

Saab, Toyota and Volkswagen. There were 28 Open Class, two Group N, nine PGT, eight Group 5, 14 Group 2, and four Production. A short highway transit led the rally to the woods south of Shelton.

SS1, Maxwell Loop, is a steep up and down 4.58-mile stage, with a horsepower pull early, and rocky hairpins climbing to the summit. The descent is filled with finesse and exposures, a triple-caution drop over crest into a medium left with exposure outside (this is one of the first spots you may see on video of the event) then a sharper drop, easy left, into rocky tight hairpin right and the Flying Finish. Negotiating the exit of the stage is a bit tricky with incoming traffic on the narrow road out to the highway. Top time went to Andrew Pinker and Robbie Durant in Car 5, 2007 Subaru WRX STi with 5:35 or about 51 mph. Top regional time was Gabe Von-Ahlefeld and Jody Olson in Car 211, 1990 Subaru Legacy RS, posting 6:13.

Three-quarters of a mile down the highway the route turns into the ORV Park for the stadium stage and service.

SS2, ORV, begins with a very short straight, 90-left into trees (part of the campground), sweeper right, chicane between BIG trees, 90-left onto the perimeter road, 90-left and across bridge into the stadium motocross arena. A wide flat sweeper leads to the roller-coaster climb along the fence to a deeply rutted 90-left, still climbing, more rollers, then medium left downhill into medium right into the trees again. Easy left along the fence, downhill rollers into hard-left, acute-right, downhill acute-left hay bales, short straight with possible jump, then quick right-left, short straight, acute-right, then long straight along the grandstands, to hairpin right into hairpin left at Flying Finish. Top national time to Car 34, Tanner Faust and Christine Beavis in the 2007 Subaru WRX with 1:26. On the regional side, Mark Mager and Miller Dumaal impressed more than a few with a very quick 1:39 in Car 424, a 1991 Subaru Legacy Sport.

Teams had an opportunity for service at the ORV, then refuel and out to the highway. Ken Bartram and Dennis Hot-

son lost the transmission in the 2002 Subaru WRX. Their crew swapped it out in 28 minutes at the 20-minute service — a little late but still in the run.

Maxwell and the ORV were repeated, along with service and refuel. Faust set top time on Maxwell II and tied with Andrew Comrie-Picard for the ORV II, before a bit longer 19-mile trek to the first runs through Wildcat Pass, Skookum and Taylor Towne.

SS5, Wildcat Pass, is the most technical of all the stages on Olympus. According to the route book description: "More turns per mile, and more hairpin turns" than any other stage of the weekend. A "gradual" climb for the first 8 miles, then a quick drop, losing all the elevation, through a very twisty 2 miles, ending in a roller-coaster run to Flying Finish on a sharp left off-camber.

Wildcat ran about 23 minutes late due to accumulated delays on Maxwell and the ORV stages. Paul Choiniere and Jeff Becker set top time in Car 11, a 2003 Hyundai Tiburon AWD, posting 11:44 flat, averaging over 48 mph on the 9.52-mile stage. Paul Eklund and Jeff Price



The John Nagel Rally on May 19 was dry and dusty. Subarus finished first through seventh and took four of the five class titles. Brian Svedin and Ben Bradley were fourth overall, first in Production GT, in a 2001 Subaru Impreza RS.