

**Rally News**

\* RASC's presentation of the traditional Friday Niter is October 14. The exciting and inspirational checkout is on the 7th, long after WAG deadline. Repeated e-mails for info to rallymaster Eric Horst went unanswered.

The August rally drew 19 teams, 5 of them Novices. September had 20 entrants, with 6 Novices.

\* 2012 Alcan (Feb. 23>March 2). *February 23 - March 2, "Dawson, Tuktoyaktuk and Valdez!"*

Jerry plans to take his Volvo on its 3rd course survey, with Joe Gardner in the right seat. He plans to leave the Monday after Thanksgiving.  
<http://www.alcan5000.com/>

\* Nor'Wester 2012 - A second course survey is scheduled for mid-October. This may "nail" the Route Instructions. A flyer was available at Pacific Forest Rally.

\* Night on Bald Mountain (October 1) - 13 entries for the Saturday evening event. Steve Richards volunteered to work CP's. He reports that 9 crews worked 3 controls each.

\* 2011 Pacific Forest Rally, Merritt, BC, Sept 30/Oct 2. By Mark Nolte

The Oregon crowd was enjoying the Maryhill Hillclimb now that rally cars are invited. That still had a lot of Yanks up for the Canadian National stage rally.

The Canadians (Rallymaster Paul Westwick) certainly know how to make volunteers happy. Rooms are booked in advance, and 50% off for the two nights. The bag lunch on Saturday didn't leave anything out. And a small ticket, received when signing in, was good for many, many trips through the buffet at Boston Pizza when awards were handed out Saturday night.

30 entrants from across Canada (and one from Oregon) filled out the field, including the very serious contenders for the year's championship.

**Note the brake scraper on the lower edge of Pat Richard's WRX.**



The route was very much the same as last year (see Ron Sorem's report in the October, 2010 WAG). Seven stages of Friday (night), 10 on Saturday.

I found myself assigned as the HAM for the EMT, Jeff Dundrass of Knutsford (a Kamloops suburb). His job was to be at the spectator corners, which may be called an "Ambulance location", a big diesel Ford dually in his case.

From this point of view, it seemed like the rally was planned for spectators. The open fields of Active Mountain stage presented great views, and the break while the rally cars ran Comstock stage three times wasn't noticeable.

**Dry weather encouraged dust**



Then on to Princeton Cutoff stage, with a devilish combination of a yump off a cattleguard, then a ninety-right transition from loose gravel to pavement was entertaining for the crowd.

Similar scheduling carried over on Saturday. The Dillard and Missezula stages alternated in the Loon Lake area, then the day concluded with the traditional Mab and Helmer stages north of Merritt.

Although there was a dedicated crew for setting up spectator zones, we often arrived before them. It all worked out well, with the VIP mini-bus and us able to get good parking spots before the mob of spectators started filling every available parking spot. The VIP bus was a neat deal, in this case populated by boisterous Yokohama Tire dealers and escorted by Doug Tewnton.

Team Fugawi seems to take on more and more duties with every rally. As 000 car, Steve Perret and Kathryn Hansen spent a lot of their time putting up banner guard, followed by "00" (Ron Sorem/Jim Breazeale) and "0" (Lee Sorenson/Norma Woods) to do "final assembly" of each stage.

The stateside volunteers seemed to make up 60% of the Hams, with Max Vaysburd, La'Akea Siverts, Adam Clees, and the Lingblooms on the radio at least once in one capacity or another. Ben Bradley was oddly only a spectator, until he explained that he was headed for a ball game in Vancouver and decided to add the rally to his itinerary as a plus.

22 cars qualified as finishers. The last run (of Helmer) was downgraded into a Transit after competitors pleaded that the cattle on the road made it too dangerous. Of the DNF's one was a "0 mph roll" and another was result of "Straight at T". Bent cars, people OK.

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Pacific Forest Rally 2011  
Car Zero Chronicles  
Ron Sorem © 5 Oct 2011

September 30 - October 1 Merritt, British Columbia

West Coast Rally Association presented the 2011 Pacific Forest Rally, Round 4 of the Canadian Rally Championship, in the forest surrounding Merritt and the Nicola Valley.

