

The Wishbone Alley Gazette

July, 2015

Rainier Auto Sports Club

Rally News

* No Alibi (June 6/7) was splendid. Some numbers: 167 miles of TSD (40%) and 253 miles Transit sections, totaling 421 miles. Reverse the percentages for the 14 hours on the road. With 39 checkpoints in Saturday (4 TSD hours) and 37 on Sunday (3:34), the rallyists had to "be on time, all the time" for seven hours, 41 minutes, since the checkpoints averaged out to passing one every 6 minutes!

Where did it go? Saturday's route seemed to use the roads that were left over from last year. Mostly south to Pendleton and back to Kennewick, with big loops to catch the interesting roads. It looks flat on the maps, but isn't. Sunday took in all the hill climbs SW of Kennewick, with a lunch break at Bickleton worth the drive. Bickleton is off the beaten path...

Ten checkpoint crews found their way to remote locations, hoping to hide well enough that the competitors got the scores they deserved. Four crews volunteered to split up, dropping a "timer" off to hide in the scrub brush and parking the vehicle elsewhere.



The winning Ford Explorer

The overall winner, Mike Daily/Steve Pfau, accumulated just 68 seconds error. They were using Mike's homebuilt "Tabacus" rally computer. He says he can build some more, at \$1200. Just 2 points separated 2nd(Tom Kreger/Cynthia Bushell) and 3rd (Curt Thompson/Tom Hill).



Thompson/Hobbs won Equipped in a 2005 Ford 500

Ben Thompson/Eric Hobbs won the Equipped class with 92 point- good enough for 4th overall. Jason and Vanessa Stokes took home 2nd Eq, in a Datsun 510.



What's a rally without a Datsun 510?

With only 2 entrants in Seat-Of-Pants class the Saab Sonett of Canadians Paul Westwick /Darsi Sullivan took 1st. Their 590 points were good for 19th overall.



1974 Saab Sonett of Westwick/Sullivan

The silver Jeep Cherokee of Man Qiu/Yi Jin got 2nd Novice (11 o'all) on Raindrop. Their 425 points won that class on No Alibi.



2014 Cherokee won the Novice class.

The 30-car entry breaks down to 11 Unlimited, 8 Equipped, 2 SOP, and a whopping 9 Novices.

Last year's overall winners, Marcus Gattman/Brandon Harer returned with the '92 Oldsmobile, but had to drop out, rumored to be a back problem. Two cars had problems, one being a BMW X5 that trapped a rock on a rear brake. That's when the owner discovered that not only did it have run-flats instead of a spare tire, but no jack or lug wrench. A wrecker had to be called ("One bar" on the cell phone is scary) to remove the tire and noisy rock. The Teresa Davenport/Maija Perala BMW 325ix holed the gas tank early on Saturday.

New member Kyle Rosenlieb volunteered to be sweep, all by himself. This sounds problematic. He

got a GPS from Marvin, which was loaded with the CP locations. All he had to do was follow the GPS to get to the checkpoints. Downside was that upon arrival at each location, he had to stop and set it get to the next CP. It wasn't to last as he entered a sweeping right-hander on the first TSD. His 1990 Tacoma decided to roll off the dusty road. There wasn't a whole lot of damage, other than the canopy deciding to take a different route, and then self-destruct. Kyle picked up what tools had taken flight, then returned to Kennewick. The mirrors are OK.



Last year they brought a blue one. This white Subaru of Bowie/Burgess is also right-hand drive.



The 2015 Subaru STI of Yihai & Chang Xu had a wing. Interesting dust trail.

A neat part of No Alibi was the BBQ dinner on Saturday night. No entertainment was needed as the rallyists mingled. The rally ended at a Prosser city park. Scores were compiled (and time decs entered) while entrants compared notes, eating snacks that Rallymaster Dan Comden carried through the whole rally.

Asked if he had comments, Dan replied, "Despite some hearty attempts by competitors and locals, nobody died or was even injured much. No interactions with law enforcement this year. Some of that credit may be related to mailing notifications to the nearby law enforcement agencies.

"There was an excellent turnout of novice entries this year. Let's hope they come out to more rallies in the future. Without newbies, this sport will dwindle. Also, I think there were three entries from Canada, very much appreciated.

