

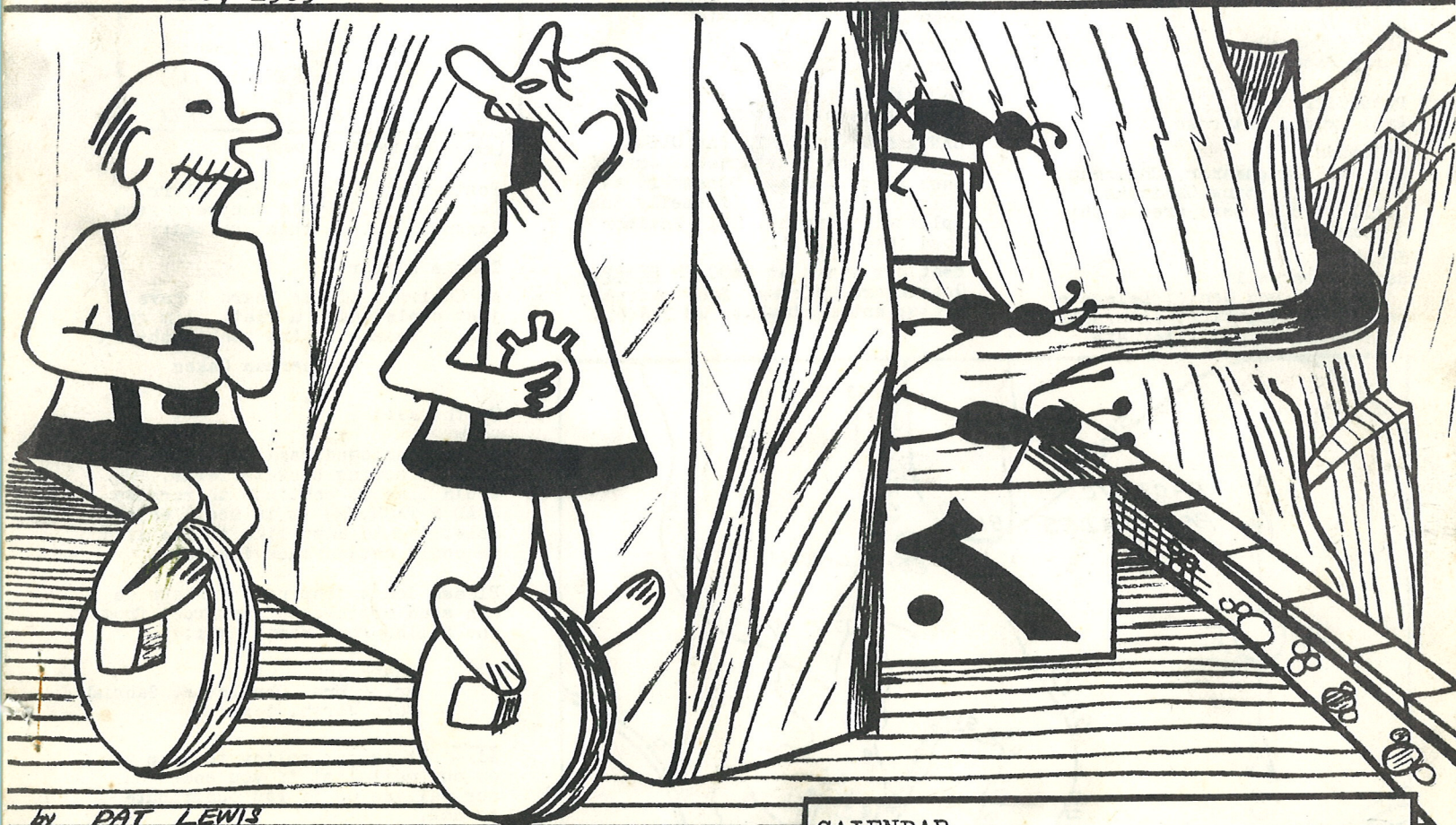


ROAD *and* TACH

June, 1969

Vol. XVIII

No. 6



by PAT LEWIS

"RELAX! EVEN IF THIS IS
HIGHWAY ROBBERY
I TELL YOU THERE'S NO WAY
TO PUT A CHECKPOINT ON
THIS ROAD."

CALENDAR

June 25 -SM Meeting; 8pm; SM Cyn.
601 Latimer Rd.; entertainment
refreshments; guests welcome.

Info: Joyce Peterzell GR 34445

July 4 -FIRST FRIDAY NITER #26
8pm; Valley Car Wash, Van Nuys
near Saticoy, V.N. \$2.50

July 27 -HIGHWAY ROBBERY '69; tech.
insp. 6:30am, first car 8:01; SM
Civic Aud. Pkg. Lot, 4th & Pico
SCCA DIVISIONAL; \$5 incl. D.P.
Approx. 6½ hrs; 477-8478



June, 1969 Vol. XVIII No. 6

ROAD & TACH is published monthly, except December, by the Santa Monica Sports Car Club

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John Magill
Tina Olson, CP Personnel
John Sears
Dan Sexton
one other, changed monthly

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Two others, changed monthly

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SANTA MONICA SPORTS CAR CLUB

meets on the fourth Wednesday of each month, except December, at Rustic Canyon Park (formerly the Uplifters' Ranch), 601 Latimer Road (see map).

Meetings start at 8:00 PM SHARP.

Guests are welcome; free refreshments; entertainment. GR 3-4445.

Opinions in Road and Tach are those of the respective writers, and not necessarily those of the Santa Monica Sports Car Club, its Board of Directors, or the editor.

While false information will not intentionally be published, R&T is responsible neither for the accuracy of descriptions of goods and services offered nor the correctness of announcements of future events.

LETTERS



We welcome and will probably print any topical correspondence from members and from non-members.

Letters will be subject to editing. Please make them legible and, preferably, in English.

Mail to:

Joyce Peterzell
2534 Tilden Ave.
Los Angeles 90064

(more letters on page 3)

Postmarked, Poste Firenze Ferr. Corrisp. 31.5.69-14 (anyway, from Verona, Italy), this arrived:

To the Editors:

As Chairman of the Board I have just stole (sic) a Fiat. I'm going to rename it the "Oakesmobile".

Sherman Oakes

To the Editor ***

As the enclosed card indicates, we will be moving back to Texas. We would like to continue to receive ROAD & TACH, as it is most enjoyable. Would also like to see if we could obtain back issues.

Please don't drop us. Perhaps we can send articles of interest from the Dallas-Fort Worth area.

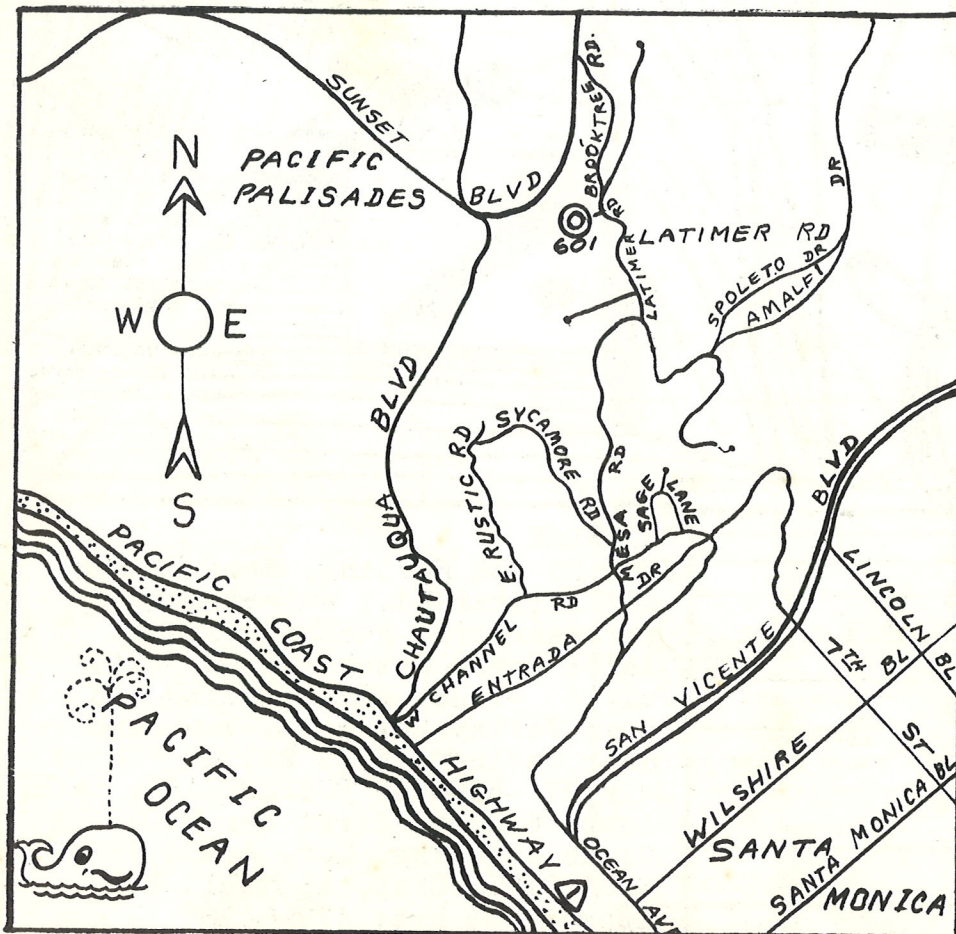
Thank you,
Mr. & Mrs. Charles P. Gabriel
Fort Worth, Texas

Ed:- It is our policy to keep you on our mail list if you come on our rallyes OR if you contribute to R&T.

As of now, you've done both; so you will be on our list for at least three months--with no strings. An occasional contribution to our paper will keep it coming to you.

I have back issues (going back several years); let me know how far back you'd like to go, and I will send them to you--for the price of the postage.

Incidentally, Ed Deady, who hails from Dallas, suggests that you call Clyde Durbin (Dallas), who is the SCCA executive for the Southwest. He can help you get involved in the rallye scene there.



