

Geargrinders News

January 2024



Feb. 17 Rally School

Jump start the 2024 rally season with Rally School. Understand rally procedures and protocols. Interpret route instructions. Pick up tips for success. Even seasoned rally veterans attend Rally School to tune up rusty rally skills.

Rally School is two-part. The first part is virtual rally school via Zoom on Friday evening, Feb. 16. The second part is the road rally. The rally starts Saturday morning, Feb. 17, with first car out at 10:01 a.m. This practice rally is designed to help you learn how to play the game that takes you places.

Entry requires a street-legal vehicle, licensed and insured driver, navigator, and a smart device (cell phone or tablet) running the Competitor Richta GPS Checkpoints app. The app is free.



Entry fee is \$25 per car for CSCC members, \$35 per car for non-members.

Registration is open through midnight **Feb. 14**:
<http://msreg.com/CSCCRallySchool24>

Members save with a **Series Pass** – entry in seven events for the price of six. A Series Pass includes entry in Rally School and all six Saturday Series rallies for just \$150. <http://msreg.com/CSCCSeriesPass24>

Members save even more with a **Season Ticket** – entry in all events in the Series Pass plus Mountains to the Sea and Ghouls Gambol for just \$210.
<http://msreg.com/SeasonTicket24>

Series Pass and Season Ticket holders register just once and run the same car number with the same start time at each rally. Cascade membership is [available online](#).

Geargrinders Report to the Board – 2023 Yearend and 2024 Budget Approval

Look back at 2023

Overall, the 2023 rally season was a bit better than in both attendance and profit.

Attendance averaged 19.2 entries per event, an improvement over an average of 18.1 entries in 2022. The two events with the most entries were the Rally School in February with 27 entries and the Ghouls Gambol Rally with 25 entries. The six events in the Saturday Rally Series averaged 19.5 entries per rally.

Prepaid entry packages continued to be popular in 2023. Nine Season Tickets and four Series Passes provided a guaranteed number of entries at most rallies, and they promoted club membership since you had to be a member to purchase a prepaid entry package.

Entry fees remained unchanged in 2023, staying at the same level since at least 2018, maybe longer. The Geargrinders 2023 budget projected we would end the season with a \$113 loss. However, more entries produced slightly more revenue than expected. More revenue combined with slightly lower expenses produced a profit of \$199 for the 2023 season. We finished in the black!

Look ahead at 2024

Making sure Cascade rallies are affordable, easy to enter, and fun to run continue to be goals for the 2024 season.

As noted, rally entry fees have not changed in several years. As seen in 2023, current revenue and expenses can produce a breakeven outcome, assuming attendance remains stable. But we cut a lot of corners and skimp on benefits to rallyists, such as event prizes, to achieve that breakeven.

Your Geargrinders Chairs recommend increasing the entry fee in 2024 by \$5 per car for all rallies except Mountains to the Sea and increasing the Mountains to the Sea entry fee by \$10 per car. This increase will fund upgraded event prizes and cover expected increased costs for use of the Richta GPS Checkpoints app.

Attendance is projected to increase slightly from an average of 19.2 cars per rally in 2023 to 19.8 cars per rally in 2024. We believe this attendance projection is achievable, but much will depend on outreach, as well as fuel costs and competition with other activities. Both retention of current and recent rallyists as well as outreach to new participants will be critical to increasing attendance.

Insurance cost remains an unknown for 2024. Rumors from other road rally organizations suggest that event insurance may increase in 2024, which would change the financial landscape. The 2024 Geargrinders budget request assumes insurance cost will remain stable, which we hope is true.

For more information, see the [Geargrinders Report to the Board](#).

2024 Geargrinders Rally Program

Nine rallies are planned in 2024. Once a month, from February through October, the 2024 Cascade Geargrinders road rally program will offer a Saturday drive in the country while playing the game that takes you places.

Rally School, six Saturday Series rallies, and Ghouls Gambol are all three- to four-hour events. These rallies start and end in the Portland area. The entry fee is \$25 per car for Cascade members, \$35 per car for nonmembers.

The Mountains to the Sea Rally is an all-day road rally, starting in the Portland area and ending at the beach (maybe Gearheart). Watch for something new and exciting this year, including Saturday evening festivities and possible second day activities. The entry fee is \$60 per car for Cascade members, \$85 per car for nonmembers.

