

Rally News

* October Friday Nighter (October 8). The RASC rallymasters chose to be socially responsible and recycle a previously mostly successful route. A moderately accurate description can be found on the RASC website, along with detailed scores leg-by-delightful-leg.

Jeff McMillen, Eric Horst, and Dan Comden mostly did the exhaustive work. Once they cleaned up the RI's after the checkout crews made hash of the RI's, it turned out very splendid. The lack of drizzle, or even the anticipated October fog, helped considerably. The three checkpoints made good use of the RASC volunteers.

Keeping to the theme, trophy selection took advantage of unclaimed baseball, football, tennis, basketball and golf items. No doubt these will stand out from the rally-themed awards cluttering trophy shelves across the NW.



Trophies varied depending on what was available.

Apprehensive award winners carefully examine their hard-earned booty....



... then smile in anticipation of showing off proof of their success to friends, neighbors and strangers.



Trophies were handed out in 5 classes according to skill level and equipment. There was no Historic or Vintage class.

*Mt. Hood stage rally (October 23) – 28 entered, 23 finishers. Even with a recce on Friday, the Saturday roads claimed a couple of cars.

There a minor slipup when the recce went on despite the roads not being completely set up with arrows and banner guard. Since actual rally cars aren't allowed to preview the stages, the lack of odometers led more than one team to discover roads not intended for the actual event.

It went well, with the expert Team Fugawi pace crews enforcing the schedule as they retied banner guard and placed missing control signs on the three roads used for seven stages.

* Midnight Rally, by Marinus and Renee Damm

Organizers brought it to life quickly; the opening regularity started just 12km out of Nanaimo. The first half's sections criss-crossed Trans-Canada One, looping through rural and semi-rural neighborhoods on the way south.

CASTs were moderate in absolute value -- but fluctuated all.the.time. The fickle CASTs must have come from some abby normal brain.

Also drawn from the spare parts bin were two sorts of horrible intersections:

1. those with a "Not A Through Street" sign well down the road whose looks said, "main road", and
2. those with the "Protection" precedence rule at play.

And toward the end of the first half, those two mated and produced an evil offspring, called "main road looks like left, but there's a back-facing stop sign there, so we'll go right, arrrgh, it's got a Not A Through Street sign, back up back up BACK UP!".

We had plenty of forward illumination on the car, but could have used some extra reversing lights.

Local traffic early in the evening also made the semi-rural sections tough; we twice were (politely) following minivans through no passing zones as we drove by control cars. And the gnashing of teeth could be heard on the mainland.

About the end of leg six, we villagers were assembling torches and pitchforks for the rallymaster. But he is a wily and seasoned mad scientist, that one... and/or he smelled the burning pitch. For, in the next instant, the rally changed.

No longer did the web-work of neighborhood streets and sneaky signs torment us. In its place unfolded a long, smooth, beautifully curven ribbon of asphalt, leading us deeper and deeper into dark and towering forests, ever westward, and with ever lighter traffic. At its end, in the fast-asleep hamlet of Port Renfrew, there sat a cheerily lighted cabin, inhabited by friendly forest-folk, with cookies as big as your head and hot coffee and tea. This, in the wee hours of morning...

This is a good time to comment on the event's venues. We had high expectations for Midnight in this regard, because we'd run IRC's Crestline Trail the year before last, and that rally had great venues. So we were expecting the goods this time -- and Midnight's starting, midpoint, and ending locations easily delivered. These weren't run-of-the-mill rally places. They were nice. They were classy without being pretentious. They were authentic, and run by real people. I wish other TSD rallies focused more energy on those sort of organizational missions. It leaves a lasting impression, and IRC does it very well.

Enough shameless flattery; where were we?

Oh yes -- on the west coast of Vancouver Island. Well... we'd better get back.

The road back was, if anything, better than the road over. It's a monument to the idea that legal CASTs can be challenging to maintain. The road's not a cut-and-fill snoozer, it's a line of asphalt laid down right on the landform. Perhaps the rock underneath is impenetrable, who knows? The point is, the pavement writhes around, doubling back in the myriad miniature canyons and wannabe fiords, dropping down the water's edge then heaving uphill again to get around the next point. You knew exactly where the controls would be waiting -- at the end of

a series of tight turns. Now that you know that, good luck zeroing them.

