

# The Wishbone Alley Gazette

June, 2018

Rainier Auto Sports Club

## Rally News

No Alibi Rally 2018 ©Ron Sorem 6/6/18

Hawks Prairie WA... June 2 & 3, the 2018 No Alibi Rally prepares to venture into new territory for this venerable “brisk TSD on gravel backroads”. First off, it’s moved to the west (wet) side of the Cascades. Specifically, the southwest quadrant of the state. Gravel roads “exist”, mostly gated by timber companies, and mostly long dead-end logging access roads. A few through roads fall under the jurisdiction of the U.S. Department of Interior, in this case the U.S. Forest Service. Back in 2017 Rainier Auto Sports Club representatives began the telephone and email paperwork process for permitting a motorsports event within the National Forest. These same folks have had great cooperation with Forest Managers in South East Washington, dealing with Nor’Wester roads. No permit necessary, and “you should look at this road” suggestions. The West Side is different. The West Side wants their control of everything... Facing these USFS obstacles, an archived rally was pulled from the depths and memories of RASC route builder Roy Ward, acting as Rallymaster. “Let’s try something different for No Alibi”. And we did. Route Master Ron Sorem took the old route, found some gravel, drove to the “Beach”, and wrote something new to avoid Forest Service hassles. Shunning in-house doubts, the RASC team forged ahead, buoyed by word of mouth approvals from long-time competitors, that something new might just work.

Can we do a No Alibi without a million miles of gravel, without dust, without Eastern Washington? Yes, yes we can.

Here we go: Twenty one cars leaving Hawks Prairie on Saturday morning after a great breakfast, sunny skies for an outdoor driver meeting, a short drive on I-5 for the odo check, and into the meandering “Mima Mounds TSD”. There is some scientific controversy over the geological oddity of the Mounds. They may be the result of water movement when this prairie was under tidal action of the Pacific Ocean, or they may be the result of pre-historic rodents... Giant Prairie dogs, or gophers? Think about that for your lawn.

A brief transit, then on to the first gravel. “Brooklyn TSD” followed the stage rally roads once used by Olympus, Wild West, and Doo Wops rallies. Smooth, recently graded, and moderate speed (we’d

have loved to call out no limit, sadly the county has posted other ideas). Still entertaining and certainly scenic, Brooklyn saw several checkpoints before returning to pavement and a brief stop at the Brooklyn Tavern with its decades of northwest rally history.

“Smith Creek TSD” ran more gravel from Regional and National stage events, and the WRC Olympus FIA Rallies. We didn’t have Juha or Sven or Sandro, or any other historic drivers, but for a few moments we were on WRC Rally roads.

Our first break came in Raymond, where, while the rally cars awaited their out times, the behind-the-scenes secret worker rally had a hiccup. Crews from Mima Mounds were delayed in the leap-frogging game. We were faced with no crews for the next TSD. We were working with a minimal staff. Radio, text, phone calls... “Are you going to make it?” “We’re at least ten minutes behind”. Options were a Route Control to delay the event for the 10 minutes, or 15, or more, which would have changed everyone’s calculations, or just not have any controls in the next gravel. Course Opening quickened its pace and got to the far end of the TSD assuring an open road, no downed trees or washouts, then retraced the route into the section to take up a checkpoint position, while the rest of the assigned crews tried to get to the end of the gravel via the highway (to no avail). So only one hidden control in the gravel “Palix TSD”.

Rumor has it that the gravel was pretty entertaining at double the CAST... We can neither confirm nor deny that rumor.

“Long Beach Lunch” gave teams a chance to explore. Restaurants, the beach itself, the Kite Museum, and time to relax a bit (while all the checkpoint crews scurried around to new locations). We re-grouped at one of the beach access points and “Ocean View” transit took the rally to a scenic overlook – ocean views, informational kiosks, and North Head Lighthouse.

Cape Discovery marks the entrance to the Columbia River, and the end of the Lewis and Clark Expedition from Missouri to the Pacific. “Columbia View TSD” followed the river to the Megler-Astoria bridge and Rest Area. Traffic was a test for crews’ Time Allowance request skills. On course surveys, traffic was not an issue. For Checkout some traffic

was encountered. On rally day, course opening had time to stop for photos and not be passed by a single car, then a few minutes later, some competitors found rush hour.

“Naselle Ridge” continued up river leading to the woods and backroads for “Deep River TSD”. This section wandered through the woods, included a narrow park-like section, a short bit of gravel, passed a scenic historic church, (and a friendly county Sheriff), then onto the highway for a brief run to more backroads. Comments from long-time northwest rallier Bob Chandler: “Surprisingly, I’ve never been on that road”. The TSD ended at the only remaining covered bridge in Washington.

