



ROAD *and* TACH

July, 1970

Volume XIX

No. 7

OLD
WEIRD
HAROLD



ACTON 2
New York 3250
HAROLD 12

July 22 -SMSCC meeting 8pm; 601
Latimer Rd. (Rustic Cyn. Park/
Uplifters Club) SM Cyn.; for
info: GR 3-4445
Aug 7 -FIRST FRIDAY NITER #39
8pm B of A rear lot, Devonshire
& Sepulveda, Mission Hills \$2.50
Aug 29 -OLD WEIRD HAROLD 8pm B
of A lot, Devonshire & Sepulveda
in M.H.; 5 hrs. \$4, 160 miles;
for info: K.Auerbach, 781-2875



July, 1970 Vol. XIX No. 7

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:

Please keep R&T coming. I have not been able to run any rallyes lately due to graduate studies at TCU. I hope to send an article on the 14th annual all night rally out of Dallas Aug. 15-16.

Charles Gabriel
Fort Worth, Texas



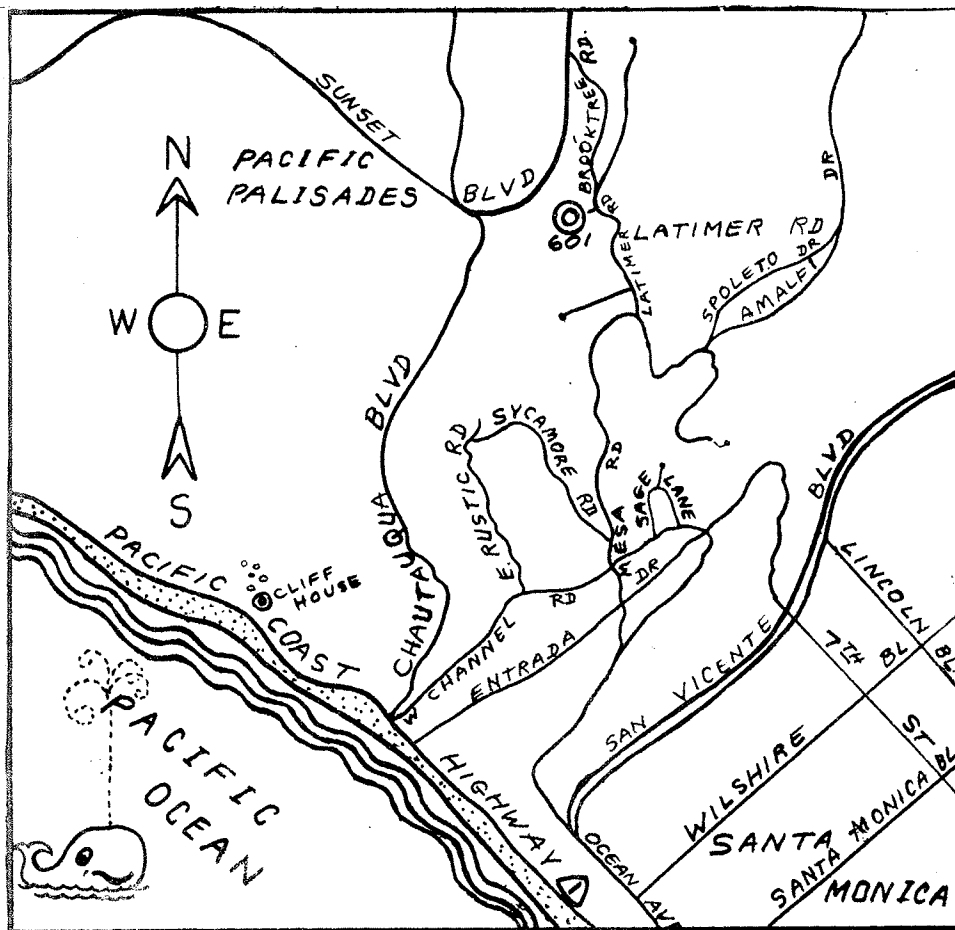
To the Editor:

Just thought I'd write a few words of praise and thanks.

First, praise to John Keckhut for HIGHWAY ROBBERY; it was really a damn good rallye. Maybe next year Ken and I will do a little better on it.

Second, thank you for sending Road and Tach up here. It helps to pass the time, and to keep me up on the current goings-on in the ever-changing rally community...

Andy Schafer
APC Seattle



To the Editor:

Well, it's been over two years of work, but the "rough" draft is complete. I have talked to a few people in the publishing business and the outlook for book-type publication isn't too good. They feel the interest is limited, and the cost excessive for the size (150,000 words) and appeal. However, I am pressing on.

While there is still a possibility of outside publication, I am now working on a final draft that can be used as a master, and I'll publish it myself. I am quite anxious to get it in print, which is another reason I'm not going to wait much longer for an angel.

...The title will be "TIME & DISTANCE", and the book will cover 20 years of navigational rallying in Southern California (1949 through 1968). The cover will be a photo of 1957 RALLYE D' ORO's sports car formed in the Rose Bowl...It's not the one published in LIFE - it's better!....

...I'm including a tabulation of all SCCSCC officers and point standings plus a recap of rally code changes from "Non-racing" to 1969.

...Later in the year, I'm going to distribute a flyer to get a feel for the general response. Of particular interest will be the reaction of the current crop of rallyists to a history book on the sport. Obviously, they won't know many of the early enthusiasts, but the transition years were many, and they will be able to identify with some of you, and ask: "Did you really say that? Gosh, I thought you were such a nice guy!" -- or words to that effect.

I'm shooting for a break-even situation, but feel that because this material doesn't exist anywhere else in one volume, it will be an enlightening reference, well worth whatever the cost turns out to be (I'll keep it reasonable).

If it doesn't go, well---"That's The Way The Mop Flops!"

Bob Henry
Whittier

First in the series of . . .
NOTICES OF ATTEMPT TO DELIVER
MAIL WE DIDN'T RESPOND TO!!
(mostly because it came in a sealed envelope addressed to YE OLDE RALLYIST, MR SHERMAN OAKES, 2534 etc.)

Artesia Post Office
General Delivery
18415 Pioneer Blvd.
Artesia, Calif. 90701

Dear Sir:

This is to inform you that you have a letter at our Post Office. Just call for it at the window during business hours.

P.S. We found your correct address through the Road & Tach.



To the Editor:

As there have been many references lately in your literary (?) masterpiece (??) of a magazine to Sherman Oakes, I thought it a good time to put in an explanation of just who (what?) S.O. is. So I went back to one of the original sources of material on our hero, issue No. 6 of that great literary (?) masterpiece (??) of the past (?), "N.O.P.E. Notes (remember?). I'm sure k.a. won't mind.

respectfully,
steve koenig
(one of the members of the
N.O.P.E. Notes
staff).

"SOFT VIOLIN ROSIN (this is a title?) by karl auerbach

...For those of you who haven't heard about S.O.--shame! Sherman Oakes, that arch fiend and master criminal, the one who stole the center of the earth and sold it to the devil, the one who steals wicks from candles, and the one who took the AVALON FREEWAY (if you don't believe me, look...it's not there!); Sherman is now selling a drain plug from a 1932 Mercedes Benz (if you don't know where he got it, read the first installment of that great thriller and literary masterpiece, "The Great Rallye" by J.T. in Road and Tach, March '68)...."

TEAM NOPE LIVES FOREVER!!

Ed:- And then about half of the TEAM NOPE membership (Karl, John Magill, and Gene Collins) joined SMSCC--and their literary lights went out.

Incidentally, all that great par-
enthetical punctuation in Steve's letter is his own.

WE NEED YOUR PICTURES

Have you missed seeing photographs in R&T? Would you like to see some in subsequent issues?

Submit YOURS and be reimbursed 50¢ per picture (up to \$5.00) for each that we use in R&T. We accept practically anything (G, GP, R, or X) if it's sharp, relevant, and, preferably, in black and white.

Mail photos to the editor, and you will be reimbursed for those we use.

If you want to have a picture returned to you, we will handle it carefully, and return it to you as soon as possible (with no reimbursement--we only pay for those we keep!)

from:

SCCA NEWS

FROM SPORTS CAR CLUB OF AMERICA, INC

FORD TEAM TOPS GREEN MOUNTAIN

Burlington, Vt., June 29, 1970: The Ford Rally Team swept the top three overall places on the Green Mountain National Rally, held June 27-28 by the New England Region of the Sports Car Club of America. The event covered a route of 420 miles from the resort center of Manchester, Vermont, by the sites of the Mt. Equinox Hillclimb and the Weston country store, over the Appalachian gap (Mad River Glen) to within ten miles of the Canadian border before finishing in Burlington, Vt.

Sixty-five competing cars were scored on 31 timing controls spotted around the tough route laid out by John Baffum, famed for the best-ever American Finish on the Monte Carlo Rallye.

The top spot went to Karl Goering (Utica, Mich.) and Jayne Zitkus (Toledo, Ohio), who piloted their Mustang to a 489 point finish and thus won Class A (Squipped). Second overall went to the reigning champions in Class B (Unequipped), John Y. Chidester, Jr. (Uniontown, Pa.) and Bruce Gezon (West Chester, Pa.) (Each 1,561 points), while third went to Ford Rally Team manager Ed Crockett (Bedford, N.J.) and Mac Cornforth (Willingboro, N.J.) with a total of 577 points, 1 point ahead of 4th place.

EDITOR



DEADLINE FOR AUGUST COPY AUG. 12
at the Board of Directors 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.

COSMOS

STATE CHAMPIONSHIP

by John Keckhut

We made about 10 mistakes on Cosmos, but managed to recover from most of them.

The biggest fake-out occurred before the START when we were given all but the first sheet of route instructions.

Another clever (?) thing was to hide addenda to the Generals on a board full of questions from contestants. We understand there were corrections to the route instructions somewhere, but we never did find them.

