

## 2ND ANNUAL POR MEMORIAL RALLY

The look on Gene Henderson's face said it all. This rally is going down the tubes fast. Gene was standing in the middle of the road near the fourth checkpoint. Someone had just told him that Tom Woodside had punched a hole in the transmission and that I couldn't get my pickup started after getting the wires wet running through the last mudhole.

We were there to work the POR Memorial Rally, a fundraiser for the POR Pro Rally. Gene Henderson and the Friends of the POR found the route book from the 1968 POR and took one 250 mile section and checked out the old roads and came up with a return trip to nostalgia. We were there to work a checkpoint.

Mark Henderson was leading the way and showing us where the checkpoints were located. Our procession started out from our meeting point, thirty miles north of Alma, not knowing that we would have almost as much trouble getting there as the contestants. Once off the main roads it became apparent that this section of the rally was going to be a car stopper. You expect a rally run over the same route as the POR to be a challenge but this route had 25 years to get worse and it took every advantage to do so. The mudholes started to get wider and deeper. The procession was now stopping a hundred feet from them so we could go through one at a time anticipating that one of us would get stuck. No one did, not even the GEO Metro of Charlie Padden with its 12 inch wheels.

Tom Woodside and myself were stopped, not stuck by the mudholes. I was the first victim. We had all stopped to place Charlie and Myrna Padden in the #4 checkpoint. My truck died in the middle of the road. That's when Gene came along with that look on his face and told us about Tom and his troubles. He ripped the drain plug out of the transmission going through the last mudhole, the one with all the exposed rocks.

What we need is a good rally quick fix. There is no time to dry out my wires so I am pushed into checkpoint #4 and Charlie Padden will take my place at #5. When course Closing comes by we will dry out the distributor, get back on the road and tow Tom. Which is what we did.

Tom was a mile up the road waiting for me. While we were hooking up Tom's car along comes the VW Beetle of Camp/Hass being towed by this enormous F350. It had lost its fan belt. So off we go, this odd group of vehicles, the F-350 in the lead. That's when things started to get really hairy. The main road that we turned onto starts to resemble the road we left. They are building a new road and its in its first stage. In other words someone has taken a bulldozer and carved out a space in the wilderness that will be ready for traveling sometime in the future but not now. This problem was solved when Charlie Padden, traveling in the opposite direction, came over the rise in this space waving his arms out the window yelling for us to stop. The reason, NO ROAD. It just



ended at the tree line just over the rise. Thank goodness the place (you can't call it a road) was wide enough to turn around in one shot.

Finally, a spot where Tom can work on his car and not get run over. This still amazes me how rallyists can fix almost any vehicle, with almost any problem, with a minimum of tools and parts, in the middle of nowhere. Tom jacked the car up and pulled the transmission pan off. Someone came up with a tube of Seal-All and someone went to Alma to get six quarts of transmission oil. He put the whole thing back together and was on the road back home in less than two hours.

After all this everything else is anticlimatic. We did have a great rally. There were 19 entries from as far away as New York state. The winner, with 26 points was the team of Laitenberger/McArthur driving a 93 Subaru Legacy. Second was Anderson/Seagall in a 91 Eagle Talon with a total of 57 points. Third was Wittine/Talcott with 200 points driving a 88 Chevy Caprice. The surprise was the seat of the pants entry of Metcalfe/Conner with a total of 236 points beating everyone else including two E class teams.

Checkpoint #4 was thrown out because the SAAB of Parps/Mickle got stuck in the mudhole that caused all the trouble for Tom and I. Being car #2 they blocked the rest of the field long enough for tour rules to mandate that the leg be thrown out. It was no fun getting 17 cars in the CP in less than a minute with the electric timer.

Many thanks to Total Petroleum who sponsored this year's event and provided the workers hat for the POR. Many thanks to all the FRIENDS OF THE POR who worked the rally or gave support with their time or money. THANK YOU ALL!

Dan Lyons



addenda.....

FRIENDS OF POR NEWSLETTER INSERT September 1993

To demonstrate my unique ability for killing two stones with the same bird, I am incorporating the FPOR Newsletter into the mailing of our "Competitive Line" the monthly (?) newsletter sent to customers of Competition Limited. In addition, I am using the same mailing to send the results of the '68 POR Memorial to all the competitors.

God must have put me on earth to accomplish a certain number of things, right now I'm so far behind, I'll never die! This newsletter shows how innovative you can get when you really get behind!

The Silver Anniversary of the 1968 Press on Regardless Rally was celebrated in appropriate fashion with the running of the "68 POR Memorial Rally, which started and finished in Alma, Michigan. The very same Alma which hosted the original POR in November of 1968. What we did really, was to throw a couple of parties, with a rally break in between!

This year's rally covered some 265 miles taking almost ten hours. We scored all but one of the 19 controls, (CP #4) which had to be thrown after the Parps/Mickle SAAB (the "Submarine Saab" of last year) died in an early mud bath. Since they were car # 2, their demise held up the rest of the field long enough that Tour Rules mandated the leg be thrown, much to the relief of the 17 odd teams behind them.

