



IN A PENSIVE MOMENT, Gene Hauman of Miller Place, captain of the sponsored Renault team (r.) and Michigan's Bob Clayton. Clayton and Bill Stephenson were the highest place Renault on the Virginia Reel.

COMPETITORS STILL REELING FROM TOP NOTCH VIRGINIA REEL

I mean, how many times can you wind up with six maxes and still say you beat Roger and Kathy Bohl? It happened on May 15-16 in the Old Dominion state. 77 cars showed up and all of them (including the Bohls) had their brains politely beaten out by one of the finest rallies put on by any club in quite a while. The winners turned out to be two ex-Reel rallymasters, Andy Deming and Art Pickard with 335 points (in seconds) that included two 120 maxes. The Bohls also had two maxes and were just about even up with the winners when their Ford gave out with a busted oil pan and they DNF'ed with about eight controls to go.

Last year the Reel was a relatively genteel and quiet event (if you didn't have six zeroes per day, you were treated with casual contempt) and most of the returnees expected the same sort of treatment this year. But rallymaster Mark Miner had other ideas. A flock of cars got trapped by a course priority on checkpoint one but it all went out the window on checkpoint two when the over-confident former Reelers missed an obscure cemetery and maxed the control. Twenty miles out and it was anybody's ballgame.

It took everyone most of the morning to get sorted out and by then scores were sky high. Without the new "tiny" maxes and without scoring in seconds, the scores would have looked like zip codes.

The rallymaster showed little mercy on succeeding controls. At the end of the 2 day run, 38 checkpoints had separated winners from losers and for once, the nit-pickers couldn't blame their poor showing on mis-timing or mileages that were a hundredth or so off. They did it to themselves.

Two controls had to be discarded, both on legitimate protests where there could be a difference in interpreta -

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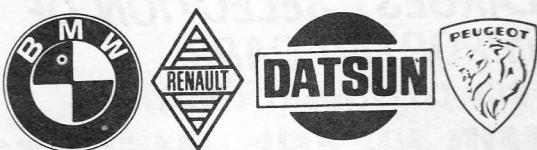
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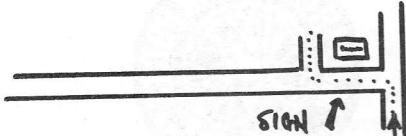


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tion by the contestant and the chairman. And as usual there were a couple of obtuse protests by people who got fairly bagged and then tried to squirm out of it with the most illogical reasoning. (And funnier still, it's always the same people. If they applied the same logic they use in their protests to running the course, they'd probably max every checkpoint. Apparently, however, logic in some cases is not constant but conveniently flexible.

After making a left onto a county route from a state route, your instruction was "R when you are less than 3 miles from Brockton". The sign giving you the distance to the town appeared on the right immediately after swinging onto the county route and therefore you were to make an



immediate right. The check point was located about one half-mile up the road. The protestors claimed that they didn't think that "a few feet" was less than 3 miles from the town. Judge for yourself.

Finishing second to Pickard and Deming were Jack and Renee O'Leary with 409 while Dave and Fran Teter were third at 437. In Class B it was business as usual as Jack Chidester and Bruce Gezon came out on top with 651. Second went to Doug and Janet Potts with the third spot being taken by John Sammel and Mel Cowgill.

Despite the high scores, rallymaster Miner got a standing ovation at the conclusion of the awards ceremonies, putting the lie to those who conclude that those who can,



SAMMEL AND COWGILL, third unequipped on the Reel in a Volvo.

do- and those who can't, write about it. (Miner writes the rally column for the Washington area sports car paper.)

On the other hand, I have just finished reviewing our checkpoint scores and perhaps there is some truth to that old cliche after all!

- PSF

GRAMASES TOP THE COMPETITION ON POLY SCC'S UP THE CREEK

Greg and Carlotta Gramas of Sperry SCC outran the pack for top honors on the Up The Creek rally, staged by the Polytechnic SCC on May 10. Chaired by Roger Berg-

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