Rallymaster Paul Westwick assembled a cast of "hundreds" to work Recce Marshal positions, Road Closure Marshals, Technical Inspection duties, Scoring, and Control staff, to assure a safe and timely rally. Course Opening and Closing Safety Teams bracketed the competitors. HAM radio operators assured constant communications blanketed the event. Geographically, these volunteers came from Ontario, Alberta, British Columbia, Washington, Oregon, and California.

Our team participated in Course Opening for this event in 2005 as Car Zero (hence the series subtitle). Since then we have expanded to coverage of all aspects of Pace Team Operations, here and

throughout the Pacific Northwest. For 2011, I had Diamond Jim Breazeale co-driving in the "00" position as "Slow Pace", second car ahead of the first competitor on the road. Lee Sorenson was up from Sacramento, with Norma Woods from Spanaway WA, assigned as Fast Pace Car "0". Steve Perret and Kathryn Hansen rounded out our field as "Advance" in Car "000". Along with our Pace duties, accounting for proper positioning of signs, arrows, volunteers, and Spectators, we "banner" off any tiny little roads and tracks, that may have been overlooked by the set-up crews, to secure the stages from incursion by cars, motorcycles, or ATVs. Unusual, by design but not by occurrence, Team Fugawi? was

sent out to Mab Lake stage start to remove a tree from the route... "One of Paul's first questions when we arrived at Registration: "Do you have a saw?"

PFR had a tremendous field of dedicated volunteers who covered a variety of duties, but that said, any rally needs more volunteers. For 2011, two or three additional complete stage crews could have made the transition from one stage to another much easier. For Recce, a few more Marshals could have made things a lot smoother, including placement of signs, and recording Recce stage times (to assure the teams weren't speeding).

Transition from ending one stage to the set-up of another stage, a long distance away, brought slight delays and a few frayed nerves. Our team was cast as "pushing too hard" in trying to keep the event on time. On two occasions, control crews were still setting up the timing equipment, under the expert direction of Peter Hill, long-time rallyist from Calgary, who joins the Pace Team, either just ahead of or just behind "000". On other occasions delays were unavoidable, letting the public out onto the closed roads between stage runs, including armed hunters "insisting" they could drive onto the stage. Better to accommodate them and delay the competitors for a short time than have an incursion from somewhere we didn't have a marshal and risk a collision.

The weather was great! The Opening Spectator Stage at Active Mountain Raceway saw sunburn weather for the crowds lining the bluff overlooking the hairpins. Stage 2, Comstock, has been shortened again due to residential progress. Now starting just a few hundredths short of the pavement, running 5.13km, this year with smooth graded gravel, an acute downhill turn, and a hairpin before the sweeping right through Flying Finish. Fast time was 2:21.8 by Pat Richard & Alan Ockwell for a 130km/h average (nearly 81 mph). The new configuration may need a chicane for next year.

Richard's second run improved to 2:23, third run to 2:19.7! A light drizzle would have been appreciated on Friday night's Princeton stage, where dust became sufficient to bring an extra minute spacing between cars. Princeton ran twice, and has been a Friday night tradition overlooking Merritt. Rocky at the start, smoothing out to twisting gravel, a tunnel under the freeway, a small jump at the Spectator Area, and a 90-right onto pavement for the Flying Finish. Richard and Ockwell's Team Subaru Canada Impreza first run set fast time of 6:54.9 over the 9.2km stage for 79.82km/h (nearly 50mph!). Second pass improved to 6:52.1 with dust!

Saturday brought the desired drizzle. An hour south of Merritt, Dillard had no dust. Antoine L'Estage and Nathalie Richard's Mitsubishi Evo liked the weather too. The Mitsu took all four of the southern stages. Dillard 1 in 3:02.9 ( 5.28km, 103.92km/h). Miszezula 1 in 6:58.5 (12.73km, 109.5km/h). Dillard 2 brought 3:01.7 and Miszezula 2 in 7:01.9 for L'Estage, now leading Pat Richard by over 11 seconds. The southern stages saw two mechanical DNFs.

The Nicola North stage is smooth granular sandstone with a few imbedded rocks and fairly straight until the last few hundredths of narrow and rough. Running 7.3km, L'Estage set fast time at 3:49.7 for 114.4km/h. Their second pass would improve to 3:42.3 for 118.2km/h. Leonid "Crazy Leo" Ulrichich eked out second place with a 3:53.3 run.

