

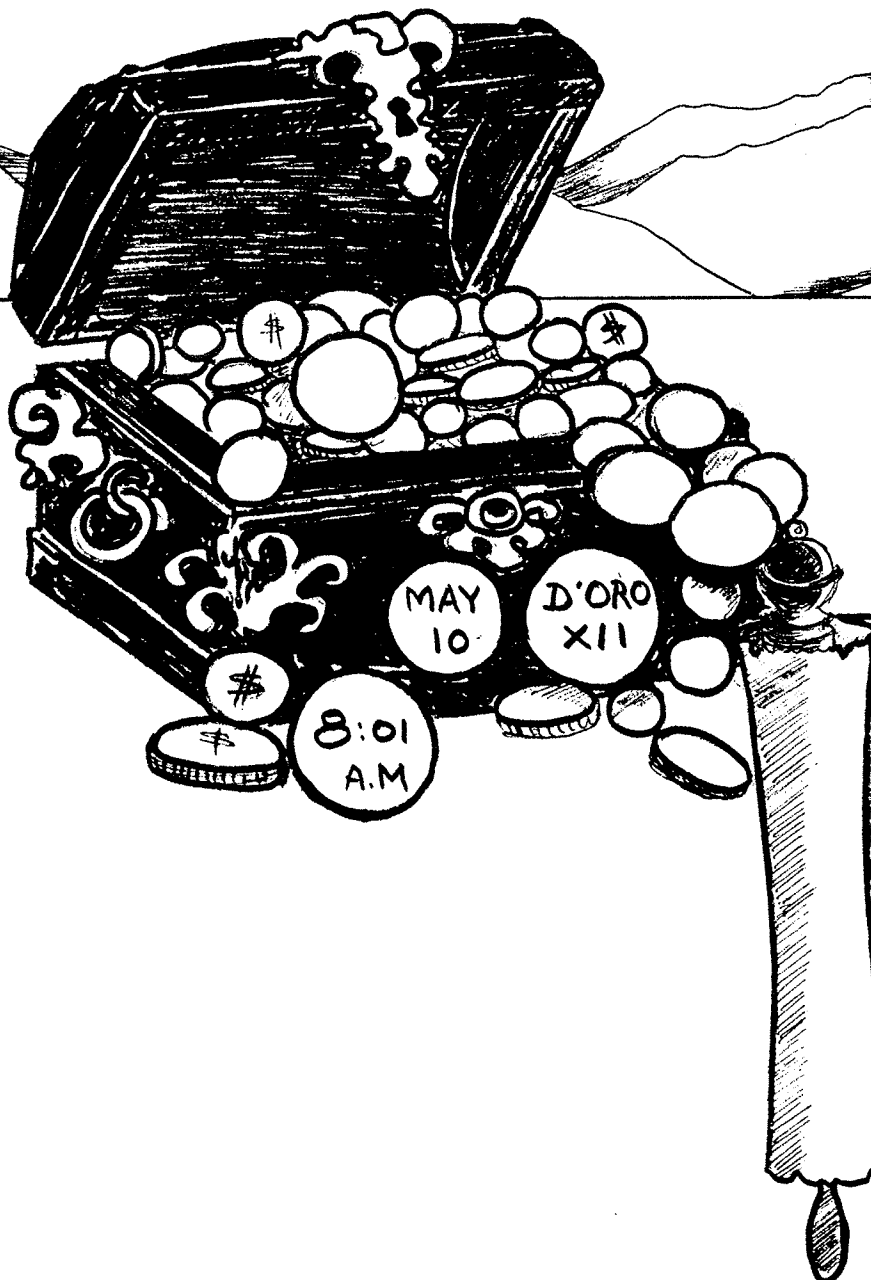


ROAD *and* TACH

March, 1970

Volume XIX

No. 3



Mar 25 -SMSCC meeting; 8pm; 601
Latimer Rd. (Uplifters Club in
S.M. Cyn. For info: GR 3-4445
Apr 3 -FIRST FRIDAY NITER # 35
8 pm; Valley Car Wash, Van Nuys
near Saticoy, V.N. \$2.50; 2 hr.
May 10 -D'ORO XII; 8:01 am; S.M.
Civic Auditorium, Pico Bl. &
4th St., Santa Monica; \$5 pre;
\$6 post; 6½-7 hr; RM H.Peterzell
Info: GR 3-4445

H. Peterzell



March, 1970 Vol. XIX No. 3

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

BOARD OF DIRECTORS

Bill Beyermann, President
Pat Lewis, Vice President
Toni Banks, Secretary
Roger Lewis, Treasurer
Steve Casey
Steve Moore
Harry Peterzell

STANDING COMMITTEES

ANNUAL COMPETITION:

John Sears, Chairman and Statistician
Karl Auerbach, Programmer

CHECKPOINTS:

Steve & Sue Casey, Chairmen
One other, changed each rallye

EQUIPMENT:

Bill Beyermann, Chairman and Custodian
Pat Lewis, Distributor
Roger Lewis, Distributor

ENTERTAINMENT:

Toni Banks, Chairman
One other, to provide refreshments, changed monthly

FIRST FRIDAY NITER:

Terry O'Neill, Chairman
John Sears
Mel Steinberg

PUBLICATIONS:

Joyce Peterzell, Chairman and R&T Editor
Tina Olson, Artist
Harry Peterzell, Production

PUBLICITY:

Carol Melitsoff, Chairman

RALLYE:

Jeff Tibbetts, Chairman
Pat Lewis
Roger Lewis
John Magill
Jack Mathieson
Judy Mathieson
John Sears

RALLYE TRAINING:

Harry Peterzell, Chairman
Mike Devitt
John Sears

SCCSCC:

Harry Peterzell, Chairman and Senior Delegate
Pat Lewis, First Alternate

GENERAL INSTRUCTIONS:

Steve Moore, Chairman
Pat Lewis
Terry O'Neill
John Sears
Arnold Vagts

JACKETS AND PATCHES:

Harry Peterzell, Chairman
Toni Banks

MEMBERSHIP

Judy Mathieson, Chairman
All members are on this committee

MEMORABILIA:

Toni Banks, Chairman and Historian

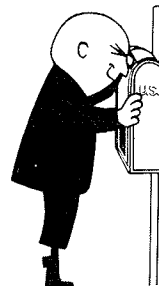
SANTA MONICA SPORTS CAR CLUB meets on the fourth Wednesday of each month, except December, at Rustic Canyon Park (formerly the Uplifters' Ranch), 601 Latimer Road, Santa Monica Canyon (see map)

Meetings start at 8:00 PM SHARP. Guests are welcome; free refreshments; entertainment. GR 3-4445.

Opinions in ROAD & 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 correspondence from members and from non-members.

Letters will be subject to editing. Please make them legible.

Mail letters, club newsletters, and any other material to:

Joyce Peterzell
2534 Tilden Ave.
Los Angeles 90064

To the Editor:

Enclosed is the first installment of my "WE CAN'T AFFORD BAD RALLIES"....

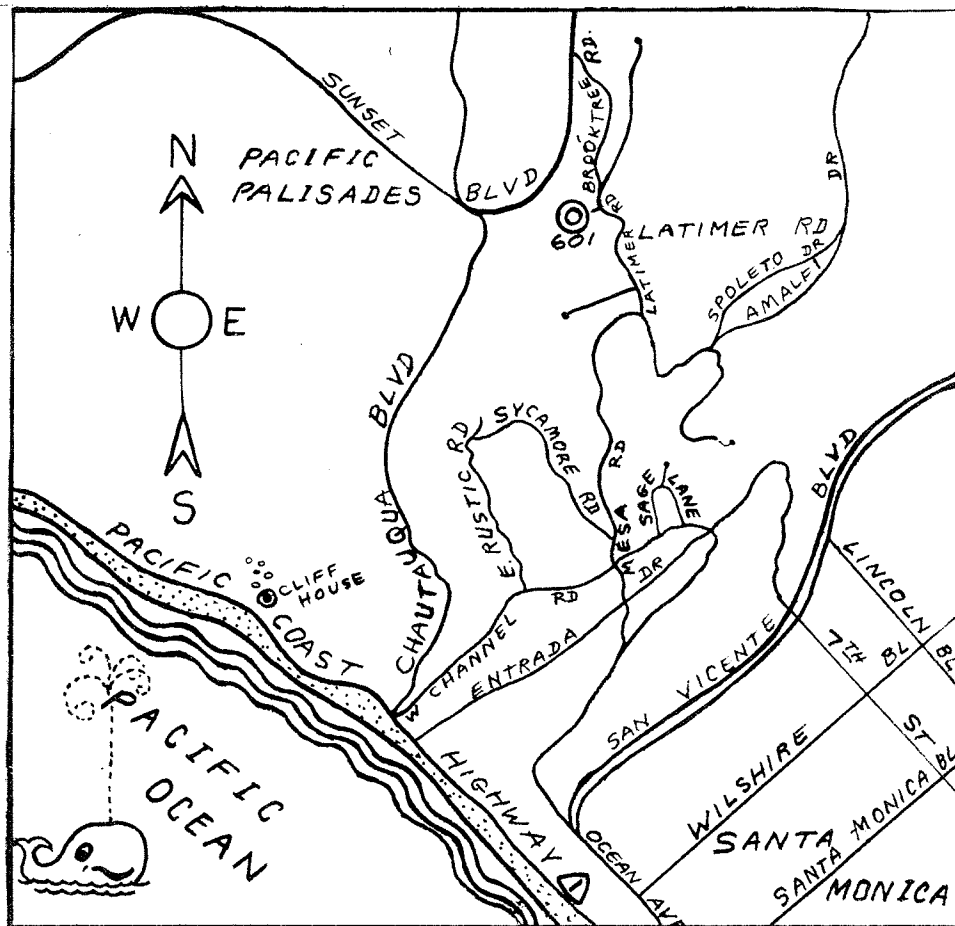
...I thought AS YOU LIKE IT was just a great rally. One of the best Sunday rallies SM has ever put on. Congratulations to John Sears.

