

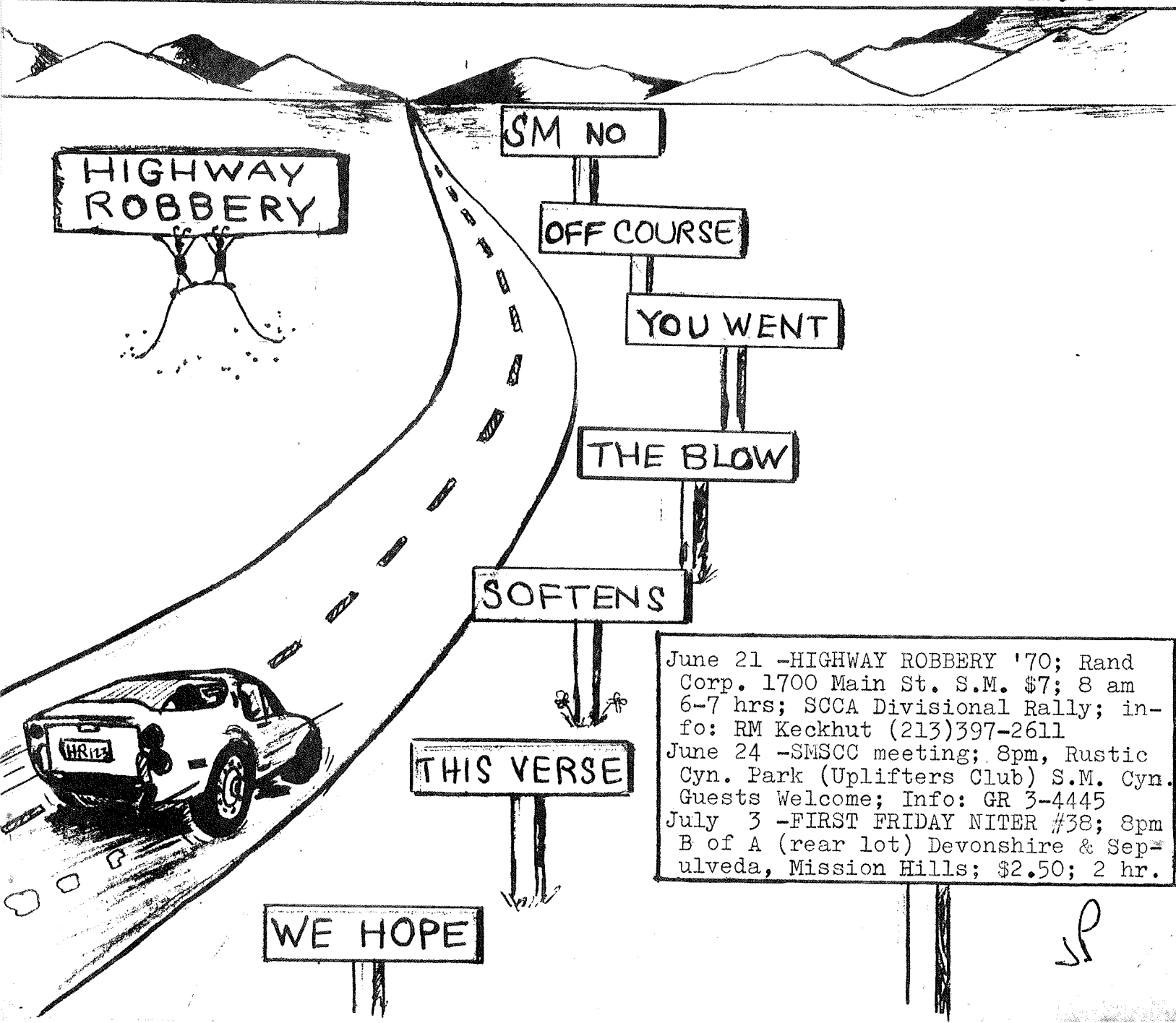


# ROAD *and* TACH

June, 1970

Vol. XIX

No. 6



June 21 -HIGHWAY ROBBERY '70; Rand Corp. 1700 Main St. S.M. \$7; 8 am 6-7 hrs; SCCA Divisional Rally; info: RM Keckhut (213)397-2611  
June 24 -SMSCC meeting; 8pm, Rustic Cyn. Park (Uplifters Club) S.M. Cyn. Guests Welcome; Info: GR 3-4445  
July 3 -FIRST FRIDAY NITER #38; 8pm B of A (rear lot) Devonshire & Sepulveda, Mission Hills; \$2.50; 2 hr.



June, 1970 Vol. XIX No. 5

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

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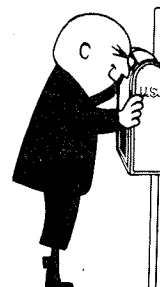
**SANTA MONICA SPORTS CAR CLUB**  
meets on the fourth Wednesday of each month, except December, at Rustic Canyon Park (formerly the Uplifters' Ranch), 601 Latimer Road, Santa Monica Canyon (see map)

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:

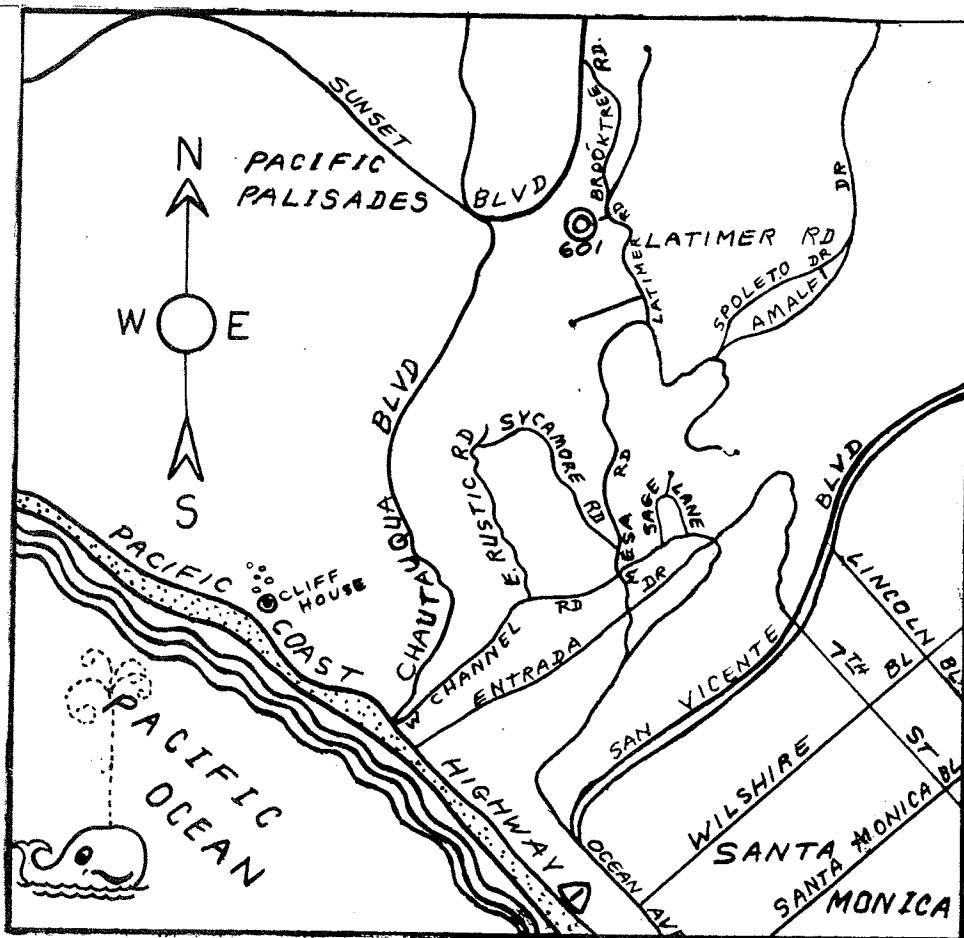
Since there has been a fair amount of talk lately concerning fast, driver type rallys as well as rallys that pay cash, I thought that I would take this opportunity to bring all those who are interested up to date on two events that will be driver-oriented and will pay money.

