

# Totem TSD continued...

Not knowing exactly where the timing line is, we show 2-early at the entrance, on-time at the bridge, and 2-late at the exit. Unable to correct our factors in time, we would later find we were 5-early—driver having too much fun? We recover composure for the last checkpoint at zero, however the first hairpin in the snow (late) and the double-left (early) will more than double our first day score.

A few minutes later we are caught by our "twin", I see my own car in my rear view mirror. Alas, no road fatigue hallucination, it is only a checkpoint crew in an identical car trying to regain their position ahead of the field after missing a turn earlier. They pass, and my thought is they may actually make it with only four more cars to go. They may also prepare any local traffic for me... for better or for worse! (We never saw them again until the finish, learning they had made yet another wrong turn and followed coincidental, but wrong, instructions for several minutes toward Tranquille.)

"KL at Red Lake DR" brings back a vague memory of rallies past. On previous Totem and Thunderbird, this section of road has been used uphill in the mud, uphill in ice, and downhill in snow over ice over mud. The first corner downhill is: "Caution!!! Hard R Exposure L". It is a very long drop into the valley below. Previous years' speeds have been 24km/h and difficult to maintain. This year 36km/h is tame, but there are muddy spots and no hard-points for nearly 3km. The traditional checkpoint location at the last hairpin is surprisingly vacant. Could this be where our "twin" was supposed to be?

Shortly after the drop into the valley, rally cars were treated to close-ups of cows. Throughout the two days there had been cautions to watch for cows on the road. All previous encounters had been casual, at a distance. Now, however, even after course-opening cars and several rally cars, these big white-faced Herefords had not given up their claim for the road. 44km/h into a cow is not an option, so ever so slowly, we crept between cows—their heads lowered, nostrils still above the side mirrors, we passed. The ear tag on the closest one read "100" on it's right ear and "26" on it's left ear (thanks Satch) and thankfully no slobber on the side windows.

The last 23km of the 95km TSD are familiar to Totem and Thunderbird alike: The westward climb to maximum elevation, the two or three "likely" checkpoint locations, and the hairpin switchbacks south down to the highway. With this year's dry conditions the conversation drifted off to commentary on topics such as "Glenn's second corner", "RJ's corner", "Ron's corner", "Jeff's corner" and so on... We've paid attention to the route book, to the road, and to the clock. We take a zero for 94.92km, but will it be enough? Three other cars would do the same. Previous indiscretions have taken their toll, however, and we move from tied for first to tied for third, a whole 4 seconds out of the lead.

Lee and Rod Sorenson, brothers (and our teammates) from the Sacramento area would repeat their 2003 Totem win for First Overall with 11 in Lee's RS2.5. Perennial driving threat, fresh from an Alcan 5000 win, Gary Webb from Arizona, and John Kisela from Seattle, would take Second with 14 in John's Legacy. Third Place tie was between Ron Sorem and Max Vaysburd, from the Seattle area, in a Legacy Turbo, and RJ and Ren Carroll, son and father team from Kamloops, in Ren's WRX. The tie was broken by most zeroes, 29 for Ron and Max versus 27 for RJ and Ren, still very, very close. RJ and Ren will take First Unlimited and First Overall in the 2004 BC TSD Rally Championship.

First Calculator/Equipped went to Martin Chung and Christa Monasch with 28 in the bright red stage rally Impreza, also taking First Calculator in the BC Championship. Second Calculator/Equipped went to Jeff McMillen and Marvin Crippen with 51 in a WRX, despite having no odo sender for Day Two, and running a back-up system that had added kms erratically. Jeff and Marvin will repeat as PCC Champions for 2004.

Paper and Pencil class (SOP) again went to Dan and Stu Fealk with Dan keeping their Subaru XT6 on the course and Dad doing the calcs. Dan and Stu will take First Paper in the BC Championship.

In yet another tie at 247, First Historic Equipped went to Mike Palm and Garth Hales in the 1973 Super Beetle, and First Novice went to the Calgary team of Johnny Summers and Brendan Youngberg in Brendan's 2005 Impreza RS – ON THEIR FIRST RALLY! They have already been heavily recruited for Novice team members at Thunderbird.

First Historic went to Richard Childs and Helen Welter, making the trek from Alberta in the 1974 BMW 2002tii to also wrap up their season try for First Historic in the BC Championship. However, William McRae and Dave Harms Second Historic at Totem in the 1969 VW Beetle was just enough to win the BC series by TWO points.

Our "twin" was Shawn Edstrom and Geoff Gauthier from Kamloops, who worked this event, but will be awarded First Novice for the 2004 BC TSD Championship.

Series sponsor Specialty Subaru must be enthusiastic over the 13 Subaru competitors and 3 more Subaru checkpoint cars, representing the manufacturer.

Totem accumulated 700.61km (438mi.) in an area roughly 135km by 95km. For complete results, photos, and information on other BC events visit: [www.rallybc.com](http://www.rallybc.com)

