

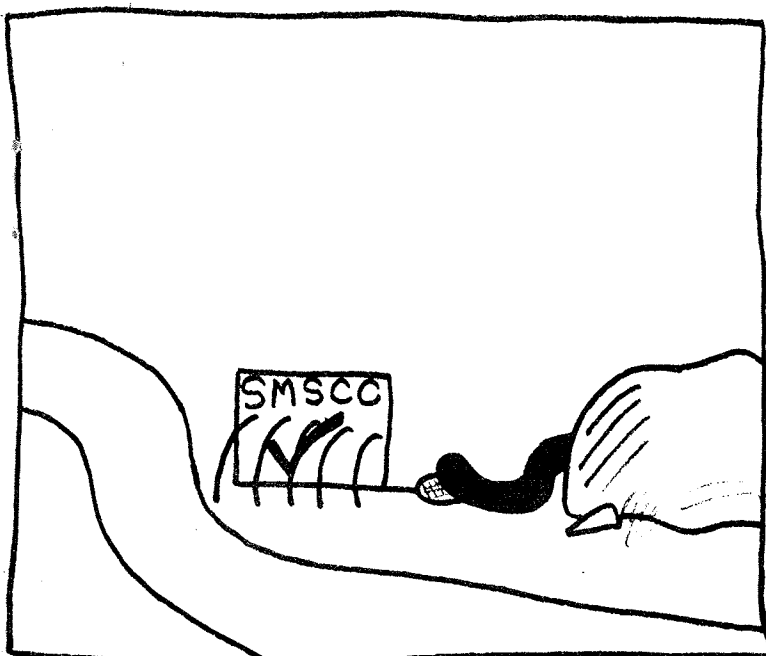
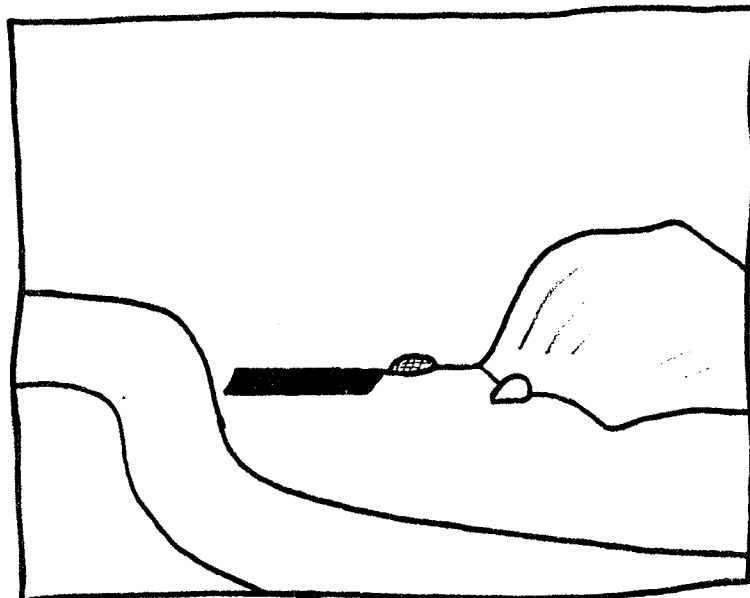
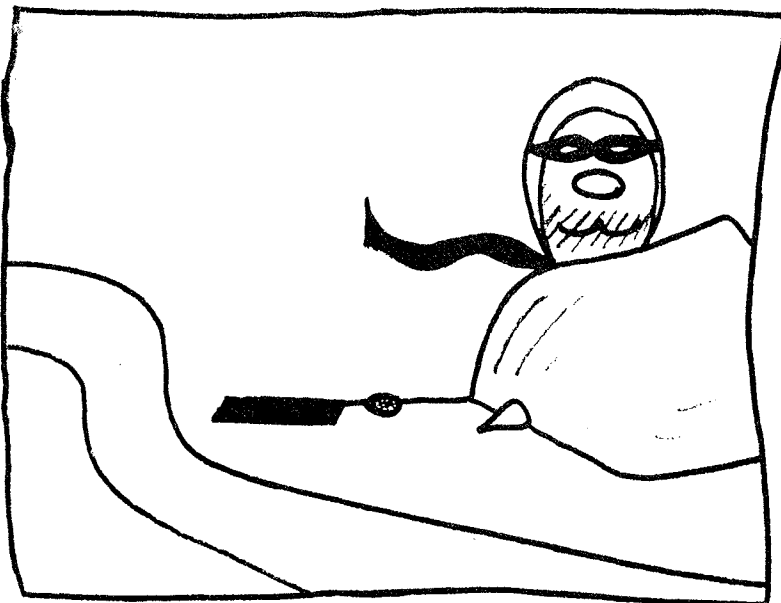


# ROAD *and* TACH

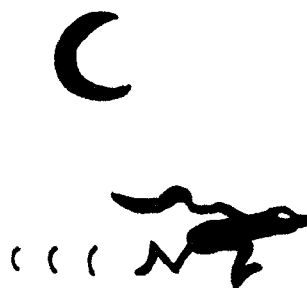
May, 1970

Vol. XIX

No. 5



by Pat Lewis



May 27 -SMSCC meeting; 8pm, Rustic Cyn. Park (Uplifters Club) 601 Latimer Rd., SM Cyn. Info: GR 3-4445  
June 5 -FIRST FRIDAY NITER #37; 8pm Bank of America (rear lot), Devonshire & Sepulveda, Mission Hills \$2.50  
June 21-HIGHWAY ROBBERY '70; Rand Corp. 1800 Main St., S.M. \$7; 6-7 hrs. SCCA Divisional rally; Info: (213)397-2611



May, 1970 Vol. XIX No. 5

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

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

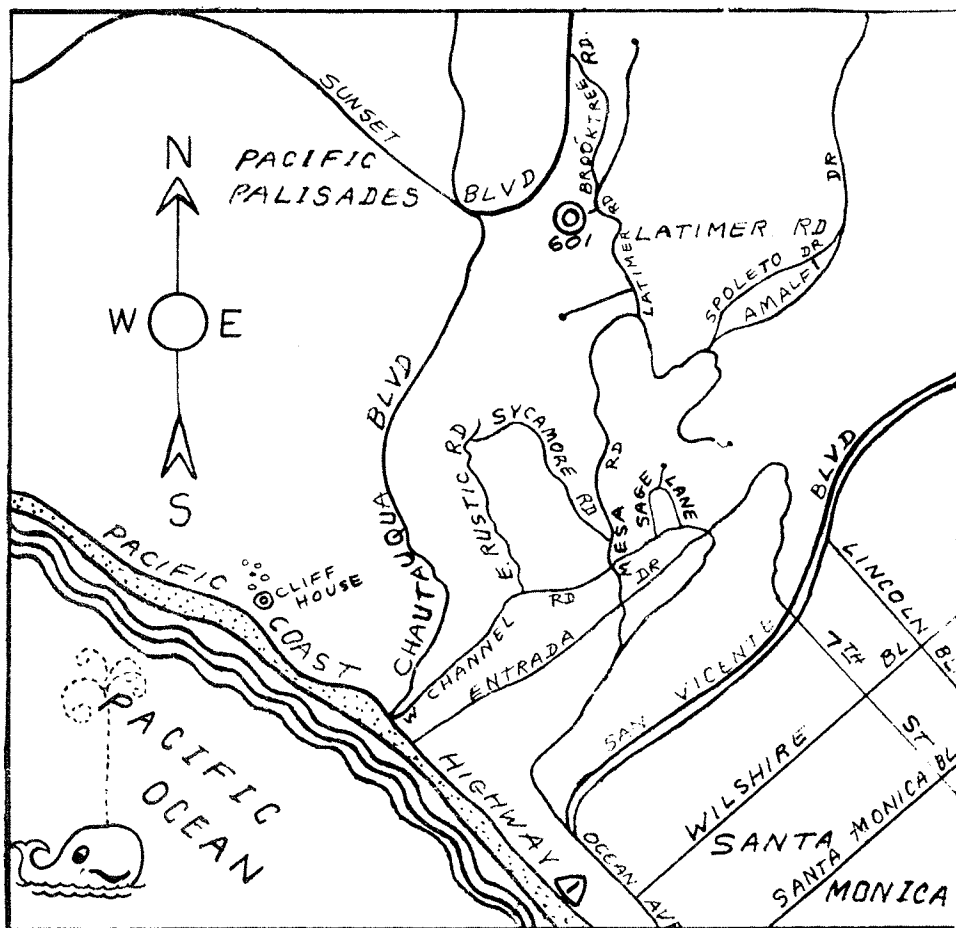


We welcome, and will probably print any correspondence from members and from non-members.

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 my latest blurb, covering the GLEN TOUR II, an SCCA Divisional. The event was a great experience for me, because it proved that it is possible to do well with a new partner. I guess that rally skills are transferable to some extent. Now if I could just get Roger Bohl for a teammate.....

Our club is coming quite well,.... We took a hint from SMSCC and really went after the novices for our Saturday Night series. The first three events this year have netted 43, 84, and 94 cars, and we are beginning to show a nice profit. Also, our last event had only 3 DNF's (out of the 94 cars) so I think we are on the right track.

...As a note of information to all equipped teams: The Robo differential readout is absolutely fantastic. It runs on 12 volts, and can be used with any computer that puts out a pulse every (computed) hundredth of a minute. A mere \$250 or so will put you in business with it. The thing really worked well on the TOUR.

...keep R&T coming!

John S. Bain  
Summit, New Jersey

To the Editor:

Just a line or two to let you know what is going on in Puerto Rico. Would you believe nothing? Actually, I haven't had a chance to see much of the place yet. The biggest reason being that I hadn't acquired a car until yesterday.

I am now the proud (?) owner of a late model 1961 Mercedes-Benz. I certainly hope it will run for two more years. I imagine parts are a bit scarce here. If it breaks, I may as well push it off a cliff.

I certainly do appreciate your sending Road & Tach my way. There aren't any rallies here on the island. They have hundreds of miles of great rallye roads here, but they call these roads their main highways. These people drive like a bunch of Kamikaze pilots. It is so bad that you would have to see it to believe it.

The biggest hazard of all is the sugar cane trucks. They just don't fit on half of the road. When you see one approaching, head for the ditch. They must be in training to be Greyhound drivers.

My job is working out well, but I will still be glad to get back to California in 1972. Should be able to make the FFW in February, 1972. I only have 679 days left. I brought my Curta with me to keep the dust and rust out of it. I'll probably be the one that gets rusty.

Give everyone my regards....I'll write again when I get organized.

Bob Lupcho  
Yabucoa, Puerto Rico

P.S. ...If you have Sam's address could you send it along--please?

Ed:- Sure. See below.

To the Editor:

Sorry it has taken so long to send you a note. Finding housing here was a difficult procedure, but we finally moved this week. If you were to venture into this undeveloped land, you would find us at:

184 Hallock Rd. Apt. 1B1  
Lake Grove, L.I., N.Y. 11755  
phone: (516)585-1759

We just received our April Road & Tach, and especially enjoyed the pictures. Was I really at that party? The memory of it is somewhat blurry.

John Magill has probably told you by now of some of our woes concerning the trip here. However, we decided to enclose a copy of our version of the story. It's a bit corny, but, unfortunately, all true....

Shortly after we arrived, a BMW driver stopped us on the road and gave us info about a BMW owners' sports car club on the island. We have been too busy to do anything about it so far--or about rallying in general.

