

Toy Rallye 2005 ~ Results

After Rallye Report – By Robert Schott, Assistant Rallyemaster

Sunday, December 4th was a beautiful, sunny day for the annual charity event. For the last 3 years, The Rallye Club (TRC) has been hosting the Toy Rallye. This event where the entry fee is a new child's toy, has been co-sponsored by the San Francisco Region of the Sports Car Club of America (SCCA) and the Golden Gate Lotus Club. Sixteen teams, some driving vintage Lotus, came out to run this long-time Fremont event.

The Toy Rallye, previously called Toddler, has been presented annually since 1962. For many of these years, the Fremont Touring Club hosted the event with Harriet Gittings as rallyemaster. TRC took over the event with the provisions that the rallye retain its AB-multiple choice RI format and be run in the greater Fremont area on the first Sunday in December.

This was a challenge for Ken Schott, this year's rallyemaster, as it was his first time writing an AB rallye. Ken produced an outstanding event combining two-part, lettered route instructions with questions that could be answered with what was found along the route. Ken also included a holiday theme featuring reindeer, elves and a magical sleigh that transformed itself under the effects of toy trains, dolls, soldiers, cars, and fire trucks. Contestants were encouraged to count candy canes and play reindeer games.

Even though many gimmicks common to AB and Q/A rallyes were used, unfamiliarity with the AB rallye format caused some problems. These days, AB rallyes are rare and this perplexed the contestants, protest committee, and rallyemasters. This was evident by the number of protests filed. The revised TRC Protest Form was used for the first time and proved very popular with the contestants as we ran out of forms. There were more than 20 protests filed.

Several protests were filed for an RI involving going S at a rallye road for part A and C at the street sign for part B. The rallyemasters thought that both could be done so the correct choice was part C. The committee ruled that the S could be completed before you got to the C for the sign. Had this been a turn (R or L) instead of an SAP (S or C), then the RMs would have been right.

There were several disagreements based upon signs and landmarks and the definition of signs and landmarks. Since the concept of "landmark" and quoted signs have not been used for a while, RMs, contestants, and protest committee had some problems which were further complicated by the phrase "Terms not defined take on their standard dictionary meaning."

The GIs seem clear on this but they are unfamiliar as is the entire AB/QA style. Simply put, if the RI part has quoted text, you are looking for a sign "sign text". If the RI part has unquoted text, then you are looking for a landmark. Landmarks are either defined (opp, Signal, Stop, intersection) or identified by a sign somewhere out on the route.

Some examples from the rallye come to mind. One RI part used the unquoted *Saddle Rack* and since there was a sign attached to the building, the entire building was a valid landmark. For the RI using *Traffic Light*, you would have needed to see a sign at the signal with Traffic Light text. The reasoning behind the undefined *Chance* is the same. The fact that some contestants

were able to produce dictionaries that contained these terms is inconsequential, as *Chance* and *Traffic Light* still do not meet the definition of a landmark.

It'd be a shame to lose the *undefined terms* gimmicks as these go way back in rallye history so what can we do? Since it is no longer sufficient to say undefined term in the critique, we will have to provide better explanations for landmarks and signs. We will also remove the dictionary reference from the definitions section of the GIs as it did not help anyone in Toy Rallye.

These days it is difficult for a rallyemaster to learn which gimmicks the contestants enjoy. The protest process tells him which gimmicks are broken. We had hoped to encourage some comments by asking for some questions to be answered on the back of the evaluation forms. Again, we received very little input on the gimmicks. We'll expect better comments in the future.

In addition to all those who showed up to run and donate toys, I'd like to thank the workers and co-sponsors of this annual charity event. Golden Gate Lotus Club provided two checkpoint crews and some delicious cookies. The San Francisco Region of the Sports Car Club of America (SCCA) provided insurance for the event and final pre-check. The Rallye Club (TRC) produced the rallye with Steve Watt and Nancy Hanna for working registration, Teresa Stefanisko doing scoring, and Abby Grossman acting as Competition Director and officiating the Protest Committee. A special thanks go to Nick Stefanisko, Teresa Stefanisko, Doris Fung, Mike Hsu, and Pete Soper for pre-checking and reviewing the rallye instructions. Darin and Michelle McGrew delivered a van-load of toys to EHC LifeBuilders.