It was a headache trying to figure out what the big trap was on the first leg (in advance). The third instruction -- "Take 38 minutes to reach the end of the ODO CHECK", looked suspicious and I think perhaps we should have continued straight on Reseda Blvd. for 38 minutes, not taking Notes A, B and Instr. 4. But FLIRT wasn't playing it that way. If the instruction had read "...to END OF ODO CHECK", we surely would have continued straight, looking for a landmark (END OF ODO CHECK). Everything went well until we missed a sign down a freeway off-ramp for a timed turn. (The first page of instructions were such a mess it was almost impossible to decipher). There was no time (or way) to go back. (This is what we hate about freeway traps). So we followed Beyerman through an off-course loop which landed us close to the checkpoint with a decision to make as to which of four choices of true times to take on the leg (Ever been given a hand-out with a multiple choice true-time question on it?). Since we were closest to the earliest we took it (four minutes early). A protest later got rid of that leg (not our protest).

A plague of notes, signals and city traveling faced us for the next leg as well. Luckily I saw the TUXFORD trap before we got there. Even so, we arrived in the left-hand turn lane (with a much-needed green signal) with a note which said to turn left at SIGNAL after "GULF", and an instruction which read "Left at TUXFORD". Well there was "GULF" to our right, and TUXFORD to the right also. But the street



to the left was TUNA CYN; so we took the GULF note and saved the turn onto TUXFORD, which came up 100 feet later.

The next leg had a course trap based upon counting opps on the left, including those across the central divider of a divided road. This route has played a prominent role in the recent Invite rallye as well as becoming a hot spot on Highway Robbery. Not counting opps correctly caused some expansive error. We managed to get .99 minutes by putting down the wrong DYS out time (DYS = do it yourself checkpoint).

Leg 4 took us on a familiar trip to the RYE CANYON maze where a forced turn trap was played. FLIRT had to post three

PRIVATE ROAD signs to make the trap work. But all you needed to see was the ROAD CLOSED barrier at the first turn.

On Leg 5 we goofed up following signs toward VAL VERDE. After following two we decided we had met the requirements of the instruction. After two speed changes we encountered a straight off and a VAL VERDE sign pointing left. We went straight (refusing to follow a third sign) into an off-course control. But by now the rally had become quite relaxing--traffic and city were gone, and we were headed for Ventura County at last.

The RMs were kind enough not to make our life miserable on busy Route 126, and we turned onto Torrey Rd. for a DYS. Since we had noted that instructions are not considered complete at unmanned checkpoints, we continued on TORREY by name, looking for "Turn first OPP" (requiring a left or right turn). Torrey made a left turn, so we did not execute an instruction there, but finally found a right OPP about 4 miles down the road. It was a much longer trip for those who did not remain on TORREY by name.

Leg 7 took us to lunch and then on a long confidence trap looking for a non-existent "CATTLE GUARD", a fake DYS, and very real speed increases on "NO DUMPING" signs. No one counted as many as the RMs, who found seven. Most found five, which resulted in nearly a two-minute error. Those who thought they saw "CATTLE GUARD" got one minute error and an OFF COURSE CONTROL (maybe).

We had to find a "LOS ANGELES" on the back of a pole and an unbelievable little OPP or suffer a max on the next leg. Then continue on 34 and another DYS. We stayed on 34 when it turned and it did some marvelous things; looping twice onto the freeway for short stretches. FLIRT had to blacken out one arrow to make the trap work, but it was fun since there was only one thing to keep in mind--stay on 34.

The next leg took us on the new 23 freeway, a maze, past an OUT MARKER, then on a long loop including a freeway section. Some refused to go on the freeway at 35 mph, but that didn't bother us since we'd already been on freeways at slow speeds.

Mostly, the rally was good, being composed of very large traps and clean instructions. However, the first two legs were a nightmare of city and freeway driving and two pages of instructions crowded into notes. The remainder of the rally was fine and FLIRT and the three RMs are to be congratulated.



OLD WEIRD HAROLD IS COMING

by karl auerbach

On August 2, 1969, Mel Steinberg and Jay Hoffman were shot in the city of Harold by the angry resident. In remembrance of this foul deed, Old Weird Harold will be run on the night of August 29.

Old Weird Harold is a rallye. While writing it, the rallyemas-ters, Mel Steinberg, Jay Negrin (until the army took him), and karl auerbach kept in mind the greatest rallye of 1970: the World Cup Rally, London to Mexico City. This does not mean that O.W.H. is like the W.C.R., we just kept the WCR in mind. Old Weird Harold is a simple rallye; a longer, harder First Friday Nighter. The speeds range from 20 mph to 64 mph. For those who remember Matrix 2 of last year, OWH is similar in concept but easier and faster. Drivers won't be looking for ten Notes with signs anywhere while the navigator calculates out a set of fourth order differential equations. The drivers job will be to drive and see the large reflectorized signs; the navigator will



calculate out a few time speed changes. The roads used are in good shape and free of traffic. The few traps on OWH are not based on dumb interpretations of the general instructions (the generals are only two pages long); but are simple, looped, and worth from .10 minute to two minutes.

OWH is easily run by beginners and a beginners class exists. All classes will run the same course.

OWH starts at 8pm on Saturday August 29 at the back parking lot of the Bank of America in Granada Hills at Devonshire and Sepulveda (where the FFNs start). The entry is \$4. The length is about five hours and 160 miles (including breaks). The rallye finishes in Sherman Oaks in the San Fernando Valley.

OWH is meant to be a fun rallye, not a nerve destroying experience. So come out and run it...then you can go and watch the races on the next day and Monday.

DO-IT-YOURSELF PROBLEMS

DYS TIME DISCREPANCIES

BY Jack Mathieson

Twice recently I have been in the unhappy position of being on a protest committee which had to rule on DYS time errors made by contestants. In both cases I have taken the hard-nosed stand that anything but correct is wrong and should therefore be penalized.

It is unfortunate that presently some rallies are scored with a relaxed attitude toward DYS time while others with a rigorous attitude, and both based on similar statements in generals.

I am aware that many ralliasts feel that the "fair and friendly thing to do" relating to DYS timing is accept anything "reasonable". I'm not convinced that is necessarily fair to those who did it right, but it is probably a friendly thing to do on Friday Nite's and Sunday club rallies. SOCA and State Championship rallies, however, are rather seriously taken events, and should not allow a contestants position to be based on loosely defined assumptions.

No matter what decision is made in the present environment, someone will feel unjustly stepped upon. Even the winners in such circumstances have some of the glory of winning taken from them knowing that another car lost;

- 1) only because of entering the wrong hour.
- 2) in spite of the fact that the winner made a mistake on a DYS that the loser didn't.

I believe that I have about as much sympathy as anyone concerning this type error having experienced it personally with much Volvo money involved. The only positive thing that can be said is that contestants seldom make the mistake a second time.

Because of this problem there is more and more talk of doing away with DYS checkpoints on rallies. SOCA presently requires a variance in order to use them, and as I understand it is in favor of total rejection. I believe that doing away with the DYS would be a mistake. It takes a tremendous number of people to operate a rally as it is. Most of us prefer competing to working a rally, therefore, if the ratio of working to competing were shifted toward more working the sport would not be as much fun.

To have fewer checkpoints isn't a good solution, as a rally can hardly have too many checkpoints. Handholders need them to accumulate enough small errors to get separation of places, while more difficult rallies need checkpoints to keep early errors from compensating for late errors.

I do believe that there is room for improvement in the handling of DYS time errors. In addition to better instructions to the novice, I see two alternative solutions:

- 1) Make the generals considerably more explicit that DYS in time errors will be scored exactly as entered and that

Out time must be filled in exactly as per generals or the next leg will be scored as a MCP. If this was stated strongly enough, such that all contestants knew that there was no alternative in scoring, there would be fewer hard feelings at the end. Consistent with this, checkpoint crews would need to be specifically instructed not to assist/ remind in filling out the DYS.

- 2) A second solution, and one I'd be interested in receiving comments on, would be to write generals which specifically allow the contestant to make the more common DYS errors without penalty. The contestant would be required at a DYS to only enter the In-time minutes and hundredths. If he wishes he can enter the hour with no penalty for error. The scored Out-time is defined, therefore can be entered then or later. The hour (consistent between In and Out) which is to the contestants advantage would be assumed for scoring.

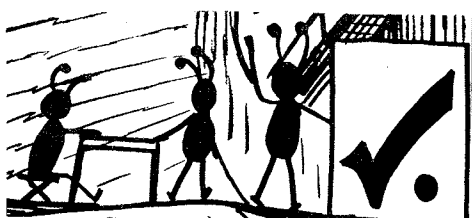
With just a little care related to greater than 30 minute traps by the RM, I believe this would work. I'm as devious as most at finding ways to beat the system, and I haven't found a way around this. I'd be interested in hearing yours.

HIGHWAY ROBBERY

by Mike North

Since I had run D'Oro XI, and my navigator (Jerry Miller) had run Joshua, we were confident that we knew what to expect from Rallymaster John Keckhut, a pleasant Sunday drive with numerous but well looped traps, all subtle and causing only small penalties, each of small consequence but the sum adding up to a challenging course to insure that the best car should win.

As we entered control number 3, we were convinced that this rally was not written by John Keckhut, nor was it put on by SMSCG. With three maxes under our belts we pushed on.



Leg 5 was 90% dirt with occasional straight-off jeep tracks. "I'm not taking my car up there. I don't care if it is the course."

The coup de gras was leg 9 which started with a HTS "18". We were positive that this was the worlds longest confidence trap. (Actually the worlds longest confidence trap was on the previous leg.) An unnecessary note to take you through a slant tee confirmed our suspicions. However, as we entered downtown Pasadena, our confidence began to slip. Having nothing to lose, we stuck to our theory, and went on looking for a control or a non-executable situation. The latter is difficult to find with the straight forward direction rule taking you through slant tees and an automatic U- turn at all cul-d-sacs and the like. We later heard that the "18" was laying in a ditch. (Thats a new low in dirty signs.) The backup, I understand, was even harder to see.

With six maxes out of eleven legs, we were fifth in class B. That's good for us.) It's amazing how the results can make you feel good about a rally.