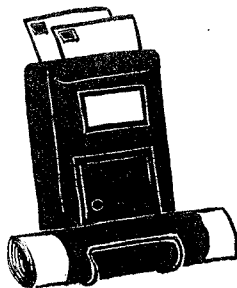
The roads here are tailor-made for

rallying, we've noticed. They are dark, deserted, bumpy, and winding. Street names change frequently, and about half of the street signs are turned around. Spelling of some street names varies; we've seen as many as 4 different spelling variations for one street name. Sam has found some good backroads for travelling back and forth between home and work. He makes the 17 mi. trip in 25 minutes during "rush hour".

Say "Hi!" to everyone for us. Be sure to tell Pat Lewis that our belongings arrived with minimal damage, and no loss...We even had our belongings in storage for three weeks. Just lucky, I guess.

Fondly,  
Sam and Sue

Ed:- See inside for THE SAD SAGA OF SAM AND SUE -or- HOW TO GET TO BROOKHAVEN, THE HARD WAY.



To the Editor:

There will definitely be a Great Canyon Rally this year. We have talked to Dick Wessman...and he confirmed the rumor that it will run Memorial Day weekend, May 30-31. Kay Bird will be the rally chairman. We understand that, unlike some Arizona rallies of the recent past, this year's Great Canyon should be a relatively low scoring event. We are happy to report that SCCA rallying is alive and well in Tucson, Arizona.

James R. Lightfoot  
Long Beach

#### NOTE

Beginning with the rally running on June 5, SMSCC's FIRST FRIDAY NITER will start from:

Bank of America  
(rear lot)  
Devonshire & Sepulveda  
Mission Hills

First car leaves the START at 8:01.

#### EXPERTS LIMITED

Dear Rallyists:

EXPERTS LIMITED proudly presents its fifth rally of the INVITE series.

Our rallies are by invitation only and are designed for navigational cars. They are always challenging and are above average in difficulty.

All entry fees are returned as cash awards to the finishers as follows:

First place: 40% of total entry fees  
Second place: 30% of total entry fees  
Third place: 20% of total entry fees  
Fourth place: 10% of total entry fees

The above is based on one award per six cars entered.

We would appreciate having the names of eligible people who would like to be added to our invitation list. Please mail their names and addresses to Maxine Schmidt, 10748 Des Moines Ave., Northridge, California 91324.

Sincerely,

Judy and John Roache  
Fran and Don Edlund  
Maxine and Walt Schmidt

To the Editor:

There is an old adage about believing only one-half of what you witness, one-quarter of what you hear, and ten percent of what you read. Up to the April issue, Road and Tach had been above such social comment.

However, on page 5 of subject issue, a reference was made to a certain rallye as "SCAT's".

Speaking for SCAT, I wish to point out that we are neither:  
1) responsible for a rallye that sends you on a ten-minute excursion for missing a sign that the rallymaster wanted you to miss, and all without the benefit of a simple "NO" sign, control point, or loop; nor 2) wish to take credit for the rest of PAGE'S PIONEER.

R.M. Voils  
President  
SCAT RALLYE TEAMS

SHELL  
CREDIT  
CARD



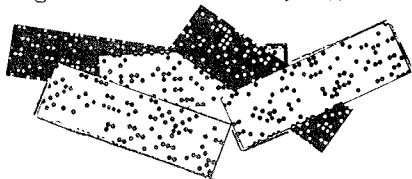
S OAKES

967 648 486

This month, Sherman Oakes' mail has included Alumni Club newsletters, invitations to jump on the credit wagons of Mobil Oil, Phillips Petroleum, and Shell Oil--the latter of which included a shiny new credit card----all ready to use. I can't believe they've all forgotten so soon what Oakes did in Santa Barbara last year.

Perhaps the most interesting piece of mail was an invitation to join the computer crowd at SDC; it began with "WHATS BUGGING YOU THESE DAYS?" and offered a number of possibilities. Since a few SMSCC members (board members among them) work at SDC, I immediately destroyed the invitation so that Oakes will never know he's been asked. I wonder if they know that he was the inventor of the original monkey-wrench-in-the-works,\* which does terrible things to computers.

\*Reg. U.S.Pat.Off. No.378491



UNITED STATES AIR FORCE ACADEMY

To the Editor:

Enclosed is a letter that was the result of Lynn Weston's article... I hope my letter will be of some value--if only to start people thinking creatively, as did Lynn's article.

...See you this summer on one of your great rallyes.

Dear Rallyists:

I have always thought of rallyists as being forward-looking people.... It seems to me that it is time for us to start looking forward again.

In the March issue of Road & Tach there was a very good article by Lynn Weston telling us of proposed state legislation to ban rallyes in California. Fortunately this was only a hypothetical situation. But, nevertheless, it is a possibility that should be considered when writing or running a rallye. As Lynn said, it is up to each rallymaster and each rallyist to write and run safe and courteous rallyes. Yet, it seems we rallyists could do something more to preserve our great sport.

...Very few legislatures go against the most popular public movements. At the present time, one of the most popular movements is against automotive pollution and for better automotive safety. I would think that jumping on and supporting the car safety/antipollution bandwagon would gain respect for California rallyists from citizens, business, and government.

You might first begin with anti-pollution, which is the bigger of the two movements. For example, you might write letters to the petroleum companies congratulating them for shifting to low pollution, unleaded gasolines. While you're at it, you might also write the auto manufacturers and pat them on the back for developing and marketing more efficient engines, i.e., engines that emit less pollutants. Of course, this means a slight decrease in horsepower, but sports car enthusiasts are willing to pay this price for cleaner air. You would be amazed at how effective approval, encouragement, and confidence in the auto and petroleum industries new policies from the consuming public are.

A couple of minutes spent writing a card or short letter to your representative supporting antipollution and car safety bills can be very effective, if enough people write, and there are a lot of rallyists. Such support I think would also bolster the prestige of rallying.

Now that we have business and government on our side, let's begin working on the citizens who are the motoring public.

Have you ever been stranded with

car trouble and had someone stop to help you? Do you remember how you felt? Imagine the effect if every rallyist stopped to help a motorist in distress. Of course, be sure to mention that he is being helped by a sports car rallyist.

Convince the motoring public that rallyists are helpful, courteous, and an asset to the community, and our sport will never be outlawed.

Use your imagination, be creative, but, most of all, be active---do something to promote rallying. I am sure that, with the abilities of rallyists, you can take my meager suggestions as just a starting point and go forward from there. Look forward and you will really accomplish something.

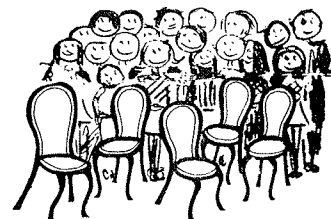
Isn't the survival of our sport, our lives, and our environment worth fighting for?

Sincerely,  
Bruce F. Balent

ENTERTAINMENT AT THE MAY  
GENERAL MEETING:

A FOOT RALLYE

Bring yours--both of them.



#### MEMBERSHIP REPORT

|                          |    |
|--------------------------|----|
| Regular Members          | 35 |
| Auxiliaries              | 25 |
| Total General Membership | 60 |

Paid in April  
Bill Beyermann  
(new aux.) Ward Beyermann

Due from April  
Terry C'Neill & Sharron Owens

Due in May  
Toni Banks  
Roger & Pat Lewis  
Mel Steinberg

Expired  
Dick Joslin  
Slim Larned  
Herbert & Erica Schwarz  
Sam & Sue Beale  
Arnold Vagts

New Telephone numbers:  
Al Elowe 397-3044  
Ron & Carol Melitsoff GR-4-8519  
Jeff & Miyoko Tamura 936-9958  
Bob & Linda Wilson 223-2857  
Pat Lewis, work EXT 6497

# EXPLORING GRAND NATIONAL SAFE- DRIVING ROAD RALLY May 1, 1970

Twenty-seven cars ran this year's EXPLORER rally which was written by John Sears and Mike Devitt.

The cars started at the Crescent Bay Area Service Center in West Los Angeles, and ran along a course that tied in with the FIRST FRIDAY NITER, which ran the same night.

Although the rally was not limited to EXPLORING scouts, most cars had at least one scout aboard.

Scores for each leg were based on the lowest whole minute of error from the true time. A look at the scores shows that this was definitely NOT a hand-holder.

Winners were: total error  
in minutes

|                            |    |
|----------------------------|----|
| Maury/Pennlee/Lanselle     | 12 |
| Heehan/Glaser              | 15 |
| Barnet/Curtis              | 18 |
| Sonnenshein/Fisher/Baglieu | 19 |

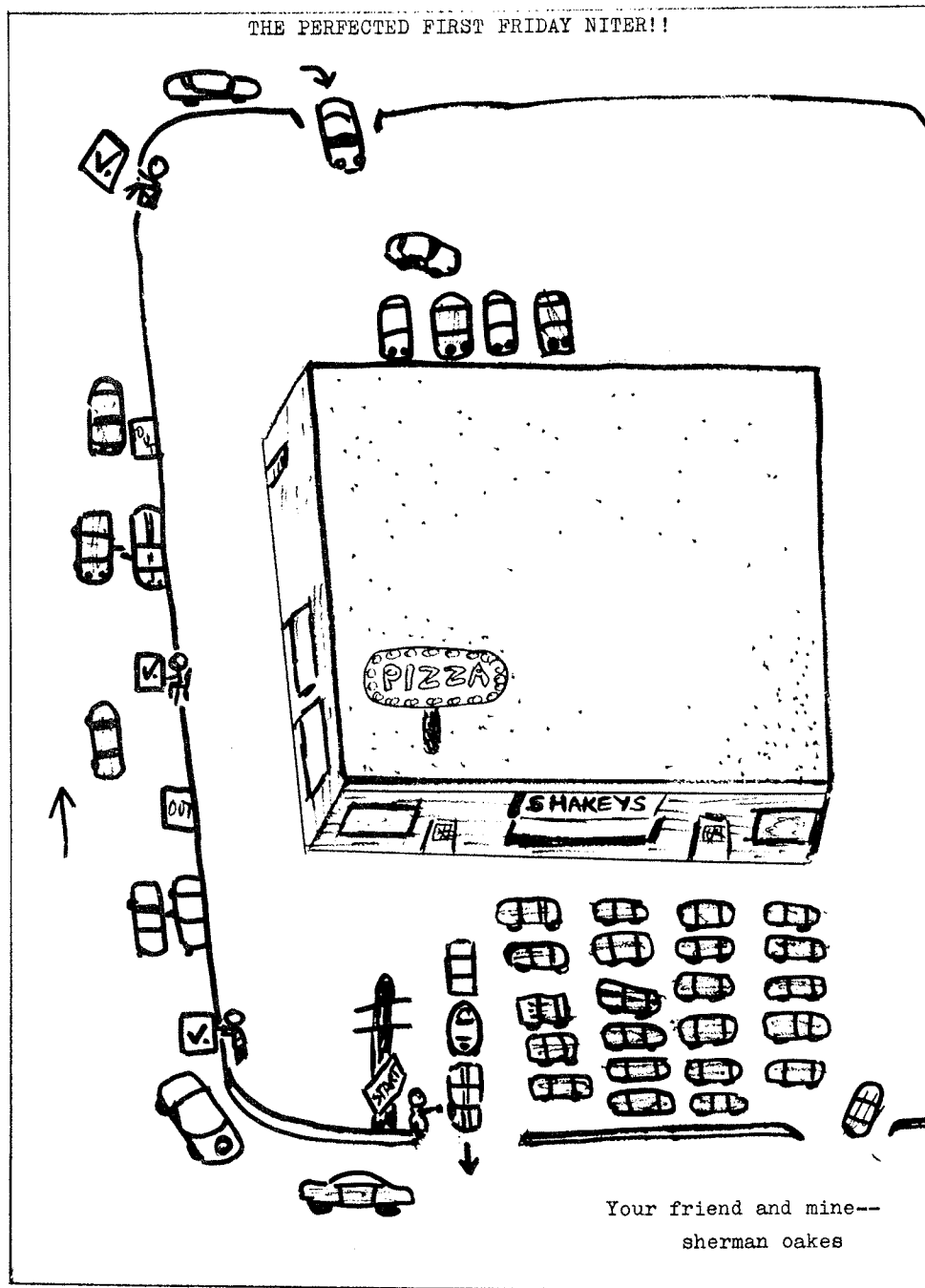
We were happy to see that teams from Post 405 took 2nd, 3rd, and 4th place trophies. SMSCC sponsors the post, a special interest post in Navigational Sports Car Rallying.