"I've had a month to consider it. This was my last year as rallymaster for No Alibi. I had a lot of

fun, learned quite a lot, and really appreciate the teamwork involved in putting on a quality rally. Thanks to all for their support over the last five years. "

-words by Mark, pics by Sally DeVore

* NO ALIBI – 2015 By Steve Richards

Eight or ten years ago Ed Millman and I ran a rally together up in the Darrington, area. I believe it was a Monster's Revenge and to make a long story short, with pouring down rain and an extensive off course excursion, we decided to call it quits about 10:00 pm and head to Darrington, for pie and coffee.

Fast forward to 2015. Gary Reid, my navigator of 22 years, has called it quits as a navigator and so I thought I might interest Ed in trying it again on No Alibi. Ed is experienced with the Curta but last fall I purchased a new Timewise 798A and naturally want to justify the expense. Ed has had experience with the 798 but only on the Targa Newfoundland. The Targa and No Alibi are considerably different animals so Ed will need to learn some new tricks.

In May, Ed and I ran a portion of one of the Raindrops that I rallymastered so we had times and mileages for which to compare the 798. It turned out to be a very helpful exercise so on Friday, June 5th, we headed to Kennewick with some small degree of confidence.

Upon leaving the motel Saturday morning we noticed the right front tire appeared quite low and checked only 15 lbs. so we found one of those quarter swallowing tire pumps at the Exxon up the street. I don't know what the problem was but we had no further problems with that tire the rest of the weekend.

It promised to be a very hot day and we were not disappointed. Mid afternoon temperatures ranged from the mid-90s to 104 at one point. Walter's (my Subaru Outback Sport) air conditioner has always been a bit anemic and was barely able to keep up with the heat but was certainly better than no A/C at all.

We knew that keeping pace with Rallymaster Dan's dead wheel measurement was going to be problematic but we severely and continuously underestimated the amount of slip we were getting and picked up a lot of late points. Our Saturday scores were 101 late, 4 early and only 5 zeros or 105 points total for 39 scored checkpoints. This would not even have been good enough for 4th place in Equipped class, let alone Unlimited.

Having discussed the problem Saturday night we decided to make better use of the pre-calcs and on Sunday we began to correct the 798 to those numbers, just as we would have done with the Curta. We found that thinking of the 798 as just a very fancy Curta helped us better relate to it. We

are both experienced with the Curta but with the 798, not so much.

Our Sunday scores showed much improvement. Just 41 late, 14 early and 10 zeros or 55 points for 37 scored checkpoints. We ended up 11th overall and 7th in class. Still not a world beater but we learned a lot.



Steve and Ed 3 early at CP 18S, CAST 25

I will not go on and on about how wonderful a rally is the No Alibi. Anyone who has run it already knows about the beautiful scenery, super driving roads and great camaraderie. Ed and I had a great time and are looking forward to doing another rally together soon. Certainly No Alibi is on the list.

* Friday Niter (June 12). 12 cars. As a member club of the NorthWest Rally Council (NWRC), RASC was expected to provide a CP crew. Troy and Cole Jorgensen, Ron Sorem, and Mark Nolte parked outside of Issaquah at the 3rd and last checkpoint.

* The Winter Alcan (February 25-March 4) reaches another registration milestone on August 1. That is the deadline to withdraw and get the deposit back. As of the end of June, 38 teams showed interest.

Survey One Stories by Ron Sorem © 6/14/15

A behind the curtain saga of exploring the confluence of Washington, Oregon, and Idaho. NorWester 2017 is more than two years out, but it's not exactly in our backyard – hence the need for “survey”.

Rally Master Roy and Route Master Ron took a few days to verify what google earth and google street view couldn't. There are reasons google didn't go there. Surprisingly they DID go to several of our road choices and we could see Speed Limit signs on line. Without some serious elevation checks on the satellite view, the severity of any grade is speculative. Seeing it in person gives the gut-check feel to exposures and whether the car will actually climb the hill – and whether the brakes will hold after a “several mile downhill”.

The trip from Rainier Basecamp headed across I-90 to SR-26 (begin odo check for 50-odd miles), 260 and 261 past Palouse Falls and Lyons Bridge. A stop at the USFS office in Pomeroy resulted in a face to face with “Monte”, putting a face to a name and the past correspondence regarding road use and the need for permits – apparently as long as we are not using the day-use areas or camping, parking a checkpoint car along the forest roads doesn't rise to his

level of need. And the discussion covered “speeds in the forest” – same as the county outside – room for two cars wide, 35 is OK, narrow without turnouts, let's call it 25, maybe less. And we concur. There are some roads where the pucker factor can self regulate the speeds to a much slower pace. It is always encouraging when the USFS rep points out “good roads for you”.

