

Rally News

* Friday Niter (November 9) Rallymaster Eric Horst has laid out abundant opportunities for the participants to show off their skills and overcome their self-inflicted woes. This one measures out at 2 hours, finishes at Athens Pizza in Auburn. The standard 3 checkpoints. Registration opens at 6:45 PM, First car out at 7:31.

* Oregon 1000 by Ron Sorem © 11/1/12

Wilsonville-Coos Bay-Albany October 6 & 7, 2012.

Oregon Rally Group presented the SCCA Regional Touring Rally, Oregon 1000, counting as two events for SCCA Championship points, and as round four of the five-event Pacific Coast Challenge series championship in WA-OR-BC. Rally Master Kevin Poirier was joined by Chris Hale for registration and scoring, and by Mark Tabor and Ben Bradley to set controls (lead cars). Randy and Gloria Hale were the lunch wranglers (chuckwagon?) and served as heavy sweep after lunch both days. Ron Sorem and Jim Breazeale followed the rally as fast sweep (cat herders) trying to keep the gaps to a minimum, and moving the event along as needed. (This "sweep" duty was a 180 from their usual "pace" duties as course opening crews for stage rallies in the northwest).

14 cars took the start in Wilsonville and left at two-minute intervals for adventures to the south, through the Willamette Valley and into the Coast Range on the "Get your Motor Running" tire warmup down I-5, and the Odo Calibration section leading to Stayton Oregon.

The first TSD section was called "There is no hope" but did indeed find "Mt Hope" 46 minutes into the run, east of Lebanon. "Napoleon's Wild Ride" Transit took the rally to Waterloo and to the "Over the hills and through the Bridge" TSD climbing up Scott Mountain and dropping to Crawford before climbing again, twisting toward Cougar Ridge on Brush Creek and dropping dramatically into Shotgun Creek recreation area to the Wendling Bridge. Lunch was delivered to McKenzie River's Armitage County Park. Fuel in Eugene! "There will not be many chances this afternoon".

The "Food Coma TSD" may have caught a few napping. But attention was needed for the run out Wolf Creek into the mountains again for 55 minutes of twisting roads and great views. A quick break in Drain for yet another covered bridge, then west toward the coast. South along Mehl Creek Road, skirting Rainy Peak and the Waggoner Ridge and keeping to the east slopes of the upper Umpqua drainage. A 13 mile transit was seemingly the "Only Option" to get to "Dora the Explorer" TSD. Heading west now into the mountains along the Coos Bay Wagon road, over the ridge into the Coquille River drainage through Brewster Canyon toward the widispot called Dora. Another TSD headed toward our goal of Coos Bay. Lone Pine Lane was twisting, narrow and scenic, climbing up one creek over the crest and down another for a glimpse of pavement and another climb before dropping to the

Coquille River and some wandering through estuaries with the last checkpoint only .6 miles from town. The transit took the rally to dinner. The venue was kept secret, only knowing it was "not some burger/pizza place". Southwest Oregon Community College hosts the Oregon Coast Culinary Institute www.occu.net/ – this Saturday night banquet has raised the bar for rally fare!

Preliminary scores were provided during dinner. The run/work checkpoint procedure caused a few timing errors for new crews, and a few seasoned crews not familiar with the concept of leaving your control some 28 minutes later than the first car, and with a new car number... In the end, with some input from sweep, the proper times were found, and penalties erased.

Day Two began with a brief trip to the shore, with some breaking surf and boisterous sea life at Cape Arago State Park. Libby Road crossed the bluff south of Coos Bay with some twisty bits before US 101 and a transit around the bay. "Elliot, Phone Home!" TSD followed Dean Mountain Road into the Elliot State Forest climbing steadily on narrow asphalt and narrower gravel past Dean Mountain and dropping to the Umpqua River for a welcomed break in Scottsburg. Steadily north now with no lack of twists and turns, the rally arrived at the remote lunch stop. A campground and picnic area at Vincent Creek brought catered sandwiches and snacks under sunny skies. Refreshed and nourished, the teams followed the scenic Smith River as it gets smaller and smaller, rising into the mountains and finally the crest at Esmond Summit, turning toward Roman Nose Mountain (elev 2856). 29 minutes into the TSD the rally gets to gravel, and begins a downhill toward Hwy 126. The next TSD is named "Trains Yield for Nothing!" and there is a small foreboding... Teams would soon see the significance as the route crosses a railroad grade several times before pavement and a break in Mapleton. "Militant Hippies" TSD left Mapleton, waved to the hippy chic, and turned north into the woods again for Thompson Creek where it climbed to the crest at Indian Creek and noted the militia sign. Let's just keep going please. CAST 39, then CAST 35 at "Narrow Winding Road"... Did I mention it was brisk? An hour and a minute into this excitement in the woods, a new TSD heads for Lobster Valley, and Little Lobster Creek, before "Bummer" and "Fudge" (roads). Onto South Fork road toward a climb to Alsea Falls then a gravel section to Dawson and some familiar Oregon 1000 roads from the past. The wineries, vineyards, and horse farms abound on the route to Corvallis and the "Bonus Points" TSD. Checkpoint 24 is noted in the competitor's book, with exact mileage and a Car Zero Time. The question here is: Did we leave the last section on the right minute? I've seen this before, and admit to getting a point or two at this type of control over the years. This year saw only two zeros.

