

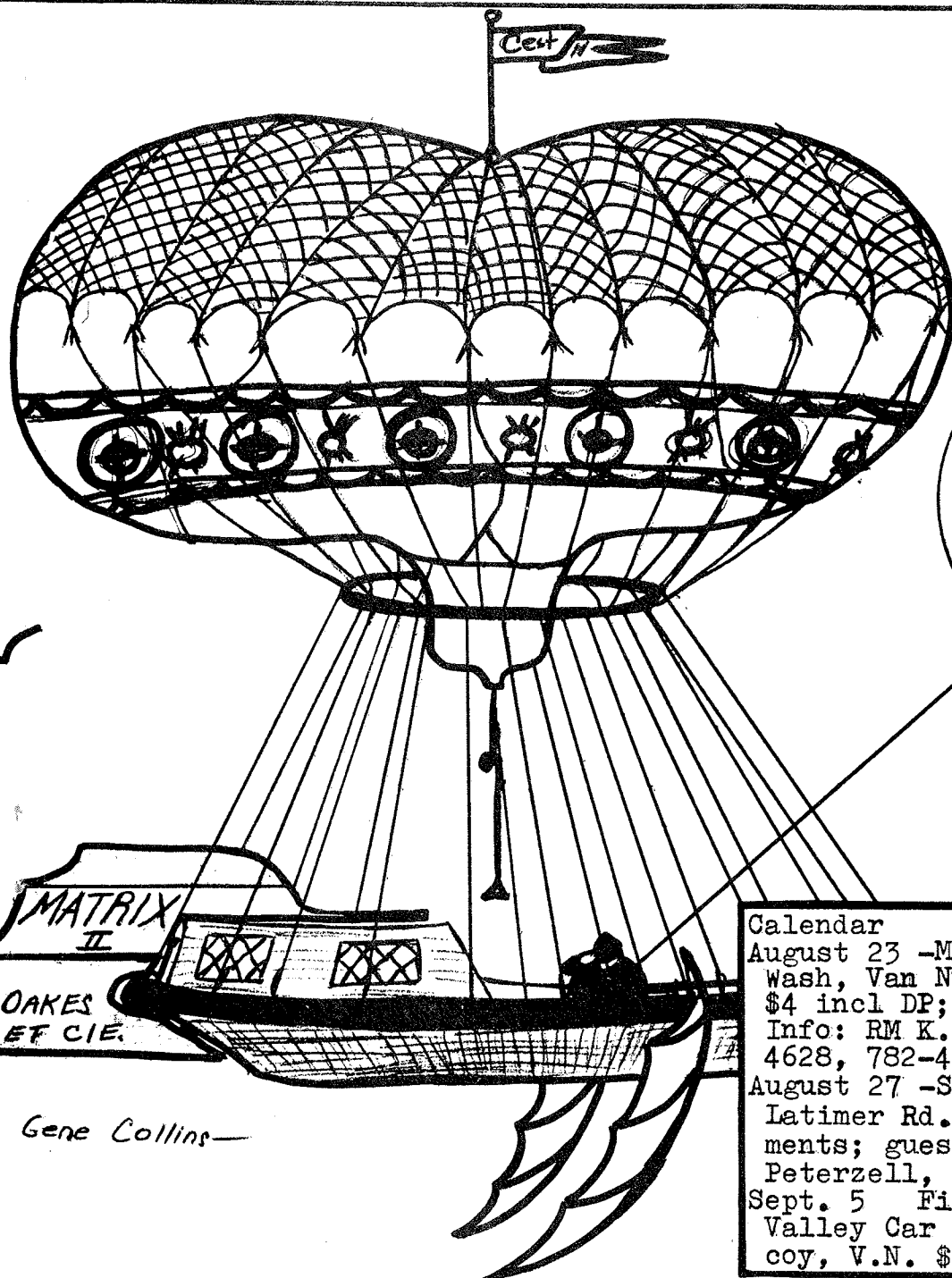


# ROAD *and* TACH

August, 1969

Vol. XVIII

No. 8



## Calendar

August 23 -MATRIX II; 8pm; Valley Car Wash, Van Nuys Bl. near Saticoy, V.N. \$4 incl DP; 4 hr. 125 mi.; 4 classes; Info: RM K.Auerbach 781-2875; or 784-4628, 782-4456

August 27 -SM meeting; 8pm; SM Cyn 601 Latimer Rd.; entertainment; refreshments; guests welcome; Info -Joyce Peterzell, GR 3-4445

Sept. 5 First Friday Niter #28; 8pm; Valley Car Wash, Van Nuys near Saticoy, V.N. \$2.50 incl. DP.



August, 1969 Vol. XVIII No. 8

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

#### BOARD OF DIRECTORS

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Joyce Peterzell  
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Harry Peterzell, Production  
Contributors: All welcome, including non-members

**FIRST FRIDAY NITER:**  
Gene Collins, Chairman  
Karl Auerbach  
John Magill  
Tina Olson, CP Personnel  
John Sears  
Dan Sexton  
one other, changed monthly

**ENTERTAINMENT:**  
Bob Buckland, Chairman  
Sue Beale, Refreshments Schedule  
Two others, changed monthly

**RALLYE TEAMS:**  
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**RALLYE TRAINING:**  
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Carol Bursch, Historian


**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)

To the Editor:

On behalf of La Mirada Sports Car Club, I would like to have you extend our thanks to all for sending out our HUSSLE BUSSLE flyers with ROAD & TACH for us. I know that we have received several entries from it.

Barry E. Landsberg  
President

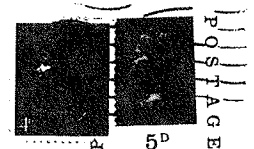
SMOSSOLB INAPIGNARF, INC.  
C. I. Andrews, Proprietor  
#10 Downing St.  
London, England

To the Editor:

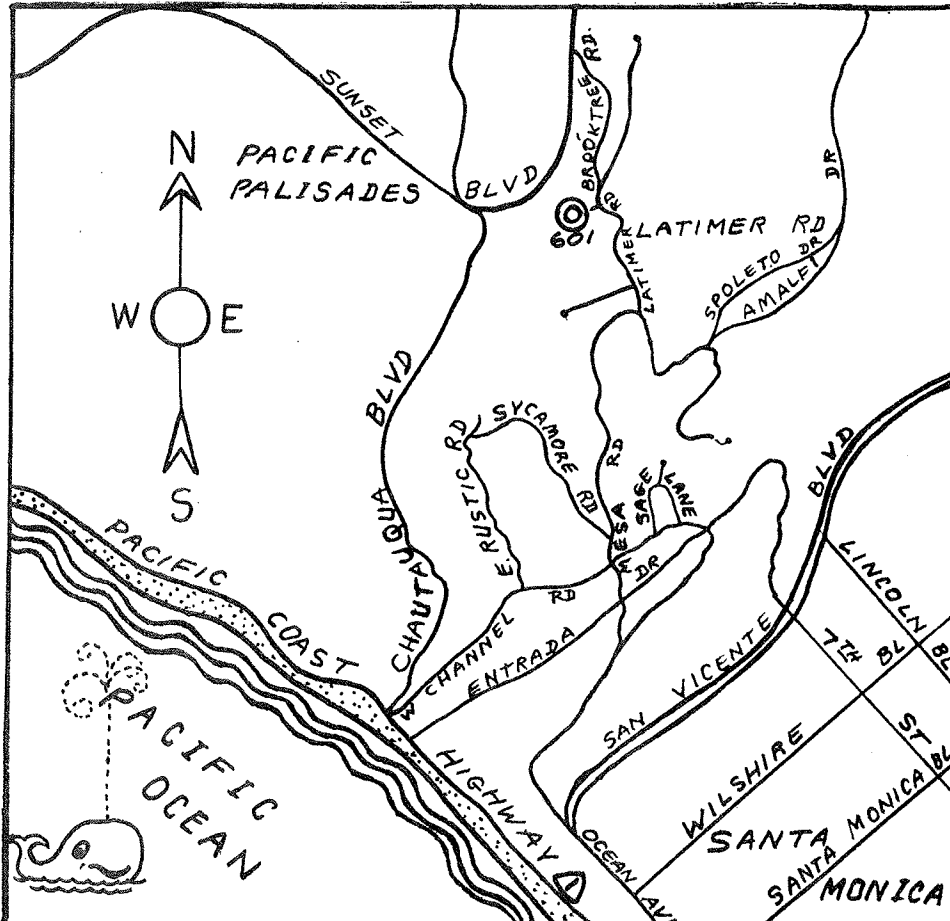
Ha! The machines are everywhere!!

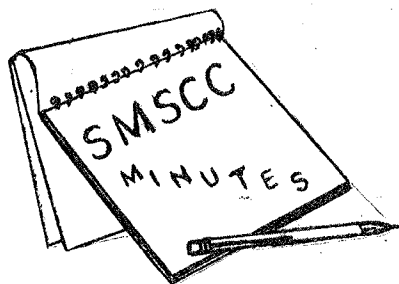
Sherman Oaks

Ed:- A few skeptics have expressed disbelief in R&T's receiving these communications from S.O. Would you believe the postmarks/stamps? (If they don't print, the originals may be seen upon request.)



MATRIX 2  
AUGUST 23





#### GENERAL MEETING MINUTES

JULY 23, 1969

THE DRAWING FOR THE PROMPT ATTENDANCE INDUCER WAS WON BY KARL AUERBACH AFTER THE NAMES OF ABSENT MEMBERS BETTY MC DANIEL, JEFF TAMURA, MYRA WESTPHAL, PAT OXMAN, MEL STEINBERG AND MARY NEWMAN WERE READ.

MEMBERSHIP: SUE BEALE REPORTED THAT THERE ARE 42 REGULAR AND 33 AUXILIARY MEMBERS. SHE THEN INTRODUCED THE GUESTS

PUBLICATIONS: JOYCE PETERZELL HAD NOTHING NEW TO REPORT.

ENTERTAINMENT: TERRY O'NEILL PRESENTED A SLIDE SHOW ON RALLYE TRAPS. THE ENTERTAINMENT FOR AUGUST WILL BE A CHECK POINT WORKERS SCHOOL BY HARRY PETERZELL.

FFN: GENE COLLINS REPORTED THAT BILL BEYERMANN WILL WRITE THE AUGUST RALLYE.

SCCSCC: HARRY REPORTED ON THE NEW CHECK-OUT PROCEDURES AND CLASS CHANGES WHICH HAD BEEN PROPOSED.

RALLYE COMMITTEE: HIGHWAY ROBBERY HAS 70 PRE-ENTRIES. MATRIX HAS BEEN CHECKED OUT JOHN KECKHUT REPORTED ON THE D'ORO CLASSES.

TONI BANKS WAS APPOINTED HISTORIAN.

STATISTICIAN: JOHN SEARS REPORTED THAT HE IS STILL HAVING COMPUTER PROBLEMS.

