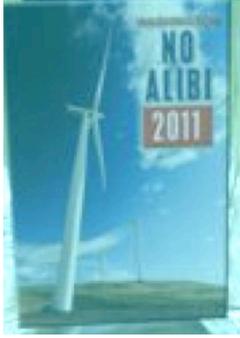


The Wishbone Alley Gazette

June, 2011 *Rainier Auto Sports Club*

Rally News

No Alibi (June 4-5) RASC's favorite rally entertained 32 teams through perfect weather this year. Unlike last year when downpours, hail, and wind introduced us to the vagaries of eastern Washington weather. That got experienced during route measurement: a Saab parcel shelf will work as a solid surface for a tire in a soft hole.



Old timers remember the days before wind power. Rolling hills with no features except a green carpet are now dotted with dozens of tall towers sprouting three blades that turn slowly in the ever-present breezes. These became the theme, with a McNamara Signs-generated graphic on

the cover of the route book and the trophies.

That route book described 253 miles of route on Saturday (just under 8 hours) and 223 miles on Sunday (about 6 hours) for a total of 476 miles. Half the rally was TSD sections, up from the typical 33% of the touring-format rallies. Blessed with 11 checkpoint teams, Dan was able to score 38 checkpoints on Saturday, 31 on Sunday, totaling 69 scored controls.

The entry was about typical: 13 Unlimited, 10 Equipped, 6 Seat-of-Pants, and 4 Novices. Bringing up the end of the pack were Andrew and Jamie Gray in a Lotus Elise, who collected dust in the open car all day Saturday and became the only DNF, due to the dust.



With an astounding 51 points for the weekend, Glenn Wallace/R.Dale Kraushaar had low score for the weekend in the silver Forester.



Some CP workers split up, so observant rallyists saw Hans Adomeit sitting in the middle of a green field, dressed as ... well not as a CP worker.



He was one-upped by Jeff McMillen, who really got into not looking like a CP worker.



Roy Ward: "My second checkpoint Sunday had some of the best entertainment since I last worked a pro rally. Out of 32 cars, I witnessed 32 different ways to handle an uphill hairpin while carrying waaaaay too much speed for the corner. Style points went to the two young men from Oregon in the Subaru that locked the brakes, downshifted to second, floored it, and looked like John Buffum going around the corner in a perfect four-wheel drift. Then there was the Escalade, that went off

the outside of the corner, notified the boiler room "all ahead full", and roared through the corner with weeds, rocks, sticks, and dust flying in a giant rooster tail as the giant SUV took the corner like the Miss Bardahl. It pays to have the torque of Odin when driving a vehicle the size of the Nimitz.

The only car that ditch-hooked it was the last one, the VW Beetle."

The case for rental cars: Brian Cary (#30), Joel McLaughlin (#10), the rallymaster, all had their reasons.



The trophies, some food, a cooler and rallymastering odds-and-ends fit into a luxurious Toyota for the rally.

Brian Cary (#30) decided the Volvo needed more work than available time, so a VW Jetta was procured. With 32K miles, he thinks it still had the original tires. One flat on the route, then ...three more leaked air while the car sat at the BBQ. He found a guy to patch the tires at 5PM on Sunday night in Moses Lake. Air conditioning is wonderful stuff, too.

Joel McLaughlin (#10) ran a Caddy last year, liked it, and returned with a different rental car. He pointed out that the seats are air-conditioned.



Marinus Damm: "For No Alibi this year, I changed seats, and ran as a navigator with Steve Perret. Steve's got years of autocross experience and done thousands of miles on stage rally roads, which is why his nickname is "Smooth". With so

little experience co-driving, my nickname last weekend would have been "Spaz".

We ran in the Equipped class. In the week before the rally, I updated my TimeDrivenOdo software with a fresh set of bugs and additional user-interface shortcomings. When conditions were right, it let me give Steve time-error feedback around eight times a mile. When conditions weren't right, it let me give Steve urgent gibberish at fifty phonemes a minute. A less patient and forgiving driver'd have stopped to thrash me with sagebrush boughs.