One thing on AS YOU LIKE IT I think might be interesting is that when Dan Sexton and I came upon CP 4 (I think), the preview car and the rallymaster plus Bob Buckland were running the CP. Bob asked us to stop and help until the workers arrived.

So, along with John Magill and Gene Collins (they were car #5-- we were #6) we ran the CP through almost the entire number of rally cars. While Dan and I were there Bob and company did a little joking around as only SM CP's can do well...I guess rallying is my game after all. So I'm not selling my equipment as I had planned --so tell Harry to reserve me a number for D'ORO. I'm looking forward to it.

Lynn Weston

Ed:- See inside for the first chapter of Lynn's plea for rally safety.



To the Editor:

A note from someone who is probably your least known and least active member to ask you to change this mailing address...

I will now be located permanently here in Northern California and would appreciate your taking the time to let me know if anyone at SMSOC would have any recommendations as to which clubs in the Bay area are involved with the type of navigational rallies that you people have upheld.

My initial inquiries have not proved too promising since gimmick rallies seem to abound.

I have read the issues of ROAD and TACH which have eventually caught up with me and seem to recall... that there was once mention of a publication called the Rallyist, which emanated from somewhere around here. Info on that would be appreciated, too.

Since you do publish accounts from some far flung correspondents, I may send you something in the near future. I don't think my Curta has atrophied yet.

Regards
John Kellogg

Ed:- Try CLOCK & DIAL, 1125 Taylor #4, San Francisco; TRI-ANGLES 38 Gardenside Drive, San Francisco 94131, and/or COMPETITION RALLY ASSO. 2503 Gallup Drive, Santa Clara 95051 (a bit far south for you but, apparently, one of the best in the bay area). I don't have phone numbers, but you'll figure out something!

The Rallyist is now called THE RALLYIST! (complete with punctuation), and no longer emanates from S.F. A yearly subscription costs \$5, and can be mailed to THE RALLYIST! 3169 Occidental Drive #3 Sacto. 95826.

We hope to receive communiques from you in your far flung outpost in MILL VALLEY.

To the Editor:

I have...an Austin Cooper 1275... It occurred to me that there might be among you a person in the building trades--a good craftsman-type carpenter...who'd be interested in trading some work for my car.

What I offer is:

- 1966 Austin-Cooper 1275 S with
 - Factory-new engine and transmission with less than 10,000 miles
 - Weber 45 DCOE-13 Carburetor
 - Factory #623 "track" (270°) Cam
 - Mallory Ignition
 - Factory "Track" headers
 - Steel/ball bearing transfer jts.
 - Dunlop mag wheels w/Pirelli Cinturatos (new)
 - Orange-band ("rally") Hydrolastic units w/associated suspension parts (new)



UNITED STATES AIR FORCE ACADEMY COLORADO

Friday, 6 FEB 70

To the Editor:

I have been receiving your very fine publication, Road and Tach, with much pleasure. It has been the most informative rallye publication that I have received. I am afraid though that since I have been unable to run one of your rallye's in the last six months, because I am presently attending the United States Air Force Academy in Colorado, that I have been removed from your mailing list. Because I am unable to run Southern California rallyes, receiving your publication has become my only link with the Southern California rallye community. Therefore, I hope that you will reestablish me on your mailing list and begin sending me your publication, Road and Tach.

Since I am still very much interested in rallying, I would like to try and find a rallye club in the Denver, Colorado or Colorado Springs area. I would like to run a few rallyes here in Colorado so when I come home this summer I will be able to do well on your challenging rallyes. Therefore, I thought that being one of the largest and most informed rallye clubs in Southern California, you might be able to tell me who I could contact to get information about a Denver or Colorado Springs rallye club. I would appreciate information about any car club for that matter; I might always convert them to a navigational rallye club. If you know of no club, how might I begin looking for myself out here?

All of your help and consideration is greatly appreciated. I would appreciate you replying to:

Cadet Bruce F. Balent
P.O. Box 2315
U.S. Air Force Academy, Colorado
80840

Again thank you for your help.

Sincerely

Bruce F. Balent

Cadet Bruce F. Balent
P.O. Box 2315
USAF Academy, Colorado
80840

As of now, you're back on our mailing list.

Ed:- Thank you for your nice comments on R&T. So far I've been unable to find anyone who knows of a nav rallye club in your area. Any reader of R&T with info for Bruce can help him by writing:

IS IT TRUE THAT OLD WIERD HAROLD WILL COMMIT HIGHWAY ROBBERY ON D'ORO?

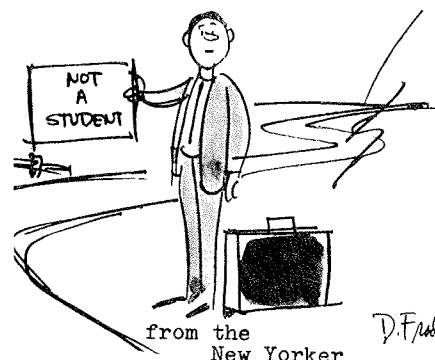
- Rally (bucket) seats
- Complete dash and instrumentation (speeds and tach from Porsche 911 S)
- Full nylon carpeting
- Custom Acrylic lacquer paint

What I need:

- My existing patio enclosed, and the sliding door removed
- a shed-like addition to the side of my house, approximately 7' x 29', stucco exterior, medium shake roof, and divided into three "rooms"--one a small bathroom.

...I'm extremely interested in discussing the possibilities with whoever might be interested.

Dick McCartney
15744 Drell St.
Sylmar, Ca. 91342

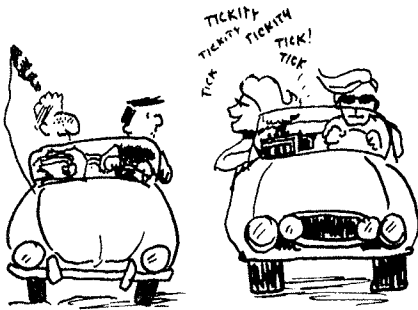


from the
New Yorker

These are the first in a series of cartoons by Linda Thomas of San Diego which cartoons have been submitted to R&T by Linda Wilson. Harvey and Lester are SOP rallyists--and one of them seems to be a little confused. Our thanks to the artist:

HARVEY & LESTER

by THOS



"COMPUTER."

HARVEY & LESTER

by THOS



"SEAT OF TH' PANTS, STUPID!"

To the SMSOC Rallye Committee:

ALICE'S ADVENTURES IN FIRST FRIDAY NITER LAND (2/6)

"O Rallyists come and rally with us," SM did beseech.
"A pleasant rally, a gimmicky dally, In the hills near the briny beach."

"A slow sort of leg," said the SM. "Now here, you see, it takes all the rallying you can do, to keep in the same place. If you want to get somewhere else, you must drive at least twice as fast as this! (But our way is much cuter--'tisn't it?)"

Alice missed a sign, so took a wrong turn, and ended up at a closed gate with nowhere to go. (Oh, dear, this was not the "trap" to blow!)

"Would you tell me, please, which way I ought to go from here?" said Alice.
"That depends a good deal on where you want to get to," said the instructions.
"I don't much care where---" said Alice.
"Then it doesn't matter which way you go," said the instructions.

Ol' Alice got out of Wonderland, And where did she end up?
Why, the Shakey's at Tampa and Saticoy! (I think that I'll throw up)

--Steve Koenig

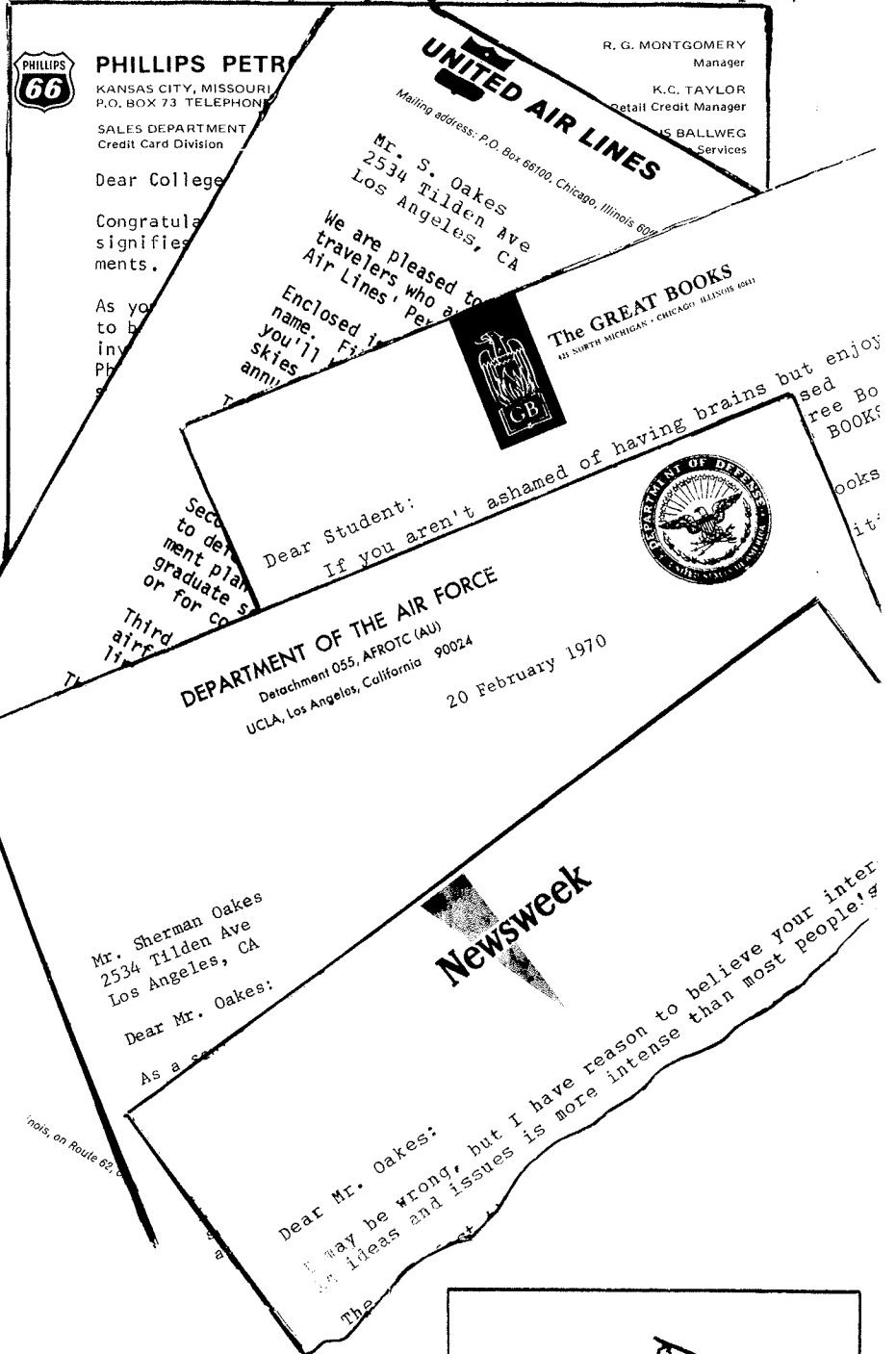
Open letter to Sherman Oakes:

Dear Sherm:

Will you please pick up your mail? No questions asked--just COME GET IT.