We brought a new old car to this rally, one that we'd not run anywhere before. It last rallied, with the former owner, in about 2004. Before the rally, we wondered whether it'd be up to the job, or too tired for a good workout. We chose Midnight because a nice, easy, tarmac rally, at limit-10% speeds, would be a gentle re-introduction for the quattro. Well, we know a heck of a lot more about that car now. After running the road to the east, its tires have been heat-cycled, its brakes have been tested, and it's plain that the turbo still works. What a pleasure those sections were!

After reaching Sooke, things got a little blurry. I'm pretty sure Steve and Kathryn were convinced, at one point, that the fawns by the road were actually feral dogs dressed up in masquerade. I punched an on-off button in my car sixteen times in succession "just in case" there was a third option. Near the start of section 13, we remembered that we'd taken the ferry over less than 24 hours before -- but it seemed like a week ago. They tell me we won. Excellent. We apparently returned from Canada. Good. I have both the shoes I took north. Fine.

The Midnight Rally -- Renee says, "It's Trick Or Treat -- trappy to start with, then a sweet reward". And she's quite right.

(Ed: Congratulations to RASC members Steve Perret and Kathryn Hansen who dominated the Calc class and placed 3rd O'all Results and report at <http://www.islandrallysport.com/>)

Club News

* **Elections:** The yearly Board election takes place at the November meeting. Members present will conduct the vote; there are no provisions for absentee voting.

The RASC method is to vote in four members of the Board. The other two members of the six-member Board are the Past-President and the Past-Treasurer.

* **Notes** from October meeting. Secretary Comden entertained those present with a replay of the September meeting. The Minutes were approved with only minor quibbling. The Treasurer didn't attend, but reports place him still in US jurisdiction.

Jerry announced that the entry list for the 2012 Alcan is posted; the route and other minor details will follow. No mention yet of extensive sponsorship deals.

Dan and Marvin drove a planned 2011 No Alibi route. Moses Lake to Lewiston/Clarkston (and back) is the plan.

Raindrop 2011- Robert Gobright mentioned reusing a past route; no objections were heard.

Old news: not much has changed. Still some movement to get a price on really big, ostentatious, "snowflakes". Although the club has decided to obtain 6 checkpoint lights, with Roy to assemble from parts, we have until the next Friday Niter to put that deal together. This could go on for another 13 months.

Jim Breazeale, in charge of vetting candidates, reported 2011 Board candidate list. He recounted convening a quick meeting at Merritt, BC where the list was approved. The vote will take place at the November meeting.

Using the catch phrase "Sno-Fest", discussion of putting together some sort of pre-Thunderbird rally via Washington roads. This scribe didn't catch the importance of getting Thunderbird Rally approval, but that is the next thing to do.

Christmas Party- Dan Comden's home was volunteered for the December 11-12 weekend. He'll check with the boss to see if that's OK.

Somebody brought up dues for 2011. It was agreed to keep the same low, low rates.

Friday Niter- It went well, with 25 entrants. Three time decs, all due to traffic hindrances. The Alfie's at Monroe is going through a management change, so the beer license is still in the hands of the State License Board. The lack of post-event beer was the dourest note of the event.

The meeting was adjourned an hour after it started, with a head count of Totem entrants. The usual RASC mob will attend. - MN

Trivia

* Time to stock up your commuter ride for the winter. A smattering of white stuff has been known to fall in November, bringing traffic to a halt. Make sure you have paper so you can leave a note on the windshield in case you rescue a BMW driver who doesn't have chains.

* Jim and Cristy Breazeale joined about 30 other students for the Alfa club's driver training session, held at Bremerton racetrack. Brian Cary and Julie Guthrie also attended. The wetted-down track provided an excellent opportunity to explore car control under watchful eyes.