For 2024 Cascade road rallies:

- Online registration is required: [MotorsportReg.com](https://www.motorsportreg.com).
- Entry requires a street-legal vehicle, a licensed insured driver, a navigator, and a smart device (e.g., cell phone or tablet) running the [Competitor Richta GPS Checkpoints app](#) (app is free).
- Rallies are conducted in accordance with the current [Road Rally Rules](#).

Check for updates: <http://www.cascadegeargrinders.org/>





CASCADE SPORTS CAR CLUB GEARGRINDERS

2024 Road Rally Schedule

as of 12/14/23

Register: MotorsportReg.com

Cascade Sports Car Club's Road Rally program (aka Cascade Geargrinders) organizes time-speed-distance road rallies in and around Portland, Oregon.

What is a TSD road rally? A game that takes you places. A scenic drive on country roads. A fun autosport competition for teams of all levels.

Saturday Road Rally Series

February 17 – Rally School – Start the season with a virtual review of time-speed-distance road rally rules and procedures on Friday evening. Then run a practice road rally on Saturday morning to test your driving skills and navigational knowledge.

March 23

Saturday Series rallies are beginner friendly TSD road rallies, starting and ending in the Portland area. Rallies take three to four hours to complete. First car starts at 10:01 a.m.

April 20

May 25

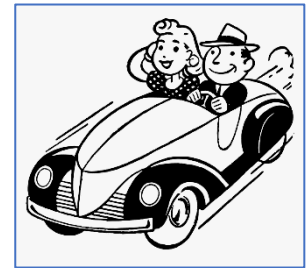
June 22

July 20

August 17

Entry fee: \$25 per car for CSCC members, \$35 per car for non-members

Save with a Series Pass. \$150. Includes entry in Rally School and all 6 Saturday Series rallies. Register just once to enter all 7 events. Run the same car number with the same start time each rally. Available to CSCC members only. CSCC membership is [available online](#).



Special Events

September 21 – Mountains to the Sea – 59th anniversary of Cascade's classic rally. Full-day tour-style time-speed-distance road rally, offering a scenic route that is fun to drive, starting in Portland and ending at the Pacific Ocean (perhaps Gearhart). Entry fee: \$60 per car for CSCC members, \$85 per car for non-members

October 26 – Ghouls Gambol – This daytime rally explores autumn colors around Portland's foothills and farmland. Optional decorated car show. Caution: May include tricks and treats. Ends at Spirit of Halloweentown in St. Helens. Entry fee: \$25 per car for CSCC members, \$35 per car for non-members

Save more with a Season Ticket. \$210 for 9-event Season Ticket. Includes all benefits and events in the Series Pass, plus entry in Mountains to the Sea and Ghouls Gambol. Available to members only. CSCC membership is [available online](#).

For all 2024 Cascade Geargrinders road rallies:

- Online registration is required: MotorsportReg.com.
- Entry requires a street-legal vehicle, a licensed insured driver, a navigator, and a smart device (e.g., cell phone or tablet) running the [Competitor Richta GPS Checkpoints app](#) (app is free).
- Rallies are conducted in accordance with the current [Road Rally Rules](#).



Enjoy a fun drive in the country. Play the game that takes you places.

www.cascadegeargrinders.org

rally@cascaadesportscarclub.org

[f](#) #CSCC Road Rally

2023 Oregon Trailblazer Rally Results

The 2023 Oregon Trailblazer, aka The Beaver Cleaver, held on Nov. 18, was the most challenging event in the 2023 rally program. This tricky TSD was designed to test rally driving and navigational skills.