Back on the highway to the next TSD. “Risk-y TSD” followed Risk Road, Elochoman Valley, Beaver, Mill, and Spruce Creeks, returning to the Columbia. Then Abernathy Creek, Slide Creek (with a recent slide...) Bunker Hill, Germany Creek and Fall Creek, past Stella to finish at Coal Creek and Highway 4. At 34.54 miles this was the longest TSD of the day including views of three peaks.

Finish and Banquet at the Kelso Red Lion was well attended and well enjoyed.

Day Two began with sections of the original RASC archived 1990 Evergreen State 1000 Rally. Twenty-eight years ago, the route continued east over Forest Service gravel and east of Mount St Helens. With the uncertainty of access (both weather and bureaucratic) the 2018 route survey turned north over paved twisty-ness, to Cougar, before returning to Woodland and Kelso, then north to “Green Mountain TSD” affording enough twists and turns to keep even a CAST 34 or CAST 28 an elbow tiring bit of fun, with views of the Columbia River.

“Pleasant Hill TSD” was another steep twist up, then rapid descent with more views of the Columbia.

A few minutes north on I-5 brought the start of “Headquarters” TSD. At 35.49 miles, this was the longest TSD of the rally. Climbing into the Toutle Mountain Range, then overlooking Silver Lake and following the north side of the Toutle River passed numerous checkpoint locations... Did you see all the crews? Did you enjoy the views of the snow-capped peaks, before the clouds came in? The section ended just east of Toledo. A transit took the rally to Winlock.

Winlock has construction... The one access that worked well in early surveys was taken away by a new bridge building project. A simple left turn became three right turns and a detour. It would have been SO easy...

“King Hill TSD” contained the longest section of gravel on Day Two. Very scenic, several hairpins, and our first mechanical fail. Canada’s Paul Westwick and Tony Latham heard really bad noises in the downhill hairpin. Brakes seemed to have a mind of their own. Behind the wheel diagnosis and conjecture was “brakes or diff”... If it’s the brakes we can probably work around it, but if it’s the diff we are “hooped”. Luckily it was the left front caliper wanting to leave the car. Subsequent roadside repair was successful and the mighty SAAB 96 finished the event.

“Ceres Hill TSD” was the last of the gravel-paved-gravel-paved. Beginning with a few switchbacks, topping out with tree farm pavement and mountain views, and dropping down through gravel curves (and hidden check-pointers).

The final planned TSD succumbed to progress and bureaucracy – and an overabundance of yellow paint. The Bunker Creek to Ingalls Creek to Lincoln Creek roads have been used on past rallies and are brisk and sufficiently entertaining. However, in recent years the yellow paint has grown to double yellow lines (no passing) for the entire length of the first two, and most of the third. Since we couldn’t in good conscience put checkpoints along the entire length, we determined to incorporate a RASC feature named an RTZ, a Rally Transit Zone, but more appropriately a Rapid Transit Zone – no checkpoints in the section, but one checkpoint at the end. Speculation as to the last use of this was as far back as the 1972 Nor’Wester, but a Raindrop out on the Olympic Peninsula about a decade later may have actually been the last. With great confusion over how to score it, it became just a Transit.

No Alibi scored 22 controls on Saturday, and 21 controls on Sunday

Twenty-One cars arrived at the Hawks Prairie Restaurant and Sports Bar. Scores were compiled, food and beverages consumed, stories abound, and trophies presented.

Congratulations to First Overall winners Paul Eklund and Yulia Smolyansky with 26 points; Second to Larry LeFebvre and Brandon Harer with 28; Third to Steve Roberts and Don Gibson with 30.

First in Equipped class Bob Chandler and Mark Clemmens with 59; Second Equipped to (son and father) Keith and Bill Colisch with 76; Third to Greg Ficker and Everett DeVlieg with 326.

First in Seat of the Pants (SOP) to (son and father) Ben and Curt Thompson

First in Novice to (mother and daughter) Korina and Stella Stark

First Historic to Morgan Hay and Robin French in the 1970 Rover

Second Historic to Paul Westwick and Tony Latham in the 1970 SAAB

RASC has a long standing tradition and goal to take our guests to scenic, less-traveled roads that would likely be ignored in your travels. To places you'd probably not go... We believe we've accomplished this again. Thanks for playing!

The Original Rally Master, Roy Ward, turned over the reins to Jim Breazeale months ago. Route Master (Clerk of the Course) was Ron Sorem... All three of us want to thank our resourceful and resilient volunteers for helping us present the 2018 No Alibi. Thank You!