The entry forms and regulation books have arrived for the Mexican 24 Hour International Rally. This event will run the week-end of July 12 and will have a total cash prize of \$8,000. 1st overall is worth \$1600., 2nd pays \$1200., 3rd \$800., 4th \$480., 5th \$400., and so on down to 15th which pays \$80.

1st overall in the speed tests is \$320., best beginners is \$320., most 0 controls is \$260., best mixed couple is \$200., and best non-Mexican is \$500. In addition to this, there are loads of silver awards.

I attended last year, had a blast, and intend to go back. Actually, the trip down and back is worth the effort and money (entry is \$80) and everyone I've talked to who has gone has always enjoyed it. I have copies of prep sheets, regs, entry forms, and other essential information, and those interested can contact me at 2825 Rice, Bakersfield, Calif. 93306, or phone (805)871-1160.

El Camino Real will run on Nov. 21-



22 as an SCCA National Open Rally out of Bakersfield. This means that cash will be paid instead of trophies. A sponsor has been obtained, and it is presently planned that all the entry fees will be paid back in prize money. 1st place in each class should be worth \$190-\$250.--and along with manufacturers' money would make E.C.R. worth over \$600 in Class A and over \$300 in Class B.

Now, I don't want to brag, but for contestants in Datsuns, Fords, or Renaults, E.C.R. would be worth, for a 1st, over \$600, and it has been a while since I saw a rally worth that much.

Ken Adams

To the Editor:

Horst reports that, after a brief stopover in California--just long enough to place third on SMSCC's June FFN, he is back in hot pursuit of Sherman Oakes. Just before he left, he received word that Oakes was up to his old tricks---sabotaging rallies.

Horst gave me a picture which shows that crude fink, Oakes, and his fuzzy companion, Maldita Suerte, making their way out of Germany last month. Oakes has not changed from the old days, and probably he never will--until Horst catches up with him!

Jeff Tibbetts

OAKUM

Postmark Acton, Ca. May 18, 1970  
to: Mr. Sherman Oakes, Esq.  
2534 (etc.)

Dear Brother:

Have scheme to sell free entries to OLD WEIRD HAR-OLD through Acton P.O. Box. Mom is fine.

X  
(his mark)

ooo

This month, BULLOCKS wants Sherm:

Sherman Oakes  
2534 Tilden Av  
Los Angeles, Ca. 90064

Dear Mr. Oakes:

This letter might  
Bullock's be-  
ceived  
ca.

bit su-  
terest  
from  
g op-  
n e-  
wh

*You belong at Bullock's*

I Would Have  
WRITTEN SOONER  
BUT.....



To the Editor:

I just got ROAD & TACH. Thank you and Karl for helping me to keep in touch with rallying...Up in Fort Ord something is needed to find out about the outside world.

Unfortunately, no one in my company or platoon is any bit of a rallyist but there are several guys interested in cars, all types. It all helps perpetuate a kind of continuing homesickness. I guess I'm adjusting, though. I must be---I'm still alive.

...I read about the foot rallye in R&T and got sick. I think it's the mass foot Monte Carlo rallyes we go on here that's done it. Believe me, the drill sergeants' routes would put MARK XII to shame. ....

Oh, yes. I get a kick out of reading about S.Oakes. I think he's really alive and well in the barracks. So much stuff just disappears with out a clue.

..For now, I remain -

The most unhappy, uncomfortable soldier in the U.S. Army  
Pvt. Jay M. Negrin

P.S. I may come out of the army a good rallyist. I'm being forced to think illogically.

#### D'ORO MOVIES

Entertainment for the June meeting will be films Bill Straka took on D'ORO XII. Most were taken on CP 3/4--a lively one.

So, come say hello to Bill (and us) and see some good movies!

from-  
SCCA NEWS  
Westpost, Conn.

#### CLASS B COMPETITORS CAPTURE NATIONAL RALLY

ALBUQUERQUE, N.Mex., June 8, 1970 -- In a rare switch from the normal pattern of events, a pair of unequipped Class B cars outlasted their Class A computer equipped competitors to take the top awards on the Santa Fe Trail National Rally, conducted June 6-7 by the Rio Grande Region (SCCA).

Jim Lightfoot\* (Long Beach, Calif.) and Dick Wessman (literally pausing en route in a move from Tucson, Ariz., to Mississippi) drove an MG to an overall win, with a score of 459 penalty points for the 25 scored timing controls. Class A was won with a score of 975 by the team of Glen and Noral Crowder from Denver, Colorado (Porsche).

\*We're happy to note here that Jim and Paula Lightfoot joined Santa Monica Sports Car Club recently.--Ed.

and:  
TUCSON, Arizona, June 1, 1970-- Former National Champions (1968) Nathan Available Jones and Russ Alligator Brown captured their first win on the current SCCA National Rally Championship...on the 12th Annual Great Canyon National Rally ...Class B (inequipped) was won by the team of John and Pat Keckhut\* (Los Angeles, Cougar) with a score of 636 points (6th overall).

\*Seems to me we've heard that name somewhere before --Ed.

#### ★ SMSCC SWEEPS TWILITE TOUR ★

June 12: -- Eight Santa Monica cars ran F.I.R.T.'s June Twilite Tour --and all did right well:

#### EXPERT

1. John Sears & Mark Malloy
2. Jack & Judy Mathieson
3. Bill and Ward Beyermann
4. Roger and Pat Lewis.

#### JUNIOR NAV

2. (a Santa Monica Car, but who?)

#### SOP

1. John & Pat Keckhut
2. Bill Meehan & Stan Glaser plus one more; place unknown.



# HIGHWAY ROBBERY

by John Keckhut

As of a week before R & T publication, thirty cars had pre-entered on HIGHWAY ROBBERY--about a third of which were Class A (Mechanical). The pre-entries include practically none of the local experts, who, we hope, will run.