Finally the dinner transit. Skirting Corvallis (home of OSU) and heading for Albany, home of our destination at Novak's Hungarian Restaurant, another familiar venue for this event.

Saturday's scores of 16, 18, and 20 at the top, turned to 23, 34 (tie), and 41 on Sunday. Overall for the event, with 39 points, brothers Blake and Brandon Harer took First Overall and "E", the equipped/unlimited/computer class. Second with 52 were Greg Hightower (out of rally retirement) and Russ Kraushaar, also in "E". Third with 61 were Marinus and Renee Damm, again in "E".

First in "L" (the limited apps class) went to Janis Gallino and Gavin Gallino with 1334 points. First in "S" (the stock class or SOP) seat of the pants, went to Andrea Nelson and Bryan Kappa with 1272. There were 46 scored controls. All 14 starters finished. The gravel claimed a couple of tires, but nothing more!

Find scores and stories, and info on future events at <http://oregonrally.com/>

* November 3rd Rallycross by Ed Rachner

Last event of the season. Not a points event for the ORG series but an event to try out a new venue. This is a huge 60-acre field in what was formerly a gravel pit. Lots of good things about it besides being huge; below ground level of Vancouver by about 60 or 70 feet which would keep down the noise and dust for the neighbors surrounding the field. Hopefully, it will become a permanent feature for ORG for the next few years. Certainly closer than the Hillsboro, OR venue for us people who travel south to play.

Considering the fact it was a non-points event and a last minute posting, I was surprised to see a turnout of 48 cars with an actual total of 68 drivers entered. The course was long (I couldn't walk the entire course in 20 minutes--only got a third of the way through in that time). Top times for one run around were in the minute and a half range, which is pretty long for a rallycross event. To save time, the organizers had each car run two laps around the course. This was to save some time since the choice was three runs of one lap each or two runs of two laps each. I appreciated running the two lap version since it was much more seat time than one usually gets at a rallycross event for one run.

The day of the event was overcast but without any rain. Just as well since the field was water logged with four plus days of soaking Portland rain. The morning session (mostly two wheel drive cars) had a number of cars get stuck in the mud and had to be towed out by the sweep car (one of the stage rally sweep cars which I saw at Oregon Trail). The course layout was by Paul Eklund of Primitive Racing. I particularly like Paul's layouts since if you find the correct line early the entire event flows smoothly without any mickey mouse kinks for things that disrupt the balance of the car. I'm a little mentally challenged to recall the entire route, but it started with a sweeping right hander which fed into a wide open slalom (open enough for 2nd gear), another sharper right hander (drop down to 1st) which led into a fairly straight section which allowed me to get into second gear again and ending with another sharp right leading into another slalom (much more which I can't recall). Eventually, one came to the end of the

section and went right into going around again and finally ending.

The event didn't start at the posted 10:30 time since the high turnout slowed down registration and tech considerably. However, once it started it was on time for the 1-hour lunch break and the afternoon session ended early enough for free fun runs for those who didn't have enough of the event.

I found a couple of things to shorten my run. For example instead of taking the first right-hander in a sweeping turn at speed, I ran a shorter (slightly slower) route, which afforded more traction before taking the first turn. Also, during the re-routed section, there were two really large puddles. I found they weren't very deep during the parade lap and went through them at a pretty decent clip cutting off about 50 yards from the route everyone else was taking.



As it turned out, that worked for us. Jeanne was also running the event and she finished 4th in class (Prepared AWD) and I finished 1st in class. I found out later that my time was also best time of the day for the event. My very first time that I managed that. A great time, although winning makes it really better.

A Google earth pic of the rallycross can be found at <http://www.specialstage.com/forums/showthread.php?46542-RallyCross-in-Vancouver-WA-on-November-3rd>

* Pacific Forest Rally - The Canadian National Rally Championship made its annual British Columbia visit on Oct. 12/13 (Friday/Saturday). 26 teams entered, 14 finished. 18 stages were scored.

Perpetual rallymaster Paul Westwick announced a revised staff on October 4, with himself left out. It was marvelous how everyone stepped up to get the rally together. Ron Sorem arrived on Wednesday to do some route work and renew friendships with the "Don't Cut" corners. Many names listed as organizers were also in competition cars.

