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Carl Jardevall and Amity Trowbridge inaugurated their new Mitsubishi Evo VIII with a victory at DooWops 1 and 2.

Jardevall, Trowbridge win DooWops in new Evo VIII

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ABERDEEN — Ray Damitio and Team Vanquish presented DooWops 1 and 2 Feb. 24 and 25, another pair of Northwest classic stage rallies.

Ironically, I had just returned from a winter rally in British Columbia that had far less snow than in years past. Now, running Pace for DooWops, a Friday e-mail warned that the morning stages on Saturday would be cancelled due to heavy snow on Crane Creek. Go figure!

DooWops is the series where every possible rally car in the Northwest, and a good population from out-of-state, congregate for a chance to run the best rally roads around, including the famous Brooklyn Tavern Stage. Everyone who

could run was running, so set-up cars and Pace cars were few and far between. This bumped me, and co-driver Steve Perret (really two drivers and no co-driver, since Steve is usually driving TSD, or crew chief for someone) to "Pace," Car 0, Course Opening, at a bit below the stage times usually run by top drivers to make certain all is prepared for the competition. Pace checks everything from signage, arrows and banner guard, to radio communication and the clocks.

Crane Creek would have run two times, then moved the cars to Taholah on the ocean. The plan B version was to run an additional loop on Taholah to extend the stage miles. That was the "plan" ...

Taholah One started a bit late because communications over a 10-mile loop

were not exactly smooth, due in no small part to the thunderstorms passing overhead. And, with the rescheduling, spectators were arriving — late for us, early for them — they were allowed to drive to the spectator area. A few minutes here and there added up quickly while the 46 rally cars lined up at the Duck Creek Bridge, waiting for the OK. Taholah One was "HOT" at 11:40 with Car 39, Carl Jardevall and Amity Trowbridge, leading the pack at 11:42 in their new Open Class Mitsubishi EVO 8. First run of the stage was fast enough, with the gravel holding up for the first few cars, but big power from the Open Class cars quickly broke through the gravel to dirt and clay.

T1 claimed several cars. HAM radio crackled with reports from Start, Finish