About the rally

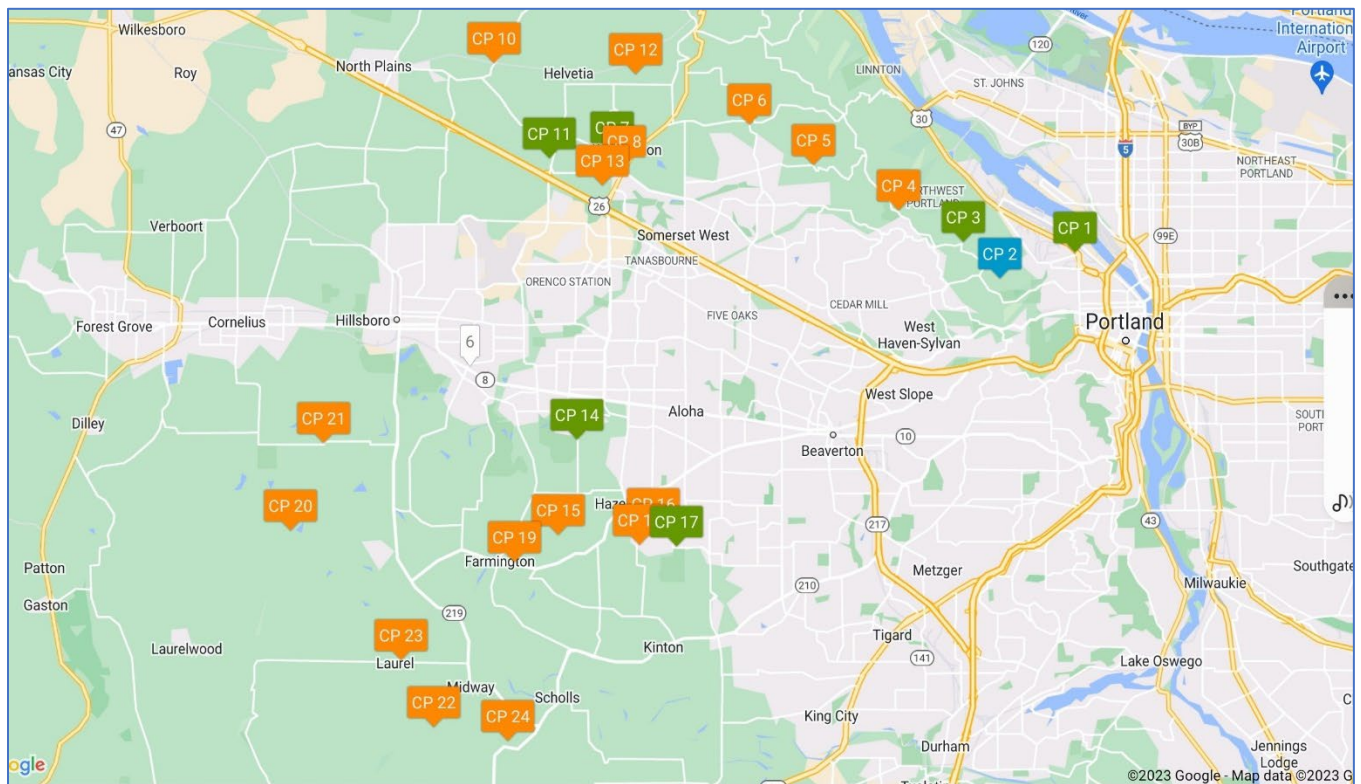
The rally route was about 100 miles long from the start in northwest Portland to the ending location near Hillsboro. It took a bit over four hours to complete the rally, including a scenic break. The course was mostly paved, with less than five miles of fine Oregon gravel. The weather was more than pleasant.



2023 Oregon Trailblazer Rally
aka The Beaver Cleaver

From the start in northwest Portland, the route followed Lovejoy and then Cornell over the West Hills, through Forest Park, and out Skyline to Germantown, Cornelius Pass, into the West Union area and the infamous Bendemeer / Old Pass Bermuda Triangle. More on that in a minute. After peacock encounters on Beck Road, the route took a spin through Helvetia and Valley Vista (maybe, if you were on course).

After a transit across Hillsboro, the rally restarted from the Reserve Vineyards and Golf Club. A few checkpoints later, the event took a scenic break at the Cooper Mountain Nature Park. The course then continued through the Farmington, Scholls, and Laurel areas south of Hillsboro – a great network of rally roads – before arriving at the finish at the Midway Firehouse Pizza south of Hillsboro.



Orange=Checkpoint or Route Control Green=Restart

Geargrinders News (continued)

The Beaver Cleaver included only five TSD timed legs (Legs 4, 5, 6, 15 and 16). The remaining 13 leg scores are on and off course route controls. Missing an on course route control or encountering an off course route control earned 30 penalty points (maximum leg score). Route controls occurred only in free zones, sections of the rally in which no speeds were specified and no checkpoints were located.

Challenges

The Cascade Sports Car Club Road Rally program (aka Geargrinders) consists mostly of simple tour-style rallies, with the occasional easy rally trap designed to appeal to beginning level rallyists. The Beaver Cleaver Rally is not one of those. Rather it is filled with tricks and traps, among other things, designed to test the driver and navigator skills.

This trick-and-trap-style rally was conducted in accordance with Cascade's [Road Rally Rules](#) as amended by [Supplemental Rally Rules](#) specific to this event. As advertised, familiarity with main road rules was most helpful, as many of the challenges were based on main road. To up the ante, main road determinants (MRDs) not included in our standard rules were made available. Further, MRDs could be added and deleted throughout the rally, so the MRDs were variable instead of the fixed list Cascade rallyists are used to. And that's just the beginning.

