta be kidding! Are you sure this is the right road?!!!" After the initial pucker factor, traction was obtained (marginally) and a short distance later the speed fell to 50km/h (31.1mph) -- still deep snow. We proceed up through the hairpins, and then downhill the speed increased to 55. At 24.55, hairpin/checkpoint, followed soon by reduced speed, double left over bridge, climbing out through a long hairpin right and the photo-op overlooking Missezula Lake. Narrow crest to meet the snowplow -- fortunately when we met him it was well before the first car was due. Speeds up to 60 again, then 63 and the first of our checkpoints at Ketchikan Lake FSR. First nine cars arrived

on time, for 4 controls! (We'd bet against making CAST on the slippery stuff) This would be a very tight rally.

Checkpoint duties completed, we embarked on the first "shortcut" to leapfrog the rally and set up our next control. The rest of the rally explored scenic roads in the 55km **Otter Valley Regularity** and a transit through Tulameen and Coalmont districts to Princeton. Reports from the pack recounted long sweeping curves, tight "over-crests" dropping into narrow canyons. Snow pack and traction varied passing 4 checkpoints. On the transit out, teams were under the watchful "eyes" of local geological formations called "hoodoos", clinging to the steep hillsides above the Tulameen River. Scores reflected total ignorance of the scenery in favor of keeping on "zero".

With our shortcut successful, we set up shop in the 38km **Osprey Lakes Regularity**. The route follows Princeton-Summerland Road. The regularity begins near Bankeir on pavement, with a bit of snow, changing to off-camber snow-covered gravel corners. Paralleling the old Kettle Valley Railway, the grades are fairly tame, until hairpin/checkpoint at 25km, begin climbing, (Caution hairpin right!) Clinging to the hillside above Trout Creek, where the old railroad grade (turned Trans Canada Trail) now follows the narrow canyon. On top of a plateau now, speeds increase to 68 (checkpoint) then ease down into Summerland for the transit through Penticton.

The "Carmi Avenue Hillelimb" takes the rally up to the "view lots" overlooking Penticton and Okanagan Lake. Beaver Dell Road finishes the transit at gravel.

The 51km **OK Falls Regularity** rises gradually at 65 to 70 km/h to an acute right onto Okanagan Falls FSR. The wide mainline between OK Falls and Big White is graded for trucks, so friendly. Once the downhill hairpins are under you, with sheer ice under the snow, you may be on your own...This year's OK Falls downhill was reported as "pretty extreme!" but only had one light "off" (unfortunately right before a checkpoint). By this time the rally was down to 28 cars.

A quick pass through Penticton again for gas and grub, then again up Carmi Avenue to the same cattleguard Start. **Idabel Regularity** repeats the first 14.54km, then left onto Okanagan Falls FSR. Speed 72km/h on ankle deep snow. It's dark now, and snowing lightly. Fog is just at the treetops. Narrow bridge, speed down to 68, checkpoint!

We take up position in a wide spot and wait for the first cars. Hmmm... ? Rallymaster should be here. First Car! On time. Four more, very much on time. Then a gap... Then Car 8 and Car 9 mostly right on. And... Nothing... Big gap. Eventually the Rallymaster is on the radio asking for a relay to the front of the pack who are now waiting to start McCullough Regularity. The choice of the first few cars going into the McCullough section without knowing it was open, was outweighed by waiting for the section to be opened by Paul.

It turns out there had been a "civilian" wreck on course. No rally cars were involved but rally teams were the first responders. Mull over all those first aid things you pack for BC winter rallies! Apparently the occupants were self-medicated to the point they had no injuries. The RCMP would sort it out later -- the Rally Must Go On!!! Time allowances were granted for the remaining 23 cars and generally scores were fairly good.

The McCullough regroup was resolved and **McCullough Regularity** proceeded as planned, 24km down through the trees, dropping through easy snowy esses, then tighter, hairpins, exposure (!), overlooking Kelowna, and into town for the Finish. Two checkpoints near the middle of the section kept crews engaged, although the first ten cars were still very tight.

Day one provisional scores saw a 13, a 14, a 17, and a 20. Day One covered 9hrs 40min and 507km (315mi) with 25 checkpoints.

Day Two left Kelowna under overcast skies and just above freezing temperatures. Twenty-nine cars took the restart. One made it just out of town when a wheel bearing ended their rally. **Beaver Lake Regularity** climbs lazily out of the valley, a gradual serpentine route that with powder snow over ice has been a handful in past years. At about 16km into the section a sharp right should have the rallymaster's name on it from 2005 (Paul's Creek?). In the past, the early checkpoint cars preceded the snowplow. Then the downhill, a couple of tight corners (home of at least one VW Bug from year's past), a bit of exposure and done, out into the pastureland. One car would retire in the transit with a clutch failure.