Four of our entries are from Arizona (Phoenix and Tucson). Cars are coming from Sacramento, Ojai, Goleta, Cypress, and one driver is coming from New York.

Incidentally, did you catch the early trap in the flyer? RAND CORP. (where the rally starts) is at 1700 Main St., not 1800!!

We hope that as many cars as possible will show up for the tech inspection on Saturday night so that the load will be lighter on Sunday morning.

Contestants needn't worry too much about having a complicated first aid kit or a tow rope that will drag a six and a half ton truck, since requirements in these areas are minimal. We are primarily interested in having cars pass the safety requirements, i.e., good tire tread, good brakes, and having nothing on the car so obviously wrong that it is attractive to the local gendarmes.

All contestants should note that questions about the GI's and the rally are welcome; those on the generals which are written will be answered and posted both Saturday night at the Surf Rider and Sunday morning near the START. Verbal questions WILL be answered by the RM, me; I will be at the START.

Contestants will receive their Route Instructions 15 minutes prior to their assigned out time, and they may start the rally at any time thereafter. This is called a "free start"; it eliminates the "caller" and the "starter" and, we feel, makes for a more relaxed running of the ODO check.



# D'ORO XII

By Judy & Jerry Kimberlin  
(from TCV's BLUE NOTE)

It was our pleasure, on Mother's Day, to participate in the 1970 edition of SMSCC's D'ORO. I have no idea how many miles the 7½ hour event traveled, but each was enjoyable.

The rally began in Santa Monica, and quickly took us up the Coast Highway for an ODO check near Malibu. The toilet facilities were somewhat limited at this point, requiring a performance behind a large bush but in full view of some apartment windows nearby.

After a trip thru the Santa Monica Mountains we arrived in the Agoura area, ready for a checkpoint, but instead facing a long and devious maze. Many turns, speed changes, and much foreboding ensued, but we finally cleared the maze and made the checkpoint by rejecting an instruction (and an impulse) to drive over a road sign. One problem, impossible to foresee, plagued the later cars. A love-in was scheduled for the area (even hippies have mothers), and a steady stream of traffic poured off the freeway and onto the rally route, complete with all the trappings (i.e., flowers, VW buses, etc.).

Leg two offered a short break almost immediately after the out marker. For some reason (probably my wife's fault) we left this break at 30 mph, rather than the assigned speed of 55, and it wasn't until two later rally cars had passed us that I realized what was going on. My wife really put her foot into it and we Monte Carlo'd back over the mountains to Highway 1. Fortunately for us the RM gave us plenty of time to gain back the two minutes. Leg 2 ended in a DYS on the freeway (don't stop here, the RM instructed), and once off the freeway at Pleasant Valley, failing to stop and take the one-minute add for the DYS put you into a quick checkpoint 3, with much knocking (nashing? pashing?) of teeth.

This busy checkpoint also ended Leg 4, a high speed maze over the Oxnard Plains area. The preview car had posted some "private road" (not private property) signs on some ranch driveways to aid the contestants. Pat and Roger Lewis' marking pencil is to be congratulated.

Another DYS followed quickly by a Control Point preceded the lunch break in beautiful downtown Camarillo. I'm not sure if the RM located the control to mark the DYS times, or just to scare hell out of the contestants (dammit, we can't be off course), but in our case, succeeded in both.

After lunch on the plush sun-lit outdoor dining area of the local Taco Bell, we finished the tour of totally unfamiliar Camarillo, and encountered CP 6. This was probably the only CP on the event that could have been better placed, due

to the traffic conditions and lack of adequate room at roadside.

The course then would thru the Las Posas Hills, down 118 counting "SCHOOL" signs (did you forget CENTER SCHOOL RD) and left at DONLON RD for a DYS at "THAT SIGN" (not "THIS SIGN" dummy, "THAT SIGN"). A short distance down the road and CP 8 appeared. This is one rally where it cost dearly to leave out-markers early.

Two more DYS checkpoints followed, one on Sand Canyon Road (bump, bump, bump), the second near the garbage dump at SIMI. This is not to imply that SIMI is a dumpy town.

Leg 10 took us thru the north end of SIMI and SUSANA, over some totally new roads for us, and finished with a posted "COCHRAN AVE" sign, a circus, and a checkpoint in approximately that order.

A 16 minute add time was followed by a leisurely trip down Santa Susana Pass (great trip since the Freeway opened) and thru Chatsworth into the final checkpoint. It wasn't meant to be the final checkpoint, as some early cars learned to their dismay, but as the Leg 12 outmarker was lifted by some playful little cherubs midway thru the leg, it turned out that way.

The course was great, the workers friendly and efficient, the weather nice, and the tacos edible (I'm told). We ran last year's D'ORO, and the quality of these events are making them one of the favorites on our rally calendar.

On a sliding scale of 100, I would have to give SMSCC and Steve Moore a grade of about 120 for D'ORO. If Mr. Moore can do this kind of a job on short notice, may I suggest you give him a pencil, some paper, and about three months, and turn him loose soon. We can use more events like this. It was so good, my Mother even forgave my absence.



This, also, arrived from Jerry Kimberlin, the Poet Laureate of Rallying:

Joyce Peterzell  
Is really swell.  
As editress,  
She rings the bell.  
"Road and Tach"  
Does tell us all  
Eleven times from  
Fall to Fall  
(Joyce flakes off  
As I remember  
One full issue  
Each December);  
And here I stand  
All castigated,  
Fanny chewed,  
Somewhat berated.  
As anyone  
Can plainly see-  
Joyce spells her name  
With but one "T".

....Kimberline

# SBFCCA's FIFTH

by Judy Mathieson

Apparently everyone did not leave town on Memorial Day weekend, because over 50 cars ran SBFCCA's Fifth Friday Niter, and more than 70 cars showed up for the SCAT Saturday Safari.

Everyone didn't finish Larry Ford's "Fifth", though, because it was a busy rally, and some of the course signs were a little hard to see.

Six expert cars registered, but only three made it to the end. I have a feeling some of those "experts" were drawn into that category for the "fifth" that was the 1st expert trophy.

An addendum to the generals provided a .50 minute add at each uninstructed signal (nowhere no turn had been instructed) so that we could have time to get thru town.

The add times helped, but we still spent what seemed like an hour waiting at a signal that occurred just before a checkpoint. An expert-only NOTE to turn at first uninstructed OPP after second RXR brought us into the checkpoint ahead of the rest of the cars.

After the first checkpoint in the Carson City industrial area, we took to the freeways to get to Long Beach for a pleasant climb up Signal Hill--with a nice little straight-off. Unfortunately for us, all the traps were early, and we were late, so that when we did them right it made us even later. Being late made the Signal Hill climb very exciting.

