



# ROAD *and* TACH

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2009 Issue 3 - May

# Mindless Mulling from the Prez

As a man that seems never at a loss for words, I find it difficult to sit and write this article. I have been asked to share my experiences while writing Inaugural this year. This may sound like an easy task but is not. I tend not to work really well with structure, so I have no concrete way to describe how a rally is written for me. If this article seems a little disjointed and scatter-brained that is the best why to describe how I tend to work on not only rallies but most things in life.

I have spent many nights over the years thinking about rallies, traps, road, and how to properly mix them to create the most enjoyable experience for the most number of contestants. The old adage about pleasing all of the people comes to mind here; seemingly it is impossible to write a rally to please everyone. The answer would on the face seem to be simple research, talk to as many contestants or potential contestants and find out what they like and dislike. Over the years in an informal way I have done this and discovered a few things, the largest being people rally for and enjoy many different things. And never really knowing who or what mix of people will turn out for a rally makes writing one with the goal of the most enjoyment for the field difficult. With feedback from the past two years having been the use of kilometers the first year was confusing and too difficult, and the second year the

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## COMMUNICATION WITH SMSCC

CAN BE DONE EITHER BY  
SURFACE MAIL TO:

Santa Monica Sports Car Club  
30 - 13<sup>th</sup> St, Apt E  
Hermosa Beach, CA 90254

OR

BY EMAIL TO OUR OFFICERS:

Sam Weissen, President Fudd71@yahoo.com  
Rachel Smith, Vice-President rtb\_smith@yahoo.com  
Larry Scholnick, Treasurer Larry\_Scholnick@yahoo.com  
Jeanne English, Secretary ean21@juno.com

### Rally Info Available Online

Check out the SMSCC and Cal Club websites for road rally results, rally calendar, flyers for upcoming rallies, and other rally-related information (including a link to the SCCA Minor Waiver required for minors to participate). The Cal Club website has a photo gallery where we post pictures of rally winners - so get ready to smile when you are accepting your trophy!

SMSCC's website is [www.smscc.org](http://www.smscc.org).

Cal Club's website is [www.calclub.com/roadrally](http://www.calclub.com/roadrally).

### Minor Waiver Reminder

For a minor to participate in our rallies, both parents must sign the SCCA Minor Waiver. Each parent's signature is only valid if the parent signs in the presence of the rally registrar, or the parent's signature is notarized. You can download the SCCA Minor Waiver from:

<http://www.scca.com/documents/insurance/SCCAminorwaiver.pdf>

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### Rally Calendar

<u>when</u>	<u>what</u>	<u>where</u>	<u>who</u>	<u>more info</u>
May 1	First Friday Niter	BofA, Mission Hills	SMSCC	<a href="http://www.smscc.org">www.smscc.org</a>
May 2	CitrusBlossomSpcl	BofA, Mission Hills	SMSCC	<a href="http://www.smscc.org">www.smscc.org</a>
May 13	FFN Checkout	BofA, Mission Hills	SMSCC	310-372-7168
May 31	Lost in Other Desert	Lancaster	PCA	<a href="http://zone8.pca.org">zone8.pca.org</a>
Jun 5	First Friday Niter	BofA, Mission Hills	SMSCC	<a href="http://www.smscc.org">www.smscc.org</a>
Jun 13	TBD	San Diego	PCA	<a href="http://zone8.pca.org">zone8.pca.org</a>
Jun 17	FFN Checkout	BofA, Mission Hills	SMSCC	310-372-7168
Jun 27	Checkout NMF	BofA, Mission Hills	SMSCC	310-372-7168
Jun 27	Midnight Run	Lebec	ITN	<a href="http://www.itnrally.org">www.itnrally.org</a>
Jul 3	First Friday Niter	BofA, Mission Hills	SMSCC	<a href="http://www.smscc.org">www.smscc.org</a>
Jul 15	FFN Checkout	BofA, Mission Hills	SMSCC	310-372-7168
Jul 19	Not My Fault	BofA, Mission Hills	SMSCC	<a href="http://www.smscc.org">www.smscc.org</a>
Aug 7	First Friday Niter	BofA, Mission Hills	SMSCC	<a href="http://www.smscc.org">www.smscc.org</a>
Aug 19	FFN Checkout	BofA, Mission Hills	SMSCC	310-372-7168
Sep 12	Checkout Eureka	BofA, Mission Hills	SMSCC	310-372-7168
Sep 12	Two Lane Blacktop	SF Valley?	ITN	<a href="http://www.itnrally.org">www.itnrally.org</a>
Sep 26	Eureka	BofA, Mission Hills	SMSCC	<a href="http://www.smscc.org">www.smscc.org</a>
Oct 2	First Friday Niter	BofA, Mission Hills	SMSCC	<a href="http://www.smscc.org">www.smscc.org</a>
Oct 3	CA Challenge	Bakersfield	PCA	<a href="http://zone8.pca.org">zone8.pca.org</a>
Oct 14	FFN Checkout	BofA, Mission Hills	SMSCC	310-372-7168
Nov 6	First Friday Niter	BofA, Mission Hills	SMSCC	<a href="http://www.smscc.org">www.smscc.org</a>
Nov 18	FFN Checkout	BofA, Mission Hills	SMSCC	310-372-7168
Dec 4	First Friday Niter	BofA, Mission Hills	SMSCC	<a href="http://www.smscc.org">www.smscc.org</a>
Dec 16	FFN Checkout	BofA, Mission Hills	SMSCC	310-372-7168