Rallye Results – By Ken Schott, Rallyemaster

Car	Points	Place	Driver	Club	Navigator	Club	Passengers
12	720	1st	Kent Schillerstrom	Fiat America	Scott Schillerstrom	Fiat America	
15	665	2nd	Dennis McAllister	Nash Car Club			
13	630	3rd	Ken Sousa	MTM	Sandy Sousa	MTM	
11	760	1st	Tim Jones		Jane Barker	TRC	Stephanie Jones
16	630	2nd	Carlos Plaza		Sherri Plaza		
14	950	1st	Chris Sams		Leila Marcuca		Tom Parker, Ingrid Peterson
8	930	2nd	David Thistlethwaite	TRC	Carol Thistlethwaite	TRC	
10	870	3rd	Neal Kimmey	TRC	Gary Watcon	TRC	Carolyn Kinney
7	820		Susan Paglianti		Mathew Paglianti		
9	910	1st	Eric Sultan		Dean Stanton	TRC	
5	900	2nd	Dave Moen	TRC	Keith Anderson	TRC	
2	970	1st	Steve Watt	TRC	Nancy Hanna	TRC	
4	950	2nd	Jessica Toney	PCA/SCCA	J. Toney	PCA	
6	980	1st	Doug Slusher		Rich Slusher		
1	980		Bill Jonesi	TRC			
3	975		Darin McGrew	TRC	Michelle McGrew	TRC	

Rallye Statistics

CM	1st Timer	Beginner	Novice	Senior	Expert	Master	Over All
1A	3 (100%)	1 (50%)	4 (100%)	2 (100%)	2 (100%)	3 (100%)	15 (94%)

2B	0	1 (50%)	1 (25%)	1 (50%)	1 (50%)	2 (67%)	6 (38%)
22B	1 (33%)	0	2 (50%)	2 (100%)	2 (100%)	3 (100%)	10 (63%)
3B	0	0	2 (50%)	1 (50%)	2 (100%)	3 (100%)	8 (50%)
4A	1 (33%)	2 (100%)	2 (50%)	1 (50%)	1 (50%)	3 (100%)	10 (63%)
5B	0	0	1 (25%)	1 (50%)	1 (50%)	3 (100%)	6 (38%)
6A	0	1 (50%)	2 (50%)	2 (100%)	2 (100%)	3 (100%)	10 (63%)
7C	0	0	3 (75%)	0	0	0	3 (19%)
8B	1 (33%)	1 (50%)	3 (75%)	1 (50%)	2 (100%)	3 (100%)	11 (69%)
9A	3 (100%)	2 (100%)	4 (100%)	2 (100%)	2 (100%)	3 (100%)	16 (100%)
10C	0	1 (50%)	2 (50%)	1 (50%)	2 (100%)	3 (100%)	9 (56%)
11A	1 (33%)	0	2 (50%)	0	2 (100%)	3 (100%)	8 (50%)
12A	1 (33%)	2 (100%)	4 (100%)	2 (100%)	2 (100%)	3 (100%)	14 (88%)
13A	1 (33%)	0	4 (100%)	2 (100%)	2 (100%)	3 (100%)	12 (75%)
14A	0	0	3 (75%)	2 (100%)	2 (100%)	2 (67%)	9 (56%)
15C	0	0	2 (50%)	2 (100%)	1 (50%)	3 (100%)	8 (50%)
16B	3 (100%)	2 (100%)	4 (100%)	2 (100%)	2 (100%)	3 (100%)	16 (100%)
17C	0	0	2 (50%)	2 (100%)	2 (100%)	3 (100%)	9 (56%)
18A	1 (33%)	1 (50%)	4 (100%)	2 (100%)	2 (100%)	3 (100%)	13 (81%)
19A	3 (100%)	1 (50%)	4 (100%)	2 (100%)	2 (100%)	3 (100%)	15 (94%)
20A	2 (67%)	2 (100%)	4 (100%)	2 (100%)	2 (100%)	3 (100%)	15 (94%)
21A/B	3 (100%)	2 (100%)	4 (100%)	2 (100%)	2 (100%)	3 (100%)	16 (100%)
23A	0	0	0	1 (50%)	1 (50%)	3 (100%)	5 (31%)
24C	0	0	2 (50%)	1 (50%)	2 (100%)	3 (100%)	8 (50%)
25C	2 (67%)	1 (50%)	4 (100%)	2 (100%)	2 (100%)	3 (100%)	14 (88%)
26A	3 (100%)	1 (50%)	4 (100%)	2 (100%)	2 (100%)	3 (100%)	15 (94%)
27C	2 (67%)	1 (50%)	3 (75%)	1 (50%)	2 (100%)	3 (100%)	12 (75%)
28A	0	1 (50%)	3 (75%)	1 (50%)	2 (100%)	3 (100%)	10 (63%)
29C	0	0	1 (25%)	2 (100%)	2 (100%)	3 (100%)	8 (50%)
30A	3 (100%)	2 (100%)	4 (100%)	2 (100%)	2 (100%)	3 (100%)	16 (100%)
31C	2 (67%)	1 (50%)	3 (75%)	2 (100%)	2 (100%)	2 (67%)	12 (75%)
32B	1 (33%)	0	4 (100%)	2 (100%)	2 (100%)	3 (100%)	12 (75%)
33B	3 (100%)	2 (100%)	4 (100%)	2 (100%)	2 (100%)	3 (100%)	16 (100%)
34C	0	1 (50%)	3 (75%)	1 (50%)	2 (100%)	3 (100%)	10 (63%)
35A	2 (67%)	2 (100%)	4 (100%)	2 (100%)	2 (100%)	3 (100%)	15 (94%)
36A	0	0	2 (50%)	2 (100%)	2 (100%)	2 (67%)	8 (50%)
37B	1 (33%)	1 (50%)	4 (100%)	2 (100%)	2 (100%)	3 (100%)	13 (81%)
38C	2 (67%)	1 (50%)	4 (100%)	1 (50%)	2 (100%)	3 (100%)	13 (81%)

