



HOW THE WEST WAS WON

Detroit Region Sports Car Club of America, Inc.

Saturday, May 13, 1995

Final Results

The 1995 How The West Was Won rally ran on Saturday, May 13, 1995. Thirteen teams comprised of a nearly even mix of Equipped, Limited, Stock and Novice classes came out to compete. All four of the Novice teams and two of the Stock teams were ready to practice techniques learned in Rally school the evening before the rally. Several teams planning to participate in the MACA Grand Tour the following weekend also competed to brush up on their rally procedures.

The rally started in Chelsea, MI, following a course designed by Rob Moran. A 40 minute, 16 mile odometer check was followed by a quick one mile rally leg, which allowed all of the competitors to start the rally with a low score. The first section took competitors on a 65 mile loop around the communities of Sharon Hollow and Manchester. The rally returned to Chelsea for a break and a chance for the competitors to compare scores over a hamburger and soft drink.

And what scores they were! Through six open controls and one DIYC in the first section, the Equipped team of Dave Parps and Jim Mickle had a score of only 3 points. Gene Henderson and John Puffenberger had 8 points, and Mark Henderson and Les Talcott were still in the hunt with 14 points. Limited class was led by Jim Fekete and Jim Shaffer with 36 points, having only one leg with a double-digit score. Rounding out Limited class were Art Welch and Terry Palmer with 76 points and Pete and Betsy Padden at 225. Bob Shaw and Cathy Liesman were burning up the Stock class with 76 points and four single-digit leg scores. They were followed by Kent Young and Marlana Baerkircher with 183 points and Scott Radabaugh and Steve Bernock at 301. This rally was the first time the Young/Baerkircher and Radabaugh/Bernock teams competed in Stock class, having used up their Novice eligibility at the last rally. The Novice class was led by Andy Shaw and Matt Martinchick at 272 points, having zeroed the first leg. First-time competitors Julie Szeremet and Chris Laxton were in hot pursuit at 321 points. The remaining Novice teams (Dave Rupert and Vicki Timms with 654 points and Rodney Watkins and Jimmie Ward, Jr. at 1047 points), also first-timers, were starting to get the hang of it, showing signs of improvement toward the end of the first section.

Section two took the competitors through the Waterloo Recreation Area west of Chelsea. This area contains some excellent twisty gravel roads, which many competitors seemed to enjoy (I know the rallymaster enjoyed driving these roads during course layout). Section two also had more paved roads with higher speeds, making it difficult to make up for lost time.

Parps/Mickle added 8 points in 7 controls in section two, finishing with a total of 11 points, good for 1st overall and 1st in Equipped. G Henderson/Puffenberger took a good run at Parps/Mickle, scoring six consecutive zeroes, but came up short with a total score of 13 points. Congratulations to both of these teams for scoring less than one point per control! M Henderson/Talcott took 21 points in the second section, most coming on leg 8 where they bit the trick of using "STOP" (as in STOP AHEAD) as the out marker instead of STOP (as in STOP sign) which had been used throughout section one. Misplacing the out marker shortens the leg by 0.088 mi. which costs 14 points at a CAST of 36. M Henderson/Talcott still finished with a very respectable score of 35 points, placing 3rd overall and 3rd in Equipped.

In Limited class, Fekete/Shaffer scored single digits on every leg, taking only 19 points in section two for a total score of 55 points placing them 4th overall and 1st in class. Padden/Padden improved on section two, taking 174 points to bring their total to 399 for 6th overall and 2nd in class. Welch/Palmer had some problems, including missing the "Weight Limit 36 Tons" sign for the DIYC. The correct sign for this control was at mileage 39.309 (0.015 mi. after NRI 48. Right at YIELD). Another "Weight Limit 36 Tons" sign was at mileage 39.745. At a CAST of 33, this 0.436 mi. error in DIYC placement costs a team twice by making them 79 points late on the DIYC and 79 points early on the following open control. Welch/Palmer finished with 421 points, placing 7th overall and 3rd in Limited.