TREASURER: BILL BEYERMANN REPORTED A BALANCE OF \$212.53 IN THE OPERATING FUND AND \$32.08 IN THE RESERVE FUND. THE INCOME FROM THE FFN WAS \$152.00.

RESPECTFULLY SUBMITTED,

PAT LEWIS, SECRETARY

#### BOARD MEETING MINUTES

AUGUST 13, 1969

THE MINUTES OF THE GENERAL AND BOARD MEETINGS WERE READ AND APPROVED.

RALLYE COMMITTEE: THE BOARD AUTHORIZED THE PRINTING OF 500 MORE MATRIX FLIERS. ROGER LEWIS MOVED TO HAVE THE STATISTICIAN SCORE WORKER POINTS FOR STEVE STEINHARDT FOR THE SCOUT RALLYE. SECONDED AND CARRIED. BILL BEYERMANN MOVED THAT WE AWARD ADDITIONAL TROPHIES FOR HIGHWAY ROBBERY, 1 FOR CLASS B AND 2 FOR CLASS C. SECONDED AND CARRIED. THE D'ORO CHECK OUT WAS SCHEDULED FOR OCTOBER 5. THE SCCSCC CHECK OUT WILL BE OCTOBER 26. SKIP MC DANIEL MOVED THAT JOHN KECKHUT BE AUTHORIZED TO GUARANTEE THE KING PIN BOWLING ALLEY A \$25 ROOM GUARANTEE. SECONDED AND CARRIED.

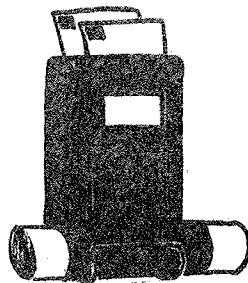
TREASURER: BILL REPORTED A BALANCE OF \$193.30 IN THE OPERATING FUND AND \$53.56 IN THE RESERVE FUND. THE INCOME FROM HIGHWAY ROBBERY WAS \$563 AND THE FFN \$215.50. ALL BILLS WERE AUTHORIZED FOR PAYMENT WITH THE EXCEPTION OF ONE WHICH WAS NOT AN AUTHORIZED EXPENDITURE. PAT MOVED THAT BILL BE AUTHORIZED TO PURCHASE A NEW BOOK OF CHECKS. SECONDED AND CARRIED.

SCCSCC: HARRY PETERZELL REPORTED THAT THE CHECK OUT PROCEDURE AMENDMENTS PASSED AND THE CLASS DEFINITION AMENDMENT FAILED. THE GENERAL FEELING OF THE COMMITTEE WAS NOT TO REMOVE THE PROTEST FEE.

FFN: NEW TROPHY PLAQUES ARE NEEDED. TINA OLSON AND JOHN MAGILL WILL REWORK THE OLD ART WORK. HARRY WILL PROVIDE GALLEY PROOFS TO THE BOARD OF THE NEW GENERALS. ROGER MOVED TO AUTHORIZE SKIP TO ORDER A YEARS' SUPPLY OF FFN TROPHIES. SECONDED AND CARRIED.

RESPECTFULLY SUBMITTED,

PAT LEWIS, SECRETARY



To the Editor:

Your HOW'S THAT AGAIN column has quoted an article of mine from our paper TACH TALK, which, if quoted fully might be better understood. The entire paragraph reads:

A provision for NAV may or may not be used. This would consist of a .30 minute handicap per leg. For instance, on a three leg, night rallye a NAV car would start out with a .90 error. Presently, our only NAV cars use Speedpilot's and a .30 error per leg could and should only apply here.

This must, obviously, put a different light on the subject. We have never claimed to have Curta-crankers in our midst; Speedpilot-spinners yes, but no Curta-crankers! This is merely my humble solution for a NAV member to compete in points with our SOP'ers. But I see your point. The way some of the EXPERT and NAV cars rallye we ought to handicap the SOP'ers.

On another subject: how can you justify someone driving 45 to 60 miles to start an FFN and finish 7th SOP with a 1.00 minute or under error? This is not a fluke, it happens twelve times a year. I realize that FFN's are supposed to be hand-holders, but the least you could do is only hold one hand. I am still reminiscent of a .24 minute error (SOP) I had accumulated on one FFN only to be beaten by an .18 minute error. Gawd, what a heartbreaker.

Eric Anderson  
PACE Ltd.

#### LEFTOVERS FROM LAST PLACE

by Elayne Winagura

IMSCC put on a rallye that fate-ful night (July 25th)--and, oh.....

It started out normally enough--we received the generals and route instructions, then glanced at the wall, whereon were posted corrections (not only to the route instructions, but also to the generals). I knew then that it was going to be one of those nights.

The odo check was mostly freeway, as was a goodly part of the last page.

Things went fairly well till Inst. #21: "R first OPP (DEERE)", which turned out to be "ASTON" (for us). We retraced, but to no avail. (I believe John Sears had an explanation for this, but I'm not sure I understood it).

So then we followed a car labelled SCAT until we found Inst. #29. We continued following the prescribed course, and as we made our way to the checkpoint things went better--or so we thought.

When we got there my driver shouted out my window, "What number checkpoint are you?" "Two", was the response. Curses! We had made a wrong turn somewhere, and had missed checkpoint 1.

Four or five instructions later, we found ourselves on the freeway again--looking for all sorts of goodies: "CITY LIMITS" signs, "EXIT" signs, and Instruction #60--(I think a low-flying jet got there before we did

We got off the freeway at last--and executed Inst. #73, "R at SIGNAL", and went looking for "MEAD". We went about 3 miles, and pulled into the local gas station for help. (As this was the last instruction we were a trifle puzzled.)

Well, anyhow, we turned around and went back from whence we came, and noted a CP on the other side. My driver again sticks his head out of my window--"I hope you're here to save us", he says. The reply was, "I'm here to save the rallye. The instructions were wrong. 73 should have been an L instead of an R".

When we got to "MEAD" we received instructions to the end, where I retreated to the POWDER ROOM and left my driver to face the debacle.

A little later I asked how we'd done--knowing we'd blown it pretty badly. But at that point they didn't have enough information to place us at anything but arrived safely.

Oh, well, if at first.....

Ed:- Elaine, a student, neophyte rallyist, and promising writer, is not yet a member of SMSCC--but we are working on her.

by John Keckhut

There were a lot of individual parts to like about this ANRC rally which made it considerably more interesting than the average rally. The thing which bothered me most was wondering when it was really going to get started; get out of traffic away from US 101, Frontage Roads, towns and suburban streets so that we could concentrate.

Several transit zones were used, including the 78-mile odo check, but several more were needed, especially the drive through Solvang at 22 mph on Sunday afternoon! How is an SOP car supposed to do that? Or through Santa Barbara on crowded US 101 with add times at signals, but creeping traffic! Or back down the coast highway at 62 and 64 mph?

The interesting parts of the rally had to do with the shock of several quick checkpoints, a generally active set of instructions throughout, and numerous traps and route problems.

The rallymasters (Piercys) gave us a good (written) tongue-lashing at the beginning and reminded us that the rally was neither gimmicky nor abstruse. We found only one gimmick - namely, "County," which appeared as "COUNT Y" with an "R" obviously taped over.

There were a couple of dubious points. Why didn't parallel signs RIP "NO" (Instr 27) and "NO RIGHT TURN" (Instr 101) down side streets count? They were perfectly parallel and perfectly usable. But not to the RMs.

A very critical safety point had to do with trap design. When a rallymaster designs the course so that cars will run into "NO" signs or enter checkpoints from the wrong direction, or enter a checkpoint which hasn't sufficient width for cars to pass safely at speed, he is inviting and designing disaster.

There were several situations on "Associated" which should have been designed out of the rally because they were potentially dangerous (not to mention irritating to the contestants).

The worst example occurred at checkpoint 9 which required a speed change at 3.32 miles. Contestants had to remember a handout which stated that distances were to be computed from the last SPEED CHANGE. Half the cars must have done this incorrectly and went past the checkpoint in the wrong direction on a narrow, winding road.

Then they got confused, temporarily lost, and had to finally race into the checkpoint from the right direction. Surely there was some way to loop the trap so that cars did not become lost and confused.

Another less violent scene occurred at "Right after 'Nojoqui Park'" after finding the second "Watch for Rocks." The unbelievers turned after "Nojoqui Park" (without having seen the second "Watch for Rocks") onto a narrow, one-way lane. But then, as on a freeway,

there was no way to backtrack and recheck except to go the wrong way on a one-way street. Correct was to continue on US-101 to a second "WATCH FOR ROCKS," then right, and on into the checkpoint.

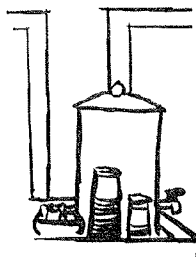
It was a good trap, but could be rated as dangerous because it a) took place on a major highway, and, b) used a one-way lane.

A third situation developed after counting "NORTH"s and turning onto a Frontage Road. After hitting the Control and Checkpoint, we had to drive along the frontage road, U-turn, find a quick, not-too-easy "CAUTION" and turn left at STOP in front of other rally traffic. What happens to those who miss "CAUTION"?

I watched two cars which missed it and went back through the checkpoint area (the wrong way). If they found another CAUTION and turned left (again in front of Rally traffic) they got lost and had to drive by the checkpoint again!

A fourth jam occurred on Edison St near Solvang where two quick checkpoints occurred on a hilly, straight, 2-lane road with numerous opportunities for head-on and rear-end collisions. I heard that the Highway Patrol also thought so and requested a "move or else."

Regardless, everyone we talked to liked the rally and thought it one of the best of this year's series.



#### MEMBERSHIP REPORT

Regular Members: 41  
Auxiliaries: 33  
Total General Membership 74

Due, July: Chuck & Erma Burt

Due, August: Phil Bautista and Steve Resnick

Pd., June: Jeff Tibbetts and Bill Meehan (new) 1114 Gretna Green Way, L.A. 90049 473-0884  
Gene Collins and Dan Sexton

Pd., July: Steve Steinhardt and Dennis Levin (new); Jeff and Miyoko Tamura

Expired: Carol and Tom Bursch

REFRESHMENTS, August:  
Miyoka Tamura

REFRESHMENTS, September:  
Audrey Kopp

Roster changes: Roger Lewis - new business ext.: 2884;

John Kellogg - delete phone no.

Gary Lieb - 535 Ocean Ave. Apt. 12B Santa Monica 90402

Bill Crispin - 1321 - 18th St. Manhattan Beach 90266

#### MEEHAN, GLASER, AND BULL TO GO EAST FOR EXPLORER GRAND NATIONAL RALLY

Remember the SMSCC sponsored EXPLORER RALLY back in June? There were two classes, Crescent Bay Area Council and San Fernando Valley Council.

Rally teams could be composed of either two or three Explorer Scouts --a driver, a navigator, and an observer (optional).