Another addition to the generals defined a turn as leaving rally course, so that when the rallye-master put us onto Santa Fe with a turn after second RXR we were supposed to take a straight-off as the turn.

Santa Monica fielded 6 cars, in spite of the fact that most of the big guns were in Arizona for the SCCA National. Our club took home 4 of the 10 prizes.

Jack & Judy Mathieson	1st Expert
Mike Baker & Karen	
Burford	2nd Novice
Dennis & Susan Levin	1st SOP
Steve & Sue Casey	3rd SOP

## SAFARI

by Judy Mathieson

The Safari was written by two lady rallyists from SCAT. Mary Flint was one of them, and she was dismayed on Friday night to discover that SBFCCA's rally was running in the same area as her Saturday rally.

One sign that just had to be used

both nights was "PAGENS FAMILJE-BAGERI". It just cried for a spelling trap, but it was clean. Apparently the night watchman on that street had gotten used to all those little noisy cars, because he didn't call the police the second night.

One trap was based on a conflict of NOTE and numbered instructions. The NOTE was a pause 1 minute at "FURST", and the numbered instruction was a DIYCP at "BOLT & SCREW". Both occurred on the same sign, so you took the DIYCP, and rejected the NOTE.

The course then continued around the block, and allowed the contestant a second opportunity to use the NOTE if he forgot that NOTES are cancelled at checkpoints.

The best thing on the rally was a quick turn .01 after a turn at second signal. The turn looked like a cul de sac in the dark, but it was a legitimate street. We were supposed to go to 12 mph and look for a 2 minute pause at "RXR" as we drove along the railroad tracks.

I was so rattled by the quick turn that we didn't change to 12 from 23. I thought that we had missed the "RXR" when we pulled into the checkpoint, but it was on the longer, off-course loop--so you bought about 6 minutes if you missed the quick turn.

It was a very nice rally in spite of the fact that signals had to be recounted and that we were plagued by many instruction corrections at the START.

Santa Monica had only 3 cars out, but we still took 2 trophies.

Jack & Judy Mathieson	1st Expert
K.Burford & M. Baker	2nd Novice

## EDITOR

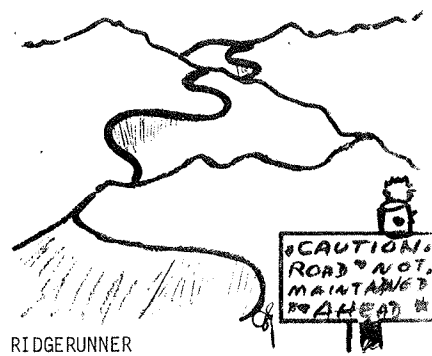


DEADLINE FOR JULY COPY JULY 8 at the Board meeting.

Specifications for camera-ready copy:

- 1) Use a typewriter with clean type and a dark ribbon.
- 2) Leave  $\frac{1}{4}$  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.



RIDGERUNNER

by John Keckhut

North American put on another of their "easy" Sunday rallies in which it was a simple matter to get 5-10 minutes of error. Over 125 cars must have shown up. Highlighted in our competition was another head-to-head clash between SMSCC and South Bay for a magnum of champagne; and again we defeated them.

We blew the first trap (was it a trap?) when we went onto 101, but forgot to confirm it before taking the next instruction. This cost us about 1/2 minute's worth of error and an hour to think about it while we ate breakfast.

Then we were put onto Calif. 23 for the umpteenth time, and for just as many times, the RM had to fuss with the natural signs to make the route work. In this case, two arrows were sprayed black!

Then we had a forced turn which the RM very carefully explained with a posted sign at the next intersection. It went something like, "If you executed an instruction at the last intersection, etc., etc." Reading the sign assured you of being a minute down! Then we continued on a six-mile trip at 30MPH and began to feel more and more certain we were off-course, should have read that damned sign more carefully, etc., etc., for six miles. But we fought off boredom and doubt and pressed onto BALCOM CANYON which made a surprising left turn. (If one went straight, that crazy sign appeared again. Perhaps it also explained what to do in this new case.)

Then there was another tricky turn onto TORREY RD (which also turned), but this one was looped and had a DYS for those who missed the manned checkpoint.

The route headed for Castaic and a break, then north and back south over the old Ridge Route to the RYE Canyon maze. Here the RM played a trap on crossing a divided road. One had to count an OPP there. But it wasn't a looped trap - just another goof sign to ponder.

A few cars had a good day. Jack and Judy Mathieson cleaned up in expert class with .12 minutes. We won Sr. SOP with 1.21 minutes, beating out the Butlers when Walt Taylor found a .05 minute error in the logs which favored us. It was a good day for Santa Monica.

# AS SEARS SEES IT

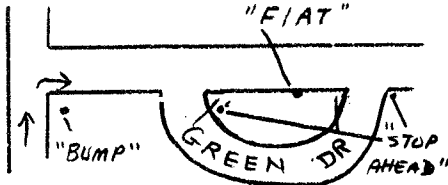
by  
John  
Sears

## A SWITCH IN TIME

The May LMSSC Nyte Ryder was a lesson to many people about reading, understanding, and following instructions correctly. (Now, where have you heard that before?)

The first leg was a real "cinch", and no one should have had any trouble with it--except if the legs only trap was taken:

- 24 R after "BUMP" CST 33
- 25 R after "FIAT" onto GREEN DR CST 18
- 26 R after "STOP AHEAD" CST 30



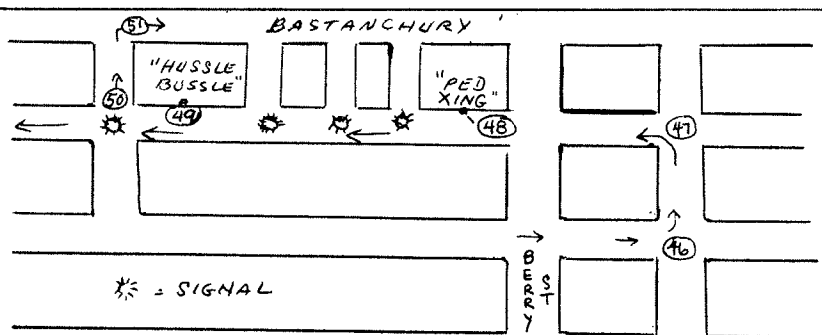
Leg 2 had a few really cute traps:

- 37 L onto BREA CANYON CST 30.  
(HTS - comes quickly)

In fact, the BREA CANYON (CUTOFF) sign was easy to see, as was the "CLOSED TO THRU TRAFFIC" sign that made the turn forced. A control waited to catch people who didn't turn onto BREA CANYON when it wasn't forced. (How can I turn onto a roadway that I am already on??)