MEMBERSHIP REPORT

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Due in July:
Jeff Koki & Miyoko Tamura

Due from June:
Eugene & Suzanne Aparicio
Gene Collins
John Kellogg
Jeff Tibbette & Bill Meehan

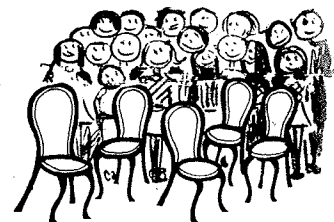
Expired
Mel Steinburg & Jay Negrin
Ken Trbovich

Paid in June
Slim Larned
Dick Joslin

New Members
Felino Bautista
116 So. Mariposa 388-5254
L.A. 90006

Jerry & Lura Yowell
12711 Woods Ave.
Norwalk 90650 868-1889

Diane Geller
534 Mancos Ave.
Anaheim, 92806 635-6774
Arnold's new Aux.



by Lynn Weston

First, before I begin, I wish to thank all those people who wrote in to R&T or spoke to me about my first article. Special thanks go to The Rallyist and The Arrowhead for reproducing the article for others to read and comment on. I wish to apologize for being so late with the second part, but increased work load, and deeper research kept me busy. To my readers: I hope you find the second part as good as the first.

The Rallymaster's Responsibility
(or a sign isn't dirty unless it has a little mud on it!)

In any rally, navigational or Monte Carlo, there is one person who has more control over the event than anyone else. That, of course, is the rallymaster. It is his responsibility to insure that the event he is about to put on is a safe one, and that no measures need be taken by the rallyist to insure his own safety, besides the handling of normal traffic situations.

First, before the rally even begins, a suitable starting point should be chosen with these features in mind: adequate room for parking, registration, and if it is an SCCA event, tech inspection. There should be enough room and driving lanes to enter these facilities and to start the rally. Rally traffic in this area should be able to flow smoothly and slowly, taking pedestrian traffic into account. (Small parking lots behind motels or hotels and small car washes are good examples of poor starting points.) The rallyist should be able to find the departure site easily, without having to guess and, possibly, be late.

Efficient starting personnel should have the cars lined up 10-15 minutes prior to their starting time. Another nice convenience is having one of the sponsoring club members come up to you while you are in line to make sure you don't have any questions or to see if you've missed any corrections or additions. For an SCCA event, space should be provided for a smooth flow of cars through tech inspection without causing congestion.

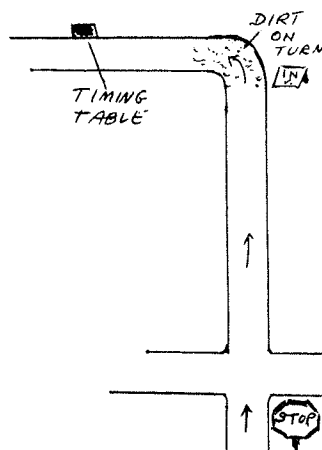
The odometer check should be started at a definite point, one where stopping will not cause a hazardous condition to normal traffic or to other rallyists. When the odometer check is routed via a freeway, mileage marks should be signs on the freeway and large enough to be seen at speed, without the rallyist having to slow down or weave out of his lane.

Any rallymaster who uses hard-to-see signs or traps on the odometer check obviously thinks he isn't intelligent enough to write a good rally afterwards. The end of the odometer check should never be located on a busy boulevard or on a high-speed highway. It should, instead, be on a road where there is little traffic and enough shoulder area to permit rallyists to stop, take marks, and pull completely off the road to make calculations. Allow sufficient time for the odometer check, so that rallyists need not speed. Too much time is certainly preferable to too little.

Residential, school, playground, and park areas should never be utilized as part of the rally course. This is dangerous and unnecessary. (For those of you who didn't run, I've just described--in the previous sentence--the first few legs of COSMOS.) Perfect rally roads are those where normal traffic is light, and where possibly hazardous situations are kept to a minimum. Whenever a possible danger exists on the course, cautionary instructions should be included in the instructions, preferably in parenthesis. Advisory road conditions in parenthesis should never be used for trap purposes.

Checkpoint locations should be selected to insure maximum safety for checkpoint personnel and for contestants. Always allow sufficient room so that evasive action to avoid a dangerous situation need not be taken.

I'd like to stop here to site an example in which a poor checkpoint location almost caused me to spend a little money at my friendly body shop. On this particular rally I was traveling at a speed of 41 MPH and was rapidly approaching a STOP sign. I lost almost .40 minute crossing the intersection since I was on time at the STOP. In order to gain back my lost time my speed climbed to somewhere around 55-60 MPH, but just in sight was the IN MARKER--about .40 mile from the STOP.



As I approached the checkpoint, I realized that the IN MARKER was located just before a 90° turn to the left (see above figure). To make things worse, the turn contained some loose gravel with dirt from recent rains. I quickly lowered my speed and passed the IN MARKER well below the assigned 41 MPH. Even that wasn't enough: my front wheels plowed, and I accelerated to break the rear end loose, steered into the slide, and brought the car to a dusty stop almost

broadside--and about 20 feet from the timing table. Would you believe the checkpoint captain was going to give me a penalty for hazardous driving?!! If I had passed the IN MARKER at the assigned speed (one normally does) I would have bought the farm, the hard way.

The moral of the story is that when you select a checkpoint site, be sure the assigned speed is obtainable (and safe!) after the IN MARKER, and that there is plenty of room for braking and slowing down without the contestants having to panic or find escape routes. Always take into consideration the fact that some rallyists will approach the checkpoint at a higher speed than that assigned; after all, somebody is always late.



I have seen small children used as "runners" at checkpoints. A child, particularly a small one, has no business working at a checkpoint. Children who must be present at checkpoints should remain at a safe distance from the entire checkpoint area.

Checkpoint crews should always include at least one experienced worker who is responsible for the smooth flow of rally cars in and out of the checkpoint. Workers should be instructed to put their vehicles completely off the road.

Average speeds should never be so high as to tempt rallyists to exceed the legal limit. Slow speeds are not dull if the course instructions are interesting. A good example of this was that used on a rally in February of this year.

You were told to change speed to 5 MPH lower than the posted speed limit. Since this was a general instruction, it was in effect throughout the entire rally. This kept the speeds down, and the navigator busy. Not enough can be said about having high speeds on rallies. This practice is so dangerous that it cannot be condemned strongly enough! In my opinion there should be a maximum error per leg on all rallies, say around five minutes (I hope somebody in ARC is taking notes) to stop high speed driving necessary to make up time. No amount of money or any trophy is worth an accident.

(continued on col. 1 next page)

The rallymaster should be particularly watchful for any possible problems on his course--and he should (if possible) take steps to eliminate them. Some examples are: the rally route crossing itself causing delays in rally traffic; allowing the driver enough time to cross safely if the route intersects a heavily traveled road; placing checkpoints well after turns or intersections; and allowing enough time for the navigator to calculate the last speed change before entering the checkpoint; avoiding "tulip" type instructions; using off course signs or controls; and many other problems relative to a specific course. Remember, the entrants should never have to take any unnecessary risks while they are following the specified course.

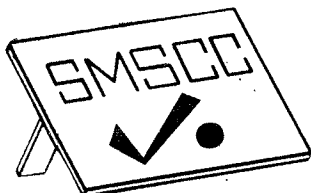
Good, visual signing is probably the key to a successful event. There's nothing more discouraging than losing a rally because you missed a small hard-to-see sign. There is one parallel which I have found to be true in most cases: The size of the signs on any given rally is directly proportional to the intelligence of the rallymaster.

Not that an occasional small sign isn't necessary--it's just that the deliberate use of hard-to-see signs is stupid, ridiculous, and most of all--dangerous. The rallymasters who use this concept should be told that their services are not needed in our sport...I like to think we run navigational rallies, not Easter egg hunts with speeds!

Since the credit or the blame for any particular event is given to the rallymaster, it is his responsibility to take any steps necessary to insure a completely safe event. Blame for a bad event often extends to the club involved; therefore, it is to the club's benefit to make certain that the rallymasters, checkout crews, checkpoint workers all concern themselves with "safety first"; instead of "trap the experts", we will have safe and, most of all, enjoyable events.

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

Time: 7:30 SHARP



July

Sun 19	SANTA BARBARA INVITATIONAL		Fed Hart 500 S. Fairview Goleta
9 am	RM: B.Klop Info: (805)964-3360		
****	****	****	****
Wed 22	General Meeting	SMSCC	Rustic Cyn. Park (Upstate)
8 pm	Guests Welcome Info: GR 3-4445		ers) 601 Latimer Rd. L.A.
****	****	****	****
Fri 24	NYTE RYDER	LMSCC	Papa's Pizza, La Condesa
8 pm	RM: Beth Yale Info: (213)321-6069		& Adelfa, L.M.
Sat 25	SATURDAY SAFARI	SCAT	Larwin Square, 1st & Newport, Tustin
8 pm	RM: Phil Dorsey		
Sat 25	Club checkout for OLD WEIRD HAROLD		B of A rear lot, Devonshire & Sepulveda, M.H.
8 pm	members only		
Sat 25	TURNABOUT '70 STATE & NORTHERN CHAMP	VW-DACTO	Shopping Center, Arden Wy Exit of Int. 80, Sacto.
5 pm	RM: Bill Thomas		
Sun 26	SUNDAY SCENIC III	TCVC	Newberry's rear lot, Bor-
11 am	RM: Fred Norris Info: (805)482-5160		chard & Thompson, Ventura
Fri 31	THE FIFTH	SBFCCA	So. Bay Ctr., Hawthorne & 177th, Redondo Beach
8 pm	Info: 478-9490		

August

Sun 2	MONTE MORDOR	PCSCC	Market Basket, De Soto & Vanowen, Canoga Park
8 am	Info: 472-5861		
****	****	****	****
Fri 7	FIRST FRIDAY NITER #39	SMSCC	B of A rear lot, Devonshire & Sepulveda, M.Hills
8 pm	RM: Terry Arnold Info: 474-8519		
****	****	****	****
Sun 9	QUE PASO IX	TCSCC	Harris & Frank Pkg. lot Esplanade Ctr. Vineyard
8 am	RM: Bob Taylor (805)646-2173	Oxnard	Av Ramp fr. US 101 NORTH
Wed 12	Board of Directors meeting & R&T Deadline;	SMSCC	to be announced
8 pm			
Fri 14	TWILIGHT TOUR	FLIRT	Info: 896-5783 (check for start)
8 pm			
Fri 14	FRIDAY NITER	TCVC	Info: (805)482-5160 (Probably Newberry's see above)
8 pm	Info: (805)482-5160		
Sat-Sun 15-16	CLIFFHANGER II	SCAT	to be announced
Wed 19	Road & Tach Assembly		Peterzells' 2534 Tilden Ave WLA
8 pm	All help welcome		

Sat 29	OLD WEIRD HAROLD	SMSCC	B of A rear lot, Sepulveda & Devonshire, Miss. H.
8 pm	RM: Karl Auerbach (213) 781-2875		

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

FIRST FRIDAY NITER WINNERS July 1970

LEARN WHAT IT'S ALL ABOUT!!!