R Shaw/Liesman maintained their lead in Stock class throughout section two finishing the rally with 291 points, placing 5th overall. Radabaugh/Bernock showed considerable improvement in section two, scoring a zero on leg 10, and finishing with 482 points, placing 8th overall and 2nd in Stock. Young/Baerkircher dropped to 11th overall and 3rd in class. Scores indicate they may have also used the wrong "Weight Limit" sign for DIYC 2.

A Shaw/Martinchick continued their Novice-leading pace throughout the second section finishing with 502 points, placing 9th overall. Szeremet/Laxton improved their leg times to finish with a total score of 564 points, placing 10th overall and 2nd in Novice. Rupert/Timms improved their scores significantly in section two achieving three single-digit leg scores, including a zero on leg 8, to finish the rally with 897 points placing them 12th overall and 3rd in Novice. Ward/Watkins gained rally experience which should help them in the MACA Grand Tour, finishing with 1928 points, placing 13th overall and 4th in Novice.

All competitors and control crews are to be commended for excellent leg scores. 8 of the 13 teams scored at least one zero on a leg. 12 teams had single-digit scores on one or more legs. 3 teams used a single Time Allowance. Only 2 teams were penalized the 200 point maximum leg score (1 team several times for failing to stop at controls and failing to turn in DIYC stickers). These results indicate the competitors were on their toes and control crews were accurately placed and doing a good job.

Timing tricks were generally avoided by most of the competitors. The rallymaster had hoped to catch a few teams a minute early at the first control by having the rally start at 3:01.00 plus car number instead of the usual 3:00.00 plus car number. This trick fell apart when there was a one minute discrepancy when instructions were handed out, and everybody apparently caught on to the trick. The remainder of section one was fairly straightforward, although the "Natural Beauty Road" sign for DIYC 1 was only 0.012 mi. after the previous instruction. In section two there was an "extra" tenth of a minute on the opening transit zone (10.10 minute); if you arrived early at control 7, this would explain 10 points of your score. The leg 8 out marker placement at "STOP" AHEAD instead of at STOP was discussed previously, and appeared to catch only car 9. On leg 9, NRI 43. CAST 37 at "Weight Limit 18 Tons" was at mileage 32.254 (only 0.012 mi. after NRI 42). If you were still looking for the "Weight Limit" sign when you arrived at control 9, you drove 0.853 miles at 30 mph when you should have been going 37 mph; this would result in 32 points of lateness at the control (cars 6, 8, 11 and 12 may have missed the sign). The quick "Weight Limit" sign on leg 9 foreshadowed another quick "Weight Limit" sign used for DIYC 2. This trick was described in the scoring discussion, and have caught car 8 and possibly 7. The twisty roads on Loveland and McClure (NRI 60 through NRI 62) were intended to present a challenging but fun driving experience for the competitors. Interestingly enough, the only car to arrive early at the next control (around a sharp curve at a 43 CAST) was car 4, a 1995 Caprice Classic! Perhaps they started leg 12 early?

The rally chairman thanks all who helped make this rally a success. Rob Moran designed the course and laid out the control locations. Les Talcott provided the odometer for mileaging the course. Registration was handled by Cappy Murphy, vehicle scrutineering by John Puffenberger and Andy Jacobone. Controls were crewed by Bob Foren, Andy Jacobone, Mike Maklenburg, Mark Maklenburg, Cappy Murphy, Mary Bitten, Bob Martin, Ed Maklenburg, and Barb Steencken. Special recognition goes to Mike, Mark, Ed and Barb who came to the rally after spending the morning at solo school and fire suppression school, and Bob who put in a morning at the office before coming out to work the rally. Bob Martin and Jim Mickle assisted with scoring. Finally, thanks to all the competitors who helped make the rally so successful.

You received a rally schedule and some event flyers in your registration envelope. We'd love to have all of you out for the next rally in August. If you need more information about the local rally program, call Bryan Murphy at (810) 674-8148 [home] or (810) 435-1702 [work], or call the organizer on the schedule for specific event information. For other SCCA events in the local area, call the Detroit Region hotline at 1-800-503-RACE. If you did not indicate SCCA membership on your entry form or Liability Release Waiver, an SCCA membership application is enclosed in this mailing. Detroit Region membership meetings are held at 8:00 PM the 3rd Tuesday of each month at Mama Mia's Restaurant at 27770 Plymouth Road in Livonia (between Inkster Rd & Middlebelt Rd). If you need more information about SCCA or Detroit Region membership, contact Dick Cole, the region membership chairman, at the address and phone number in the box on the front of the application.

