

start, through spectator to crest at about 2 miles, then falling toward the ocean, through a series of sweepers and short straights, then another pair of hairpins. The climb hurt Paul Eklund and Jeff Price's 2008 Super Production Subaru STi, overtaxing the turbo. Game over at 2.17 miles, but the team had a great viewpoint.

Service, then the transit to Smith Creek again. Dave Mirra and Derek Ringer's 2008 Subaru STi found terrain along the stage and sustained enough damage to DNF. Block's turbo finally gave out after several tries at repair. Pastrana and Picard tied with top time of 5:01.30 at 78.73 mph.

A short transit past the historic Brooklyn Tavern brought the rally to Brooklyn East stage. Brooklyn has long been one of the most popular stages in the Northwest, both for competitors and spectators. As with Saturday's spectator areas, both the Brooklyn areas were packed with overflow parking well in advance of any stage crew arrivals, uncomfortably close to the road. There is no waiver for rock chips! Brooklyn sustained a huge washout during the winter storms. The road has been repaired in several places, with big exposures and narrow rocky tracks. Predictions of a new record, as much as 10 seconds faster, were close. Travis Pastrana posted a 6:27.9 run, with two more cars beating the old 6:33 time for All Wheel Drive over 7 miles.

Crowd control and two extractions delayed the westbound Brooklyn run. Pastrana set fast time of 6:30.3 for just over 64 mph on these technical stages.

Smith Creek West was uneventful except for the 1975 Saab 99 EMS losing a distributor cap and sustaining time-barred status.

Congratulations to Travis Pastrana and Christian Edstrom for the National win. Saturday's Regional winner was Brian Svedin and Ben Bradley. Making a comeback from DNF Saturday to the win on Sunday's Regional was Malcolm Davies and Bruce Parker.

*Visit the Rally America Web site for individual stage times:  
[www.Rally-America.com](http://www.Rally-America.com).*

*Find out more about the Olympus at [www.olympusrally.com](http://www.olympusrally.com).*

# Raindrop Rally runs without its namesake precipitation

**BY RON SOREM**

*Contributing Editor*

GIG HARBOR — No rain in sight. Rallymaster Mark Weber and members of the Rainier Auto Sports Club, presented their Spring Touring Rally — Raindrop 2009.

Thirty-seven cars set out under bright blue skies April 26 see the sights of the Kitsap Peninsula. A 20-minute, 10-mile odo check, aptly named "Hit the Road Jack," skirted Purdy and presented a great look at Henderson Bay. Just a few miles later, the first TSD section passed Glen Cove, then the big YMCA Camp Seymour and a checkpoint at the access to the Northwest's renowned Minterbrook Oyster Co.

One top Equipped team found computer-odo problems shortly after this and had to resort to their decades of SOP skills to settle for 18th overall, still third in class. Further along, "S at Y" brought confusion for some, passing a checkpoint location for the second time, different direction (unless you missed the turn). Down the hill, forced right, or Vaughn boat launch — your choice.

A short transit followed North Bay to Grapeview, for "Doin' the Grapeview Stomp" Monte Carlo section. The "Fast, Slow" regularity featured a tour around picturesque Mason Lake. "Hungry!" transit afforded great views of Hood Canal, and an opportunity for lunch in Belfair, before returning to the task at hand — more zeroes, right?

"Doin' The Dusty Dune Boogie" Regularity may have been a bit tame compared to 55- and 45-mph roads earlier, but the "dunes" referred to in the title, are in well attended ORV parks along the rally route, and Mason County has seen fit to set a lower limit due to traffic congestion, and the occasional surprise ATV crossing. Elfendahl Pass Road took the rally into the Tahuya State Forest.

The Tahuya River bridge "Washed Out!" transit negotiated the detour and set teams straight, for a twisting TSD down the hill and along the

Tahuya River, then climbing back to the top for more great views of the Olympics. The "Full Monte" lasted only 4.5 miles and no one was detained before the "Days Like This" regularity, repeating areas of Elfendahl Pass.

Two miles northeast of Belfair, "Speed Trap" regularity began with a 3-mile exercise in patience, CAST 45 in a 50-zone, with local traffic more likely to be five or more over the limit. Lake Flora, to Glenwood, to Lake Helena, looped to the Key Peninsula Highway and a "Purdy" little transit back to Gig Harbor.

With Rainier's scoring-on-the-road sweep crew, results were nearly complete by the time the first pizza arrived. There was one DIY checkpoint in Section 9; only two cars took "0" — one UNL (First Overall) and one NOV — and there were a dozen with "1". Rainier crews staffed 15 checkpoints along the route.

Congratulations to Pat Biggar and Jack Heppes, first Overall and first UNL, with 11, followed by Kevin Poirier and Ben Bradley with 12. The Rally Buick of Steve Case and Kewith Uddenburg took third, with 14. Claiming "novice standing," Sean Tennis and Amity Trowbridge moved from Stage Rally to Raindrop relaxation, taking First SOP with an "un-novice" 45, for sixth overall. Second SOP, ninth Overall, to Scott Margerum and Jeff DeLong, with 91. Third SOP to Scott Miller and Karina Miller, with 141. First Equipped to Glenn Wallace and Jenne Pierce, collecting 102 points, with a pattern of 0 or 1, then 3 or 5, then a lot early, on every section. Driver having too much fun? Second Equipped to Benjamin Thompson and Eric Hobbs, with 124. Third Equipped, to Mike Daily and Tom Palidar, with 310. First of the big 16-car group of NOV class went to Janine Galindo and Candy Galindo with a respectable 290, followed by Dave Pierce and Daphne Smith 314 and Mark Russel and Jennifer Geray with 372. Dan Morley and Mary Kay Morley took first Vintage in a very nice Saab Sonett.