The score of the winning team in each class was forwarded to the National Exploring Division, which selected the three best cars from Region XII (52 councils) to compete in the GRAND NATIONAL finals in Detroit along with the three winning cars from each of the other eleven regions in the country.

Explorer Scouts/SMSCC members, Bill Meehan (driver), Stan Glaser (navigator), and Guy Bull (observer), who won first CBA and first overall in the local rally, have been chosen to be one of the three teams representing Region XII.

The national competition will be held in early October. Winners of that rally will receive \$1500 college scholarships, free loan of a Mercury Cougar for a year, and the opportunity to travel across the country as Youth Safety Spokesmen for Lincoln-Mercury and the Exploring Division of BSA.

Guy has been out of town, but Bill and Stan have been gathering in some hardware while getting ready for the big rally.

They were fifth Class C, and 35th (out of 107) overall on HIGHWAY ROBBERY -- using the same instructions as Class A and Class B.

For HUSSLE BUSSLE VII they moved up to NOV (Jr Nav), and cranked their way to a second place trophy.

Boys--we'd like to see you win the big one. Good luck.

#### EDITOR



DEADLINE FOR Sept. Copy - Sept 10 at the Board meeting

o o o o o o o

Specifications for camera-ready copy:

- 1) Use typewriter with clean type and a dark ribbon.
- 2) Leave 1/4 inch left margin.
- 3) Column width is 3.4 inches. (Elite-5 spaces; Pica-6 spaces)
- 4) Type beautifully.

If these specs are not met, the copy has to be re-typed.

by Airman Lynn Weston  
Sheppard AFB, Texas

The generals were those of the Texas region of SCCA, with a small addendum at the beginning of the route instructions. All this totalled about nine pages of GI's. It was quite a lot to study in just under an hour.

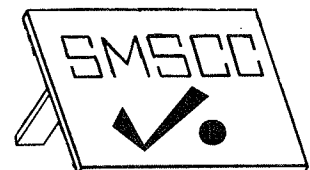
While waiting for my out time, I was scanning the route instructions for some possible traps. The ODO CHECK seemed simple enough--but--wait a minute. Inst. #4 read: "R after State Hospital". I quickly checked with the RM, and I was right--there was a turn after a landmark on the odo check.

With the start of Leg 2, NOTE A became effective: "At each 'Yield' pause 20 sec. and CAST 26.5 for .65 miles (Resume previous speed)". The next instruction put us onto Phillips by name, and, as Hughes did before, Phillips turned---but this time I caught it. A series of right and left turns with NOTE A coming up now and then put us into

Taylor/Taylor  
Litre Bugs of  
Santa Maria, Cal. 2.41

<u>BEST OF CLUB</u>			
Baber/Baber	FLIRT		1.37
Dinwiddie/Dinwiddie	M.BRUTES		3.87

We piled up as much error as on three ANRC rallies or one 24-hr. The RM was sympathetic when we cried, but I suspect he was secretly gloating.



This is an excellent rallye  
for beginners.

# HIGHWAY ROBBERY

by John Keckhut

This Pacific Southwest Divisional SCCA rally lived up to its name and set another milestone in first class rallies. Unfortunately for us it was nearly a millstone since we plodded along with a white cane and kept falling into canyons and bumping into signs and fences. We finally groped our way to the lunch break with very little idea of what the rally was supposed to be like.

It started with a heated discussion over "increase speed by -4 MPH," an obvious inconsistency in terms to my wife (and navigator). So, while I tried to explain algebra and to keep the car behind from running over us, we missed "WAGON RD," a small dark sign on a dark pole! We missed the next turn and teed out a couple minutes down. The next few miles were pure racing against time - but no checkpoint!

Soon we were to continue onto Mulholland HWY, and that was good for a trap, since it turns. But then I noticed the street sign changed to "MULHOLLAND," and that meant we were off the road by name. So I smugly continued straight, refusing to follow MULHOLLAND HWY; only to encounter a legitimate "NO" sign! Auaugh! Another mile to retrace, and then a DYS to guess at since no other rally car would appear (when I waved my white cane) to take a mark from.

We set out to catch the next car instead of being sensible and running the leg correctly and protesting the first leg. The result was that barely one instruction was executed correctly out of the next 25. Never-the-less we arrived at the next checkpoint one minute behind Deady and MacDonald (the car ahead). Our error would have been .30 for two legs (instead of 3.25) had we guessed better on the DYS time. But our troubles weren't over.

We started following 5 signs toward Camarillo (we should have gone all the way) on the next leg, missed the

second one (it was huge) and went two more miles off course. Then, being advised that our speeds would be observed and subject to disqualification, we tried to catch up again! Loop drive became an insanity. We missed every turn and were constantly backing, speeding, screeching. But finally we caught Deady at the DYS when we were on Berlywood (which turns) by name. Well, we were just sane enough to cancel the stay-on-by-name, but not enough to cancel the DYS-on-a-note.

A couple of minor traps and a quick checkpoint later we hit the lunch break, nearly broken and with six minutes of error.

We proved in the PM that it was really a reasonable rally, with traps worth only small fractions of minutes. The famous Orange Grove maze was good for some wild interpretations of how to handle a rather difficult handout. I would have been happy if it had said "Do not turn right on any street you've already been on." But instead, it forbid lefts, rights and continues for named OPPs on which you've already made a left, right, or continue.

We had no trouble with the lefts and rights, but when we found ourselves on Sespe, a road we had already continued on, we were tempted to make a U-turn (but that wasn't allowed). Waiting and arguing did no good, so I raced through the goof loop into the checkpoint for .30 late, a happy result for SOP.

There were no more headaches after that. BALCOLM (for BALCOM) gave us no trouble since we didn't see the misspelling. The use of not through signs on the left appeared acceptable so we took them as intended (many screamed about that). Our two minutes error on the second half was a considerable improvement over a miserable morning and the net total was good enough for second place (and that's for FORD money).

## PARTIAL RESULTS - HIGHWAY ROBBERY

CLASS A (MECHANICAL):		
Voils & Voils	SCAT	.65
Meier & Kerkmeyer	RATS	1.59
Sears & O'Neill	SMSCC	2.77
McDonald & Deady	SCCA	2.82
Adams & Wood	Cal Clb.	5.44
Ellis & Dorsey	SCAT	6.56
Burklin & Burklin	IMSCC	6.60

CLASS B (NON-MECHANICAL):		
Lysaker & Lysaker	TCVC	5.26
Keckhut & Keckhut	SMSCC	6.98
Snibley & Elowe	SMSCC	7.42
Lightfoot & Wessman	SCCA	8.44
Kimberlin & Kimberlin	TCVC	9.71
Sparks & Harris	RM	9.98
Stevelling & Steveling	SPORTS	10.47

CLASS C (SOP):		
Ragazzi & Ragazzi	FLIRT	8.09
Levin & Morrison	SMSCC	11.15
Flint & Flint	SCAT	11.64
Shank & Slipshod	SCCA	13.13
Meehan & Glaser	SMSCC	13.32
Estep & Reddington	-	13.43
Clode & DeWitt	-	13.52

## CHECKPOINT INSTRUCTION FOR THE NOVICE AT THE GENERAL MEETING!!

At this month's general meeting, SM will conduct a beginners' checkpoint school.

Come learn what to do and how to do it!

Will members please bring their counters and watches??

\*\*\*\*\*

## FOR SALE

DUAL TOMMY BOX  
with readout and counters;  
includes T-gear, angle gear,  
cable, correction gear box,  
plus MUCH MORE.

John Magill  
14720 Valerio St.  
Van Nuys, Calif.  
Phone: 786-8096

\*\*\*\*\*

# HIGHWAY ROBBERY REPORT

BY PAT LEWIS

THE CONTESTANTS' EVALUATION REPORTS HAVE BEEN STATISTICALLY ANALYZED AND THE RESULTS MAY BE OF INTEREST TO THE CLUB AND THE CONTESTANTS. THE FORM IS USED TO RATE THE RALLYE ON INDIVIDUAL ASPECTS AND OVERALL. THE OVERALL RATING HAS A MAXIMUM SCORE FOR AN OUTSTANDING EVENT OF 100 POINTS. 89 REPORTS WERE TURNED IN REPRESENTING 47 CARS (6 TEAMS TURNED IN ONLY 1 REPORT). THE AVERAGE OVERALL RATING WAS 86. A CLOSER BREAK-DOWN GIVES THE FOLLOWING NUMBER OF RETURNS IN EACH SCORE AREA:

96-100	10 RETURNS
91-95	16 RETURNS
86-90	26 RETURNS
81-85	16 RETURNS
76-80	10 RETURNS
71-75	5 RETURNS
66-70	3 RETURNS
61-65	1 RETURN
56-60	1 RETURN

IT IS GRATIFYING THAT 78 OF THE 89 CONTESTANTS REPORTING RATED THE RALLYE ABOVE AVERAGE (80).

THE INDIVIDUAL ASPECTS WERE ANALYZED FOR MODE (MOST FREQUENT RATING), MEDIAN (MIDDLE RATING) AND AVERAGE (MEAN RATING). THE RESULTS, ALONG WITH THE NUMBERS REPRESENTING AN "OUTSTANDING" RATING AND AN "AVERAGE" RATING ARE GIVEN BELOW:

## ASPECT MODE, MEDIAN, AVERAGE

GENERALS, CONTENT 10, 10, 8.8  
(10=OUTSTANDING, 8=AVERAGE)

GENERALS, CLARITY 8,8,8  
(10=OUTSTANDING, 8=AVERAGE)

ROUTES, ACCURACY AND CLARITY 8,9,8.4  
(10=OUTSTANDING, 8=AVERAGE)

ROUTES, CONFORMITY WITH GENERALS 8,8,8.4  
(10=OUTSTANDING, 8=AVERAGE)

COURSE, SUITABILITY AND INTEREST 8,8,7.6  
(8=OUTSTANDING, 7=AVERAGE)

COURSE, AVERAGE SPEEDS 7,7,6.7  
(8=OUTSTANDING, 7=AVERAGE)

CONTROLS, LOCATION 7,7,6.1  
(7=OUTSTANDING, 6=AVERAGE)

CONTROLS, EFFICIENCY 7,6,6.1  
(7=OUTSTANDING, 6=AVERAGE)

ADMINISTRATION, REGISTRATION 4,4,3.7  
(4=OUTSTANDING, 3=AVERAGE)

ADMINISTRATION, SAFETY INSPECTION 3,3,2.8  
(3=OUTSTANDING, 2=AVERAGE)

ADMINISTRATION, SCORING 4,4,3.9  
(5=OUTSTANDING, 4=AVERAGE)

ARRANGEMENTS, LODGINGS 3,3,2.6  
(3=OUTSTANDING, 2=AVERAGE)

ARRANGEMENTS, MEALS 2,2,1.6  
(2=OUTSTANDING, 1=AVERAGE)

ARRANGEMENTS, REST STOPS 3,3,2.6  
(3=OUTSTANDING, 2=AVERAGE)

HOSPITALITY 3,3,2.  
(3=OUTSTANDING, 2=AVERAGE)

ORGANIZERS' OVERALL CONCEPT 7,6,6.4  
(7=OUTSTANDING, 6=AVERAGE)

A LITTLE ADDITIONAL INFORMATION WAS REQUESTED ON THE FORM AND THE RESULTS WERE: 7 CONTESTANTS ON THEIR FIRST NAV RALLYE, 18 ON FIRST SMSCC RALLYE (BUT NOT FIRST NAV RALLYE), 42 CONTESTANTS ON THEIR FIRST SCCA RALLYE (BUT NOT FIRST NAV RALLYE). 13 CONTESTANTS FIRST LEARNED ABOUT THE RALLYE FROM THE RM, 11 FROM THE CLUB PAPER, 12 FROM THE FLIERS, 3 FROM THE SCCA MAILING AND 5 FROM FRIENDS.