EXPERT
Whitson & Koch LMSCC/PRO .44

Run the SMSCC FIRST FRIDAY NITER on August 7.

JR NAV
Bob & Al (!!!?) PCSCC 5.62
Schuhsler & Crooks LBMG 6.71

\$2.50 entry fee includes one dash plaque. The rally is approximately 2 hours long, and is good for beginners.

SOP
Moore & Duncan - 2.20
Pippert & Pippert Tm.Trick 2.25
Griffin & Griffin P.O.C. 2.67
Weiss & Weiss - 2.67

First car is out at 8:01 PM from:
Bank of America (rear lot) Devonshire & Sepulveda Mission Hills

BEGINNER
Frome & Logan - 1.35
Swanson & Hobson Unc.Smut. 3.03
Leininger & Leininger - 3.31
Casado & Russell Mini Own. 3.55

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.

"THE ART OF RALLYMASTERING"

Part 1: Philosophy

by Pat Hanavan
California Sports
Car Club

The art of rallymastering is one of the dramatic and challenging aspects of rallying. Rallymastering (RMing) has become more and more important as the sport has grown in recent years. No longer is it sufficient to find a willing soul to put on an event for the local club.

At one time a good rallymaster (RM) was equated with an "available" RM. Today, the complexity of events and the dynamic growth of the sport demand more than just a warm body to write a set of instructions for a leisurely Sunday afternoon sojourn in the country.

The art of RMing is just that -- an art. The good RM is characterized by willingness, knowledge, compassion, and common sense.

These characteristics are not mutually exclusive. Willingness to sacrifice the many hours required to put on a good event is a common attribute of the rallyist, a typically gregarious and extroverted breed of sportsman. Clearly, the RM must have a deep and thorough knowledge of the rules, definitions, and concepts of rallying.

Why compassion? He must not be so emotionally involved with his creation, his "child" as it were, that he is unable to recognize that the most important principle during the conduct of an event, from starting line to presentation of awards, is the acceptance and pleasure of the contestants.

At times this means that he must take the lead in correcting inequitable situations which have arisen out of omission, circumstance, or lack of design, and which may make it necessary to delete a control from the scoring of the event to achieve the most important principle stated above -- the acceptance and pleasure of the contestants.

This does not mean that the RM should be the object of scorn and badgering on the part of the contestants. It does mean that he must accept the fact that an event is put on for the contestants, not to glorify the RM, before he is even considered as a candidate to put on an event.

Selection of an RM should take into account these necessary characteristics of a good rallymaster. Club officials, committee members, and the membership as a whole should support the principles, and by so doing support the position of the RM. Under this philosophy it is not necessary to consider the RM as a present or past resident of Mount Olympus. In con-

trast, it recognizes that an RM is human and fallible, just as are the contestants. The emphasis is placed on quality control from the onset with the purpose of putting on an event which will have the contestants crying for more of the same instead of crying over the inadequacy or unacceptability of the event or any part of it.

There are a few RMs in the country who exude an aura of the principles outlined above. They are not only outstanding RMs in their own right, but they foster the development of new RMs of comparable character and principles. Such RMs are Wayne Zitkus of Toledo, Ohio; John Merz of Washington, D.C.; and Paul Alexander of Columbus, Ohio. These exceptional RMs share a common characteristic which is of inestimable value to a good RM -- common sense.

What is this quality of common sense needed by a good RM? The RM who has a broad knowledge of the



A GOOD RALLYMASTER MUST NOT
BE EMOTIONALLY INVOLVED WITH
HIS CREATION.

concepts of rallying will easily pick out unique signs, situations and road combinations which form the basis for interesting challenges for the contestants. The obscure sign, the hard follow of a named road, the sign which is RIP and not quoted in full, and the forced turn which does not require an instruction are easily recognized by the RM with a good knowledge of rallying.

However, the most important ability centers in recognition of which situation, sign, trap, instruction, etc., should not be used because it is either: dangerous, really stretching the generals or rules, inadequately defined, possibly inequitable to some of the contestants, not good in taste, would require a violation of the motor vehicle code, or just plain "not fair."

This ability is rare in RMs. This exceptional quality is spreading slowly, but the spirit has a long way to go in this regard. If we

are to have a stable of RMs who have the ability to forego using a situation in an event for the reasons stated above, the membership and organizers of events must hark to these principles. They must be the stated goals of membership, RMs, and contestants alike.

SMSCC has done much to foster principles along these lines in recent years. Many clubs could and should follow this example. RMs should lend an ear to the consensus of contestants, seek the advice of other RMs and contestants to expand their horizons, and strive to improve their willingness to reject the shady situation as unacceptable.

The expansion of the SCCA national rally program to include the divisional events in national standings has fostered the interchange of ideas, instructions, and principles from one area of the country to other areas. This is a healthy trend which can be successfully used on the local level by all rally organizations, even those not affiliated with SCCA. The influence of ideas from other clubs, areas, and people has a stabilizing and humanizing influence on all concerned. It is through methods such as this that the "Art of Rallymastering" progresses.

Future articles on the "Art of Rallymastering" will consider such topics as: speed selection, off-course controls, instruction controls, the out-marker, unnecessary instructions, and mileage oriented instructions.

MISSION TRAIL III
SCCA NATIONAL TO
RUN SEPT. 19,20,21

Save those dates--this should be one of the best rallies of the year according to the BLUE NOTE.

Mission Trail II (1969) was rated fourth among all of the SCCA National Rallies of '69. Numero tres is well under way, and the sponsoring club, TCVC, expects it to be numero uno SCCA National of 1970.

More details will be included in R&T in August.

Item noted in the BLUE NOTE: in an editorial by the Kimberlins:

"...TCVC withdrew from the 'Council' early in 1970, and immediately affiliated with the Southern California Council of Sports Car Clubs (SCCSCC). We feel that by joining the company of SMSCC, RMs, FIIRT, IMSCC, and other fine clubs we have taken a step forward. It also enables TCVC members to compete for State and Council Championships, as an added benefit".

THAT'S WHY THEY PRINT MENUS

THE NOR'WESTER

The Nor'wester Auto Rally, put on by the Ranier Auto Sports Club has been gaining somewhat of a reputation over the past few years, and so Steve Wood and I decided to go and try to learn how they do it up in the great Northwest--and maybe win a few bucks in the process.

After participating in the experience, all I can say is - different strokes for different folks. Most California adherents of trap rallies would probably not care for it, but those who like Monte Carlo rallies and/or driver-type events, would really dig it. I liked it, but then everyone knows that I'm a nut, anyway.

The rally started from Bellevue, Wash. (just across Lake Washington from Seattle) at 6 p.m. on Friday and took us over 190 miles to Centralia, about 60 miles south of Seattle for the evening--finishing at 11:30 p.m. The early part of the evening was pretty easy, although leg 2 had a little rough road, and leg 3 was hard to make on time due to turns, but 4, 5, and 6 were extremely difficult to get good scores on. We took about 30 seconds on each one despite all the hard driving I could do.

The roads were high crown, gravel, pitted, twisty, and worst of all, very dusty. The organizers later admitted that the dust had not been present or taken into account when the speeds were set, and the very few people who had fair scores (there were no good scores) had well-prepared cars for those conditions and/or knew the roads.

We came out of the night with a sticking shift linkage, a punctured exhaust, and a hole in my gas tank. The first two we decided to ignore, and the latter was plugged with a crafty combination of soap, vasoline, and tape (patent pending). Suffice it to say, after the Friday night section the cars looked like hell.

Saturday's route sent us south from Centralia and then directly east.

The course was not as rough as Friday but did have a few uphill sections that made it very hard to keep up.

Generally, speeds were low while you were on pavement, and up as soon as you hit gravel. One lengthy maze in a mountainous section lost a good many, but otherwise the day was uneventful. There was one mild trap (the only one of the entire rally) and that was a redundant instruction.

The day came to an end in Ellensburg, Wash., which is out where the forest starts giving way to the rolling dry plains of the interior.

**

Sunday was fairly simple, but with a couple of uphill gravel

by Ken Adams

sections that made life interesting. The real highlight of the day was an uphill paved section that had average speeds set by displacement classes.

The speeds were fairly brisk (I just managed to make it) and gave no error if you came in under that time. The only other exciting part of the day was when we had a flat and had to make up 6½ minutes over gravel roads (Steve at one point told me not to tell him how fast we were going; he didn't want to know).

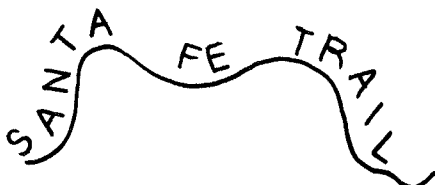
Sunday came to a fairly sedate finish after 150 plus miles (Friday night was a little less than 200 and Saturday was over 300) but I split before the winners were announced.

The rally course was very good and most of the speeds made you have to lean on it to keep up. The scenery was excellent, and all the rally personnel were unusually friendly and hospitable. Scoring was via radios, and while there were a few problems with relays due to the mountains, it was still faster than most.

A couple of the calculations had to be adjusted, one checkpoint was mislocated, and one rally diagram was erroneous. This was all adjusted and was about par for mistakes on a large rally.

Just in talking around I learned that they apparently have a great abhorrence for traps (gimmicks, they call them) and really hate protests (300-point extra penalty if a protest is turned down).

There was a great deal of interest in the sponsored car I was driving and over and over people asked about rallies in other parts of the country. This seems to indicate that not too many venture into other areas, but they do their own thing well, and if you dig gravel, you'll love it.



Last year I stated that the Santa Fe Trail SCCA Divisional Rally hosted by the Rio Grande Region of Albuquerque, New Mexico was a loser, and not up to the standards of the event in 1968. This year I can safely say that the 1970 event met all the standards of the 1969 rally. As a national rally, it was every bit as good as 1969.