The post meets the first Wednesday of each month at the Palms Recreation Center, 2950 Overland Avenue, at 7:30 pm, and attends the SMSCC general meeting on the fourth Wednesday of each month at the Rustic Canyon Recreation Center (UPLIFTERS RANCH) at 8:00 pm. For information call Post Advisor, Harry Peterzell, GR 3-4445.

FIRST FRIDAY NITER checkout is held on the third Friday of the month.

Time: 7:30 SHARP

## THE PERFECTED FIRST FRIDAY NITER!!



### FIRST FRIDAY NITER WINNERS May 1970

|                         |       |      |     |
|-------------------------|-------|------|-----|
| <b>EXPERT</b>           |       |      |     |
| Roache & Roache         | IMSCC |      | .09 |
| Baber & Baber           | FLIRT |      | .68 |
| <b>JR NAV</b>           |       |      |     |
| Whitson & Whitson       | IMSCC |      | .54 |
| Katz & Liedblad         | PCSCC |      | .54 |
| <b>SOP</b>              |       |      |     |
| Robbins & Robbins       | IMSCC |      | .21 |
| Hart & Hart             | -     |      | .31 |
| Flint & Smith           | SCAT  |      | .35 |
| Malone & Boschma        | -     |      | .87 |
| <b>BEGINNER</b>         |       |      |     |
| Fagin & Tuppie          | -     |      | .44 |
| Santarelli & Santarelli | -     |      | .60 |
| Lynn & Rousso           | -     |      | .86 |
| Kaufold & Hunt          | EMM   | 1.16 |     |
| <b>BEST OF CLUB</b>     |       |      |     |
| Brown & Chaillie        | IMSCC |      | .99 |
| Streater & Smith        | PCSCC |      | .93 |

### LEARN WHAT IT'S ALL ABOUT

Run the SMSCC FIRST FRIDAY NITER on June 5.

\$2.50 entry fee includes one dash plaque; extras are 50¢. The rally is approximately 2 hours long, and is excellent for beginners.

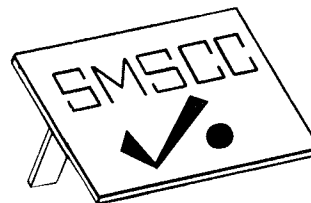
First car is out at 8:01 from:

BANK OF AMERICA(rear lot)  
Devonshire & Sepulveda  
Mission Hills

To the beginner: Bring a pencil (or pen), paper, and a time-of-day watch. Also, get to the START at least 30 minutes before you would like to leave. You'll need some time to read your instructions.

CONGRATULATIONS TO Dennis and Susan (Schuffman) Levin, who have decided to rally down the road of life together.\*

\*ouch!



by Pat Lewis

Another familiar paragraph in General Instructions is the one concerning the use of a single sign or landmark for more than one instruction. There are two major variations:

- 1) The same sign or landmark cannot be used for two or more consecutive numbered instructions requiring simultaneous execution.
- 2) The same sign or landmark cannot be used for two or more instructions requiring simultaneous execution.

The second case is less common and introduces a problem to the rallyemaster using it in that either a paragraph must be inserted regarding which takes precedence - a note or numbered instruction - in the case one of each refers to the same sign or landmark; or the rallyemaster must take particular care that he does not have both a note and numbered instruction referring to the same sign or landmark. This paragraph is part of the ANRC Generals (which are very old and much in need of updating) and caused a leg to be deleted on a recent ANRC rallye due to the route instructions having this conflict. Altho the second paragraph offers an opportunity for a trap, the first is more preferable in that it does not require such meticulous checkout and offers less chance of error.

The main purpose of this paragraph is to clarify the following type of instruction set:

|      |    |                            |
|------|----|----------------------------|
| 100. | 35 | at "SPEED LIMIT 40"        |
| 101. | 38 | at second "SPEED LIMIT 40" |

This paragraph requires you to execute 101 at the third sign of a series rather than the second since the first sign was used for 100 and therefore could not also be used for 101.

This is all background for a recent question which arose concerning a trap based on this paragraph. The basic problem arises as to what exactly is the "same" sign/landmark. Obviously, there is no question that you can't use the same landmark for

|      |   |                             |
|------|---|-----------------------------|
| 100. | R | at SIGNAL                   |
| 101. |   | Pause 1.00 minute at SIGNAL |

or sign for

|      |    |                     |
|------|----|---------------------|
| 100. | 35 | at "SPEED LIMIT 40" |
| 101. | 38 | at "SPEED LIMIT 40" |

But if may not be so clear in the case of

|      |    |            |
|------|----|------------|
| 100. | 35 | at "SPEED" |
| 101. | 38 | at "LIMIT" |

This gets down to the question of, "What is a sign?" I have never seen an adequate or clear definition of a "sign." A sign can be an object containing words, numbers, letters, drawings, illustrations, punctuation, etc. in the normal every-day sense, or a sign in rallying possibly could be thought of only as the portion quoted, i.e. the part of the route instructions contained within quotation marks. For

OR

HOW TO GET TO BROOKHAVEN, THE HARD WAY

Once upon a time, Sam and Sue and Kitty started for their new home in Brookhaven with simple, well-made plans. They were to leave L. A. by plane at noon P.S.T. and arrive at J.F.K. International Airport 8:00 E.S.T. At the airport in N. Y., friend John was to be waiting to meet and greet them and to hand over their B.M.W., after having driven it across the country. Now then, how would like to hear what really happened?

Our heroes boarded for their flight as scheduled, and, although a curious disease called discontent had kept numerous flight controllers from their jobs that day, the plane left only about 30 to 45 minutes late. The flight was lovely, with enough breaks in the clouds to enable the passengers to see the magnificent relief map lying below. One rough period was experienced, however, when the passengers were subjected to the flight movie, Disney's "The Computer Wore Tennis Shoes" (Need I say more?), but the lunch was good, and a spectacular electrical storm after dark all but erased the horrible memories of the movie.

The plot of this story thickens as the plane reached the east coast. Due to weather conditions and the lack of controllers, the pilot was instructed to fly around in circles until sent for. This went on for about an hour until the pilot reminded someone that, airplanes being what they are, his needed refueling, and he was given permission to land at Dulles International. On the way down, the plane was tossed a bit by turbulence at which point someone in the back went into hysterics, adding to no one's sense of security, especially since one couldn't tell if it was a stewardess or passenger. At any rate, the plane landed safely, but the passengers then learned that the refueling bit was a song and dance routine, that actually their flight was through, finished, cancelled, and that they had 5 minutes to decide if they wanted to take the 2 to 6 hour (depending upon whether an airport official or passenger was giving the information) bus trip being provided to J.F.K. Our heroes (remember them?) decided that they should take the bus since they didn't even know where they were (Washington, D.C.? Maryland? Virginia?), since their bodies thought it was only 6:00 P.M. P.S.T. rather than 9:00 P.M. E.S.T., and since they would have their car for further transportation if they went on to J.F.K. They sent a message to John that they were coming, claimed the car, boarded the bus, and then sat for half an hour

example: in the case of the Speed Limit 40 sign, when just "SPEED" is quoted one could conceivably consider the letters SPEED a sign, and then LIMIT becomes another sign, etc. You also have problems determining where one sign stops and another begins in the case of signs constructed of boards which have become split, metal signs butted against each other as is common on freeways, signs attached to each other, and even lower signs overlapping higher signs confusing the top to bottom rule versus first encountered rule. This has even driven some rallyemasters to designate all signs on a single support as one sign. The most obvious case for question concerns letters attached to, say, a short brick wall. Let's say the sign is on the right, parallel, and the letters attached are two feet high SOCIETY FOR ANTIDISESTABLISHMENT-ARIANISM IN AMERICA. You have a speed change from 60 down to 10 at "ANTI..." so where you take the mark will make a difference. You have the choice of 4 locations to take the mark; in order encountered they are:

- 1) closest end of brick wall - the first part of the overall sign encountered.
- 2) last letter of quoted word - the first part of the quoted word encountered.
- 3) first letter of quoted word - you can easily defend waiting until the first letter is reached.
- 4) far end of brick wall - the logical 'beginning' of the whole sign.

Take your pick. This all assumes that the entire brick wall is not more than a couple of feet longer than the portion supporting the letters, but think of the interesting possibilities extending to signs on long buildings or fences.

The case of determining "same sign" is rare and probably will cause no problems in rallying. However, the case of what is the same landmark is not so trivial, and needs real improved definition. The →

while noses were counted 3 times. The fateful bus trip then began.

One and one-half hours later, a 45 minute potty and dinner stop was offered at Aberdeen, Md., which is nothing more than a one restaurant truck stop. It took half an hour in line to get a facsimile dinner in the cafeteria. The dinner gulped, the potty stop made, our friends emerged to find - - NO BUS! NO PASSENGERS! After circling the building 3 times they realized the bus had left them. What about all that nose counting?! What about their luggage which was still on the bus?! After the initial hysteria, an irate phone call was put in to the air terminal which reported that there were no more buses due and tough luck. John was eventually reached at his campsite at J.F.K. and he suggested he drive down to Aberdeen since all hotels were filled around J.F.K., and since he wanted to be closer to Dulles Airport where he would have to make his departure. (J.F.K. was essentially closed down by then). He also told about how the B.M.W. was smashed in back from a rear-ender (less than a week after it was repaired for a similar collision).

Sam, Sue, and Kitty (still in his small cage) sat on a hard, hard bench for 4 long, long hours through the night. There was the cafeteria, the lobby (with the hard benches), the restrooms, and nothing more for 4 long hours. Then, trumpets blared, drums rolled, John walked in. All piled into the car, drove through the balance of the night and dropped John off in Virginia at his sister's at 6:00 A.M. After another hour of driving, the Beales finally found a motel with a vacancy, and, exhausted, bedded down for the day sans baggage.

Upon awakening, Sue checked her watch on the nightstand and found it to be 5:00. Unbelieving, since she was still so tired and didn't feel as though she had slept all day, she checked Sam's watch and it said the same. Grudgingly, the pair decided it was time to move on and got dressed, only to find, upon putting on their watches, that it was only noon. Sue had read both watches upside down. Now that's being tired!

After taking a crowbar to the B.M.W. so that the smashed-in gas cap could be reached, the travelers fueled up, passed through the rest of Virginia, then Washington, D.C., Maryland, Delaware, New Jersey, picked up their baggage at J.F.K. Airport in New York, and finally reached Brookhaven at 10:30 Friday night. They slept at last, and all was well.