Into Clarkston, passing on the opportunity to run some previously used back roads, we head south to Asotin to begin survey and measurement. The park envisioned for a break is decommissioned, with no facilities. We'll go back to Asotin to find a suitable spot. The road however is just fine! The meandering along the creek is comfortable and entertaining. The first hill climb is STEEP. The exposure is “scenic”, read that as a long distance call before you get to the bottom. We set the speed at a sedate and safe pace. Wouldn't want to lose anyone on the first hill of the day. Down the pavement twisties, and then climb another STEEP switchback series, with more “great views”. The weather was great, blue skies, puffy white clouds. Gravel is good. Once on top however, the previous night's rain storm had left its mark. What appeared as dry gravel was in fact a dry crust on top of jello pudding. About six inches of dark chocolate topsoil fudge. The kind where you can't stand, and if you do you gain height with every step.

The beauty of all-wheel-drive... Well actually one-wheel-drive, big 'merican car, four-wheel drift through a couple of corners that I'm not certain you could roll a ball down the hill – flat, NOT steep – no drainage, just us, stuck, sitting on the belly pan. Try jacking and filling. Need a bigger jack. Digging and cribbing. (Sorry about your old fence posts). Call AAA – “sure, we'll be right out”. An hour later a phone call from the tow driver – he's stuck too. Won't come get us. More digging – we are on our own and the storm cloud is approaching. Dig, crib, stack rocks under. Surveyed the Wildlife Preserve fence. Steel T-rails and barbed wire. Several posts away one is loose. Just about ready to pull it and work out a deadfall with a come-along, when a big brown delivery truck barrels down the “hill” toward us (name withheld due to company policy). It seems that three people trying to extract a car works a lot better than just two – fifteen more minutes of digging and Roy is driving away slinging mud everywhere and I wonder if I can walk up to the car. Buster Brown wouldn't take anything for his help; reported one slick spot further up, then “you should be okay on out to the gravel”. Tired and a bit apprehensive, we made it to the motel.

Day Two found great paved twistiness. A very narrow and steep hill climb that we probably can't use. County gravel posted at Speed Limit 40. Pavement shown on the map, turned to gravel at the county line, posted at Speed Limit 55, which would be very entertaining if not for the Speed Limit 25 just as you start down the hill. Very disappointing. Time to go looking for gravel... A suggested road left over from 2012 turned out to be pretty challenging at Speed Limit 25 – we'll keep it! A conversation with a county roads worker brought “as fast as you can” to the question of “what is the speed out here if it's not posted”. Great laughs from all parties. Then the clarification that as far as he knew it was 35 for his county, 50 for the state, but pretty hard to give you a

ticket if it wasn't posted – this may be sent to our legal department...

A hour long loop on pavement brought some spectacular scenery, impressive elevation changes, and entertaining roads at 50 & 55. Then on to the next segment of pavement climbing out of Orofino. About twelve miles out of town the pavement changes to smooth gravel, and it's looking good! Just a minute! That sign said Speed Limit 25. Must be for some houses? Well, it wasn't. Twenty-six more miles including a huge suspension bridge across the Dworshak Reservoir. No google street view! Drat! As good as the scenery is and the road is entertaining, I can't subject our clientele to 26 miles at CAST 24... Pity too, since the pavement, after this scenic byway ends, is too twisty to maintain 54. AND, the 30-mile gravel forest road further along is pretty darned spectacular at 34. Just can't logically "get too it from here". Maybe next time.

We re-visited some familiar roads, found a new lunch stop, unfortunately found some slow roads that we'll reject, then dropped off the plateau with hot brakes and sweaty palms. More "exposures" and hairpins. We climbed out of the canyon with more hairpins up, with CAST 34 maybe too enthusiastic. Our Friday night highlight will be the run down Old Spiral Highway. Checkpoint crews will have great views of Lewiston/Clarkston – teams probably want to keep an eye or two on the road.

Our last day on survey for now, east of Lewiston, up into the hills. Great gravel, no mud. Good speeds. A surprise saloon for a break! The measurement was 103 miles on gravel. Might just have to break that up into two or more TSDs... Pity, it would be epic. Dropping north into the valley has great views and moves briskly back to the hotel.