To the Editor:

In reply to your curiosity the answers are: 43, Alfa, and not necessarily. Seriously, I think HSFCCA managed 43 cars for their 50 car max. event. Cars were classed:

A to 1000cc
B 1001 to 1500cc
C 1501 to 2000cc
D 2001 to 3000cc
E 3001 to 4000cc
F 4 liters to afterburners

We were in a '66 Alfa Giulia GT at 1570cc. That's the bottom of the

heap in class C. In Leg VI, our 80 mph leg, class F only had to average 85 mph. This has got to be a beautiful illustration of how much guts a small import has. Can you imagine a 427 (7000cc) Corvette receiving a 5mph higher avg. speed than a 1570cc Alfa? Now, with the introduction of the Maverick, Detroit hopes to cut into the import field. Detroit--good luck, you'll need it! There's more to an import than price.

Eric Anderson
PACE Ltd.

Gene Collins swears he received the following in the mail:

Dear Mr. Collins:

We regret to notify you that your BMW, serial no. 14827-135A is missing and presumed lost at sea. So as not to be without any physical object since the body will be unrecoverable, we will forward, at the soonest available moment, copies of the serial number and ignition key. We hope you have not been too inconvenienced by all this.

Also, we would like to remind (sic) you to look at this philosophically (sic)---"You could have been in the BMW when it was lost". However, then it would not have been lost, would it? Would it? (Do ((sic)) a falling tree make a sound if there is no one to hear it?)

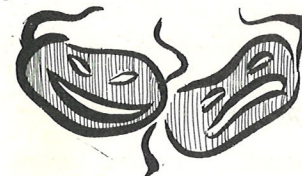
Anyway, remember us when you order your next car and in the meantime, your balance of \$3536.61 is due. You may leave small unmarked bills in a brown sack by the Volkswagen dealership any Thursday night between 11:32 and 11:34 pm.

It has been a pleasure serving you.

CMDR. Irving Snapps III
BMW Public Relations
Tel Aviv

IS:jm

Ed:- Gene must have done something right; he's now driving a German racing silver BMW.



To the Editor:

Thanks for running Mike Devitt's "F.L.I.R.T. FLOP". Up till now I was under the impression it was just me. We ran the March TWILITE TOUR, and either it had too many "U" turns, and Malibu Drive (Old Topanga) don't exist, or else the RM and I have two different ideas of what constitutes a dead end.

After spending one hour retracking and searching, we gave up and went to find the next named street some 23 instructions later. We then followed the course to Shakeys and missed the last checkpoint. How we did miss it is beyond me. Mr. Devitt's account gave me a lift.

Elayne Winagura
West Los Angeles

P.S. Is there a school for Navigator-timers who can't read a clock? My driver would like to send me!!!

Ed:- Come to a Santa Monica SCC meeting (next one June 25) and repeat your request. We have many experienced clock readers who will be happy to help you.



3
6-69

To the Editor:

I would like to get an answer to a question I have from the "First Friday Niter", June 6.

After instruction #24 appeared the phrase, "Take a 10 min. break before the next Instr." This supposed instruction was not numbered and appeared one line above #25, which appeared blank. Was this a typographical error or did I catch myself being trickier than the SMSCC?

I refused the instruction because it was not numbered. Part of my refusal was also based on the May issue of your publication, page 9, *ED: the Calico Kitchen episode.

Please tell me what the proper ruling is on this particular part of the last rally.

Press on Regardless,
Ron Melitsoff
West Los Angeles

24.	24	R	after STOP and FWL
			Take a 10 min. break before the next Instr.
25.			
26.	18	R	First OPP after "ENCO" (Fernwood Pacific Dr.)

Ed notes:- The illustration is a photographic reproduction of the referenced part of the instructions. This effect sometimes appears when typewritten copy is cut and spliced for offset printing. You will notice similar irregularities in this publication.

The intent was that Instruction 25 be "Take a 10 min. break...". You might reasonably have interpreted the break as part of #24, since some instructions take more than one line, but I can't think of any interpretation that would justify skipping the break and going on to #26.

The referenced Calico Kitchen instruction was a NOTE reading, "You are expected at the CALICO KITCHEN for a 13.63 minute pot stop...". The trap was that the NOTE didn't say to take a break, it only stated a fact, so no action was called for. Executing the NOTE cost 13.63 min. late.

HLP

Ed note #2:- Besides, it's unlikely that you'd find such a tricky trap on a FIRST FRIDAY NITER!

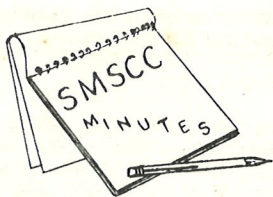
JMP

SOL

DUZ you DREFT along with the TIDE?
VEL, now is the time to CHEER up.
If you want JOY, the TREND is to BREEZE through a rallye.
Just once, take your SWEETHEART on a rallye to the SURF
ALL night--not forgetting that this rallye was made for LESTOIL
Where the rallyist is given first consideration, and
A DOVE will never have to send out an S.O.S.
For those who intend to miss this rallye, maybe we
Should DIAL you a reminder of your IVORY place in the rallye.
Rallying adds ZEST to your LIFEBOUY
So why not WISK yourself out of THE HOUSE
Dress SPIC AND SPAN, and DASH like a COMET to the
SMSCC FIRST FRIDAY NITER???

-MR CLEAN*

*We won't unmask him yet--but he won a REALLY big one (rallye) in May.



GENERAL MEETING MINUTES

MAY 28, 1969

THE PROMPT ATTENDANCE INDUCER WAS WON BY GUY BULL AFTER THE NAME OF ABSENT MEMBER DALE FLETCHER WAS DRAWN.

THE MINUTES OF THE GENERAL MEETING WERE READ AND APPROVED WITH THE NOTATION THAT THE FFN INCOME WAS \$174 NOT FOR 174 CARS. THE READING OF THE BOARD MEETING MINUTES WAS SUSPENDED.

MEMBERSHIP: SUE BEALE INTRODUCED NEW MEMBERS AND GUESTS AND REPORTED THAT THERE ARE CURRENTLY 75 GENERAL MEMBERS.

PUBLICATIONS: JOYCE PETERZELL REMINDED THE MEMBERS THAT CONTRIBUTORS ARE WELCOME.

PUBLICITY: THE POSTERS FOR HIGHWAY ROBBERY WERE SHOWN AND DISTRIBUTED.

ENTERTAINMENT: A PRESENTATION BY THE LOCAL MICHELIN DISTRIBUTOR WAS GIVEN.

SCCSCC: TERRY O'NEILL REPORTED ON THE CURRENT STATE OF THE HAYES RANCH DISCUSSION. BOTH COMMITTEES HAVE APPROVED THE INCORPORATION BY-LAWS. TERRY MOVED THAT THE DECISION OF THE BOARD TO INSTRUCT HIM TO VOTE IN FAVOR OF THE SCCSCC MOTION TO ALLOW INDIVIDUAL CLUBS TO PREVENT THEIR MEMBERS FROM COMPETING IN THEIR OWN CHAMPIONSHIP RALLYE BE REVIEWED. SECONDED AND FAILED.

RALLYE COMMITTEE: SAM BEALE REPORTED THAT THE RALLYE SCHEDULE INCLUDES THE SCOUT RALLYE ON JUNE 14, THE SCCA DIVISIONAL RALLYE HIGHWAY ROBBERY ON JULY 27, AND KARL AUERBACH'S RALLYE SCHEDULED FOR AUGUST 23, A SATURDAY EVENING. THE SCOUT RALLYE WAS DISCUSSED. STEVE STEINHARDT MOVED THAT THE BOARD DECISION TO CONSIDER THE SCOUT RALLYE AS A REGULAR RALLYE AS FAR AS GOOD GUY POINTS ARE CONCERNED BE REVIEWED. SECONDED AND FAILED.

FFN: GENE COLLINS REPORTED THAT WE STILL HAVE TROUBLE GETTING WORKERS. HAVE YOU BEEN DOING YOUR PART?

OLD BUSINESS: NONE.

STATISTICIAN: JOHN SEARS REPORTED ON THE LEADERS IN BOTH COMPETITIONS.

TREASURER: BILL BEYERMANN REPORTED A BALANCE OF \$276.70 IN THE OPERATING FUND AND \$55.26 IN THE RESERVE FUND FOR A TOTAL OF \$331.96. INCOME FROM THE FFN WAS \$244.30 AND JOSHUA \$182.05.

NEW BUSINESS: THE BOARD MEETING HAS BEEN MOVED TO THE PETERZELL'S.

RESPECTFULLY SUBMITTED,

PAT LEWIS, SECRETARY

SPECIAL BOARD MEETING JUNE 4, 1969

PAT MOVED THAT THE MUGS FOR THE SCOUT RALLYE BE ENGRAVED AT THE PRICE QUOTED. SECONDED AND CARRIED. SAM MOVED THAT SKIP BE AUTHORIZED TO PURCHASE 4 MONTHS SUPPLY OF FFN TROPHIES AND 6 MONTHS SUPPLY OF BASES AT THE PRICE QUOTED. SECONDED AND CARRIED.

SAM MOVED THAT D'ORO BE SCHEDULED THIS YEAR AS A SCCSCC CHAMPIONSHIP RALLYE WITH JOHN KECKHUT AS THE RALLYEMASTER. SECONDED AND FAILED. BILL BEYERMANN MOVED THAT D'ORO BE SCHEDULED AS A CHAMPIONSHIP ON NOVEMBER 9, 1969 WITH JOHN KECKHUT AS RALLYEMASTER AND FOR APRIL 1970 WITH HARRY PETERZELL AS RALLYEMASTER. SECONDED AND CARRIED.

SKIP MC DANIEL MOVED THAT AS OF JANUARY 1970 ALL SMSCC SUNDAY RALLIES WILL RUN TO A SET OF STANDARD GENERALS. SECONDED AND CARRIED. A COMMITTEE WILL COMMENCE WORKING ON THE GENERALS. RESPECTFULLY SUBMITTED, PAT LEWIS, SECRETARY

BOARD MEETING MINUTES JUNE 11, 1969

THE MINUTES OF THE PREVIOUS REGULAR BOARD MEETING WERE READ AND APPROVED. THE MINUTES OF THE PREVIOUS GENERAL MEETING WERE READ AND APPROVED. THE MINUTES OF THE SPECIAL BOARD MEETING WERE READ AND APPROVED.