THE END

problem basically is that, unlike the case of the sign where one can determine that all lettering appears on a common face or support, at least, with landmarks it may be difficult to determine what landmarks a rallymaster considers to be the same. For example, you are given a note to add time at every signal and a numbered instruction to turn right first opp. When you arrive at the first opp, you are at a signal. Now, you must determine if you add time for this signal at which you are turning. (Of course, you do not have a problem if the Generals further clarify the situation by stating that both may be done if there is no conflict.) Your immediate reaction is not to pause but think about it. Is an opp and a signal the same? An opp is a road and a signal is a special type of intersection. Now an intersection (usually not defined) is the joining of two or more roads so part of that intersection is the opp. But still-is a road and an intersection the same? The situation applies equally to two consecutive numbered instructions. I don't have any easy answers. I just feel

that the next time a rallymaster has a "same sign or landmark" trap where both instructions do not refer to the landmark or sign by the same name he should define what he means by "same" in order to put on a tight event and avoid legitimate protests. There is also an interesting variation of this paragraph and its accompanying trap which we encountered in Phoenix.

"The same sign or landmark will not be used for two consecutive instructions." With the "requiring simultaneous execution" missing, you went into a cul-de-sac on a right before sign instruction and then the next instruction as you were leaving the cul-de-sac was a speed change at this same sign. You had to continue across the main street into a cul-de-sac across the way and then use the sign on that side on the way out. Very clever. Then consider omitting the "consecutive" so that a sign or landmark could not be used for two instructions all day. That would be quite a trap and require a good memory. Also, before you try it, make sure you have a real good definition of "same."



This sketch was made from a picture taken on REUNION LAS VEGAS on a stretch of road in Arizona --showing the illeteracie (sic) of the schools or sine (sic) painters.

-Courtesy of Dennis & Susan Levin

## RUSTLERS' RUN FAST

by Ken Adams

The 1970 Rustlers' Run SCCA National Rally held April 4-5 out of Dallas, Texas, was an exceptionally clean event, even if it was brutal and fast. The first trap was a special phantom car problem where the official course left your line of travel and then came back. Trouble was that many of us forgot that this cancelled out an onto and only about 8 cars out of 55 made the 4th control.

One new little wrinkle was the ITIS instruction which means, "if there is such". They use this in addition to notes to loop some of their traps. Texans seem to have an aversion to using notes as direction changes, so their notes are usually speed changes only. They played games with the phantom car note only 3 times on Saturday, and they settled down to do us in with redundancy. Now redundancy in Texas means that you have about five different course following priorities (protection by stop or yield signs, center lines, curve arrows) that take precedence over route instruction directional changes.

(continued on p. 8, column 1)

FOR SALE

HEUER Sebring; excellent condition; split action; good rally watch. \$45.

John & Dee Denk  
839-5133

(RUSTLERS' cont. from p.7)

This means that if you can postpone the execution of a route instruction, you do so.

One of our big disagreements with the rally came at instruction #69 "Left after checkpoint". As we were told by the out slip at a checkpoint that our next instruction was 69, we refused the turn and continued looking for a checkpoint. This was apparently too complex a reasoning for the Texans and we went down the tubes. Live and learn; protest denied.

The afternoon was reasonably uneventful, with the usual mixed bag of course-following traps causing missed and maxed controls left and right, but instruction #23, "Bridge calculate average speed required to gain 1.6 min. in 3.5 min." caused almost everyone to come up with an answer different from the RM's.

The REAL gem of the day, however, came on the final leg. Way back in the morning, a note had said:

"Left at 167.64 official miles". We had executed this once, but notes were reoccurable, and at noon official mileage started over again. Sure enough--late in the day 167.64 miles came up again and there was a turn. Only 4 of us made the final checkpoint. Only trouble was that when we missed checkpoint 4 we got both a miss and a max, but those who blew the final control got only a miss. Texas justice.

The scoring that night was prompt and the party hosted by the Texas Region was anything but stingy.

Sunday started out with more of the same as course trap after course trap fell and sent contestants missing controls.

We had 70 points for 22 checkpoints until we got to #23 which we missed due to mistaking a paved road for an unpaved one. Our brake pads had worn through on Saturday, and hence each application of the brakes brought the sound of steel on steel. In addition both headlights were knocked out while we were trying to pass a guy from Louisiana who wanted to block (I got by--twice).

So after all the dust cleared, we were 3rd with 1481 behind a Datsun from Florida with 1242 behind another Datsun from Florida with 898.

The hospitality was tremendous, and the course was exceptionally clean. Down there they spend 10% of their time on signs and generals, and 90% on course traps, and they come up with some beauties. We felt that we had been shafted out of 2nd but the guys in 1st deserved their win. At any rate, we'll be going back next year with blood in our eye.

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. Our heroes are doing well on the rallye in spite of the efforts of a mysterious saboteur, who has crippled many of the cars, including Horst's

On the second day, the dauntless duo are in second place, with Alvin "Port Wine" Nimy\* and N. C. Nough\* in first. That evening chaos reigns when "Nimy" is unmasked as being Fergus MacGough\* after he loses a port wine-drink-

ing contest to Horst. MacGough then drunkenly identifies his co-driver as being NOT N.C.Nough --but SHERMAN OAKES, the notorious international thief, fiend, granite merchant, and, more recently, rallye saboteur.

Oakes flees in an Alfa, leaving Percy injured and unconscious--- Horst alcoholically heads for his car, and the chase is on--almost.....

\*knee-me, no, or magoo, whichever applies.

## THE GREAT RALLYE

by Horst Hemingside

### Chapter XVII: "RUSHING ROULETTE"

The coughing bark of the disappearing Alfa Romeo still echoed in the cobblestoned street as I ran toward the parc ferme, slipped, fell, and ran on. My mind reeled; somehow, I could see Percy's blood-spattered face before me in the night. All the instincts of violence raged in my drunken blood.

At the parc ferme, officials buzzed about in utmost consternation. The most I could make out was that one of their number had been whelmed by a mysterious assailant, who had stolen one of the cars. Between the wine and the anger, my voice carried enough command -- albeit, aided, no doubt, by the confusion -- to get my car released:

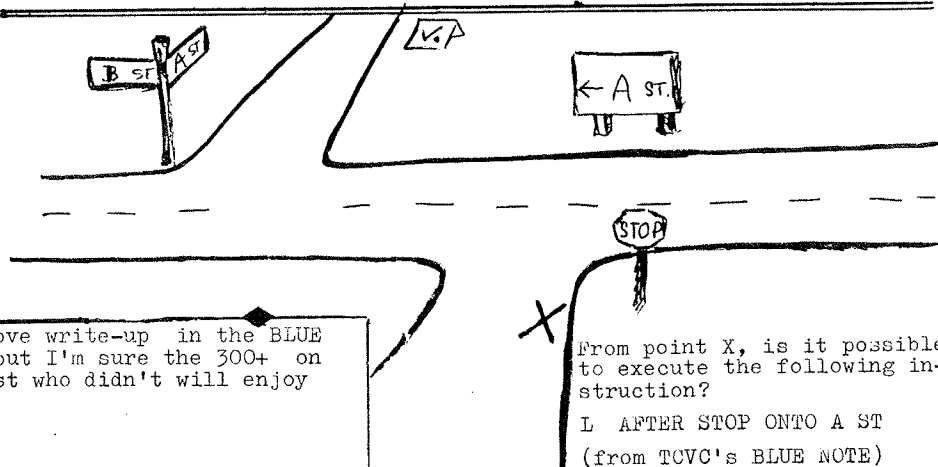
"Murderer -- saboteur!" I pointed down the dark, silent street, "I am going after him -- nach drinnen -- that car -- das Auto doh -- I'll take it! Here, help me -- helfen -- hurry! -- Mach! MACH!"

In nearly no time at all, she was fueled and rolling out of the well-lit parc ferme into the cavernously dark, narrow streets of Leudet. I made the turn off Zakopane High Street onto the Pavloftenberg Road with a growling downshift and outraged protest from the tyres.

My guess was that Oakes would make directly for the Czech or Hungarian Frontier; once across either, he could easily elude any and all attempts at pursuit. He would have to take this road to Pavloftenberg, and then turn left. I had just two hundred kilometers in which to overtake him.

Leudet was swiftly left behind. On and on into the night I raced, pressing the car as I had never before punished a machine. One hour passed, two -- I had not caught up to Oakes, and still could not erase the vision of my murdered co-driver from my mind; how could I explain to his mother that her son had been killed by cheating ralliests in a small, eastern-European country?

The first town I came to was Hüs gau, where the streets were narrow slits between the buildings, and where I nearly ricocheted the car off some sturdy peasant's sturdy porch. The road forked in the center of town. I caught a glimpse of a signpost: Pavloftenberg to the left. I was struck by a premonition as I slid the car around the turn. I slammed to a stop, backed up, and looked at the sign again. Ahha! -- the fiend had changed the position of the arrows on the post. Spinning my wheels loudly, I backed around and took the road to the right. Sure enough, → in the distance I could see the lights of a car speeding up into the hills. "I'll get you, Oakes -- I'LL GET YOU!" I yelled after the flee-



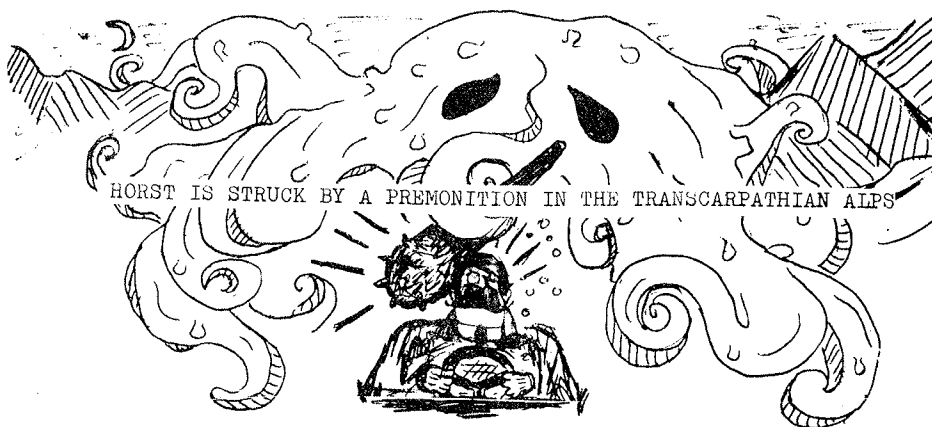
Ed:-- Many thanks to Ken Adams for this and all the other good material he submits. I realize that some of you may have read

the above write-up in the BLUE NOTE, but I'm sure the 300+ on our list who didn't will enjoy this.

From point X, is it possible to execute the following instruction?

L AFTER STOP ONTO A ST  
(from TCVC's BLUE NOTE)





ing lights. He was far ahead of me, but he must have felt my threat.

After Hüs gau, the road wound up into the Lesser Transcarpathian Alps. Under any conditions, it would have been difficult; at night, pressing as much speed as humanly possible, beginning to wear under the effects of too much drink, it began to seem like Russian Roulette at every curve. The thought came that I should give up before I killed myself. "NEVER!" I shouted aloud. Yelling woke me a bit, and I picked up speed. Soon I could see the lights ahead of me again. They were tantalizing, visible only now and again as the road snaked through and around the still-snowy mountains. Grimly, I set my entire soul--and pressed harder.

A sudden thought flashed through my mind -- I exclaimed a triumphant "HA!" -- my car was low in petrol! I had just enough to make Pavloftenberg; Oakes must be in the same situation. He would have to stop, and when he did that----I'd have him! The smile on my face would have been terrible to see.

The road forked again in Vadlitz. A signpost pointed to the right for Pavloftenberg. Again I stopped, again the arrow had been switched. Again I took the other road, and again I soon saw chimerical lights in the distance.

The night wore on. It was well past midnight. Using kilometer stones as a rough basis, I figured I was within twenty kilometers of my goal.