I'm left with a fresh appreciation for the work of a competent co-driver, and greater respect for Equipped teams. It takes a lot of effort to translate calcs into time error, and then more effort to communicate the info with the driver.

No Alibi flaunted the deserted, challenging, and scenic roads of the Palouse, with a nifty ratio of TSD to TRN in its 500+ miles. Three spots in particular wowed me:

Late Saturday, in the middle of Section #8

Know what happens if the co-driver directs a stop at the end of a FREE ZONE where there's no extra time?

You begin the CATCH UP.

While I sat stupidly bewildered because the time for our departure wasn't in the future, car #2 pulled up behind us. Good thing my driver's run course opening car for the Wild West performance rally; he knew Tatman Mountain Road well.

First thing Sunday morning, down The Spiral Highway

Have you seen this thing?

Sheldon Coles, car #29, was watching from the viewpoint above, and could see eight cars on-route at once, like a performance of synchronized swimming. The rallymaster picked a CAST that was too slow for the straights and too fast for the many, many, many curves — a perfect CAST, in other words.

Sunday afternoon, somewhere south of I-90

The sequence of instructions went something like this:

121 CAST 46
122 PB (paddleboard, a type of sign)
123 ACUTE LEFT at YIELD
. . . R at hairpin

Oh- wait; that last one wasn't given. Rather, as you made the acute left, you could see the problem.

There's a checkpoint car ahead on the right.

+ We're essentially stopped
+ The CAST's pretty high

=====

= ??

It would seem a simple dragstrip run could solve this equation. But loose gravel put another twist in — even cars with enough power on tap couldn't put it to the ground. And... remember the hairpin right? Just as you passed the timing line, with your driver still set on MAX_ACCEL, it became necessary to move to MAX_DECEL to set up for the right. I heard plenty of tales from other teams a' rounding that corner, tales filled with drama and verve. In our car, Steve had the iX pivoting like a dancer, and we were merely late.

Everybody was late. Or, more accurately, "later".

Some teams were running so early before this control that they were still early at the end of the dragstrip. To find out who lost the least time, I looked at the delta between the crews' lateness-or-earliness at the previous control versus their lateness-or-earliness at this one. In this sweepstakes, there was a four-way tie for second place between cars 4, 5, 10, and 21. Pretty good performance by all those teams.

But the winners on that short chute were racecar driver Tom Kreger and up-and-coming Unlimited navigator Cynthia Bushnell, who managed to drop only two seconds. This bit of virtuoso driving, combined with their third-best-overall score for Sunday, hints that the UNL class won't be getting easier any time soon. (*reprint from post to org:l*)



The Steve Richards/Gary Reid Subaru OBS ended up 4th in Equipped class. Gary was cranking the Curta while the competition apparently used laptops. He says he isn't sure if they were rusty or the competition is better - two seconds per CP (139 for the weekend) is pretty good.

With many years of stage rally exposure, the top Novice team was Kim & Jeff Craddock.



For such a big effort, RASC relied on friends like Alex Schubel (Kelowna) and Ken/Sue Lingbloom (Bellingham) to man the controls. He traveled alone, as did Roy Ward and Ron Sorem. The Worker Route Instructions set yet a new high bar by supplying shortcut instructions, with mileages, no less.

That kept RASC members from being drafted- 6 cars carried RASC members.

The chosen route wound its way from Moses Lake to cross the Snake River at Lyons Ferry. "Flattish" was a typical description. Section 6 (24.61 mi, 38:46 time, 5 CP's) headed due south, skirting Waitsburg for the break at Dayton.

Section 8 (37.04 mi., 1 hour long, 8 CP's) went up into the lower Blue Mountains, with the windmills.