MEMBERSHIP: SAM BEALE REPORTED THAT WE HAVE 41 REGULAR AND 30 AUXILIARY MEMBERS.

PUBLICATIONS: JOYCE PETERZELL LED A DISCUSSION OF R&T COSTS. THE BOARD AGREED THAT THE \$60 BUDGET IS AN AVERAGE PER MONTH. ROGER LEWIS MOVED THAT WE SEND THE PAPER TO REGULAR RALLYE CONTESTANTS FOR ONLY ONE MONTH FOLLOWING THEIR PARTICIPATION. SECONDED AND FAILED. THE PURPOSES OF THE PAPER WERE SUMMARIZED BY HARRY PETERZELL AS FOLLOWS: PRESTIGE, COMMUNICATION TO MEMBERS, AN OUTLET FOR MEMBERS, ADVERTISING OF RALLIES, AND ADVERTISING OF THE CLUB.

ENTERTAINMENT: FOR JUNE, THE MICHELIN DISTRIBUTOR WILL RETURN TO ANSWER MORE QUESTIONS AND PRESENT A FILM. HARRY WILL PRESENT A CHECK POINT WORKERS SCHOOL IN AUGUST. PAT LEWIS WILL LOOK INTO A WINE TASTING PARTY FOR JULY.

SCCSCC: TERRY O'NEILL REPORTED THAT OUR REQUESTED DATE FOR D'ORO WAS NOT APPROVED BECAUSE THE DATE WAS THE SAME AS AN ANRC RALLYE. NO OTHER OPEN DATE IN OCTOBER OR NOVEMBER COULD BE FOUND AND IT WAS FELT THAT DECEMBER WAS TOO LATE. SKIP MC DANIEL MOVED THAT WE CONTINUE WITH OUR PLANS FOR THE NOVEMBER 9TH D'ORO AND REQUEST SCCSCC SANCTION FOR THE APRIL 26, 1970 D'ORO. SECONDED AND CARRIED. ROGER LEWIS MOVED THAT WE DROP OUR REQUEST FOR SANCTION FOR THE NOVEMBER 9TH D'ORO AND IF ASKED WHETHER WE WANT SANCTION THAT WE SHOULD SAY THAT WE DO NOT. SECONDED AND CARRIED. THIS WAS DONE TO PROTECT OUR CLASS A MEMBERS WHO MUST WORK/CHECK OUT ONE SCCSCC CHAMPIONSHIP TO QUALIFY FOR THE COMPETITION. THEY MUST KNOW WHETHER THEY MUST WORK COSMOS OR NOT BEFORE THE NEXT SCCSCC MEETING. IF SCCSCC DID NOT CHANGE THEIR MIND ABOUT SANCTIONING THE NOVEMBER 9TH DATE, IT WOULD BE TOO LATE TO WORK THE REQUIRED RALLYE.

REGARDING THE DISPOSITION OF THE PROBLEM OF PRIOR KNOWLEDGE HELD BY SMSCC MEMBERS

ON HAYES RANCH, DON EDLUND HAD DETERMINED THAT THERE WERE SIMILARITIES BETWEEN THE TWO RALLIES ON LEG 2 AND THAT LEG 1 OF THE SECOND RALLYE WAS SIMILAR TO THE LAST LEG OF THE FIRST RALLYE WHICH WAS NOT CHECKED OUT BY SMSCC. DON SUGGESTED THAT ALL SMSCC MEMBERS WHO CHECKED OUT THE FIRST HAYES RANCH RECEIVE MAXES FOR THE TWO LEGS. THERE WAS NO SUPPORT. TERRY HAD MOVED THAT SANCTION BE REMOVED FROM THE RALLYE. NO SECOND. ROGER HAD MOVED THAT LEG 2 BE DELETED FROM SCORING. NO SECOND. DON THEN SAID THAT HE WOULD CONTACT BOB BUCKLAND AND DETERMINE WHO WAS ON THE CHECK OUT. THE BOARD AGREED THAT THIS WAS NOT A SMSCC PROBLEM BUT A SCCSCC PROBLEM AND THAT SUCH INFORMATION NEED NOT BE FURNISHED. ROGER THEN MOVED THAT OUR DELEGATE MOVE AT THE SCCSCC MEETING TO DELETE LEG 2 AND OPPOSE ALL OTHER ACTIONS REGARDING THE HAYES RANCH PRIOR KNOWLEDGE SITUATION. SECONDED AND FAILED. PAT MOVED THAT OUR DELEGATE MOVE TO DELETE LEG 2. SECONDED AND CARRIED. TERRY RESIGNED AS SCCSCC REP. HARRY WAS PROMOTED TO DELEGATE AND SKIP TO FIRST ALTERNATE. PAT LEWIS WAS APPOINTED SECOND ALTERNATE.

RALLYE COMMITTEE: SAM BEALE MOVED THAT AFTER HIGHWAY ROBBERY THAT THE REGULAR RALLYE FEE BE INCREASED TO \$4.00. SECONDED AND CARRIED. KARL AUERBACH'S AUGUST RALLYE WILL BE NAMED MATRIX. THE HIGHWAY ROBBERY CHECK OUT WAS SCHEDULED FOR JULY 6. THERE ARE 11 PRE-ENTRIES. ROGER REPORTED THAT WE ARE RUNNING OUT OF FLIERS AND NEED MORE FUNDS FOR POSTAGE. SAM MOVED TO AUTHORIZE THE LEWIS' \$30 MORE FOR POSTAGE AND/OR FLIERS. SECONDED AND CARRIED. HIGHWAY ROBBERY AND MATRIX DASH PLAQUES WILL BE ORDERED TOGETHER IN THE USUAL AMOUNT OF 5 SHEETS. THEY WILL BE BLACK AND YELLOW AND DESIGNED BY PAT LEWIS AND TINA OLSEN.

TREASURER: BILL BEYERMANN PRESENTED THE BILLS. SAM MOVED TO PAY ALL BILLS. SECONDED AND CARRIED. THE INCOME FROM THE JUNE FFN WAS \$263.10. THE NEW BALANCES ARE \$424.81 IN THE OPERATING FUND AND \$86.14 IN THE RESERVE FUND FOR A TOTAL OF \$510.95.

FFN: THE TROPHIES HAVE ARRIVED.

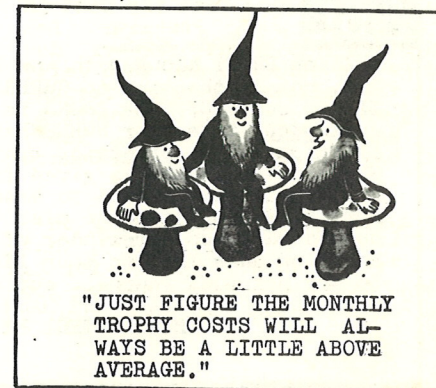
STATISTICIAN: JOHN SEARS REPORTED ON THE STANDINGS.

OLD BUSINESS: SAM IS IMPROVING THE VOLUME QUALITIES OF THE PA SYSTEM.

NEW BUSINESS: THE NEXT BOARD MEETING WILL BE AT THE HOME OF JOHN MAGILL. THE STANDARD GENERALS COMMITTEE WILL MEET AT THE HOME OF BILL BEYERMANN, 14813 OTSEGO (IN THE VALLEY) ON JULY 2, AT 7:30 PM.

RESPECTFULLY SUBMITTED,

PAT LEWIS, SECRETARY



GREAT CANYON NATIONAL XI -
- THE VIEW FROM 10TH PLACE

by Ed Deady

How does a national rallye look from 10th place or lower? Different, sometimes.

And sometimes one wonders if he ran the same rallye as the winners when he reads about it. So let's take a look at the GREAT CANYON NATIONAL RALLYE--a view not tainted by silver.

The first indication of the name of the game came at the beginning of the odometer check (after the tire warm-up leg). The generals said: "All quoted signs will be on the right, unless specified SOL or SA". We were instructed to Begin Odometer Check at "El Camino Del Cerro". Subsequently, we found the sign.

But wait!!! LARNED and JOSLIN are parked in the #1 lane of Interstate 10---just past the sign--and they are arguing!! What's wrong? Ohhh! The sign is overhead. But the mileage fits--and the rest of the mileage had fit.

THE ONLY CONCLUSION - What the RM meant is: The generals should state that all signs were on my right when I laid out the event, unless specified SOL or SA. This overhead sign was on my right because I dropped my pencil and was leaning over at the time I found it!

John Sears and Terry O'Neill, Pat and John Keckhut (all of SMSGC)--and a few others rejected the sign and maxed the first CP.

Checkpoint 1 was an indication of things to come. As far as I was concerned, we had a zero for the leg. When I got back a slip showing .26 error, a comparison of watches followed. Sure enough---theirs was .26 different from mine. About that time Clyde Durbin (the Southwest SCCA official who was in the car behind us) came up with the same comments. The checkpoint captain then showed me his back-up watch. Sure enough--it was .26 different from his master watch. WWV was turned on---.26 difference, etc. End of argument.

Leg 3 is still under protest. You came into the CP looking for Instruction 42, "L 3rd Opp". You had seen two opps. The checkpoint gave you a slip saying that the next instruction was #42. Problem: Do you start your count over--or do you go one more opp and turn left? What the rallymaster meant for us to do was to continue instruction 42. What is correct here? That will have to be settled in Connecticut.

