

the loggers, leaving only a little wiggle room for rally cars. At 5.70, “Crest. Exposure. Steep Downhill” marked the descent though an acute right, several twists with exposure on the inside, and a long sweeping right into the Flying Finish at 7.65 miles.

The steep downhill claimed brakes. Canada’s Pat Richard, with Martin Headland, parked the Rocket Rally WRX after setting fourth-fastest time on stage, then carefully transiting to service. Matt Johnson and Jeremy Wimpey, No. 46 PGT, retired in SS8 with a clutch-transmission failure on their 2003 WRX. Tanner Foust and Chrissy Beavis took fastest time, one second over Pinker, who was one second over Block.

Reehers Camp, SS9, was the longest stage of the rally, topping out at 2700 feet elevation, combining steep climbs, fast ridgetop, steep descents, spectators at 7.50 and 11.85, before the Flying Finish at 16.37 miles.

Lagermann-Williams managed this stage with their failing brakes before retiring. No. 232, Mark Tabor and Ben Bradley, retired with fuel starvation (bad gauge). No. 294, Barrett Dash and Jonathan Schiller, were out with unknown difficulties for day two, but would return for Day Three. No. 206 Sonoma, Josh Milos and Mike Milos, rolled on SS9, and were trailered out later. The “big off” was Car 10, David Anton and Dominik Jozwiak at about 10 miles in and 200 feet down, out of sight from the road, resulting in a very long, difficult return to the road for their “rally rental.”

Ho Dow-wn II, SS10, saw a repeat of the Music-McGregor-Wolf Creek stage with a mix of faster stage times and slower stage times. The top cars danced a bit slower to the Music, while those needing to close gaps generally did so. Car 57, Dmitri Kishkarev and Bernhard Obry, were the only retirement following SS10.

Vernonia School was a blur of activity as teams were regrouped to close up any gaps in the rally, then service crews waved their magic wands and all the repairs, well, most of the repairs ... ahh, some of the cars were repaired for the last two stages.

Cochran Loop II, SS11, may have been in better shape on the second running, with the marbles swept out of the way and some of the clay beginning to dry out. Again, some faster, some not. The top-placed cars ran faster, feeling the runners-up nipping away at their heels.

From way back in the pack, Carl Jardevall made up 21 seconds over his first



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Australian Andrew Pinker and Englishman Patrick Walsh finished first at the Oregon Trail National Rally, driving a “new” Subaru Impreza. The car came straight from the Prodrive factory in England with 454 miles on the odometer.

run, only to retire overnight. Jardevall was on a tear — trying to recover some lost placing — 10th on SS9, seventh on SS10, fifth on SS11. Mid-pack, Amy BeberVanzo was 18.8 seconds better. Andrew Pinker lowered his time by 1.2, but Ken Block was hot on his bumper, 8.5 seconds faster, to take top time of the day at 8:16.3 for a 54.91-mph average.

Reehers Camp II, SS12, saw Foust and Beavis push the 2007 Subaru STi to a 17:30 flat, nine seconds faster than Pinker, 16 seconds faster than Paul Choiniere and Jeff Becker in the AWD Hyundai Tiburon, who were tied with Ken Block from Team Subaru USA.

A nostalgic look into “open service” was arranged at the end of Reehers Camp, finding service crews directed to set up on the side of the road (narrow road at that) to perform minor repairs and get the rally cars ready for the highway trip to Hillsboro. As the clerk of the course later stated, this was “mildly successful.” The popularity of the rally was too much for the section of roadway, and teams simply ran out of room — unfortunately, some of the late runners ran out of road, on the way to the nearby start of the stage loop.

Day Three, Trail’s End, saw a bit of a break in the “Oregon Sunshine” — a bit drier for the stages.

Sterling Loop, SS13, was 34 miles west of Hillsboro, turning south into the woods. The 5.52-mile stage has a slight climb through a series of right left right, slight crest, repeat, then right after crest at a “T” intersection. One problem: The

right can’t be seen, the lay of the land shows only the left turn. Three course car drivers and several competitors took the “other right,” facing banner guard and road marshals. Co-drivers all insisted they called “RIGHT.” Most of the errant drivers admit they heard “right” and turned “left” — very strange indeed.

Recovery from this mistake brought even more pressure to execute the next series of twists perfectly throughout the stage. Then a little over a tenth-mile straight into Flying Finish. Fastest Open Class, Ken Block, WRX STi, 6:14.7 for 53.03 mph, nearly two seconds faster than Andrew Pinker. Fastest Group N, No. 103 Subaru WRX STi, Wyeth Gubelman and Nathalie Richard, with 6:33, sixth on stage. Fastest PGT, No. 616 Subaru WRX, Canada’s Norm LeBlanc and Keith Morison, with 6:50.5, eighth on stage. Group 5 and Group 2 (big power differences) saw No. 26 Cary Kendall and Scott Friberg with 7:05.1 in the 2005 Neon SRT-4, holding off newcomers in No. 437, brothers Tom and Don Burress, with 7:05.4 in their 1977 VW Rabbit!

Coyote Corner, SS14, looks familiar, only different. Much of the stage has been used before, in the opposite direction. A steep climb from the start levels along a ridgeline, with a rough bump 3 miles in, then spectators and downhill into tight corners, dropping past the second spectator area at about the midpoint. Long Hairpin Left, repeat, repeat, repeat. Shouldn’t there be a right in there somewhere? Quick kinks, then Hard Right, kinks, slight right downhill into Flying