A 7km transit with rock crawling ruts and potholed sections and a very inquisitive herd of cattle brought the teams to Sheep/Mab Stage. Starting uphill in damp clay with ruts, the stage transitions to a forest mainline, very smooth and fast. Cattle guards are plentiful, mostly smooth, several long sweepers and a couple of very tight off camber 90-left and 90-right make this a very fast stage. To keep the overall average below regulatory limits, a chicane through a delta at the Spectator Area, was added for 2011. To set the stage at 13.73km., L'Estage set the pace at 7:07.25 for 115.68km/h (nearly 72mph). A second chicane may be needed soon. Second runs on Mab saw Richard retaking the stage lead with a 7:02.9 (116.88km/h) to L'Estage's 7:03.

PFR favorite stage – Helmer Lake South... Set at 23.4km for 2011, slightly longer than past runs. Dust would be a problem, as noted by the Pace Team and Marshals waiting for the dust to settle after other set-up vehicles and Pace drove by. Fortunately a breeze cleared the heavy stuff. The heavy dust that is... The real heavy problem was the "BC" bovine chicanes. They are movable, on

their own! "000" would report a few here and there, and "00" wouldn't see any trace. "0" would report a couple strays, then first on the road would encounter four small herds at 160km/h. Very disconcerting! At 13:34.1 Pat Richard set fast time even with the cows! L'Estage was on cruise control now with 13:55.9. Richard's average through the stage was still over 103km/h (over a mile a minute!). Helmer starts smooth and wide, carries through several tight corners, has several "possible air" yumps, a narrow section where past crews have namesake trees, and the bovine chicanes. If there is a stage in the Pacific Northwest to show variety, this would be it! The final run for Helmer was scrubbed due to the unruly cattle – although Team Fugawi? has a designated Bovine Control team, with vests!, we can't cover nearly 15 miles of open range. A disappointing development, but the safe decision.

First Overall for PFR was Pat Richard and Alan Ockwell with 1:19:49.60. Second to Antoine L'Estage and Nathalie Richard with 1:20:37.45. Third to "Crazy Leo" with 1:21:55.80, nearly eight minutes ahead of fourth. Northwest notables include Mike Goodwin in sixth. Dan Brown twelfth. New to Stage Rally, WCRA TSD and Volunteer Coordinator, Nicki Beverley talked driver Jim Shepard to a P-Sport win – First in class on her first event!

Complete results at  
<http://www.pacificforestrally.com/home.html>  
L'Estage leads the CRC with 105 points. Richard is second with 69. Tall Pines November 25-26.

### **Club News**

\*September meeting notes  
No Secretary, No Treasurer.

The RASC FCC license is held as a non-profit organization. That has to be "straight" before renewal next year. One complication is that the FCC won't accept a P.O. Box as a licensee's address. The Hines address is listed, but that house will be sold any day now.

Start of 2012 elections: Ron Sorem and Mark Nolte were tagged to assemble a list of Nominees for presentation to the club at the October meeting. (The process has names added/deleted at the October meeting, then the campaigning and lobbying commences. Vote is taken, for 5 Board members, at the November meeting).

Rally reports: Roy stated he had commitments from across America to run next year's NorWester (September 15-16, 2012). Steve Richards volunteered to update the NorWester perpetual trophy with room for additional names.

No Alibi coarse exploration might happen before the winter snows set in. Perhaps Yakima-Pendleton-Yakima? RASC Friday Niter is coming along. Actually, it's "in the bag".

Jerry is getting the Alcan starting arrangements made, most likely the Baymont if negotiations are successful.

He's looking into arranging a race course in Valdez for one of the closed course sections.

The Rally for Parkinson's in Portland drew 25 cars. Jeanne and Ed Rachner placed 8th, Steve and Kathryn were 6th.

Meeting closed at 8:29.

\* Ed Rachner volunteered to gather input for forming a RASC Time Declaration policy. You can submit your idea(s) to him at [e.rachner@comcast.net](mailto:e.rachner@comcast.net)

### **TRIVIA**

\* Max Vaysburd worked controls at Targa Newfoundland.

