

Finish, and a long straight to the Stop Control. The top four cars were within 27 seconds; the next was another 26 back; then another 13, then 7 more to a tie, with a PGT Subaru versus the Burress Brothers' Rabbit, now eighth fastest on stage. SS 14 brought about four retirements.

Vernonia Service was a welcomed break for most. The toll of 14 stages was beginning to mount on cars.

Sterling Loop II, SS15, saw one retirement, mechanical, No. 144, Matt and Eric Christensen's Acura RSX. The big battle was Foust vs. Block vs. Pinker. Tanner took 9 seconds less time on stage than Ken, who in turn beat Andrew by 2... The "best of the rest" of the field began at 41 seconds off the leader.

Coyote Corner II, SS16, had the same

blind crest right (properly executed this time) the same rock walls, tight corners, big drops. Twenty-two National teams start and 21 finish. As car 845 co-driver Kathryn Hansen said, "Can anyone beat 1.86 miles from the end of the last stage!!?" Another 22 Regional teams start and finish. Forty-three cars out of the 74 running starters on Friday. Attrition ranged from the fuel consumption calculation, to brakes, to sheet metal and fluids, to minor offs, and MAJOR offs with lengthy recovery. I did not hear of any serious injuries.

Andrew Pinker and Patrick Walsh took First Open and First Overall with 2:00:32.8

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