

HIGH DESERT TRAILS 1973

PLACE	CAR #	DRIVER/NAVIGATOR	SCORE	CAR TYPE
1	2	Bob Laton Gerry Finn	1,377 *	Datsun 510 (Yellow)
2	3	Guenter Kern Warren Pechin	1,429 *	Datsun 510 (Brown)
3	4	Larry Monroe Dick Hansen	4,427 *	Fiat 128 SL (White/Red)
4	5	Chris Peterson Rick Hensley	4,581 *	Fiat 128 SL (Yellow)
5	10	Sam Spade Mary Jane Zurschmeide	8,171	Capri (Brown)
6	6	Phil Wedeking Don Padgett	20,549	Duster (Brown)
7	8	Dick Mahan Cliff Urseth	23,762	Dodge Dart 270 (Yellow?)
DNF	11	Jerry Hendricks Terry Arnold		Jeep Wagoneer (Brown)
DNF	1	Hendrik Blok Ron Richardson		Datsun 510 (Orange)
DNF	7	Jim Kinnard Jacky Kinnard		Alpha Romea (Grey)
DNF	9	Lon Blanchard Jim Bond		Capri (Red)
DNF	12	Paul Greven Bill Westall		V.W. Fastback

* denotes trophy winners

Enclosed you will find leg by leg scores and a flow chart of the rally. The flow chart has everyone's total score at the end of each section with arrows connecting your scores. This way you can follow your progress though out the course of the rally. For example I found it interesting to watch Kern & Pechin work their way up after Mesquite Canyon, trying in vain to catch Laton and Finn. Or watching Hendricks & Arnold work up to third before DNF ing.

Gary and I hope you enjoyed running the course as much as we enjoyed setting it up for you. Next year we will be offering prize money and hope for a bit larger turn out. We will be interested in hearing your comments on the event. I would especially like to know which sections you liked and disliked and the reasons why, as well as any suggestions on how to improve the event. Send any comments to:

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Mike & Gary

	TEHACHAPI	SECTION CONTROL	CALIF. CITY	MESQUITE	RAILROAD	BIRDSRING	JAWBONE	NO NAME	
L/F	20	23	273	359	395	482	1182	1199	L/F
M/H	21	25	336	420	554	DNF	1277	1285	K/P
K/P	37	39	351	649	897	902	1923	2439	H/A
P/H	42	46	542	871	1017	1186	3244	3310	S/Z
S/Z	44	48	1076	1240	1290	1339	3686	3811	M/H
B/R	49	54	1091	1264	1744	1806	3748	3847	P/H
W/P	85	90	1155	1367	2322	2365	16,598	17,598	W/P
G/W	234	DNF	2598	6598	10,598	13,598	17,803	19,803	M/U
H/A	540	545		7803	11,803	14,803			
K/K	698	701	DNF						
B/B	1074	1206	DNF						
M/U	1265	1315	3803						

	NONAME	JACOBS LANE	AQUEDUCT	NINE MILE	KELSO VALLEY	HOME STRETCH	SPEED TEST	
L/F	1199	→ 1220	→ 1273	→ 1334	→ 1355	→ 1377	→ 1377	LATON/FINN
K/P	1285	→ 1309	→ 1358	→ 1385	→ 1407	→ 1416	→ 1429	KERN/PECHIN
H/A	2439	→ 2499	→ DNF	→ 4270	→ 4311	→ 4424	→ 4427	MONROE/HANSEN
S/Z	3310	→ 3888	→ 4086	→ 4301	→ 4361	→ 4557	→ 4581	PETERSON/HENSLE
M/H	3811	→ 3933	→ 4231	→ 7833	→ 7858	→ 8149	→ 8171	SPADE/ZURSCHEI
P/H	3847	→ 4310	→ 6333	→ 19,649	→ 20,455	→ 20,534	→ 20,549	WEDEKING/PADGET
W/P	17,598	→ 19,598	→ 19,820	→ 22,486	→ 22,711	→ 23,759	→ 23,762	MAHAN/URSETH
M/U	19,803	→ 21,803	→ 22,200					

	TEHACHAPI			SPEED TEST		CALIFORNIA CITY				MESQUITE CANYON				RAILROAD	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LATON/FINN	16	3	<u>1</u>	5	167	14	140	86	<u>8</u>	0	7	21	58	10	<u>5</u>
KERN/PECHIN	17	19	<u>1</u>	2	12	<u>5</u>	93	192	<u>7</u>	1	40	227	267	3	<u>11</u>
MONROE/HANSEN	10	10	1	2	135	3	315	152	<u>49</u>	<u>2</u>	6	<u>14</u>	85	11	99
PETERSON/HENSLEY	13	25	<u>4</u>	4	1000	29	92	409	500	2	38	83	168	3	158
SPADE/ZURSCMEIDE	19	21	4	4	4	<u>4</u>	289	385	365	<u>21</u>	18	21	113	<u>5</u>	94
WEDEKING/PADGETT	26	50	<u>9</u>	<u>5</u>	330	8	500	1000	1000	1000	1000	1000	1000	1000	1000
MAHAN/URSETH	421	425	419	50	240	<u>277</u>	<u>211</u>	1000	1000	1000	1000	1000	1000	1000	1000
HENDRICKS/ARNOLD	207	200	133	5	6	6	103	1	500	5	11	11	58	8	<u>3</u>
BLOK/RICHARDSON	17	25	<u>7</u>	5	382	0	250	32	<u>15</u>	1	0	21	47	5	25
KINNARD/KINNARD	<u>331</u>	<u>188</u>	<u>179</u>	3	147	<u>60</u>	155	500	DNF						
BLANCHARD/BOND	316	365	393	132	DNF										
GREVIN/WESTALL	<u>232</u>	0	<u>2</u>	DNF											

