

T = Award Issued

\* = Tie Broken

P = Score affected by protest

X = NCSCC Christmas Tree Award

C P S N

l l c o

a a C o t

s c a r e

s e r e s

Driver

Navigator

Passenger

C	P	S	N	Driver	Navigator	Passenger
F	1	27	720	T	Dave Jenks	Kati Bachman
F	2	20	680	T	Bridget Santille	Marianne Mugill Lisbeth Kallmeyer, Christian Santille
B	1	14	860	T	Josh Veltman	Ross Veltman Susan Veltman, Julie Beckmann
B	2	16	850	T	Chris Murray	Ron Mooney Kris Murray & Barbara Mooney
B	3	15	840	T	David Sanchez (TRC)	Alice Sanchez (TRC)
B	4	21	820		Norman Jenks	Nellie Jenks
B	5	6	800		Gail Strong	Vicki Pelton (TRC)
B	6	24	790		Mike Matwell	Doug Uno
B	7	25	740	*	Randy Loeb	Karen Belote
B	8	23	740		Chuck Rowland	Dawn Rowland
N	1	22	920	T	Richard Koch	Katherine Nadell
N	2	17	900	T	Janie Johnson	Ken Johnson Daniel, Shary, Will Johnson, Karen Gleson, Mirram Shoval
N	3	8	800	T	Adelaide Nye	Fabrice Nye
S	1	9	940	T	Mark James	Dean Stanton (TRC) Melissa Stanton, George Rogers
S	2	4	930	T*	Nat Colangelo	Rebekah Reinagel (TRC) Charity, Marcos
S	3	12	930		Dave Thistlethwaite (TRC)	Carol Thistlethwaite (TRC)
S	4	18	910		Bob Feogner	Maihte W & Jody Frogner
S	5	1	900	*	Trevor Graham (TRC)	Kim Graham
S	6	10	900		Kim Anderson (TRC)	Jean Talburt (TRC) Karena Stephens, Paula Escalera & Cory
S	7	26	890	*	Doug Wade (TRC)	Elisabeth Wade (TRC)
S	8	7	890		Cyndel Podich (TRC)	Dave Fladlien (TRC)
E	1	3	980	T	X Jenny Stave (TRC)	Wayne Stilwell
E	2	5	940	T	Jules Montes (TRC)	Dale Allison (TRC)
E	3	11	930		Dave Moen (TRC)	Keith Anderson (TRC) Cole Anderson, Megan Escalera
M	1	13	970	T	Doug Slusher	Rich Slusher Curtis Ardourfe
M	2	19	960		John Mirassou (TRC)	Sandra Powers
M	3	2	870		Judy Stocker	Andy Stocker

## Notes from the Rallyemasters

Teresa & Nick Stefanisko -Opening (Hawaii) & Closing (New York)

We would like to thank everyone who came out to run the rallye. This rallye took a group effort to pull together. We would like to thank all of the Rallyemasters, Adam & Beth Riggs, Brian Underwood, Darin & Michelle McGrew, Doris Fung and Mike Hsu, for their work

on this rallye. A special thank you to Beth and Doris for wrangling Zak at the CP and Finish after our babysitter bailed on us at the last minute. Glen and Gary get a big thank you for being brave enough to come work the CP. As always thank you Steve and Nancy for taking care of the start. We would like to thank the protest committee for their wisdom. Reading the evaluations gave us some great ideas for next year's challenges, yes there will be an Amazing Rallye 2! Maybe instead of building something with Legos you will get to smash the Legos? Just a thought so mark your calendars 07/07/07 will be The Amazing Rallye 2. If you think you would like to help with next years rallye please contact me soon. We will be starting to write the rallye in just a few weeks.

Darin & Michelle McGrew -Red (Siam) & Blue (Canada)

I'd like to thank Teresa for pulling this together, and for making sense of all the different ideas contributed by the many members of the rallyemaster team. We enjoyed putting on this rallye, and we're glad that most of you enjoyed running it. And if you're interested in testing your rallyemaster wings, I encourage you to try writing a leg of next summer's Amazing Rallye!

How did you compare? Below is a break down of how many cars recorded each CM and got each CP.