Thanks too, to Hawks Prairie Restaurant and Sports Bar, Red Lion Kelso, Star Sportswear, and McNamara Signs. A huge thank you to RASC's Andy Newell for the awards, and to RASC's Rod Johnson for a generous contribution.

Complete results and detailed scoring available on our website at <https://www.rainierautosports.com/events/2018/noalibi/default.htm>

\* Observations of a Checkpoint Worker –by Dolores Ranhofer

Our first checkpoint was in Section 21. There was not a place to hide, and as you know, finding a place to blend in with the scenery is the challenge of working a checkpoint. However, there was a heavily wooded area across from the checkpoint location that was perfect. We took our chairs and toted them across the road. There Richard and I were enjoying the woods as we were joined by a happy group of mosquitos. Two mosquitos were attracted to the bright yellow CP Log Sheets and to each other. There they took liberties on the yellow sheets and died happily in their wedded bliss.

The next checkpoint was in Section 29. We were instructed to proceed on I-5 and leave the interstate at Exit 64. This could be termed the unicorn exit as it doesn't exit. Using the GPS on Otis and a certain amount of luck, we located our checkpoint and

enjoyed lunch alone while watching a red headed woodpecker and exploring the territory.

All was well, and as we were leaving the checkpoint to drive to the Hawk Prairie Restaurant, we saw the Saab in front of us and it wasn't its perky little self. Paul and Tony pulled over and MacGyver (Paul) started to troubleshoot under the hood. The problem was a bolt had dropped off the brakes somewhere back down the road and needed to be replaced. No problem, go to the box with many bolts, find a suitable one and wallah it was fixed, at least well enough to drive back to BC.

As we were driving back to the Hawk Prairie Restaurant we saw the steam engine and train cars from the Chehalis-Centralia Railroad. The railroad operates No. 15, a 2-8-2 steam locomotive built by Baldwin in 1916 and runs over a 10-mile section of former Milwaukee Road Track. A day of scenery for us, too.

It was a perfect day, birds and the bees (mosquitos) and an antique train. Plus, where else can you see Mt Saint Helens, the Columbia River and lots of ships in one setting. No Alibi 2018 was an incredible journey that we thoroughly enjoyed.

\* Alcan 5000 (August 20-28, 2018)

<https://www.alcan5000.com>

The latest entry list has 35 cars (13 from the PNW), and 35 motorcycles.

The Facebook page:

<https://www.facebook.com/groups/261614507789/> is where pictures of the various "builds" get posted.

\* RASC had quite a presence at Olympus Rally (May 19-20). Doing Ham duties on the stages were Andy Newell, Mark Nolte, Cristy Breazeale, and Rod Johnson. Steve Perret, Ron Sorem, and Jim Breazeale did Pace Car duties as part of Team Fugawi?. Tim Chovanak brought his farm truck to join the sweep crew.

Matt Tabor was a contender until some minor complications with the skidpan led to bigger complications with the fuel line.

Marcus Hansen and La'Akea Siverts co-captain a stage crew. Part of that deal was prepping the stage a week ahead of time - when it was lonely and quiet except for the loud pounding of many stakes. After it's all over, all the banner guard and stakes have to be pulled. Marcus remarked that he finally got to see the finish ceremonies, since his stage cleanup ended there.

The big difference between a local stage rally and a National is all the media people. Cameras everywhere. This year, a huge crew from The

Discovery Channel filmed Aaron Kaufmann/Krista Skucas in his #151 Impreza for a TV episode. More video cameras, some hanging around for just a few moments of usable footage.

The Ranhofers wanted to volunteer, but when they asked where they could camp out in Otis, got no response. It seems strange that with vast tracts of forest, no one had any idea where to camp.

## Club News

May 14, 2018 Meeting Notes (reported by Secretary Dolores Ranhofer)

Meeting called to order at 7:37 P.M.

Minutes from the April meeting were read by the Secretary and approved by attendees.

Treasurer's Report: The bank balance is inflated by No Alibi registration; expenses haven't been submitted.

Rally Reports:

Nor'Wester 2019: Route still south to north from Columbia River to Canadian Border. Waiting for the snow to melt to survey the route. Early June is the date of the rally.

Friday Nighter October 12 and ALCAN: No Reports.

No Alibi 2018: Shirts are ordered and dash plaques are vinyl. The measurements are complete. The books are ready and being printed at FedEx at South Center. The checkouts for days 1 and 2 are completed and the route is definitely twisty. Need to give the number of people eating to the restaurant. Will fine tune, as event gets closer. The banquet is at the Red Lion in Kelso on Saturday night.