Erik Lyden/ Brian Stoliker with the windmills in the background on section 8



Meandering through the gullies and a brief break led to the final Saturday TSD, #10 (36.2 mi, 54 minutes, 10 CP's) and the fabulous Peola Road.

Ron Sorem later explored the higher elevations to discover deep snow.

Sunday's route started with the famous Spiral Highway (TSD# 13, 6.17 mi, 10 minutes, 4 CP's), then the Steptoe Canyon TSD #15 (18.35 mi., 30 minutes, 6 CP's) up from the Snake River to the Palouse rolling hills that went on and on and on.

Lada Gorlenko/Tony Latham on section 15.



The BBQ at the Moses Lake finish was catered (nicely) by Michaels on the Lake.

Jeanne/Ed Rachner revived an ancient "A" box to end up 20th overall



The scores were posted quickly. When asked how he and Jessica managed it Marvin responded "You can go with we took the next big step in our relationship and I allowed her to help out significantly in scoring. :)

Mats Mats and I have always done it as a single entity with a driver to chauffeur us around (not trying to minimize driving the route at over cast without any help from the right side, mind you). The end result is, when you spend all day in the car entering numbers into the spreadsheet you arrive at the finish tired and cranky. But that's when you have to deal with Time Decs, complaints about scoring, etc. In this case Jessica did the data entry part and I handle the TA's, overall issues, etc. It seemed to work rather well."

It was all over at 5PM.

- MN (Pictures by Sally DeVore)

* The Oregon Trail RallyCar (formerly Rally America) National stage rally was centered in Duffur, 15 miles south of the Columbia River (and The Dalles) after Friday night's 4 stages at PIR.

Starting in cheery sunlight, bad weather rolled in on Saturday afternoon, which would be nice to hold down the dust -but it didn't stop. The treeless area had enough lightening to cancel some afternoon stages. That same rain turned Sunday's roads into quagmires, resulting in a vast shortening of "Summit" stage from 9 to 4 miles for the second run. It was so slick that one car got tugged off the berm twice according to the sweep crews.

RASC members Jim & Cristy Breazeale, Ron Sorem, Steve Perret/Kathryn Hansen, and Mark Nolte helped make it a success.

* The Targa Canada West finally happened over the May 14-15 weekend. 19 of the 21 starters qualified as finishers. Larry LeFebvre/Reid

Trummel/ Porsche 914 scored just 37 points through 50 CP's to win.

Originally slated to run on closed roads like other Targas, it ended up a TSD.

* Cold? 2012 Alcan (Feb. 23>March 2). Entry is already up to 17 teams. <http://www.alcan5000.com/>

Club News

* May meeting notes: VP Cristy Breazeale started the meeting promptly at 7:31. No Treasurer report, but the numbers get distorted by No Alibi activity anyway. Yet more bad comparisons with our present banker, Chase, when compared to alternatives.

The (final) Raindrop report included the price of the lovely trophies that Jim Breazeale made. The unused "snow emergency" RI's turned out to be an unnecessary expense. Recognition for best CP Work, Hiding Category, was divided among Steve Perret, Hans Adomeit, and Anton Damm.

Yet more discussion about Time Decs. Ed will collect ideas from members.

Rallymaster Dan Comden detailed plans for No Alibi, including the big dollar commitment for the Saturday night banquet. He and Marvin have planned it down to a 3:45 PM finish at Moses Lake.

Jerry Hines didn't have much new info about the Alcan, but entries seem to be settling in at 17 cars. He'll have some sort of get together August 3, to celebrate his birthday, too.

President Robert has been out-of-touch for 3 weeks. Seems that an Internet connection is rare in the Great White North.

TRIVIA

*There's a new rally web site, set up and administered in our name by a friend of Jim's. So far, it's just a link to rally videos, but we asked him to set it up so folks can contribute rally stories.

