

The Wishbone Alley Gazette

November, 2011 *Rainier Auto Sports Club*

Rally News

* Friday Niter (October 14), by (Rallymaster) Eric Horst

A crowd of 20 teams assembled at the Eastgate Park and Ride for the Friday Niter entitled "Boy is it Dark!". I usually expect it to be a dark and wet affair but rain took a break for this Friday and we ended up with a pleasantly dark evening.

The route was a leisurely drive with nothing too stressful. The competitors typically welcome this when the weather turns dark. The rally transited to the Cedar Grove area by way of Issaquah. Leg 1 was a short leg of only a few miles, ending on Lake Francis Road. Leg 2 headed south to a checkpoint at Ravensdale. Leg 3 was shorter, heading further southeast to Kanaskat and Cumberland and a remote checkpoint on Green River Gorge Road. Leg 4 bee-lined west toward the finish by way of Black Diamond, and Lake Holm Road to a final checkpoint near Washington National Golf Course. From there it was mere minutes to the finish at Athens Pizza and Pasta in downtown Auburn.

The Rainier scoring system worked great yet again, posting score sheets on the wall provides transparency and a conversation piece for competitors. We only check the math on the trophy positions, which allows workers time to relax and enjoy the finish as much as the competitors.

Athens Pizza provided excellent service and good prices. Competitors had positive feedback on the restaurant, and the staff thanked us for our business.

NWRC surveys were sent after the event. Our event had a record return rate of 35%. On the question of Overall Event Enjoyment 50% of respondents indicated "Loved It!" On a scale of 1 (loved it) to 5 (hated it) the average enjoyment was 1.9.

Thanks to Rainier workers: Steve Mats Mats, Jim and Christy Breazeale, Mark Nolte, Charles Aggenbach, Dan Comden, Hans Adomeit, Bill (friend of Hans), Marvin Crippen, Ron Sorem, and Jeff McMillen. Also, thanks to Jerry Hines, Ed Rachner, and Roger Greene who joined us for checkout. I was especially pleased with our strong worker turnout. It makes it more fun for all of us to have a larger group of workers and it makes a positive impression on the rally community.

* Mt Hood Rally (October 22)- The Saturday-only stage rally was "pretty generic", with 3 stage roads used for 7 stages. Rallymaster Mark Tabor assembled a great team that covered even the most minor aspects of the weekend.

Thirty cars started, with only a few (3?) DNF's. Stage 6 (Fir Mountain) became a Transit when a rolled car blocked the road (injury to ego's only).

RASC folk: Steve Perret and Ron Sorem were Advance, Nolte achieved his ambition to be a road guard (at an empty horse corral), and Ed Rachner worked the finish of Gilhouley stage about 40 feet downwind of where the road department dumps road kill deer. Kathryn Hansen co-drove for Matt Tabor, dominating the PGT class and 13th overall.

27 finishers, 4 DNF.

* Monster's Revenge (October 29). - The 2011 revival of Chuckanut Sports Car Club's fall TSD revisited the Darrington-area gravel roads. Rallymasters Steve Perret and Kathryn Hansen crafted a course attuned to the potholed roads tight enough to score 26 checkpoints.

The Bellingham-based club has used these roads for decades. It was "interesting" to observe how they have deteriorated over the years as logging activity has fallen off. Speeds were set for the TSD accordingly, but one team quit early when their homebuilt computer jiggled something loose. Another attracted attention from the Concrete city cop who couldn't ignore a loose exhaust system.

The lovely scenery of the fall season brought out hunters. They dawdle along the roads. After a Forest Ranger recounted a complaint of wild rally drivers (28 CAST!) and warned of issuing \$275 speeding tickets, section 12 was made into a Transit, costing the rally 2 CP's. Steve says that there are technically no speed limits (where unposted) on the forest roads, so its a no-win situation. Giving up the daylight to avoid the hunters is the best solution.

25 cars is pretty good in this day and age; Almost 25% were Oregon people. Lee Sorenson showed up from Sacramento, although his car was already here. The Webb/Schellhorn Mini Clubman debuted for practice before tackling the Alcan.

Kelly Smith/Dave Treen took overall with 24 points, using a laptop tied into the VSS for odometer. The LeFebvre/Colisch BMW (42 points) beat the Vaysburd/Beverly Subaru in Equipped class by 8 points. Perennial contenders in SOP class, Daily/Palidar, trophied with 178 pts.

RASC populated the worker ranks, with Steve Richards and Steve Brown leaving the rally after 2 (each) CP's at dusk. Max Vaysburd recruited a nice gal to work CP's with Ron Sorem. Nolte and Sally enjoyed the clear weather until the rally cars interrupted the silence of the forest, and worked three checkpoints. -MN

Dan Comden's view: "Starting and ending with crisply paved sections, the tasty middle part was some of the fave roads of prior events, with an excellent routebook and plenty of controls to keep everyone on their toes. And nothing was closed due to trees, logging equipment or snow.