The last village before Pavloftenberg was Steletz. Here, too, the road jogged around. The signpost said Pavloftenberg was to the left. A close inspection revealed it had been altered. I took the road to the right. Speeding out of Steletz, I came to another signpost: Pavloftenberg to the right. I looked--it had been tampered with--I quickly went to the left. It was urgent now to get to Pavloftenberg as quickly as possible to catch Oakes whilst he was stopped for petrol. I tapped reserves of strength which I had not known existed within my soul. The car simply flew down the road.

Several minutes later, I passed a sign on my left. I was concentrating on the road, but caught a glimpse of it in the corner of my eye. I spun the car to a stop: the sign indicated Pavloftenberg to be back the way I'd come!

Of course! -- Oakes had been switching road signs at every opportunity, and I'd fallen into a pattern of mistrusting the signs. He'd simply made the last sign look like it had been altered, when, in fact, it hadn't been.

Cursing in five languages, I spun the car around. That murdering saboteur had gained ten minutes on me. It would be a near thing now.

TO BE CONTINUED.

#### SPRING FEVER: THREE HOURS OF BORING CONFUSION

by Steve Koenig (SCC-UCLA/FLIRT)

I've often wondered what a poor First Friday Niter, extended for another hour, and costing a dollar more, would be like. Now I know.

Pierce Sports Car Club's SPRING FEVER, rallye mastered by Doug Liedblad and John Sears, turned out to be confusing at times, and also at times quite boring. The rallye did have good points, such as a good looking girl at each check point, but there were many faults. which left me with a somewhat bitter aftertaste.

First of all, there was some poor rallye mastering. We were not given enough time to complete our Odo check. Staying on course and at the speed limit, we were still over a minute late; and we were not the only ones late. I don't know if this was a mistake on the RMs' parts, or if they encourage violation of speed laws and/or mind reading (to know the RM did not give enough time).

Safety necessitates slow speeds on some roads, but traveling on and on at under 20 mph, on perfectly good roads, quickly becomes quite boring and irritating. This uses up time, but it also uses up patience. Our average speed for our three hours worked out to be

25 mph, and this includes parts at 40, 50 and 60. These speeds (just like an FPN!), and the route, showed somewhat a lack of imagination on the parts of the RMs.

PCSCC seems an active and enthusiastic club, but its members don't know how to put on a rallye. At the first checkpoint we received retroactive out times. We were handed an out time which had already elapsed 2 minutes previously. We asked for a new out time, and this one was better: only 30 seconds in the past. Other cars also received such out times. At the end there was a total lack of organization. Inside the Pizza Palace contestants saw the trophies, but no PCSCC officials.

Probably the brightest spot of the evening was the end. As we drove from cp 3, we wondered, as we went by the Shakey's, why we were ending so far out. When we arrived at the Pizza Palace, we knew why. This spot is the "hot spot" of Thousand Oaks. With the rest of the "just plain folks" we listened to a five piece country-western band. At least the end was good.

One parting question: why doesn't PCSCC go by WWV instead of their own time?

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EXCERPT FROM TCVC's BLUE NOTE,  
-or- A ROSE BY ANY OTHER NAME...

"While admitting that Road and Tach is a fine rally mag, that Joyce Petterzell /sic/ is without peer as an editor, and that SMSCC is my idea of a rally club, I insist that a retraction (or at least a correction) be forthcoming from the aforementioned.

"Those of you who are fortunate enough to receive Road and Tach may skip the following paragraph, as you are already well aware of the dastardly insinuation in their most recent issue. Skip (no relation to McDaniel) directly to paragraph 4. All others read on.

"Page 10 of the April R&T contained a dozen photos, most of which pictured various members of SMSCC in various stages of alcoholic stupor. But photos 11 and 12 were taken on WESTERN OPEN. No credit was given that magnificent rally with photo 11, (it was checkpoint 5). This I can forgive. But photo 12 (showing four hard-hatted, oil-cloth clad guys digging in mud up to their bippies) was identified as follows: 'Would you believe CHECKPOINT 4 on TCVC's WESTERN OPEN?'

"They would have you believe that the RMs would place a vital checkpoint in a quagmire. Untrue, unfair and uncalled for!!!

"I think it was CHECKPOINT 7.

"And didn't it rain?"

Ed:- Anything you say, Kimberline ---if you'll just spell my name right.

In 1969 the Glen Region of SCCA presented their first championship rally, the GLEN TOUR, and it turned out to be an incredibly clean, low scoring event. They were back again this year with the GLEN TOUR II, and although the route instructions left a bit to be desired, the scores were even lower.

Personally, it was one of the most unusual and rewarding events that I've experienced on the SCCA circuit. My steady teammate, Al White (Philadelphia Region) was unable to get away from work until late Friday night, so I hitched a ride to the start with Roger and Kathy Bohl, arriving in Horseheads, New York at about 10:30 PM. Most of the registration crew had left by then, so I spent a few minutes reviewing the letters and listening to Ira Meislik dream up some incredible route situations where everything conflicts with everything else. Also, I learned that John Buffum, driver for the Number 1 Renault Team car, had been unable to reach the start due to his wife's illness, and the team captain (Gene Hauman) was left without a partner.

Rallymaster Doyle Rhodes had decided to make significant alterations to the route following priorities in the supplementary generals by adding the following provision: In section one, turn right at all T's unless otherwise instructed. In section two turn left at all T's unless otherwise instructed. It was too bad that this information wasn't included in the original generals, because a timely question or two from the contestants might have enabled the rally committee to salvage one of the checkpoints that was ultimately discarded.

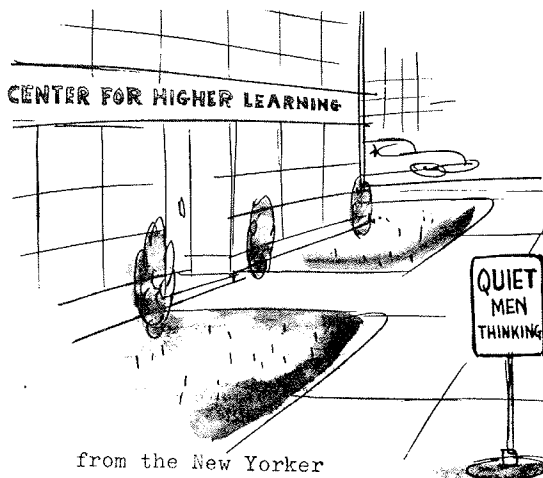
Al arrived on the scene about two AM, and woke me from a sound sleep, but I promptly passed out again and got up for real at about 7:00 AM for breakfast. We filled out the registration forms and picked up our bags of "Glen Goodies". This year the commemorative wineglasses were even fancier than in 1969, and the freebies included a key ring, a Corning Glass beaker, and the inevitable aerosol container of Kendall lubricant. We then sauntered out into the sunlight and promptly got a jolt - the car failed the tech inspection! What's more, it failed on tire tread, and the prospects of our coming up with four new tires by start time didn't seem too bright.

The registrar assured us that we'd get our entry back, which was cold comfort after a 350-mile trip to run the event, and we were sort of moping around the parking lot when an idea hit me and I immediately sprinted over to room 26 and pounded on the door. I was lucky to catch Gene Hauman just before he headed his Renault back to Long Island. I explained that our car had freaked out at tech and that we were available for substitute duty. He readily agreed, and then the only problem was deciding who would run and who would face the long drive back home. We settled it by flipping a coin, and I won.

Now the situation called for some quick improvisation. I have never even driven a front wheel drive vehicle, so Gene decided to take the wheel. On the other hand, I had never used a Heuer computer either, so we switched our car number to #58 - the last car, which gave us about an hour and a half to fink a

round. It was fortunate that we were able to have some extra time, because Gene, not expecting to run the event, had not even looked at the registration information. A few laps around the parking lot sufficed to familiarize me with the machinery, and at 9:58.00 we blasted off on the odometer check.

The mileages on the odometer check seemed a little wobbly, but we started the timed portion of the route with few problems, faithfully executing rights at uninstructed T's and arriving at the first control with a staggering .07 early - all mileage!! A slight refinement of the correction factor brought us into control number two with a .01, so things started looking pretty good. Then came the fateful instruction: "Take first turn." Upon arriving at a T, I simply recited the SCCA definition of TURN, (which all good navigators have committed to memory): "A change of COURSE or direction, etc." Now, since the course as defined by the general instructions went to the right at that particular T, a "turn" should take us to the left, right? Well, the rallymaster didn't see it that way, and we soon had our first max under the new two-minute rule. I would have been discouraged, but at the subsequent rest stop I noticed that even though we were running the last number, there were already about a dozen cars behind us, so a lot of teams must have agreed with us. I could see another \$10 going down the drain, but we decided to hang in there, and arrived at the lunch



break with 228 total.

In the afternoon we suffered severely from alternate attacks of boredom and ambiguity, as well as a definite lack of checkpoints. Instruction 81 read as follows: "At each succeeding stop sign decrease AS by 5%." The mathematics were simple enough, but what in the world is a "succeeding stop sign"? Particularly, what do we do when we come to the first one? Does it "succeed" anything? We decided that the rallymaster had really meant "each", and got a .01 on the control, so I guess we were correct or at least we made the same error as the rallymaster.

Later on the navigation really became difficult with such gems as "R 6.92 minutes after instruction 90.", and "R 15.18 miles after instruction 93." To tell the truth, the second wasn't too easy for us, because we missed an after clue and spent fifteen minutes kicking up dust over about a five hundred acre area of northwestern New York, and when we finally got back on course we had

lost all track of our mileage and that mileage turn had us really worried. Fortunately a control intervened and we recovered without any difficulty. The clue that sent us off in that leg was "R after belfry." To tell the truth, we never saw the darned thing, but a considerable number of cars said that they had seen it and refused the clue because the preceding instruction had not been completed at that mileage. In any event, the subsequent protest was allowed, and the leg went.

This rally featured the expected hard to see signs (The hallmark of last year's event) but the entire rally was a bit wierd. For starters, six of the nine mileages in the odometer check were at turns, which made it a bit hard to get really tight on mileages for the first leg. Also, we had a feeling through the entire event that we were never sure if we were on course or not. For example, consider the following string of clues:

- 85. "CRUSOE ISLAND" CAST 46 MPH.
- 86. Turn after second "25".
- 87. L - unpaved.
- 88. Turn toward bridge.
- 89. R after "BANKERS".

Since there just happen to be a lot of "25's", unpaved roads, and bridges hanging around, we never had much confirmation that we were on course between instructions 85 and 89. Having a 12 mile limit between instructions didn't help much either. Also, instruction #63 read "Turn in same direction as instruction 62." Now, the question is, what does "direction" mean? At #62 we made a Right turn in a Westerly direction, but when we got to #63, Westerly would have had to be a left. We made the simplest assumption and turned right, which also turned out to be correct.

We had an earlier chance to blow it at these instructions:

- 58. Pick up a road numbered with a single digit Arabic numeral and follow.
- 59. 99.15 miles. CAST 32 MPH.

Even though the generals stated that route instructions would not overlap, the mileage came up before the follow was executed! We recalled the "great" words of Jerry Greitzer: "Common sense overrules mileages.", and continued!! This leg also fell to a protest.

The rallymaster made a really poor decision when he located his observation control within sight of an automatic turn at a T. The trouble was that rally cars would pull up to the T on time, see the checkpoint, and then blast off in an attempt to get into the "checkpoint" on time, running the stop sign and earning a disqualification in the process. Some able competitors were disqualified at this control, and the only thing that saved us was that we were about 15 early at the T and came to a complete halt. It was really most unfair of the rallymaster to "sucker" cars into running the stop sign and to then disqualify them. This is just the sort of thing that I think should be grounds for a "no contest" plea to Westport. The funny thing about it is that last year the observation control captain ran in front of Kosche and Meislik, causing them to stop

(continued on page 11)

GLEN TOUR (cont. from page 10)

## Road and Tach/May 1970 11

# OUT IN THE VALLEY

-by Roy & Margaret  
Wagner (from LMSCC's  
ROADRUNNER GAZETTE)

Margaret had never been to a SMSCC Friday Niter (lucky her), so last Friday we headed out to the car wash at the corner of Van Nuys and Saticoy. It was good that we left early, because there was a lot of traffic heading out that way on a Friday night. We knew that the RM was John Sears, so we could count on it being good (and Hard).

