

The Great Northern started and finished this year in Hortonville at Hooters Tavern. First car started the event at 2:01 and finished at about 7:00. By starting further north, Rallymaster Richard Nix was able to use some roads that hadn't been used for a local SCCA rally in a long time, if at all. Richard out did himself in the creative traps. Unfortunately, several gremlins crept into the instructions causing teams to go off course. This resulted in five of the fifteen legs being thrown. The ten legs that were scored provided a real test of rallying with traps based on properly following the main road priorities and utilizing lettered instructions that occurred in order and/or more than once. The one trap on leg five that got almost all of us was based on the main road priority Protection being higher than Onto. On most rallies, Onto is the top priority, but Richard changed it for the first half of this rally. The first time the trap was used, we were put on Fagan Road by Onto. A short while later, Fagan went off to the right, while the road we were on went straight ahead. Since the sideroad Fagan had a stop sign, by the priority Protection, we were required to go straight ahead on the main road. The trap, like all others, was looped so that we went into the control, fat, dumb and happy thinking we had a zero, or close to it, only to find that we had a 300 point max. The nice selection of roads and challenging traps made for a good event. Thanks for all the work Richard. Thanks also to all the people who helped Richard put on the event. Those of us who compete really appreciate it, even if we don't always express it. The Coles and Jon Wickins did their usual excellent job of scoring so that the results were final and trophies handed out at the event.

The rally was won by John Townsend and Rick Shue, class A, with a score of 350. Second overall and second in A were Bill Braund and Jim Mickle with a score of 383. Note that Bill and I switched seats for this event. Quite a difference for both of us. Third overall and first in class B were Greg Neiter and Bob Martin at 436. Bob's regular driver, Gene Henderson, was in Washington State for the Pro Rally. Looks like we may have a new team here. Sixth overall and first in class C, with a score of 992, were Jim Yost and Pete Rosenkrands. Seventh and second in C were Jim Muir and Bruce Taylor with a score of 1037. Scott Smith and David Campbell were first Novice, and eleventh overall, with a score of 1480. Al and Sue Uema were second in B with a score of 1641. Keith Rose and David Rood were second in Novice.

In line with the rules for the Inter-Club Challenge, the results of protests are detailed below:

Lettered Inst. A: At "Hidden Driveway" pause .25 min. was self canceling because it had a mileage. Therefore, there could be no pauses for "Hidden Driveway" the rest of the rally unless they occurred at the same mileage. They didn't. Claim allowed.

Leg 1 was thrown after the checkpoint crew was evicted by an angry resident with a knife and shotgun after off course rally cars had turned around in his driveway.

Leg three was thrown due to a critique slip error. Next instruction was listed as 23 instead of 30. This forced cars into off course control 1 and looped the cars back to control 2. The critique slips were altered by the control crew and the rally was able to proceed. Off course was also thrown.

Inst. 38: R at crossroads was protested. The glossary in the Rally Rules defines crossroad, not crossroads. The claims committee disallowed the claim as crossroads was spelled the same way throughout the route instructions. (Editors note: I believe the claims committee was wrong!)

Leg 10 was thrown due to inst. 74: at 2nd "silver" cast 28. End free zone. There was no second "silver". Also inst 72: L on Big Fish Lake Rd. was spelled incorrectly. The road sign read Big Fish Lk Rd.

Leg 12 was thrown due to letter inst. 89: L Cast 38. This forced the L at T on Pratt Rd instead of rallymasters intention, automatic right at T. Letter Inst. L: L on Diehl Rd. need not have been completed prior to inst. 89.

Leg 14 was thrown due to Inst. R: R. since a lettered instruction can be repeated, the rally cars were forced to turn on Poil and into an endless loop. This put control off course and forced Leg 15 to be thrown also.

