

T. G. I. S. RALLYE 4-8-89
 (THANK GOODNESS IT'S SPRING)

DRIVER\CO-DRIVER	C R #	C L A S S	LEG 1	LEG 2	LEG 3	LEG 4	LEG 5	LEG 6	LEG 7	LEG 8	LEG 9	LEG 10	LEG 11	LEG 12	LEG 13	LEG 14	TOTAL
J. TOWNSEND\R. SHUE	3	A	4	5	4	4	0	2	3	5	7	8	2	2	1	2	49
G. HENDERSON\B. MARTIN	1	A	2	201	5	5	2	5	1	48	57	2	1	1	1	51	382
M. HENDERSON\J. KISH	6	A	4	51	55	3	2	0	1	137	1	300	2	1	7	6	570
R. CRANDALL\D. MULDER	4	A	8	51	55	47	3	2	4	1	66	18	300	5	9	9	578
B. BIS\B. MURPHY	14	B	8	36	73	7	30	0	18	1	52	31	300	4	66	15	641
G. WILCOX\M. HORNER	18	B	55	45	8	24	16	68	11	300	20	27	18	7	161	110	870
J. KROM\E. WOLLESEN	24	C	4	6	83	14	5	22	3	254	84	26	29	13	189	300	1032
D. CONNER\G. CONNER	22	C	21	41	53	66	3	25	28	300	99	68	19	38	300	36	1097
W. REINI\L. REINI	19	B	17	64	37	16	16	52	30	300	63	10	300	3	204	37	1149
G. MORGAN\M. McINTYRE	21	C	3	33	38	32	10	66	14	300	14	17	300	48	300	40	1215
J. MUIR\R. NIX	23	C	136	232	65	41	93	66	18	32	136	99	82	5	155	133	1293
M. SMITH\C. OCHOCINSKI	13	N	26	76	51	64	300	48	4	53	38	300	300	7	4	73	1344
S. LEMASTER\S. BERES	17	C	300	8	29	11	8	2	2	139	89	300	245	22	195	26	1376
P. WOODSIDE\T. WOODSIDE	20	B	70	47	57	113	12	39	2	300	300	81	112	31	300	209	1673
T. SALMETO\S. THOMAS	16	N	53	300	51	21	45	104	238	300	38	300	300	12	5	7	1774
J. YOST\B. TAYLOR	25	C	10	258	41	48	28	3	15	300	117	300	157	131	300	105	1813
A. UEMA\S. UEMA	5	B	67	178	56	97	3	300	53	300	217	64	300	58	300	146	2139
R. WATTS\K. ZETO	26	B	171	7	40	58	17	9	6	32	300	300	300	300	300	300	2140
J. WARGON\M. HAMMOND	10	B	19	300	73	66	91	86	10	300	132	300	300	52	223	204	2156
P. BENSON\B. SANZI	8	N	300	300	104	54	80	158	300	300	66	73	34	38	300	133	2245
M. WULF\L. KELLER	2	N	300	89	78	52	8	114	300	300	300	11	300	27	300	86	2265
A. HINDS\J. SIESS	12	B	30	71	96	78	100	300	300	300	300	124	181	68	300	127	2375
D. LYONS\J. NEWBY	15	C	2	270	24	117	300	26	80	300	104	300	300	23	300	241	2387
D. TOUTANT\P. MOTOWSKI	11	N	54	5	126	5	94	107	300	300	63	300	300	300	300	300	2554
dns	7	0	300	300	300	300	300	300	300	300	300	300	300	300	300	300	4200
DNS	9	0	300	300	300	300	300	300	300	300	300	300	300	300	300	300	9999

Traps

One trap that is seen occasionally is the mileage turn that does not occur the first time you see the road. This was used in the school, where the instruction read: Right on Union Lake with a mileage. The first time contestants saw Union Lake Road, they were over 3 miles early, and should have continued on until they again encountered Union Lake at the correct mileage. This trap is even more effective when there is a control within sight, luring the unwary in.

See you at the next event.

Jim Mickle