

STi, lost time on SS7 and required a tow to service, by Production winners Mark Tabor and Kevin Poirier. Fuel starvation was the report, solved in service, albeit 40 minutes late, and later DNF'd for maximum permitted lateness in the national. Pastrana-Edstrom would continue in the regional.

Gary Cavett and Alan Perry withdrew en route to service after nursing a slipping clutch from SS1 in the 288, a 1995 Subaru Impreza Turbo. (After replacing the clutch overnight, Cavett's string of bad luck would return on Sunday, 14 miles into the second stage with yet another engine failure.)

Wildcat II saw the Course Opening "00" T-boned by a deer. Faust took top time for the National entrants, 19 seconds off his first run. Top regional team was 207, Dave Hintz and John Dillon, in the 2002 Subaru "Perforce" WRX, (Dillon is the Perforce part) nearly 7 seconds faster than their first run. Dave and John would finish out the day with top regional times.

Skookum II saw Pinker turn up the wick on Faust, and on Lagemann, by

nearly 5 seconds, who in turn were another 5 seconds ahead of the Subaru USA teammates, Ken Block and Alessandro Gelsomino, in the 43 car, and Pastrana and Edstrom in the 199 car.

The Stage Start for Taylor Towne II was moved ahead 1.49 miles to provide a better start control and bypass a section of deteriorating roadbed. The resulting shortened stage saw a 1:40 shorter run time. No, they weren't THAT much faster on the second run — the stage was shorter. Pinker-Durant covered the now 4.85 miles in 5:00 flat, averaging 58.2 mph! The motorcycles apparently went home and the stage and the day ended smoothly.

Day Two, the good news: Hey, no more dust!

And then the rains came. Sunday was the monsoon.

SS11, 10.05-mile Dayton Overload, starts straight, followed by a flat left and flat right, high-speed gradual climb into some rough areas, up-and-down and

construction with rough rocks and humps. At 2.05 the road is medium left over crest into medium left (with a few spectators) and a quarter-mile straight to very acute right at Spectator Corner. Then a half-mile roller coaster twists through the trees before breaking out into a logged off area with triple-caution exposures on the outside. Another acute right takes the cars uphill, very steep, on new crushed rock with poor grip (noted as "ugly rocks" in the route book).

On top of the world now ("this is Mountain Top"), teams encounter more fresh rock over crest, slight drop, dip crest drop double crest into 90-right. (How's your stomach?) At about 6 miles, the roller coaster begins its fall. Steep downhill into steeper downhill, triple-caution crest into 90-left into medium right with very big exposure on the outside. (Splendid view if you have the time to look at it.) Continuing down a steep drop twisting through rutted and rough rock to a dip, hairpin-left uphill, over crest, smoother now then dropping at speed through easy right then easy left.



Gabe VonAhlefeld and Jody Olson took second on the Gene Nielsen Stages in the 1990 Subaru RS Legacy.