A note from the Rallymaster, Richard Nix:

The Rallymaster deeply regrets these errors which spoiled what he had hoped to be a clean rally. The check cannot be blamed as they were not given final instructions or critique slips. The organization of the rally was running about two to three weeks late. The Rallymaster hopes that it did not set back the Detroit Region's growing rally movement and requests the opportunity to apologize by being allowed to put on another event at a time of year that has less conflicts with his time.

THE GREAT NORTHERN RALLYE

5-13-89

1ST RALLYE OF RALLYE CHALLENGE '89

Richard Nix, Rallymaster, May 16, 1989

DRIVER/CO-DRIVER	C C A L R A # S	LEG														O.C.			TOTAL	
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	1	2		3
J. TOWNSEND/R. SHUE	6 A	0	0	3	6	300	0	2	0	0	0	11	0	28	0	0	0	0	0	350
B. BRAUND/J. MICKLE	5 A	0	0	7	24	300	9	17	1	1	0	24	0	9	0	0	0	0	0	383
G. NETTER/B. MARTIN	1 B	0	0	26	1	300	2	3	3	61	0	27	0	13	0	0	0	0	0	436
M. HENDERSON/J. KISH	10 A	0	0	300	2	154	22	1	12	5	0	34	0	4	0	0	0	300	0	834
M. ROOD/T. FINISON	20 A	0	0	300	6	300	26	0	0	300	0	1	0	1	0	0	0	0	0	934
J. YOST/P. ROSENKRANDS	18 C	0	0	44	19	300	229	43	20	300	0	5	0	32	0	0	0	0	0	992
J. MUIR/B. TAYLOR	17 C	0	0	29	1	300	60	6	4	300	0	5	0	32	0	0	0	0	300	1037
J. KROH/E. NOLLESEN	14 C	0	0	227	5	300	57	3	21	300	0	7	0	300	0	0	0	0	0	1220
A. JACK/M. HAMMOND	22 C	0	0	129	13	263	87	15	39	300	0	0	0	165	0	0	0	0	300	1311
M. DULEBA/K. SCHATZ	9 C	0	0	42	35	300	82	1	98	300	0	11	0	191	0	0	0	0	300	1358
S. SMITH/D. CAMPBELL	16 H	0	0	300	81	300	20	23	9	300	0	22	0	125	0	0	0	0	300	1480
A. NATHO/R. NATHO	3 C	0	0	32	300	300	96	46	21	118	0	85	0	268	0	0	0	0	300	1566
A. CONNER/G. CONNER	8 C	0	0	123	10	57	140	300	300	300	0	27	0	15	0	0	0	300	0	1572
R. MILLER/J. MOE	15 C	0	0	43	37	300	300	30	72	300	0	26	0	211	0	0	0	0	300	1619
A. UEMA/S. UEMA	13 B	0	0	300	20	300	68	3	27	300	0	23	0	300	0	0	0	300	0	1641
A. HINDS/J. STIESS	7 B	0	0	300	6	300	300	300	18	300	0	124	0	61	0	0	0	0	0	1709
S. BROWN/A. RYNTZ	4 C	0	0	165	158	300	244	1	41	300	0	87	0	2	0	0	0	300	300	1878
G. MORGAN/K. HUGHES	23 C	0	0	272	20	300	69	43	5	300	0	296	0	300	0	0	0	300	0	1905
R. SHEEHAN/T. BUGLIONE	11 B	0	0	147	1	300	270	70	23	300	0	10	0	300	0	0	0	300	300	2021
G. WILCOX/M. HORNER	12 B	0	0	300	300	300	300	300	300	300	0	54	0	291	0	0	0	0	0	2450
K. ROSE/D. FORD	21 H	0	0	300	300	300	300	300	300	300	0	183	0	167	0	0	0	0	0	2700
R. CRANDAL/D. MULDER	2 A	0	0	300	300	300	300	300	300	300	0	300	0	300	0	0	0	0	0	2700
B. SANZI/P. LANCASTER	19 H	0	0	300	300	300	300	300	300	300	0	300	0	300	0	0	0	0	0	2700