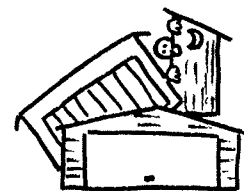
Joyce Peterzell

P.S. I took the liberty of opening it--(see below for examples).



LESSONS IN NAVIGATIONAL RALLYING SCHEDULED FOR MARCH GENERAL MEETING

Entertainment for the March SM General Meeting will consist of lessons on the use of navigational equipment in rallying. Computers, Curta, and binary are to be the main topics discussed.

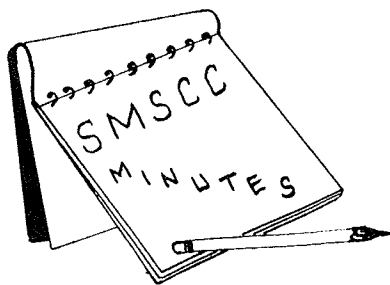


!!GARAGE SALE!!

ALL MAKES AND COLOURS!!!!

Contact:

Sherman Oakes
123 Anthill Lane
Acton, California



MINUTES OF GENERAL MEETING FEB.
25, 1970.

THERE WAS A SPECIAL BOARD MEETING
HELD BEFORE THE REGULAR MEETING
AT WHICH IT WAS DECIDED THAT BOTH
THE EMBLEM WE HAVE ON OUR JACKETS
AND THE "SAGGING RHOMBOID" WOULD
BE OFFICIAL EMBLEMS.

THE REGULAR MEETING WAS OPENED AT
8:00 BY BILL BEYERMANN, PRESIDENT
THE AWARD FOR PROMPT ATTENDANCE
WAS WON BY CASSIE BROTHERTON.
THE ONLY NAME CALLED PREVIOUSLY
WAS THAT OF SAM BEALE.

THE FEBRUARY MINUTES WERE CORREC-
TED IN THE SPELLING OF "OLD
WIERD HAROLD."

JUDY MATHIESON INTRODUCED THE
GUESTS.

BILL ANNOUNCED THAT SANTA MONICA
IS NOW SPONSORING EXPLORER POST
#405. THE FOUR PEOPLE DIRECTLY
INVOLVED ARE: ROGER LEWIS, IN-
STITUTIONAL REPRESENTATIVE, HARRY
PETERZELL, POST ADVISOR, AND
RON MELITSOFF AND MIKE DEVITT,
ASSOCIATE ADVISORS.

THE PROPOSED AMENDMENT TO THE
BY-LAWS WHICH HAD BEEN PROPOSED
IN NOVEMBER WAS VOTED UPON AND
FAILED - YES 20 NO 11. (A TWO-
THIRDS MAJORITY OF THE GENERAL
MEMBERS PRESENT IS NEEDED TO
PASS AN AMENDMENT TO THE BY-LAWS)

TREASURERS' REPORT: THERE IS
\$236.20 IN THE OPERATING FUND
AND \$281.74 IN THE RESERVE
FUND. TOTAL IS \$517.44.

SLIM LARNED GAVE A REPORT ON THE
NATIONAL CONVENTION OF SCCA.

FFN: STEVE AND SUE CASEY WILL BE
PERMANENT CHECK POINT PERSONNEL
CHAIRMAN. THEY REMINDED EVERY-
ONE THAT THERE IS A CONSTANT
NEED FOR FFN WORKERS.

REFRESHMENTS WERE PROVIDED BY
JUDY MATHIESON - MANY THANKS!
FILMS OF "INAUGURAL" WERE SHOWN
AFTER THE REFRESHMENT BREAK. THE
MEETING WAS ADJOURNED AT 10:00
P.M.

RESPECTFULLY SUBMITTED,

TONI BANKS
SECRETARY



MINUTES OF BOARD MEETING
MARCH 11, 1970

THE MEETING WAS OPENED AT 8:00 P.M.
BY BILL BEYERMANN.

THE NEXT BOARD MEETING WILL BE AT
THE HOME OF BILL BEYERMANN.

FFN: TERRY O'NEILL REPORTED THAT
THE MARCH FFN WAS EXTREMELY WELL
RECEIVED BY CONTESTANTS.



Be a
good guy!

CHECK OUT OF APRIL'S FFN WILL BE
THURSDAY, MAR. 19TH

PAT LEWIS MOVED THAT THE SIZE OF
THE DP'S FOR THE FFN'S BE CHANGED
TO 1"X 2" AND THAT WE ORDER 3
SHEETS IN EACH OF TWELVE COLORS.
PASSED.

TREASURER: ROGER LEWIS REPORTED
\$716.97 IN THE OPERATING FUND AND
\$328.83 IN THE RESERVE FUND. IT
WAS MOVED THAT ALL BILLS BE PAID.

BILL ANNOUNCED THAT JEFF TIBBITS
HAS RESIGNED AS RALLYE CHAIRMAN.
A NEW CHAIRMAN IS NEEDED.

D'ORO: CHECK OUT FOR D'ORO WILL
BE EASTER SUNDAY, MAR. 29TH. IT
WILL START FROM THE SANTA MONICA
CIVIC AUDITORIUM, PICO & 4TH ST.
S.M. IT WAS APPROVED THAT 1500
FLYERS OF BASICALLY THE SAME DESIGN
AS THAT OF LAST YEAR BE ORDERED.
ALSO, DP'S, ROUND, ALSO SIMILAR TO
THOSE PRODUCED LAST YEAR ARE TO
BE ORDERED IN THE SAME QUANTITY AS
PREVIOUSLY.

HIGHWAY ROBBERY: THERE WAS A DATE
CHANGE ON THIS EVENT. THE NEW
DATE IS JUNE 7TH. IT WAS ALSO
APPROVED THAT THE FEE FOR THIS
EVENT BE \$7.00 PER CAR. JOHN
KECKHUT WILL BE RALLYMASTER AND
JOHN MAGILL RALLYE CHAIRMAN FOR
THIS EVENT. IT WAS APPROVED THAT
2500 FLYERS BE ORDERED. IT WAS
ALSO VOTED TO APPROPRIATE FUNDS
SUFFICIENT TO MAIL FLYERS OUT OF
THE IMMEDIATE AREA.

IT WAS MOVED THAT NO SANTA MONICA
MEMBER EXCEPT ONE HOLDING DUAL
MEMBERSHIP IN SMSCC AND SCCA BE
PERMITTED TO RUN HIGHWAY ROBBERY.
PASSED.

STEVE MOORE MOVED WE ALLOW FUNDS
TO HAVE OUR FLYERS PRINTED IN
"THE RALLYIST!" PASSED.

BILL BEYERMANN INFORMED THE BOARD
THAT THE UCLA SPORTS CAR CLUB HAS
OFFERED TO CO-SPONSOR THE GRAND
PRIX RALLYE THIS YEAR. IT WAS
DECIDED THAT A JOINT COMMITTEE BE
FORMED TO DISCUSS THE MATTER.

H.R. IS
COMING

PAT MOVED THAT THE DISTRIBUTION
OF SANTA MONICA PATCHES BE RES-
TRICTED TO MEMBERS. PASSED.

HARRY PETERZELL MOVED THAT WE

SELL PATCHES TO THE EXPLORER
SCOUT POST TO BE WORN ON THEIR
UNIFORMS. PASSED.

EXPLORER RALLYE: THE TROPHY
AWARDS WILL BE OUR REGULAR ROLY-
POLYS, 1 TROPHY PER 8 ENTRIES.

SCCSCC REPORT: PAT REPORTED THAT
ALL THE MOTIONS OUR DELEGATE VOTED
ON PASSED. THERE WILL BE A
HEAVY RALLYE SCHEDULE THIS YEAR.

THE MEETING WAS ADJOURNED AT
11:30 P.M.

RESPECTFULLY SUBMITTED,
TONI BANKS, SECRETARY



This year's D'ORO, the twelfth in
the series, will start from the
Santa Monica Civic Auditorium in
the Pico and 4th St. parking lot
on Sunday, May 10. The first car
will leave the start at 8:01 AM.

The rallye will run approximately
6½ to 7 hours, and will take the
rallyists over some familiar and
some not-so-familiar roads in Los
Angeles and Orange Counties.

Pewter tankard trophies will be
awarded to the winners in four
classes: SENIOR NAV, JUNIOR NAV,
SENIOR SOP, and JUNIOR SOP. Best
of Club tankards will go to clubs
with six or more entries.

So treat the mother in YOUR family
to a day of navigational rallying
--and give her a chance to compete
for the BEST MOTHER special award
which will be donated by Rallye-
master Harry Peterzell's wife,
Joyce--who is also the mother of
his children.

For further information, see the
flyer and/or call GR 3-4445.

