

from page 12

with co-driver Sean Elliot, was steady all weekend in his 1990 Volkswagen Jetta and finished more than 10 minutes ahead of G2 competitors Mark Brown and co-driver Ole Holter. In Production, Mark Tabor ran a smart rally as the lone class entry and finished the event in his 2003 Acura RSX Type S,

which gave him and co-driver Kevin Poirier full class points.

After having a month between Rounds One and Two of the 2004 ProRally Championship presented by Hot Wheels, competitors and teams face a quick turnaround as Round Three begins May 7 in Lancaster, Calif.



Above, ProRally overall winner, Patrick Richard with co-driver, Nathalie Richard, show their winning form on a dusty turn.



Above, a support person inspects a tire on the winning 2002 Subaru Impreza WRX STi during a service stop on April 25. Below, winning car #54 with driver Patrick Richard of Garibaldi Highlands, B.C. with co-driver, also sister, Nathalie Richards. This car with Patrick Richard at the wheel has now won both of the first two ProRally races of 2004. Next to #54, on the left, is car #25, which was in first place at Oregon Trail until blowing a head gasket on the last stage.



## Scappoose woman enjoys being Rally co-driver

Teresa Holem, of Scappoose, has been a Performance Rally co-driver for the past two years.

It all started years ago when she was living in Hillsboro and a friend mentioned that people with the type of car she drove (a Subaru Impreza) were running Rally Cross and she could, too. She researched Rally Cross and so it began. Holem ran Auto Cross and Rally Cross before starting in Performance Rally.

About two years ago, a friend introduced Holem to Charles Buren, who said, "If you're interested, I could use a co-driver." Two weeks later, she was in a 1986 production Toyota MR-2 car at the inaugural Mt. Hood Rally Cross held in Odell. She has been co-driving, mostly with Buren, ever since.

Holem and Buren are in the process of building out a 1995 Subaru Impreza, that they hope to have ready to run in this year's Mt. Hood Rally in October.

In the recent Oregon Trail Rally, she co-drove for Gary Rea in his 1988 Mazda 323 GTX. They finished a very respectable 20th out of the 36 cars in their class.

Last year, Holem was co-driver for Buren in the Oregon Trail Rally, where they hit three tree stumps, breaking every piece of suspension on the car. They were able to limp back to the service area and get it fixed enough to get home, but were not able to finish the rally.

Asked what a co-driver's job is, Holem answered, "The co-driver is really in charge of the car, the drivers just do what they are told." She added that co-drivers make sure the car comes in on time, and call the "tulips" (slang for the pictorial directions in the route books), so the driver can compensate for varying road conditions.

"Co-drivers must be very thorough and detail-oriented," Holem explained. "They must make sure that everything is in the car that might be needed during the stage." Once the car is on the course, no outside help is available. If extra fluids are needed, the supply must be available in the car.

Holem has never broken any bones in this sport, she said, "But when we hit the stumps

last year, I bit through my tongue three times and probably should have had stitches." However, she went on to say, how much fun Rally is, how nice the rally people are and how much she loves the Vernonia area. Like many Vernonia residents, she hopes Rally can come back to the

area again and again. When Rally returns, keep an eye out for this intrepid co-driver.



Above, Scappoose co-driver, Teresa Holem, in her designated seat during a service stop at Washington Grade School on Sunday, April 25. She and driver, Gary Rea of Keizer, finished 20th in their class in this 1988 Mazda 323 GTX.



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