

HOW THE WEST WAS WON FINAL RESULTS

CAR #	NAMES	LEG 1	LEG 2	LEG 3	LEG 4	LEG 5	LEG 6	LEG 7	LEG 8	LEG 9	LEG 10	LEG 11	LEG 12	TOTAL	CLASS
7	SHUE/TOWNSEND	1	0	0	6	1	2	2	0	-	2	0	0	14	A
2	GOTTSCHALK/MICKLE	6	2	1	1	0	3	8	4	-	1	4	1	31	A
6	WITTINE/TALCOTT	2	19	0	4	5	0	10	10	-	2	9	2	63	A
3	FEKETE/SHAFFER	3	6	50	24	0	16	20	6	-	7	17	76	225	C
5	SIERADZKI/OCHOCINSKI	25	84	11	20	29	3	46	4	-	62	15	5	304	B
1	WENTZEL/WENTZEL	41	99	2	67	8	11	94	19	-	16	39	24	418	C
4	SILVERBERG/GRAVES	12	15	8	47	23	5	40	200	-	200	200	200	950	C

ON SATURDAY, OCTOBER 9, 1993, THE INAUGURAL "HOW THE WEST WAS WON" RALLY TOOK PLACE. I CONDUCTED TWO "FINAL" PRECHECKS BEFORE THE EVENT. DURING THE FIRST PRECHECK ON OCTOBER 4, I MADE THE HORRIBLE DISCOVERY THAT THE SIGN THAT I HAD INTENDED TO USE AS THE END OF THE ODOMETER CHECK HAD DISAPPEARED WITHOUT A TRACE. AFTER A FRANTIC CALL TO THE WASHTENAW COUNTY ROAD COMMISSION THE FOLLOWING MORNING, I CROSSED MY FINGERS AS I SET OUT ON THE SECOND, TRULY FINAL PRECHECK ON THE MORNING OF THE EVENT. IN AN EVEN MORE BIZARRE TWIST, THE SIGN WAS PUT BACK UP, BUT IN A DIFFERENT LOCATION AT LEAST TWO HUNDREDTHS OFF OF THE ORIGINAL SPOT! SINCE I DID NOT HAVE ANY MEASURING EQUIPMENT, I SWORE SEVERAL TIMES AND FRANTICALLY SEARCHED FOR A DIFFERENT SIGN. IN A RARE DISPLAY OF FORESIGHT, I HAD TAKEN A MILEAGE AT A SIGN ON TENTH OF A MILE PAST THE FIRST SIGN'S ORIGINAL LOCATION. THUS, THIS SECOND SIGN BECAME THE NEW END OF THE ODOMETER CHECK. OH WELL; CERTAINLY A SITUATION LIKE THAT HAS NEVER HAPPENED TO A RALLYMASTER BEFORE RIGHT? YEAH, SURE. ANYWAY, EARLY SATURDAY MORNING RAIN MADE THE UNPAVED ROADS SOMEWHAT MUDDY (AND PROBABLY BETTER, SINCE NO DUST WOULD BE KICKED UP). UNFORTUNATELY, A FAIRLY DISAPPOINTING TOTAL OF SEVEN CARS RAN THE EVENT. THE ONLY COURSE SNAG OCCURRED IN THE TOTALLY DARK SECOND HALF WHEN SEVERAL COMPETITORS MIS-TOOK A SUPPOSED CHANCE TO EXECUTE A BEAR LEFT INSTRUCTION BEFORE THE INTENDED INTER-SECTION AND CAME CLOSE TO DRIVING INTO AN EXTREMELY DEEP GRAVEL PIT! OUCH! AS LUCK WOULD HAVE IT (GOOD OR BAD - YOU MAKE THE CALL), THE LEG WHERE THIS OCCURRED (#9) HAD TO BE THROWN OUT DUE TO EQUIPMENT FAILURE AT THE CONTROL. THIS RALLY, ALONG WITH MANY OTHER EVENTS, WAS DOMINATED BY RICK SHUE AND JOHN TOWNSEND, WHO WON WITH 14 POINTS, WITH ONLY 2 OF THOSE POINTS DURING THE SECOND HALF! PAUL SIERADZKI AND CHRIS OCHOCINSKI TOOK CLASS B WITH 304 POINTS, WHILE JIM FEKETE AND JIM SHAFFER WON CLASS C WITH 225 POINTS. I WOULD LIKE TO THANK ALL OF THE COMPETITORS AND WORKERS FOR PARTICIPATING, ESPECIALLY THOSE WHO GAVE ME POSITIVE FEEDBACK AT THE FINISHING POINT (JUST KIDDING). THE WORKERS, BY NAME:

MILEAGES AND GENERAL CONSULTANT: MARK HENDERSON
 "OFFICIAL" (NOT FINAL) PRECHECK: BOB MARTIN
 REGISTRATION: BRYAN MURPHY
 TECH INSPECTION: MICHAEL MAKLENBURG
 CONTROL WORKERS: LINDA HASLITT, STEVEN HASLITT, NANCY SHAFFER, SELINA SPILMAN, BOB MARTIN, MARK HENDERSON, BOB SANZI, BRYAN MURPHY, MICHAEL MAKLENBURG.

I WOULD LIKE TO THANK TWO MORE PEOPLE: 1) GENE HENDERSON, FOR ALLOWING ME TO USE HIS COMPUTER PROGRAM TO PRINT OUT ROUTE INSTRUCTIONS, AND 2) RICHARD COLE, FOR DOING THE NECESSARY COPYING (FREE OF CHARGE, NO LESS!).

HOPE TO SEE Y'ALL AT FUTURE RALLIES!!

Robert Moran