

# Gran Prix Imports Oregon 1000

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WILSONVILLE, Ore. — The Oregon Region SCCA presented three regional tour rallies as the Oregon 1000 Rally, presented by Gran Prix Imports of Wilsonville on Sept. 21-23.

Thirteen teams ran the Tire Warm-up and Odo Check south on the freeway to Keizer (Salem), then east toward Silverton, following Howell Prairie Road into Stayton's Pioneer Park for a brief stop. Continuing south, crossing the North Santiam River, smoke could be seen in the distance. Odd. A brush fire on the first TSD section had engulfed the roadway, and the first checkpoint location, forcing an impromptu Free Zone and a re-group control. This is a road rally, right?

The route continued east and south through rolling foothills to the first of many of the Willamette valley's picturesque covered bridges, meandering along Crabtree Creek at a brisk pace to Larwood Covered Bridge, just downstream from the point where Roaring River flows into Crabtree Creek. Off to meet in Waterloo, at the Mini Mall... uber-mini, no Napoleon, or Napoleon — either Dynamite or Bonaparte. The rally was following part of the old California Trail, and the Santiam Wagon Road. After a few more covered bridges we crossed Highway 20 near Narrows Oregon, and began climbing Scott Mountain Road.

"What Dead End?" TSD section climbed up West Brush Creek Road (the routebook states: "Not sure why they think it's a dead end"), followed Cougar Ridge (near Bald Mountain — how many of these are there?), and dropped into the Shotgun Creek drainage on narrow twisting pavement through the forest. Sweet roads! Our team suffered from a mis-set clock on a CarZeroTime reference: Clock set to top of minute... CZT was at bottom = 50 early.

After working our "run/work" checkpoint and having plenty of time to contemplate the error, we continued to the Earnest Covered Bridge, traveled along the Mohawk River, skirted Springfield and headed south on I-5 for the transit to Cottage Grove for snacks and fuel.

"London to Oakland?" TSD followed the twisting Shoestring Road from Lon-

## *Three days, three rallies, 1,000 kilometers*

don Oregon, over London Hill, into Shoestring Valley along Scott Valley Road, through Elkhead Oregon, into Driver Valley with a couple of tricky hairpins and narrow sections where the flooding and erosion left single lanes only. No "Valley Girls" here, just two friends working the next checkpoint — they gave us a 3! Oakland Oregon is a Historic District just east of Sutherlin and I-5. A quick transit down the freeway to Roseburg brought a welcomed Hotel and an excellent banquet topped off with early scores and local dairy's vanilla ice cream.

Day One covered 213 miles (343 km) through eleven scored controls in six hours. Winning Friday's sections were April Smith and Marcus Song with 23 points, only 4/100ths ahead of fellow Timewise competitors Dan Comden and Hans Andomeit.

**Day Two brought renewed vigor** for all... The Odo-Tire Warmup ran south to Riddle. Our first mistake was along a wide paved road, with double yellow center stripe — the stripe disappeared and a wide section of pavement curved right — into a gate for the Nickel Mountain mines. The main road dove off a blind crest to the left — into a checkpoint. The hesitation while determining the actual rally road caused several teams to be late, under full power, at checkpoint one.

Winding along Cow Creek (at 54, then 51, 49, 48, and 46 mph) the scenery of the pines and live oaks soothed the cut of the first points for the day. Turning onto the narrow paved forest roads into the woods, the route climbed the Back Country Byway toward Anaktuvuk Saddle (oddly Alcan sounding), Mt Bolivar (4319), and began dropping into Eden Valley Camp on the South Fork of the Coquille River (which empties into the Pacific at Bandon). By the way, CAST 31 was a challenge. The CAST 27 through Island Camp was great fun, after the checkpoint, at a "bit over" CAST in the Free Zone.

19.01 into the "Are We There Yet?" TSD section brought us to Curry County Oregon, who it seems hasn't been inclined to pave their road, so 10 miles of gravel at reduced speed through abundant twists and drops returned to pavement at Illahe, and an overhead view of the Rogue River. At Agness, the rally took a break from the dust and enjoyed Jerry's Rogue Jets ([www.Roguejets.com](http://www.Roguejets.com) on the Rogue since 1958), for an up-close and wet 20-mile trip upriver to Blossom Rapids, passing Illahe (now above us), Tacoma Rapids, into the Wild Rogue Wilderness, Paradise Lodge, Half Moon Bar Lodge, and the Devil's Staircase. The jet boats share the river with rafts, kayaks, fishing parties, and wildlife... We saw deer, herons, and the rare raft bare (think full moon), kept at bay with a drenching torrent from our boat — to the delight of all. Downstream speeds of up to 53-mph, then drying out over lunch. We think the operator was a bit disappointed in our collective response to all the twists and turns, dips and braking — until he was reminded that we were the rally group, and we'd been doing that all day long.

Agness toward the Ocean challenged drivers and navigators to resist an after lunch nap. Local traffic kept some of us busy filling out Time Allowances, and CASTs of 36, 37, & 38 were more than enough to keep crews attentive on the twisting two-lane.

Highway 101 north brought photo-ops and grins as rallyists "mixed it up" with a Mercedes, a Viper, and a Corvette on the twisting, bumpy coastal highway into Port Orford, for a big spaghetti dinner and moonlight views of the bay from the Castaway-by-the-Sea motel, after 160 miles (258km) in 8 hours.

Saturday winners were Ron Sorem and Max Vaysburd, squeezing a mere 22 points out of the old Alfa, 17 fewer than Smith and Song in second.

**Sunday was a new day.** Pancake breakfast in Port Orford, then north along the coast, with a short stop at Bandon State Park beach, then a view of Haystack Rock and Face Rock (all in brilliant sunlight, but on a TSD section with little opportunity for photos), before turning inland, along the Coquille River to Broadbent. Excitement along the way included a "Pause 0.10 at 15MPH" in traffic,