

RESULTS- Mason-Dixon Trials

Car	Driver	Navigator	Vehicle	Class	Score	Position	
Overall							
2	Head	Teter	Subaru	E	19	1	1
1	Wakemen	Haas	Saturn	E	19	1	1
3	Horoschak	Horoschak	Audi	L	372	1	5
5	Hund	Hund	BMW	N	350	1	6
6	Miller	Miller	Saab 900	N	540	2	7
8	Skopp	Skopp	Audi	N	1230	3	11
11	Harbold	Meyers	64 MGB	H	230	1	3
7	Wallace	Ritterhoff	75MGB	H	290	2	4
10	Macinnes	Macinnes	66Sprite	H	600	3	8
4	Casper	Parr	67MGB	H	780	4	9
9	Newman	Campbell	61MGB	V	790	1	10

Mason-Dixon Trials

Beautiful weather greeted the competitors that showed up for the revival of the Mason-Dixon challenge. Now called the Mason-Dixon Trials, the event had a dual character. The basic tulip route book supplied to the novice, vintage and historic crews was designed to guide the teams in those classes down interesting roads to the barbeque at the finish. The teams competing in the MidAtlantic Rally Series were given a more difficult set of instructions.

Trial #1 was a simple tulip section and was the same for both groups taking them from Prettyboy Reservoir to Bentley Springs. All teams did well. At the top of the field, SCCA National Champions Dave Head and Dave Teter in their Subaru WRX were tied with MARS Champions Wakefield and Hass in their Saturn with tie scores. Hund/Hund in their BMW sports car were tied with Miller/Miller in a SAAB in the novice class. Harbold/Meyers squeaked ahead of their competition by 0.1 minutes to head the Historic Class in their 1964 MGB.

Beginning with Trial#2, The MARS competitors had different instructions from the more recreational classes. The MARS guys had to plot a route on a map using map references and a device called a romer. While the experts were well up to this task, the lead began to see-saw a bit.

The recreational rallyists were given another tulip section, but key times were added for every instruction to tighten the competition. The SAAB of Miller/Miller pulled ahead in the Novice Class and Harbold/Harbold increased their lead in the historic class.

Trial#3 was another map plotting exercise for the Equipped experts and close competition was maintained. The recreational route instructions consisted of ‘clock tulips’. The competitors had to set a toy clock to specific times and aiming one hand at their belly button, they exited the intersections by the direction indicated by the other hand. Hund/Hund went back into the lead in the novice class and Harbold/ Meyers held on to their lead in Historic.

Trial#4 utilized ‘clock tulips’ for all classes, but the set for the MARS classes had less helpful information than the recreational classes forcing them to be more dependent on the toy clocks. Still, there was little advantage taken by either class E crew in this section. While all the novice and historic crews collected penalties, the outcome was that Harbold/Meyers consolidated their lead in Historic and the Hunds did the same in Novice.

At the finish, everyone tucked into a backyard barbeque laid on in Larry Heaps back yard. Unfortunately, some problems delayed the scoring at the finish. The outcome for the trophy in class E was not settled for some time due to the close scores. Ultimately, the two teams in contention settled it themselves by declaring a tie. In the end, the top scores depended on whether the scores were rounded off from three decimal places to 2 or truncated.

Horoschak/Horoschak were unopposed and won class L in their Audi.

Newman/Campbell won the vintage class unopposed in their 1961 MGB.

The Mason-Dixon Trophy was awarded to Larry Heaps for his many contributions to the event.