The transit leads east to Lumby, then north into the 36km **Trinity Valley Regularity**. Speed 72km/h on snow-spected gravel, then slow to 65, uphill into acute left for photos at Robbie Burns Road, then back to 72 for 7km. Down to 65, then 60 for the big ranch and more houses overlooking Shuswap River valley. Pavement/checkpoint, then over Trinity Creek to end the section at Ashton Creek. Three checkpoints here, while the rest leap-frogged ahead through Salmon Arm to Tappen and off toward Skimikin Lake ahead of the rally.

Turtle Valley Regularity scored five controls in 63km. The first checkpoint at 8.12 marks a turn-off for alternate roads to Falkland. Teams were wary, looking for the checkpoints for another 36km. At 15.41 bear left toward Chase Creek. 72kph, now on the main road, slowing to 65 for the twisty bits, China Creek option re-enters on the left. Then turning off at the Chase Creek bridge. Slow speed checkpoint here, then back onto Paxton Valley, and head for Falkland following Bolean Creek -- 7km at 50km/h which was a handful! Quiet for the ranch then up gradually to 55km/h. 3km to end of section -- whew! then Transit only 6km into Falkland and the break.

Checkpoint crews from Trinity leapfrogged the rally here, with ample time to spare. Some crews from Turtle Valley were able to get ahead by bypassing the break. The Transit followed 97North to the pioneer community of Westwold and into the woods along the Salmon River.

Douglas Lake Regularity was the last chance to get points. 7km of paved, then wet gravel, turning to patched snow and ice, turning to snow over ice -- especially at the bridges. At 20km, uphill casual muddy twists out of the canyon in sunlight, rejoining the Douglas Lake road, up to 65km/h. Sun glare, wet, thin muddy layers in the copper-colored gravel (no snow). Opens up out of the trees into the pastureland. Cattleguard/checkpoint, then end of section at the ranch airstrip, with photo-op for many.

The closing transit was down the hill into the main Douglas Ranch, through the village with horsemen, down off the plateau to Highway 5A and along Nicola Lake into Merritt.

Day Two covered 7hrs 40 min and 367km (228mi) with 18 checkpoints. Total for Thunderbird 2010 was 874.25km (542.91miles). 26 finishers in 17hrs 20min of rallying.

Congratulations to:

Jeff McMillen and **Marvin Crippen** (Seattle area) for **1st Unlimited/Overall** with **16**.

Second to **Marinus** and **Renee Damm** (Portland area) with **17**. Team AFRICA!

Third to **Jason Webster** and **Brandon Harer** (also Portland) with **19**. Team AFRICA!

Fourth to **Glenn Wallace** (WA) and **R.Dale Kraushaar** (AZ) with **23**.

(the same four teams from Day One with a slightly different order)

First Calculator to BC's own **Kevin Aartsen** and **Patrick Rinke** with 120.

Second Calculator to Albertans **Lyall Champ** and **Ian Basford** with 159.

First Historic to BC's **Ryan Oliver** and **Jack Bensley** 1970 Volvo with 152. Team AFRICA!

First Paper (Seat of Pants) to **Steve Perret** (WA) and **Kathryn Hansen** (WA) with 166.

First Novice to BC's **Alex Kouzmin** and Stan **Kouzmine** with a very respectable 318 contributing to a team win for **Team A.F.R.I.C.A.!** with a factored 1.06 over the **Arctic Challengers** with 1.85; **Team Rainier Global Extreme** with 4.79; **Scuderia Hysteria** with 18.97 (one DNF); and **Team Rainier Group Deluxe** with 31.95 (again including a DNF).

Complete Thunderbird results, photos, history, and more at www.rallybc.com

For more rally news see www.tsdroadrally.com and www.rainierautosports.com

* The Alcan 5000 (August 16>24) plans to host 40 entrants. Jerry is busy lining up rooms and accommodations. Would you believe that rooms are more expensive in Valdez than Anchorage?

Jerry and Joe Gardner will do the final "write" the second week of June.

Trivia

* Jim Breazeale earned KF7HYM, Cristy KF7HYN 3/2/2010 (Yes, one letter off!)

* Paul Andresen of Corvallis died at home following a battle with cancer, surrounded by family and close friends.

Active in the Bay Area rally scene in the '70's, then moved to Seattle. Collected trophies as a navigator (Curta) until he moved to Salem, Oregon in 1982.