Jeff McMillen/Kathryn Hansen finished 15th on each day in the Subaru RX. Steve Perret snared Renee Damm for the #000 ride, and Jim Breazeale joined Ron in the #00 car.

* Mt Hood stage rally (October 19/20) - 27 starters, 4 DNF's. It snowed, with varying hardship depending on whom there was to impress.

The RASC folk in support were Ron Sorem/ Jim Breazeale (Car 00), and Steve Perret on the 000 car. Kathryn Hansen co-drove for Matt Tabor to achieve first in PGT class (13th O'all).

Club News

*October meeting notes, by MN. The boisterous group became respectfully silent as Secretary Eric reviewed the excitement of the September meeting. He took good minutes, expunging the controversial parts for his reading. This was followed by Treasurer Cristy (no h) Breazeale's report. We got bucks, although pending payouts will diminish the funds a bit. Discussion of the pitfalls of using Paypal; it doesn't act like a bank. Writes it's own rules, too.

T-shirts as a profit center was addressed.



(Nolte pointed out that caps actually get worn at events -ed)

Rally reports: Who would lead the 2013 Raindrop effort? A few names were bandied around, although Jeff McMillen already did a lot of work on the cancelled 2012 TSD rally. No Alibi rallymasters Marinus and Renee Damm are poking around, according to the stories.

Since the course and schedule for the 2014 Alcan are solid and set in concrete, the report gelled down to the flux of entries. I have no details to report.

Ron and Roy are still aglow over their successful Nor'Wester. The news was that there are only 3 T-shirts left, of 68. There is some wheeling-and-dealing involved with determining how much to reimburse the workers for their gas.

Roy also was head of the Nominations Committee. He submitted his report of five familiar names to fill the 4 positions for the 2013 Board of Directors.

The various sites available for the annual Christmas gathering were discussed. Dan Comden pointed out that he could beat the prices, so was quickly railroaded into hosting. He has to check with the boss to find an open Saturday.

The RASC logo is trademarked. Its time to renew.

Ron Sorem reviewed the great meals, especially the lunches, on the Oregon 1000. His admiration for the careful planning of breaks and food held the audience's attention.

It was all over at 8:37.

Trivia

* Ken Lingbloom is resurrecting his Dad's 1933 Chevrolet Coupe. Wire wheels! If you have any 6-volt parts, he may have a use for them.

* Don't laugh, we're next: The Atlanta brewery shut down beer production to package water for the Superstorm Sandy victims. It's something Anheuser-Busch first did to help victims of the 1906 San Francisco earthquake. Since then, they've shipped more than 70 million cans of water to disaster areas.



For Sale

* I just replaced all four door cards on my Impreza wagon. I didn't like the grey and found a set of black ones, which I just installed. All four doors and it's my understanding that these will fit any 2002 to 2004 Impreza wagon or sedan (check for yourself since I can only speak for my own wagon). \$60 OBO with pickup in the Seattle area. I could ship but it would cost you for the shipping.

Pics can be found in my Stuff for Sale album:

<http://www.ultimatesubaru.org/forum/...php?albumid=43>
e.rachner@comcast.net or my cell phone at 206-499-8271.

* 2004 BMW 330ix. Silver, black interior. automatic transmission, 17" wheels. Cheap at \$2900 because of a bad head gasket and much labor involved in the fix. (Shipping to Seattle from Henderson, NV for less than \$600) Jerry Hines, 206-227-6343

RASC Calendar:

Nov 9 - NWRC Friday Niter by RASC, Bellevue

Nov 10 - Midnight Rally by Island Rallysport Club, Vancouver Island, B.C.

Nov 17-18- Totem (TSD) Cache Creek, B.C. (Not Merritt)

Dec 8-9 - Big White (stage) Kelowna, B.C.

Dec 15 -RASC yearly social event

Rainier Auto Sports Club will meet this coming Monday, November 12 at 7:30 PM at Café Veloce (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 *usually* the second Monday of each month. Past Members, visitors, and spectators are welcomed.

Agenda: Eric will review the recent Friday Niter. Dan Comden will update on the December gathering. Maybe some exchanges of "broken car" stories (nearly everyone seems to be "down" a car).

A short voting session. The RASC way is to retain the Past-President and Treasurer to the next year, and then elects 4 members to the next year's Board. Once elected, those six will meet to assign tasks for their tenure.

2012 Board Members:

President: Marvin Crippen, mandos@gmail.com

Vice-President: Steve Richards, smrdcatman@comcast.net

Secretary, Eric Horst - erich@quavy.com

Treasurer, Cristy Breazeale, 360-318-3320

At Large, Jim Breazeale, blackholeracing@yahoo.com

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

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The Wishbone Alley Gazette

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