*The stress of the driving exercise proved too much for the '74 Rabbit's alternator belt and the poor thing ran out of juice just as traffic clogged up south of downtown Seattle. The Breazeales didn't have to wait long before an ambulance pulled up and turned on its lights to warn oncoming drivers of the stopped bunny. Even more timely was some landscapers who graciously towed them through downtown traffic to find a wider spot in the University area.

* Community colleges offer updated First Aid classes. Methods and procedures have changed over the decades, lately including better ways to time CPR. It turns out the Bee Gees' classic *Stayin' Alive* has a beat that's almost exactly 100 beats per minute - the same rate the American Heart Association recommends for chest compressions during CPR.

For Sale/ Wanted

1987 Subaru RX Coupe GL 3-door 1.8 liter Turbo (EA82T) 5-speed dual-range transmission, Bilstein 40mm coil-over suspension

Starter stage rally car, Rallycross car, or caged TSD driver

Car is SCCA logbooked (expired), caged (needs sill bar added), race seats and belts (expired)

Will be Vintage eligible in two years. Does not pass emissions.

\$3000.00 with a long list of spares INCLUDED

Parts include: "Open Class" motor, complete, running (\$500); 2 stock motors, repairable; 2 motors parts only; 1 motor disassembled; 2 used heads (not tested); spare MAS assembly, intake plumbing; turbo plenum (w/ intercooler); 2 turbo plenum (stock); AWD transmission (3.70:1); roof clip; hood; doors; aero kit (2 complete); some window glass; drive line; front spindles; rear crossmember; rear swaybar; front swaybar; fuel tank, vent and filler; A/C condenser, compressor, HVAC module, HVAC plumbing; power brake assembly; clutch pedal assembly; gauge cluster & speedo for 3.70 ratio and for 3.90 ratio; seats -- 2 driver, 2 passenger, 1 rear bench, 2 rear back; assorted wheels and tires; two complete interior trim; assorted belts and hoses; complete wiring harness and ECU; and assorted brake, temp, & ignition parts.

"Retail" for the parts is \$4090.00

As a package \$2495.00

Buy-it-Now -- included with the car.

* 1987 Subaru GL wagon Parts car for above. 5-speed push-button all wheel drive. Nearly everything in the drivetrain will interchange with the RX. Starts; needs battery; probably needs exhaust replaced (parts here). Does not pass emissions.

\$500.00 as is, where is... (\$1.00 if included in above package "Buy-it-Now")

\$900.00 if repaired to running.

Contact: ronsorem (@) gmail (dot) com

* **1968 Valiant** 2 dr. post. 273 V8, original owner with paperwork, manuals. Not a parts car, this is complete. Spare rear axle. Solid car. Located in Duvall. \$1200.00 Sam Baker, 425-788-2004 or contact Roy Ward, roy.ward@frontier.com

FORCE ALE: One set of sort of lame Optilux driving/fog lights, made by Hella (which they only admit under pressure). Model 2020 Fog+Driving, that's two bulbs per side. One "driving", one "fog". Complete with harness, switch, relays, and instructions about as clear as stickmap RIs. No way to install lights on my Impala, so how's

twenty bucks? Roy Ward, roy.ward@frontier.com or 425-485-6225.



FOUR SAIL: One IBM 1400 Thinkpad Laptop. 333 MHz Pentium, 128M RAM, Windows XP Home with real Microsoft XP CD included, new 10G HD. Has Office and DeLorme Street Maps 2006 installed. No wireless card,

needs new battery. \$75. Roy Ward, roy.ward@frontier.com or 425-485-6225.

RASC Calendar

Stage in PNW

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

British Columbia & Washington TSD

Nov. 20/21 – Totem TSD, Cache Creek to 100 Mile House and back. \$180 (USD & CDN), Counts for PCC and BC Rally Championships.

Paul Westwick, RM, Nicky Beverley, co-organizer.

Rainier Auto Sports Club will meet this coming Monday, November 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: Elections ! The robo-calls, vote-trading, and lobbying will finally end as the membership selects dynamic new leadership for 2011.

Latest word on the gala Holiday Season get-together.

2010 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


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

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Contributions and paid/unpaid advertisements eagerly sought: e-mail: mnolte@blarg.net

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