* Jerry says Cameron wants to get some navigator experience before he runs the Alcan rally. Needs some familiarity with the Alfa rally computers, if possible, but any seat time would be good.

Club News

* From the February meeting: Welcome Rene & Marinus Damm, of Oregon, as members. Steve Perret and Kathryn Hansen paid 2010 dues.

The clubs Bylaws need an update, since they reflect conditions of their November, 1966 writing. Such as limits of \$100 on spending.

There is also movement to update the RASC General Instructions.

For Sale/Wanted

* 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)

* 1987 Subaru GL Turbo Wagon pushbutton 4wd, \$990 flexible.....E-mail Ron Sorem: ronsorem@gmail.com

* 2001 Audi Allroad we bought from Jerry. All the luxury and bells and whistles have become boring. Waterpump and timing belt done, comes on studded Hakkas. Fire sale pricing at \$8500, more details at blackholeracing@gmail.com

* '02 Saab S60, 250 hp, new tires, 21 gal. tank and 23 mpg in town! \$6800 Jerry Hines, 206-227-6343

* '03 Acura MDX, gold, all the options including Nav & back seat DVD player, 4500 lbs tow rating, 113,000 miles, \$12,500, Jerry Hines 206-227-6343

* For Rent, Las Vegas house, \$400 week. Car available. Jerry or Colleen Hines, 206-227-6343.

* FREE: 12mm x1.25 lug nuts. Fits Subaru. Mark Nolte, 425-226-3155

* FREE: Are you a home brewer? Or do you know a home brewer? I have at least 12 cases of empty, 12 ounce bottles looking for a refill.

Get them before the recycler does. Ken Lingbloom, (360) 733-8897

* FREE: I have a Bruning drafting machine. Come and get it before the recycler does. Ken Lingbloom (360) 733-8897

* Also special one-time deal (this century) on flexible plastic nipples to protect the wire coming out of an odometer probe. Originally intended to trap moisture in corrosion-prone F-connectors for CATV applications. -Mark Nolte

RASC Calendar

March 6 – Mike & Key Flea market, Puyallp fairgrounds

Stage in PNW

March 6-7: Doo Wop Rally Series - Aberdeen, WA

March 26-28: Primitive Rally School - Hillsboro, OR

March 28: ORG RallyCross #1 - Hillsboro, OR

April 9-11: Primitive Rally School - Hillsboro, OR

April 24-25: Olympus Rally (RA)

May 14-16: Oregon Trail Rally (RA)

June 5: North Nevada Rally

June 12-13: PRG Pomeroy "Tumbleweed Days" RallyCross - Pomeroy, WA – PRG

June 12 – Mountain Trials, CARS Nat'l, Merritt, BC

June 26-27: ORG RallyCross National Challenge - Hillsboro, OR - ORG

June TBA Primitive Advanced Driving School (caged cars only)

July 8-10: Idaho Rally (w/ RallyMoto) - Boise, ID area - Rally Drift

September 18-19: PRG Pomeroy County Fair RallyCross - Pomeroy, WA

Sept/Oct: Mt. Hood Rally (date to be finalized) - ORG

Dec 3-5: Big White Rally and SnowX - Kelowna, BC

British Columbia & Washington TSD

March 12: NWRC Friday Niter by ORCA

April 9: NWRC Friday Niter by PSRC

April 18 – Raindrop TSD by RASC, Everett, WA

May 14: NWRC Friday Niter by ORCA

May/23-28: Targa Canada West - Kelowna, BC

June 5-6: No Alibi TSD by RASC

June 11: NWRC Friday Niter by ORCA

July 9: NWRC Friday Niter by NWRC

July 17 - Sno-Git TSD

Aug 13: NWRC Friday Niter by ORCA

Aug 16-24: Alcan 5000 by RASC

Sep 10: NWRC Friday Niter by PSRC

Oct 2 – Night on Bald Mountain TSD by ORCA

Oct 8: NWRC Friday Niter by RASC

Rainier Auto Sports Club will meet this coming Monday, March 8 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 poss, 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: The Secretary may have an update to the roster. Arm-twisting to get members to pay 2010 dues. (\$25 individual, \$30 family).

2009 Board Members:

President- Jeff McMillen, jeff@somepants.com
Vice-President: Steve Richards, smrdcatman@comcast.net, 425-337-0232
Secretary: Dan Comden, dan@comdens.com,
Treasurer: Steve Willey: willey@selby.com
At Large: Robert Gobright; Fundimech@gmail.com
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 **The Wishbone Alley Gazette**

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