A few highlights will suffice. The rally used ITIS instructions (If There Is Such) under which you use the instruction if you find it and ignore it if you don't. Early in the morning, they used two consecutive ITIS, one of which quoted a part of a street name, and the other of which quoted all of a street

name. Nothing technically correct or incorrect about it, but needlessly confusing, it caused the Lewises to take a miss and a max.

Then later Saturday morning an instruction stated that we were to turn left onto 10 at the 2nd blinker. At the 2nd blinker there was a state route marker signifying that this was Route 14. We debated a while and then turned. Six miles down the road, route 10 appeared. The morning was a near masterpiece of tedium and boredom. Long distances, few speed changes, and few turns. We even had one instruction that used "from". We took it as if they really meant "after" and we were right (the course marshall later that evening stated that it was obvious what they meant).

After lunch we got a real breaking in. An instruction stated that we were to turn right at a traffic light onto 85 North. Approaching a traffic light we peered to our right and noticed a sign declaring the road to be Relief 85. Wearily we turned, and sure enough the road later turned to 85 North. Our next instruction had us pause 1 min. in the next 1.70 miles, and the instruction after that had us turn left onto 44. Our mileage came up .1 short, but as mileage had not matched all day, and as things had been incredibly sloppy all day, we turned. Sure enough, a miss and a max. For the rest of the day I can only say that it came up to all expectations.

Sunday started out fine, but then put us over roads up at 7-8,000 feet that had received 2-3 inches of rain the night before. We next encountered an emergency sign left up from the day before. It seems that the lead car had missed this. They finally threw the leg, but not before commenting that it "seemed pretty obvious what you were to do". To add insult to injury, they started quoting landmarks that they had left unquoted on Saturday.

On the plus side, I must admit that the checkpoint people were courteous. We were timed in once in seconds rather than hundredths and after bringing this fact to the checkpoint captain's attention, it was corrected. He also later apologized - something rare. The scoring, handled via radios, was very rapid and was posted at lunch before we arrived.

The main problem seemed to be identical to last year's - sometimes it was tight and sometimes it was loose. You were never sure just where in the hell you stood.

Class A	
Crowder-Crowder	975
Adams-Wood	1092
Durbin-Durbin	1118

Class B	
Lightfoot-Wessman	634
Chambers-Dart	880
Hemley-Hemley	1557

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, who turns out to be Sherman Oakes, international crook.

After some shenanigans in and around the Lesser Transcarpathian Alps, Horst is shot by Oakes.

When we left him last month, our hero was face down on the cobbles of the Pavloftenberg square--with the innkeeper's daughter hanging over him.

THE GREAT RALLYE

by Horst Hemingside*

Chapter XIX: "OAKES IN THE WOODS"

My right arm was a screaming, burning wound. I lay in the cold, wet street hurting too much even to writhe.

The shot had awakened the sleeping neighborhood. In seconds, several score townspeople had gathered to the spot where I'd fallen. Above the murmuring babble of the crowd, I could hear an insistent shouting: "Artze--lass 'im durk! Mach weg deh--Artze!" (Doctor--let him through! Make way there--doctor!)

A little bespectacled old man bent over me. I could vaguely feel him ripping open the sleeve of my shirt and ministering to my arm.

I was hit with the realization that Oakes was getting away. That thought was even more painful than the agony left by the bullet which he had smilingly put into my arm.

I gritted my soul and stood--despite the protestations of the innkeeper's daughter--with the doctor still overhauling my arm. I asked whether the wound was serious. The doctor said that it was a flesh wound--nothing dangerous--but that I should get some rest.

I snarled unforgivably at the old gentleman, and told him to kill the pain, for I had to catch the man who had shot me. He shook his head and gave me some pills which he said would keep the pain down for a while.

I shouted at the petrolman to fuel my car. By the time I made my way through the crowd to the car, the petrol station attendant had made several running trips, topped the tank, and stuck two extra jerry cans of petrol in the back seat.

I climbed slowly into my familiar seat. Painfully, I clapped the seat harness together. I started the motor with my left hand. I tried to stick the shift lever into first gear, but my right arm was too hurt, too numb to work.

At once, tender hands gently guided mine, and the shift lever threw into first. I looked up to see the innkeeper's daughter sitting in Percy's place. "Venn Ni muss's tun, Je helfe." (If you must do this, I will help you.) I smiled back.

Awkwardly, we got the car on the road toward Stezklask, and the Czech Frontier. Oakes had a goodly ten minutes head start. I took the doctor's little pills continuously, trying to blur the searing pain which was spreading through my entire right side. The night lengthened, and somehow I managed to hang on and keep the car in pursuit of that arch crook.

I suddenly realized that there was a great emptiness in my life. "Va nannt Ni man?" I asked the lovely, if frightened, young woman next to me.

"Gedraliel. Gedraliel Tanhofts," she said softly, shyly, and with a rich, fluid quality to her voice that momentarily distracted me from the task at hand.

The petrolman had said that Oakes had not gotten a full tank of fuel. Perhaps as much as half a tank; perhaps as little as a quarter-tank. There was just a thin possibility that Oakes would run out of petrol before he got to the Czech Frontier. Somehow, I could not hold my breath.

The road ran straight, and I ran the car as fast as I could. Perhaps faster. We topped a slight rise in the road, and there were the lights of Stetzklask ahead of us. I could make out the river Elfe, which was the Czech Border. I had to catch Oakes--I had to--I drove through Stetzklask as if it were the Grand Slalom at St. Moritz.

It was exactly one kilometer from the town to the Frontier Crossing. Half-way between, we found Oakes's car. He had run out of petrol, and run on toward the border. Now there was a chance to get him!

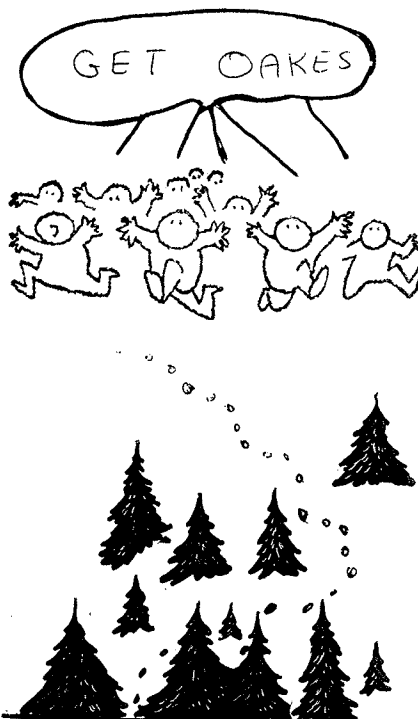
We pulled into sight of the border station just as Oakes reached it. I



TIBBETTS TO TOLD OVER A
NEW LEAF AS HE STUDIES THE
U.S. IN SEARCH OF OAKES

Author, student, teacher, poet, rallyist, lover, artist, and hitchhiker, Jeff Tibbetts is on the first leg of his trans-U.S. trip, which, we have learned, is really an undercover attempt to track down Sherman Oakes.

Tibbetts has promised to leave no stone unturned and to keep us informed of any developments in his ever-increasing search.



began to honk my horn and flash my lights on and off--anything to attract the attention of the border guards and keep Oakes from getting through.

They let him through.

I was tempted to crash the barricade which they dropped across the road, but that was as impossible as following Oakes across into Czechoslovakia--I had left my passport in my luggage.

We reached the crossing point. I jumped from the car and ran to the borderline. Oakes was running toward the woods. With tears of futility, I shouted after him: "I'll get you, Oakes!--I'LL GET YOU!"

But by then, he had disappeared.

TO BE CONCLUDED

*Address as of July 2: 47 The Spiro Agnew Parkway, Acton, California, 378491 (Series 1932 D).
-Ed.

by John Keckhut

My main ambition in writing Highway Robbery was to write a rally which was clean and easy to run, with every instruction easy to execute, and a generally enjoyable route.

The route instructions proved to be the easy part. The route was easy to lay out traps were easy to generate, checkpoint locations were potentially multitudinous. But as always, the General Instructions were a bear and after three months' work, still required last minute changes. They finally developed into such a legalistic turmoil that I many times wanted to chuck them; tell people to just go out and run the route. Maybe next time.

The route was originally planned for the Lancaster area, but late June in Lancaster is unbearable, so a switch had to be made to more mountainous country. A route from Santa Monica to Valencia, through back passes to the Lake Hughes area, a speedy trip to Palmdale for lunch, then over the mountains to Pasadena and home--that was the route.

SCCA imposed a two-minute max per leg, but this proved to be no hardship since I usually design traps worth 1/2 to two minutes. It was only necessary to see that there weren't too many per leg--no point in wasting traps. I really prefer the two-minute max when I'm a contestant tho, because there are scores of rallymasters who apparently give no thought whatever to trap values and there's always one simple trap worth 8 or 10 minutes (equivalent to all the others put together) which we will buy. Two other headaches in SMSCC are always the checkout and protest committee. Our checkouts sometimes take on the air of a lynching wherein the RM has committed a dozen or so crimes for which he will be on trial for eight hours or so. Luckily we had a very pleasant checkout; two members slept through the entire event, two others spent the time crawling through culverts and looking for food. The others seemed pretty much baffled by the entire rally, didn't (thankfully) argue too much, and seemed suitably trusting (I'm just kidding you guys.)



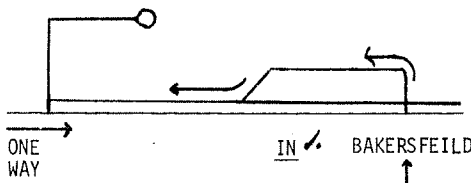
THE CHECKOUT

Members of the protest committee were typical of SMSCC's experienced ralliests; perfectionists and ready to throw a leg (with the RM) at the drop of a protest. Luckily the contestants were too poor to afford a protest (\$10.00) and the rally was spared decimation. The committee (in action) was nice enough to advise me of all the things they were considering and to solicit my opinion. This is of course one way to humor me so that I'll write another rally.

