

on a blind curve, just feet before a checkpoint... lots of laughs at lunch about this!

Following the Middle Fork now, to Remote Oregon and the Sandy River Covered Bridge. A rest stop and photo-op here, preceded 10 miles of Sandy Creek Road, bringing three checkpoints on a beautiful twisting hill climb. Weaver Road continued along a ridge for another 14 miles with three more well placed controls, providing lateral Gs and big grins, or nausea, depending on your likes or dislikes.

Oregon 1000 transits can be trying. Dropping off Reston Ridge on the old Coos Bay Wagon Road, brought warm brakes through the hairpins. "Through the Lookingglass" transit referred to the creek, as we didn't really pass through the town or travel upon the road, of the same name. Continuing north through Melrose along the Umpqua River to Sutherlin, the rally headed north on I-5 to Cabin Creek for lunch.

"The Long and Winding Road" TSD section brought another six checkpoints in 38 miles of twisting hills, meandering river routes, and sharp drops into the Coyote Creek drainage. The end of section afforded a short break for ice cream cones, then back on the road north for Veneta and Franklin and the bonus round.

"Bonus Points" TSD began near Cheshire, skirted Cox Butte, and zig-zagged through farm fields between the Willamette River and Long Tom Creek — passing the 1000-km mark before the final checkpoint, complete with a printed target time in the instructions. Only one team managed to zero the target time: Steve Perret and Kathryn Hansen, capping 270 miles (436km) in 8 hours.

The Sunday win and overall three-day prize went again to April Smith and Marcus Song (in the Team Mitsubishi Outlander) with 25 for the day, 87 for the weekend, running E-Class (Unlimited equipment). Perret and Hansen took home First L-Class (Limited equipment or Calculator class) with 265 for the weekend. Paul Eklund, R. Dale Kraushaar, and Kala Rounds took home First S-Class (Stock, no equipment, SOP) with 232.

All three first place finishers and several other participants took full advantage of 644 miles (1,037 km) of "seat time" on Oregon 1000 in preparation for the February 2008 Alcan 5000 Rally.

Complete results and links to photos at www.oregonrally.com click on Road Rally.

Mountains to the Sea Rally a fun tour

BY RON SOREM
Contributing editor

MILWAUKIE, Ore. — The Cascade Sports Car Club, Geargrinders Road-Rally division presented their annual touring rally from Portland to the Pacific Ocean, including the famous Beach Barbecue Party, and continued this year as part of the Triple Threat Rally Weekend, Aug 17-19. The 42nd running of the famous and family-friendly touring rally included a Friday Nighter road rally and a Sunday SCCA RallyCross event hosted by the Oregon Rally Group.

Rallymasters Reid Trummel and John Olson brought forth an outstanding tour, complete with a recommended overnight stop in Astoria, to enjoy "three days during the middle of Oregon's 20 days of summer!" The Triple Threat Rally contest combined all three events with trophies awarded to the top five finishers. For the TSD rallies, both the driver and navigator received Triple Threat Rally contest points.

Ron Sorem and Josh Sorem got together again in their traditional rally roles with Ron driving and Josh navigating in Seat of the Pants class, without the rally computer, intent on enjoying the view and the friendly rally atmosphere. Unable to run the Friday Nighter and the RallyCross, we would compete only in Mountains to Sea "Masters" — running for the fun of it.

The odo check ran down I-205 and I-5, to the rest area just south of Wilsonville. Stock odo and a basic clock would make timing and mileages a bit hit and miss — the odo is "close," the speedo is "way off."

The first TSD section ran down the freeway one exit, then to the farm roads towards Champoeg Park, following the Willamette south into St. Paul for the first "trap" (something unusual for MTS). Mission Road was the second "Mission" possible. The first occurrence led five teams to a Route Control. The course continued, with opposing rally traffic, to the "Stockyards Checkpoint" at 27.67 miles.

North of Newberg the second TSD climbed to Bald Peak State Park and the first of many Do-It-Yourself-Checkpoints. Leaving the park, we missed the next instruction and went sight-seeing through the flower farms, following Main Road Determinants until a "Leftmost" would have put us on Highway 219 at 35 mph. Rejected! Retracing the route to Balk Peak, we found our oversight (thumb over instruction?), filled out our Time Declaration and continued "on course" through Gaston, Forest Grove and Banks (complete with tractor pull).

North again to a DIYC and break in Vernonia, before winding along Highway 47 and Apiary Road to Old Rainier and a full checkpoint. We were very late. Darned speedo!

Alston-Mayger started a long section of CAST 35 in a 45 mph zone — very frustrating — then 30, 40 and 20 to a DIYC in Clatskanie. MTS had reached the Columbia River and our next TSD was up-close — twisting along the levees and dunes at CAST 31.

West on Highway 30, over the ridge at Bradley Wayside, and descending into the mist of coastal weather. North toward Aldrich Point for one checkpoint, then crossing Highway 30 for one last trap — intended or not, several cars "refused" an MRD and took "early" at the next checkpoint. A final DIYC then the transit through Astoria to Fort Stevens State Park and the Peter Iredale Shipwreck Finish Party. MTS covered 186 miles, with nine controls, in roughly six hours.

MTS results were posted within an hour of last car. Congratulations to April Smith and Kevin Poirier, for first overall with 22 points; Johdi Masterman and Steven Smith, for first SOP; Monika and Matt Tabor for first Masters; and John and Linda McKean for first Novice. First Vintage and third Novice to Brian and Ruby Bauske in their 1964 Mercedes-Benz 230SL.

Thanks again to Rallymasters John Olson and Reid Trummel and the entire Cascade Sports Car Club "geargrinders" staff for another fine Mountains to The Sea Rally.