

T = Award Issued
 * = Tie Broken
 P = Score affected by protest
 X = TRC Top Score

C	P	S	N		Driver	Navigator	Passenger
B	1	20	830	T	Jason Van Curen	Marguerite Reynolds	Joyce Van Curen
B	2	17	730	T	Jeff Deem (TRC)	Lola Deem	
N	1	13	850	T	Chris Paglianti (TRC)	Susan Paglianti (TRC)	Terry Nelson
N	2	8	830	T P	Dean Demirlioglu	Aaron Kleinsteinber	
N	3	19	815	T*	Donald Jaramillo	Geri Weizman	
N	4	12	815		Ed Sllintar (TRC)		
S	1	14	940	T	Ron Mooney (TRC)	Chris Muerm	
S	2	18	895	T P	David Thistlethwaite (TRC)	Carol Thistlethwaite	
S	3	15	860		Kevin Lewis		
S	4	6	800		Ken (Jr) Leufgen	Judy Leufgen	
E	1	1	990	T PX	Jean Talburt (TRC)	Dave Moen (TRC)	Keith Anderson
E	2	10	930	T*P	Trevor Graham (TRC)	Kim Graham	
E	3	9	930	*P	Steve Watt (TRC)	Nancy Hanna (TRC)	
E	4	5	930		Eric Sulton	Dean Stanton (TRC)	
E	5	2	900		Jenny Stave	Wayne Stilwell (TRC)	
M	1	16	980	T P	Darin McGrew (TRC)	Michelle McGrew (TRC)	
M	2	3	975	P	Nick Stefanisko (TRC)	Teresa Stefanisko (TRC)	Zak Stefanisko
M	3	11	960	P	John Mirassau	Sandra Powers	
M	4	7	900	P	Jeff Trimble (F/A)		
M	5	4	870	P	Brian Underwood (TRC)	Jimmy Lin (TRC)	

Rallye Masters Comments

Despite the holiday and the heat, while we had few cars, we had really good rallyists. The scoring in this not-real-easy rallye (despite the tie-breaker comment in the GIs at line 149) was pretty impressive. With a couple of exceptions, the rallye seemed to run cleanly, which was very gratifying considering that there were a number of things in it that were fairly complicated that we tried for the first time.

We got some comments on the GI line numbers and their usefulness as references. Believe it or not, utility was the original reason for them: RM Dave gets very frustrated when he can't find where in the GIs the Critique refers on some particular point, and we decided on the line numbers since it solves that problem for Attorneys. That led RM Cyndel to the idea of Court/Lawyer theme, and then Dave got the inspiration for the RI 15 gimmick last. It didn't start with the gimmick or the theme.

The concept for the no back-to-back instructions series of gimmicks had been in our list for a long time, but it just came together while we were working on the rallye.

The ME gimmick about the SUPP not being able to delete a Court Order, and then later resulting in RI 20 being done out of sequence, resulted from Dave making a mistake in writing the earlier gimmick, then realizing while previewing the route himself that a SUPP can't delete a Court Order. The whole inspiration seemed to fall into place nicely from there.

Protests:

There were about a dozen protests, half of which dealt with a variety of uncommon but possibly plausible interpretations of the GIs. Several were granted to the protesting team, and several were denied. The remainder focused on one or the other of 2 issues -

- 1) GIs Line 112 instructed competitors to "File a motion [a defined term] at Laguna Court..." Unfortunately it was followed by the phrase "when you get there". GIs Lines 69 and 70 say that all words following "at" in a court order must appear on the sign. So Laguna Court would have to be denied. This was granted to all cars missing JK54.
- 2) Competitors were to visit Emmett whenever possible. At Emmett and Emmett Ct, we had left the Ct as a word or abbreviation that does exist on the sign, in order to make that an intersection. However, one of our pre-check teams pointed out that Emmett Ct is not the name of the person in the story (true), so we added the instruction that letter groups following a name were to be disregarded. Unfortunately we missed the fact that if you disregard the letter group, you still don't have an intersection,... This was granted to all cars also.

We want to thank all of the Team:

Our Mentor, Editor, and Advisor, Bob Schott, who put a mountain of effort into smoothing out not only the errors of first-time Rallye Masters, but also working through all the novel concepts that we were trying. Without Bob's efforts, this would not have come together nearly as cleanly.