Control #5 was not added into the totals due to the misoriented course arrow. However the fastest time was held by Sam Spade, with Jerry Hendricks a close second. The fast regularity up mesquite was zero'd by Hendrik Blok, with Jerry Hendricks losing 6, Laton losing 7 and Monroe loseing 8. The fast regularity section between controls 12 & 13 was covered fastest by Blok who lost 26, Laton lost 37, Guenter Kern lost 40, and Hendricks lost 47. The first section of the railroad regularity appeared to be duck soup with three cars arriving early(Kern, Laton, and Hendricks)

Scores that are underlined indicate early.

	RAILROAD		BIRDSRING			JAWBONE			NO NAME		JACOBS LN.		AQUEDUCT		
	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
LATON/FINN	17	4	1	39	47	412	278	<u>10</u>	7	10	9	12	<u>21</u>	10	22
KERN/PECHIN	<u>2</u>	<u>10</u>	1	2	2	247	123	<u>5</u>	<u>3</u>	5	<u>6</u>	18	<u>28</u>	<u>10</u>	11
MONROE/HANSEN	117	141	113	33	<u>23</u>	1000	1000	500	<u>1</u>	124	<u>18</u>	59	<u>5</u>	199	139
PETERSON/HENSLEY	324	470	<u>4</u>	36	3	500	500	383	<u>29</u>	70	<u>35</u>	51	0	103	50
SPADE/ZURSCMEIDE	180	201	<u>7</u>	29	<u>26</u>	500	500	438	2	64	<u>500</u>	<u>500</u>	<u>23</u>	1000	1000
WEDEKING/PADGETT	1000	1000	1000	1000	1000	1000	1000	1000	500	500	1000	1000	<u>13</u>	2	7
MAHAN/URSETH	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	<u>132</u>	17	254
HENDRICKS/ARNOLD	35	<u>4</u>	<u>16</u>	27	6	345	236	<u>3</u>	16	500	5	55	<u>4</u>	254	DNF
BLOK/RICHARDSON	33	71	DNF												

The last two regularity points on the railroad regularity proved little challenge with Kern, Laton and Hendricks all getting good scores. The birdspring pass regularity also proved relatively easy with Kern and Pechin scoring a total of 5 points for three regularity points. Then the axe fell with the fast limited up Butterbread canyon. Some people were slow to realize it was going to be brisk and took some big points. The time for this limited was arrived at by driving it at speed and then adding on enough time to bring it up to an even minute. Then NoName canyon found Laton and Kern with excellent times. Jacobs Lane suprisingly found many people late with Laton losing the least. Marcel and Bill must have been really well hidden to catch everyone but one car early on the begining of the aqueduct regularity.

	NINE MILE			KELSO VALLEY			HOME STRETCH			SPEED TEST		TOTAL SCORE
	31	32	33	34	35	36	37	38	39	40	41	
LATON/FINN	12	<u>6</u>	43	<u>12</u>	<u>7</u>	<u>2</u>	0	5	17	0	0	1377 *
KERN/PECHIN	<u>2</u>	0	25	<u>12</u>	<u>5</u>	5	0	<u>6</u>	3	0	13	1429 *
MONROE/HANSEN	15	29	<u>26</u>	<u>25</u>	<u>28</u>	7	0	<u>37</u>	<u>26</u>	0	3	4427 *
PETERSON/HENSLEY	5	39	140	<u>10</u>	<u>4</u>	<u>27</u>	<u>1</u>	82	163	0	24	4581 *
SPADE/ZURSCMEIDE	500	500	500	<u>10</u>	<u>8</u>	<u>7</u>	<u>2</u>	15	274	0	22	8171
WEDEKING/PADGETT	<u>5</u>	<u>6</u>	18	209	307	290	<u>22</u>	<u>16</u>	41	0	15	20549
MAHAN/URSETH	<u>173</u>	<u>11</u>	96	40	47	138	48	500	500	0	3	23762

The nine mile regularity was supposed to be rather brisk but most people seemed to be able to handle it very well and there were many good scores. Kelso Valley proved even easier and as a result many people were caught early. The homestretch regularity was fast but maintainable as Monroe and Hansen proved by being .26 min early at the end of it. The dusty speed test at the end was won by Laton with Monroe and Mahan both a close second.