CM	FT	(2)	Beg	(8)	Nov	(3)	Sen	(8)	Exp	(3)	Mstr	(3)	All	(27)
-----														
Opening Segment-Hawaii														
H41	100%	(2)	100%	(8)	100%	(3)	100%	(8)	100%	(3)	100%	(3)	100%	(27)
BK24	50%	(1)	75%	(6)	66%	(2)	87%	(7)	100%	(3)	100%	(3)	81%	(22)
D7	50%	(1)	25%	(2)	33%	(1)	100%	(8)	100%	(3)	100%	(3)	66%	(18)
I25	0%	(0)	50%	(4)	100%	(3)	100%	(8)	100%	(3)	66%	(2)	74%	(20)
AF8	100%	(2)	100%	(8)	100%	(3)	100%	(8)	100%	(3)	100%	(3)	100%	(27)
Z17	0%	(0)	12%	(1)	0%	(0)	0%	(0)	0%	(0)	0%	(0)	3%	(1)
G19	50%	(1)	87%	(7)	100%	(3)	87%	(7)	100%	(3)	100%	(3)	88%	(24)
A40	0%	(0)	75%	(6)	66%	(2)	100%	(8)	100%	(3)	100%	(3)	81%	(22)
Red Segment-Siam														
AO4	50%	(1)	25%	(2)	0%	(0)	0%	(0)	0%	(0)	0%	(0)	11%	(3)
AP40	50%	(1)	75%	(6)	66%	(2)	100%	(8)	100%	(3)	66%	(2)	81%	(22)
Q8	0%	(0)	50%	(4)	100%	(3)	87%	(7)	100%	(3)	66%	(2)	70%	(19)
BB40	0%	(0)	0%	(0)	33%	(1)	25%	(2)	100%	(3)	100%	(3)	33%	(9)
BM9	0%	(0)	50%	(4)	66%	(2)	75%	(6)	66%	(2)	100%	(3)	62%	(17)
O15	0%	(0)	0%	(0)	0%	(0)	0%	(0)	100%	(3)	66%	(2)	18%	(5)
AN22	0%	(0)	0%	(0)	0%	(0)	0%	(0)	0%	(0)	0%	(0)	0%	(0)
AY22	0%	(0)	0%	(0)	0%	(0)	0%	(0)	0%	(0)	33%	(1)	3%	(1)
AS8	0%	(0)	12%	(1)	0%	(0)	12%	(1)	0%	(0)	0%	(0)	7%	(2)
Y24	100%	(2)	100%	(8)	100%	(3)	100%	(8)	100%	(3)	100%	(3)	100%	(27)
CP10	100%	(2)	100%	(8)	100%	(3)	100%	(8)	100%	(3)	100%	(3)	100%	(27)
CP11	100%	(2)	100%	(8)	100%	(3)	100%	(8)	100%	(3)	100%	(3)	100%	(27)
Yellow Segment-New Orleans														
AQ16	50%	(1)	37%	(3)	33%	(1)	100%	(8)	100%	(3)	100%	(3)	70%	(19)
BL23	0%	(0)	25%	(2)	33%	(1)	25%	(2)	66%	(2)	100%	(3)	37%	(10)
BJ33	50%	(1)	0%	(0)	0%	(0)	0%	(0)	0%	(0)	0%	(0)	3%	(1)
U13	50%	(1)	25%	(2)	0%	(0)	12%	(1)	0%	(0)	0%	(0)	14%	(4)
BH20	100%	(2)	100%	(8)	100%	(3)	87%	(7)	100%	(3)	100%	(3)	96%	(26)
U13, BH20	50%	(1)	25%	(2)	0%	(0)	0%	(0)	0%	(0)	0%	(0)	11%	(3)
M21	100%	(2)	75%	(6)	0%	(0)	25%	(2)	33%	(1)	0%	(0)	40%	(11)
P14	0%	(0)	25%	(2)	100%	(3)	75%	(6)	66%	(2)	100%	(3)	59%	(16)
M21, P14	0%	(0)	0%	(0)	0%	(0)	0%	(0)	0%	(0)	0%	(0)	0%	(0)
AW39	0%	(0)	0%	(0)	0%	(0)	0%	(0)	0%	(0)	0%	(0)	0%	(0)
AL26	100%	(2)	100%	(8)	66%	(2)	100%	(8)	100%	(3)	100%	(3)	96%	(26)
AZ40	0%	(0)	25%	(2)	33%	(1)	87%	(7)	100%	(3)	66%	(2)	55%	(15)
CP40	100%	(2)	100%	(8)	100%	(3)	100%	(8)	100%	(3)	100%	(3)	100%	(27)
CP41	100%	(2)	100%	(8)	100%	(3)	100%	(8)	100%	(3)	100%	(3)	100%	(27)