AS SEARS SEES IT

by
John
Sears

LOOKE BEE YE LEAPE

The LMSCC NYTE RYDER of February was one of the finest it has been my pleasure to run. This may sound exceptionally effusive, but even had I not won the event, it would still have consisted of championship quality material

Leg One offered a NOTE to CST 48 at the 3rd "NO PARKING ANY TIME". Then, several miles later, a numbered instruction required cancellation of the NOTE; however, it had already been executed. This caused that numbered instruction and six which followed to be ignored. So much for Leg One.

Some people had trouble seeing a "73" on Leg Two and were rewarded with a 5½ minute error for their pains. It was perfectly visible on a paddle marker. Those who believed paddle markers to be ineligible received the afore-mentioned error.

The piece de resistance was definitely the combination of Inst. 64 and 65:

64. Proceed to the INTERSECTION of CABALLERO and DESCANSO via the following:

- Follow SIGNS toward VALLEY VIEW AVE LA MIRADA
- Left last OPP then pause .50 min.
- Pause .50 min. at SIGNAL
- Left first OPP after "MEAD" SOL and CST 25 (CABALLERO)

65. Left first OPP

Everyone who thought that he smelled a trap thought: Aha! Inst. 65 could not be executed onto DESCANSO because the same sign or landmark may not be used for 2 instructions--so they took the next OPP and came into the CP with 3½ minutes ----- instead of 5½. Why? The sign identifying DESCANSO was on the left!

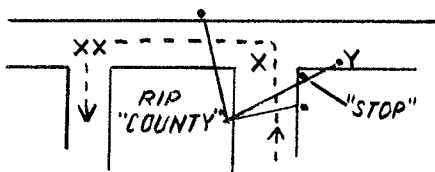
Bravo LMSCC and KEN KUSTRA, who so masterfully designed this event.

SON OF "WE DON'T USE SIGNS LIKE THAT HERE!"

My performance on DON DIEGO XX was not stellar--because of a mistake on the RM's part. This occurred on Leg One, and disturbed the whole day. To set the scene:

NOTE: 1 after each STOP & DSB 15

#18 L after 2nd RIP "COUNTY"



It was the RM's intention to follow the course the dotted line shows, and to execute the NOTE at X. There are two other ways this could conceivably have been executed:

- Travelling the dotted line course and changing speed at XX (numbered instructions take precedence over NOTES)
- Not executing a second turn at all.

The RM admitted he did not use the sign down the road at Y because he said it was "not on your route". I think proper checkout could have prevented this unfortunate oversight.

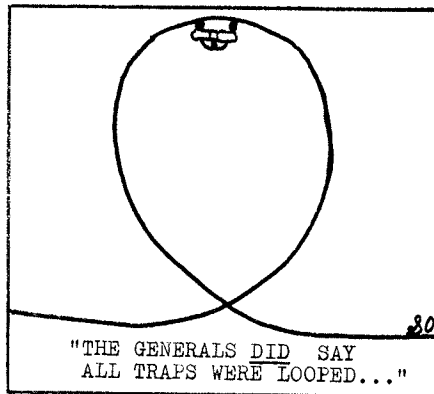
Leg 2 had a quick sign and no add time for SIGNALS which were instructed.

Leg 3 used the old DYS CANCELS LIVE NOTE trick, and Leg 4 was a real snap.

A parallel sign caused a slight, and, unfortunately, a recoverable error on Leg 5, and a run-together word in the instructions was another RM mistake. The navigators kept busy increasing and decreasing speed every ¼ minute, while the drivers had a funny NOTE:

NOTE L: Turn left after 1.80 mi. after 2240 feet after SCHOOL BUS STOP.

This worked out to 2.3 miles after "SCHOOL BUS STOP 400 FT" if you forced the RM mile to be statute, which it wasn't.



Leg 6 had a couple of hard-to-see signs and an easy-to-see straight off bringing one to FALLBROOK, after which everyone had lunch.

Some "onto's" spiced up Legs 7 and 8, which also saw the

Leg 9 used two postpor an FWL which was a or for about 15 min.

Leg 10, the last, is the perfect example of how not to write a loop: The RM planned his loop so

that after the victims had fallen for the trap, they went by the sign that they had missed, and corrected duly for it.

The event was not too challenging, and not too correct; however, I'll be back next year--if they'll let me.

RALLYE THEORY

by PAT LEWIS

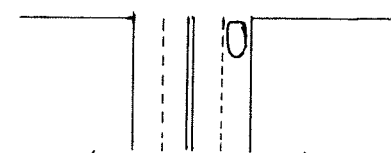
NEWCOMERS TO RALLYING AND EVEN MANY OF US WHO HAVE BEEN AROUND A WHILE MAY QUESTION THE TITLE OF THIS COLUMN. "WHY, ISN'T THERE ONLY ONE RIGHT WAY TO DO EVERYTHING IN RALLYING? ISN'T IT ALL BLACK AND WHITE?" ANYONE WHO BELIEVES THAT IS JUST NAIVE. IF YOU LOOK AT EVEN A SHORT HISTORY OF RALLYING, YOU WILL FIND THAT WE ARE PROGRESSING ALONG A CONTINUUM OF ACCURACY AND PRECISION. I'M SURE WE'RE CLOSER TO PERFECTION THAN TOTAL CHAOS BUT IT IS IMPOSSIBLE TO TELL WHEN WE WILL REACH THE GOAL. ACTUALLY, PERFECT RALLIES MIGHT BE VERY DULL IF THEY MEAN THE END OF INNOVATIONS. THE CONSTANT CHANGING NATURE OF RALLYING IS WHAT KEEPS MOST OF US INTERESTED.

UNFORTUNATELY, HITTING UPON SOME ASPECT OF RALLYING THAT IS NOT QUITE PRECISE AND POINTING IT OUT BY MAKING IT PRECISE AND/OR BUILDING A TRAP ON IT, WILL USUALLY NET YOU NOTHING BUT LUMPS. MANY INNOVATIONS ARE MISUNDERSTOOD AND DISLIKED AT FIRST.

JOHN SEARS BASED A TRAP ON A CERTAIN IMPRECISION THAT HAS ANNOYED SOME OF US FOR YEARS AND INCLUDED IT WITH OTHER BASIC TRAPS IN HIS EXCELLENT PRODUCTION OF "AS YOU LIKE IT." WITH REFERENCE TO THE LOCATION OF ELIGIBLE SIGNS, TWO CONVENTIONS SEEM TO PREVAIL LOCALLY - 1) ON RIGHT ONLY 2) ON RIGHT, STRAIGHT-AHEAD, AND OVERHEAD.

MANY WHO USE THE SECOND OPTION DO NOT SEEM TO BE SURE WHERE A SIGN LOCATED STRAIGHT AHEAD IS.

D C B A



A ONLY (AHEAD OF LANE USED)

A,B ONLY (AHEAD OF DIRECTION OF TRAVEL)

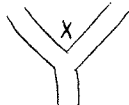
A,B,C (IN THE CENTER AND TO THE RIGHT)

A,B,C,D (AHEAD OF ANY PART OF THE ROAD)

I HAVE NEVER SEEN ANYONE USE OPTION 2 ↗

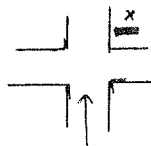
AND REFER TO A, B, C, OR D WITHOUT "SA."
I WOULDN'T CARE TO MAKE A STATEMENT
PERSONALLY AS TO WHICH ONES ARE STRAIGHT-
AHEAD, INDEED. THE WHOLE THING SEEMS TOO
SHAKY TO BE USED AT ALL. YOU EVEN GET
INTO DEBATES ON THE USE OF "OVERHEAD",
ESPECIALLY ON FREEWAYS WHERE WHAT IS
OVERHEAD DEPENDS ON WHAT LANE YOU ARE IN.
THIS MAKES FINE TRAPS FOR EXPERT RALLIES
BUT ONLY PITFALLS FOR THE AVERAGE RALLY-
MASTER.

A SIMILAR SITUATION IS



WHICH IS FREQUENTLY INSTRUCTED AS "KEEP
'X' ON YOUR RIGHT." THE QUESTION THAT
ARISES IS, WHEN WAS IT ON YOUR RIGHT?
IF IT WAS ON YOUR RIGHT, YOU OBVIOUSLY
DIDN'T NEED THE INSTRUCTION.

WHICH BRINGS ME TO JOHN'S TRAP. IS A
SIGN LOCATED AT X ON THE RIGHT?



IF YOU EXECUTE AN INSTRUCTION "R
BEFORE 'X'", OBVIOUSLY THE SIGN IS NOT
ON YOUR RIGHT WHEN YOU PASS IT. THE
SAME IS TRUE OF EXECUTING "R ONTO X"
WHERE THE SIGN AT X IS USED TO IDENTIFY
THE LANDMARK. AFTER JOHN BROUGHT THIS
SITUATION OUT IN THE OPEN, THERE IS
PROBABLY ONLY ONE GOOD ALTERNATIVE TO
PRECISELY REFER TO THE SIGN AT X -
ATTACH "SA" TO INSTRUCTIONS USING X.
THE OTHER ALTERNATIVES ARE MAKING SIGNS
ON BOTH THE LEFT AND RIGHT ELIGIBLE
WHICH IS HAZARDOUS OR CHANGING GENERALS
TO SAY ELIGIBLE SIGNS ARE ON THE RIGHT AS
YOU APPROACH THEM WHICH PROBABLY WOULD
OPEN THE DOOR TO ANOTHER IMPRECISE
SITUATION.

1970 SCCSCC CHAMPIONSHIP CALENDAR		
MAY 10	SMSCC	D'ORO
JUNE 28	FLIRT	COSMOS
AUGUST 22,23	LMSCC	HUSSLE BUSSLE
SEPTEMBER 27	SCCSCC	DON EDLUND
NOVEMBER 1	TCVC	JOE HAUGEN

Synopsis: Horst Hemingside and his co-driver, Percival Wentworth-Smythe are running the 1932 Trans Virgarian Alpine Rallye in a late '31 2.7 Mercedes. Unfortunately, a saboteur stalking the course has tampered with and crippled many rallye cars--including Horst's. In spite of their automotive problems the two end the first day with a .07 minute error. On the second day, they have a .01 for the morning's five legs.