THERE SHOULD BE ONE CORRECTION TO THE RESULTS; THE KIMBERLINS WHO PLACED 6TH IN THE B/C COMBINED SCCA CLASS DROVE A FORD AND THUS SHOULD HAVE BEEN SHOWN WITH A \$ BY THEIR PLACE.

AS FAR AS WHO TURNED IN REPORTS, 15 OUT OF 22 FINISHING CLASS A CARS, 19 OUT OF 31 FINISHING CLASS B CARS, AND 12 OUT OF 45 FINISHING CLASS C TURNED IN REPORTS, SO IT IS OBVIOUS THAT THE "EXPERT" OPINION WAS WELL REPRESENTED.

I WOULD LIKE TO ANSWER SOME OF THE COMMENTS ON THE CER'S IN PRINT IN CASE ANYONE ELSE HAS THE SAME QUESTIONS IN HIS MIND. THERE WERE SEVEN COMMENTS THAT THE SPEEDS WERE TOO FAST AND FIVE THAT THEY WERE TOO SLOW OR EXCEPTIONALLY WELL SUITED. JUST PROVES THE OLD ADAGE THAT YOU CAN'T PLEASE EVERYONE. THE RALLYE WAS DESIGNED TO MOVE ALONG IN ORDER TO GET THE CONTESTANTS OUT OF THE HEAT AND ALSO NOT ALLOW CONTESTANTS TO RECOVER FROM THEIR ERRORS WITHOUT ANY PENALTY. SCCA RALLYES ARE TRADITIONALLY BRISK AND NOT FOR THE TIMID DRIVER. CONTRARY TO ONE CONTESTANT'S COMMENT, THE SPEEDS WERE CHECKED OUT BY OURSELVES (IN A MUCH BERATED ALPINE) AND THE CHECK OUT CREW IN A VARIETY OF CARS FROM A BMW TO A BARRACUDA. IN FACT, WE HAD TROUBLE KEEPING AHEAD OF ONE CAR, OF VERY QUESTIONABLE ROAD RACING ABILITY, EVEN SHORTCUTTING FROM CP TO CP. IT IS STRANGE THAT THOSE WHO COMPLAINED THE MOST HAVE PUT ON THE FASTEST RALLIES I HAVE EVER RUN.

WE WERE SORRY WE COULD NOT PRESENT THE TROPHIES AFTER THE RALLYE BUT THERE WERE SEVERAL "ON THE ROAD" PROTESTS THAT HAD TO BE CHECKED OUT. THE FACT THAT THE ENTIRE PROTEST COMMITTEE WAS NOT PRESENT WHEN THE FIRST CAR ARRIVED WAS IRRELEVANT SINCE SIGNS HAD TO BE CHECKED WHICH WERE DISTANT FROM THE END. NO ONE COULD HAVE GONE OUT AND CHECKED THEM AND RETURNED IN TIME. DISMISSING PROTESTS WITH A CURT "ALL WERE DENIED AND THE RALLYE STANDS" TO AWARD TROPHIES QUICKLY IS NOT OUR POLICY. WE FEEL PROTESTS WARRANT CAREFUL CONSIDERATION AND CHECKING. WE AGREE IT WOULD BE BEST TO HAVE THE PROTEST COMMITTEE IN PROMPT ATTENDANCE. THIS WHOLE SITUATION WAS CAUSED BY ALLOWING CLUB MEMBERS TO RUN. NO LESS THAN 12 SMSCC TEAMS ENTERED CAUSING EXTREME DIFFICULTY IN GETTING WORKERS. ELEVEN NON-MEMBERS HAD TO BE RECRUITED INCLUDING CAL CLUB MEMBERS. EIGHT MEMBERS DID 16 MEMBERS' WORK ON THE DAY OF THE RALLYE (WORKED 2 CPS, ETC.) FOR WHICH WE WILL BE ETERNALLY GRATEFUL. THOSE WHO FEEL MEMBERS SHOULD BE ALLOWED TO RUN D'ORO SHOULD TRY TO GET WORKERS FOR A RALLYE SOME TIME.

SOME CONTESTANTS DIDN'T LIKE THE DYS CHECK POINTS. YOU MUST REALIZE THAT A CLUB CAN ONLY OWN SO MUCH EQUIPMENT (WE

## CALENDAR OF EVENTS

August, 1969

Fri 22	NYTE RYDER	IMSCC	Pepa's Pizza Parlor, La
8 pm	RM: Paul Chaillie; Inf. 861-3177		Condesa & Adelfa, L.M.
*****			
Sat 23	M A T R I X 2	SMSCC	Valley Car Wash, Van Nuys &
8 pm	RM: Karl Auerbach; Inf. 781-2875		Saticoy, Van Nuys
*****			
Wed 27	SMSCC General Meeting		601 Latimer Rd. (Uplifters'
8 pm	Guests welcome Inf. GR 3-4445		Ranch) Santa Monica Canyon
*****			
Fri 29	THE FIFTH	SBFCCA	May Co. Auto Centre, Hawth-
8 pm	Info: 672-2428 (finishes in W.L.A.)		orne & 177th, Redondo Bch.
*****			
Sun 31	AUGUST AGONY	C.A.R.T.	Williams Bros. Pkg. Lot
Noon			Lompoc (1100 W. Ocean)

September, 1969

Wed 3	Standard Generals Mtg		
7:30 pm			
*****			
Fri 5	FIRST FRIDAY NITER #28	SMSCC	Valley Car Wash, Van Nuys &
8 pm			Saticoy, Van Nuys
*****			
Sat 6	NIGHT RALLY	NAASCC	For start and other infor-
Evening	RM: Jack Parker		mation, call 645-7628
*****			
Sun 7	CORRELATION 5 & RELAY FAN-		
9 am	TASY RM: Stu Mills	FLIRT	Eastland Shopping Center
(Relay earlier)	Info: (213)634-1646		West Covina
*****			
Sun 7	EL DORADO		(No more details available at this
	Northern Championship		time)
*****			
Wed 10	SMSCC Board Meeting		Gary Lieb's
8 pm	SM members welcome		535 Ocean Ave. Apt. 12 B, SM
*****			
Fri 12	FRIDAY NITER	TCVC	Newberry's rear pkg. lot
8 pm	RM: Lysaker		Borchard & Thompson, Ventura
*****			
Fri 12	TWILITE TOUR	FLIRT	Valley Car Wash, Van Nuys &
8 pm			Saticoy, Van Nuys
*****			
Fri 12-	PASO DE LAS SIERRAS XIV		McHenry Village
Sun 14	Info: (209)523-8822		Modesto
*****			
Sun 14	Sunday Rally	TCSCC	Red Balloon
noon	RM: Bob & Louise Pax		Main & Mille, Ventura
*****			
Sun 14	RALLY DE WHEEL BOUNCE XV		May Co. Auto Ctr., Haw-
? am	RM: Bob Schauer		thorne & 177th, Redon.Bch.
*****			
Wed 17	ROAD & TACH Assembly		Peterzells', 2534 Tilden
8 pm	All help welcome		Avenue, W.L.A.
*****			
Fri 19	NITE FLITE	PACE	Larwin Square, 1st & Newport
8 pm			Tustin
*****			
Fri 19-	MISSION TRAIL 2	TCVC	Oaks Hotel, 122 E. Ojai Ave.
Sun 21	SCCA NATIONAL RALLYE		Ojai, Calif. (805)649-1804
	SPECIAL INTEREST TO: Datsun, Ford, Volvo, Saab		

To be certain that the rallyes listed above 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

HAVE 6 CP'S WORTH). WE PREFER TO USE OUR OWN WATCHES, WHICH ARE KEPT AT OUR HIGH STANDARDS. MOST SCCA RALLIES MOVE CHECK POINTS BUT THEY ONLY HAVE TO PROCESS 30 CARS, NOT 110. I SEE NOTHING WRONG WITH EXPECTING A RALLYIST TO HAVE A FAIR IDEA OF WHAT TIME IT IS OR SHOULD BE. MANY PREFER DYS'S. AT LEAST YOU DON'T HAVE TO COPE WITH BAD CALLS, ERRONEOUS TIMES RECORDED, POOR MARKS, IMPOSSIBLE TRAFFIC, ETC. I'M AFRAID DYS CHECK POINTS ARE HERE TO STAY.





# AS SEARS SEES IT

by John Sears

## DIABOLIQUE III

TCVC presented an enjoyable Friday Niter, DIABOLIQUE III, rallymastered by Jerry and Judy Kimberlin, on July 11.

The first leg was easy--if you took a required straight-off which was as subtle as a ton of bricks. Failure to maneuver this properly cost about two minutes or so.

Leg 2 included a mileage turn, and an instruction to continue on CALIF 34. This last requirement was extremely difficult to accomplish, since all the signs seemed to read, "CALIFORNIA 34". This time if you erred it cost almost 3 minutes.

Non-confirmation of US 101 on Leg 3 was worth about 1-1½ minutes, and adding .50 min. instead of .50 hundredths min. (.0050 min.) were the sources for error on an otherwise trapless leg.

Leg 4 was an enormous maze through the industrial section of OXNARD. A NOTE was introduced to direct right turns after each crossing of RR tracks, and a 5-mile mileage turn was to cancel the NOTE.

This was supposed to be next to impossible for SOP, but Jim Hemmingson of TCVC SOP'd the leg for an .07!! There was also a turn after a landmark for an additional error to end a great leg.

It was a very good rallye--and I am looking forward to the TCVC Sunday event in December, which will again feature the Kimberlins as RM's.

## FRIDAY FRENZY

TCVC and the Chaffees conspired to write the SECOND Friday Niter for August.

The first three times one was directed off a freeway the wording "OFFRAMP" was used, so, later when the contestants were again on the freeway, the instruction read: BR 0.74 miles after "SOUTH" onto SHERWIN AVE and change speed to 23. The offramp was, of course, meant, but not stated, as it had been before. This point is deemed incorrect in the eyes of most efficient rallyists. Furthermore, on the second leg a set of instructions read:

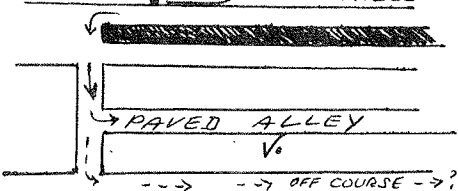
- 34 BR onto WAGON WHEEL RD
- 35 R 1st OPP

One was again on the freeway, and, on the basis of past instructions in this rally, the contestants thought that the RM meant the offramp.