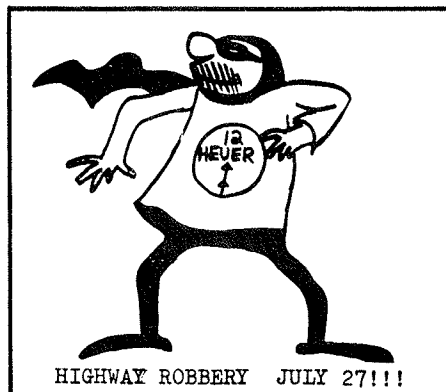
For a while there was nothing unusual--until Instruction 100, that is: "Four Star" CAST 32 for 1.1 miles, then CAST 36". Instruction 101 read: "Pickup unpaved CAST 33".

We found "unpaved" .54 miles after "Four Star". We turned around. That was wrong. Finally, we head-

ed straight, saw that the dirt went for only around 110 yards--and then returned to pavement. We arrived at the CP 20 minutes late.

This episode lead to one of the two successful protests on Saturday. The only comment from the RM was that, "...it wasn't there two days ago." (Seems it was construction.) My driver, Steve McDonald, commented to the RM that we weren't running the rallye two days before---but he wasn't answered. What had happened when the preview car went through the "unpaved" is still another unanswered question.

By lunch most people had had time to read ahead in the instructions. John Sears had noticed the last instruction: "R into Ramada Inn". He asked the RM into which part of



the Ramada Inn we were supposed to make a right turn. As it turned out, a L was required. What the RM meant was: R into the Ramada Inn Parking Lot.

Saturday afternoon we drove over a long stretch of Arizona 77 with a series of speed changes providing busy work for the navigator. The busy work ended with a 15 minute pause. At that point we saw Sears and O'Neill pull up behind us--and here came Terry running.

"We missed two checkpoints. What instruction are you on? What's the calculated time?"

We gave him the instruction and our "time". We didn't tell him that because we had missed a series of signs in the "busy work" area we were running on guesstimates. Our guesstimates got us to the next CP under 1/2 minute. Terry maxed his third in a row. Sorry, Terry.

At the end, after giving up on finding another CP (you were given an out time at what really was the last CP on Saturday!??), and awaiting the arrival of the RM, who was rumored on his way to northern New Mexico, we went over to the National Observer's room. There we found him writing protests, Slim Larned writing protests, the Lewises re-calculating the rallye, and Terry threatening to turn in twelve protests (at \$10 each). So we joined the party--and wrote a protest.

Then we started looking around for the Keckhuts. They were where everyone should have been---in the bar drinking dinner.

Sunday started with comments that we couldn't start, since the last CP on Saturday had not as yet been found!!

We noticed that the route instructions had the same tire warm-up as the day before, except that they were worded differently: "Depart Ramada Inn" had changed to "R out of Ramada Inn". This did fit with the "R into Ramada Inn" of the day before. But the RIGHT TURN ONLY sign which we'd seen the day before was still at the exit!

Steve asked the RM the obvious question. He never answered--just yelled for Jim Lightfoot--and left for northern New Mexico. What they meant was: Do the same as yesterday, and ignore the incidentals--like forced turns, etc.

Our first real problem on Sunday came with a speed change at a Black Bull. It was on the left. I refused it; I should have read the generals which stated that a physical object could be anywhere. The error cost us a trophy (and also some heckling from Carolyn Durbin).

We then joined the interstate---pausing at each "Speed Limit 70" and "Merging Traffic" sign and looking for "R after 10th 'West' ". If you counted the "West" on the entrance ramp, you had to go past 13 "West"s to exit at the correct place for the break. If you were sloppy in finding signs, you ended up at the right place. Lucky--there was a break to figure what the RM meant.

We then entered a state park to drive around the cactus for a while. Soon we encountered Sears and O'Neill having a rather heated discussion with the park ranger. John and Terry did the rest of us a big favor--they kept the rangers so busy that they didn't bother us.

It was about this time that Terry lost the clutch in his Datsun, and Slim lost an odo cable, for a maxed CP. We were lucky: our odo cable didn't break until we were on the way home that night.

The end was at a nice home in the outskirts of Tucson, where we had sloppy Joes and beer--the best part of the weekend. As we awaited results, several of us were giving Sears a bad time about buying "No Trespassing". We pointed out that even if he hadn't noticed the spelling, the signs (the note required use of the 5th) were all on the same structure---the fence.

John was last seen driving off into the sunset (in a clutchless Datsun) screaming, "If that's the case then all of the signs except the first were no good the entire weekend---they were all on the same structure---THE EARTH!!!"

But, John, the first sign was no good either---it was overhead!!!!



RIDGERUNNER

by John Keckhut



I'm always slightly amused but considerably horrified when a rallymaster says he wrote an easy leg which everyone should have zeroed. But instead the errors varied from .10 to 10 minutes. Perhaps he didn't realize how difficult the leg was, or how incompetent we poor ralliists are. Take Ridgerunner for example. The first leg required everyone to find a hard-to-see sign (Clampitt Rd) on busy Route 14 somewhere on a three-mile stretch of highway!

Then a turn onto Placerita Cyn Rd (easier to find) had a mileage aid which was helpful. But if one got stuck in very heavy Sunday traffic, the next speed of 49 MPH and no add times made lost time impossible to make up (down 1/2 minute).

The next turn (left at STOP) was a puzzler because the road to the right had very large "ROAD CLOSED" signs, apparently making the turn forced. Only patient inspection revealed that the road was open to local traffic (down another 1/2 minute).

Next, RIP "RIDGE RD" was small and at least 80 feet (at 45 MPH) to the right. Luckily we saw it, but many missed it and the upcoming turn into the checkpoint. I think the leg was difficult, and the scores show that it was though no traps were intended.

Leg 2 was easier most of the way, but it had a couple of time killers in finding a 1x1-1/2' sign (HIGH CHAPARRAL) at 55 MPH, catching a straight-off at 52 MPH, finding RIP "SMALL" at 52 MPH and not losing your mind as instructions appeared to come in out-of-order (HUBBARD RD, NADEAU RD).

From then on the rally was straightforward, easy to run, little to do except for a couple of cute situations.

A note ("LEFT TURN ON 90 ST") looked suspicious on paper, but such a sign did exist, and some did turn left (to find a "NO" sign).

The left after STOP and FWL after being on Elizabeth Lake Rd by name was tormenting when we discovered we were still on Elizabeth Lake Rd. Had we missed a sign at the turn? We decided not, and correctly determined that an instruction was required to make the turn.

The most (almost) convincing trap was on "NOTICE TO HUNTERS". At 33 MPH on winding LYONS CANYON, many "NO HUNTING" and similar signs appeared. Then the road became nearly impossible for 25 MPH let alone 33 MPH. We must have missed "NOTICE TO HUNTERS"! But we refused to be faked out, kept up the speed at 33, and finally found the correct sign.

The second "LOS ANGELES N2 COUNTY" over 15 miles from the first was good for another late error if one forgot.

to increase speed to 58 MPH.

A phony DYS finished up the leg, but I doubt that it surprised anyone to find a manned checkpoint.

Altogether, the rally started with some difficult problems, but slowed down so much that it became primarily a pleasant ride along the San Andreas fault.

***** RIDGE RUNNER 69

by Larry Anderson
SBFCCA

On the basis of past experience, I arrived at the start of Ridge Runner 69 expecting a long, slow, pleasant rally with few course traps and confidence traps galore. In that I was not disappointed. What was disappointing, however, was the lack of foresight obvious in the planning of the rally, which caused many ralliists to accumulate unearned and unprotestable (at least in an ANRC event) error.

At the start, sorting out unintentional inaccuracies was the first order of business. The RI's were preceded by the inevitable odo check note, inexecutable by ANRC generals, which require notes to appear among the RI's. More important errors were also present. Instructions to continue onto dirt had been placed within parentheses, thereby being rendered inexecutable. All notes involving speed changes placed the speed before the word "NOTE", making the note a numbered instruction if you are willing to stretch a point.

Leaving the start, the course led north to SYLMAR for the odo check. After a frustrating "L (at) SIGNAL" with no add time and a trip up HWY 14, the course led down narrow CLAMPITT RD. where many people were surprised when the expected CP didn't materialize. The first leg ended uneventfully on LOST CANYON ROAD after a short hunt for a non-existent second "WINDING ROAD" and an L at STOP that was

really a forced turn. Many people missed a quick "VALLEY ACRES" for a small error on a trapless leg.

On the second leg, a 1.05 hour breakfast break had beginners picking up either 2.95 early or 2.00 late as the vagaries of time took their toll, and many of us had a very early lunch since the break was less than an hour from the start. A tour down SOLEDAD CANYON RD. taught people not to throw away used RI's when the previous "WINDING ROAD" note was reinstated. Very, very few people did this one right. The instructions read

L First OPP.

NOTE C: Reinstate NOTE B.

30. 38 At "FALLING ROCK".

Note B stated that ralliists were to reduce speed 4.5 MPH at second "WINDING ROAD". Most of us (including RM Jim Weishuhn) were satisfied to catch a quick first "WINDING ROAD" 0.02 miles before "FALLING ROCK" after making the left turn onto AQUA DULCE RD. and to find the second "WINDING ROAD" later. Only a few saw the second "WINDING ROAD" at the same time as the first, below and to the right down SOLEDAD CANYON ROAD. Those who executed the instructions correctly were given a time allowance of nearly a minute, while (in typical ANRC fashion) the true time went unchanged.

A long, long confidence on ESCONDIDO CANYON ROAD gave some S.O.P.ers lots of error when they changed to 31 at "HUBBARD RD." before sighting a not-too-visible "THE HIGH CHAPARRAL" while traveling 55 MPH. The navigational classes had plenty of time to correct their error and make up lost time. A quick CP would have been much more telling. The leg ended on OLD NADEAU RD. outside of ACTON with a MCP for those who turned onto OLD NADEAU RD. before finding "SMALL" and didn't mind passing the CP backwards. This was only the first unlooped trap of the day. (cont. page 7 col. 1)

FIRST FRIDAY NITER WINNERS June, 1969

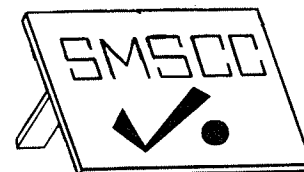
EXPERT	
Morse & Hartsook	NRS CC .17
Bair & Bair	IMSCC .25

JR NAV	
Baker & Burford	- 2.12
Schneider & Schneider	SMSCC 2.47
Kaufold & Kellogg	EMM 2.50
Coslett & Galvin	- 2.73

SOP	
Gabriel & Gabriel	- .45
Sonen & House	CORTINA .46
Miller & Replogle	- .66
Hix & Chidester	- .73
Casillas & Blackburn	SCAT .74
Nichols & Murchet	MINI-BRUTES .75
Negrin & Negrin	CORTINA .78

BEST OF CLUB	
Beal & Beal	MINI-BRUTES 1.26
Jahn & Jahn	DOCA 2.24
Coover & Noveno	CORTINA 2.67

96 cars started; 94 cars finished



LEARN WHAT IT'S ALL ABOUT
RUN THE FIRST FRIDAY NITER

July 4 (bang!)