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Leg Times

Official Time			4169	3300	175	1374	529	2103	986	2866	1698	1463	122	676	386	1354	
TEAM	CAR #	CLASS	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	SPEC POINTS
Driver/Navigator	#		1	2	3	DIYC 1	4	5	6	7	8	9	10	DIYC2	11	12	
Rupert/Timms	1	N	4108	3483	209	1430	449	2443	946	2934	1698	1455	102	717	389	1457	0
Radabaugh/Bernock	2	S	4166	3180	154	1372	496	2025	942	2845	1724	1515	122	679	412	1407	0
Fekete/Shaffer	3	L	4162	3313	176	1369	521	2103	988	2872	1699	1462	124	679	384	1358	0
Ward/Watkins	4	N	4195	9999	9999	9999	9999	9999	1007	3245	1739	1357	149	9999	9999	1247	0
Parps/Mickle	5	E	4170	3299	175	1374	529	2103	987	2866	1696	1462	123	676	387	1351	0
Shaw/Martinchick	6	N	4169	3259	180	1400	400	2086	937	2884	1658	1508	126	622	417	1392	5
Young/Baerkircher	7	S	4162	3280	167	1290	507	2071	976	2947	1615	1452	127	602	268	1358	5
Welch/Palmer	8	L	4174	3250	159	1374	530	2102	983	2877	1679	1492	254	753	312	1357	0
M Henderson/Talcott	9	E	4171	3303	173	1375	524	2103	985	2865	1685	1463	123	676	388	1358	0
G Henderson/Puffenberger	10	E	4170	3300	178	1377	528	2103	986	2866	1698	1463	122	675	387	1357	0
Padden/Padden	11	L	4160	3260	160	1355	511	2148	912	2874	1740	1489	145	679	356	1396	5
Shaw/Liesman	12	S	4164	3321	178	1358	536	2097	1004	2833	1705	1483	129	679	362	1475	0
Szeremet/Laxton	13	N	4189	3443	232	1420	527	2148	978	2917	1745	1446	126	648	437	1399	0

9999 Time Indicates Missed Control or no DIYC Sticker

Underlined Times Indicate Time Allowance Used On Leg

Leg Scores

TOTAL SCORE	TEAM Driver/Navigator	CAR #	POS OA/CLS	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	SPEC POINTS
11	Parps/Mickle	5	1 / E1	1	1	0	0	0	1	0	2	1	1	0	1	3	0	0
13	G Henderson/Puffenberger	10	2 / E2	1	0	3	3	1	0	0	0	0	0	1	1	3	0	0
35	M Henderson/Talcott	9	3 / E3	2	3	2	1	5	1	1	13	0	1	0	2	4	0	0
55	Fekete/Shaffer	3	4 / L1	7	13	1	5	8	2	6	1	1	2	3	2	4	0	0
291	Shaw/Liesman	12	5 / S1	5	21	3	16	7	6	18	33	7	20	7	3	24	121	0
399	Padden/Padden	11	6 / L2	9	40	15	19	18	45	74	8	42	26	23	3	30	42	5
421	Welch/Palmer	8	7 / L3	5	50	16	0	1	1	3	11	19	29	132	77	74	3	0
482	Radabaugh/Bernock	2	8 / S2	3	120	21	2	33	78	44	21	26	52	0	3	26	53	0
502	Shaw/Martinchick	6	9 / N1	0	41	5	26	129	17	49	18	40	45	4	54	31	38	5
564	Szeremet/Laxton	13	10 / N2	20	143	57	46	2	45	8	51	47	17	4	28	51	45	0
564	Young/Baerkircher	7	11 / S3	7	20	8	84	22	32	10	81	83	11	5	74	118	4	5
897	Rupert/Timms	1	12 / N3	61	183	34	56	80	200	40	68	0	8	20	41	3	103	0
1928	Ward/Watkins	4	13 / N4	26	200	200	200	200	200	21	200	41	106	27	200	200	107	0