First thing we found was that SM SCC had a new set of generals (revised Jan. '70). The generals were a revision and attempt to simplify, for newcomers to rallying, exactly what to do. They were good, with some points a little spooky.

The odo check went perfect for us; we came up with the exact mileage the RM had. Great! The first leg was easy with a few basic traps (not using the same sign for two consecutive instructions, and counting opps cirrectly). The course was easy but fast: we were down most of the time. We couldn't get enough power out of our little bug (who could?) and entered the first checkpoint down .35 (our error on the first leg was .36 down).

The next leg was more John Sears-ish. Looking for a second "VENTU" SA, he gave us plenty of "VENTURA", but we couldn't use part of a word. Then the first "VENTU" was an unlighted freeway sign on the left, then came a lighted second one, and a third backup. His add times were expressed in seconds (i.e., 45 seconds vs. .75 minute). Then we traveled a long stretch of course with signs far apart and plenty of SIGNALS to test whether one could count them right and add his ADD TIMES for them to our true time. His add times were plenty long, and we were mostly up on this leg.

For EXPERTS we had a DYS at the sixth "LOS ANGELES", one came before a SIGNAL, four were at the SIGNAL (different sides of two street signs) where we were to turn and one was out in the field to our right (so I'm told; I used another one a little further down the road, worth .18 minute). Then a few easy instructions later--and into the third checkpoint at 16 MPH (a good, obvious checkpoint in speed). Onto the freeway again (by again I mean that this rallye kept going on and off various freeways, a regular FREEWAY FLYER, as they used to call them). EXPERTS had another DYS at "SANTA SUSANNA". There are signs for this off ramp on the freeway, but our state highway department felt they should be spelled "SANTA SUSANA". The course had us exit, and a street sign was spelled correctly (per course instructions) for the DYS.

Then came the fifth and last checkpoint. The rallye was good and enjoyable. I highly favor the idea of having two extra DYS checkpoints for EXPERTS. It keeps them busy, and makes the typically easy FRIDAY NIGHTER harder.

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# STATISTICS

|                         | PLACE | CARS | PTS. |
|-------------------------|-------|------|------|
| TCVC WESTERN OPEN Mar 1 |       |      |      |
| Jeff Tibbetts           | 2     | 16   | 94   |
| John Sears              | 2     | 16   | 94   |
| Roger Lewis             | 7     | 16   | 63   |
| Pat Lewis               | 7     | 16   | 63   |
| Bill Beyeremann         | 9     | 16   | 50   |
| Terry O'Neill           | 9     | 16   | 50   |
| Bob Wilson              | 5     | 16   | 75   |
| Linda Wilson            | 5     | 16   | 75   |
| Jack Mathieson          | 6     | 16   | 69   |
| Judy Mathieson          | 6     | 16   | 69   |
| Allen Elowe             | 9     | 16   | 50   |
| John Keckhut            | 10    | 16   | 44   |
| Pat Keckhut             | 10    | 16   | 44   |
| Stan Glaser             | 12    | 16   | 31   |
| Bill Meehan             | 12    | 16   | 31   |
| Dennis Levin            | 15    | 16   | 13   |

|                         |    |    |     |
|-------------------------|----|----|-----|
| LMSCC NYTE RYDER Mar 27 |    |    |     |
| Bob Buckland            | 1  | 7  | 100 |
| John Sears              | 1  | 7  | 100 |
| Roger Lewis             | 4  | 7  | 57  |
| Pat Lewis               | 4  | 7  | 57  |
| Mike Baker              | 5  | 6  | 33  |
| Karen Burford           | 5  | 6  | 33  |
| Ron Melitsoff           | 6  | 6  | 17  |
| Carol Melitsoff         | 6  | 6  | 17  |
| John Keckhut            | 5  | 23 | 83  |
| Pat Keckhut             | 5  | 23 | 83  |
| Steve Casey             | 14 | 23 | 43  |
| Sue Casey               | 14 | 23 | 43  |

|                           |   |    |     |
|---------------------------|---|----|-----|
| FLIRT TWILITE TOUR Mar 13 |   |    |     |
| Pat Lewis                 | 1 | 2  | 100 |
| Roger Lewis               | 1 | 2  | 100 |
| Jack Mathieson            | 2 | 2  | 50  |
| Judy Mathieson            | 2 | 2  | 50  |
| Mike Baker                | 5 | 9  | 56  |
| Karen Burford             | 5 | 9  | 56  |
| Steve Casey               | 3 | 16 | 88  |
| Sue Casey                 | 3 | 16 | 88  |
| Bill Meehan               | 6 | 16 | 69  |
| Stan Glaser               | 6 | 16 | 69  |
| Dennis Levin              | 9 | 16 | 50  |

|                           |    |    |     |
|---------------------------|----|----|-----|
| FLIRT TWILITE TOUR Apr 10 |    |    |     |
| Roger Lewis               | 1  | 1  | 100 |
| Pat Lewis                 | 1  | 1  | 100 |
| Mike Baker                | 2  | 7  | 86  |
| Karen Burford             | 2  | 7  | 86  |
| John Sears                | 4  | 7  | 57  |
| Terry Arnold              | 5  | 7  | 43  |
| John Keckhut              | 5  | 22 | 82  |
| Pat Keckhut               | 5  | 22 | 82  |
| Bill Meehan               | 6  | 22 | 77  |
| Stan Glaser               | 6  | 22 | 77  |
| Bob Wilson                | 10 | 22 | 59  |
| Linda Wilson              | 10 | 22 | 59  |

|                         |    |    |     |
|-------------------------|----|----|-----|
| PACE LTD PIONEER Apr 12 |    |    |     |
| John Sears              | 1  | 15 | 100 |
| Bob Buckland            | 1  | 15 | 100 |
| Roger Lewis             | 4  | 15 | 80  |
| Pat Lewis               | 4  | 15 | 80  |
| Terry O'Neill           | 8  | 15 | 53  |
| Jack Mathieson          | 14 | 15 | 13  |
| Judy Mathieson          | 14 | 15 | 13  |
| Mike Baker              | 12 | 22 | 50  |
| Karen Burford           | 12 | 22 | 50  |
| Terry Arnold            | 17 | 22 | 27  |
| John Keckhut            | 2  | 59 | 98  |
| Pat Keckhut             | 2  | 59 | 98  |
| Dennis Levin            | 8  | 59 | 88  |
| Susan Levin             | 8  | 59 | 88  |
| Bill Meehan             | 22 | 59 | 64  |
| Stan Glaser             | 22 | 59 | 64  |
| Bob Wilson              | 47 | 59 | 22  |
| Linda Wilson            | 47 | 59 | 22  |

# LMSCC NYTE RYDER Apr 24

|               |    |    |     |
|---------------|----|----|-----|
| John Sears    | 2  | 6  | 83  |
| Bob Buckland  | 2  | 6  | 83  |
| Mike Baker    | 3  | 4  | 50  |
| Karen Burford | 3  | 4  | 50  |
| Steve Casey   | 1  | 28 | 100 |
| Sue Casey     | 1  | 28 | 100 |
| John Keckhut  | 5  | 28 | 86  |
| Pat Keckhut   | 5  | 28 | 86  |
| Bill Meehan   | 15 | 28 | 50  |
| Stan Glaser   | 15 | 28 | 50  |

# FLIRT TWILITE TOUR May 8

|                 |    |    |     |
|-----------------|----|----|-----|
| Roger Lewis     | 1  | 4  | 100 |
| Pat Lewis       | 1  | 4  | 100 |
| John Sears      | 2  | 4  | 75  |
| Bob Buckland    | 2  | 4  | 75  |
| Bill Beyeremann | 4  | 4  | 25  |
| Ward Beyeremann | 4  | 4  | 25  |
| Mike Baker      | 1  | 8  | 100 |
| Karen Burford   | 1  | 8  | 100 |
| Terry Arnold    | 8  | 8  | 13  |
| Susan Levin     | 2  | 27 | 96  |
| Dennis Levin    | 2  | 27 | 96  |
| Steve Casey     | 3  | 27 | 93  |
| Sue Casey       | 3  | 27 | 93  |
| John Keckhut    | 4  | 27 | 89  |
| Pat Keckhut     | 4  | 27 | 89  |
| Bob Wilson      | 6  | 27 | 81  |
| Linda Wilson    | 6  | 27 | 81  |
| Allen Elowe     | 7  | 27 | 78  |
| Bill Meehan     | 13 | 27 | 56  |
| Stan Glaser     | 13 | 27 | 56  |

# RALLY COMPETITION

|     |                   |         |
|-----|-------------------|---------|
| 1.  | John Keckhut      | 887(10) |
| 2.  | John Sears        | 880(10) |
| 3.  | Bob Wilson        | 879(10) |
| 4.  | Linda Wilson      | 879(10) |
| 5.  | Pat Keckhut       | 846(10) |
| 6.  | Pat Lewis         | 790(10) |
| 7.  | Roger Lewis       | 790(10) |
| 8.  | Bob Buckland      | 690(9)  |
| 9.  | Dennis Levin      | 572(8)  |
| 10. | Bill Meehan       | 519(9)  |
| 11. | Stan Glaser       | 519(9)  |
| 12. | Steve Casey       | 466(6)  |
| 13. | Sue Casey         | 466(6)  |
| 14. | Mike Baker        | 375(6)  |
| 15. | Karen Burford     | 375(6)  |
| 16. | Judy Mathieson    | 273(6)  |
| 17. | Jack Mathieson    | 273(6)  |
| 18. | Bill Beyeremann   | 261(6)  |
| 19. | Terry O'Neill     | 256(5)  |
| 20. | Bob Blacker       | 214(3)  |
| 21. | Steve Moore       | 214(3)  |
| 22. | Susan Levin       | 184(2)  |
| 23. | Jeff Tibbetts     | 182(2)  |
| 24. | Terry Arnold      | 138(4)  |
| 25. | Allen Elowe       | 128(2)  |
| 26. | J. Michael Devitt | 95(2)   |
| 27. | Tom Brotherton    | 71(1)   |
| 28. | Cassie Brotherton | 71(1)   |
| 29. | Toni Banks        | 56(1)   |
| 30. | Barbara Arnold    | 55(1)   |
| 31. | Ron Melitsoff     | 43(2)   |
| 32. | Carol Melitsoff   | 43(2)   |
| 33. | Dave Buckland     | 37(1)   |
| 34. | Ward Beyeremann   | 25(1)   |
| 35. | Jay Negrin        | 23(1)   |
| 36. | Karl Auerbach     | 23(1)   |



MARCH MEETING  
Value = 5

APRIL MEETING  
Value = 5

# THE GOOD GUYS

Susan Levin  
Bill Beyermann  
Steve Casey  
Jay Negrin  
Karl Auerbach  
Jack Mathieson  
Judy Mathieson  
Gary Lieb  
Ron Melitsoff  
Carol Melitsoff  
Steve Moore  
Bob Buckland  
Stan Glaser  
Harry Peterzell  
Joyce Peterzell  
Paul Peterzell  
Toni Banks  
Bob Wilson  
John Keckhut  
Pat Keckhut  
Roger Lewis  
Allen Elowe  
Terry O'Neill  
Sharron Owens  
Tom Brotherton  
John Sears  
Cassie Brotherton  
Dennis Levin  
Mel Steinberg  
Bob Blacker  
Steve Resnick  
Joan Rumsey