We have a line on a lunch venue for Saturday – just have to get there. We still have to verify that road and a couple side trips on the way.

We will keep you informed,
See you on the road,
--Ron

Club News

Rainier Auto Sports Club meeting minutes for June 8th, 2015

Recorded by the club's scribe Diamond Jim Breazeale

Meeting called to Order at 20:06 by the Honorable Lame Duck President Marvin with 11.5 members in attendance.

May's meetings minutes were accepted as read.

Madam Treasurer reported that the club had \$9,376.95 in the bank.

RALLY REPORTS-

Friday Niter Rally- No report

Nor'Wester Rally 2017- Roy & Ron's 3 day excellent adventure included getting stuck in the hidden mud, being rescued by the UPS man, noting

that "Backroad" crosses "Backroad", the Dent Bridge is very nice but slow, not all roads are on Google Earth and the road legalities were explored with the proper authorities. Good time had by all.

Winter Alcan Rally 2016- No report

Raindrop Rally- Final accounting by the Treasurer and the Rally Master showed the rally actually turning a profit of \$147.34.

No Alibi Rally- Eventful event with one novice team driving off the road just after seeing the checkpoint. No injuries and they were in good spirits. RASC's newest member volunteered to run sweep, arrived late and rolled his truck trying to make up some time. Again, no injuries and maintained good spirits. The #20 BMW entry discovered new Bimmers don't come with jacks or spare tires anymore, making the removal of rocks in the rear caliper more difficult than seemed necessary. The classic crazy local inflicted minor damage with a walking stick on two entrant's cars, resulting in a police report being filed by them. Sane folks resolved the issue. Other locals seemed interested in our fun and wished they had known more about the event. Local HAM radio traffic reflected that sentiment as well. Weather was hot. Re-hash of quiet zones with some clarity given. Scoring issues were overcome, with 50% of checkpoints using the new software. Time decs were parsed, cussed and discussed. Route mileages had some commentary with some better than others. The Chinese entrants seemed to have a good time. The food was awesome.

Old Business- The NWRC June Friday Niter Rally worker call was given and was answered by several of the old guard.

New Business- None brought up.

Announcements- Mts.to Sea, August 15th, 50th Anniversary. Don't miss it.

Heart of Darkness in B.C. - Rally Masters in attendance at No Alibi promised wide, smooth brisk roads. Guaranteed to be fun in the dark.

Motion to adjourn and seconded at 20:59.

Meeting continues with gossip and observations about No Alibi. Quick, casual, speculative counting came up with nearly 1000 years rally experience at Tres Margaritas Friday evening. 3 Canadian entries and the always-popular devious check point location stories.

Trivia

* The Breazeale's saw a good price on dark green '97 VW Golf. Now they own it.

* The Damm's are working on logistics to run the Targa Newfoundland. The car will drive to and from, they'll fly.

*Steve Brown is scheduled for a final doctor visit in mid-July, hopefully to be told to return to normal

activities (except bicycle riding). He says the hospital keeps a selection of hip joint balls on hand, so the surgeon can choose one that matches on the spot.

It's a small world- Dave Fox, Steve's brother-in-law, also went to the Anacortes hospital just three weeks before Steve. With a broken hip!

*Something to know: If your turbo Volvo has a sudden surge of power, then shuts down, it's a loose vacuum hose. Brian Cary hopes his doesn't do it again.

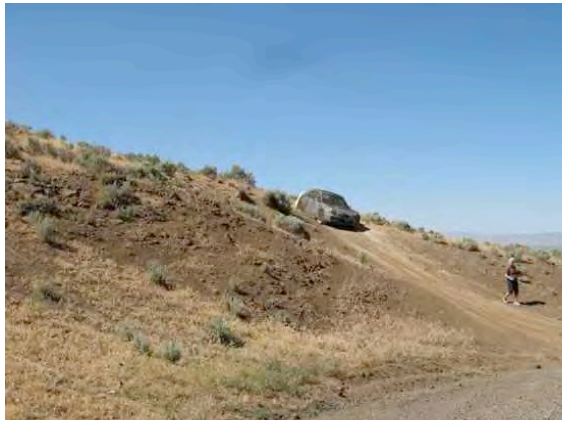
* Overheard at No Alibi scoring: "Do you want to put in this Time Dec?"