Jim's had an idea for a few years now about collecting stories from rallyists. There's some great ones out there and this might be a good way to get started sharing them. The address is BlackHoleRacingnw.com -Cristy

For Sale/Wanted

*Nokian Hakkapelliita 185/65R15 13/32 new, have 9/32 now and good studs, on dual pattern steel snow wheels 5on100(Subaru/Chrysler)/5on115(GM) --- 4 for \$250 ronsorem@gmail.com

*Microsoft "Office 98" for Macintosh, Upgrade Gold Edition, still in shrinkwrap! \$200. Mark Nolte, mnohte@blarg.net.

* **15" wheels**, steel, fits Subaru OBS. Bolt pattern is 110mm (Subaru) and 112mm (fits ?). Black \$40 for both, \$25 each. Steve Richards, 425-337-0232 (Everett)

*04 Volvo XC70, lightly used, 113K miles, \$9900 Jerry Hines, cell: 206-227-6343

*HT 2-channel radios, used for Alcans, \$80 inc batteries/charger. Many available. Also mobile Kenwoods for \$100."these are the bigger ones". Jerry Hines, cell206-227-6343

RASC Calendar (The WAG staff includes TSD's and stage events; no rallycrosses, hillclimbs, Solo's, races, and restricts to somewhat reasonable driving distances)

Events of interest

Jun 26 - Columbia Gorge Classic Rally & Tour, MGA club, Portland

July 28-31- Monte Shelton Northwest Classic Rally XXIII, Portland

Sept 10-17 - Targa Newfoundland, St. John's, NF

Washington and British Columbia

June 10 -NWRC Friday Niter by ORCA

July 8 - NWRC Friday Niter by PSRC

July 16- Sno-Git VII TSD by ORCA

July 23 - Gold Digger, B.C.

August 12 -NWRC Friday Niter by ORCA

September 9 -NWRC Friday Niter by PSRC

October 1- Night on Bald Mountain by ORCA

October 14- NWRC Friday Niter by RASC

October 29- Monster's Revenge by Chuckanut SCC

November 11- NWRC Friday Niter by ORCA

November 12-13-Totem, B.C.

Oregon TSD

June 10- June Friday Night Road Rally, Milwaukie

June 11 - Oregon 500/500 "2-day beater tour"

July 1- July Friday Night Road Rally, Milwaukie

July 23 - Mountains to the Sea, CascadeSCC

Aug 5 - August Friday Night Road Rally, Milwaukie

Aug 13 - The Road Not Taken, by TRRG, McMinnville

Sept 9- September Friday Night Road Rally, Milwaukie

Sept.10 - Rally Against Parkinson's (Rally Round PIR), Portland

Oct 7 - October Friday Night Road Rally, Milwaukie

Stage

June 10-11- Cancelled : Mountain Trials, Merritt, B.C.

Jun 18-19 - Idaho Rally, USRC/CRS, Boise

Aug 6 - Mendocino Rally, CRS, Ukiah, CA

Sept 30-Oct 1- Pacific Forest Rally, CARS Nat'l, Merritt, B.C.

October 22 - Mt. Hood, Oregon

Rainier Auto Sports Club will meet this coming Monday, June 13, 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 *usually* the second Monday of each month. Past Members, visitors, and spectators are welcomed.

Agenda: No Alibi stories, probably with much congratulations to Dan and Marvin. The Critiques will be shared, probably with a little discussion about measuring with a dead wheel on a Saab vs. powered wheel.

Latest word on getting away from Chase bank.

2011 Board Members:

President, Robert Gobright, Fundimech@gmail.com
Vice President, Cristy Breazeale, blackholeracing@yahoo.com
Secretary, Jeff McMillen, jeff@somepants.com
Treasurer, Steve Mats Mats, willey@selby.com
At Large, Marvin Crippen, mandos@gmail.com
At Large, Dan Comden, dan@comdens.com

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

Rainier Auto Sports Club, P.O Box 25574, Seattle, WA 98165



The Wishbone Alley Gazette

% Mark Nolte

2108 NE 12Th St.

Renton, WA 98056-2916