The what's, the why's, and the where's

Teams started the rally from Dealers Supply in northwest Portland with a short odometer calibration transit to Forest Park, followed by three typical TSD legs. The restart location was in West Union at the intersection of Bendemeer and West Union roads where teams began a free zone.

Add MRD A: LEFT on BENDEMEER.

15. Begin FREE ZONE at STOP.
16. TURN ONTO OLD PASS.
17. S AFTER STOP. ITIS.
18. L on CORNELIUS PASS OR observe "GERMANTOWN".

After executing NRI 16, MRD A returns you to the same stop sign as NRI 15. The trap is to execute NRI 17 at the same intersection as NRI 16 to leave the main road ONTO OLD PASS by going straight. But Supplemental Rule 4.1 says you may not execute two consecutively numbered route instructions at the same intersection (referred to as an *Aristotle* violation).



Off course teams encountered **Route Control 8** on Cornelius Pass Road shortly after executing the first half of NRI 18. On course teams followed the main road ONTO OLD PASS, used NRI 17 to leave the main road (MRD A) by going straight at Bendemeer, then later executed the second half of NRI 18.

Rally legend has it that the *Aristotle* trap was originated in a Chicago rally named "The Greek" which featured an interesting selection of philosopher-based "rules".

After traveling on Old Cornelius Pass and along Skyline, the next bit of trickery was the old, familiar "ELLIOTT" spelling trap. Off course **Route Control 9** lay in wait for those who took the bait and turned on Elliot.

Geargrinders News (continued)

The next bit of trickery looked like this:

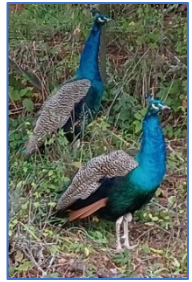
21. L on BECK. At unpaved (county line) watch for peacocks for the next 3.5 miles.

Add MRD H: RIGHTMOST

22. L on first JACKSON.

The first JACKSON turned out to be the second, but the first one after traveling for 3.5 miles as instructed (Jackson School, rather than Jackson Quarry). Off course cars encountered **Route Control 10** on Jackson Quarry Road.

There really were peacocks along the rally route, reliably in the road, stubbornly refusing to move until a vehicle was nearly upon them.



This completed the first of the trick and trap portions, with a time-of-day restart at the intersection of Helvetia and Groveland.

25. L at STOP at HELVETIA.

Add MRD C: LEFT AFTER " + "

26. R at PHILLIPS.

Introduce Note A: R AFTER " + ".

27. Cancel Note A at "COFFEY" OR Cancel Note A at "RUNNERS".

28. **Delete MRD C** at "STOP" at West Union after unpaved then proceed straight ONTO CENTURY. Drive with care next 1.65 miles. May overlap.

Delete MRD H.

Completion of NRI 25 added another MRD to the ever-expanding list. It came into play after NRI 26 when you passed the referenced crossroad premarker sign followed by a crossroad where the road to the right was unpaved and the road to the left was paved. Supplemental Rule 2.2 states that unpaved roads exist only if an active route instruction includes the word unpaved. So, since unpaved did not exist for this first occurrence of the crossroad sign, the correct course is to refuse the Note and follow the MRD to the left at the crossroad. Shortly after, the sign for NRI 27 (Coffey) is passed cancelling the Note and activating NRI 28, and now unpaved does exist. A loop returns you to the same crossroad, from the other direction, and now, with this second sighting of a crossroad sign, MRD C can take you on the unpaved road. On course **Route Control 12** on Valley Vista rewarded those who refused the temptation to use Note A.

NRI 28 also set up the next trap – requiring you to travel the 1.65 miles prior to deleting MRD H. Delete it early and you turned the wrong way at a T and visited off course **Route Control 13**.

Geargrinders News (continued)

Teams then transited from one side of Hillsboro to the other, ending at the Reserve Golf Course parking lot for a time-of-day restart. A pair of TSD legs then took you to the Cooper Mountain Nature Park for a short break (restrooms).

45. R after "SPEED 40" into Cooper Mountain Nature Park. (Restrooms)
Proceed through parking lot, then L at "STOP" to exit park. Begin FREE ZONE.

Introduce Note B: L on STONECREEK. Cancel Note B.

