

and radio marshals along the route. Car 5 (fourth on the road), Gary Cavett and Alan Perry, was off at instruction 26, 9.52 miles into the stage, smoking but OK, parked in a side-road-right. We would later learn from the crew that the engine had gone — complete with oil breather fire — a suspected holed piston.

Next off, two cars later, Car 96, Mike Goodwin and Debbie Wenzara, in the same location — setting up for the off-camber downhill into 90 left, their “line” distracted by Car 5, the only route was off... The bright blue WRX was later extracted by sweep and continued the stage at speed. This presented two triangles, two “OKs” and four competitors standing by, at less than a mile from the finish.

Car 201 was the next report, “Golf off at instruction 20,” then at 21, having gone wide, damaged the left front corner, then lost a drive axle. Todd Hartmann and Shawn Callahan would be towed out to Service.

“502 off at 21” didn’t fully convey the acrobatics of the blue Legacy, Matt Milner and John Taylor finding the same line off the edge of the corner as 201, pitching sideways in the narrow road and balancing on two wheels for a looong time before landing on all four. They too would show an OK, then finish.

“240 off at 11 — OK” didn’t provide the detail of a fuel-management problem



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**Garth Ankeny and Russ Kraushaar won the Historic class in a 1969 Saab 96. The Saab V4's 65 hp pulls through the mud with the latest 1960s technology.**

cutting power for Chris Blakely and Ian Pinter’s Group 2 Golf, only 3 miles into the stage. Peter Barnes and Ron Crawford, 692, then Adam Crane and Britta Nielsen, 742, were OK at about 8 miles into the stage and both eventually finished.

Taholah 2 followed as quickly as possible, although extractions, spectator accommodations and safety brought the start to nearly an hour late. T2 ran smoothly, with one notable exception. The big crest-into-downhill at 20/21 claimed another wide line, by Car 651, the Mister Two of Mark Nelson and Ian MacPherson. Correcting, from the climb of the outside bank left, generated

an off to the right side ditch, deep ditch, toward creek. The MR2 ran smoothly down the steep drop, and parked for the duration. Everyone was OK, but all that the competitors saw on the next run was the triangle. Extraction would have to wait until all runs were complete.

Taholah 3 was reverse course from the two previous runs. Start became Finish, and Finish crews took new positions to send cars into the woods. Following two runs, the road surface had deteriorated substantially. The heavy Northwest rains had softened the road base and tracks were now deep ruts. The chicane exit was very soft and presented a tree this direction that hadn’t been noticed earlier. (Thankfully there are folding mirrors on most cars). Spectator corner was still well attended. The sinkhole from earlier running, on drivers-right, was now drivers-left, and the big pothole avoiding it was much deeper too. A new culvert section with loose rock was just skid-plate surfing now. The big hole in the inside of the corner at 9.14 miles was very rough on exit. The last corner, 10.06 miles into the stage, downhill-off-camber-left was now extremely loose, providing great photo ops. Flying Finish, then STOP. The concrete bridge was a welcome relief from the rough stage. Jardevall and Trowbridge took top time on all three runs (9:58, 9:51, 9:58).

Service in Taholah brought an impromptu Main Time Control. The planned fourth run in the woods would be scrubbed, due to darkness, road conditions and the extraction of Mister Two.

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