After brunch, they rallye through the meadowed valleys of nether Virgaria, where they pass several "casualties" on their way to an elusive village called STARNASK. When we left them last month, they had learned from a farmer that Starnask is about 12 kilometers down the road.....

THE GREAT RALLYE

by Horst Hemingside

Chapter XV: "FASTER THAN A SPEEDING...."

Twelve Kilometers--how terribly short that distance seemed. I fairly threw the car around the blind corners of Batznau. Percy, hanging on for dear life, mumbled that the total distance for the section would be something like seventy-two kilometers. Figuring a rough computation, that made our average speed on the order of one hundred sixty kilometers per hour. I wondered how that would stand up to the other times.

As the road left Batznau, it ran arrow-straight for as far as the eye could see. We picked up some time there. The rain was slackening, which gave optimum conditions for our tyres. By skill (and daring) I was able to get full throttle under the car. We flew along. Percy, mostly intent upon the machinery, was mumbling.

Though straining my entire being against the car, I cocked my head and caught the drift of what he was saying: "...Get killed one way or another--I should have stayed in Avenford with Mother...." I smiled a little to myself.

At once, Percy snapped upright: "There! There!" About two kilometers ahead was the control.

"Keep your calculations going, Perce." That was all that could be done; the car was pressing the utmost limits of its endurance.

We passed the control marker indicating just over two hundred kilometers per hour, with the tachometer a hundred revs into the red.

After I had brought the car to a stop, we turned around and carefully made our way back to the control. Receiving the appropriate official slips, we moved to the start marker for Section XIV.

As we waited to be sent off, Percy fidgeted with the machinery, and ran out our average for the open section: almost exactly one hundred sixty-nine kilometers per hour. I told him that we had done the best we could; if it were better than the rest--well, I didn't know. He couldn't take the suspense. Jumping from the car, he trotted over to a cluster of officials. His Virgarian was non-existent, his German poor in the extreme, but somehow he made himself understood--I guessed--for he was semi-smiling when he dashed back to the car.

That inevitable and appointed time was at hand, and we commenced the fourteenth section promptly. The course directions seemed rather simple. After we had both digested them and questioned the implications, we settled down to the business of rallying. There was a great deal of quiet.

After twenty minutes, Percy spoke, apropos of nil: "They said that any time had a good chance to win--we were only the second car in."

That was interesting. "Hallo, who was the first?"

"Car two thirty--Nimy and Nough,* but they were slower than we, so to this point, from the very beginning, it looks like we are winning!"

I expressed my pessimistic distaste for the arrogance implied in any boasting of victory before an event was over. Percy became rather quiet. We concentrated on the rallye for a long time.

Section fourteen was most long: by the time that we reached the control (with a calculation of synch), it was getting dark. Our instructions at the control indicated that this would be the dinner break. And about time, too--it was a long way from pfannkuchen and tea.

(continued next page)

After we located the rallye officials and determined where the headquarters were, we deposited the car in the parc ferme. The car safely tucked in, we wandered about the town for a bit.

We were in Leudet, a small town of little importance. Under Peter the Great, the Russians had had a krml, a military trading post, there; two or three engagements of the Virgarian Civil War had been decided in the narrow streets of Leudet--those were its only claims to notability.

We had dinner in a small kavarnya, a tiny place that served a meat soup in the Russian style--a thick, semi-liquid, stroganoff-like potage that was truly splendid. I felt totally wonderful as we walked back to rallye headquarters.

The head rallye steward, T. G. Fraknoy-Koros, greeted us as we entered the tavern which served as base of operations in Leudet: "Ah, Mister Heming-gside, you have done well in the extreme: only nine one-hundredths-minute error in two days--and the fastest time on the open section."

I thanked him deprecatingly. He continued: "You know, you were most lucky to have done so well on the open section--all but one of the cars ahead of you had grievous difficulty on that section."

I murmured some inanity. He looked me in the eye: "Some of those who experienced difficulty talk of its deliberateness...."

His implication was obvious: foul play!

"Do you think that I have been cheating?" I asked, with a bit too much anger in my voice.

"Oh-h, certainly not, Mister Heming-gside." His words belied his thoughts.

Percy and I wandered about the inn for a bit. Slowly--too slowly--other teams straggled in. Manfred Löwenberg and Rudi von Halsbach dragged in with a badly slipping clutch. They had averaged only one hundred three kilometers per hour on the open section. I left Percy anxiously interrogating each crew as they arrived, and went to the parc ferme to assess the damage to Manfred's car.

We couldn't actually do too much in the parc ferme towards the repair of the awful mischief which Manfred had wrought to his car, but we did get an estimate of what would be needed to set it aright. We lined up the necessary spares and tools, and outlined the repair procedure. It would cost them dear amounts of precious time, but they would, hopefully, be able to finish out the rallye.

When we had done all we could, we returned to the tavern. We arrived just after the rallye officials had announced that, due to the large number of contestant cars still on the open section--forty-seven by official count, with about one-third expected not to be able to effect repairs--the rallye would remain in Leudet for the night.

Percy, Manfred, Rudi, and I were heading out to find rooms, when Nimy and Nough*, Car number 230, walked past us. Percy grabbed my sleeve and hissed urgently: "My God--a fraud!" I followed his indication: the man who had walked past us was not Alvin Nimy!

To be continued.....

*Pronounced "knee-me and noh (the "h" is silent) -Ed.

LEFTOVERS FROM NEXT TO LAST PLACE (WE'VE MOVED UP!!)

by Elayne Winagura

Having been out of rallying for the last three months, we took the March 6 FFFN with all the confidence of a cat in an open fish market. Being away also led me to several interesting discoveries:

1. I read the generals--What? No RIP? Well, I guess it finally did; and FWL followed suit.

2. I read route instruction #2, and I quote, "L out of LOT into ALLEY". As many FFFN's as I've

taken, I'd swear up and down that that was a street.

The ODO was interesting--especially instruction #6: "Smile at RIN-ALDI ST EXIT 1/2 MI"; as we passed my driver yelled, "Did you smile?" I weakly replied, "No". "Now you've done it!" he yelled.

Leg 1 continued along, until, as we were carrying out instruction #17 at 50 MPH we almost went sailing past the checkpoint with me yelling, "Larry! Stop! That was a checkpoint!"

Leg 2 was the shortest and strangest leg I have ever seen; to really appreciate it you had to be there. Instruction 21 read "R after 'ESCONDIDO CANYON RD' (Do not

WE CAN'T AFFORD BAD RALLIES

PART I

- SM FIRST -
STATE LEGISLATOR BANS RALLYING!!!

by Lynn Weston

While glancing through the L.A. TIMES last week, I came across a bill before the State Legislature in Sacramento which bill could ban rallying from the state of California. It stated something to the effect that all sponsored or unsponsored events in which the automobile is used to complete a specified course on a public road for the purpose of sustaining a certain speed or speeds would be unlawful. This bill, if passed by the Senate (it has already been cleared by the House), would be in effect 1 Jan. 1971. So write your congressman to block this bill---because you know as well as I do we are not a safety hazard to normal traffic. The bill number is 160.34--so let's write today!

Well, you can breathe again; IT'S NOT TRUE. The thing is, it could very well be. Here's the problem: safety. I know you've heard all of this many times. However, traffic safety and safe practices in rallying have become increasingly important. Our sport is in danger of being legislated out of existence. No joke this time.

Currently there are proposed legislative measures in some states which measures could eliminate rallies from the public roads.

Let's face it, we are sometimes a hazard to the normal traffic flow. The point is, these hazards can be prevented with just a little foresight from the rallymaster and the rallyist. For most of us in rallying, driving is a pleasure, and the idea of maintaining exact speeds over a particular course is (continued page 9 column 1)

• • •
**RUN D'ORO^{x11}
ON MAY 10!**

go on freeway)." Instruction #22 read, "L last OPP". We made a forced left, then another forced left. I kept thinking it was a sneaky trap, and then....Surprise! Checkpoint 2 was waiting.

Leg 3 kept me busy counting minutes and looking for numerous easy-to-find signs; my driver kept busy doing 1 to 2 MPH speed changes. After a four-letter-sub-odo-type thing we pulled into Checkpoint 3 which was well-placed and easy to find.

But, alas! As easy as this trapless rallye was, like the cat in the fish market, we were over-confident, and came in with about a 3.40 error. It was, all in all, a fun rallye. Let's do it again next month.

a challenge. Providing this challenge in rallying are two contributing factors that I referred to earlier: the rallymaster and the rallyist. The actual burden of safe rally driving rests absolutely with the rallyist, or driver, while insuring a safe course is the responsibility of the rallymaster. It takes only one of the two to create a hazardous condition. Lack of responsibility by both could be fatal.

I can hear all of you experts saying, "I've been in rallying 10-15-20 years, and I know when I'm causing an unsafe condition. As for being a rallymaster, I've never been responsible for anyone's having an accident on a rally".

Well, I'll tell you something. 10-15-20 years ago there were 3 or 4 times fewer automobiles on the road --and almost a 150 horsepower decrease in the average vehicle. Also, average speed limits have increased. I can go on and on with facts to show how driving has become more hazardous. "Sure," you say, "I suppose you're right, but let's compare the number of rally miles driven with the number of accidents that have occurred on rallies; it's pretty low." Maybe so, but it takes only one accident to give rallying a bad name.

Starting next month, I will attempt to describe the responsibility of the rallymaster, and site examples--in the hope that this might help guide future rallymasters to avoid some obvious hazardous conditions that occur when planning out a course. Think about it. We can't afford bad rallies. We could be legislated out of existence.

TO BE CONTINUED.....