46. L on SUNCREST. (Comes up quick.)
47. TURN on WHISPERING FIR AFTER STOP. ITIS

Question: Do you see "WEIGHT LIMIT 13 TONS"? Yes No



NRI 46 takes teams left on Suncrest where they encounter a "STOP" at an apparent T, but it's not a STOP. The road to the right is an obvious dead end, so there is no intersection. (STOP is defined as an intersection.)

Within seconds Whispering Fir appears as a side road on the left. But without a STOP, it must be refused. The T intersection of Inglis and Grabhorn is the referenced STOP; teams follow the main road to the left. On course **Route Control 18** was there to reward those who refused the turn at Whispering Fir. Traveling down Grabhorn, the Note for Stonecreek is executed, resulting in a correct usage of NRI 47 (as a right rather than a left), a route that also produced the on course answer "YES" to the **Question** (scored as a route control).

And now things were about to get spicy!


48. Observe "SPIRIT HORSE FARM".

Add MRD D: TEE

49. R on TILE FLAT.

Introduce Note G: R to exit roundabout on RIVER. Cancel Note G.

50. Observe "GREEN SLOPE" OR observe "231ST".

51. Observe "RIVER" OR observe "  '.

52. L on FARMINGTON. ITIS.

53. R on 219.

After seeing the Spirit Horse Farm sign, the MRD TEE came into play. This MRD defines the main road as left at T for an odd-numbered route instruction and right at T for an even-numbered one. Seems simple, but wait, there's more. The definition for a T was also changed to include not just an intersection in the shape of the letter T as approached from the base, but also any road whose name starts with the letter T. Oh, brother!

Geargrinders News (continued)

A fortunate convenience, NRI 49 went right at a T. The coincidence of it being both a T (T-shaped) and a technical T (Tile Flat) may have been missed by some. But since the NRI is odd-numbered, the main road went left at this intersection, allowing execution of the NRI.

While looking to execute NRI 50, the next intersection encountered is the crossroad of Clark Hill and Tile Flat – a crossroad is now a T! The active NRI is 50 – even – so the main road is right at this intersection. After going right on Clark Hill, on course teams found “GREEN SLOPE”, changing the main road at a T to left for the odd-numbered NRI 51. They followed the main road left at the T on Farmington. Further down Farmington is Tile flat to the left. The active NRI is still odd so a left at the T is again in order. Prior to arriving again at Clark Hill, the tractor sign for NRI 51 makes an appearance, changing the T to right for the next NRI. And at Clark Hill AND Tile Flat the main road goes right.

On course teams used Note G. NRI 52 was done in different locations for on and off course, with off course teams encountering **Route Control 19** on Farmington Road.

- 54. L on FIRDALE.
- 55. R at "STOP" on UNGER after unpaved. ITIS.
- 56. TURN OR S.
- 57. L on DOBER OR observe MILL.

When an ITIS instruction and the next NRI (by number) can both be executed at the same place, which one do you do? The rules are quite clear that an ITIS NRI can be executed only if it occurs prior to the next NRI (RRR 6.12). Since both NRI 55 and NRI 56 can be executed at the stop sign on Firdale at Unger, on course teams skipped the ITIS NRI 55 and executed NRI 56 by going left. Although you can't go straight at this T intersection, you can turn by going left since the main road is right because the active NRI 56 is even numbered.

NRI 57 got teams back on the same track. Off course teams encountered **Route Control 20** on Dober. And just in time.

- 58. S AFTER "GOLF COURSE" OR observe "DUYCK'S PEACHY-PIG".
- 59. R at STOP (on 219).

The first half of NRI 58 is the trap. The S in question is on Tongue Lane at the intersection of Johnson School Road as a sideroad on the right, and, as all rallyists should know, you can't execute the instruction S (straight) at a T (which includes roads whose name begins with the letter T). The on course route stayed right at the T (even-numbered active NRI) and found the Peachy-Pig sign. Guess what the off course got. Yup, **Route Control 21**. NRI 59 got them all back together.

Route Control 22 was not used, as a section of the rally containing a number switch trap was deleted prior to the event to make sure everyone could finish the rally in the daylight.

- 60. R on BALD PEAK then L on CAMPBELL.
Introduce Note D: Observe unpaved MCNAY.

Delete MRD D.

Add MRD I: RIGHTMOST.

Geargrinders News (continued)

61. L at second STOP at CAMPBELL after "CEMETERY". (Yes, that's two stops at Campbell.)

Introduce Note E: R on WOLSBORN.