Blue Segment-Canada

AU10	50%	(1)	62%	(5)	100%	(3)	87%	(7)	66%	(2)	100%	(3)	77%	(21)
AR20	0%	(0)	87%	(7)	66%	(2)	100%	(8)	100%	(3)	100%	(3)	85%	(23)
B2	50%	(1)	75%	(6)	66%	(2)	100%	(8)	100%	(3)	66%	(2)	81%	(22)
BA2	0%	(0)	0%	(0)	0%	(0)	0%	(0)	0%	(0)	33%	(1)	3%	(1)
B2, BA2	0%	(0)	0%	(0)	0%	(0)	0%	(0)	0%	(0)	0%	(0)	0%	(0)
AM27	50%	(1)	37%	(3)	0%	(0)	0%	(0)	0%	(0)	0%	(0)	14%	(4)
AA38	0%	(0)	37%	(3)	66%	(2)	87%	(7)	100%	(3)	66%	(2)	62%	(17)
AC34	0%	(0)	0%	(0)	0%	(0)	0%	(0)	33%	(1)	0%	(0)	3%	(1)
AI17	50%	(1)	87%	(7)	33%	(1)	62%	(5)	33%	(1)	100%	(3)	66%	(18)
CP30	100%	(2)	100%	(8)	100%	(3)	100%	(8)	100%	(3)	100%	(3)	100%	(27)
CP31	100%	(2)	100%	(8)	100%	(3)	100%	(8)	100%	(3)	100%	(3)	100%	(27)

Green Segment-Australia

AE24	100%	(2)	100%	(8)	100%	(3)	100%	(8)	100%	(3)	100%	(3)	100%	(27)
C1	50%	(1)	12%	(1)	33%	(1)	100%	(8)	100%	(3)	100%	(3)	62%	(17)
N20	100%	(2)	50%	(4)	0%	(0)	37%	(3)	0%	(0)	0%	(0)	33%	(9)
F20	0%	(0)	50%	(4)	100%	(3)	62%	(5)	100%	(3)	66%	(2)	62%	(17)
F20, N20	0%	(0)	0%	(0)	0%	(0)	0%	(0)	0%	(0)	0%	(0)	0%	(0)
V37	0%	(0)	50%	(4)	66%	(2)	62%	(5)	66%	(2)	100%	(3)	59%	(16)
AG35	0%	(0)	37%	(3)	0%	(0)	0%	(0)	0%	(0)	0%	(0)	11%	(3)
AB18	100%	(2)	25%	(2)	100%	(3)	75%	(6)	66%	(2)	100%	(3)	66%	(18)
J6	50%	(1)	37%	(3)	0%	(0)	25%	(2)	33%	(1)	0%	(0)	25%	(7)
J6, AB18, AG35	50%	(1)	0%	(0)	0%	(0)	0%	(0)	0%	(0)	0%	(0)	3%	(1)
AJ40	0%	(0)	25%	(2)	66%	(2)	100%	(8)	66%	(2)	100%	(3)	62%	(17)
CP20	100%	(2)	100%	(8)	100%	(3)	100%	(8)	100%	(3)	100%	(3)	100%	(27)
CP21	100%	(2)	100%	(8)	100%	(3)	100%	(8)	100%	(3)	100%	(3)	100%	(27)

Closing Segment-New York

T24	50%	(1)	87%	(7)	33%	(1)	100%	(8)	100%	(3)	100%	(3)	85%	(23)
BD11	50%	(1)	100%	(8)	100%	(3)	87%	(7)	100%	(3)	100%	(3)	92%	(25)
BF3	50%	(1)	12%	(1)	100%	(3)	87%	(7)	66%	(2)	33%	(1)	55%	(15)
BC14	0%	(0)	12%	(1)	0%	(0)	12%	(1)	33%	(1)	33%	(1)	14%	(4)
BC14, BF3	0%	(0)	0%	(0)	0%	(0)	0%	(0)	0%	(0)	0%	(0)	0%	(0)
AH20	50%	(1)	100%	(8)	100%	(3)	100%	(8)	100%	(3)	100%	(3)	96%	(26)
R5	0%	(0)	25%	(2)	0%	(0)	0%	(0)	0%	(0)	0%	(0)	7%	(2)
AK5	50%	(1)	100%	(8)	100%	(3)	100%	(8)	66%	(2)	100%	(3)	92%	(25)
L19	0%	(0)	87%	(7)	100%	(3)	100%	(8)	100%	(3)	100%	(3)	88%	(24)
BE12	0%	(0)	62%	(5)	100%	(3)	87%	(7)	33%	(1)	33%	(1)	62%	(17)
K12	0%	(0)	12%	(1)	0%	(0)	12%	(1)	100%	(3)	66%	(2)	25%	(7)
K12, BE12	0%	(0)	0%	(0)	0%	(0)	12%	(1)	33%	(1)	0%	(0)	7%	(2)
CP50	100%	(2)	100%	(8)	100%	(3)	100%	(8)	100%	(3)	100%	(3)	100%	(27)
CP51	100%	(2)	100%	(8)	100%	(3)	100%	(8)	100%	(3)	100%	(3)	100%	(27)

Average times in the CP

Red Yellow Green Blue Total

2 2 3 11 18