There's the rub. He meant for us to bear right onto the offramp then continue onto WAGON WHEEL RD! Would you believe the next half-dozen instructions were a loop, based on which way you interpreted INST. 34!

The third leg featured 6 (count 'em) mileage speed changes - for SOP, also - and the following series of instructions:

- 69 L 19 after "SPEED LIMIT 45 MILES"
- 70 L 2nd OPP
- 71 L last OPP "SPEED LIMIT 45 MILES"



For people who play "divided road games", this is all well and good, provided that the trap is looped so nobody misses a CP.

## ¿QUE PASO? - A REAL SIESTA

With certain minor exceptions, TCSCC provided a most enjoyable event for the 8th running of ¿QUE PASO?.

The first leg had a NOTE which has become more or less of a convention with rallyists: to decrease speed at sign(s) indicating a curve. Mathematically and logically "↗" does indicate a curve, but the rallying public has considered this as denoting more than one curve. The simplest way to avoid ambiguity is to delete questionable traps.

Leg 2 had the usual delicious coffee break, a cute "SUNKIST GROWERS" trap and a marvelous confidence trap--which a surprising number of people who should know better fell for.

Leg 3 cost yours truly the rally, when a slight bit of non-concentration caused a .15 min. error; but the leg was without other mishaps!

Leg 4 had a difficult-to-see "SOMIS" and a couple of signs that were really RIP, but some people choose to call the extra markings on the BERYEWOOD and BALCOM CANYON signs block numbers. These markings are actually surveyor's sectioning markings, and really did make the signs RIP.

However, as this problem has been encountered before, most people knew that the RM didn't mean it.

Leg 5 had a note to add time at each "NO PARKING ANY TIME" and, among the signs, there were even quite a few "NO PARKING THIS SIDE". An instruction number under a "PED XING" sign which appeared when one was looking for a "SCHOOL XING" for a turn, caught many people for a small error.

The last leg was almost a gift - if one remembered to confirm CALIFORNIA 126 before taking a "MERGING TRAFFIC" SOL, which was at the junction of 126 and 101, almost two miles after the contestants freeway entrance.

Thanks again for an enjoyable event --and keep car #75 for me next year.

Suggestion: Have fewer large speed differences, since even a .01 difference in measurement between 60mph and 15mph is worth .03 min.

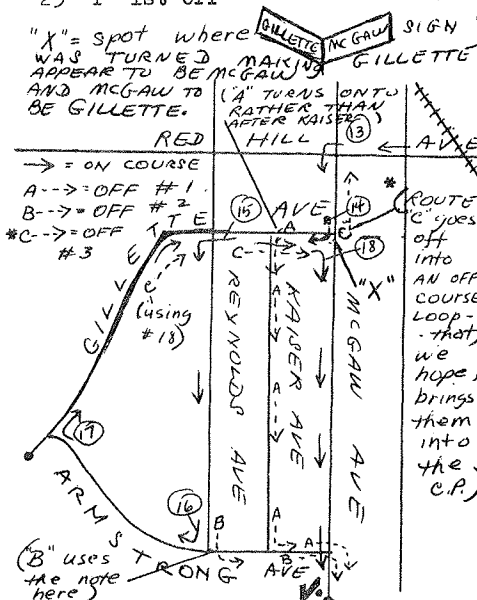
## LOOK SHARP - BE SHARP

LMSCC presented their July NYTE RYDER to a group of enthusiastic rallyists and were, unfortunately, beset by troubles. The instructions had been changed by the RM after the club checkout, and, therefore, the last leg was deleted because of an

erroneous instruction which sent everybody 10 - 15 miles to the beach.

The first leg had an interesting mini-maze.

- 13 L 2nd OPP after crossing RR tracks
- 14 R after "GILLETTE"
- 15 L after KAISER
- NOTE C: L onto ARMSTRONG SA
- 16 R last OPP
- 17 R 1st OPP
- 18 R onto GILLETTE
- 19 L last OPP
- 20 R at STOP
- 21 R 1st OPP (DEERE)
- 22 R after "DEERE"
- 23 T 1st OPP



There were 3 traps in this maze: a) Inst. 15 directed a turn after KAISER and not onto it. b) NOTE C is in conflict with INST. 16, therefore the instruction takes precedence, and c) Inst. 18 could not be executed at the forced turn, but at the intersection where the RM turned the GILLETTE sign (see picture). Failure to do either of the first 2 traps correctly established an early error, but missing the third trap caused a late loop and a late error.

The second leg had a few simple traps, but the one causing the most trouble was a planted "ASTON" not more than 12-18 inches off the ground. A "20 RANCH" vs "TWENTY RANCH", and a confidence trap based on an unusable sign on the left made the second leg bearable.

LMSCC's next event will be the August NYTE RYDER with Paul Chaillie as RM.

\*Edit- I'm not certain just how this loop worked; Sears didn't take it, I wasn't there, and the DEERE and ASTON to which Elaine Winagura refers in LEFTOVERS FROM LAST PLACE are not charted on the 1969 Thomas Bros. Street Atlas of Orange County.

Judging from the instructions, I can only assume that the off course loop was planned, and that somehow Inst. 21-23 led those who took the loop back into the CP.



# LOOKING BACKWARD

by Joyce Peterzell

At the July general meeting Terry O'Neill showed some verrry interesting slides of signs used on rally traps (old and new) in the northern part of the county. These pictures gave many of us a chance to see (for the first time) signs we've missed--and why we've missed them. Thanks, Terence. Incidentally, are you related to that guy in Ireland?

While we're discussing T.O.: Did anyone wonder why he was navigating and John Sears was driving on HIGHWAY ROBBERY? Seems Terry had jumped (maybe even dived) into a pool on Saturday--contact lenses and all--and that's how it is--and there they still are. Can you imagine anything more impossible than trying to find contact lenses in a swimming pool?

To Roger and Pat Lewis from all of us: Many thanks for all the time and energy you spent making HR the success it was (110 paid - 107 ran). The paper work alone would have kept a secretary busy for a month.

One good way to get to know a new member is to work a checkpoint with him. On HIGHWAY ROBBERY we spent 3-4 hours with Ken Trbovich--and now we know all about each other.

Sharron Owens and Bonney (Mrs. Ken) Adams got to the start of the rally about ten minutes before they were due out (Car #2). But this cool duo managed to get through tech inspection in time to leave on time. And they finished in the money with an 11.11 error--for 9th Class B.

o o o

From HUSSLE BUSSLE: Old friends Dennis and Carmen Axen (absent from the rally scene for too long) have sold all their rally equipment, so they ran SOP and took 6th place...

The day before the rally we tried to find Dolph Hildebrandt, who had arrived in town late in the week--but we had no luck. Then who should come wandering into Tennyson's at rally's end but--you guessed it. He was staying in a motel next door. He, Clair, Mark, and the two cats are leaving New Jersey the end of this month. Welcome home (almost)!

CONGRATULATIONS TO: Jeff Tibbetts and John Sears for winning first EXPERT on HUSSLE BUSSLE; Bill Beyermann and T. O'Neill for their 2nd EXPERT; Bill Meehan and Stan Glaser for 2nd NOV (JR NAV), and Bob Wilson and Steve Steinhardt for taking 1st SOP. SMSCC also won the team trophies.

More congratulations to: Rich and Lew Voils for driving their Mustang to a .65 first Class A (and first overall) win on HIGHWAY ROBBERY.... Bill Beyermann and Dan Sexton for winning TURNABOUT (out of Sacramento) with 223.....Bob Buckland and John Sears for their 2nd EXPERT on QUE PASO? with .33--not far behind Frank and Marge Reiley's

.27.....and to Harry and Paul Peterzell for winning NAASCC's post-meeting rally. Their trophy? A barbecue!

o o o

MISCELLANY: Sue and Sam Beale are taking a look at the great Northwest and Vancouver--mixing business and pleasure.....Herb and Erica Schwarz are home for a minute. We hope to see some of the famous Schwarz movies soon--this time from the Greek Isles.....Sue Ann Schoonmaker is back in town--looking prettier than ever.....Mike Devitt has been in Sequoia all summer; he'll be back late this month.....Someone just told me that Steve McDonald got married--more details later.....Paul Oxman: We missed your race posters at the July meeting.....I was good to see Marge Martin and Dick Joslin (whom we hadn't seen in ages) at the meeting.....Many thanks to all the people who help assemble R&T, including (in July) Mel Steinberg and Jay Negrin.

o o o

From TCVC's BLUE NOTE re MISSION TRAIL, September 20-21: "...this is an SCCA National Rally, but don't let that scare you. If you can get thru the local club rallies, this one will be to your liking. Walt /McKeever/ promises NO Phantom Cars." The rally begins in Ojai and runs to San Luis Obispo on Saturday. On Sunday rallying starts in S.L.O. and ends in Ojai. Each day's run is about 230 miles.

o o o

And this from the RALLYIST in reference to the Stierlins' WINNER TAKE ALL which was to have run August 16: "Roy and Joyce Stierlin were injured recently when they were involved in a head-on crack-up with an Apathy GT (Super-Sport Model!). As a result of the collision the Stierlins will be recuperating at home (and the "Winner Take All" is totalled out!)

"Joyce is reported to have suffered a fracture of the ego, lacerations on her escutcheon, and contusions of the psyche. Roy has been bruised emotionally, emasculated psychologically, and has second degree burns on his posterior. Both will recover with time, understanding, and therapy."

For more of this pithy stuff, send \$5.00 to Roy and Joyce Stierlin, 173 Manzanita Drive, Vacaville, California 95688. Deadline for copy submitted to the RALLYIST is now the first of each month.

o o o

Last month I reported that Tom Bursch was selling his "rally" at the general meeting in June. Add the word "equipment" to that and it will make sense--but it won't make any of us feel less sad.

-JP-

## QUESTION AND ANSWER DEPARTMENT

Re the use of paddle markers on the June FFN, wherein NOTE B stated: Numbers on Paddle Markers may be used for speed changes. They may or may not be RIP.

About fifteen instructions later, NOTE C was introduced: EXPERT CLASS ONLY: Execute a DYS at RIP "TOPANGA CANYON" (Parallel Sign).

Then came the following instructions:

29. 24	at RIP "FIRE" SOL stay on main ROAD
30. 26	at "3.07"
31. 24	at "2.34"
32. 14	at "0.45"
33. 35	at RIP "STUNT"
34. 33	One minute after previous Instr.

NOTE D: Numbers on Paddle Markers may be used for speed changes. They may or may not be RIP.

