

fields, to just over 1,200 at the finish, in 9.32 miles.

“Willow Gulch,” covering 7.17 miles for SS6 and SS9, began uphill and continued in “looser gravel,” gaining nearly 400 feet in the first 2.4 miles, then steadily descending to a deep dip at Breakdown Gulch, climbing again to a “double caution crest” and sharp drop into a slightly relocated Flying Finish — to avoid both the snakes and the cars.

A very short transit along Meadow Creek Road led to “Heaton Gulch,” SS7 and SS10, shortest stage of the day, at 4.57 miles. Elevation gain was nearly 1,000 feet, with a sharp drop over blind crest to the Flying Finish, and a Quiet Zone passing homes for the shy mile from FF to Main Street, Pomeroy.

Sunday was the Lewis and Clark Stages Regional Rally at Coefficient 2. Sunday’s roads, south of Pomeroy, have been seen by a few TSD rallies in recent years, but not always in this direction and definitely not at these speeds. Marengo Road’s twisting pavement climbed to “Oliphant” eastbound, SS1 and SS4. Twisting along the edge of the

plateau offered occasional views down to the Tucannon River. Flying Finish was just short of the Tualum Creek-Smith Grade to Linville-Neibel-Bartels intersection from No Alibi. Elevation ranged from a high of just under 3,000, to a low of just over 2,200.

“Linville Gulch,” SS2 and SS5, runs a quick 4.47 miles along Bartels-Linville Ridge to past the radio towers, south of Tatman Mountain (3,565 feet), just near the corner of Columbia County, finishing at Mountain Road. Flying Finish eastbound was flat over a small crest, after climbing through left-right section lines and dipping in and out of small coulees. Top speed Sunday coming into this as FF5 (again courtesy of the Garfield County sheriff) was 108 mph, by No. 223 Malcolm Davies and Bruce Parker in an Eagle Talon, followed by 107 mph, in No. 233, with Paul Eklund and Jeff Price in the 2004 Subaru STi, who by this time had dialed it back a bit to be certain of a finish. (He won both days, and overall).

The Start for “Tatman,” SS3 and SS6, had to be moved down hill, past the

houses (last-minute changes) which dropped a fantastic, scary-fast-downhill, but I wouldn’t want to explain why there was a car in the guy’s house either... The extended transit from original ATC3 started on dirt, fairly smooth, dropping through square corners until opening for a short straight where the road disappeared “right-over-crest into sharp-left drops.” The surface changed to stone, twisting down through a cut in the rock and clinging to the edge of a draw before a tight left at the edge of a rancher’s lawn, then on past two more homes, to the new ATC. This downhill should become a new 4-mile stage in the future, stopping before the houses. The revised Tatman became about 4.4 miles of smooth, flat-out gravel, passing spectator at near top speed 3.28 before FF.

Sunday morning’s light moisture dried out quickly. The second run of the three stages saw 2-minute dust windows for the first time of the weekend.

Course opening was well protected. Rick Schmeling and Richard Kasten ran the Mazda RX-7 as “0.” Lee Sorenson (Sacramento, Calif.) and Walt



The Greer and Lyden Subarus await Sweep after crashing on the same corner on day one of Wild West.