8pm

at the Valley Car Wash
on Van Nuys Blvd. near
Saticoy, Van Nuys.

\$ 2.50

entry fee includes one
dash plaque; extras are
now .50¢.

About two hours long,
this is an excellent
rallye for beginners.



LOOKING BACKWARD

"We were sorry to read in the May RALLYIST that the editors, Dave and Pat Lewis, are throwing in the towel, after much "thought and discussion".

"The main reason...is TIME; we devoted two weeks of every month to getting the paper composed and out by the deadline...every minute of those two weeks...So, slowly, publishing...became less...fun and more...obligation....we served our time - we gave of ourselves; it is time to pass it on to others with fresh ideas and the bloom of enthusiasm."

Dave and Pat: We'll miss you.

o o o

Then we were happy to receive this in the mail:

To the Editor:

We're taking over the RALLYIST again, beginning with the July issue. We're trying to change the format somewhat in order to make it more state-oriented rather than local. We plan to print only arti-

by Joyce Peterzell

cles of general interest, results of all rallies we can get, upcoming events, championship standings, sweepstakes standings, letters to the editor, and Rallyists' Log - (complete with dirty jokes).

We'll need all the help we can get in obtaining results and a calendar of upcoming events. Would greatly appreciate it if you would send us a copy of your SMSCC paper as you used to--it was of tremendous value to us in keeping in touch with the Southland....

Yours in rallying,
Roy and Joyce Stierlin

Welcome back and much good luck to the Stierlins, who originated (and edited) the RALLYIST 5-6 years ago.

To subscribe, send \$4.00, your name, address, and club to the Stierlins, 173 Manzanita Drive, Vacaville, Calif. 95688

o o o

The next leg was very poorly done. In theory the quick (2.46 minute) CP should have penalized those who left the previous CP early. Much the opposite happened, as many rallyists accrued much undeserved error waiting for traffic while trying to turn left off busy PEARLBLOSSOM HWY. with the CP in sight. Early cars were hit especially hard, as a passing military convoy forced delays of a minute or more.

Leg four was the traditional RIDGE RUNNER leg, this time over PINE CANYON RD. After a transit zone on PALMDALE BLVD. the route led down beautiful ELIZABETH LAKE ROAD. Head-scratching was widely reported after a left turn at an unsigned intersection left many in doubt when they discovered that they were still on ELIZABETH LAKE ROAD. At about this time NOTE E instructed the navigational classes to "note mileage" for the start of a 38.92 minute time turn. NOTE F, reading, 40 NOTE F: "LEFT TURN ON 90 ST", directed those who missed the quotes into another unlooped trap, with lots of time left to correct the error. When at last the time turn onto PINE CANYON RD. arrived, those who had fallen asleep missed the first of two "LOS ANGELES N2 COUNTY" signs several miles apart, causing them to continue onto the OLD RIDGE ROUTE at 31 instead of the correct 58 MPH, resulting in 1.69 minutes late. A long tour down INTERSTATE 5 led to the fourth CP, over 70 miles from the third, and to the best trap of the day. The advertised DYS CP was, in fact, manned, catching the unwary off guard and off time. Even an eminent SMSCC team (who shall remain nameless but who rally in a white Camaro) asked me if they'd missed the DYS.

After a tour over country familiar

to those who ran DEBUT VIII, counting RIP "\$50 REWARD" for a note which never occurred, the course entered INTERSTATE 5, leaving at BALBOA BLVD. for a frustrating end to an enjoyable day. A completely ambiguous FWL left several rallyists on BALBOA BLVD. instead of SAN FERNANDO ROAD for much undeserved error (as Stu Mills said, when asked which WL to F when you're in doubt, "Take the yellow one."). Those who guessed right found themselves going 20 (!) MPH on SAN FERNANDO ROAD in the face of traffic leaving the SAN FERNANDO ROAD freeway exit at three times that. Those who feared for their lives and sped up were strapped with great big early errors at the CP on OLDEN ST. since there was no place to lose time before the CP.

The remaining instructions led to Chi Chi's in PACOIMA for an afternoon of pizza and good cheer. Errors were low, with the REILLYS from SBFCCA taking a .10 in expert class and the ZEPEDES from SCAT taking about a .25 in nav. Looks like we'll be seeing some new experts soon!

RIDGE RUNNER TROPHY WINNERS

SR NAV		
Reiley/Reiley	SBFCCA	.10
Iarned/Stiles	SMSCC	.34
Haugen/Haugen	TCVC	.84
JR NAV		
Zepede/Zepede	SCAT	.35
Wagner/Morris	LMSCC	1.38
Mills/Baker	FLIRT	2.15
SR SOP		
Keckhut/Fletcher	SMSCC	1.16
Anderson/Anderson	PACE	1.18
Sweet/Sweet	ISCARA	1.56
Ellis/Ireton	SCAT	1.61
JR SOP		
Tone Myers	-	3.52
Levin/Morrison	MATAD.	3.58
Gabriel/Gabriel	-	4.33
Winlock/Winlock	ISCARA	4.53
Kabakow/Kabakow	ISCARA	4.79
Carper/Grogan	FLIRT	5.77

Re NAASCC's RIDGE RUNNER: For a close look at the rallye, read the two write-ups elsewhere in R&T. The following are bits and pieces I picked up from club newsletters:

From Jack Parker, NAASCC president, in GRAN TURISMO: "...Jim and Helen Weishuhn did an outstanding job laying out the rally course three times, typing the instructions twice, making a hundred phone calls, coordinating all the checkpoint crews, running the start, and worrying about everything till it was all over, just seven weeks after Jim's serious heart attack...."

And from Jim: "...every time we laid out a course and drove over it, the next we week we had to make it different because of road repairs due to the severe winter rains...."

In THE BLUE NOTE, the Haugen's of TCVC are flushed with victory, "...After all the thousands of Associated Rally miles we've logged, we finally hit pay dirt--and the hardware is beautiful..." -and poetic on the ridge section, "...the native lilacs were blooming and the California poppies marched up and down the hillsides...", and at the end there was "...a cold beer to cut the dust" and as for the rally, "...everyone seemed to enjoy it".

Where did the rally end? Here's where according to the following:

Jim Weishuhn, RM: Chi Chi's, Van Nuys
Haugens, TCVC: Chi Chi's, Panorama City
Bennetts, LMSCC, in ROAD RUNNER:
Chi Chi's in Azusa
Larry Anderson, SBFCCA, in R&T:
Chi Chi's in Pacoima
John Keckhut, SMSCC: he's a cagey one--he didn't hazard a guess.

The phone book says that Chi Chi's is in Panorama City, so the Haugens get this month's prize: a third place SR NAV trophy on RIDGE RUNNER.

o o o

Too bad some of you who had tickets didn't visit the SCOUT-O-RAMA at Santa Monica City College on Sunday, June 8. Would you believe Den Mother, Raquel Welch, manned (you'll pardon the expression) a booth?

You also missed Mike Devitt and Harry Peterzell manning (!!) the EXPLORER booth--pushing the EXPLORER RALLY, June 14.

Miscellany: Carol and Tom Bursch have bought a house in Simi..... Flavio and Toni Banks have moved to Porter Ranch.....Karl Auerbach is going to call his August rallye---MATRIX II, with Sam Beale's blessing.....Calm, soft-spoken President, Bob Buckland, effectively
(Continued on page 8, Column 3)



7
6~69

GLEN TOUR A TRIAL

by John Bain
Philadelphia, Pa.

I'd always heard about rallies where 10 points make the difference between winning and being completely out of it, but the 1969 GLEN TOUR was my first experience of such a fierce battle for zeroes.

We drove up to Horseheads, New York on Friday night, April 23, 1969, and by the time we got to the start, everyone else had gone to bed, so we gassed up the car and hit the sack for about six hours....

The next morning was clear and warm, and we zipped through a very efficient tech inspection with plenty of time to spare. The rally committee was passing out hoards of good freebies from the area: an ashtray from Corning, a personal diary from Kandall, a booklet on wine from the Taylor Wine Company, a nice container of aerosol lubricant (I used it to lube up a tight wing nut on my Curta holder), an etched wine glass (in lieu of a dash plaque), and even a small bottle of champagne (provided that you turned in your CER: I'm sure that they got a record return).

The turnout was about 60 cars, 15 or so in class B, and a notable number of Datsuns and Mach 1's, mainly due to a full-force appearance of the Ford Rally Team.

The generals for the TOUR were so simple that we were expecting a real sign hunt, and we weren't disappointed! The odometer check was almost leisurely, by SCCA standards, but the pace soon picked up. Thirty of the 48 clues in the morning section (not counting the odo check) were "after" type clues, and considering the amount of looking you had to do, the speeds could be rough.

The roads, however, were fantastic, and it was possible to cruise for fairly long periods at rally speed. It was well that we could, because I limited myself to one or two time checks a mile, so that the driver wouldn't have to worry about covering both sides of the road.

The navigating did, however, demand a lot of time. For example, the 109 instructions in the timed portion of the route contained 61 speed changes, and 7 mileage-based instructions. Straightforward, but time-consuming, it was a bad rally for the navigator to be caught with his head down.

