

Novice savors finish at Wild West Rally

BY QUINN MORLEY
Northwind Racing

Although we had several issues at the Wild West Rally on Saturday (lost brakes, lost muffler, tire puncture, two offs one of which was a roll) co-driver James Protzeller and I managed to finish, and for Saturday that seemed to be saying a lot with all the DNFs. Most of the teams were back for Sunday though, which turned into an awesome day.

The rally car went into Sunday in near 100 percent condition, we just had one tire that was a lot more worn than the others (the spare we installed Saturday). The first stage got my confidence up again and the understeer problem seemed to disappear. We revised the routebook notes as we went through the first three stages, putting down times we were happy with, and then nailed the next three stages after service. We didn't have any real problems all day, although we did crack the transmission on Breakdown 1.

Rally Stages 1, 2, 4 and 5 were superfast with lots of loose gravel and some silt. It was really nerve racking because of how squirrely my car is in the back. There were a couple times when the ruts were pushing us around, but for the most part my only complaint was a complete lack of torque in third gear. If things started to get hairy I had to downshift to second to pull out of it. Stages 3 and 6, otherwise known as Breakdown, were really fun stages for us. I felt so at home on this piece of crap narrow road, and had a great time beating my car to pieces on this fun stage. Four other drivers with more experience than me posted slower times on Stage 6 than our time.

Results for day 1 put us fourth in our class out of six that started, 17th overall out of 24 that started, but dead last among the finishers.



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Carl Jardevall and Jason Grahn were first overall on Saturday and Sunday, sliding sideways to win the Wild West weekend.

Sunday's results put us again fourth in class, 18th overall out of 21 that started. The cool thing about Sunday is that we actually finished in front of people, 2:31 faster than Phil Meyers, and because of his penalty, 18 seconds faster than Brian Gottlieb. It was funny when he pulled into control late, I thought he might hit me to get to the ATC as fast as he could! Anyways Sunday was awesome, the car felt good just underpowered and a bit squirrely at high speeds.

Pomeroy is an awesome town to rally in, and we really appreciated all the free food. This is the best news you can get when your unemployed and out of money. Also thanks to the HAM Radio guy who gave us two quarts of synthetic oil to top up with after our roll, thanks to Mike Goodwin for letting us park next to him and bug him to borrow stuff all weekend (!) and an even bigger thanks to the fire department for digging up our toxic waste and deliv-

About the author

Northwind Racing is a grassroots rally team located in Washington State. This is our first season and we have competed in five events so far. We compete in the Northwest Region of the United States. For the season, we finished first in Novice and fourth in Group 2 in the Pacific Northwest Rally Championship.

Our rally car is a home-built 1975 Saab 99 EMS (pictured on the cover), driven by Quinn Morley with James Protzeller as the brave co-driver. Thanks to James O'Conner for all his help during the construction of this car!

ering it to us at service. It would have been really difficult to get up there Sunday and do that.

Results for us (Car 178) and all competitors can be found on the Wild West Rally results page.