

The Amazing Lefty Rally

Navigational (Nav) Class		Leg 1	Leg 2	Leg 3	Leg 4	Total
1st	Overall Bob Townsend/John Coleman	10/10	1/1	2/2	5/5	18/18
2 nd	Russ Bedford/Joe Siedenburg	10/10	10/31	10/13	10/32	40/86
Seat of Pants (SOP) Class						
1st	Brian Grable/Sandy Grable	5	42	45	2	94
2 nd	Mike Blackwelder/Jim Hamilton	7	90	12	15	124
3 rd	Jonathan Flora/C. Board	15	31	22	100	168
4 th	Harold Davis/Karen Davis	26	72	35	57	190
5 th	John Li/John Sapp	26	95	100	100	321
Novice Class						
1st	Bobby Anderson/Chelsea Terrio	20	100	27	73	220
2 nd	Jerome Terrio/Eric Melander	6	100	86	52	244
3 rd	Marty Harris/Diane Cheung	100	100	100	100	400

Nineteen (19) ralliests divided into ten (10) teams started the rally and all 10 teams made it to the odometer comparison point. Ten teams also made it to the first checkpoint, nine of them with great scores as you can see above. The tenth team was just under ten minutes late and in fact arrived just two minutes ahead of the start of the main group's arrival for checkpoint 2. Fortunately checkpoint 3 was also in the same place so having teams running two different legs at the same time didn't appear at that point like it would present too big a problem for the checkpoint crew, especially since it was still light enough out to easily identify the arriving vehicles.

Having cars leaving at the same minute on different legs did however give a couple of rally teams a bit of a reason to be concerned but then they went different directions a half mile down the road at the next intersection. The late running car stayed on course for leg 2 and, due to leg 2 being 11 minutes longer than leg 3, arrived back at the checkpoint after all the other cars had arrived to end leg 3. Unfortunately they were also just late enough to pick up their second 100 of the evening. Off they went again with the checkpoint crew hoping that they would make the four left turns that took them around the square mile and back into the checkpoint while still leaving time for the checkpoint crew to close down and move on to the fourth checkpoint before the first car was due there.

Unfortunately on the trip around the "block" the late running team went straight where they should have made their third turn and the checkpoint crew had to wait for them as long as possible while still allowing time to close down and move on. The move was accomplished with the checkpoint vehicle passing through the intersection a mile and a half before the checkpoint just before the first car turned toward the checkpoint there. The consistently late running car was also arriving at that corner at about the same time and decided to follow the first car into the next checkpoint. They also did the right thing by deciding to call the checkpoint to let them know what they were doing. The checkpoint worker then ended up answering their call while also trying to get the checkpoint set up. Fortunately he succeeded with the multitasking and was able to time both cars in.

Scoring for most of the other cars was uneventful and except for the first and second placing novices, all of the other scores of 100 (and the one 45) were due to taking off course meanders of one or another lengths. Fortunately in every case the ralliests figured out their mistake and either recovered or called the checkpoint to let them know that they had headed for Monical's. In the case of the two novice cars the problem wasn't that they got off course but that they were just in the process of learning what it takes to average 45 MPH on the county's back roads on a rally. It was fun to see the rivalry between a brother and a sister running on different teams, and even more fun to see the sister win. I hope Jerome and Eric are back for the next Friday Niter so that they can try to prove that they can't be beat twice in a row while Chelsea and Bobby are back to prove their victory wasn't a fluke.

Oh, did I mention that the "Amazing" part of the rally's name came from the course being somewhat of a maze, where you kept coming back to the same intersections, and that the Lefty part was because every turn was a left turn. I should probably also mention the police showing up at the last checkpoint because someone had called them there to a non existent wreck. Thanks for handling the situation correctly go to the Grable's who were still at the checkpoint and waited to leave until after the officer had completed his quick review of the situation and to John Li for making a very slow entry past the officer's car into the checkpoint. Many thanks also to Barry Rowe who did the cold run.

Jerry White, Rallymaster