\* Correction - The Breazeale's Audi isn't completely red. It's white below the beltline.

\* Jerry is busy cleaning up the house before it gets put on the market. He reports that for every trailer load to the Anderson Island house, he makes two to Value Village. (The Volvo costs \$32 for the ferry; if he towed with his truck, it would be \$50)

Colleen is still putting in the long days, working at Paterson Cellar wine shop in Woodinville.

\* Faced with a dirty Subaru OBS after NOBM, Steve Richards drove to a drive-thru car wash. He expected \$8 for the wash, but when the clerk demanded an additional \$4 for a "dirty car", he was so surprised that he paid it. Since when did car washes only wash clean cars??

\* Windshields - Needing a chip-turned-crack fixed on the Tacoma, Nolte got quotes ranging from \$165 to \$203 for a new windshield. No difference in price whether the truck was in their shop or the repair was done in the driveway. An interesting aspect was that despite many telephone book listings, there may not be many guys in Seattle who do the work.

The task was completed painlessly in less than 2 hours.

Ron Sorem had an even easier experience. He called his insurance company to find out whom to call, and the agent transferred him to the "Glass Department". That person told him who to call, and that the charge was \$60. While parts for the older Legacy are a challenge, the windshield was in stock! The deed was done in his driveway while he was at work.

Wouldn't it be nice if everything was this easy?

\* Rally America was sold by Doug Havir to Bill Fogg in September. Perhaps most important, the RA season has extended beyond the X-Games cutoff.

### **For Sale/Wanted**

\*Microsoft "**Office 98**" for Macintosh, Upgrade Gold Edition, still in shrinkwrap! \$80. Mark Nolte, [mnolte@blarg.net](mailto:mnolte@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)

\* Misc wheels and tires available as part of garage cleanout. Not many matched sets, however. Call for questions and answers

Very special: Chrysler 2.5 Turbo motor w/ automatic transmission. The deal includes the Mopar ECU that is good for additional 30 horsepower. Make offer, and then bring a trailer. Jerry Hines, cell: 206-227-6343

\*HT 2-channel radios, used for Alcans, \$80 inc batteries/charger. Many available. Also **mobile Kenwoods** for \$100. Jerry Hines, cell 206-227-6343

**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**

October 21/23 - US Road Rally Challenge, So. California. SCCA Nat'l.

### **Washington and British Columbia**

**October 14- NWRC Friday Niter by RASC**

October 22 - Midnite TSD, Vancouver Island, B.C.

October 29- Monster's Revenge by Chuckanut SCC

November 11- NWRC Friday Niter by ORCA

November 12-13-Totem, B.C.

### **Oregon TSD**

Oct 7 - October Friday Night Road Rally, Milwaukie

### **Stage**

October 22 - Mt. Hood, Oregon

December 4 - Big White, Kelowna, B.C.

### **2012 Rally America Calendar (as of Sept 29, 2011)**

Jan 27-28 - Sno\*Drift, Atlanta, MI

Feb 24-25 - Rally of 100 Acre Wood, Salem, MO

May 4-6 - Oregon Trail, The Dalles, OR

June 1-2 - Susquehannock Trail, Wellsboro, PA

July 13-14 - New England Forest, Newry, MA

Sept 22-23 - Olympus, Seattle, WA

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

**Agenda: Fours days to the October Friday Niter. There might be a review of our checkpoint resources.**

**Possibly some attention to scheduling next year's RASC events. The 2012 Rally America calendar has been posted.**

**The RASC Election season begins with the presentation of the Nominating Committee findings. Names can be added or deleted from the floor at the September meeting.**

**2011 Board Members:**

President, Cristy Breazeale, 360-318-3320

Vice President, Marvin Crippen, mandos@gmail.com

Secretary, Jeff McMillen, jeff@somepants.com

Treasurer, Steve Mats Mats, willey@selby.com

At Large, Jim Breazeale, blackholeracing@yahoo.com

At Large, Dan Comden, dan@comdens.com

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Contributions and paid/unpaid advertisements eagerly sought: e-mail: [mnolte@blarg.net](mailto:mnolte@blarg.net)

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 **The Wishbone Alley Gazette**

% Mark Nolte

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