"Finish was in Sedro Woolley and apart from greatly prolonged scoring was a pleasant experience where arrangements were made for a pizza buffet repast for our 9pm arrival."

"Marvin and I were paired in the trusty Saab for the first time in quite some time -- so many years we couldn't remember when we last competed together. Going up against some of the NW's toughest ralliers, we knew we'd have our work cut out for us on an event measured in a Subaru. And we did. We managed fifth in UNL, sixth overall. RASC member Max Vaysburd teamed with Nicki Beverley from BC to nab 2nd in Equipped. And RASC can claim another podium finish with Renee and Marinus Damm securing 2nd overall and in UNL. Overall winners in UNL were Dave Treen and Kelly Smith. Thanks to them for a fun day (and night) out."

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

The legendary long winter adventure is coming together according to Jerry. He has to commit real money to the host motels by mid-January, and expects a few names listed on the website to drop out.

John Fouse is going the meet up with Jerry and Joe Gardner at Valdez in a few weeks to make plans for the ice-racing course. <http://www.alcan5000.com/>

Club News

*October meeting notes: - by MN. Once the usual reading of the previous meeting minutes and lack of treasurer were handled, President Cristy moved on to rally reports:

Ron and Roy reported on a second Nor'Wester (Sept 15-16, 2012) route exploration. They recounted finding a fine road that unfortunately ended in a farmyard. The finish location has been arranged, in Moses Lake. Saturday's long day has been cut to 12 hours.

No Alibi: Marinus Damm joined Marvin and Dan to explore the Yakima area. They found it lacking, so have settled on a Kennewick start and finish, overnighting in Kennewick. The rally will be June 2-3.

Jeff was volunteered to do the 2012 Raindrop rally, and selected Sunday, April 15 for 2012. He's looking at a route east of Tacoma. Jeff thinks he can tie the rally to a Tax Day theme; maybe formatting the RI's to follow a "1040-Form" format?

Jerry Hines updated the club on Alcan developments. He recounted negotiating rooms with the people who run both Fast Eddy's restaurant and the nearby motel. Arranging rooms in Anchorage is complicated, since some hosts charge extra for WiFi, and the rates for indoor parking vary. He's updated the schedule.

Eric Horst named the upcoming Friday Niter "Boy is it Dark", to finish in Auburn. Planned for 4, rather than the usual three, checkpoints. Workers were appointed.

Cristy turned to Old Business, covering procurement of checkpoint lights, the FCC license, and the club's non-profit status.

The Nomination Committee made its report, named 9 candidates to be included on the November ballot.

The date for the Christmas gala was set for December 11. Dan and Louise Comden to host.

Marvin suggested buying 9v batteries to take advantage of Costco "deals" since we go through so many each year. No one had a better idea.

*Excitement builds for the November meeting elections. Ballots for the candidates will be marked and counted, to elevate mere members to esteemed Board Member posts. Only 4 of 9 will make it; the past-president (Cristy) and past-treasurer (Steve) carry over to make up the 6 member Board.

The 2012 Board will have to wade through the drudgery of making sure the non-profit status is clear, and deal with the FCC to continue the business-band radio license. Sometime before the mid-January NWRC annual meeting, the Board will have to decide whether to put on a Friday Niter in 2012. RASC members only entered 4 in 2011.

TRIVIA

* Emergency Zone Law. The law creates a 200-foot zone around stationary emergency vehicles that have their lights activated. Drivers are required to slow down or move over when possible when passing police, fire, medical, tow trucks and state Department of Transportation vehicles on the side of the highway. Learn more by watching this [YouTube video](#) by the State Patrol. This is \$248 ticket!

* More Continuing-Saga-of-Alfa-Clocks. Ed Rachner writes about his scary episode:

I was working the flying finish timing line of Gilhouley stage (stage 1, 4, and 7 if I have the numbers correct). We did have one of the Alpha timing clocks supplied by ORG for our use with a 32-place memory stack availability. The first two times that the cars came through were pretty uneventful. Just a matter of hit the red HOLD button to "freeze" the time of day, my friend Corky would record the time I read to him, and he would radio the car number down to the finish control along with the time to enter on the contestant's time card.

The memory stack feature was pretty cool (remember I'm from the distant past when Alpha clocks were not available). I elected to never clear the memory stack after the car went by so Corky and I could page through all the times and be sure that we had the times recorded correctly on the log sheets which we would turn over to the sweep car when it came by. Only after we were sure the times were double checked, I would clear the memory stack for the next time the cars would come by. This worked just fine until the third time around.