Then of course, there were the contestants themselves who turned out to be brave souls, curious about the rally, and for the most part, friendly and polite. Naturally, I was attacked by at least one contestant who demanded to know why I broke National regs and didn't have preliminary odo checks! I didn't know it then, but his navigator had zeroed their counter at the end of the odo check. I responded with a number of rude remarks, but I had two reasons for no prelims: 1) the odo was 99% freeway and cars must illegally slow down to get an accurate mark, and 2) contestants deserve an uninterrupted 20 miles when they've had their routes for only 15 minutes.

Incidentally, it was worthwhile allowing questions about the GI's because at least two legs were saved due to the penetrating analysis given the GI's by the winners. Addenda to the Generals were definitely called for, and made.

But no matter how hard we try, some strange things are bound to crop up. After the IN marker at checkpoint one, a sign appeared pointing toward BAKERSFIELD (SIC) RANCH, unreadable at 20 MPH. Those coming in on course were looking for a sign to follow toward BAKERSFIELD, and if they didn't notice the misspelling, off they went (cars were to follow instructions within each checkpoint area) on an interesting but fruitless excursion.



I would not, (under circumstances which penalize only those who did the previous leg correctly) use such a trap. But since I never saw the sign (nor did the checkout or preview), there it sat until finally removed as a nuisance after the Lewis' checked it out for validity purposes. The winning team was sucked in, thought it was a beautiful trap until they discovered it was not part of the course. When they reentered the same checkpoint, they requested and got a new OUT time.

The rally itself didn't have anything new or particularly difficult. There were very few notes, only a couple small calculation problems, hard to see signs existed only on one leg and each one was backed up by a posted sign. Turns were based only on obvious signs or landmarks and all course traps were looped so that contestants did not know whether they had followed the wrong or right course. No true times were given until the end, although there were 100 minutes of breaks in a 6-hour rally--ample opportunity to discover what others were doing.

The traps were selected for their unusual qualities in situations which would disguise their existence. About 10 were based on signs, half of which simply required one to find the sign. Missing them all cost about six minutes, but I repeat, no one would get lost by missing one, nor would any checkpoints be missed. We consider this essential to rallying in Los Angeles where we have thousands of ralliests, at least two rallies per weekend, and a very active police force looking for speeders. Keeping people on course (or un-lost) helps keep the peace.

The majority of the traps were based on landmarks in situations which gave the contestants plenty of opportunity to second-guess the trap, and guess wrong. For example, the CROSSROAD trap was based on using the same landmark for two consecutive numbered instructions. The rule is common enough and it's used frequently in traps like -

CST 25 at CURVE SIGN

CST 15 at second CURVE SIGN

requiring three separate signs in all. On HR-70 the following situation occurred (U-turns at cul-de-sacs were automatic):

CST 15 at CROSSROAD

CST 25 at CROSSROAD

R at STOP and CST 40.

Contestants came to a CROSSROAD, made a U-turn at a dead end (within sight), and proceeded, looking for another CROSSROAD. The same one could not be used again, so a new one had to be found. It was at the next STOP, so cars had to continue to another STOP for their turn. I thought sure the Lewis' would get the trap since Pat had just written an article for R&T about using the same sign or landmark consecutively. (But they didn't.)

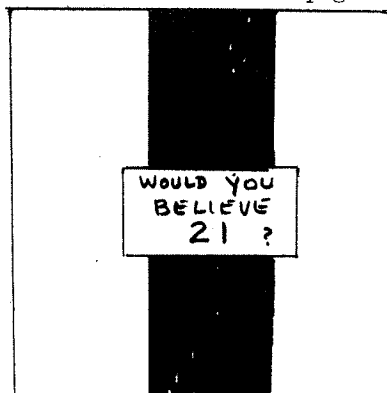
The thorniest problem on the rally was probably the new terms and old concepts which were combined. For instance, you were not to use "follow" signs or turn instructions unless they altered your course. One car, coming upon BAKERSFIELD used it on the second leg, after which a right put them on the freeway south (instead of north). I did not want to put a goof sign on the on-ramp, but perhaps a "NOT" sign on BAKERSFIELD would have done it. The main problem here was the Highway Patrol which infests the area and doesn't like posted signs. But everyone had just been on a 5-mile trip following ONE SIGN toward BAKERSFIELD (there were at least 10) so most had caught on by then.

Later the slant tees began to creep into the rally. At first, everyone was given a turn note with no speed change to get them through the slant TEE. Then I mentioned in parentheses that a slant tee was forced.

Then a genuine slant tee trap worth about .60 appeared at a Note: Left onto WEST and CST 35. It was a slant tee of about 15°. All in all, the slant tees are a nuisance to both RM and ralliest, but since they are commonly used on SCCA rallies I figured we all needed the practice (and we did).

The old "numbers on telephone poles" was also a pain. The SCCA regs prohibit their use, but they are directing this toward

(Continued on column 1 page 12)



HIGHWAY ROBBERY (continued)

the use of those little numbers which identify each pole, and the intent is that all such repetitive and hard-to-see signs be illegal. But Tucson pulled a dubious trick by using a number on a sign attached to a pole--arguing that the number wasn't actually on the pole. Phooie to such traps. On HR-70, signs or numbers on poles were legal, so I used one gigantic "21" by the Rose Bowl. And wouldn't you know, Slim Durham from San Diego, who played it wrong in Tucson, refused it on HR-70 and got a max on the leg.

In looking over the scores on a leg by leg basis, a keen observer may note that on several of the legs, over half the contestants received a max (2.00 minutes). A number of traps (Legs 2, 3, 7, 8, 10) were planned which resulted in a two-minute error, with only one trap on the leg. And believe it or not most of those who got the maxes actually got them because they blew the trap, not from their "own" mistakes.

A reasonably clear conclusion, judging by the results on Leg 8, is that .06 miles leeway is insufficient for almost anyone in deciding a timed turn. Everyone was put at 47 MPH at "KEEP RIGHT" (not the one on the building) and told to turn at BARREL SPRINGS after 1.50 minutes. This took them .06 miles past Barrel Springs. Nevertheless, only seven or eight cars correctly refused the turn. Evidently it is an unfair trap and much too hard. But it was nothing next to the one we had up in Sacramento where one had to note time at a hard-to-see sign, pause on a difficult note, speed change on a sign visible down a side road for only a second, then make a turn at eight minutes after the "note time". Obviously, all that was quite unnecessary! Grossly over-programmed and quite irritating, actually.

A sad thing happened to Car 60 on Leg 2 when they missed a turn, came into the DYS late, and then entered the wrong hour on their Control Card. This cost them first place in Class B since they had to take 3.00 minutes error on one leg and 2.00 minutes error on the next. Since DYS checkpoints are so essential in local rallying, we should probably institute a few changes. Next time I may try the following: the contestant enters his own IN minute and hundredth. Then, he either continues on the next leg (OUT time is automatically two minutes later) or enters a timing control where he is assigned an OUT time. Two persons can easily man this type of checkpoint, and a considerably greater control is kept over the cars, keeping them from bunching up, and discouraging navigators from entering an IN time which is long gone, by assigning OUT times which are 2, 2-1/2, 3 or 3-1/2 minutes after the recorded IN time.

That's not the full story on HR-70, of course, but it's enough for now!

Ed: Thanks, John--and not only for HIGHWAY ROBBERY but also for all the neat, interesting copy you submit.



NIGHT RALLIES I HAVE HATED

by John Keckhut

I wouldn't want any RM to feel I was selecting his particular creative effort for criticism, but a few choice items appearing on night rallies were so obnoxious as to deserve mention.

We usually like the night rallies as well as the day ones, although our attitude is usually more relaxed. But regardless, we like a good rally and abhor a poor one.

There are about a half-dozen RMs in the area who can't think of anything better to do than to add a few hard-to-see (HTS) signs into their rallies; or they can't figure out how to make traps work without the use of HTS signs.

On one occasion we were tooling along MILES from any freeway looking for a Right after "FREEWAY ENTRANCE", knowing full well it must be a planted sign. We crept along in the black pitch of night, guessed the probable location, but never saw the sign--and no other team found it. The RM had posted it parallel at 100 yards before a turn. Those who won did so because they got lost on that leg and managed to use up the seven minutes that stupid sign was worth.

Our club was kind enough to prepare a rally for the Explorer Scouts, and what a ride they were given! We were running sweep car and we were sweeping the Scouts up everywhere as they drove 30 miles thru the Santa Monica Mts. with nary a checkpoint and hardly a decent sign to help them. There were quick signs, parallel signs, and the topper was a huge sign which, to see, we drove 100 ft off the road surface into a field. By the time we reached the first checkpoint almost every car was behind us and lost. That rally was probably sufficient to discourage at least two-thirds of the contestants from ever rallying again.

This mess was equaled on a recent Friday niter. It started with parallel signs for which we had to double back and recount as we started a game of catch-up. Later we had to find MOXIE RD far to left for an on-course turn; then at an intersection where there were MOXIEs at each corner, we spent two minutes playing Ring-Around the Rosie with other cars until we finally discovered all the signs had arrows on them making them unusable for a turn onto MOXIE. But now we were two minutes down, so while making that up we missed an easy sign and went five miles off-course.

Following an easy DYS we had a left to make. Naturally there was an invisible "NOT THRU" sign to the right at the first turn, making the turn forced. Probably the sign was easy to see, but we don't happen to have headlights which point down side streets. At least the trap was looped, and it brought us into the checkpoint only 11 minutes early. The RM bettered this with an idiotic NOT THRUOH (sic) sign on the left, showing a further refinement of his skills.

However, a recent SMSCC Friday niter outdid all this creativity with three quick parallel signs, one of them for a DYS, three blocks before a checkpoint. Four out of five Experts MCP'd and probably all of the SOPers missed the signs, proving once again that a clever and resourceful RM can fool even the best of us.

Of course we cannot make rules against parallel signs on night rallies, or signs

down side streets, or signs on the left; somebody might see them! We seem to prefer to encourage ralliists to decorate their cars with lights which shine in all directions, to drive down the left sides of streets, to make all sorts of illegal turns and stops at intersections, to constantly lose time in residential areas so that speeding is necessary to catch up, and in general make everyone's life miserable.

I think the responsible clubs should discourage the use of HTS signs on night rallies. If the RMs can't think of traps without such signs, the traps should be eliminated. If they still can't, the RMs should be eliminated.