The DYS could have occurred at any time after it had been introduced, cancelling NOTE C for the EXPERTS--thus the puzzlement.

We reprinted an article from LMSCC's JULY ROAD RUNNER GAZETTE, in which Judy Bair asked:

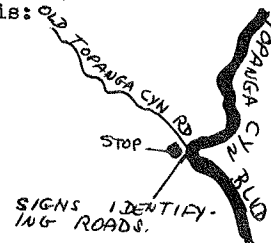
"WAS THIS INTENDED TO BE A TRAP OR WAS IT AN ERROR?"

Answer: Neither. (At the start, a Santa Monica member had advised Judy to use the paddle markers after the DYS thinking that perhaps the checkout crew had missed something.)

The RM and the FFN Committee have informed us that the checkout crew was well aware of a) the paddle marker situation, and took it into account in computing the true times, and b) the fact that NOTES are cancelled at DYS's.

Just about the time that Judy was asking her question at the start, the RM was out on the course taping over unwanted info on certain paddle markers.

The erudite group mentioned above also says that the "R after STOP..." which Judy thought appeared to be the most straight-forward direction was, in fact, a last OFF, and, according to the FFN Generals, had to be instructed, since the road changed name; it looked something like this:



P.S. I'd have been concerned about those paddle markers, too. -Ed

DON'T FORGET TO RUN MATRIX II on Saturday evening, August 23.

o o o

## HUSSLE BUSSLE

by John Keckhut

This was the eighth La Mirada rally of the year and it about equalled the first six in length and difficulty. It was hard, frequently trapped and somewhat merciless, since we paid heavily for most of our mistakes. The traps which "got to" everyone most were 1) an apostrophe on a parallel "St Andrew's" at 49 MPH at 3 AM, 2) a straight-off onto Mint Canyon which separates at about 10 degrees from Sierra Hwy and was rejected by everyone (except the RM) who looked at it, 3) a Not THROUGH Street sign, 4) a last OPP at a right-hand intersection, correct according to some clever word-manipulation in the Generals.

John and Judy Roache socked it to us, made us work, and overestimated our skill. We created enough of our own problems to blank out a fair portion of the rally, e.g., my navigator got sick and had to drive, among other things; our light fuse blew; and our rear wheels kept locking as we flew by sign after sign without getting a reasonable look, braked, backed and sped. The signs were OK at times, but they were far too hard-to-see; too many were parallel, dim, and not as advertised. In full daylight it would have been hard, but much more fun.

There were lots of points to like about the rally. The first leg had us continue a mile through construction even tho we passed "Balboa" and had to ignore it. A quick checkpoint caught those who reduced speed at "Balboa."

Two traps on the next leg were good for off-course loops if done incorrectly. A timed measurement on the freeway for a right turn was clear; then a turn after AVE STANFORD had to be refused on the left for a straight trip into the checkpoint.

Then things got hairy when we had to do too many things at once (follow 126, reduce speed at speed limit signs, take add times at STOPS and SIGNALS, and find two "MOBIL"s). We lost confidence looking for the second "MOBIL," retreated, down four minutes, and spent the next two legs trying to catch up. The trap was a good one, but why wasn't it planned to be worth a minute rather than a max? It also depended on two posted signs, a trick I am entirely opposed to unless they are at least two feet square and plainly obvious! Then the DYS was a parallel hard-to-see-sign (the instructions said so, but even so, many were taking the wrong "ONE WAY"), another practice I find irritating since it gives an error on two legs and sometimes causes an MCP.

The next leg had two more traps of doubtful vintage. A speed change had to be made at "every 'MILK'", but "every" meant "once," since only "each" could mean "every" (figure that one out!). Then a follow instruction required us to see a parallel planted sign which pointed in the opposite direction. In this particular situation a U-turn was legal,

and required. But the sign definitely did not shine in our headlights, so we hardly had a chance. However, we did have an .04 on the leg because we're such bad guessers.

The next leg was a pleasant trip to the lunch break since we were able to catch up at last!

A dictionary trap occurred when we were put onto Agua Dulce by name, but onto didn't mean follow, so when it turned we had to go straight.

Then we all blew the "last OPP" trap which was distinctly a right turn by most definitions, but was beautifully covered (and correct) according to the Generals.

We got hit on the next leg by another nearly invisible planted sign (PEAR-BLOSSOM), but luckily saw the planted "NO" sign and got back on course. If a small "14" on a paddle marker was missed, a follow toward PALMDALE took some up a freeway on-ramp where another "NO" sign was thoughtfully planted.

We had one more terrible scene at the follow DETOUR signs. We looked right through one which pointed left and saw three which pointed where we just came from. So we cleverly U-turned, still following DETOURS. Unfortunately, this became an endless loop when we finally discovered the signs could be anywhere, so off we went a good five minutes down. Then the route went onto dirt for lots of sliding, speeding, and backing. Then onto pavement looking for a parallel "LITTLE ROCK DAM" (sometimes "LITTILEROCK DAM"). It would have been hard to see at 30 MPH, but at 80 MPH it was extremely hard-to-see. I'm afraid we missed the subtleties of that leg. We were late about three minutes, but we wouldn't have been late at all if it hadn't been for that damned parallel sign, or our complete blindness in missing a very obvious DETOUR sign.

The La Mirada club did a real good job at the finish; scoring quickly, keeping us posted on the standings, handling the protests, and giving out the trophies.



HORST OFF COURSE?

I don't know what is happening on THE GREAT RALLYE.

I can only assume that Horst Hemingside and his trusty co-driver, Percival Wentworth-Smythe have gone off course.

If you can't stand the suspense, call me and I'll tell you how it ends. I think I know.

-Ed.

## ALONG THE SCCA TRAIL

by KEN ADAMS

- Butterfield Trail -

Last year I said that the Butterfield Trail SCCA Divisional rally out of Las Cruces, New Mexico was rough and tough with one California-type trap. This year it was almost as hard, but with three California-type traps---two that the RM had not foreseen.

The rally started on June 21 in Alamogordo, New Mexico, and went directly into the Sacramento Mts. on the odo check. The Sacramentos were the home of the Mexcalero Apaches, and a chief they once had was named Geronimo, so you can imagine how rugged they are.

The first leg was simple, but the second and third were a Curta grinder's nightmare. Leg two had 13 small pauses and 20 gains, and 6 speed changes in 15 miles of mountain road at 30 - 40 mph. Leg 3 had 18 gains and 23 pauses in 17 miles of the same with 5 speed changes.

Leg 4 had a difficult numbered road turn with a hard sign, and Leg 6 had a very difficult sign. Leg 7 had the best traps I've seen all year.

We had been told in the generals that CWS was an abbreviation for curve warning sign, and that in order to qualify, a CWS had to have an accompanying suggested speed. At a special instruction given out at checkpoint 6 we were told that we were to pause .13 at each CWS with an attached "40 mph". What none of us realized at the time was that this meant that it had to have a curve warning symbol, a suggested speed and a "40 mph", as the very definition of a CWS required an attached suggested speed. Everyone blew the trap and took between 40 - 60 hundredths.

After lunch there were 5 unbelievably difficult signs and a turn onto dirt that was technically in error. Leg 13 had two signs that were almost impossible to see, one on a rock and the other posted two inches off the ground.

Leg 15 was the possible killer, as Inst. #16 stated: Until next checkpoint, each zone designated "No Passing" and concluded by "End No Passing Zone" requires a pause of 5 seconds."

Naturally, we rejected all the other numbered instructions that continued to come up until we had gone so far that it was obvious that a mistake had been made. It was a shame, too, as the last leg had a very nice little trap based on an inconspicuous little MPH on the bottom of a speed limit sign.

Last year's SCCA champs, Jones and Brown, had their worst event on this rally last year, and were something like 5th out of 7 Class A entries. They didn't run this year.

This year's entry was up 80%, so there does seem to be a future for trap rallies in this part of the

country. There were two mistakes, and both legs were deleted, but it seemed that the mistakes were the result of an attempt to make the rally more subtle, something I can only applaud.

Anyway, despite the two errors, the rally was a good one--very good--one that I can, without reservation, recommend.

#### - Mexican 24-Hour International Rally -

After 6 years of planning, scheming, and finagling, Steve Wood and I finally got to run the Mexican 24-Hour rally this year, and if there is any chance you can make this event next year, do so--it's first class all the way.

This year, the organizers allowed out-of-country entrants to start on a tour from as far away as 1080 KM. We took advantage of this offer, as did the other Porsche 912 from Bakersfield manned by Guenter Kern and Neil Jones, and started from Tepic, a small town 150 miles north of Guadalajara for a tour with plenty of time to spare before the actual start in Mexico City at 7:00 PM on Friday July 4.

We rallied for two hours that night and terminated at a hacienda 60 miles south of Mexico City that was absolutely platial. Our stay was provided by the rally committee and our only regret was that we had to leave so quickly, as the place looked like it would require several days just to look over.

On Saturday morning we stopped the nonsense and started to go at it in all seriousness as the course headed north and then went west over mountains and through valleys. On this rally there are 3 general types of section: 1) regularity which is just an 8 - 30 KM leg with several checkpoints along the way and with one average speed. The only trick comes when there is local traffic, or wet conditions, as the speeds are not unreasonable. Either kilometer stones or erected signs are used for reference, and it isn't tough at all, even though the controls are hidden; 2) speed which is everyone flat out over a 5 - 10 KM section by classes with fastest being perfect time; and 3) limited which is a goodly distance (30-150 KM) with a control possible only at the start or end. The trick here is to arrive at the end in the appointed time. This is usually easy, but can be deceptive as traffic, a momentary course miscue, a gas or rest stop, or bad weather can put you in a bad spot.

We first had a limited of 41 KM, a regularity of 18 KM, a limited of 5 KM, a speed of 9.4 KM, a limited of 76 KM, a regularity of 24 KM, a limited of 9 KM, a speed of 10 KM, and so on. The speed sections were mostly uphill, and the roads on all the legs varied from twisty and curvy and straight with not much gravel.

We rallied east to Morelia, then back toward Mexico City before going south and east toward Puebla, and then further south to Iguala

before returning to Mexico City after 27 hours of rallying. I say "we" in a liberal sense, as after 9 hours of rallying, Steve came down with the dreaded Aztec two-step, and we had to withdraw.

This was doubly painful because we had been doing very well, and felt certain that we were within a few points of 1st.

As for general impressions, I could go on forever. Driving in Mexico with numbers and stickers plastered all over your car can be a real blast, particularly since no one seems to obey traffic laws. I believe that I violated all of the Mexican traffic laws at one time or another: speed, passing in no passing zones, running red lights, one way streets, and out of lane, but always speed, speed, speed. The police just smile and wave you on, and the people stand by the road and grin as you zip by at 90 only 2 feet away from them.

The alternating of the various sections keeps things from becoming boring, and the roads were not at all unreasonable. The gravel that was used was necessary in order to get us to a new area, and not designed to break cars. Still, some prudent driving was necessary, as there were some nasty bumps and large rocks.