The last trap on the rally was the following:

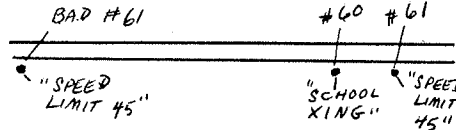
- 46 L after BERRY ST SA CST 28  
NOTE D: Pause .25 min. at "HUSSLE BUSSLE"
- 47 L onto IMPERIAL SA
- 48 CST 30 at "PED XING"
- 49 Reinstate NOTE D
- 50 R at SIGNAL CST 38
- 51 R onto BASTANCHURY SA CST 35



#46 was a diversionary tactic. The real trap was #49. It is quite impossible to reinstate a NOTE that has not been cancelled, so a long trip down IMPERIAL was required. (Pardon the partially inaccurate map!) The "HUSSLE BUSSLE" signs were finally found, and the CP was entered properly. There was a very HTS "SPEED LIMIT 50" sign about .06 miles down a side street--which added to the fun.

All of this was well and good, but the coup de grace was delivered on Leg 3:

- 58 L at STOP CST 38
- 59 L last OFF before "STANDARD" SOL
- 61 CST 40 at "SPEED LIMIT 45"
- 60 CST 28 at "SCHOOL XING"
- 62 Reinstate NOTE B



This "switch in time" hurt at least nine!

Next month, Roy Wagner will crack the whip. Anyway--thanks and congratulations for proving again that supposedly literate people can't read.

## SOUTHERN SCRAMBLE

MAYPOLE 4 by ARC of San Diego was quite an enjoyable event.

The first leg went up Highway 395, and after the ODO CHECK, used a winding dirt road, then a forced turn trap for the unwary.

Leg 2 got a lot of people who should have known better on a NOTE to increase speed at each "CALIF 78".

Leg 3 was very short, and Leg 4 was a phantom car problem which got one expert (who shall remain nameless, but whose initials are JJS).

RATS with 39. I'm sure we'll see them on HIGHWAY ROBBERY in their new DATSUN.

Congrats to ARC for a fine rally. I'm sure that RAINBOW V will be as great--if not better.

## A NOTE-WORTHY AFFAIR

Boy! Were those generals loaded! John Roache, rallymaster of INVITE V, certainly put a lot of work into an excellent rally.

Everybody fell for quite a few of the traps, as the MATHIESONS took home the \$\$\$ with a 13½ minute error--closely followed by a little-known Barracuda with an equally fishy navigator (no applause, please) with 15 minutes.

Before we got to the ODO CHECK beginning, I got 200 points for missing a control. Why? All contestants were to get an OUT SPEED and next instruction number from every CP, and since the rallye was scored on a CP to CP basis, the START was (as always) a CP. Now why didn't I ask for a slip at the START? The orange juice I had had for breakfast must have been too strong!

At least I can say I was one of 2 who didn't buy for "SEPULVEDA BLVD" SEPULVEDA  
← BLVD →

and suffer the MAX thereto attached (drawings weren't excluded).

Leg 2/3 sported a DYS at "YIELD" (What's a DYS when they only define "UNMANNED CP"? ) and a non-10 minute breast at TIP'S (on the left).

Legs 4 & 5 were thrown due to an oversight by the RM.

Leg 6 was easy if you remembered that unmanned CP's didn't cancel NOTES.

Leg 7 was a snap for everyone--everyone maxed it (except for one car--who later won the rallye). You see, it pays to read the control card to see you have been given a 1 hour delayed OUT TIME for lunch!

Leg 8 had the following:

- 81 ISB\* 18 MPH at second "CAUTION HIGH PRESSURE"
- NOTE BUSY: DSB 1mph at 1 min.
- NOTE NAV: ISB 1mph at 1 mile
- 82 R at 47.10 MI.
- 83 ISB 14 mph at "WRONG WAY"

The trick was that a NOTE comes into effect after the completion of the course instruction preceding it (everybody knows that!).

The generals stated that a speed change was not completed until you had another speed, so the NOTES really didn't come into effect until after instruction #83!

A maze followed in the fields, and was indescribable (literally), but was fun--all MAX of it (boo!).

Leg 9 was a tricky sign hunt with

A turn after a landmark, and a trap on RIP vs. not RIP were the fare on Leg 5, while the old "add .50 hundredths of a minute trap" reared its ugly(?) head on Leg 6, along with more RIP vs. not RIP.

The last leg ran a maze through EL CAJON, and after all that had gone before, there were still some people who couldn't tell the difference between RIP and not RIP and these took an early MAX.

This poor kid had 166 for 3rd, with 1st going to D. and S. Rafter of

(continued column 1 page 7)

AS SEARS SEES IT  
Invite (continued from page 6)

the NOTE trap taken one step further:

94 CST 35 at "J"

NOTE: DSB 1mph at "1936"

NOTE: ISB 1mph at "1935"

95 R after "FLINKNOTE"

96 CST 40 at "CANYON"

This time the NOTES couldn't be done until after instruction #96, which was on a building, and, therefore, ineligible--but did appear later (about 10 miles later!)--after all the chances to use the NOTES were gone. Oh, well, I blew it again.

Leg 10 had offered a speed change at "TIP'S", but the sign had a cocktail glass (!) instead of an apostrophe. The RYE CANYON maze was the same: still a U-turn around the divider.

On the last leg we were informed that it was measured by a car with expandable tires. We were furnished tire expansion graphs and went to work (oof!) correcting factors.

Everything was going along fine. Instruction #135 was: L at BLEDSOE ST, then pause 1 min. at the RR track, then turn right. It's those nasty generals again--add times must be taken .05 mile after the referenced point, instead of within .05 mile. So the first turn had to be refused. Whew!--it's almost over. (Did they really use an alley for an OPP? They must have, since we got an .02 on the leg.)

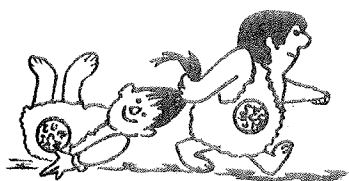
Well, we'll try again on INVITE 6!

And thanks for a really peachy time.

\* Increase speed by; DSB = decrease, etc. -Ed.

1. Mathieson & Mathieson SLSOC
2. Buckland & Sears SMSOC
3. Weston & Sexton
4. Yale & Yale LMSOC
5. Haugen & Haugen TCVC

MEMBERS'S  
1969 SCOSCC  
TROPHIES TO  
BE AWARDED  
AT THE JUNE  
MEETING!!



## GREAT CANYON

by John Keckhut

This year we only suffered one half-day (Sunday) down in Tucson while Dick Wessman tortured us with Confidence traps. This pain was alleviated when the protest committee honored our claim, the scoring committee whipped through their job and came up with us in first place (Class B) with 6.36 minutes. Jones and Brown (Ford team) cooled 3.06 in Class A. The Lewis' managed 6th with 6.64; Sears and Campbell were 10th with 9.07.

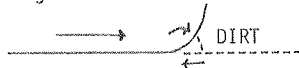
The generals were fine and we had no problems with them except the usual plague of notes and instructions not being cancelled at checkpoints; but as the course developed, this was no problem. Pat simply wrote the active notes on an envelope and kept them at her feet.