But apparently the problem is deep. It resides in the unquestionable delight which many RMs have on seeing an HTS sign, or a cute one, or in building a trap which uses such a sign. It resides also in ignorance and indifference; failing to realize what happens to contestants as they comb the countryside (or downtown) for that elusive sign.

It would be a real step forward if SMSCC would set up a few rules for our RMs to follow on night rallies, and then insist that they do so. And no exceptions for the Nav classes! I have a few suggestions:

1. On highways and freeways and at speeds over 40MPH, only the simplest and easy-to-see signs should be used.
2. Parallel signs, those down side streets, those more than 20 feet from the road (unless lighted) should be banned.
3. Signs on the left should never be used at night unless they are lighted.
4. Eliminate the excessive use of "onto" which requires constant checking of street signs both left and right. Instead, a turn "at" should be substituted.

5. Posted signs should be at least 2x3 ft, white, and posted so as to be seen 3-6 ft from the ground; alone, and close to the road.

6. Require a pause of at least .50 min. at each signal.



HIGHWAY ROBBERY RESULTS UNOFFICIAL

by John Keckhut

The results published in R&T and sent to all contestants are unofficial and not final due to an unresolved scoring protest lodged by cars 3 and 27 against another car.

The resolution of this protest may take several weeks and may affect the final results. Adequate information will be published when this matter is settled, but since it concerns an alleged act of unsportsmanlike conduct, the matter may require lengthy investigation.

Overall	Positions		Car No.	First & Last Names of each Driver and Navigator	Home Town & State of each person	Total Penalty Point Score	Make of Vehicles
	Class						
	A	B					
1	1		6	Mack Patterson Gerry Finn	Hayward, Ca. Mt. View, Ca.	4.27	FORD
2	2		27	Don Edlund Fran Edlund	Ft. Valley, Ca. Ft. Valley, Ca.	4.57	FORD
3	3		3	John Roache Judy Roache	Gardena, Ca. Gardena, Ca.	4.93	AMX
4	4		22	Roger Lewis Pat Lewis	Los Angeles, Ca. Los Angeles, Ca.	7.57	DATSUN
5	5		26	Slim Durham Jack Rabell	San Diego, Ca. San Diego, Ca.	10.84	DATSUN
6	6		55	Ed Wilks Phil Dorsey	Santa Ana, Ca. Santa Ana, Ca.	10.87	FORD
7	7		24	John Star Dick Rafter	San Diego, Ca. San Diego, Ca.	11.18	DATSUN
8	8		9	Rich Voils Lew Voils	Long Beach, Ca. Long Beach, Ca.	11.55	FORD
9	9		17	Larry Clark Bob Hitchcock	Canoga Park, Ca. Putnam Valley, Ca.	11.83	FORD
10		1	36	Earl Shollenberger John Classon	Pasadena, Ca. Hollywood, Ca.	11.95	FORD
11	10		49	Terry O'Neill Sharon Owens	Castaic, Ca. Saugus, Ca.	12.43	TR
12	11		39	Howard Neal Ed Neal	Arcadia, Ca. Arcadia, Ca.	12.72	PORSCHE
13	12		48	Alicia Hanavan Pat Hanavan	Palos Verdes, Ca. Palos Verdes, Ca.	12.86	VOLVO
14	13		35	Walt McKeever Marilyn McKeever	Oak View, Ca. Oak View, Ca.	13.23	TR-4
15	14		12	Joe Haugen Donna Haugen	Ojai, Ca. Ojai, Ca.	13.58	VOLVO
16		2	11	Arthur Ragazzi Al Ragazzi	Granada Hills, Ca.	13.62	DATSUN
17	15		44	Lorraine Chaffee Don Chaffee	Oxnard, Ca. Oxnard, Ca.	13.86	CAMARO
18		3	54	Elliott Woodward Barbara Woodward	Pasadena, Ca. Pasadena, Ca.	13.86	SAAB
19		4	40	Judy Kimberlin Jerry Kimberlin	Camarillo, Ca. Camarillo, Ca.	14.36	DATSUN
20		5	31	Mike North Jerry Miller	Canoga Park, Ca. Chatsworth, Ca.	14.66	FORD
21		6	60	Kerry Smith Bill Flint	Orange County, Ca. Orange County, Ca.	14.89	DATSUN
22		7	38	George Fitch Kiyoko Fitch	Ventura, Ca. Ventura, Ca.	14.99	TR
23		8	42	John Lysaker Marlys Lysaker	Camarillo, Ca. Camarillo, Ca.	15.54	VOLVO
24	16		7	Jerry Kerkmeyer Wes Meyer	Woodland Hills, Ca. Long Beach, Ca.	15.75	CAMARO
25	17		8	Ted Finch Jim Kennedy	Phoenix, Ariz. Phoenix, Ariz.	16.05	VOLVO

HIGHWAY ROBBERY RESULTS

See page 14 for leg errors

Overall	Positions		Car No.	First & Last Names of each Driver and Navigator	Home Town & State of each person	Total Penalty Point Score	Make of Vehicles
	Class						
	A	B					
26		9	45	Dick Mila Merri Mila	San Dimas, Ca. San Dimas, Ca.	16.12	DATSUN
27		10	1	Richard Crandall Pat Crandall	Redondo Beach, Ca. Redondo Beach, Ca.	16.13	DATSUN
28		11	4	Bill Gulje Jan Gulje	Goleta, Ca. Goleta, Ca.	16.30	FORD
29		12	59	Ken Wilson Andy Schafer	Van Nuys, Ca. Van Nuys, Ca.	16.48	PORSCHE
30		13	21	Greg Killian Dean Justin	Irvine, Ca. Newport Beach, Ca.	16.54	PORSCHE
31		14	34	Jan Morgan Steve Feuerhelm	Los Angeles, Ca. Granada Hills, Ca.	16.76	SAAB
32		15	25	Jerry Yowell Lura Yowell	Norwalk, Ca. Norwalk, Ca.	17.20	VW
33		16	57	Gene Hales Breck Campbell	Santa Monica, Ca. Van Nuys, Ca.	17.20	VW
34		17	46	Lani Spund Doug Wigton	San Diego, Ca. San Diego, Ca.	17.30	DATSUN
35	18		15	George Pollock Marian Jackson	Fullerton, Ca. Anaheim, Ca.	17.33	TR
36	19		53	Bonny Adams Mary Wood	Bakersfield, Ca. Panorama City, Ca.	17.33	FORD
37		18	47	Ernie Schoch Allen Elowe	Canoga Park, Ca. Los Angeles, Calif.	17.37	FORD
38		19	33	Fred Norris Jonell Norris	Oxnard, Ca. Oxnard, Ca.	17.65	CAMARO
39		20	37	Mike Sremba Jim Sremba	Culver City, Ca. Culver City, Ca.	17.67	FORD
40		21	41	Wendell Hans Norm Seedorf	Santa Barbara, Ca. Goleta, Ca.	17.86	CORV
41		22	13	Larry Tabat Felino Bautista	Inglewood, Ca. Los Angeles, Ca.	17.96	FIAT
42	20		20	Jim Lightfoot Terry Arnold	Long Beach, Ca. Los Angeles, Ca.	18.02	PORSCHE
43		23	56	Kurt Stiehl Steve Kornig	Palos Verdes, Ca. Los Angeles, Ca.	18.09	FIAT
44		24	18	Steve Resnick Jeff Douglas	Santa Monica, Ca. Los Angeles, Ca.	18.15	DATSUN
45		25	61	John Bell Peter Wagel	Los Angeles, Ca. Los Angeles, Ca.	18.38	FORD
46	21		16	David Gordon Dick Rakowski	Tempe, Ariz. Phoenix, Ariz.	18.93	FORD
47		26	51	Frank Hudson Kathy Hudson	Tucson, Ariz. Tucson, Ariz.	19.14	GHIA
48		27	30	Glen Martin Judy Kasabo	Fullerton, Ca. Anaheim, Ca.	19.15	TOYOTA
49		28	29	Skip Hermann Gabe Moretti	Torrance, Ca. Los Angeles, Ca.	20.14	FIAT
50		29	28	Doug Wareham Dan Egle	Inglewood, Ca. Culver City, Ca.	20.22	FORD
51		30	52	Joe Dupeak Guye Ahlm	Hollywood, Ca. Alameda, Ca.	20.67	TR

(continued on p. 35)

(continued on p. 15)