There is no doubt that the event is a driver's rally, as the calculations are very easy with corrections for improperly placed KM stones the only necessary adjustment. Everyone there makes every effort to make foreigners feel at home. The RM actually encouraged me to make criticisms (when did that last happen to you here?) and I am forwarding 2 pages worth.

The only problem the rally had was that not much information was provided beforehand about details. It must be remembered that until two years ago the course was published two months ahead of time, so that all the locals could practice, and this year was the first in which the RI's were also provided in English. In short, the organizers learn a little more each year, and the event becomes better and better. I was promised that next year pre-event publicity and information will be profuse, and I have no doubt that it will.

Awards--both cash and silver--are generous, and the event is well worth the time and prep. I have a copy of this year's RI, which I intend to copy and provide to those interested in next year's rally. I will be happy to provide any other info I can.

When they drop the flag next year, I'll be there.

#### - Santa Fe Trail -

If anyone from the West Coast decides to venture into the Midwest, I suggest that you take your own water, an ample supply of booze, and a roulette wheel. You'll need the wheel to determine what the hell they mean.

The first leg on Santa Fe Trail, an SCCA Divisional out of Albuquerque on July 12, was OK, but on the second leg a sign was used on which the lettering used was not the most prominent part (as the SCCA regs require). This leg also had a gravel section that left something to be desired as to clarity of route.

The 3rd leg had a missing sign, so the organizers erected an emergency sign 60 feet off the route, down a side road, on the corner of another much larger sign. It was not only not "readily readable" as the Midwest regs state, but was not readable at all.

From this high point things declined.

Leg 4 had you seeking an 8th opp., with the advice in the G.I.s that while on unpaved roads all opp(s) counted. That was fine, but we then encountered several indentations in the local landscape--with weeds 3 - 6 feet high. We decided that the RM had not intended for us to use these, went off course, and took a 4 min. error. After this, we counted and used everything that looked like it had been used in the past 100 years, but we felt it unfair that we were called upon to make a max-or-miss decision based on the RM's idea of an eligible road.

Leg 5 was even worse. We encountered two turns which had the name of the road posted on the left. We proceeded to fall into heated discussion among ourselves as to the intent, but after consulting the Midwest Regs, which state: "All signs and landmarks used will be on the right unless otherwise stated", decided not to use them. Wrong again, and four minutes late.

A later discussion with the Observer revealed that the Midwest idea of that reg is that it means quoted signs. When I observed that it didn't say quoted signs, I was greeted with a statement that "everyone" had done it that way for years.

Things proceeded to go pretty well until after lunch, when a speed limit sign off the rally course was used (an answer to a question had been that all signs would be on the rally course), a route instruction was misspelled (would you believe TRESSPASSING?), and SOL was used with no explanation as to its meaning.

The rally was doubly disappointing not only because it was unusually clean last year, but also because the pointing out of errors after the event was over brought forth only snide comments, such as, "Too tough for you, eh?", "Couldn't keep up, uh?", and "We don't hold your hand around here".

They won't have to hold my hand in the future, but someone had better be around to hold my coat.

(Continued on page 12)

-El Paisano-

## GOOD GUY COMPETITION

\*EXPLORER RALLYE

VALUE = 75

On July 21-22, Steve Wood and I journeyed down to San Antonio, Texas for El Paisano, an SCCA divisional rally with a high reputation---and hopes of becoming a national event next year. We hadn't planned to go, but a conspiracy of circumstances made it possible (car was already in Albuquerque, and Monday was the Moon holiday). This capped off a really busy month during which we ran events in El Paso, Mexico City, Albuquerque, and San Antonio.

Actually, the rally had all the beautiful prospects of being an absolute flop, but it was saved by that one signal trait of successful RM's, a willingness to admit, accept, and correct a mistake.

There were a few misspellings, approximately 10 out-of-context signs, one erroneous pick up, one erroneous mileage, two signs quoted as one, and a beautiful trap that the RM missed.

Inst. #97 stated: "Do not turn right first opportunity". The Southwest Regs state that there are no superfluous or redundant instructions, so while working on this instruction, you must proceed to a place where you would normally turn right under the course-following priorities set by the Southwest Divisional SCCA Regs, that is: 1) curve warning signs, 2) center stripes, and 3) straight.

This meant that you would have to continue until you came to an intersection where you would normally, applying the course following rules, turn right. Seems that the RM hadn't viewed it that way.

The rally started at 3 PM on Saturday, and was supposed to end at 8--but ran 1½ hours late because of problems, so the last two legs were lost because of darkness. Sunday's rallying started at 8 AM and finished at 12. Sunday was clean with a few rushed extra instructions put out at the last minute.

The rally looked like an event just ready for pre-check, so while it had a good number of mistakes, it was basically sound and well thought out. I was amazed at the willingness of the RM to correct, adjust, and/or throw legs - an admirable trait anywhere, but doubly amazing in an area not noted for its progressive thought.

The event traversed the hill area north of San Antonio, and, although it covered 150 miles each day, it didn't seem long, and was well-paced and evenly balanced. Partial results:

1st A Adams/Wood 105  
2nd " Durbin/Durbin 120  
3rd " Jones/Brown 150

1st B Silva/Moll 60

-Ken Adams

1.	KARL AUERBACH	925
2.	GENE COLLINS	935
3.	JOHN MAGILL	935
4.	STEVE STEINHARDT	935
5.	TINA OLSON	930
6.	JOYCE PETERZELL	930
7.	AUDREY KOPP	860
8.	JOHN SEARS	860
9.	HARRY PETERZELL	860
10.	SAM BEALE	785
11.	BILL REYERMAN	710
12.	BOB BUCKLAND	710
13.	GARY LIEB	710
14.	TERRY O'NEILL	700
15.	SKIP MCDANIEL	690
16.	DAN SEXTON	690
17.	STEVE CASEY	635
18.	SUE CASEY	625
19.	ROGER LEWIS	560
20.	JOHN KECKHUT	555
21.	PAT KECKHUT	535
22.	SUE BEALE	485
23.	PAT LEWIS	430
24.	LYNN WESTON	380
25.	STEVE MOORE	320
26.	JAY NEGRIN	315
27.	SHARRON OWENS	310
28.	FRITZ SCHNEIDER	305
29.	PEGGY SCHNEIDER	305
30.	DALE FLETCHER	305
31.	EDWIN DEADY	305
32.	STEVE RESNICK	240
33.	MEL STEINBERG	240
34.	SUE ANN SCHONMAKER	230
35.	DAVE BUCKLAND	225
36.	BOB WILSON	195
37.	LINDA WILSON	165
38.	FLAVIO BANKS	165
39.	TONI BANKS	165
40.	PAUL OXMAN	160
41.	STEVEN McDONALD	155
42.	J. MICHAEL DEVITT	155
43.	KEN TROVICH	155
44.	JERRY HULL	150
45.	WALT KITTELBERGER	90
46.	SKIP LEMASTER	85
47.	ERNIE LUCERO	85
48.	TOM BURSCH	80
49.	SIAM GLASER	80
50.	BILL MEEHAN	80
51.	SHANE O'NEIL	75
52.	WILLIAM GODDARD	75
53.	PAT OXMAN	75
54.	SLIM LARNED	25
55.	JEFF TAMURA	15
56.	BETTY MCDANIEL	10
57.	ERICA SCHWARZ	10
58.	MIYOKO TAKURA	10
59.	GUY RULL	10
60.	ALLEN ELOWE	10
61.	HERB SCHWARZ	5
62.	DICK JOSLIN	5

KARL AUERBACH  
BILL REYERMAN  
BOB BUCKLAND  
GENE COLLINS  
J. MICHAEL DEVITT  
DALE FLETCHER  
JOHN KECKHUT  
PAT KECKHUT  
AUDREY KOPP  
ROGER LEWIS  
GARY LIEB  
JOHN MAGILL  
JAY NEGRIN  
TINA OLSON  
TERRY O'NEILL  
SHARRON OWENS  
HARRY PETERZELL  
JOYCE PETERZELL  
JOHN SEARS  
DAN SEXTON  
S. STEINHARDT

\*JUNE MEETING

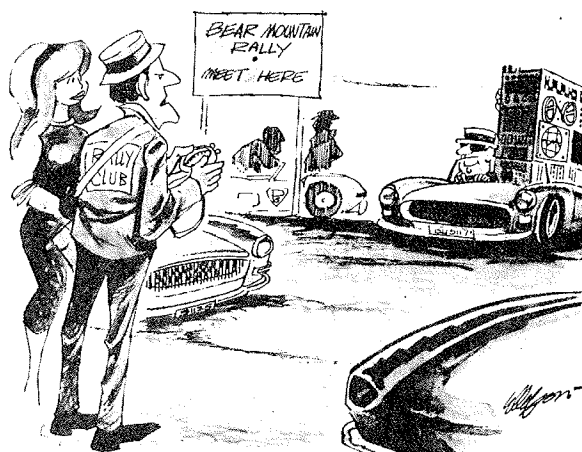
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KARL AUERBACH  
FLAVIO BANKS  
TONI BANKS  
SAM BEALE  
SUE BEALE  
BILL REYERMAN  
BOB BUCKLAND  
TOM BURSCH  
STEVE CASEY  
SUE CASEY  
GENE COLLINS  
JOHN KECKHUT  
AUDREY KOPP  
ROGER LEWIS  
GARY LIEB  
JOHN MAGILL  
JAY NEGRIN  
TINA OLSON  
SHARRON OWENS  
PAUL OXMAN  
TERRY O'NEILL  
STEVE MOORE  
HARRY PETERZELL  
JOYCE PETERZELL  
JOHN SEARS  
MEL STEINBERG  
STEVE STEINHARDT  
KEN TROVICH  
BOB WILSON  
LINDA WILSON

\*JULY FEN

VALUE = 75

KARL AUERBACH  
SAM BEALE  
SUE BEALE  
STEVE CASEY  
SUE CASEY  
GENE COLLINS  
EDWIN DEADY  
AUDREY KOPP  
ROGER LEWIS  
PAT LEWIS  
GARY LIEB  
JOHN MAGILL  
SKIP MCDANIEL  
STEVE MOORE  
JAY NEGRIN  
TINA OLSON  
TERRY O'NEILL  
HARRY PETERZELL  
JOYCE PETERZELL  
STEVE RESNICK  
JOHN SEARS  
MEL STEINBERG  
STEVE STEINHARDT  
LYNN WESTON  
BOB WILSON  
LINDA WILSON



"Oh-oh... here comes trouble!"