Frank Hudson, RM for Saturday, took us on a 350 mile 12-1/2 hour jaunt to what seemed like Texas and back. It featured a trip along the Old Spanish Trail (in its original condition), speed changes at cattle guards all day (they even occur on major highways in Arizona), a few dirty signs, a few quick signs, and plenty to do all day. There were no course traps of any kind and we enjoyed the entire day because we never missed anything really significant.

Sunday was a different melodrama. The first leg set the tone with four signs to be found at one intersection, then seven miles of desert to worry about it. A .10 error confirmed our faith (we're happy with .20).

Then a bunch of signs in Spanish and a "4th SE PROHIBE CAZAR" which occurred at the next IN marker must have caught someone (but not us - .04).

But then things came apart when we arrived at R onto DIRT ROAD, followed by a Right.



The diagram shows a small dirt triangle, illegal under SCCA to execute 2 instructions around. The RM had made a mistake it turned out, but it took us 12.00 minutes late to unscramble the instructions and route. So the 2-minute max. dropped us into second.

Next we had a turn after a landmark, an easy trap to catch. But 9 miles later we were still looking for a place to turn! Being a little unnerved from the previous problem, we began to worry. But at last we turned, then right again, then --- oops! a dead end. Not another mistake!? We went back, assumed the dead end road was illegal, followed the next most logical route (ignoring cars floundering all about) and lucked out by entering the checkpoint with .09. Our competitors in first got .61. It seems the RM had placed a dead end sign flat on the ground! (Is that a new low in dirty signs?)

We had a 20-minute break to calm down from that one, but it didn't help because the triple whammy was

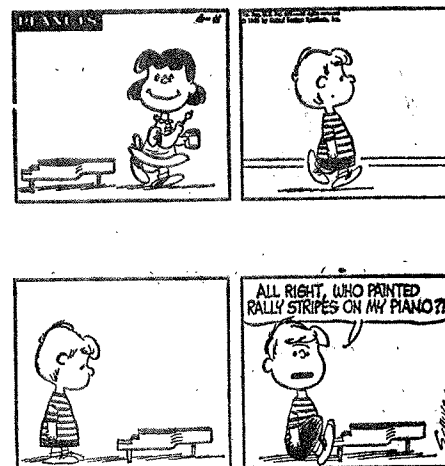
yet to come. It first appeared in the guise of a One-minute pause at STOP. Innocent enough. We pulled ahead to the white (stop) line, noted the checkpoint 20 feet to the right, and waited out our minute. Once in the checkpoint we were horrified to receive a one-minute penalty for pausing within sight of a checkpoint (not AT the STOP!!). I and several others let loose a tirade of eight-letter words (four-letter words run together) but it did no good for our score (later this penalty was discarded).

Well, on we went, muttering, toward Nogales, Mexico. And wouldn't you know, the RM now hit us with successive Confidence traps. First, a paddle marker was missing (stolen we are certain) for nearly a max.

Then a brief interlude while we forded a stream at 16MPH with a checkpoint staring down from a dusty height. Next, a 27 mile search at 60MPH for a MOUSE! several miles of it through a 45MPH speed zone! Talk about vacillation! First we were certain there had been no mouse. Then we were certain the RM wouldn't put us above the speed limit. Then we thought we should take a mark off Saturday's leaders (from Arkansas) until we discovered they had us in mind for a mark. So I split the difference and got 1.20 instead of the two minutes the trap was worth. Naturally the MOUSE was at the IN marker. That finished the 6-hour Sunday rally. When the smoke had cleared several hours later, the "triangle" leg had disappeared and our error was the smallest in class.

All-in-all, Saturday's run was most pleasant, but we often wish the whole messy trap-business could somehow be made more clean.

from the Los Angeles  
Times, June, 1968:





Synopsis: Horst Hemingside and Percival Wentworth-Smythe are running the '32 Trans Virgarian Alpine Rallye in a '31 2.7 Mercedes. They are running second on the second day in spite of the efforts of a saboteur stalking the course.

After a port wine-drinking contest (which he loses), the leading driver, Alvin "Port Wine" Nimy\* is unmasked as being Fergus MacGough\*; he then identifies his co-driver as being SHERMAN OAKES, international crook and saboteur.

Oakes steals an Alfa and flees-- after critically wounding Percy-- with Horst in hot pursuit.

BUT! Oakes changes directional arrows on signs to confuse Horst, who anticipates just such a diabolical trick; so if an arrow points right Horst turns left and vice versa. Oakes, counting on Horst's mistrust, makes the

PAVLOFTENBERG

sign appear to be altered, sending Horst to the left. It takes Horst ten minutes to realize what has happened. He spins his car around, cursing in five languages.....

ON  
FUDGE! PTERZEBE! BLXFXT!  
CARAMBA! ACH HIMMEL!

\*knee-me and hagoo



PHOTOGRAPH OF SHERMAN OAKES AND AN UNIDENTIFIED FEMALE COMPANION (PRESUMED TO BE A MEMBER OF OAKES'S SPY RING) MAKING THEIR ESCAPE FROM GERMANY IN A STOLEN RALLYE AUTOMOBILE.

THE GREAT RALLYE

by Horst Hemingside

## Chapter XVIII: "THE CAVALRY NEVER ARRIVE IN TIME"

The petrol gauge batted against the empty marker just as I thunderously entered the outskirts of Pavloftenberg.

Where the Zakopane Pike crossed the Eschenbach-Szetlask Road, I had to choose: had Oakes opted for the Hungarian or Czech Frontier?

It was 72 kilometers to Czechoslovakia, only 41 to Hungary. I made the choice I would have had I been in Oakes's position: I turned left, toward Czechoslovakia.

Pavloftenberg is an old town, and the streets are, in the main, rather narrow. More than once, I came within scant centimeters of destroying antediluvian houses, medieval carts, and contemporary townsfolk (not to mention my chances of getting Oakes.)

The petrol gauge had lied well, but there is a limit on everything. As I passed through the intersection of 27th Strasse and Szetlask Boulevard, the motor began to fail in a manner which I instantly recognized as indicative of lack of petrol.

The brave, hearty sputtering lasted but a few moments. In dead silence, the car coasted into the main square, Arminierplatz, where the second day of the rallye had begun.

On the far side of the platz, was the inn where I'd rebuilt the mangled secondary switch--a light burned in the only downstairs window. Next to the inn was the only all-night petrol station in Pavloftenberg. And!-- there sat a dark, familiar shape: Car Number 230--I had caught up to Oakes!

I jumped from my still-rolling car and sprinted across the cobblestoned square. As I passed the monstrous Baroque fountain which haunted the middle of the empty platz, I could see Oakes holding the petrol station attendant at gunpoint.

As quietly as possible, and keeping his car between us, I closed in on Oakes. Gun or no gun, I would have him out--here and now!

