

TO THE ENTRANTS OF THE RALLIGATORS REUNION RALLY VII

I wish to thank all the competitors for sticking with the Rally in the true P.O.R. spirit. I'm sorry there were some "glitches" which, along with the "gotchas", made the course difficult to follow - even though I included a Washtenaw County map that gave you road names to help you stay on course. At the finish, I noted some inquiries and said I would review all of them.

For the previous Rallies I worked very hard to insure a safe rally, scenic, traps that could be a learning experience and zero errors. Today however, there were some "glitches". Normally the entire course would have been checked after Thursday night retyping, usually a priority. The sudden passing of a close relative early Friday prevented this.

The following comments explain how the scoring was completed. The results are provisional until October 11. Please contact me at (313) 349-8430 if you do not agree with the results. Trophies will be awarded at the October 15 meeting.

Checkpoint #1 was set up .38 mile before the correct spot, but I was able to score it as 1A. The original site was scored as 1B. Checkpoint #2 was not scored as you had been put onto "12 Mi." At Napier Road the sign reads "Twelve Mile". As spelling was critical and the elimination of this control made no difference in the winners, it was not scored. I do want to compliment Cars 4, 5, 8, 10, 12 and 13 who caught the trap. To Checkpoint #2 you should have continued on 12 Mi Rd to a control. R.I. #15 was "After control pause 15 secs. R.I. #16 was "Turn Johns Rd. You could have turned left on Johns prior to getting to Checkpoint #2. On course cars made a loop to Johns Rd by going east on 10 Mi Rd. after lefts at various T intersections. Checkpoint #4 was not scored due to the possibility of an "iffy" Stop sign. Again, this made no difference in the final standings. Controls 12 and 13 were considered passage controls. S.I. or R.I. prior to #12 did not cancel the free zone. #13 was intended to be a trap, but due to Rallymaster's error in the definition of an "O" control, there was no penalty for stopping. The time to #14 was calculated by adding 41.70 (time from #11 to #12 to #14) less the time spent at #12 (legally you were in a free zone). For those competitors who did not stop, the second step in calculating did not apply. Control #15 was scored as a passage control only -- the clock at that location was not operable for the first car. But again, this made no difference in the final results.