\*JULY MEETING

\*MAY TWILITE TOUR FLIRT

PLACE CARS POINTS

\*\*\*\*P ALLY S T A N D I N G S\*\*\*\*

KARL AUERBACH  
FLAVIO BANKS  
TONI BANKS  
SAM BEALF  
SUE BEALE  
BILL BEYERMANN  
STEVE CASEY  
SUF CASEY  
GENE COLLINS  
BOB BUCKLAND  
ALLEN ELOWE  
STAN GLASER  
DICK JOSLIN  
JOHN KECKHUT

JOHN KECKHUT  
SAM BEALF  
BOB WILSON  
LINDA WILSON  
J. MICHAEL DEVITT  
STEVE CASEY  
SUF CASEY  
MEL STEINBERG  
STEVEN McDONALD

EXP 1 1 100  
SOP 3 17 88  
BEG 1 23 100  
1 23 100  
8 23 79  
13 23 48

1. JOHN KECKHUT 987(10)  
2. PAT KECKHUT 973(10)  
3. BOB WILSON 929(10)  
4. LINDA WILSON 891(10)  
5. PAT LEWIS 785(10)  
6. ROGER LEWIS 785(10)  
7. JOHN SEARS 711(10)  
8. STEVE CASEY 641(9)  
9. BOB BUCKLAND 638(10)  
10. STEVE STEINHARDT 578(8)  
11. SUF CASEY 575(8)  
12. STEVEN McDONALD 492(7)  
13. EDWIN DEADY 444(6)  
14. ALLEN ELOWE 427(7)  
15. SAM BEALF 395(6)  
16. SLIM LARNED 324(5)  
17. LYNN WESTON 322(4)  
18. BILL BEYERMANN 282(6)  
19. AUDREY KOPP 276(4)  
20. MEL STEINBERG 267(4)  
21. DAN SEXTON 227(4)  
22. PHIL BAUTISTA 226(4)  
23. J. MICHAEL DEVITT 227(4)  
24. JOHN MAGILL 202(3)  
25. KARL AUERBACH 198(3)  
26. SKIP MC DANIEL 195(4)  
27. DALE FLETCHER 194(2)  
28. JEFF TIBBETTS 175(2)  
29. DICK JOSLIN 165(2)  
30. JEFF TAMURA 150(2)  
31. GUY RULL 147(4)  
32. GENE COLLINS 132(2)  
33. TERRY O'NEILL 122(4)  
34. GARY LIEB 122(2)  
35. PAUL OXMAN 118(2)  
36. PAT OXMAN 118(2)  
37. SKIP LEMASTER 102(3)  
38. DAVE BUCKLAND 97(1)  
39. WILLIAM GODDARD 94(1)  
40. HARRY PETERZELL 89(2)  
41. JOYCE PETERZELL 89(2)  
42. TOM BURSCH 75(1)  
43. WALT KITTELBERGER 68(3)  
44. FLAVIO BANKS 53(1)  
45. TINA OLSON 50(1)  
46. JAY NEGRIN 50(1)  
47. STEVE PESNICK 48(1)  
48. JOHN KELLOGG 48(1)  
49. STEVE MOORE 31(1)  
50. KEN TRBOVICH 17(1)  
51. SHARRON OWENS 14(1)

PLACE CARS POINTS

\*ASSOCIATED 69 ANRC

\*PAT KECKHUT  
AUDREY KOPP  
SLIM LARNED  
ROGER LEWIS  
PAT LEWIS  
GARY LIEB  
JOHN MAGILL  
BILL MECHAN  
STEVE MOORE  
JAY NEGRIN  
TINA OLSON  
TERRY O'NEILL  
HARRY PETERZELL  
JOYCE PETERZELL  
STEVE RESNICK  
JOHN SEARS  
MEL STEINBERG  
STEVE STEINHARDT  
JEFF TAMURA  
MIYOKO TAMURA  
BOB WILSON  
LINDA WILSON

BOB BUCKLAND  
JOHN SEARS  
SLIM LARNED  
JOHN MAGILL  
TINA OLSON  
BILL BEYERMANN  
DAN SEXTON  
STEVEN McDONALD  
EDWIN DEADY  
JOHN KECKHUT  
PAT KECKHUT  
PHIL BAUTISTA  
BOB WILSON  
LINDA WILSON  
KARL AUERBACH  
GENE COLLINS  
ALLEN ELOWE  
STEVE STEINHARDT  
FLAVIO BANKS  
JAY NEGRIN  
MEL STEINBERG

EXP 7 16 63  
7 16 63  
8 16 56  
9 16 50  
9 16 50  
16 16 6  
16 16 6  
2 29 97  
2 29 97  
6 66 92  
6 66 92  
7 66 91  
8 66 89  
8 66 89  
13 66 82  
13 66 82  
13 66 82  
14 66 80  
14 66 80  
32 66 53  
DNF  
DNF

\*AUGUST FFN

KARL AUERBACH  
FLAVIO BANKS  
TONI BANKS  
SAM BEALE  
BILL BEYERMANN  
BOB BUCKLAND  
STEVE CASEY  
SUF CASEY  
GENE COLLINS  
STAN GLASER  
JOHN KECKHUT  
PAT KECKHUT  
AUDREY KOPP  
JOHN MAGILL  
BILL MECHAN  
JAY NEGRIN  
TINA OLSON  
TERRY O'NEILL  
HARRY PETERZELL  
JOYCE PETERZELL

\*JUNE NYTE RYDER LMSCC

PLACE CARS POINTS

JEFF TIBBETTS  
JOHN SEARS  
JOHN KECKHUT  
PAT KECKHUT  
KARL AUERBACH  
MEL STEINBERG  
BOB WILSON  
LINDA WILSON  
STEVE CASEY  
SUF CASEY

EXP 1 4 100  
SOP 1 4 100  
2 29 97  
2 29 97  
6 29 83  
6 29 83  
7 29 79  
7 29 79  
14 29 55  
14 29 55

\*COSMOS 6 FLIPT JUN 29

JOHN SEARS  
DAN SEXTON  
MEL STEINBERG  
STEVE STEINHARDT  
KEN TRBOVICH

PAT LEWIS  
ROGER LEWIS  
BOB BUCKLAND  
JOHN SEARS  
HARRY PETERZELL  
JOYCE PETERZELL  
EDWIN DEADY  
STEVEN McDONALD  
KEN TRBOVICH  
BOB WILSON  
LINDA WILSON  
JOHN KECKHUT  
PAT KECKHUT  
JEFF TIBBETTS  
MEL STEINBERG  
JAY NEGRIN  
ALLEN ELOWE  
STEVE STEINHARDT  
STEVE CASEY  
SUF CASEY

EXP 1 9 100  
1 9 100  
5 9 56  
5 9 56  
7 9 33  
7 9 33  
3 6 67  
3 6 67  
6 6 17  
1 8 100  
1 8 100  
2 8 88  
2 8 88  
3 8 75  
5 8 50  
5 8 50  
7 8 25  
7 8 25  
DNF  
DNF

\*HIGHWAY ROBBERY

KARL AUERBACH  
FLAVIO BANKS  
TONI BANKS  
SAM BEALE  
SUE BEALF  
BOB BUCKLAND  
DAVE BUCKLAND  
STEVE CASEY  
SUF CASEY  
GENE COLLINS  
DALE FLETCHER  
JERRY HULL  
GARY LIEB  
ROGER LEWIS  
PAT LEWIS  
JOHN MAGILL  
JAY NEGRIN  
TINA OLSON  
PAUL OXMAN  
PAT OXMAN  
HARRY PETERZELL

JOYCE PETERZELL  
FRITZ SCHNEIDER  
PEGGY SCHNEIDER  
SUE ANN SCHONMAKER  
MEL STEINBERG  
STEVE STEINHARDT  
KEN TRBOVICH

\*LMSCC NYTE RYDER JULY 25

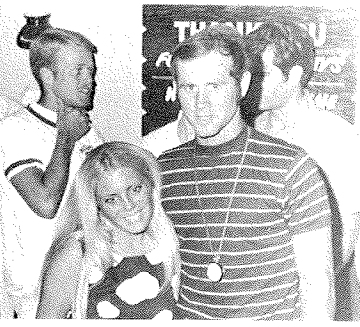
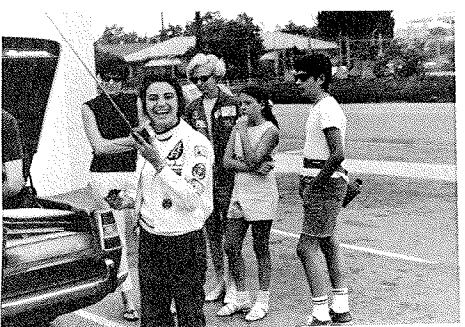
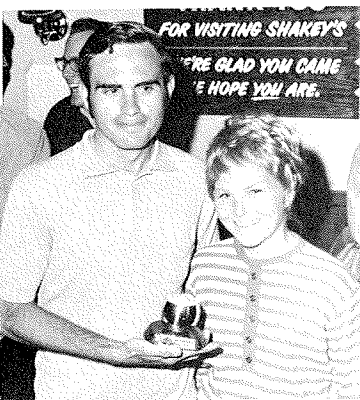
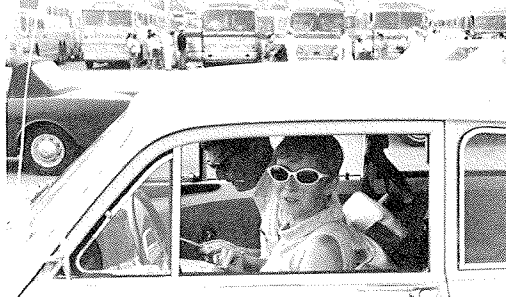
BOB BUCKLAND  
JOHN SEARS  
JOHN KECKHUT  
PAT KECKHUT  
BOB WILSON  
LINDA WILSON  
STEVE CASEY  
SUF CASEY  
JOHN KELLOGG

EXP 3 5 60  
SOP 3 5 60  
1 25 100  
1 25 100  
8 25 72  
8 25 72  
10 25 64  
10 25 64  
14 25 48



The girl we identified as "the dis-taff side of Gabriel and Gabriel" in last month's R&T is REALLY Miss Karen Burford. Sorry about that.





- HIGHWAY ROBBERY -Clockwise starting at 6:00
1. Audrey Kopp, Sam Beale, and Pat Keckhul
  2. Flavio Banks looking sexy on HR CP
  3. Sue Ann Schoonmaker, Sue Beale, Toni Banks & kids setting up the CP
  4. Ken Wilson and half of Steve Resnick running (??!!) the rally
  5. David Whorf and Wally Weisman
  6. Steve McDonald and Ed Deady
  7. Gary Lieb and his Sweep Sprite
  8. Harry Peterzell sending John and Judy Roache on their way; Dennis Levin sending love, too.
  9. Judy and Jack Mathieson--in a Volvo?
  10. Lorraine Tone at the start table



- Center, a few winners on the July FPN -
1. Tom Carper and Yolanda Villalobos of FLIRT won first SOP and first overall with a sizzling .13; Ken Wilson (rear can't believe it.
  2. Tom and Cassie Brotherton were 3rd JR NAV
  3. Mike Newman and Judie Fearing were 2nd SOP with .61

Photos  
Courtesy of Steve Steinhardt