39C	0	0	3 (75%)	1 (50%)	2 (100%)	3 (100%)	9 (56%)
40A	0	1 (50%)	4 (100%)	2 (100%)	2 (100%)	3 (100%)	12 (75%)
41A	2 (67%)	2 (100%)	3 (75%)	2 (100%)	2 (100%)	3 (100%)	14 (88%)
42C	3 (100%)	1 (50%)	4 (100%)	2 (100%)	2 (100%)	3 (100%)	15 (94%)
43C	3 (100%)	1 (50%)	4 (100%)	2 (100%)	2 (100%)	2 (67%)	14 (88%)
44B	1 (33%)	1 (50%)	4 (100%)	2 (100%)	1 (50%)	3 (100%)	12 (75%)
45B	2 (67%)	2 (100%)	4 (100%)	2 (100%)	2 (100%)	3 (100%)	15 (94%)
46B	1 (33%)	1 (50%)	4 (100%)	2 (100%)	2 (100%)	3 (100%)	13 (81%)
Q1{YES}	2 (67%)	0	4 (100%)	2 (100%)	2 (100%)	3 (100%)	13 (81%)
Q5{YES}	1 (33%)	1 (50%)	4 (100%)	2 (100%)	2 (100%)	3 (100%)	13 (81%)
Q9{BLANK}	1 (33%)	0	2 (50%)	1 (50%)	1 (50%)	3 (100%)	8 (50%)
Q2{STOP}	2 (67%)	2 (100%)	4 (100%)	2 (100%)	2 (100%)	3 (100%)	15 (94%)
Q6{TRAFFICFINES}	3 (100%)	2 (100%)	4 (100%)	2 (100%)	2 (100%)	3 (100%)	16 (100%)
Q10{JEAN5/6}	0	0	4 (100%)	2 (100%)	2 (100%)	3 (100%)	11 (69%)
Q7{20}	0	0	4 (100%)	2 (100%)	2 (100%)	3 (100%)	11 (69%)
Q10{NOT2/3}	3 (100%)	2 (100%)	0	0	0	0	5 (31%)
Q3{NO}	2 (67%)	2 (100%)	2 (50%)	2 (100%)	2 (100%)	1 (33%)	11 (69%)
Q7{18}	2 (67%)	2 (100%)	0	0	0	0	4 (25%)
Q11{NO}	2 (67%)	2 (100%)	4 (100%)	2 (100%)	2 (100%)	3 (100%)	15 (94%)
Q4{8}	0	0	0	0	0	1 (33%)	1 (6%)
Q8{NO}	2 (67%)	2 (100%)	4 (100%)	2 (100%)	2 (100%)	3 (100%)	15 (94%)
Q4{9}	2 (67%)	2 (100%)	4 (100%)	1 (50%)	1 (50%)	2 (67%)	12 (75%)
CP1	3 (100%)	2 (100%)	4 (100%)	2 (100%)	2 (100%)	3 (100%)	16 (100%)
CP4	3 (100%)	1 (50%)	4 (100%)	2 (100%)	2 (100%)	3 (100%)	15 (94%)
CP2	1 (33%)	1 (50%)	3 (75%)	2 (100%)	2 (100%)	3 (100%)	12 (75%)
CP5	1 (33%)	1 (50%)	4 (100%)	2 (100%)	2 (100%)	3 (100%)	13 (81%)
CP3	0	0	3 (75%)	1 (50%)	2 (100%)	3 (100%)	9 (56%)
CP6	0	0	0	0	0	0	0 (0%)