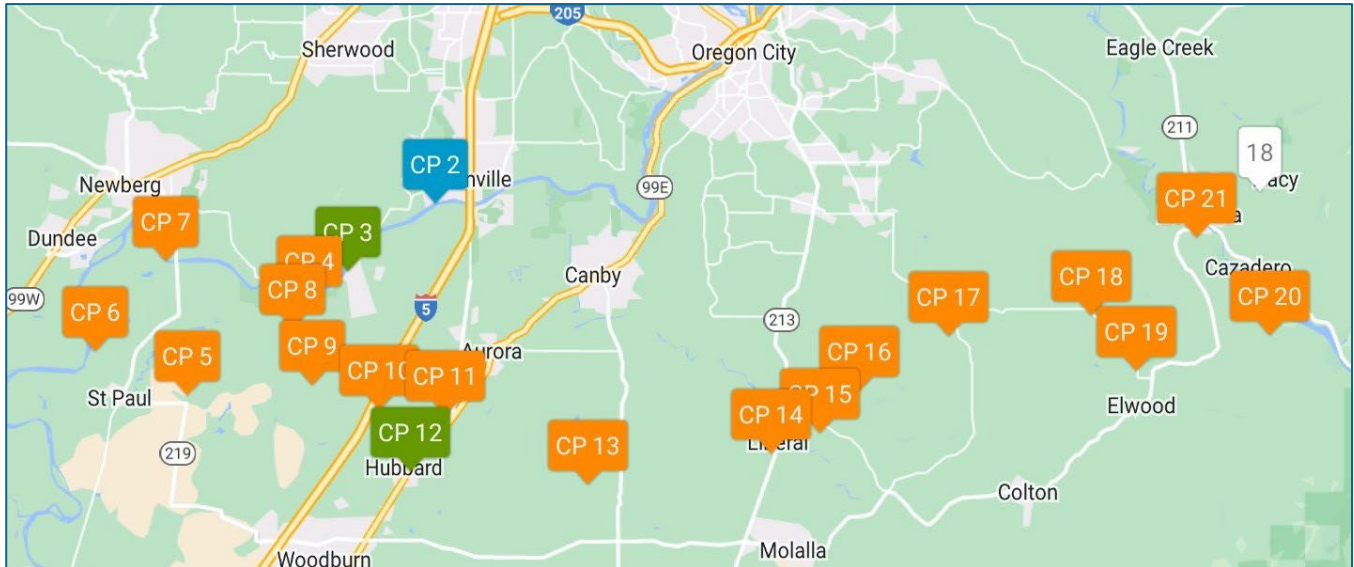


Geargrinders News (continued)

Rallymasters Monte and Victoria Saager planned to hand out snacks and bottles of water at the mid-rally break at the Rivenes Park in Hubbard. However, due to a miscalculation in the drive time from their home in Hillsboro to the park in Hubbard, instead of arriving before teams arrived at the park, they got there just as the first teams were leaving at the end of their break. Oops! Most of the teams were able to grab a bag of chips and a bottle of water before rushing off to the restart.

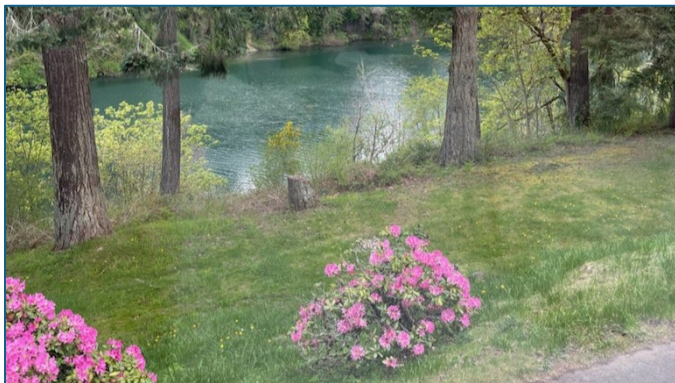
To add more consternation, a couple of teams were delayed by a train on their short drive to the restart, affording an appropriate use of a time allowance.



Orange=Checkpoint Green=Restart

Challenges

The April rally was mostly a tour-style rally, meaning there were just a few simple challenges (tricks and traps). The first challenge was an ITIS (if there is such) instruction directing a 15-second pause at a yield sign. On course teams recognized that although the road they were on made a sweeping curve to the left, there was a straight-off that led to the referenced yield sign at which they should correctly pause. Teams that missed the yield sign were just a bit early at Checkpoint 8.



Willamette River along Butteville Road

The next challenge was another ITIS instruction directing a 15-second pause at a STOP. The first opportunity was at a stop sign at a railroad crossing. However, since STOP is defined in the rally rules as an intersection controlled by a stop sign at which you must legally stop, and since there is no intersection at a railroad crossing, the instruction could not be done there. In fact there was no opportunity to execute that instruction prior to the next route instruction, so the ITIS instruction should have been skipped. Teams that paused at the railroad crossing earned some penalty points on Checkpoint 10.

Soon after, a note was introduced directing a 15-second pause at each LAKE. In short succession, four sideroads were encountered, each with LAKE in their name. A fifth sideroad named LAKEVIEW didn't count, so teams that paused a total of one minute correctly executed the note. Teams that also paused at LAKEVIEW earned 15 penalty points on Checkpoint 11.

Geargrinders News (continued)

The next challenge was a mileage trap. An instruction directed you to CAST 43 (average 43 mph) for 1.5 miles then CAST 37. The next instruction directed you to go right. Teams that did this correctly completed the 1.5 miles before going right. Teams that didn't wait the full 1.5 miles took the first right and earned penalty points on Checkpoint 14.



Rally cars parked at Butteville Store

The final challenge was a main road trap. You are looking for the first opportunity to go right. You come to a T intersection at which you could go either left or right. If you decide to use the right first opportunity at this T, then you'll use the next instruction which is to go right on a road named Skinner ITIS (if there is such) with a 30-second pause. However, if you happen to notice that the road to the left at that T has a back-facing stop sign but the road to the right does not, then you know the main road goes right by protection so you can't use the right first opportunity instruction at the T. You correctly follow the main road to the right and use the right first opportunity to go right on Skinner. Teams that used the Skinner ITIS instruction earned penalty points on Checkpoint 20.

Congratulate the winners

First overall and first in the Equipped Category was the team of **Bob Morseburg and Cheri Eddy** in Car #25 with a total of 16 points over 17 scored legs. They zeroed eight legs, and all their leg scores were single digit. Another outstanding run for this team.

Second overall and first in the SOP Class was the team of **Russ and Kate Sherrell** in Car #2 with a score of 127. They had twelve single digit scores and no leg score over half a minute. Excellent performance for this SOP team.

There was a tie for third overall and second SOP. With a total of 132 points, just 5 points out of second place, were the teams of **David and Joann Gattman** in Car #1 and **Alex Casteneda and Eric Hanson** in Car #4. Very impressive.

Finishing first in the Novice class was the first-timer team of **Bjorn and Duncan Roberts** in Car #19. Second Novice was **Sean Pitman and Grant Heizenrader** in Car #17. Third Novice was **Michael and Cheryl Knight** in Car #15.

Finishing second in the Equipped Category was the team of **Robert Paxman and Chris Lane** in Car #8.

Congratulations to all!

[Thank you to Andrew Brewer and JoAnn Gattman for photos used in this story.]



Christmas tree farm with view of Mount Hood near Estacada