I was almost within rushing distance of the mangy fiend--another ten meters and I would stand an even chance of it--when the creaky front door of the inn groaned open and a slight figure darted forth.

It was the innkeeper's daughter. How she saw me, let alone recognized me, in the shadow of the fountain, I do not know. Her joyous shout echoed across the silent square: "Geliebsche! Horst! HORST!"

Oakes turned, startled, saw her, and leveled his gun. Now or never, I had to make my move. Screaming like an entire squadron of cavalry, I charged.

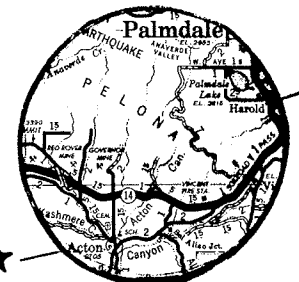
I had never been shot before. It is a thoroughly unpleasant experience. One second I was shouting and running, an instant--and a startled yelp--later, I was face into the cobbles, unconscious.

Tender hands and tearful, fearful words brought me around. Somewhere in the back of my mind echoed the coughing bark of an Alfa Romeo.

"Horsten--Geliebsche--spres's ni mir!" (Horstie--Beloved--speak to me!)

Aaaauuugghhh-h-ha-a-a!"

TO BE CONTINUED.



OLD WEIRD HAROLD  
--or-- REMBRANCES of THINGS PAST\*

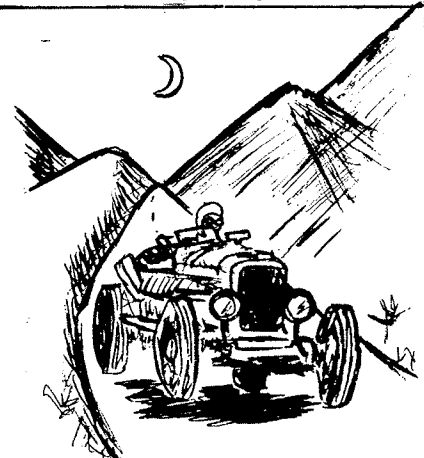
OLD WEIRD HAROLD, out of Karl Auerbach of MATRIX II fame, will run on Saturday night, August 29. Check-out date (for club members) will be on Saturday night, July 25.

Karl has written many of SMSCC's FIRST FRIDAY NITER rallyes, so he's no stranger to writing night events.

BE SURE to put some kind of mark (weird or otherwise) on your calendar---you won't want to miss this one!

Look for more information and an entry form in next month's R&T.

\*Ask Karl or Mel Steinberg some time; it's a long story. -Ed.



HORST HEADS FOR THE CZECH BORDER, PAVLOFTENBERG, AND TROUBLE.....

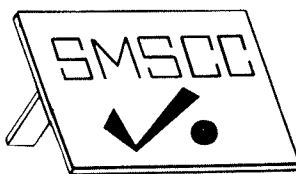


# CALENDAR OF EVENTS

June			
Fri 19	HOT & BOTHERED	PCSCC	Market Basket, De Soto & Vanowen, Can. Pk.
8 pm	RM: Doug Liedblad	Info: 347-1530	
Fri 19	NITE FLITE	PACE,LTD.	Larwin Square, 1st & Newport, Tustin
8 pm	RM: Walt Le Blanc		
*****			
Sun 21	HIGHWAY ROBBERY '70	SMSCC	RAND CORP. 1700 Main St.
8 am	SCCA DIVISIONAL (\$ to Ford, Datsun, Saab) Santa Monica		
	RM: John Keckhut (213)397-2611; TECH INSPECTION & REGISTRATION:		
	7-9:30 PM June 20 at SURF RIDER INN, 1700 OCEAN AVE, S.M.; and		
	from 7-8:30 AM at the START.		
*****			
Wed 24	General Meeting	SMSCC	601 Latimer Rd., S.M.
8 pm	Guests welcome	Info: GR 34445	Cyn. (Rustic Canyon Pk.)
Fri 26	NYTE RYDER	LMSCC (213)	La Condesa & Adelfa, L.M.
8 pm	RM: Roy Wagner	Info: J.Roache 321-6069	(nr. Rosecrans & LaMir.El)
Sat 27	MINI IN THE MOUNTAINS	MINI OWNERS	Topanga Plaza, Top.Cyn.El.
2 am	RL: Bill Straka	Info: 634-4251	& Vanowen St. Wood. Hills
Sat 27	BIG BEN	CLOCK & DIAN	Food Circus, Arden Way nr
noon	State & No. Champ.		Interstate 80, Sacramento
Sun 28	CCSOS (SCCSCC & State Chp.) FLIRT		Reseda Lighting, just N.
9 am	Info: Al Ragazzi 363-5651		of Vent. Fwy. on Reseda
*****			
JULY			
Fri 3	FFN #38	SMSCC	B of A, Devonshire &
8 pm		Info: 474-8519	Sepulv., Mission Hills
*****			
Wed 8	Board of Directors Meeting	SMSCC	Peterzells'
8 pm	club members only		2534 Tilden W.L.A.
Fri 10	FRIDAY NITER	TCVC	Newberrys, Borchard &
8 pm			Thompson, Ventura
Fri 10	TWILIGHT TOUR	FLIRT	Valley Car Wash
8 pm			Van Nuys & Saticoy, V.N.
Fri 10	PASO DE LAS SIERRAS	'99ers	McHenry Village, 1700
Sun 12	2-day rally; parties Fri. & Sat; over-		McHenry Ave., Modesto
	night in SQUAW VALLEY 400 miles, \$45	Info: (209)523-8822, Bradley	
Sun 12	ASSOCIATED '70	ANRC	no details as yet
Wed 15	ROAD & TACH ASSEMBLY		Peterzells'
8 pm	ALL HELP WELCOME		2534 Tilden Ave. WLA
Sat 25	OLD WEIRD HAROLD checkout		to be announced
	club members only		

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

Time: 7:30 SHARP



## FIRST FRIDAY NITER WINNERS June 1970

EXPERT		
Baker & Burford	SMSCC	.18
Yale & Yale	LMSCC/PRO	.54

JR NAV		
Brotherton & Brotherton	SMSCC	2.14
Lokkins & Feuerhelm	PCSCC	3.65

SOP		
Anderson & Anderson	-	.65
Smith & Clanton	PCSCC	.80
Blumberg & Horst (JT)	SMSCC	.85
Almquist & Wilson	VCSCC	1.01

BEGINNER		
Gardener & McDaniel	Foothill	1.07
Miller & Miller	Foothill	1.38
Waack & Waack	-	1.55
Lindsay & Vito	-	1.72

BEST OF CLUB		
Baxter & Liedblad	PCSCC	3.02

## LEARN WHAT IT'S ALL ABOUT

Run the SMSCC FIRST FRIDAY NITER on July 3.

\$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 PM 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 your preferred out time; you'll need some time to read your instructions.