The last sequence of cars was scheduled to start coming through just after 5PM. Due to an issue on the previous stage (#6), the 000 car was delayed until well after 6 PM. By the time, car #15 came by it was dark enough that neither Corky nor I could read the car numbers (we were not parked at right angles or level to the road as they would go by).

Everything was okay until the 20th car (I think that was the number) went by. When I looked at the clock for the time, it said something like # - /8: and a time that was about thirty minutes earlier than the current time of day! While I was trying to figure out what was going on, another car came though and I hit the hold button again. Fortunately, now it read #21 and a plausible time of day which I relayed to Corky. Then we had about 5 cars go by in the next minute or two. We had an issue with the finish control people since they wanted car numbers (which we didn't have) along with the times. In the process, Corky and I managed to skip writing down one correct time (the mysterious # - /8). Which made the confusion at the last control even worse.

After the last car came through and we had given the sequence of times for the last eight cars (only 28 cars finished the event) to the terminal control, we went through the memory stack again and found the missing time (oddly enough, the correct time was in the sequence) and entered it into our log sheets in the correct place.

Before we could write up what had happened, the sweep car came in wanting the log sheets for scoring. I gave Sweep the log sheets along with a verbal account of what happened. I also gave them the Alpha clock with the request they DO NOT clear the memory stack and turn it over to Scoring so the scoring group can re-construct the sequence of times if they needed to do so. Apparently, that was okay since results were posted pretty quickly and no one came by to ask us to explain what had happened.

Fortunately, technology saved the day for us.

* From Roy: On November 9 the Washington State Patrol issued a little cheat sheet on pertinent issues: <http://www.wsp.wa.gov/traveler/passequip.htm>

We've heard about interactions with lawmen who can't put their finger on the exact statue. This might be carried with them to help write a ticket. Among the more interesting entries about lighting:

Front - A maximum of four of the below listed lamps may be on at one time. [RCW 46.37.270](#)

- **Head lamps -**
- **Must meet requirements outlined in FMVSS 108 and be marked "DOT," or of ECE regulations and be marked with a circled uppercase E or boxed lowercase e.**
- **Each lamp must be equipped with the type of bulb for which it was designed. Note: A halogen headlight cannot be converted to a high intensity discharge (HID) headlight as replacing a halogen bulb with a HID bulb renders the headlamps performance dangerous and noncompliant with applicable regulations.**
- **Fog Lamps -**
 - **Between 12" and 30" off the ground. [RCW 46.37.180](#) & [WAC 204-21-080](#)**
 - **Two or less, with the inner edge of the lens retaining rings no closer than 4" to the optical center of the front turn signal lamp. [RCW 46.37.180](#) & [WAC 204-21-080](#)**

- **Auxiliary Driving Lamps -**

Between 16" and 42" off the ground. [RCW 46.37.180](#) & [WAC 204-21-090](#) (Shall not be used in lieu of headlamps)

- **Two or less. [RCW 46.37.180](#)**

For Sale/Wanted

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

* **15" wheels**, steel, fits Subaru OBS. Bolt pattern is 110mm (Subaru) and 112mm (fits ?). Make Offer (which will be accepted....) Steve Richards, 425-337-0232 (Everett)

* 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

* **For Sale 1991 Subaru Legacy Sport Sedan 2.2 Turbo 5-speed**

"00" Car, you've seen this car at Pacific Forest Rally, Mountain Trials, Doo Wops, Oregon Trail, Olympus, Idaho International, and Totem, Thunderbird, Oregon 1000.

Sale will support a new build with cage. Car has all the wiring for lots of auxiliary lighting (lights vary and one set will be included); HAM and Business radios (radios not included); wiring and senders for rally computer (computer not included); includes 6 studded Hakkas on rims, 6 Silverstone gravels on rims, and 4 street tires on the car. Includes Primitive Enterprises underbody armor for engine and the LSD rear differential. There is a long list of spares that are negotiable, including drivetrain and hood and trunk.

This is a turnkey rally car NO CAGE. Serious inquiries at \$4000.

Email [ronsorem \(at\) gmail.com](mailto:ronsorem@gmail.com)

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

Washington and British Columbia

November 11- NWRC Friday Niter by ORCA

November 12-13-Totem, B.C.

Stage

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, November 14 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. **Due to the conflict with the Seahawk vs Rams game on Monday Night Football, the December shindig is rescheduled.**

Agenda: Plaudits to Eric for a wonderful, stress free Friday Niter once again. Followed by discussion whether to schedule a 2012 rally. The format has become so insular, participation so limited that putting it on may be outside the clubs' interest.

There is the Board election. BYOP (Bring Your Own Pen). The always-exciting Totem TSD will get reported before minds fog over.

Maybe a wrap-up of the year's budget, so planning can go forward with beaucoup dollars to spend on the Christmas gala.

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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