Ed:- Anyone with additional information or comment can write to R&T or to: Lynn Weston

AF18877432
1601 USAF DISP
CMR 1 Box 126
Norton AFB, Cal. 92409

EDITOR



DEADLINE FOR APRIL COPY: Apr. 8 at the Board meeting.

o o o o

Specifications for camera-ready copy:

- 1) Use a typewriter with clean type and a dark ribbon.
- 2) Leave 1/4 inch left margin. (Elite-6 spaces; Pica-5 spaces)
- 3) Column width is 3.4 inches. (Elite-40 sp.; Pica-34 spa.)
- 4) Type beautifully.

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

CALENDAR OF EVENTS

March

Fri 20	NITE FLITE	PACE LTD	Larwin Square, 1st & Newport, Tustin
8 pm			
Sat 21	TEJON TRAILS	CSCC	Westerner Motel, 333 Union Ave., Bakersfield
8 am(?)	Inf: (805)871-1169 (Ken Adams)		
	(213)477-8478 (Roger Lewis)		
Sun 22	GOLDEN EMPIRE	CSCC	
8 am(?)	(see above numbers for additional information)		
Sun 22	SUNDAY RUN	TCSCC	Red Balloon, Main-Mills Ventura
Noon	RM: Dan Poush		
Sun 22	HANDHOLDER 1970	99'ers	McHenry Village, Modesto
9 am	Info: (209)529-6835 (Bob Gilmore)	North & Cent. Championship	

Wed 25	SMSCC General Meeting		UPLIFTERS RANCH
8 pm	Guests welcome; info. GR 3-4445		601 Latimer Rd. S.M. Cyn.

Fri 27	NYTE RYDER	LMSCC	Pepa's Pizza, La Condesa & Adelfa, La Mirada
8 pm	RM: John Roache		
Sat 28	SATURDAY SAFARI	SCAT	Larwin Square, 1st & Newport, Tustin
8 pm	RM: Ed Wilks *(1st EXP gets 5th of liq)		

April

Fri 3	FIRST FRIDAY NITER #35	SMSCC	Valley Car Wash, Saticoy & Van Nuys Bl., V.N.
8 pm	(PLEASE NOTE THERE IS NO CHANGE AS YET)		

Sun 5	ORBIT II	TRW/SEA	TRW Pkg. lot, Aviation & Compton & Marine, Red.Bch.
9 am	SCCSCC Open; Inf:(213)377-0104(Rector)		
Wed 8	SMSCC Board Meeting		Bill Beyermann's home
8 pm	club members only.		
Fri 10	FRIDAY NITER	TCVC	Newberry's rear lot, Borchard-Thompson, Ventura
8 pm			
Fri 10	TWILITE TOUR	FLIRT	Valley Car Wash, Van Nuys & Saticoy, Van Nuys
8 pm	RM: Jim Baber		
Sun 12	PIONEER 8	PACE LTD	Larwin Square, 1st & Newport, Tustin
8 am	RM: Eric Anderson		
Wed 15	ROAD & TACH assembly		PETERZELL home
8 pm	All help welcome		2534 Tilden WLA 90064

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

BEALES LEAVING L.A.

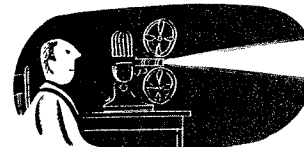
A large group of SMSCC members gathered at the Skip McDaniels' on March 7 to say goodbye to Sue and Sam Beale, who are leaving for Long Island March 26.

Sam will be doing research at Brookhaven National Research Institute for from one to two years. After that they may return to California--both would like to.

At first they'll live in temporary housing at the institute; as soon as they have a permanent address, they'll let us know--so we can all visit them when we go to New York.

Sue says they plan to be home-sick. So that a familiar face will greet them at the airport, they are having John Magill (BMW owner, naturally) drive the Beale BMW back--and he'll meet them at the airport with their car. That sounds like fun for all.

Sam and Sue: Goodbye--we'll miss you.



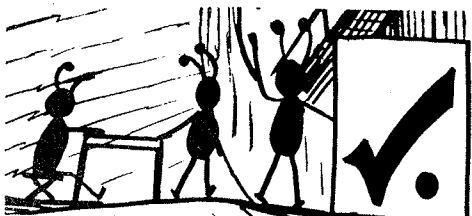
S O U T H B A Y ' S
INAUGURAL MOVIES ARE A
HIT AT GEN'L MEETING

From SMSCC to SOUTH BAY FCCA:
Thank you for the use of the '70 INAUGURAL films. Each year the movies of this classic rallye get better.

Even some of us who weren't on the rallye enjoyed the movies--especially those taken from behind the bushes near some trap or other.

RUN D'ORO—
MAY 10

Road and Tach/March 1970 9



HIGHWAY ROBBERY-70

An SCCA Divisional Rally has been proposed by SMSCC, and scheduled for June 7, 1970. John Keckhut will serve as Rallymaster and he promises a course at least as interesting as last year's Joshua and D'ORO. It should run 150 miles (plus) and 5-7 hours in Los Angeles County.

John Magill will act as Rally Chairman, and he is already ably assisted by Pat and Roger Lewis, who will wrestle with publicity and official arrangements; and Steve Casey in charge of controls and workers.

The Board of Trustees has ruled that Santa Monica members who wish to run Highway Robbery-70 must also be members of SCCA. This limitation will hopefully guarantee an abundance of checkpoint workers (and some new SCCA members).

Questions about the rally may be directed to the Rallymaster (213-397-2611) at 3154 Barry Avenue, L.A. 90066.

The course will be clearly marked, well trapped, but no traps concealed by the general instructions. All signs will be natural, altho backup signs may be used. Emergency signs will be large and used only when absolutely necessary (road out, sign down). The contestant will not be placed in impossible situations such as making critical decisions on freeways, one-way streets, busy intersections, no-passing zones, heavily trafficked or heavily signed streets.

The route will emphasize length, speed when appropriate, newness of area, and no advantage to local contestants through familiarity with local custom, roads, or situations. It will emphasize throughout the basic enjoyments of rallying - go somewhere, see and do something different, match skills which are considerably and fairly tested against competitors.



MANUFACTURER RALLY CHAMPIONSHIP 1969

Place	Manufacturer	Points
1	Ford	99
2	Datsun	58
3	Porsche	40
4	Chevrolet	37
5	Plymouth	35
6	Volvo	20
7	Sunbeam	9
8	American	8
	MG	8
10	Rover	6
	Shelby	6
12	Dodge	4
	Mercury	4
	Pontiac	4
	Saab	4
16	BMW	3
	Volkswagen	3
18	English Ford	2

"SEAT BELTS AND SHOULDER HAR- NESSES SAVED OUR LIVES," SAYS BOB WILSON

Bob and Linda Wilson had a bad accident near Essex, California, while they were running this year's REUNION LAS VEGAS.

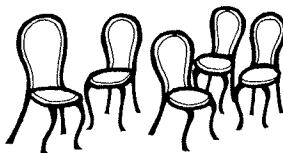
According to Bob, police officers and ambulance personnel at the scene said that the fact that the Wilsons were wearing seat belts and shoulder harnesses probably saved their lives.

Linda left the hospital in Needles on Saturday, March 14. Her serious injuries were: two broken ribs and whiplash. Until she's back on her feet, she'll be at her parents home in Ojai.

Bob left the hospital a few days after the accident; he calls his injuries "multiple cuts" and a sprained left hand. He hasn't felt up to going back to work, but may go back the week of the 23rd.

Both would like to thank all the people who stopped to help them and hope that their thanks will reach those they don't know via R&T.

Incidentally, Dennis Levin stopped by the hospital in Needles on his way home from Vegas to present the Wilsons with---you guessed it the REUNION HARD LUCK TROPHY.



MEMBERSHIP REPORT March, 1970

Regular Members 38
Auxiliaries 26

Total General Membership 64

Paid in February:
Allen Elowe (rejoined)
Joyce Peterzell
Harry Peterzell
Michael Devitt & Guy Bull

New Members:
Mike Baker
2914 Ohio, Southgate 90280

his aux: Karen Burford
3267 Duane Way, Southgate 90280
Due from February:
Steve Moore & Bob Blacker
John Magill & Tina Olson

Due March:
Dick Joslin
Slim Larned
Herbert & Erica Schwarz

Expired:
Ernie Lucero
Skip & Betty McDaniel

Change of address:
John Kellogg
25 Hazel Ave. Mill Valley 94941

New phone number:
Ron & Carol Melitsoff GR 4-8519

FOUR SANTA MONICA CARS ZERO LA MIRADA NYTE RYDER

a parable
by Ron & Carol Melitsoff

Leg 1 began with a phantom instruction problem even before the odd check. The only trap encountered on this leg was the \$2.50 paid by the authors for a dash plaque, set of generals, score card and the phantom instructions. It began with a R out of the parking lot, another R, a left and a right for a quick trip down Beach Blvd. onto and off the freeway and into the checkpoint at Sam's Hofbrau.

Leg 2 involved following a sign to the restrooms and then an intricate maze around an inebriated chap who was dancing in the aisles while drinking beer from his size 11 wing-tip shoe.

Leg 3 began with a trip down memory lane and was followed by a straight off into the sandwich bar. The completion of this leg required the driver to maneuver his way back to the table carrying several glasses of liquid refreshment and a roast beef sandwich. (The trap on this leg turned out to be the roast beef sandwich.) The leg ended rather quickly and the critique sheet was handed out.

Upon thorough review of the critique sheet, it was discovered that four teams from SMSCC, Steve & Sue Casey, John & Pat Keckhut, Bob & Linda (& Bobby) Wilson, and the authors, had all zeroed the entire rallye. We assume our trophies will be available at the next Nyte Ryder, along with the phantom instructions.

Ed:- The authors wrote this after driving to La Mirada on Feb. 27, standing in line for about 40 minutes, and then finding out that they were team number 101---and there were only 98 sets of instructions. No doubt they and the other Santa Monica teams planned to have enough cars running to make the rallye eligible for scoring (5 car minimum); I doubt that it was. Too bad; in his write-up of the rally, John Sears says it was "one of the finest I have ever run".