The rally route headed generally to the south, and by lunch time we were again in Pennsylvania, looking for those elusive county route signs. An adequate cold lunch was served (free!!) by committee members, and we had enough time to relax before starting the afternoon run.

From the sound of the conversation,

of trouble for some cars, since one of the right opportunities looked like dirt to them. We thought that it was paved, but maybe we were just lucky. A couple of teams missed the "KENDALL TECH" sign, since it was about a half mile off the road, but race fans know that it is a huge sign over the Watkins Glen track and knew just where to look. Next year they'll make a trap out of it!

There were many low scores and long faces at the finish. A few examples: Car #1...in attempting to avoid running down the captain of the observation control, stalled their car, and as a result took 25 of their total of 47 points on the next control; Car #10...backed up before a control to look at a sign, and took 15 out of 45 total; Car #41...saw dirt after the "KENDALL TECH" and dropped from about second to twenty-fifth or so; Al White and John Bain (that's us!) ...saw all the clues, did everything right, and had a worst checkpoint score of 9, and ended up in fifth place, with a total of 40 points! And many others too numerous to mention!

For the 12 timed checkpoints, 31 was good for first overall. Two cars tied for second with 36, and fourth went for about 38. We were fifth with 40, and then came lots and lots of teams between 40 and 50 points. In fact, it was the type



there were a lot of very low scores, but we hadn't been able to run much tighter than 2's and 3's, and had a total of 22 for the six morning controls. However, some of the morning clues, particularly "Right after 'THE HEN HOUSE'." which was on a vine-covered shack about 75 yards off the right side of the road, scared us, and we were determined to concentrate on clue finding and let the computer worry about the time.

The afternoon section was a bit faster than the morning, and featured a couple of long-distance hunts for "after" clues, including a five-mile look for "NO DUMPING", which finally turned out to be readily visible (assuming that we found the right one). Since there was a ten-mile limit between numbered instructions, and some of the clues ran almost that far, we had some anxious moments.

"DEER LICK" turned out to be up under the eaves of a roadside building, and outside the visibility range of the driver, but I was lucky enough to see it. Also somewhere in here was a "Fourth right after 'STOCK-N-RUN'." When we got to it, the sign also said "STOCK IN RUN", and if your eye caught the wrong wording and stuck, you had a tough time. We looked at that one for about a minute and a half before finally agreeing that it was correct.

In the last leg, "Take third right after 'Kendall Tech'" caused a lot

of rally where very few cars scored between 50 and 100. The cars that managed to stay on course and find all the speed changes had very good scores, and everyone else was out of it! The Ford Rally Team won the Team Awards.

The rally was as near to technical perfection as any I've seen. The speeds were particularly well chosen - brisk, but interesting. The really outstanding feature of the event, as far as I'm concerned, was the checkpoint operation. The locations were good, and the crews were unusually fast and efficient.

We questioned only one time we were given, but since it improved our score, how can we complain? The committee awarded a suitable prize to the checkpoint rated best by the contestants, and so the crews really went out of their way to gain votes, treating the contestants to some entertaining sights.

The only discouraging aspect of the rally was the realization that if a team ran the rally with an actual accuracy of 30 points (good enough for first) and each control timed them wrongly by only .01 minute, they would drop to 42 points, sixth place. Of course that's a lot of "if's", and it can be argued that the errors even out in the course of a rally, but when scores are that low and that close, it is no longer clear exactly what winning is indicative of.

However, this is not to fault this particular rally. By any standards the event was excellent, and it is to be hoped that the Glen Region will go on to stage many more SCCA sanctioned rallies.

LOOKING BACKWARD
(Continued from page 7)

"keeps it down" at the board meetings--no small feat, as at the latest meeting 16 members showed..... Al Elowe reported at the general meeting that Sue Ann Schoonmaker paid an unexpected return visit to the hospital; we hope all is well, again, Sue.....Lately Skip McDaniel has been on the wing almost as much as Herb and Erica Schwarz --they're all back in town for a minute--but don't hold your breath!Jay Negrin tells me that his mother has given up smoking tobacco--for--CABBAGE--in a cigarette called TRIUMPH, or something.

Ken Adams writes in the RALLYIST: "...John and Pat Keckhut in a Cougar won First Place in SCCA's Class B at GREAT CANYON NATIONAL RALLY.. ..After talking with one of the official Ford team members who are, incidentally, ineligible for the \$10,000 pot Ford has put up, I learned that the private Ford entrants are doing poorly...and that John and Pat's victory may be worth \$73 a point (9 points) by the end of the year when divide-up comes." And that's for just one rally, yet!!!

And don't forget the big one, HIGHWAY ROBBERY '69 on Sunday, July 27.



HIGHWAY ROBBERY PROVIDES VEHICLE
TO SEPARATE MANUFACTURERS
FROM THEIR CASH BOXES

THE INFUSION OF RALLYE SUPPORT MONEY INTO
SCCA SANCTIONED RALLIES THIS YEAR BY
FORD MOTOR CO. AND DATSUN, ADDED TO THAT
AMOUNT PROVIDED BY VOLVO BOTH THIS YEAR
AND IN 1968 HAS CAUSED COMPETITION TO
STIFFEN SOMEWHAT AND ENTRIES TO RISE
CONSIDERABLY. FOR THOSE AS YET UNAWARE
OF THE DETAILS, THE PRIZES APPLICABLE ON
SMSCC'S HIGHWAY ROBBERY ARE SUMMARIZED
BELOW.

FORD: A \$10,000 PRIZE FUND WILL BE
SPLIT UP AT THE END OF THE YEAR AMONG
FORD MOTOR CO. CAR OWNERS (FROM
LINCOLNS TO CORTINAS) PLACING IN THE
FIRST SIX PLACES ON ANY SCCA SANCTIONED
RALLYE IN EITHER THE MECHANICAL OR NON-
MECHANICAL CLASS. PLACES ONE THRU SIX
EARN 4 1/2, 3, 2, 1 1/2, 1, AND 1/2
POINTS IN EACH OF THE SCCA CLASSES
(MECHANICAL OR NON-MECHANICAL). CURRENT
ESTIMATES BASED ON THE FIRST FOUR MONTHS

RESULTS INDICATE THAT EACH POINT WILL BE
WORTH ABOUT \$73.

DATSUN: 1ST THRU 3RD BEST PLACING
DATSUN IN THE TWO SCCA CLASSES EARN \$50,
\$30, AND \$20 FLAT PRIZE MONEY IMMEDIATELY,
PROVIDED THAT THEY FINISH IN THE FIRST
25 OVERALL. ON THE LAST TWO SCCA
DIVISIONALS IN SOUTHERN CALIFORNIA, THE
NET RESULT WOULD HAVE BEEN AN AUTOMATIC
\$50 FOR ANY DATSUN ENTERING THE NON-
MECHANICAL CLASS AND IN MECHANICAL
CLASS AN AUTOMATIC \$30 ON THE SECOND ONE
AND \$50 ON THE FIRST. IN TWO DAYS AND
TWO CLASSES PER DAY, ONLY ONE DATSUN
ENTERED, AND NEITHER EVENT HAD A TOTAL OF
25 ENTRIES.

VOLVO: IDENTICAL DEAL WITH FORD, EXCEPT
THE \$10,000 MUST ALSO BE SPLIT WITH RACE
DRIVERS AND DRAGSTERS. NO ESTIMATE IS
AVAILABLE ON THE VALUE OF 1969 POINTS,
BUT THEY WERE WORTH ABOUT \$40 EACH IN
1968.

IF YOU ARE INTERESTED IN FURTHER DETAILS,

CONTACT ROGER LEWIS OR, BETTER YET, PRE-
REGISTER IN HIGHWAY ROBBERY AND CHECK
THE "INFO REQUESTED" BOX LISTING THE
APPROPRIATE MARQUE (AUTO MAKE).

NOTES FROM CHECKPOINT I - JUNE FFM by Audrey Kopp

Two of the CP cars were parked on
a side road. Along came a pickup
truck whose driver wanted to use
the road, too. When he heard there
were to be people around for quite
a while, he left. Seems it really
was a pickup truck!

One checkpoint worker was still
missing when a car flew in and
parked. The occupant got out, came
over, and gasped, "But I was look-
ing for the FLIRT checkpoint. Oops,
that's next week, isn't it?" (Hi,
Ron Spickler!)

Steve Steinhardt discovered there
were 85 miles between the START and
CP 1, including a view of the S.F.
Valley and a trip to the beach!
Next time, try navigating, Steve!!

Car #38 came all the way from Nor-
ton AFB in San Bernardino. They
receive our newspaper--a real trib-
ute to the power of the press.

***** MEMBERSHIP REPORT

Regular members:	41
Auxiliaries:	31
Total General Membership:	72

Paid for April: Terry O'Neill &
Sharron Owens
Paid for May: Pat & Roger Lewis
Expired: Frank & Mary Ashley
Wayne & Jackie Switzer
Due May: Walt Kittelberger & Skip
Lemaster
Due June: Tom & Carolyn Bursch
Dan Sexton & Gene Collins
Jeff Tibbetts

REFRESHMENTS FOR JUNE: Sharron Owens

FOR SALE

SMALL CURTA & FACTOR SHEETS
Recently Overhauled

HEUER AUTO RALLYE WATCH
Never Cleaned

SULLIVAN IMPULSE UNIT FOR TR 3

8 INCH CIRCULAR SLIDE RULE

NAVIGATOR'S CLIP BOARD WITH
TWIN 12V. ELECT. COUNTERS

DRIVER'S LIGHTED READER - 12V.

Tom Bursch 839-5746

FOR SALE!!!

HALDA SPEED PILOT - best offer
over \$50.00

Herb Schwarz
479-3617 472-5709



9
6-69

THE RIGHT SIDE*

Vol. 1 #1 *Shut up and drive, and I'll navigate by Terry O'Neill

The problem for this month is from "GEMINI '69"

57. R at STOP CST 30

NOTE SAGITARIUS: Beginning at Inst. #57, a Mack Truck leaves 4 minutes
later, travelling at 45 (mph). When he pulls abreast, ISB 20 (increase
speed by), after you travel one mile DSB 15 (decrease speed by), when
the truck passes you, DSB 5, and eat his dust.