POS.	A	B	CAR #	TOTAL	1	2	3	4	5	6	7	8	9	10	11
1	1		6	4.27	.30	.02	.02	.03	.05	.10	.33	2.00	.07	.75	.60
2	2		27	4.57	.13	.02	2.00	.01	.29	.04	.07	.07	.89	.57	.48
3	3		3	4.93	1.57	.01	.04	.33	.06	.01	.05	.04	.22	2.00	.60
4	4		22	7.57	.02	.07	2.00	.07	.44	.07	.06	2.00	2.00	.83	.06
5	5		26	10.84	1.48	.02	2.00	.62	.44	.30	*1.57	1.54	.13	.74	2.00
6	6		55	10.87	.95	.02	.34	2.00	.40	2.00	.06	2.00	1.17	1.00	.93
7	7		24	11.18	1.52	.01	2.00	2.00	.47	.03	*2.28	.12	.12	.75	1.88
8	8		9	11.55	.79	.01	2.00	.08	2.00	2.00	.01	.08	2.00	1.34	1.24
9	9		17	11.83	1.82	2.00	2.00	.75	.40	.05	.07	2.00	1.60	.51	.63
10		1	36	11.95	.92	2.00	.49	.81	.78	.67	.69	2.00	1.06	2.00	.53
11	10		49	12.43	.87	1.26	.84	.23	.66	.22	.35	2.00	2.00	2.00	2.00
12	11		39	12.72	.01	.02	1.42	.25	.14	#3.00	*1.29	2.00	2.00	1.96	.63
13	12		48	12.86	2.00	.03	2.00	2.00	.43	.21	.42	1.41	2.00	1.78	.58
14	13		35	13.23	1.42	2.00	2.00	2.00	.41	.12	.07	2.00	2.00	.01	1.20
15	14		12	13.58	.21	2.00	.89	.29	.44	.04	*2.61	2.00	1.89	2.00	1.21
16		2	11	13.62	.41	2.00	.49	2.00	.49	#3.00	*1.01	.20	1.55	2.00	.47
17	15		44	13.86	.60	.00	2.00	1.11	1.27	.16	.38	1.34	2.00	#3.00	2.00
18		3	54	13.86	1.74	.02	.35	2.00	1.16	.20	1.41	2.00	2.00	2.00	.98
19		4	40	14.36	1.10	2.00	2.00	.18	.26	.22	*2.56	1.36	2.00	2.00	.68
20		5	31	14.66	1.80	2.00	2.00	.67	.58	.14	.60	2.00	2.00	2.00	.87
21		6	60	14.89	1.51	2.00	#3.00	2.00	.35	.14	.69	.58	2.00	2.00	.62
22		7	38	14.99	.87	3.00	2.00	.14	.84	.11	*2.45	1.03	.95	2.00	1.60
23		8	42	15.54	.24	2.00	2.00	.22	.36	2.00	2.00	2.00	2.00	2.00	.72
24	16		7	15.75	.82	.03	2.00	2.00	.39	.22	*3.00	2.00	2.00	2.00	1.29
25	17		8	16.05	1.46	2.00	2.00	.94	.40	.17	*2.19	2.00	1.63	1.78	1.48
26		9	45	16.12	.90	2.00	1.95	2.00	.01	.80	*2.46	2.00	2.00	2.00	.00
27		10	1	16.13	1.20	2.00	.66	2.00	1.66	.29	2.00	2.00	1.30	1.10	1.92
28		11	4	16.30	1.37	.73	2.00	.51	.22	.47	*3.00	2.00	2.00	2.00	2.00
29		12	59	16.48	1.76	2.00	.81	2.00	1.11	.65	*2.06	2.00	2.00	2.00	.09
30		13	21	16.54	.73	1.27	1.44	2.00	.34	.05	*2.71	2.00	2.00	2.00	2.00
31		14	34	16.76	.89	2.00	2.00	1.09	.66	.88	*1.71	2.00	1.65	2.00	1.88
32		15	25	17.20	1.00	2.00	2.00	2.00	.34	.12	.79	2.00	2.00	2.00	1.95
33		16	57	17.20	1.96	1.08	2.00	2.00	2.00	.10	*1.71	2.00	2.00	2.00	.35
34		17	46	17.30	2.00	2.00	#3.00	.82	.84	.20	1.21	2.00	2.00	2.00	1.23
35	18		15	17.33	.98	2.00	1.91	2.00	.76	.74	*1.71	2.00	2.00	2.00	1.23
36	19		53	17.33	1.50	.07	2.00	2.00	.37	2.00	*3.00	2.00	2.00	2.00	.39
37		18	47	17.37	2.00	2.00	.21	1.22	1.66	.66	*3.00	2.00	2.00	1.30	1.32
38		19	33	17.65	2.00	2.00	.81	1.87	1.48	.38	2.00	2.00	2.00	2.00	1.11
39		20	37	17.67	2.00	2.00	.05	2.00	.59	#3.00	*3.00	2.00	.18	2.00	.85
40		21	41	17.86	2.00	2.00	2.00	2.00	.56	2.00	*1.09	2.00	2.00	.26	1.95
41		22	13	17.96	1.99	.41	2.00	.82	2.00	3.00	.56	2.00	2.00	2.00	1.18
42	20		20	18.02	.15	2.00	.54	2.00	1.22	1.11	*3.00	2.00	2.00	2.00	2.00
43		23	56	18.09	2.00	2.00	.61	2.00	1.01	.07	*3.00	1.40	2.00	2.00	2.00
44		24	18	18.15	1.90	.64	2.00	2.00	2.00	.54	*1.39	2.00	2.00	2.00	1.68
45		25	61	18.38	1.04	1.27	1.44	1.50	1.16	2.00	*3.00	2.00	2.00	2.00	.97
46	21		16	18.93	2.00	2.00	2.00	1.37	.35	1.38	*2.64	2.00	2.00	2.00	1.19
47		26	51	19.14	1.31	.73	.58	2.00	2.00	1.82	*3.00	2.00	1.70	2.00	2.00
48		27	30	19.15	1.80	2.00	1.19	2.00	2.00	.11	*3.00	2.00	2.00	2.00	1.05
49		28	29	20.14	2.00	2.00	2.00	2.00	.16	2.00	*3.00	2.00	2.00	2.00	.98
50		29	28	20.22	2.00	2.00	.89	2.00	2.00	1.81	*3.00	2.00	2.00	2.00	.52
51		30	52	20.67	1.32	2.00	1.02	2.00	2.00	2.00	*3.00	2.00	2.00	2.00	.33
52		31	32	20.92	2.00	2.00	1.16	1.68	2.00	1.08	*3.00	2.00	2.00	2.00	2.00
53		32	10	21.00	2.00	1.02	2.00	2.00	2.00	.98	*3.00	2.00	2.00	2.00	2.00
54		33	23	21.37	2.00	2.00	2.00	2.00	2.00	2.00	*3.00	2.00	1.85	2.00	.52
55		34	2	23.17	2.00	2.00	2.00	2.00	1.17	#3.00	*3.00	2.00	2.00	2.00	2.00

Cars 5 & 14 Did not start

Cars 19, 43, 50, & 58 Did not finish

* - Includes 100 point penalty - OFF COURSE SPECIAL CONTROL

- Over 20 minutes late to CONTROL

HIGHWAY ROBBERY contestants (continued from page 13)

Overall	Positions		Car No.	First & Last Names of each Driver and Navigator	Home Town & State of each person.	Total Penalty Point Score	Make of Vehicles
	A	B					
52		31	32	Russ Coover Jim Campbell	Lynwood, Ca. Huntington Pk., Ca.	20.92	DATSUN
53		32	10	Nan Nicolai Rolf Nicolai	Cypress, Ca. Cypress, Ca.	21.00	OPEL
54		33	23	Mike McGuire Dan Coats	Santa Susanna, Ca. Simi, Ca.	21.37	CHEV
55		34	2	Kelly Cook Barbara Ekstrom	Tucson, Ariz. Long Beach, Ca.	23.17	FORD
Cars 5, 14 did not start.							
Cars 19, 43, 50, 58 did not finish.							



THE GENERAL IDEA . . .

by Joe Haugen
(from TCVC's
BLUE NOTE)

Most newcomers to the sport of rallying have a problem in reading and understanding the general instructions. The most common difficulty is because the specifics of the generals are not always the same from one rally to the next; or not because of what the generals say, but rather what is not said.

We would like to present this series of articles on the General Instructions (GI's) in the hope that new rallyists might benefit from them. We will try to write in a manner that will cover many sets of GI's, not just the ones TCVC uses.

What streets are used? This is one of the most common last minute questions we get asked. The basic problem being that last month the rally did not use not through streets, and tonight it does; or a rally was run in an area where alleys are not used and last month's rally used an alley.

The TCVC Generals and the Council Generals simply say "all roads are paved and public" unless otherwise stated. Under this condition, any paved, public road, including alleys and not through streets are used. To be excluded, a road must be a ranch road, driveway, or entrance to a business. Any road marked private in any manner is not used, including those open to the public with the posted notice "permission to pass over revocable at any time".

If the rallymaster wants, he may add an addendum to the GI's stating that "Roads marked Not A Through Street" or similar wording will not be used. Then any road marked this way doesn't exist for rally purposes for that rally only.

Some GI's say "All roads are paved, public, and through". The one word "through" being the only indication given that not-through streets are excluded. Some GI's will exclude alleys, but remember that unless

excluded, a paved alley is "paved, public". Entrances to businesses, churches, schools, etc., are not used except for the starting and ending of rallies, and are usually so indicated in the route instructions.

FOR SALE

- Heuer master time (just overhauled by Feldmar) \$40.00
- Factor cards (15%) \$ 8.00
- Lucas 12v flex light \$5.00
- 9" Stevens rally indicator; like new \$9.00
- Stevens electric single counter; new! \$25.00
- Stevens impulse unit--fits most American cars 10:1 \$20.00

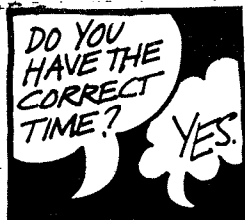
Mail inquiries to:
Lynn Weston
CMR #1 Box 126
Norton AFB, Calif.
92409

RALLY EQUIPMENT FOR SALE

Mark X, Dual Tommy Box, Custom Model with Speed Doubler, Phantom Car option, parallel or switched output, all outputs dioded to protect your counters.

\$225 new, \$150 as is or make offer. Will provide technical assistance. Have switched to more powerful solid-state computer (DIRAC).

Pat Hanavan
29226 S. Beachside Dr.
Palos Verdes Penn.,
Calif, 90274
(213) 377-4239



STAT REPORT ???

Rumor has it that the computer is on sick leave (without pay) so you'll have to wait until next month for competition standings.

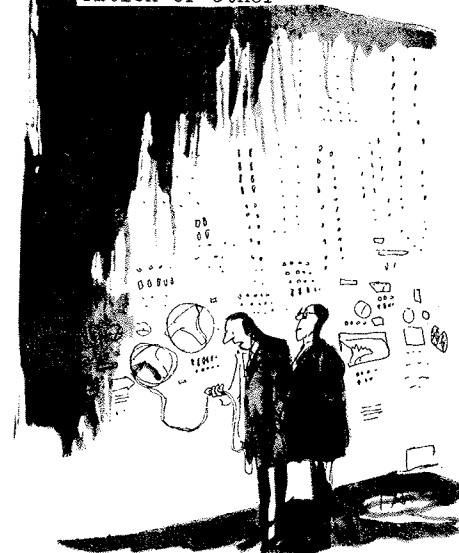
Does that sound OK, John?

Social Note from the ACTON HAROLD (sic)

"Sherman Cakes, sometime resident of our fair city, returned for a few days the latter part of June to visit his brother, Herman, who resides at 123 Ant-hill Lane.

The happy duo were last seen laughing like children; for some reason, the spelling of "BAKERS-FIELD" or is it "BAKERSFEILD"? tickled their fancy.

contributed by Ron Melitsoff
who took it from some publication or other



"You can fool some of the digital components some of the time, but you can't fool all of the digital components all of the time."