Thank you for running the event ----- Bill Braund

*Bill Braund*

DRIVER - CO-DRIVER COMPETITORS	CAR No.	CLASS	√ 1A	√ 1B	√ 2	√ 3	√ 4	√ 5	√ 6	√ 7	√ 9	I SPECIAL SECTION	√ 10	√ 11	√ 12	√ 13	√ 14	√ 15	II SPECIAL TOTAL	TOTAL Score	POSITION IN CLASS	
DAN LYONS - RON NATHO	1	B	78 <sup>E</sup>	6 <sup>E</sup>	-	0		0	64 <sup>E</sup>	200	200	548	200	200	0	0	200	0	602	1148	2	
LINDA - GREG BROWN	2	C	9 <sup>E</sup>	33 <sup>L</sup>	ALLOWED	0		0	129 <sup>L</sup>	200	200	571	200	200	0	0	200	200	800	1371	6	
JIM SHAFFER - ROB MORAN	3	C	14 <sup>E</sup>	6 <sup>E</sup>	ALLOWED	0		0	33 <sup>E</sup>	200	200	453	200	187	0	0	181	0	568	1021	2	
TOM SMITH - CULT SPICER	4	C	20 <sup>L</sup>	31 <sup>L</sup>	ALLOWED	0		0	42 <sup>L</sup>	200	200	493	99	58	0	0	191	0	348	841	1	
MARK HENDERSON - WAYNE ROOD	5	A	37 <sup>L</sup>	10 <sup>L</sup>	ALLOWED	0	ALLOWED	0	22 <sup>E</sup>	200	200	469	200	118	0	0	200	0	518	987	IV	
JOHN WICKINS - PHIL CARROLL	6	C	1 <sup>E</sup>	124 <sup>E</sup>	ALLOWED	0	ALLOWED	200	200	200	200	925	<del>200</del>	<del>200</del>	<del>200</del>	<del>200</del>	<del>200</del>	<del>200</del>	<del>200</del>	292	784	III
TOM WOODSIDE - JIM MICKLE	8	A	10 <sup>E</sup>	1 <sup>E</sup>	ALLOWED	0	ALLOWED	0	81 <sup>E</sup>	200	200	492	13 <sup>E</sup>	6 <sup>E</sup>	0	0	7 <sup>E</sup>	0	292	784	III	
MARK CARPENTER - M. DEKATSKI	9	B	27 <sup>E</sup>	139 <sup>E</sup>	ALLOWED	0	ALLOWED	200	200	200	200	966	200	200	0	0	200	0	600	1566	5	
CAPRICIA MURPHY - BRYAN	10	B	4 <sup>E</sup>	51 <sup>L</sup>	ALLOWED	0	ALLOWED	0	51 <sup>E</sup>	200	200	506	200	200	0	0	200	0	600	1106	1	
DAVID - SUSAN BURKE	11	B	71 <sup>E</sup>	8 <sup>L</sup>	ALLOWED	0	ALLOWED	0	200	200	200	679	200	200	200	0	200	200	800	1479	3	
F. SMYCHYNSKY - PAUL CZARNOTA	12	B	92 <sup>L</sup>	21 <sup>E</sup>	ALLOWED	200	ALLOWED	0	32 <sup>E</sup>	200	200	745	200	200	0	0	200	200	800	1545	4	
SHERRY - GREGG SEELHOFF	13	C	20 <sup>L</sup>	6 <sup>L</sup>	ALLOWED	0	ALLOWED	0	200	200	200	626	200	200	0	0	199	0	599	1225	4	
ROCK SHIVE - JOHN TOWNSEND	14	A	13 <sup>L</sup>	28 <sup>L</sup>	ALLOWED	0	ALLOWED	0	64 <sup>E</sup>	22 <sup>L</sup>	15 <sup>L</sup>	42	13 <sup>E</sup>	6 <sup>E</sup>	0 <sup>E</sup>	0	2 <sup>E</sup>	0	21	163	I	
GENE HENDERSON - DOUG SHEPHERD	15	A	2 <sup>E</sup>	4 <sup>L</sup>	ALLOWED	0	ALLOWED	0	60 <sup>E</sup>	200	200	466	1 <sup>E</sup>	2 <sup>E</sup>	0	0	7 <sup>L</sup>	0	10	486	II	
SCOTT SMITH - DAVID CAMPBELL	16	C	148 <sup>L</sup>	28 <sup>L</sup>	ALLOWED	0	ALLOWED	0	63 <sup>E</sup>	200	200	639	200	200	0	0	200	200	800	1439	7	
SUSAN FAHEY - KEN FISHER	17	C	63 <sup>L</sup>	23 <sup>L</sup>	ALLOWED	0	ALLOWED	200	200	18 <sup>L</sup>	200	704	200	200	0	0	200	0	600	1304	5	
SEAN O'BRIEN - M. MARLENBURG	18	C	42 <sup>L</sup>	10 <sup>L</sup>	ALLOWED	0	ALLOWED	0	144	200	175	571	200	200	0	0	200	0	600	1171	3	

\* CAR # 7 NOT SCORED - HAD MECHANICAL PROBLEM.

√<sup>B</sup> WAS NON-EXISTENT

√<sup>3</sup> AND √<sup>5</sup> AND #12 AND #13 WERE CONSIDERED AS ON COURSE CHECK POINTS ONLY - ALSO, #15 THAT WAS ON JOY RD. IF YOU MISSED IT AND HAD REACHED #14 YOU MAY HAVE FORGOTTEN YOU WERE "ONTO JENNINGS" THAT JOGGED RIGHT AFTER #14 ON NORTFIELD CHURCH ROAD.