* * * * *

In reading this NOTE, you must assume**that the truck travels in the same
direction as you do; since this was GEMINI, and not INVITE, I will make
this dangerous assumption of what the RM intended. The second assumption
in this poorly worded problem is that the truck never changes his speed
of 45, and last, that the comment, "and eat his dust" does not mean to
DSB 5 for zero mileage, and then CST 45.

1. What is your error in measuring Your odo mileage = 16.35
R.M. mileage? R.M. odo mileage = 15.36 = 1.031

2. How far do you travel before the 60/30 x 1.031 = 2.062 min/mile
truck passes you when you travel 60/45 x 1.031 = 1.375 min/mile
30 and the truck travels 45? 0.687 minutes
4.00 x miles = 5.82 miles
0.687 min.

3. How much time is the truck behind 60/45 x 1.031 = 1.375 min/mile
you after you travel one mile at 60/50 x 1.031 = 1.237 min/mile
50 and the truck travels one mile 0.138 minutes
at 45?

4. How far do you travel before the 60/35 x 1.031 = 1.767 min/mile
truck passes you when you travel 60/45 x 1.031 = 1.375 min/mile
35 and the truck travels 45? Lose per mile = 0.392 minutes

0.138 x mile
0.392 = 0.35 mi

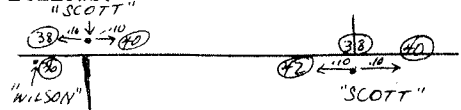
In conclusion, you travel: 5.82 miles at 30 mph = 12.00 min.
1.00 miles at 50 mph = 1.20 min.
0.35 miles at 35 mph = 0.62 min.
The remainder at 30 mph

In 13.68 minutes, you should be able to solve this problem with only a
pencil and paper. If you use a large Curta and three-decimal place cor-
rected min/mile factor cards, you'll solve the problem in a few minutes.
This is the easiest--and fastest--method:

1. At Inst. #57, change your factor to 30, note your calculated time
(7th through 4th places of time dial).
2. Insert this time plus 4.00 minutes in the 14th through 11th places.
3. Place the corrected factor for 45 in the leftmost columns.
4. When the time in the 14th through 11th and 7th through 4th places is
equal, the truck is passing you.
5. Change your factor to 50 for one corrected mile.
6. Change your factor to 35 and repeat Step 4.
7. Change your factor to 30 and continue.

**unlike instructions, NOTES do not have to be executed

follows:



Change speed to 36 at "WILSON". When you arrive at SCOTT RD you cannot CST 38 because you changed speed to 38 at .10 miles before the sign. You CST 40 at .10 miles after the sign then CST 42 at .10 miles before the next SCOTT RD, and then at the landmark you CST 38, and CST 40 .10 miles later. Simple, isn't it?

This leg was deleted from scoring because a mileage turn, initiated in Leg 4, and supposedly executable in Leg 7 (NOTES weren't cancelled by CP's) didn't give all contestants a "fresh start" from each CP. That is, some people were penalized on Leg 7 for some mistakes they made on Legs 4, 5, and 6...and the loop on 7 was worth 7 minutes.

Results were not announced at the finish, but I believe that Hansen and Mackey of CLOCK & DIAL were in 1st EXPERT with 38 seconds.

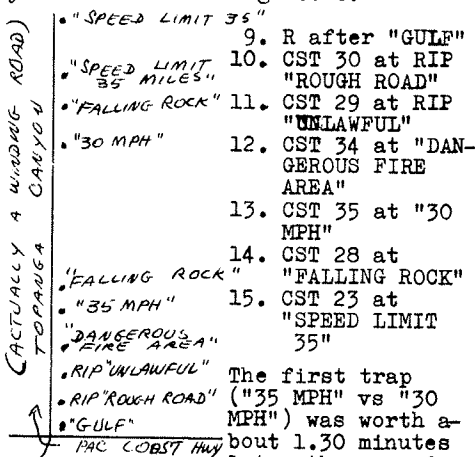
I know that rallies can be quite difficult without impossible-to-see signs--and also more enjoyable.

Most people don't mind too much being caught on legitimate traps--but all do mind going off on sign hunts. Writing a sign hunt is easy; writing an apparently "easy" but subtle event where the scores can be high takes an intelligent rallymaster. Think about it.

ALLEY RALLYE

At first glance the instructions for the South Bay FCCA rallye were quite easy, with no obvious traps, but in reality the rallye was a very fast and clever confidence-shaking event.

After an unlit "SAFEGWAY" on the COAST HWY (as an ODO CHECK) the RM proceeded to take his fold (isn't it fun to be fold!) up Topanga Canyon to the following scene:



STEVE MOORE AND AUDREY KOPP
\$UCE\$FULLY \$EW UP INVITE III

by Joyce Peterzell

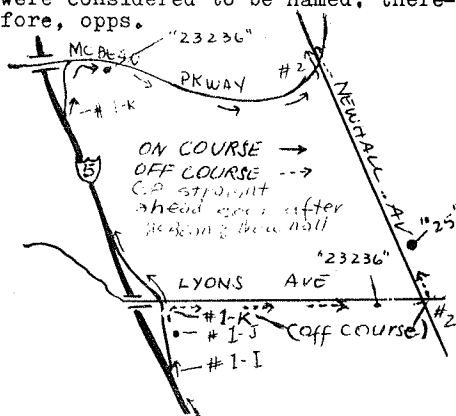
Twenty cars ran EXPERT LTD'S INVITE III on Sunday, May 25. The rallye was another good one in this experts-only series. Official mileage was given before many instructions, and was, at times, helpful.

The rallye began with a 20 minute 13.02 mile TRANSIT, which zone gave us the opportunity to compare our odos with the RM's--and to make a big (2.42 min. late) goof before we were completely awake.

Here's how it went:

1. I R first opp
11.57 J "HISTORICAL LANDMARK"
K R first opp
L stay in RIGHT LANE
for .30 mile (ROAD
becomes divided)
13.02 M 40 end TRANSIT at
"23236"
2. L onto NEWHALL
3. 20 "25"

An "opp" was defined as being a "paved public named through road..." and ramps used to leave a freeway were considered to be named, therefore, opps.



LYONS AVE was not named, so the correct way to go was straight back onto the freeway, then use 1.K at the MCBEAN PKWAY offramp. I assume (!!) 1.L forced you onto MCBEAN and a planted "23236".

RM Walt Schmidt included diagram instructions in the flood-ravaged San Francisquito Canyon area, a map section in Palmdale, and a couple of problems on Legs 6 and 7 which socked many of the best rallyists in the area with some pretty big errors.

The trip home (legs 8 and 9) via Highway 14, Soledad Canyon Road, San Fernando Road, and Balboa Bl., SEEMED uneventful to us--till we saw the goof sheet, and realized that we had used a "SOLEDAD CANYON" ROAD, the arrow of which made this sign n.g., per the GI's. Using this sign and a couple of "SPEED LIMIT 40" signs triggered use of a 17.50 minute 7.82 mile TRANSIT zone, which included a phony add time, for a possible 3.54 minute late error. Oh, well, we

didn't add the add time in the TRANSIT!!!

o o o

Leg 4 (and its control) were deleted from scoring, which fact generated some unhappiness.

On this, the first of two map legs, we were given the following instruction: "Proceed to the intersection of AVE M and 30th ST W by the shortest route possible without traveling on AVE L or passing a PUB. SCHOOL." We had been given a PALMDALE & VICINITY MAP--the legend of which identified markings for public and parochial schools.

Most of us took the shortest possible route by making a U-turn, which was not forbidden in the GI's (Walt told us later that the no U-turn section of the generals had inadvertently hit the cutting room floor). Some contestants contended that the only "suitable corrective action" was to rescore the leg using the measurement from the

shortest (U-turn) route. Their case: Why throw a leg when there was one correct way to run it?

o o o

EXPERTS LTD awards the total entry fee to the winners on a 40-30-20-10 basis--so a few people went home with gas money--or better.

I don't have printed results, and it's difficult to remember the scores of those who won if you didn't...but the relatively new team of Steve Moore and Audrey Kopp won with about an 8-minute error.

Moore & Kopp	SMSCC
Beyermann & Sexton	SMSCC
Burklin & Burklin	IMSCC
Roache & Roache	IMSCC

So--sharpen your pencils and wits for INVITE IV to be rallymastered by Don Edlund, and to run some time in September in Orange County and vicinity.

* or was it " ← " or maybe even " ↔ " ?