# STATS

## RALLY COMP.

PLACE CARS PTS.

### SCCA TEJON TRAILS Mar 21

John Sears	4	11	73
Pat Lewis	6	11	55
Roger Lewis	6	11	55
Bill Beyermann	9	11	27
Jack Mathieson	1	19	100
Judy Mathieson	1	19	100
John Keckhut	2	19	95
Pat Keckhut	2	19	95
Terry Arnold	4	19	84
Allen Elowe	10	19	53
Dennis Levin	12	19	42
Susan Levin	12	19	42

### SCCA GOLDEN EMPIRE Mar 22

Roger Lewis	2	12	92
Pat Lewis	2	12	92
John Sears	3	12	83
Jack Mathieson	2	18	94
Judy Mathieson	2	18	94
John Keckhut	4	18	83
Pat Keckhut	4	18	83
Allen Elowe	6	18	72
Dennis Levin	15	18	22
Susan Levin	15	18	22
Terry Arnold	17	18	11

### NAASCC RIDGERUNNER May 17

Jack Mathieson	1	11	100
Judy Mathieson	1	11	100
Bob Buckland	2	11	91
John Sears	2	11	91
Pat Lewis	6	11	55
Roger Lewis	6	11	55
Terry Arnold	12	19	37
John Keckhut	1	39	100
Pat Keckhut	1	39	100
Bob Wilson	16	39	62
Linda Wilson	16	39	62
Dennis Levin	20	39	51
Susan Levin	20	39	51

### LMSCC NYTE RYDER May 22

John Sears	2	4	75
John Keckhut	2	19	95
Mike Baker	3	19	89
Karen Burford	3	19	89
Bob Wilson	4	19	84
Linda Wilson	4	19	84
Stan Glaser	5	19	79
Bill Meehan	5	19	79



1.	John Keckhut	952(10)
2.	Pat Keckhut	929(10)
3.	John Sears	922(10)
4.	Bob Wilson	904(10)
5.	Linda Wilson	904(10)
6.	Pat Lewis	849(10)
7.	Roger Lewis	849(10)
8.	Bob Buckland	781(10)
9.	Dennis Levin	674(10)
10.	Bill Meehan	598(10)
11.	Stan Glaser	598(10)
12.	Judy Mathieson	567(9)
13.	Jack Mathieson	567(9)

(continued on page 10 column 1)

14. Steve Casey	466(6)
15. Sue Casey	466(6)
16. Mike Baker	464(7)
17. Karen Burford	464(7)
18. Susan Levin	299(5)
19. Bill Beyermann	288(7)
20. Terry Arnold	270(7)
21. Allen Elowe	253(4)
22. Bob Blacker	214(3)
23. Steve Moore	214(3)
24. Jeff Tibbetts	182(2)
25. J. Michael Devitt	95(2)
26. Tom Brotherton	71(1)
27. Cassie Brotherton	71(1)
28. Toni Banks	56(1)
29. Barbara Arnold	55(1)
30. Ron Melitsoff	43(2)
31. Carol Melitsoff	43(2)
32. Dave Buckland	37(1)
33. Ward Beyermann	25(1)
34. Jay Negrin	23(1)
35. Karl Auerbach	23(1)

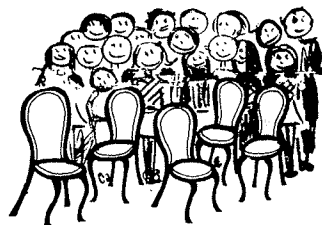
25. Gene Collins	325
26. Jeff Tibbetts	305
27. John Keckhut	255
28. J. Michael Devitt	255
29. Dennis Levin	250
30. Pat Keckhut	245
31. Carol Melitsoff	235
32. Bill Meehan	225
33. Allen Elowe	185
34. Joyce Peterzell	180
35. Bob Wilson	170
36. Dave Buckland	165
37. Linda Wilson	165
38. Susan Levin	165
39. Audrey Kopp	155
40. Paul Peterzell	95
41. Terry Arnold	90
42. Paul Oxman	80
43. Pat Oxman	75
44. Ward Beyermann	75
45. Steve Resnick	10
46. Joan Rumsey	5
47. Jim Lightfoot	5
48. Paula Lightfoot	5
49. David Soderlund	5
50. Carol Soderlund	5

MAY MEETING  
Value = 5

Paula Lightfoot  
David Soderlund  
Carol Soderlund

Stan Glaser  
Harry Peterzell  
John Sears  
Attila Fenyes  
Bob Buckland  
Ron Melitsoff  
Carol Melitsoff  
Bob Blacker  
Dennis Levin  
Susan Levin  
Jack Mathieson  
Judy Mathieson  
Toni Banks  
Bill Beyermann  
Steve Resnick  
Allen Elowe  
J. Michael Devitt  
Karl Auerbach  
Tom Brotherton  
Cassie Brotherton  
Gary Lieb  
Steve Moore  
Jim Lightfoot

JUNE FPN  
Value = 75  
John Magill  
Tina Olson  
Gary Lieb  
Karl Auerbach  
Gene Collins  
Judy Mathieson  
Jack Mathieson  
Ron Melitsoff  
Carol Melitsoff  
John Sears  
Attila Fenyes  
Dennis Levin  
Susan Levin  
Bob Buckland  
Steve Moore  
Toni Banks  
Bill Beyermann  
Steve Casey  
Sue Casey



#### MEMBERSHIP REPORT

Regular Members	36
Auxiliaries	26
General Membership	62

Due in June:  
Eugene & Suzanne Aparisio  
Gene Collins  
John Kellogg  
Jeff Tibbetts & Bill Meehan

Due from May:  
Mel Steinberg & Jay Negrin  
Ken Trbovich

Paid in May:  
Toni Banks and aux. Brian Banks  
Pat and Roger Lewis

#### New Members:

David & Carol Sonderlund  
2412 Highland Ave. 545-6896  
Manhattan Beach 90266

Jim & Paula Lightfoot  
2820 E. 2nd St. 439-0689  
Long Beach 90803

Expired:  
Terry O'Neill & Sharron Owens

## GOOD GUYS

1. Bill Beyermann	715
2. John Sears	715
3. Steve Moore	715
4. Tina Olson	705
5. Gary Lieb	640
6. Harry Peterzell	640
7. Bob Buckland	640
8. Karl Auerbach	635
9. Mel Steinberg	630
10. John Magill	630
11. Steve Casey	630
12. Ron Melitsoff	565
13. Roger Lewis	560
14. Attila Fenyes	550
15. Sue Casey	545
16. Stan Glaser	490
17. Jack Mathieson	490
18. Judy Mathieson	490
19. Pat Lewis	475
20. Jay Negrin	390
21. Tom Brotherton	335
22. Cassie Brotherton	335
23. Toni Banks	335
24. Bob Blacker	335

OLD  
WEIRD  
HAROLD  
IS

COMING!