John Sears  
Bob Wilson  
Linda Wilson  
Gary Lieb  
Stan Glaser  
Bob Buckland  
Bob Blacker  
Allen Elowe  
Harry Peterzell  
Bill Beyermann  
John Magill  
Tina Olson  
Pat Lewis  
Roger Lewis  
Ron Melitsoff  
Dennis Levin  
Susan Levin  
Jack Mathieson  
Judy Mathieson  
Tom Brotherton  
Cassie Brotherton  
Steve Moore  
Gene Collins  
J. Michael Devitt

|     |                   |     |
|-----|-------------------|-----|
| 1.  | Harry Peterzell   | 635 |
| 2.  | Bill Beyermann    | 635 |
| 3.  | John Sears        | 635 |
| 4.  | Steve Moore       | 635 |
| 5.  | Mel Steinberg     | 630 |
| 6.  | Tina Olson        | 630 |
| 7.  | Gary Lieb         | 560 |
| 8.  | Roger Lewis       | 560 |
| 9.  | Bob Buckland      | 560 |
| 10. | Karl Auerbach     | 555 |
| 11. | Terry O'Neill     | 555 |
| 12. | John Magill       | 555 |
| 13. | Steve Casey       | 555 |
| 14. | Ron Melitsoff     | 485 |
| 15. | Stan Glaser       | 485 |
| 16. | Pat Lewis         | 475 |
| 17. | Sharron Owens     | 475 |
| 18. | Sue Casey         | 470 |
| 19. | Attila Fenyes     | 470 |
| 20. | Jack Mathieson    | 410 |
| 21. | Judy Mathieson    | 410 |
| 22. | Jay Negrin        | 390 |
| 23. | Tom Brotherton    | 330 |
| 24. | Cassie Brotherton | 330 |
| 25. | Bob Blacker       | 330 |
| 26. | Jeff Tibbetts     | 305 |
| 27. | John Keckhut      | 255 |
| 28. | Toni Banks        | 255 |
| 29. | Gene Collins      | 250 |
| 30. | J. Michael Devitt | 250 |
| 31. | Pat Keckhut       | 245 |
| 32. | Bill Meehan       | 225 |
| 33. | Joyce Peterzell   | 180 |
| 34. | Allen Elowe       | 180 |
| 35. | Dennis Levin      | 170 |
| 36. | Bob Wilson        | 170 |
| 37. | Dave Buckland     | 165 |
| 38. | Linda Wilson      | 165 |
| 39. | Audrey Kopp       | 155 |
| 40. | Carol Melitsoff   | 155 |
| 41. | Paul Peterzell    | 95  |
| 42. | Terry Arnold      | 90  |
| 43. | Susan Levin       | 85  |
| 44. | Paul Oxman        | 80  |
| 45. | Pat Oxman         | 75  |
| 46. | Ward Beyermann    | 75  |
| 47. | Steve Resnick     | 5   |
| 48. | Joan Rumsey       | 5   |

APRIL FPN  
Value = 75

MAY FPN  
Value = 75

Tina Olson  
John Magill  
Harry Peterzell  
Gary Lieb  
John Sears  
Mel Steinberg  
Stan Glaser  
Bob Wilson  
Linda Wilson  
Karl Auerbach  
Jay Negrin  
Bob Buckland  
Steve Casey  
Sue Casey  
Pat Lewis  
Roger Lewis  
Bill Beyermann  
Steve Moore  
Attila Fenyes  
Bob Blacker  
Ron Melitsoff  
Sharron Owens  
Terry O'Neill

Harry Peterzell  
John Sears  
Tom Brotherton  
Cassie Brotherton  
Bob Wilson  
Linda Wilson  
Dennis Levin  
Susan Levin  
Tina Olson  
John Magill  
Ron Melitsoff  
Bill Beyermann  
Ward Beyermann  
Toni Banks  
Steve Moore  
Bob Buckland  
Jack Mathieson  
Judy Mathieson  
John Keckhut  
Pat Keckhut  
Gene Collins  
Roger Lewis  
Pat Lewis  
Gary Lieb  
Karl Auerbach  
Mel Steinberg  
J. Michael Devitt

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MGB-'67 New Pirelli tires;  
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good tops; excellent condi-  
tion. \$1750. Call:  
805-947-9096

RALLYE D'ORO 12  
Value = 90

John Sears  
Bob Blacker  
Bob Buckland  
Stan Glaser  
Tom Brotherton  
Cassie Brotherton  
Bill Beyermann  
Ron Melitsoff  
Steve Moore  
Joyce Peterzell  
Harry Peterzell  
Paul Peterzell  
Jack Mathieson  
Judy Mathieson  
Terry Arnold  
Terry O'Neill  
Sharron Owens

Dave Buckland  
John Magill  
Tina Olson  
Attila Fenyes  
Gene Collins  
J. Michael Devitt  
Allen Elowe  
John Keckhut  
Pat Keckhut  
Pat Lewis  
Roger Lewis  
Mel Steinberg  
Gary Lieb  
Karl Auerbach  
Steve Casey  
Sue Casey  
Toni Banks



## EDITOR



DEADLINE FOR JUNE COPY JUNE 12  
at the Board meeting.

### Specifications for camera-ready copy:

- 1) Use a typewriter with clean type and a dark ribbon.
- 2) Leave  $\frac{1}{2}$  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.



### Protest on D'Oro

Car #32 requests deletion of legs 4 and 5 based upon general instruction III-5. Instructions 61 and 78 require R first OPP. The intersection in both cases is the same one:

General instruction III-5 reads "Except when instructed otherwise, continue in the most straight-forward direction. In some cases the most straight-forward direction may be a turn to the right or left. An R or L instruction requires a turn that would not have been made in the absence of the instruction".

Since Hailes and Pleasant Valley don't come together at a T or right angle the most straight-forward direction is to travel down Pleasant Valley to the right. This can be performed without an instruction since Pleasant Valley is the straight-forward direction.

Therefore by applying general instruction III-5 to this situation the instruction R first OPP comes up at Laguna and you proceed to become hopelessly lost and unable to complete the legs by literal use of general instruction III-5. There was no request for dead time since no provision is made in general instructions for situations such as this, in which there is an error in the routes.

### Protest Committee Decision

The protest was denied on the basis that actions taken on a rally must be in accordance with all applicable general instructions. General instruction III-9 clearly defines this intersection as a last OPP, and requires that any turn made at such an intersection must be instructed.

## D'ORO RESULTS

## CLASS A

| PLACE | DRIVER<br>NAVIGATOR                   | CLUB                        | 1<br>8       | 2<br>9       | 3<br>10      | 4<br>11     | 5<br>12     | 6<br>13     | 7<br>TOTAL           |
|-------|---------------------------------------|-----------------------------|--------------|--------------|--------------|-------------|-------------|-------------|----------------------|
| • 1.  | LORRAINE CHAFFEE<br>DONALD CHAFFEE    | TCVC                        | .65<br>.03   | .08<br>.10   | .05<br>.12   | .05<br>.05  | .53<br>.31  | .14<br>.08  | .08<br><u>2.27</u>   |
| • 2.  | JOHN ROACHE<br>JUDY ROACHE            | LMSCC/<br>PRO               | .19<br>.05   | 3.22<br>.01  | .01<br>.04   | .03<br>.07  | .17<br>.09  | .01<br>.02  | .15<br><u>4.06</u>   |
| • 3.  | HIM (RICH VOILS)<br>ME (PHIL DORSEY)  | SCAT/<br>PRO                | 1.82<br>.15  | .61<br>.02   | .10<br>.05   | .02<br>1.06 | .32<br>.08  | .13<br>.29  | .21<br><u>4.86</u>   |
| 4.    | B. YALE<br>C. YALE                    | LMSCC/<br>PRO               | .01<br>.95   | .50<br>.16   | .88<br>.12   | .34<br>1.00 | .22<br>.16  | .98<br>.43  | .45<br><u>6.20</u>   |
| 5.    | JERRY KERKMEYER<br>DENNIS PISZKIEWICZ | RATS/<br>PRO                | 1.70<br>.11  | .67<br>.13   | .11<br>.09   | .02<br>.85  | .26<br>1.64 | .11<br>.92  | .40<br><u>7.01</u>   |
| 6.    | RICK ELLISON<br>SCOTT NORTON          | CURTA/<br>E-MC <sup>2</sup> | 5.00<br>ZERO | ZERO<br>.02  | .03<br>ZERO  | ZERO<br>.03 | .07<br>1.05 | .02<br>.83  | .09<br><u>7.14</u>   |
| 7.    | WARRON HARDAKER<br>STEVE ZISER        | CURTA/<br>E-MC <sup>2</sup> | 2.88<br>.13  | .59<br>.12   | .01<br>.10   | .04<br>2.21 | .23<br>.03  | .01<br>.82  | .02<br><u>7.19</u>   |
| 8.    | ROY WAGNER<br>MARGARET WAGNER         | LMSCC                       | 1.44<br>.03  | .76<br>.05   | 1.13<br>.14  | .12<br>.09  | .38<br>.47  | .16<br>2.53 | .41<br><u>7.71</u>   |
| 9.    | LEW VOILS<br>JUDY IRETON              | SCAT                        | 5.00<br>.21  | ZERO<br>.01  | 1.00<br>ZERO | .22<br>.04  | .62<br>.13  | .26<br>1.62 | .09<br><u>8.20</u>   |
| 10.   | KEN WHITSON<br>FRED KOCH              | LMSCC                       | .02<br>.21   | .02<br>.02   | .02<br>.01   | .02<br>1.49 | .07<br>4.28 | .23<br>.71  | 1.15<br><u>8.25</u>  |
| 11.   | BILL CASTLE<br>RAY STAMANS            | CURTA                       | 5.00<br>.61  | 1.53<br>.07  | .18<br>.05   | 5.00<br>.06 | .49<br>.85  | .49<br>.11  | .04<br><u>14.48</u>  |
| 12.   | STEVE BROWN<br>PAUL CHAILLIE          | LMSCC                       | 1.65<br>.19  | 5.00<br>5.00 | 5.00<br>5.00 | .22<br>1.58 | .16<br>5.00 | .25<br>1.00 | 1.55<br><u>31.60</u> |

## CLASS B

|      |                                    |                   |              |             |            |             |            |              |                     |
|------|------------------------------------|-------------------|--------------|-------------|------------|-------------|------------|--------------|---------------------|
| • 1. | LARRY ANDERSON<br>SUS. ANDERSON    | SBFCCA            | .09<br>.08   | .06<br>.25  | .01<br>.03 | ZERO<br>.01 | .79<br>.40 | .03<br>.33   | .03<br><u>2.11</u>  |
| • 2. | ART RAGAZZI<br>AL RAGAZZI          | FLIRT             | .61<br>.22   | .04<br>.16  | .05<br>.08 | .04<br>.02  | .57<br>.16 | 1.09<br>2.37 | .04<br><u>5.36</u>  |
| • 3. | STEVE WOOD<br>MARY WOOD            | SCCA              | 2.69<br>.09  | .19<br>.04  | .17<br>.33 | .55<br>.03  | .42<br>.69 | .68<br>.67   | .09<br><u>6.69</u>  |
| 4.   | JOHN CLASSEN<br>CARL SCOLLENBERGER |                   | .07<br>.02   | .03<br>.05  | .11<br>.89 | 1.83<br>.21 | .25<br>.53 | 1.68<br>1.25 | .85<br><u>7.77</u>  |
| 5.   | MARTY LANSELLE<br>PENNLIE LANSELLE |                   | 1.12<br>1.28 | 2.51<br>.10 | .56<br>.03 | .28<br>.08  | .08<br>.08 | .14<br>.54   | 1.18<br><u>7.98</u> |
| 6.   | BILL GULGE<br>JAN GULGE            | PORT/<br>CAL CLUB | 2.23<br>.06  | 1.89<br>.14 | .45<br>.09 | 1.39<br>.85 | .37<br>.48 | 2.04<br>1.25 | .15<br><u>11.32</u> |