"Uh...."

"You get a better score if you don't."

Sound of crumpling paper.

* Lacking any place to hide, I accepted Marinus Damm's offer of a camouflage net. Being forest green, you can see that it wasn't an excellent solution. -MN



For Sale

*2001 BMW 330ix. Silver, black interior. automatic transmission, 18" wheels. Recent head work and revamp to sell at \$4500. Car is near San Diego, CA. Jerry Hines, 206-227-6343

*2002 F250 Ford Pickup Supercab, loaded, long bed, canopy, (aluminum= light, side opening windows), 4WD V-8, 5.4 ltr., trailer hitch. Never raced, 210K miles, \$6200 Jerry 206-227-6343.

* Diamond Jim's **1990 Audi 90 Quattro 20 valve**. Built for the 2014 Winter Alcan. You've seen it everywhere. ALL the major maintenance items have been done. Comes with a literal ton of spares including another complete engine, 2 more sets of tires and wheels, way too much to list. Buy it and drive anywhere. Sanity forces sale.

Exclusive RASC member price \$5000, all others \$3500 firm. blackholeracing@yahoo.com

*Brian Cary bought snow tires for Thunderbird. They came on Ford Focus 15" (4x108 mm bolt

pattern) **alloy wheels**. The wheels are for sale for \$200, or make-an-offer. 425-445-7195

* From Dan and Nicki Lachapelle: Selling 2003 Subaru WRX; "Amazing car, ready to run with lots of spares and very well suited to winning! (Would be Alcan ready!) Looking for 15k CDN or \$11750 USD (has parts worth way more than that!)"

- Primitive Racing front and rear skid plates (2012)
- Rally Armor mud flaps (2012)
- Compomotive 15 inch Rally wheels (2012)
- KYB AGX raised suspension with King springs (2012)
- Primitive Racing light bar (2013)
- Timewise A Box computer (2013)
- 20 inch Wolf LED light bar with 2 Hella spots (2013)
- OMP map light (2013)
- Hawks HP+ brake pads with Quiet slot disks (2013)
- New timing belt and water pump (2013)
- Terra Trip intercom with headsets (2013)
- Yokohama A034 Winter Rally tires (New)
- Yokohama A033 Gravel Rally tires (50%)
- Nokian Norman 4 Winter tires on OEM 16 inch wheels (85%)
- New windshield and battery (2014)
- 122 000 miles (US model)

\$ 15 000 call Dan at 250-315-7302

RASC Calendar

* "The Road Not Taken" is cancelled

* Wild West stage rally popped up on Sept. 19, same weekend as the Mendocino Gold TSD (in California).

Other Events

Aug 28 – Global Rallycross, Snoqualmie, WA

September 19 – Mendocino Gold, TSD, Ukiah, CA

Classic Car Rallies

July 23-26 - Monte Shelton Classic

Oct. 12 – Sea to Sky, Vancouver, B.C.

Washington & British Columbia TSD

July 10 - NWRC Friday Niter by ORCA

July 18/19 - Heart of Darkness (HOD), Merritt, B.C. 8pm to 7:30am

Aug 14 - NWRC Friday Niter by PSRC

Sept 11 - NWRC Friday Niter by ORCA

Oct. 9 - NWRC Friday Niter by RASC

Nov 21/22 - Totem, B.C., Cache Creek

Oregon TSD

July 10- Friday Night Road Rally, CSCC, Milwaukie

Aug 1-2 **cancelled** - ~~The Road Not Taken~~

Aug 7 - Friday Night Road Rally, CSCC, Milwaukie

Aug 15 – Mountains To The Sea, Portland

Sept 11 - Friday Night Road Rally, CSCC, Milwaukie

NW Stage rallies

Sept 19 – Wild West, Shelton. Recce in the morning, rally in the afternoon.

Oct 2-3 – Pacific Forest Rally, Merritt,

Rainier Auto Sports Club will meet this coming Monday, July 13, at 8 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: Fire season and it's ramifications. Is it too early to book a location for the Christmas Party?

2015 Board Members:

President: Marvin Crippen: mandos@gmail.com

Vice-President: Troy Jorgensen: Troy@Waflracing.com

Secretary, Jim Breazeale: blackholeracing@yahoo.com

Treasurer, Cristy Breazeale: blackholeracing@yahoo.com

At Large, Roy Ward: roy.ward@frontier.com

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

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