★ FOR SALE

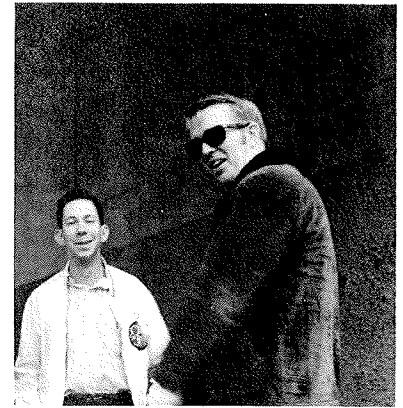
MARK X TOMMY BOX
RALLY COMPUTER

EXCELLENT CONDITION. NEVER RACED OR ABUSED. BEST COMPUTER CAPTAIN THOMAS EVER BUILT. NO LONGER AVAILABLE NEW. CONTACT PAT OR ROGER LEWIS
477-8478 EVENINGS OR 3939411 X6374 DAYS

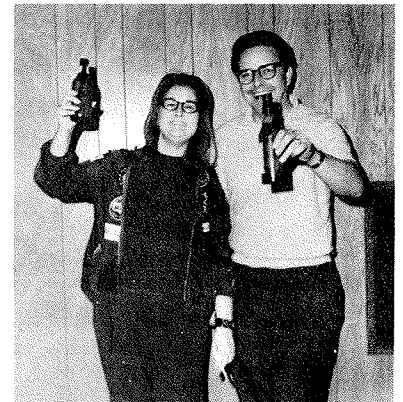
AS YOU LIKE IT

EXPERT			RESULTS										
	DRIVER/NAVIGATOR	CLUB	1	2	3	4	5	6	7	8	TOTAL		
1	D. ELLUMB/S. LUPONO	PRO	321	5	10	13	7	84	81	11	532	T	
2	R. WAGNER/M. WAGNER	LMSCC	349	223	107	230	159	64	33	142	1307	T	
3	R. VOELS/T. DORNEY	SCAT/PRO	172	178	0	245	485	240	128	25	1473		
4	W. SCHMIDT/R. SCHMIDT	PRO/RN	317	62	306	223	2	81	186	663	1843		
5	K. ADAMS/S. WOOD	SCCA	316	188	35	33	607	373	357	516	2425		
6	J. ROACHE/J. HENACHE	LMSCC/PRO	916	159	1	2	211	394	391	508	2577		
7	W. McKEEVER/M. McKEEVER	TCVC	525	1000	17	225	220	174	1000	1000	4058		
JR. NAVIGATOR													
1	M. LANSILLE/P. LANSILLE	SAFARI	253	127	0	250	211	424	90	514	1869	T	
2	T. ARNOLD/D. GELLER	SMSCC	252	401	132	65	345	248	1	606	2050		
3	G. COLLINS/J. MAGILL	TNSCC	256	423	232	124	311	14	104	724	2235		
4	H. NEAL/E. NEAL	----	444	391	7	42	635	294	78	609	2500		
5	M. WOOD/B. ADAMS	SCCA	416	134	93	1000	551	267	20	668	3209		
6	R. LAMISHAW/R. LEE	PCSCC	771	1000	MISSED THE OTHER CHECKPOINTS								
SCC													
1	C. SHOLEMEISER/ J. DUTCHAK	----	161	82	18	67	102	414	x	26	870	T	
2	E. WOODWARD/B. WOODWARD	----	146	18	287	87	42	294	x	34	908	T	
3	J. KECCHUT/P. KECCHUT	SMSCC	4	22	2	7	322	109	x	615	1081	T	
4	G. SHIBLEY/S. SHIBLEY	----	204	123	13	91	81	244	x	622	1378	T	
5	J. KIMBERLIN/J. KIMBERLIN	TCVC	354	239	27	41	159	221	x	630	1671		
6	B. LEVOR/D. HENAROLL	----	450	169	7	24	346	54	x	608	1670		
7	B. FLINT/M. FLINT	SCAT	191	282	46	114	167	232	x	703	1736		
8	J. BABER/R. BABER	FLIRT	76	220	26	239	465	170	x	597	1393		
9	J. LYSAKER/M. LYSAKER	TCVC	244	253	32	9	385	309	x	633	1865		
10	M. HEROD/N. HEROD	SBFCCA	294	505	83	44	335	194	x	692	1953		
11	B. CAMPBELL/D. KAUFELD	PCSCC	484	336	307	257	21	394	x	365	1964		
12	R. MILLER/J. MILLER	TCSCC	169	313	24	329	503	74	x	674	2086		
13	A. ELOWE/E. SCHOCH	SMSCC	434	269	13	10	485	219	x	730	2160		
14	L. WESTON/D. SEXTON	SCCA	144	179	7	486	444	394	x	616	2268		
15	W. CARRUTH/C. CARRUTH	FLIRT	284	365	1	376	323	323	x	632	2304		
16	V. GUTZWILLER/L. LEFSON	POC	2	424	432	233	393	269	x	570	2365		
17	B. SCHAUER/M. LONG	POST 405	237	203	27	243	1400	154	x	644	2708		
18	B. BALDWIN/W. LeBLANC	PAGE LTD	334	231	19	995	341	296	x	593	2809		
19	J. KYCHANER/C. BRADLEY	FLIRT	294	4	7	710	270	1000	x	567	2852		
20	M. NORTH/N. NORTH	----	1000	1000	301	231	429	173	x	9	3143		
21	M. LEVY/J. MARTINELLI	TRICK	523	1000	420	15	514	261	x	665	3195		
22	P. HUBBARD/D. HUBBARD	----	344	687	207	563	674	294	x	496	3265		
23	R. BLOMSTER/R. BLOMSTER	----	494	1000	345	182	343	278	x	625	3267		
24	J. SMITH/P. STREATER	PCSCC	694	1000	327	255	283	169	x	660	3388		
25	H. BLOK/L. BLOK	SCCA	634	MCP	MCP	MCP	1200	206	x	1000	MCP		
26	T. SPERLING/A. ROSS	----	244	451	197	61	417	154	x	MCP	MCP		

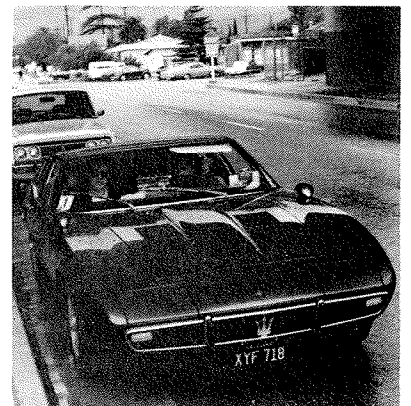
AS YOU LIKE IT results continued page 12...



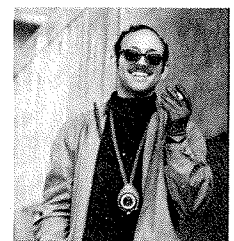
AS YOU LIKE IT Rallyemaster, John Sears, talking it over with Terry O'Neill.



Pat and Roger Lewis celebrating (with 3.2?) after their EL DIABLO .24 victory.



Terry O'Neill navigating for President Bill Beyerma in the bella Maserati.



Jeff Tibbetts (THE GREAT RALLYE) looking like our hero, Horst Hemingside.

Photos by Steve Steinhart

BEGINNER

1	M.SREMBJA/J.SREMBJA	---	380	142	182	86	225	582	x	155	1752 T
2	B.MULICA/J.MEADVILLE	PCSCC	344	226	377	173	533	44	x	549	2246 T
3	P.POVAH/G.LEV	POST 405	199	438	472	335	411	136	x	654	2645 T
4	P.WALLER/J.WALLER	---	444	1000	40	286	291	354	x	654	3069
5	A.KATZ/G.W.INSKEEP	PCSCC	514	539	341	1200	215	84	x	504	3397
6	D.WAREHAM/D.EGLE	---	602	991	657	541	482	194	x	589	4156
7	C.STRAIN/N.STRAIN	---	1000	1000	93	229	735	1000	x	674	4731
8	J.KUBICKA/B.KUBICKA	PCSCC	775	770	485	1200	954	1000	x	509	5693
9	B.BAXTER/W.GILMORE	PCSCC	244	130	7	MCP	MCP	MCP	x	698	MCP
10	L.BERNSTEIN/R.TATSUI	---	44	MCP	MCP	638	362	294	x	626	MCP
11	J.KUHLMAN/D.RHODES	POST 405	56	1000	303	MCP	MCP	MCP	x	739	MCP
12	B.NEAL/K.ZENISEK	PCSCC	444	MCP	MCP	MCP	MCP	MCP	x	927	MCP
13	B.CAPPER/S.CAPPER	POST 405	1000	1000	MCP	MCP	1070	MCP	x	1000	MCP
14	K.CURTIS/B.BARNET	POST 405	444	144	118	513	428	MCP	x	MCP	MCP
15	J.TRASK/N.TRASK	---	514	36	67	1000	1000	MCP	x	576	MCP
16	S.RAYBURN/R.BURT	PCSCC	56	MISSED ALL THE OTHER CHECKPOINTS							MCP
17	D.SHEWMON/S.RASHAN	---	1000	MISSED ALL THE OTHER CHECKPOINTS							MCP

T = TROPHY

FIRST FRIDAY NITER WINNERS Feb 1970

EXPERT

Meier & Kerkmeyer RATS 2.25
Brown & Koch LMSCC 1:21.65

JR NAV

Vodovoz & Carah 1.73
Spiegel & Schauer PSCC 10.13

SOP

Baber & Baber FLIRT .59
Pippert & Pippert TEAM TRICK .80
Martinelli & Levy Mini OWNERS .84
Melitsoff & Melitsoff SMSCC 1.63

BEGINNER

Morton & Zieve CRC 1.58
Baranek & Barker SCCUCLA 2.11
Smith & Smith SCCA 5.24
Jackson & Benedict 5.66

FIRST FRIDAY NITER WINNERS Mar 1970

EXPERT

Baker & Burford .16
Keckhut & Keckhut SMSCC .52

JR NAV

Shollenberger & Classen .91
Woodward & Snibley 1.15

SOP

*Newman & Fearing FOOT. FCCA .50
*Nevinger & Nevinger CFMC .65

BEGINNER

Boschma & Wirick .20
Guymon & Beane .47
McGuire & Coats .94
Griffin & Griffin POC 1.00
**Trask & Smith PCSCC 5.08

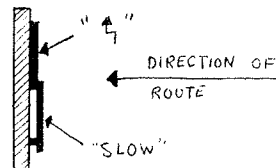
*2nd & 3rd place SOP cards missing

**Best of Club

12 Road and Tach/March 1970

DECISIONS OF THE PROTEST COMMITTEE

1. - "Car #11 requests that the true time by recalculated for Leg 1. Eligible signs on a rally course are signs that you physically encounter as you progress along that course. The sign for note 'Bottom' and instruction 15 were on the same post but were definitely located one behind the other. (See diagram) Therefore, as you progress along the course, you would physically encounter (1st) the 'SLOW' sign and immediately behind it the sign for instruction 15.



