



John Lane sends gravel flying in the crowd-pleasing Volvo 262 turbo to win the Ruchert's Reward Regional Rally.

ished third overall in their second rally start. Driving a 1990 Eagle Talon TSi, Davies and Parker even posted the fastest time on the eighth stage, a rare accomplishment for a rookie season.

Former Northwest Rally Champion Dave Hintz teamed with Ben Bradley to take fourth overall, seven seconds ahead of the visiting East Coast team of Dmitri Kishkarev and Kim DeMotte.

Sixth overall was the first Group 2 car, Peter Barnes and Jody Olson in a 2003 Nissan Sentra SER. The first Production GT car, the Subaru Impreza RS driven by Brian Svedin and Tracy Manspeaker, finished seventh.

Chris Baldini and Kailee Wheeler were eighth in a 1988 Mazda 323 GTX. Another Mazda, the 1982 RX-7 of Doug Heredos and Dan Brown, finished ninth overall and second in Group 5.

The production class winners, Jan and Jody Zedril from Winnipeg, Manitoba, were 10th overall in a 2003 Mitsubishi Lancer.

Only three of the 22 starters failed to

finish the 82 miles of smooth stage roads, but two of the DNFs were the result of rollover accidents. Tom and Don Burress raced their 1977 VW Rabbit to the fastest time on stage one, but then rolled on stage two. Brian Gottlieb and Josh Rustigan did a little less damage rolling their 1988 Toyota Corolla FX-16 on stage eight.

Lane and Grahn win Ruchert's Reward

John Lane and Jason Grahn scored a victory for two-wheel drive and side-ways-style rally driving in the Ruchert's Reward Regional Rally. The fan-favorite 1976 Volvo 262 is powered by a turbo V-6 and it flies on the smooth, fast Eastern Washington farm roads.

Lane and Grahn posted the fastest time on two of the first three sages to claim a deserved win. Unfortunately since the regional rally ran concurrently with a national points event, the final results were dictated by an officious na-

tional rule.

The national organization requires that average stage speeds not exceed 80 mph. Rather than modify the course to safely slow cars on the stages, teams were allowed to race at speeds that exceeded the 80 mph average and then their stage times were altered to make it look like they'd run slower. Obviously changing the stage times after the fact does nothing to promote safer speeds, but it does put a large asterisk on the final results.

The results list the eastern visitors, Kishkarev and DeMotte in second, Hintz and Bradley third and Fox and Blattner fourth, all in some variation of the popular Subaru Impreza package. Davies and Parker got credit for the fastest time on two stages, and penalized for exceeding the 80 mph average on two other stages.

In fact, the first five cars were all given the same calculated time on the final stage of the day, making it impossible for anyone to mount the kind of