• = trophy winners

| PLACE | DRIVER<br>NAVIGATOR                 | CLUB  | 1<br>8        | 2<br>9       | 3<br>10     | 4<br>11      | 5<br>12      | 6<br>13      | 7<br>TOTAL           |
|-------|-------------------------------------|-------|---------------|--------------|-------------|--------------|--------------|--------------|----------------------|
| 7.    | PEGGY SCHNEIDER<br>FRITZ SCHNEIDER  |       | 3.30<br>.34   | .82<br>.12   | 1.12<br>.12 | .36<br>ZERO  | 2.76<br>2.88 | 1.16<br>.86  | 1.05<br><u>14.98</u> |
| 8.    | STU MILLIS<br>TENA FOSTER           | FLIRT | .68<br>5.00   | 2.55<br>.51  | .14<br>.34  | .72<br>1.24  | .26<br>1.83  | 2.43<br>2.19 | 1.13<br><u>19.11</u> |
| 9.    | ROBERT LAMISHAW<br>BILL GILMORE     | PCSCC | 5.00<br>.49   | .41<br>.37   | 1.70<br>.13 | .58<br>.65   | 1.11<br>5.00 | 3.06<br>.88  | .46<br><u>19.84</u>  |
| 10.   | JAMES CAMPBELL                      |       | 5.00<br>1.00  | .10<br>.09   | 5.00<br>.26 | .08<br>.44   | .35<br>5.00  | 1.42<br>.81  | 1.13<br><u>20.78</u> |
| 11.   | H. C. CRANKSHANK<br>J. Q. SLIPSHOD  | SCCS  | .33<br>5.00   | 2.05<br>.97  | .28<br>.69  | 1.35<br>2.08 | .65<br>.48   | 1.38<br>1.57 | 5.00<br><u>22.35</u> |
| 12.   | BERNARD LEFFSON<br>VICKY GUTZWILLER | POC   | 5.00<br>.29   | 4.48<br>.57  | 5.00<br>.28 | .27<br>.04   | .77<br>4.43  | 2.12<br>.87  | .48<br><u>24.96</u>  |
| 13.   | SADIK DOBRA<br>CLEM DOBRA           | BARC  | 13.34<br>2.00 | 3.34<br>2.53 | 1.40<br>.46 | 1.81<br>5.00 | 2.15<br>5.00 | 5.00<br>3.89 | 4.79<br><u>40.64</u> |
| 14.   | JIM LIGHTFOOT<br>P. LIGHTFOOT       | SCCA  | 1.03<br>5.00  | .48<br>5.00  | .17<br>5.00 | 5.00<br>5.00 | 5.00<br>5.00 | 5.00<br>5.00 | 5.00<br><u>51.68</u> |
| 15.   | BOB SCHAUER<br>JUDY KASARO          |       | 2.87<br>5.00  | .72<br>5.00  | .67<br>5.00 | 5.00<br>5.00 | 5.00<br>5.00 | 5.00<br>5.00 | 5.00<br><u>54.26</u> |

## CLASS C

|      |                                   |                |              |             |              |              |             |              |                      |
|------|-----------------------------------|----------------|--------------|-------------|--------------|--------------|-------------|--------------|----------------------|
| • 1. | AL KATZ<br>DOUGLAS LIEDBLAD       | PCSCC          | .38<br>.16   | .06<br>.22  | .55<br>.54   | 1.93<br>.68  | .23<br>.76  | .94<br>.26   | .62<br><u>7.13</u>   |
| • 2. | JUDY KIMBERLIN<br>JERRY KIMBERLIN | TCVC           | .14<br>.06   | .16<br>.53  | .02<br>.46   | 2.43<br>.27  | .06<br>.59  | 2.10<br>.53  | .35<br><u>7.79</u>   |
| • 3. | DICK KAUFOLD<br>DON KAUFOLD       | EMM            | 2.56<br>.05  | .16<br>.03  | .14<br>.29   | 1.66<br>.90  | .47<br>.20  | .15<br>1.58  | .55<br><u>8.62</u>   |
| • 4. | JERRY YOWELL<br>LURA YOWELL       | SNAPU          | 2.52<br>.14  | .76<br>.78  | .33<br>.10   | .70<br>.88   | .49<br>1.08 | .87<br>1.88  | .35<br><u>10.96</u>  |
| 5.   | LARRY TABAT<br>FELINO BAUTISTA    | EMM            | 22.44<br>.11 | .43<br>.57  | .01<br>.28   | 1.59<br>1.76 | .33<br>1.14 | .17<br>2.95  | .01<br><u>11.79</u>  |
| 6.   | J. F. HOPKINS<br>ANNE HOPKINS     | AROSC/<br>CICC | .12<br>.77   | .64<br>.03  | 1.62<br>1.29 | .26<br>.60   | 1.14<br>.95 | 1.81<br>3.12 | .55<br><u>12.99</u>  |
| 7.   | W. HANS<br>M. SPEDORF             |                | .41<br>2.03  | .06<br>.53  | 1.62<br>1.14 | .05<br>.10   | .72<br>.45  | 1.87<br>.57  | 5.00<br><u>14.55</u> |
| 8.   | KEN KUSTRA<br>DONNA ROBBINS       | LMSCC          | .02<br>.07   | 5.00<br>.16 | 5.00<br>.09  | .43<br>.18   | .48<br>.05  | 1.50<br>1.97 | .62<br><u>14.67</u>  |
| 9.   | ED FIDAVIN<br>STEVE ALLEN         |                | 2.57<br>5.00 | .14<br>.69  | .49<br>1.30  | 1.96<br>.56  | .07<br>.27  | ZERO<br>.31  | 2.98<br><u>16.34</u> |

## D'ORO 12 RESULTS - Class C (continued)

| PLACE | DRIVER<br>NAVIGATOR                | CLUB    | 1<br>8       | 2<br>9       | 3<br>10      | 4<br>11      | 5<br>12      | 6<br>13      | 7<br>TOTAL           |
|-------|------------------------------------|---------|--------------|--------------|--------------|--------------|--------------|--------------|----------------------|
| 10.   | MIKE NORTH<br>JERRY MILLER         |         | 5.00<br>.70  | .16<br>.48   | .96<br>.19   | 1.46<br>4.98 | .19<br>5.00  | .68<br>.70   | .77<br><u>20.97</u>  |
| 11.   | MICKEY HEROD<br>JOHN ELLIS         | SBFCCA  | 1.02<br>.72  | 5.00<br>1.20 | 1.12<br>.99  | 5.00<br>1.07 | 1.36<br>.37  | .15<br>2.13  | 1.32<br><u>21.45</u> |
| 12.   | PICH CRANDALL<br>PANDY MAYS        |         | 1.28<br>.08  | 1.32<br>.53  | .69<br>3.46  | 1.85<br>4.65 | 1.14<br>.46  | 1.84<br>.16  | 5.00<br><u>22.46</u> |
| 13.   | BEN KLOP<br>JAN PASZKE             | POBRT   | 1.66<br>.81  | 5.00<br>.92  | 5.00<br>.37  | 3.73<br>.31  | .12<br>.98   | .20<br>2.04  | 2.08<br><u>23.71</u> |
| 14.   | STEPHANIE JEFFRIES<br>JACK FELDMAN |         | 3.80<br>.32  | 1.36<br>.05  | 1.98<br>1.46 | 2.86<br>1.35 | 1.46<br>.01  | 1.64<br>1.83 | 1.72<br><u>25.93</u> |
| 15.   | KEN CURTIS<br>DAVID SONNENSCHNEIN  | POST405 | 5.00<br>1.12 | .36<br>.53   | 5.00<br>1.13 | 3.56<br>.40  | .86<br>1.36  | 3.10<br>.48  | 4.25<br><u>27.15</u> |
| 16.   | KELLEY WILSON<br>JIM HEUBY         |         | 5.00<br>5.00 | .04<br>.78   | .99<br>4.04  | .13<br>.07   | .77<br>3.00  | .86<br>3.06  | 5.00<br><u>28.30</u> |
| 17.   | GEORGE POLLOCK<br>MARIAN JACKSON   |         | 5.00<br>.24  | 1.17<br>.03  | .67<br>2.29  | .47<br>5.00  | .61<br>3.88  | 3.74<br>.20  | 5.00<br><u>28.30</u> |
| 18.   | JOHN MCGUIRE<br>DAN COATS          |         | 5.00<br>5.00 | .04<br>.78   | .99<br>4.04  | .13<br>.07   | .77<br>3.00  | .86<br>3.06  | 5.00<br><u>28.14</u> |
| 19.   | RANDY HARVILL<br>BRUCE HUNT        | EMM     | 2.67<br>3.68 | 5.00<br>1.03 | 5.00<br>1.79 | 2.42<br>.40  | 1.14<br>5.00 | .07<br>1.75  | 2.02<br><u>32.27</u> |
| 20.   | ALAN TUCKER<br>DAVE SMOOTE         |         | 5.00<br>.11  | 5.00<br>1.97 | 5.00<br>.06  | .25<br>5.00  | .79<br>4.65  | .48<br>.73   | 5.00<br><u>34.04</u> |
| 21.   | ROBERT LEE<br>ROBERT FISCHER       | S.C. VW | 5.00<br>3.33 | .64<br>.07   | 1.67<br>4.79 | 2.78<br>.60  | .14<br>3.63  | 5.00<br>2.48 | 5.00<br><u>35.13</u> |
| 22.   | BOB FITTS<br>DICK HAPWORTH         | TRW-SEA | 5.00<br>1.01 | 4.44<br>5.00 | 1.87<br>5.00 | 2.87<br>5.00 | .71<br>5.00  | 1.75<br>1.23 | .70<br><u>39.58</u>  |
| 23.   | ERIC KADISON<br>DONALD CHICONE     |         | 5.00<br>1.95 | 5.00<br>2.03 | 2.35<br>2.21 | 5.00<br>5.00 | 1.86<br>5.00 | 5.00<br>1.64 | 1.05<br><u>43.09</u> |



HIGHWAY ROBBERY '70, an SCCA Divisional Rally sponsored by Santa Monica Sports Car Club and written by successful rallyist and rallyemaster, John Keckhut, promises to be a winner.

The rally starts at the RAND Corporation parking lot, 1800 Main Street, Santa Monica on June 21, 1970. First car is out at 8:01 AM. Entrants may register and go through tech inspection from 7-9:30 PM on June 20 at rallye headquarters, the Surf Rider Inn, 1700 Ocean Ave., Santa Monica. Registration and tech inspection will start at 7 AM in the RAND lot on June 21.

Pre-entries received by June 15 will be mailed General Instructions, which will be complete. If you wish to have a copy of the SCCA Rally Regulations for 1970, mail \$.50 to the Sports Car Club of America, Box 791, Westport, Conn. 06880. Entry forms and \$7 fees (checks to be made payable to SMSCC) are to be sent to Pat Keckhut, 3154 Barry Ave., Los Angeles 90066.

The course, about 150 miles long, will take the rallyists primarily through the mountains--with very few miles in the desert.

Start the summer with a bang--run HIGHWAY ROBBERY '70!

in memory of  
Flavio Banks  
1929 - 1970