Closeout on Raindrop: 42 cars registered, 40 participated. The teams liked the route and had a good time according to the survey sheets. There were 18 workers and that was really appreciated. Five classes were represented: Unlimited, Equipped, SOP, Novice and Vintage. Steve Richards had all of the checkpoint worker placements under control on the 145-mile route. The majority of the participants heard about Raindrop through word of mouth or social media.

Old Business:

Bylaws: Tabled

Lists: Tabled

New Business:

We may trade Friday Nighter with another group

Suggestion made to organize a tour to introduce people to dirt/gravel roads.

Olympus Rally 2018 took place on May 19-20.

Meeting adjourned at 8:36 P.M.

## Trivia

\* Andy Newell checked himself into the hospital when a leg decided to be infected after Olympus.

\* Steve Richards is back at the rehab center, this time because a leg broke. Different room than last month. He can't put any weight on the leg.

He has his cell with him and does texting.

\* One of the advantages of a pushbutton (non-key) front door lock is the ability to give the code to 911 responders if you are on the floor with a broken leg.

\* Matt Tabor moved his family to Lake Stevens in mid-May. It came with a yard... And lawn mowing.

\* The rather generic photos of Raindrop got added to the RASC web page. The link is at <https://www.rainierautosports.com/events/2018/raindrop/default.htm>

(The WAG editor sometimes gets to plug things)

## For Sale/Wanted

\* Radio For Sale: **Icom IC-25A**, ham 2 meter, \$40 Roy Ward, [roy.ward@frontier.com](mailto:roy.ward@frontier.com), 425-485-6225

\* **2004 Ford Focus ZX3 -\$1500** Duratec engine with only around 170,000 miles! Lots of new stuff I put on it: Clutch master and slave cylinder, and all of the rubber lines in between, new alternator. AND the doozy--- An issue I have not figured out yet but the computer that controls the charging system has been overriding the alternator voltage regulator and is overcharging the battery. Brian Cary [shoquatt@gmail.com](mailto:shoquatt@gmail.com)

\* I was going through my inventory of **headlight bulbs** searching for H4s and I find I have five or six sets of various wattage **9004 halogens**. I presently have no car or truck using 9004. \$5 per pair?? [ronsorem@gmail.com](mailto:ronsorem@gmail.com)

\* Ron's note made me think that I've got **several sets of 9003's, 9006's and H3 fogs** taking up space, also. Same deal as Mr. Sorem's. If you want 'em or need 'em just send me an email. Michael Jones [codrvr@aol.com](mailto:codrvr@aol.com)

\* Free. 2 Hella 4004 GT mirrors, satin chrome on plastic, no glass. (Use as a small, round picture frame?) In storage for 37 years, it's time for them to move on. Nolte:

[mnolte@blarg.net](mailto:mnolte@blarg.net)

\* Free Talbot 303 mirror, plus odd parts. 38 years of tarnish. Nolte: [mnolte@blarg.net](mailto:mnolte@blarg.net)

## RASC Calendar

\* Other events:

May 27>June 17 – "Trans-America Challenge", Charleston to Seattle. (Yes, 22 days.)

June 23>July 1 – “Great Race”, Buffalo, NY to  
Halifax, NS

Washington TSD

July 13 - NWRC Friday Niter by ORCA  
August 10 - NWRC Friday Niter by ORCA  
**August 20>28 – Alcan 5000 by RASC,  
“Fairbanks plus and minus”**  
September 14 - NWRC Friday Niter by NWRC  
**October 12 - NWRC Friday Niter by RASC**

Pacific NW Stage rallies

Sept 14>15 – Idaho Rally (ARA), Placerville, ID  
Sept 28>30 – Pacific Forest (CARS), Merritt, BC

Oct. 5>7 – Tour de Forest (ARA), Olympia, WA

Oregon TSD

July 7 - Saturday TSD (Cascade SCC), Milwaukie,  
OR  
August 4 – Mountains to the Sea, (Cascade SCC)  
Portland> Seaside  
Sept 8 - Saturday TSD (Cascade SCC), Milwaukie,  
OR  
Sept 22>23 – Oregon 1000  
Oct 27 – Ghouls Gambol (Cascade SCC), Portland,  
OR



RASC usually meets on the second Monday of each month. Locations vary as we try out all the venues.

**The June 11 meeting will be held again at the Olive Garden at 11325 NE 124th St, Kirkland, WA 98034 at 7:30 PM.** The restaurant is on the west side of I-405. It's on the south side of NE 124<sup>th</sup>. You can take the signal at 113<sup>th</sup> and turn in after that.

**Agenda: No Alibi wrap-up. Maybe an Olympus story or two. A close look at the provision for absentee voting in the new By Laws.**

**2018 Board Members:**

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