The rally was all things to all people, brisk, challenging, scenic, intimidating, rough, smooth, too fast, just right, too long, too short, etc. Everything seemed to depend on where you finished, how often you could maintain the average speeds.

As is usual, the Organizers were the first to have problems. In the process of laying out the first Checkpoints, MARK HENDERSON lost two of the six crews he was placing. DAN LYONS "drowned" his Ford P/U in one of the early water crossings. Efforts to start the stubborn beast failed, so Mark and his trusty crews pulled and shoved him to a nearby control location, where Lyons replaced the assigned crew and was left there to man the check point, while his truck dried out! That wasn't the only problem, however. As the crews motored on an ominous oil puddle was found in the center of the road. Sure enough, TOM WOODSIDE had "holed" his tranny, and within a couple of miles his Chevy Wagon coasted to a stop. Hors'de combat" for the weekend. More quick adjusting, Mark took over Tom's Control, and the rally struggled on, leaving Woodside, hopefully to be towed out by Lyons, when and if, he got his truck running!

One would think this would be enough for the poor Organizers to suffer thru, right? Not so Swampbreath! The next cry for help came from the Sweep Vehicle of JIM WARREN, Jim had "smoked" his Terra Trip Odometer whilst installing it before leaving for Alma. A quick call to World Headquarters of Competition Limited, brought a replacement Alfa PRO to Alma, allowing "electrical engineer" Warren, time to install it before the start. This time "EE" Warren somehow managed to "smoke" the electronic dash in his new "Jimmy"! Using his rally knowledge for "jury rigging" Jim struggled thru the rally with wildly erratic counters, and smoke signals oozing up thru the defrost vents! He kept the Rallymaster apprised as to the amount and consistency of the smoke thruout the event, he did manage to reach the finish however, relieving the harried organizers from scrambling for a replacement..

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To the competitors everything looked calm and serene, like a duck swimming on a pond. Underneath however, the poor Organizers were paddling like hell! Things finally settled down for the Organizers, and except for few crews arriving late at pickup points, necessitating control swaps, and then forgetting to swap "critique slips". However these are normal type problems for organizers, and the event finished without further incidents. Scoring developed a glitch in the new computer scoring program and had to be done by hand by the MURPHYS' and BOB MARTIN. Chief of Scoring MARTIN finally forced the program to do his bidding, however, this was after he had arrived at home, nevertheless, it makes the mailing of results much easier, so a big "attaboy" for Bob !

The rally only attracted 19 starters this year, somewhat disappointing after such an enthusiastic group of entrants last year (28). The low entry will result in a loss for FPOR of close to \$1000. In addition to the low entry there was a shortage of workers, causing a scramble by CHUCK FORTINO at the last minute to fill all the slots. Chuck did his usual outstanding job however. It sure is a treat to work with someone who worries as much as you do! The Workers of POR will not be disappointed however, thanks to the generous support of TOTAL PETROLEUM the workers will again be supplied with "day glo" hats complete with POR Logo's on them denoting their "specialty" plus a "jacket patch" to be displayed on their favorite outerwear. A couple of other gifts should be mentioned. ERIC JONES, MARK HARDYMON, and JOHN CHALMERS, were unable to attend this years event, however, in memory of TOM DRAKE, who recently passed away, they donated \$150 to the workers fund. In addition Chalmers donated a box of used Cibie lights which was awarded to the team of CAMP & HAAS whose '72 VW purchased two weeks before the rally for \$150, needed all the help they could get. Even tho they lost a fan belt and had several other problems they "pressed on" in true POR fashion, winning the "Dead Last but Finished" award, and the Cibie lights!

I wanted to offer a special thanks and a "well done" to the band of dedicated volunteers who made the whole thing possible, The Wickens', Macklenbergs', Murphys', Paddens', Frank Stoddard, Bob Foren, Mark Henderson, Jon Davis, Jim Warren, (and his #1 son) Tom Woodside, (and his brother in law whose name slipped my mind!) Dan Lyons, the Shiloffs, Gerry and Mary, who did such a "professional" job of running registration for us. Jim Callon who drove down from Soo Ste. Marie, almost as far as Jon Davis! The real surprise workers, (to me at least) were GINNY ENGLISH and her friend PAM MILLER, who were recruited by Chuck at the last minute, (Ginny works for Chuck) and who did an outstanding job, working two controls flawlessly, in spite of never having seen a rally before! I'm sure I missed someone, Marianne Mickle for one who, worked a control and helped with on the Radio Net. Running out of space, all you FPOR members who didn't make the scene missed a fun weekend, (and we talked about ya too!)

Got some dues in.....still quite a few delinquents. We need the support to make up our deficit....does that have a familiar ring to it or what?

RALPH BECKMAN, in town recently, due to a medical emergency with his father. (he's doing fine, thank you) In going thru some of his "stuff" stored in his parent's basement, he discovered the "original" silk screens used to make the RALLIGATOR CHECK POINT SIGNS ! (remember, with the running picture of "Ollie" the Ralligator on them?) JON WICKENS and TOM WOODSIDE are looking at the possibility of making a set of Checkpoint Signs for our Memorial Series, and maybe a few more for souvenirs. Anybody interested ?

NOTE: If you'd like to join the Friends of POR call Gene at (313)464-1458