Protest Denied. Section IV, paragraph 6 of the Rally Rules clearly states that the order of appearance of signs on a common support is considered to be from top to bottom. This paragraph obviously overrides the general rally principle of taking things in the order they occur on the course just as it would be overridden by the use of official mileage in conjunction with an instruction.

2. - Car #30 protests the use of mileage reference in Note Navigator on Leg 7 which is in conflict with the Rally Rules' definition of SOP entrants: they do not measure mileage after the ODO check. Requests that leg be recalculated without mileage portion of Note Navigator. Protest Allowed. However, action taken will be the deletion of Leg 7 for the SOP classes since it is not clear whether part of a note is executable if the entire note is not executable.

3. - Car #16 lodged a complaint against Car #10 for road hogging (not allowing an overtaking car to pass).

We encourage common courtesy in driving. However, if a contestant is discourteous, there is no penalty for this in the Rally Rules and therefore the club can take no action. We assume that the simple airing of the situation will assure that Car #10 as well as the many others guilty of this will help to prevent the situation from occurring in the future.

ALL REQUESTS FOR DEAD TIME WERE ALLOWED.

Jeff Tibbetts, Rallye Committee Chairman.

Others members of the committee were:

Pat and Roger Lewis, Bill Beyermann, Jack and Judy Mathieson, Bob Buckland.

LEARN WHAT IT'S ALL ABOUT!!

Run the SMSCC FIRST FRIDAY NITER on April 3.

\$2.50 entry fee includes one dash plaque; extras are 50¢. The rally is approximately two hours long, and is an excellent rallye for beginners.

!!!NOTE!!!

The starting place has not been changed, as was announced at the Board Meeting. It is still:

VALLEY CAR WASH
VAN NUYS BLVD. & SATICOY
VAN NUYS

To the beginner: Bring pencil (or pen), paper, and a time-of-day watch. Also, get to the START at least thirty minutes before you would like to leave. You'll need some time to read instructions.

FIRST FRIDAY NITER CHECK-OUTS ARE USUALLY HELD ON THE THIRD FRIDAY OF THE MONTH--EXCEPT THIS MONTH WHEN IT'S THE DAY BEFORE.

PLACE: B of A rear lot
Sepulveda & Devonshire
Mission Hills

TIME: 7:30 SHARP!

RALLY COMPETITION

PLACE CARS POINTS

SBFOCA - THE FIFTH Jan 30

John Sears	1	5	100
Bob Buckland	1	5	100
John Keckhut	3	5	60
Pat Keckhut	3	5	60
Bob Wilson	3	30	93
Linda Wilson	3	30	93
Dennis Levin	7	30	80
Steve Casey	11	30	67
Sue Casey	11	30	67
Dave Buckland	20	30	37

SCAT - EL DIABLO Feb 8

Roger Lewis	1	8	100
Pat Lewis	1	8	100
Slim Larned	4	8	63
Bob Buckland	6	8	38
John Sears	6	8	38
Flavio Banks	9	18	56
Toni Banks	9	18	56
John Keckhut	5	74	95
Pat Keckhut	5	74	95
Dennis Levin	8	74	91
Bob Wilson	9	74	89
Linda Wilson	9	74	89
Bob Blacker	16	74	80
Steve Moore	16	74	80
Steve Steinhardt	64	74	15

FLIRT -TWILITE TOUR Feb 13

John Sears	1	3	100
Bob Buckland	1	3	100
Bill Beyermann	3	3	33
Bob Wilson	1	5	100
Linda Wilson	1	5	100
Bill Meehan	2	5	80
Stan Glaser	2	5	80
John Keckhut	1	20	100
Pat Keckhut	1	20	100
Steve Casey	6	20	75
Sue Casey	6	20	75
J.Michael Devitt	11	20	50

RALLY STANDINGS

1.	Linda Wilson	664	(7)
2.	Bob Wilson	664	(7)
3.	John Keckhut	547	(7)
4.	John Sears	503	(7)
5.	Pat Keckhut	453	(6)
6.	Bob Buckland	332	(5)
7.	Dennis Levin	325	(4)
8.	Pat Lewis	290	(4)
9.	Roger Lewis	290	(4)
10.	Slim Larned	227	(3)
11.	Bob Blacker	214	(3)
12.	Steve Moore	214	(3)
13.	Bill Beyermann	186	(4)
14.	Bill Meehan	172	(3)
15.	Stan Glaser	172	(3)
16.	Terry O' Neill	153	(3)
17.	Steve Casey	142	(2)
18.	Sue Casey	142	(2)
19.	Judy Mathieson	141	(3)
20.	Jack Mathieson	141	(3)
21.	Steve Steinhardt	141	(3)
22.	J.Michael Devitt	95	(2)
23.	Jeff Tibbetts	88	(1)
24.	Tom Brotherton	71	(1)
25.	Cassie Brotherton	71	(1)
26.	Dick Joslin	67	(1)
27.	Flavio Banks	56	(1)
28.	Toni Banks	56	(1)
29.	Terry Arnold	55	(1)
30.	Barbara Arnold	55	(1)
31.	Dave Buckland	37	(1)
32.	Ron Melitsoff	26	(1)
33.	Carol Melitsoff	26	(1)
34.	Jay Negrin	23	(1)
35.	Karl Auerbach	23	(1)

GOOD GUYS

January Meeting Value = 5

Karl Auerbach
Toni Banks
Bill Beyermann
Bob Blacker
Bob Buckland
Steve Casey
Sue Casey
Gene Collins
J. Michael Devitt
Stan Glaser
Dick Joslin
John Keckhut
Audrey Kopp
Slim Larned
Dennis Levin
Roger Lewis
Gary Lieb
John Magill
Jack Mathieson
Judy Mathieson
Ron Melitsoff
Steve Moore
Jay Negrin
Tina Olson
Paul Oxman
Sharron Owens
Terry O'Neill
Joyce Peterzell
Harry Peterzell
Herb Schwarz
Erica Schwarz
John Sears
Mel Steinberg
Steve Steinhardt
Bob Wilson
Linda Wilson

February Meeting Value = 5

Bill Beyermann
Harry Peterzell
Joyce Peterzell
Karl Auerbach
Jay Negrin
Gary Lieb
Mel Steinberg
Ron Melitsoff
John Sears
Pat Lewis
Roger Lewis
Terry O'Neill
Dennis Levin
Steve Casey
Bob Buckland
Slim Larned
Dick Joslin
Toni Banks
Jack Mathieson
Judy Mathieson
Stan Glaser
Attila Fenyes
Tom Brotherton
Cassie Brotherton
John Keckhut
Bob Wilson
Linda Wilson
Jeff Tibbetts
Steve Steinhardt
John Magill
Tina Olson
Sam Beale
Steve Moore

AS YOU LIKE IT Value = 75

Karl Auerbach
Stan Glaser
Guy Bull
Jack Mathieson
Judy Mathieson
Bill Beyermann
Terry O'Neill
Jeff Tibbetts
Jay Negrin
John Sears
Bob Buckland

Steve Casey
Sue Casey
Ron Melitsoff
Carol Melitsoff
Tina Olson
Mel Steinberg
Harry Peterzell
Pat Lewis
Roger Lewis
Toni Banks
Steve Moore
Bob Blacker
Attila Fenyes
Steve Steinhardt
Sharron Owens
Dennis Levin
Bill Meehan
Paul Oxman
Pat Oxman
Audrey Kopp
Tom Brotherton
Cassie Brotherton

March FPN Value = 75

Karl Auerbach
John Magill
Tina Olson
Bob Blacker
Bob Buckland
Allen Elowe
Steve Casey
Sue Casey
Attila Fenyes
Jay Negrin
Stan Glaser
Bill Beyermann
Bill Meehan
Terry O'Neill
Steve Moore
Jack Mathieson
Judy Mathieson
Gary Lieb
Pat Lewis
Roger Lewis
Harry Peterzell
Mel Steinberg
Steve Steinhardt
John Sears

PARTIAL GOOD GUY STANDINGS

1.	Mel Steinberg	385
2.	Terry O'Neill	385
3.	Tina Olson	385
4.	Harry Peterzell	385
5.	Bill Beyermann	385
6.	John Sears	385
7.	Steve Moore	385
8.	Steve Casey	385
9.	Karl Auerbach	310
10.	Jay Negrin	310
11.	Gary Lieb	310
12.	Roger Lewis	310
13.	John Magill	310
14.	Steve Steinhardt	310
15.	Bob Buckland	310
16.	Stan Glaser	310
17.	Jeff Tibbetts	305
18.	Sue Casey	305
19.	Ron Melitsoff	235
20.	Jack Mathieson	235
21.	Judy Mathieson	235
22.	Pat Lewis	230
23.	Sharron Owens	230
24.	Attila Fenyes	230
25.	Bill Meehan	225
26.	Tom Brotherton	155
27.	Cassie Brotherton	155
28.	Audrey Kopp	155
29.	Bob Blacker	155
30.	Carol Melitsoff	150
31.	Joyce Peterzell	85
32.	John Keckhut	85
33.	Toni Banks	85

(Complete standings next month)