

# On Wisconsin National Rally

—by Henry Mixer

Position	Driver/Navigator	Car	Penalty Points
1	Don Skinner/Karl Goering	Comet	668
2	Scott Harvey/Ted Sparks	Chrysler 300K	684
3	Ken Hybarger/Mrs. Hybarger	T-Bird	723
4	Jerry Bloom/Harry Ward	Volvo	749
5	Barbara Bickham/James Bickham	Mustang	821
6	Roger Gillette/ John Hansen	TR 3	947
7	Robert Schoening/Jay Trow	Porsche	968
8	Flori Toney/J. Toney	Mustang	990
9	Suzanne Mollman/Robert Mollman	Chrysler 300K	1038
10	John O'Leary/Renee O Leary	Chrysler 300K	1164
Team Award. Skinner/Goering, Bloom/Ward, Templeton/Recu			2607

A TOTAL of 82 cars answered the invitation of the Milwaukee Region to enter the On Wisconsin National rally. Laid out by Milwaukee's well known team of rallyists, Gibbs and Doyen, this rally was "based on the premise that both driver and navigator must be presented with a challenge requiring cooperative effort and rally know how."

Friday night, June 5, saw most of those entered gathering at the Leilani Motel on the outskirts of Milwaukee. As this is one of two National rallies run in the Midwest this year the central states were well represented. With the first car due out at 6:01 a.m. Saturday, most contestants kept their visiting short and retired early. Since the new starting point was in a different area of Wisconsin from previous Nationals, there was much speculation as to what Gibbs and Doyen had in store for the next morning.

At 6:01 a.m. Saturday, Steller and Ward of Milwaukee led the way to the highways and byways of south eastern Wisconsin. To most competitors the first 21 miles were a clear indication that this year's On Wisconsin was truly a National rally. One saw check point #1 in the distance twice before a five minute pause at the end of the odometer check allowed us to really be sure it was there. From check point #1, the route turned southwest into some of that wonderful Wisconsin rally country. A brief excursion back and forth through and around the town of Wales led to some gnashing of navigators' teeth while the drivers' hands were full with the brisk rally speeds indicated.

By the time the coffee break came at Eagle most navigators welcomed the 20 minute pause to make up some of the time lost in the Kettle Moraine Forest.

The general instruction about staying on a named road when you were placed there by a previous instruction had many tests in the early hours of the rally. One of the longest came on

county trunk C when the route turned north. The next instruction required a right turn at a sign reading in part "United Presbyterian Church". As it turned out, the sign was about 15 miles and at least a dozen churches away.

Leaving North Lake, the trail took us up on one of the glacial moraines locally known as the Hogsback. While the road bent and twisted, we made five right turns in a row to pass check point #9 and turn north once again.

Hurrying north, a road that seemed to be closed for repairs turned out to be open to the turn-off on county truck NN and on to West Bend. Here a 30 minute pause for gas was most welcome as it gave all a chance to stretch and try and pick up some of the loose pieces from the first 120 miles of what was becoming a long and tough day with many traps for both drivers and navigator.

Kettle Moraine Drive grew a little gravel stretch which raised the dust and hob with maintaining the averages. Later, as the Drive followed the shore of one of Wisconsin's many lakes, the tourist traffic couldn't understand why rally cars wished to move along rather than observe the view. As we turned into Elkhart Lake, a right on county trunk JP, in sight of control 14, trapped many a team. The control captain (chairman Gibbs) was there to cheer or console as the case may be.

Reinforced by lunch we returned to the battle with the Kettle Moraine Forest as we slowly worked our way south. As we had run the course previously, we moved out ahead and placed a reporter and photographer who were with us near the only covered bridge left in Wisconsin for photographs. After we set up there were very few cars. Checking the nearest control point we felt sure that the rally must be causing some very high scores as many cars had not appeared when car 90 should have come by.

Around Bark Lake the organizers

found a way to make seven left turns in a row and still be on course. It was fun and what looked like a barn yard really was a road. At the end of this trial came check point #20. From here to the finish the accuracy of factors really came into being. The remaining 50 instructions for course and speed changes were all based on official rally miles. To me, it was interesting to recall that during the check-out run we had lost our hundredths odometer and were using the standard tenths odometer. To our amazement, we found that with a good factor we could stay on course with no trouble. At the end of these instructions those on course had returned to the Leilani Motel after 370 rally miles and 12 hours or more of driving. While there was much moaning and groaning, most of the kicking was of themselves for falling into the traps for which Gibbs and Doyen are famous.

The Milwaukee Region had selected this weekend for one of their social events, so those that wished could dance, sit, chatter or watch the floor show of South Sea Island maids and flying swords. By the time many of us had retired it became apparent that the scores were really high. First were the Hybargers with 447, second Skinner and Goering 499, third the Olearys with 502. Harvey and Sparks were fourth with 552.

Sunday started a little easier. First car out at 7:30 a.m. For this day's run a map reading and planning exercise was added to the navigators chores. The instructions read "Tour the following points in the exact order listed." The points included highway intersections, villages, towns and even a point designated by latitude and longitude. If the navigator picked out the right route, the driver also was busy as very few major roads satisfied the instructions; rather the county trunks were used.

Beyond Rome (Wisconsin that is)



Navigator Karl Goering and driver Don Skinner inspect the first place trophy with Milwaukee R. E. Peter Bunn.

the route and the map seemed to diverge but most were able to wiggle through one way or another. Check point #9 beyond Sullivan seemed simple enough, hidden beyond a curve in the road and 30 minutes after the last one. Who would have guessed that 30 seconds from the out marker behind a farm house and hidden by another curve in the road was check point #10.

Check point #12 was at the main gate to Lyndale Farms, Jerry Hirsch's new race course near Pewaukee, Wisconsin. During an hour pause for lunch we were allowed to make two circuits of the course for a regularity run. It was not a simple run around the course as there were slaloms through traffic cones coupled with starts and stops. Until it was all over we did not know that the timers and scorers were in the pagoda where they could see about

85% of the course. Even at this distance the scorers could easily follow a car and time it as it passed certain fixed points. We think this type of event is a good addition to a National rally and should be included as an option for future events. As the standard speed was set between 35 and 40 miles per hour one should be able to keep out of trouble.


From Lynndale to the Leilani was easy, one instruction and two controls. For us, relaxation, while the scorers took over the problems. Of course, there was a lot of talk about the problems of the last two days. To our ears some people were saying the rally was too hard, but a National is supposed to be hard. Gibbs and Doyen, we believe, had fulfilled their promise of presenting a challenge to both driver and navigator.



Jim and Barbara Bickham breast a hill near Wisconsin's Bark Lake to fifth overall in a National rally of astonishingly high scores.



## The GRIFFITH 200

powered by 

289 cubic inch, 195 hp  
Ford production engine  
makes this 1450 pound baby  
go, go, go!  
Independent all-round coil  
and wishbone suspension  
makes it ride, ride, ride!  
Dramatic design makes it  
something to see, see, see!

Don't just see it . . .  
*drive it!\**



\*Completely equipped -  
only \$3995



### Griffith Motors, Inc.

DEPT. RT-94, 141 EILEEN WAY  
SYOSSET, NEW YORK