Delete MRD I.

62. R at STOP on LAUREL.

Cancel Note D.

Yes, that's a lot of stuff going on. In NRI 61 you are looking for two STOPS at Campbell after a cemetery sign. The first stop sign you encounter on Campbell after seeing the Mt. Olive Cemetery sign is at a T intersection where your stop sign includes a sign reading right turn permitted without stopping. The rules are quite clear that to be a STOP the contestant must be legally obligated to stop (RRR 6.25). Since the main road is right (by MRD I), you are not legally obligated to stop, so you cannot count this intersection as a STOP. Teams that counted it as the first stop took the wrong second stop.

On course teams followed the main road to the right, following a loop that took them to their first stop at Holly Hill and Campbell and brought them back to the previous intersection, but this time looking for a left at the second stop, so this time you are required to stop. So that's your second stop at Campbell. Off course teams got the benefit of **Route Control 23**.

And finally...

63. R at STOP ONTO 219. (Take the short route)

Introduce Note F.

64. R on VANDERSCHUERE.

Let's take a minute and review the active Notes.

Note E: R on WOLSBORN.

Note F: Stay left after "SLOW". Cancel Note F.

Cancel Note E.

It may not be obvious, but the act of executing and then cancelling Note F prevents you from cancelling Note E. So, the on course route uses Note E to travel on Wolsborn. By now you can imagine how the off course worked out. One final off course **Route Control 24** completed the day's scoring. The event finished with 5 timed TSD legs (no traps), 14 Route Controls, and 1 Question (scored as a route control).



2023 Oregon Trailblazer winners Brandon Harer and Larry LeFebvre

Congratulate the top finishers!

A small but dedicated field of teams dodged off course route controls in pursuit of The Beaver Cleaver's on course route. Congratulations to all who ran this event!

First overall and first in the Equipped category is the team of **Larry LeFebvre and Brandon Harer**.

Second overall and first in the SOP class is the team of **David and Marcus Gattman**.

Third overall and second SOP is the team of **Barbara Jacobs and Kasey Klaus**.

Fourth overall and third SOP is the team of **Alex Castaneda and Eric Hanson**.

Fifth overall and first in the Novice class is the team of **Cassie and Jacob Lloyd**.

These teams received a car wash coupon and big chocolate candy bars. The taste of victory is always sweet. But it's also about the fame and glory of winning or even just finishing.

The Beaver Cleaver



November 18, 2023

Rallymasters: Monte and Victoria Saager

Car #	Team	Class	Vehicle	Score
Equipped: (GPS and Unlimited)				
3	Larry LeFebvre / Brandon Harer	UNL	2006 Mini Cooper S (Blue and white)	62
5	S. Forsman / E. Fillman-Sullivan	GPS	1997 Subaru Impreza (Blue)	DNS
9	Tymen Rattray / Alissa Ingrum	GPS	2016 Subaru WRX (Grey)	DNS
21	Robert Morseburg / Cheri Eddy	UNL	2007 Honda Civic (Bronze)	DNS
SOP: (stock)				
1	David Gattman / Marcus Gattman	SOP	2021 Subaru Crosstrek (White)	228
13	Barbara Jacobs / Kasey Klaus	SOP	2020 Ford Fusion (Red)	291
19	Alex Castaneda / Eric Hanson	SOP	2022 Chevrolet Bolt EUV (dark grey)	297
7	Lee Nielsen / Marc Nielsen	SOP	2005 Toyota 4Runner (Black)	DNS
Novice: (stock)				
11	Cassie Lloyd / Jacob Lloyd	NOV	2017 Toyota Yaris iA (Dark Blue)	311
15	Emma Bristol / Aksel Bristol	NOV	2021 Subaru Outback (Grey)	DNF
17	Joel Bristol / Susan Bristol	NOV	2017 Honda Ridgeline (Blue)	DNF

DNS = Did not start DNF=Did not finish

[Beaver Cleaver results with leg scores](#)

Enjoy a fun drive in the country. Play the game that takes you places.

www.cascadegeargrinders.org

rally@cascadesportscarclub.org

 [#CSCC Road Rally](#)

The first Oregon Trailblazer Rally was May 13-14, 1961. The last known prior offering was May 13, 2006. It was offered annually and then sporadically over the intervening years. Hopefully this year's revival will encourage future Geargrinders organizers to offer this trick-and-trap style event on a regular basis.

And that's a wrap for the 2023 Oregon Trailblazer – Beaver Cleaver edition.