Our Pre-Checkers: Greg Wong and Karen Cate (Expert Level); Kristine Gagliano, Achilles Gagliano, and Marian Podich (Beginner Level); and TRC Director of Competition Abby Grossman.

Our Check Point Team: Abby and Glen; Jim and Dianne Prior; Lisa Corsetti; Bob Schott; Ken Schott.

Our Course Marker Team: Jim Prior, Dianne Prior, and Achilles Gagliano.

Thanks to the TRC board, especially Steve Watt and Nancy Hanna for their encouragement and help with printing the materials and to Nick Stefanisko for getting the awards produced. Thanks to Teresa Stefanisko for answering a thousand email questions about procedures, and where to find information, almost always very quickly, and to Nick and Teresa for their help getting the finish set up and providing the computer scoring, which made the scoring task much easier for Cyndel and Kristine. Thanks too to Kristine and Achilles for leaving another engagement quickly to get to the finish and help with the scoring.

And Special Thanks to Bob and Ken Schott, whom we asked to be here to help with technical stuff at the start, etc., but who generously jumped in without any hesitation to the often thankless job of fixing last-minute course marker problems brought on by a combination of heat, wind, and - frankly - a Rallye Master engineering error.

And Finally... Thanks to all the great teams and soloists who came out on a very warm holiday weekend to run Courting Disaster. We really hope you had a lot of fun!

Following you can see the coursemarker details by number and percentage.

Coursemarker details:

Item	FT	(0)	Beg	(2)	Nov	(4)	Sen	(4)	Exp	(5)	Mstr	(5)	All	(20)
A1	--	100%	(2)	100%	(4)	100%	(4)	100%	(5)	100%	(5)	100%	(20)	
B4	--	100%	(2)	100%	(4)	100%	(4)	100%	(5)	100%	(5)	100%	(20)	
C2	--	50%	(1)	100%	(4)	100%	(4)	100%	(5)	100%	(5)	95%	(19)	
D51	--	0%	(0)	50%	(2)	100%	(4)	100%	(5)	60%	(3)	70%	(14)	
F15	--	50%	(1)	100%	(4)	75%	(3)	100%	(5)	80%	(4)	85%	(17)	
G18	--	50%	(1)	100%	(4)	100%	(4)	100%	(5)	100%	(5)	95%	(19)	
H41	--	0%	(0)	25%	(1)	25%	(1)	0%	(0)	20%	(1)	15%	(3)	
I5	--	100%	(2)	75%	(3)	75%	(3)	60%	(3)	20%	(1)	60%	(12)	
J12	--	50%	(1)	50%	(2)	100%	(4)	100%	(5)	100%	(5)	85%	(17)	
K18	--	0%	(0)	25%	(1)	0%	(0)	0%	(0)	0%	(0)	5%	(1)	
L36	--	100%	(2)	100%	(4)	75%	(3)	20%	(1)	0%	(0)	50%	(10)	
M17	--	0%	(0)	0%	(0)	25%	(1)	80%	(4)	100%	(5)	50%	(10)	
O63	--	0%	(0)	0%	(0)	0%	(0)	60%	(3)	20%	(1)	20%	(4)	
P37	--	100%	(2)	50%	(2)	100%	(4)	100%	(5)	100%	(5)	90%	(18)	
Q16	--	0%	(0)	25%	(1)	50%	(2)	40%	(2)	80%	(4)	45%	(9)	
R40	--	0%	(0)	50%	(2)	75%	(3)	100%	(5)	100%	(5)	75%	(15)	
S24	--	100%	(2)	25%	(1)	25%	(1)	0%	(0)	0%	(0)	20%	(4)	
T33	--	50%	(1)	100%	(4)	100%	(4)	100%	(5)	100%	(5)	95%	(19)	
U31	--	100%	(2)	75%	(3)	75%	(3)	80%	(4)	100%	(5)	85%	(17)	
V3	--	50%	(1)	50%	(2)	100%	(4)	80%	(4)	100%	(5)	80%	(16)	
W44	--	50%	(1)	25%	(1)	25%	(1)	0%	(0)	0%	(0)	15%	(3)	
X24	--	100%	(2)	75%	(3)	50%	(2)	100%	(5)	60%	(3)	75%	(15)	
Y18	--	0%	(0)	0%	(0)	50%	(2)	80%	(4)	100%	(5)	55%	(11)	
Z5	--	0%	(0)	0%	(0)	0%	(0)	40%	(2)	80%	(4)	30%	(6)	
AA23	--	100%	(2)	25%	(1)	100%	(4)	80%	(4)	100%	(5)	80%	(16)	
BB1	--	100%	(2)	100%	(4)	100%	(4)	100%	(5)	100%	(5)	100%	(20)	
CC18	--	50%	(1)	75%	(3)	100%	(4)	80%	(4)	100%	(5)	85%	(17)	
DD26	--	50%	(1)	75%	(3)	100%	(4)	100%	(5)	100%	(5)	90%	(18)	
EE22	--	50%	(1)	100%	(4)	75%	(3)	100%	(5)	80%	(4)	85%	(17)	
FF18	--	100%	(2)	100%	(4)	100%	(4)	100%	(5)	100%	(5)	100%	(20)	
HH37	--	0%	(0)	75%	(3)	25%	(1)	80%	(4)	40%	(2)	50%	(10)	
JJ27	--	100%	(2)	100%	(4)	100%	(4)	20%	(1)	60%	(3)	70%	(14)	
KK67	--	50%	(1)	25%	(1)	100%	(4)	100%	(5)	60%	(3)	70%	(14)	
LL32	--	0%	(0)	0%	(0)	0%	(0)	0%	(0)	0%	(0)	0%	(0)	
NN48	--	0%	(0)	0%	(0)	25%	(1)	80%	(4)	60%	(3)	40%	(8)	
PP67	--	100%	(2)	75%	(3)	50%	(2)	100%	(5)	100%	(5)	85%	(17)	
QQ9	--	0%	(0)	0%	(0)	25%	(1)	80%	(4)	40%	(2)	35%	(7)	
RR16	--	50%	(1)	75%	(3)	75%	(3)	100%	(5)	100%	(5)	85%	(17)	
UU16	--	0%	(0)	50%	(2)	100%	(4)	100%	(5)	60%	(3)	70%	(14)	
VV64	--	50%	(1)	75%	(3)	100%	(4)	100%	(5)	100%	(5)	90%	(18)	
WW41	--	0%	(0)	0%	(0)	25%	(1)	0%	(0)	0%	(0)	5%	(1)	
XX47	--	0%	(0)	25%	(1)	0%	(0)	0%	(0)	0%	(0)	5%	(1)	
YY56	--	50%	(1)	25%	(1)	50%	(2)	60%	(3)	100%	(5)	60%	(12)	
ZZ6	--	100%	(2)	75%	(3)	50%	(2)	40%	(2)	60%	(3)	60%	(12)	
AB60	--	0%	(0)	0%	(0)	0%	(0)	0%	(0)	0%	(0)	0%	(0)	
CD42	--	0%	(0)	50%	(2)	75%	(3)	80%	(4)	100%	(5)	70%	(14)	
DE50	--	100%	(2)	100%	(4)	100%	(4)	100%	(5)	100%	(5)	100%	(20)	
EF19	--	100%	(2)	75%	(3)	100%	(4)	60%	(3)	60%	(3)	75%	(15)	
FG7	--	0%	(0)	25%	(1)	25%	(1)	20%	(1)	40%	(2)	25%	(5)	
JK54	--	100%	(2)	75%	(3)	75%	(3)	40%	(2)	60%	(3)	65%	(13)	
KL58	--	50%	(1)	25%	(1)	50%	(2)	0%	(0)	0%	(0)	20%	(4)	
CA1	--	100%	(2)	100%	(4)	100%	(4)	100%	(5)	100%	(5)	100%	(20)	
CA2	--	100%	(2)	100%	(4)	75%	(3)	100%	(5)	100%	(5)	95%	(19)	
CA3	--	100%	(2)	100%	(4)	100%	(4)	100%	(5)	100%	(5)	100%	(20)	
CA4	--	100%	(2)	100%	(4)	100%	(4)	100%	(5)	80%	(4)	95%	(19)	
CA5	--	0%	(0)	0%	(0)	75%	(3)	80%	(4)	60%	(3)	50%	(10)	
CA6	--	0%	(0)	75%	(3)	50%	(2)	60%	(3)	60%	(3)	55%	(11)	
CA7	--	100%	(2)	100%	(4)	100%	(4)	100%	(5)	100%	(5)	100%	(20)	