CALENDAR OF EVENTS

June, 1969

Fri 20	NITE FLITE	PAGE LTD	Larwin Square - 1st & Newport, Tustin
8 pm			
Sat 21	WEST COAST 24	R.A.T.S.	San Clemente High School
7 am	24-hour Rallye	RM: John Blunt	Pkg. Lot, San Clemente
Sun 22	OLD TIMER III	TCSCC	Red Balloon Pkg. Lot, Main & Mills, Ventura
10 am	(might be noon-verify)	RM: Jim Miller	*****
Wed 25	SMSCC General Meeting		601 Latimer Rd.
8 pm	Guests welcome		Santa Monica Canyon
*****			*****
Fri 27	NYTE RYDER	IMSCC	Pepa's Pizza Parlor, Rosecrans & Adelfa, La Mirada
8 pm	RM Don Pardee		
Sat 28	BIG BEN	CLOCK & DIAL	Florin Center, Florin Road
6:30 pm	Northern & State Champ.	RM: D.Mackey	Sacramento
Sun 29	COSMOS 6 - SCCSCC Champ.	F.L.I.R.T.	South Bay Shopping Ctr. Hawthorne & 177th, Redondo Bch.
8 am	(might be 9 am-verify)	RM: B.Erenberg	
Sun 29	ROADRUNNER	C.A.R.T.	Williams Bros. Pkg. Lot
10 am	RM Dick Miller		Ocean Ave. in Lompoc

July, 1969

Fri 4	FIRST FRIDAY NITER #26	SMSCC	Valley Car Wash, Van Nuys & Saticoy, V.N.
8 pm			*****
Wed 9	SMSCC Board Meeting		John Magill's, 14720 Valerio St., Van Nuys
8 pm	SM members welcome		
Fri 11	DIABOLIQUE III	TCVC	Rear Pkg. lot of Newberry's Borchard & Thompson, Ventu.
8 pm	RM Jerry Kimberlin		
Fri 11	TWILITE TOUR	F.L.I.R.T.	Valley Car Wash, Van Nuys & Saticoy, Van Nuys
8 pm			
Fri 11	FRIDAY FLYER	SPORTS FCCA	W. Covina Plaza, Vincent Ave. & San Bernardino Fwy.
8 pm			
Sat 12	CALIFORNIAN	G.A.R.	Huddle Restaurant, W. Covina (Citrus Offramp) RM: B.Piercy
9 am	Associated Rally of the month		
Wed 16	ROAD & TACH Assembly		Peterzells', 2534 Tilden Ave, W.L.A.
8 pm	ALL help welcome		
Sun 27	*HIGHWAY ROBBERY '69*	SMSCC	*S.M. CIVIC AUD. Pkg. Lot 4th & Pico, S.M.*
8 am	SCCA DIVISIONAL RALLYE		
	RM: Roger & Pat Lewis		
*****			*****

To be certain that the above rallyes are to run as scheduled, check PIT STOPS in the L.A. TIMES, call someone in the club involved, or call John Sears, 454-0723.



*RIDGERUNNER NARSCC

PLACE	CARS	POINTS
SLIM LARNED	SR NAV 2	7
STEVE STEINHARDT	JR NAV 9	19
JOHN KECKHUT	SR SOP 1	38
DALE FLETCHER	1	38
BOB WILSON	5	38
LINDA WILSON	5	38
PHIL BAUTISTA	26	38
ALLEN ELOWE	28	38
WALT KITTELBERGER	37	38
SKIP LEMASTER	37	38
MEL STEINBERG	JR SOP 15	34

*SCCA GREAT CANYON APR26

PLACE	CARS	POINTS
ROGER LEWIS	MECH. 4	20
PAT LEWIS	4	20
SLIM LARNED	8	20
DICK JOSLIN	8	20
STEVEN MCDONALD	10	20
EDWIN DEADY	10	20
TERRY O'NEILL	20	20
JOHN SEARS	20	20
JOHN KECKHUT	NON-MECH 1	11
PAT KECKHUT	1	11

*SBFCCA THE FIFTH MAY 30

PLACE	CARS	POINTS
AUDREY KOPP	EXPERT 1	8
SAM BEALE	1	8
ROGER LEWIS	4	8
PAT LEWIS	4	8
BOB BUCKLAND	5	8
JOHN SEARS	5	8
JOHN KECKHUT	SOP 1	62
PAT KECKHUT	1	62
GARY LIEB	3	62
BOB WILSON	6	62
LINDA WILSON	6	62

*LMSCC NYIE RYDER MAY 23

PLACE	CARS	POINTS
BILL BEYERMANN	EXPERT 2	8
DAN SEXTON	2	8
GARY LIEB	7	8
JOHN SEARS	7	8
PAT LEWIS	8	8
ROGER LEWIS	8	8
BOB WILSON	SOP 1	26
LINDA WILSON	1	26
JOHN KECKHUT	2	26
PAT KECKHUT	2	26
STEVE CASEY	17	26
SUE CASEY	17	26
GUY BULL	21	26

RALLY STANDING S

1. JOHN KECKHUT	953(10)
2. PAT KECKHUT	930(10)
3. BOB WILSON	832(10)
4. ROGER LEWIS	710(10)
5. PAT LEWIS	710(10)
6. LINDA WILSON	556(7)
7. JOHN SEARS	502(10)
8. STEVE STEINHARDT	473(6)
9. BOB BUCKLAND	459(7)
10. STEVE CASEY	422(6)
11. LYNN WESTON	322(4)
12. ALLEN ELOWE	322(5)
13. SAM BEALE	295(5)
14. STEVEN MCDONALD	280(4)
15. EDWIN DEADY	280(4)
16. SUE CASEY	279(4)
17. AUDREY KOPP	276(4)
18. BILL BEYERMANN	276(5)
19. SLIM LARNED	268(4)
20. DAN SEXTON	221(3)
21. J. MICHAEL DEVITT	202(3)
22. SKIP MCDANIEL	195(4)
23. DALE FLETCHER	194(2)
24. DICK JOSLIN	165(2)
25. JOHN MAGILL	152(2)
26. JEFF TAMURA	150(2)
27. GUY BULL	147(4)
28. PHIL BAUTISTA	135(3)
29. TERRY O'NEILL	122(4)
30. GARY LIEB	122(2)
31. PAUL OXMAN	118(2)
32. PAT OXMAN	118(2)
33. SKIP LEMASTER	102(3)
34. DAVE BUCKLAND	97(1)
35. WILLIAM GODDARD	94(1)
36. JOHN DENK	82(1)
37. DENISE DENK	82(1)
38. TOM BURSCH	75(1)
39. WALT KITTELBERGER	68(3)
40. MEL STEINBERG	59(1)
41. HARRY PETERZELL	56(1)
42. JOYCE PETERZELL	56(1)
43. GENE COLLINS	50(1)
44. STEVE RESNICK	48(1)
45. FRANK ASHLEY	38(1)
46. MARY ASHLEY	38(1)
47. KARL AUERBACH	33(1)
48. STEVE MOORE	31(1)
49. SHARRON OWENS	14(1)

*MAY MEETING

VALUE = 5

KARL AUERBACH	930(10)
FLAVIO BANKS	832(10)
TONI BANKS	710(10)
SAM BEALE	710(10)
SUE BEALE	556(7)
BILL BEYERMANN	502(10)
BOB BUCKLAND	473(6)
GUY BULL	459(7)
STEVE CASEY	422(6)
SUE CASEY	322(4)
GENE COLLINS	322(5)
EDWIN DEADY	295(5)
J. MICHAEL DEVITT	280(4)
ALLEN ELOWE	280(4)
JOHN KECKHUT	279(4)
AUDREY KOPP	276(4)
SLIM LARNED	276(5)
PAT LEWIS	268(4)
ROGER LEWIS	221(3)
GARY LIEB	202(3)
JOHN MAGILL	195(4)
STEVEN MCDONALD	194(2)
STEVE MOORE	165(2)
JAY NEGRIN	152(2)
TINA OLSON	150(2)
SHARRON OWENS	147(4)
TERRY O'NEILL	135(3)
JOYCE PETERZELL	122(4)
HARRY PETERZELL	122(2)
STEVE RESNICK	118(2)
HERB SCHWARZ	118(2)
ERICA SCHWARZ	102(3)
JOHN SEARS	97(1)
DAN SEXTON	94(1)
MEL STEINBERG	82(1)
STEVE STEINHARDT	82(1)
BOB WILSON	75(1)
LINDA WILSON	68(3)

*JUNE FFN

VALUE = 75

KARL AUERBACH	930(10)
SAM BEALE	832(10)
BILL BEYERMANN	710(10)
BOB BUCKLAND	710(10)
STEVE CASEY	556(7)
SUE CASEY	502(10)
GENE COLLINS	473(6)
EDWIN DEADY	459(7)
J. MICHAEL DEVITT	422(6)
JOHN KECKHUT	322(4)
PAT KECKHUT	322(5)
GARY LIEB	295(5)
HARRY PETERZELL	280(4)
JOYCE PETERZELL	280(4)
JOHN MAGILL	279(4)
SKIP MCDANIEL	276(4)
STEVEN MCDONALD	276(5)
STEVE MOORE	268(4)
TINA OLSON	221(3)
TERRY O'NEILL	202(3)
JOHN SEARS	195(4)
DAN SEXTON	194(2)
STEVE STEINHARDT	165(2)

GOOD GUY COMPETITION

1. KARL AUERBACH	625
2. GENE COLLINS	625
3. JOHN MAGILL	625
4. JOHN SEARS	625
5. STEVE STEINHARDT	625
6. TINA OLSON	620
7. JOYCE PETERZELL	620
8. SKIP MCDANIEL	615
9. SAM BEALE	550
10. BILL BEYERMANN	550
11. AUDREY KOPP	550
12. HARRY PETERZELL	550
13. DAN SEXTON	540
14. BOB BUCKLAND	475
15. GARY LIEB	475
16. TERRY O'NEILL	465
17. STEVE CASEY	400
18. JOHN KECKHUT	395
19. SUE CASEY	390
20. PAT KECKHUT	375
21. SUE BEALE	325
22. PAT LEWIS	325
23. ROGER LEWIS	325
24. LYNN WESTON	305
25. STEVE MOORE	245
26. SHARRON OWENS	230
27. FRITZ SCHNEIDER	230
28. PEGGY SCHNEIDER	230
29. EDWIN DEADY	230
30. STEVE RESNICK	160
31. SUE ANN SCHONMAKER	155
32. DALE FLETCHER	155
33. STEVEN MCDONALD	155
34. DAVE BUCKLAND	150
35. BOB WILSON	100
36. WALT KITTELBERGER	90
37. SKIP LEMASTER	85
38. ERNIE LUCERO	85
39. PAUL OXMAN	80
40. LINDA WILSON	80
41. J. MICHAEL DEVITT	80
42. TOM BURSCH	75
43. SHANE O'NEIL	75
44. DOUGLAS MCHATTIE	75
45. JOYCE MCHATTIE	75
46. WILLIAM GODDARD	75
47. JERRY HULL	75
48. SLIM LARNED	20
49. BETTY MCDANIEL	10
50. ERICA SCHWARZ	10
51. JEFF TAMURA	10
52. GUY BULL	10
53. MIYCKO TAMURA	5
54. FLAVIO BANKS	5
55. TONI BANKS	5
56. ALLEN ELOWE	5
57. JAY NEGRIN	5
58. HERB SCHWARZ	5
59. MEL STEINBERG	5