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feeling seemed to be that it was too easy. Rallyists seem to be a confused lot at best wanting a rally that seems hard for everyone but them selves.

With all these things in mind Paul and I set out to write the 2009 edition. Paul is invaluable as a co-rally master for me cause the part of writing rallies I struggle with the most is what roads to use and how to know where a series of legs with eventually end up. Paul laid out a course that would take about 2 ½ hour ending in Oxnard, so we headed out the first night and began to write. After the first night we were 7 legs in with traps and tricks to keep most competitors brains working the whole time. Happy with the first half we headed home to contemplate the second half. It was at this point we came to a crossroads in the process. Wanting to not make this too hard and still put in some beautiful and fun roads we began to think where to go next. The first idea was to go up over the hills to lake Casitas then continue up over to Maricopa highway and all the way back over the Grapevine to Valencia. Nice idea but really long and a rally unto it self. So back to the drawing board fun beautiful roads no traps, but only 2-3 more hours. This is when Paul came up with still going to the lake but turning the other way once there and head to the Coast and back down to Oxnard along the beach. Hopefully fun most definitely beautiful. Once back I could not help but throw in one more trap. After two nights of writing and years trying to figure out what makes a good rally it was done.

These are my memories of writing this rally. I want to thank

all of you that came and ran it, the turn out was wonderful. I also want to thank all the good people of SMSCC and a few friends that ran checkout and worked checkpoints we can not put on rallies with out these people. This will get me to my last point, for all the rest of you out there we are offering championship points to anyone who wants to work any event in the series. We have had one person already take advantage and hope more of you will, not only will you get the points but it is vital to insure the rallies continue to happen.

### **Sunshine State Sees Smash Charge Sense**

If you've been involved in a traffic accident in Florida where emergency services responded, you or your insurance company know that beyond the bill from the bodyshop, there's one more you might not expect, from the municipality where the accident occurred.

Florida law permits local authorities to establish charges not just for emergency services, but just for showing up. *The Pensacola (Florida) News Journal* reports that even when they're not called, local fire-rescue departments will attend fender-benders for the fees they're eligible to charge.

Based on both time spent at the scene and number of attending vehicles, charges can range into the thousands of dollars, although some areas have flat fees, sometimes different for residents and non-residents.

The out-of-state fees have some lawmakers concerned the practice is hurting tourism, and the

legislature is expected to debate the issue in the 2009 session, which could lead to amending Florida's Title XXIII. Five states — Indiana, Georgia, Pennsylvania, Missouri and Tennessee— have bans on the practice.

- By David Traver Adolphus  
From *Hemmings eWeekly* 3/12/2009

### **Submit to the Consequences**

Horse vs. Car was a common sore spot for early motorists. Not to put too fine a point on it, they hated each other, and journals of the time are full of lawsuits and other court cases. One study that tracked speeds on a public road noted the fastest horse-drawn vehicle moved at 22.3 mph, while cars topped out at 18 mph.

Prior to 1905, in fact, horse-drawn speeds averaged higher than cars, giving early automobilists ammunition for their campaign to be allowed free access to all roads. That's around the time the tide really started to turn: In the matter of *Silberman v. Huyette*, 22 Mont. Co. (Pa.) L. Reps. 39, 1904, the decision was:

"An owner of an automobile has as much right to the highway as the driver of a horse and carriage. If a horse cannot be driven past a vehicle or car properly managed, the owner should keep him off the highway, or submit to the consequences."

In other words, "The motor vehicle has rights on the highway equal to the right of all other vehicles, and is a use of the highway compatible with the purposes of its dedication," as *Lawyers' Reports Annotated* stated in 1910.

- By David Traver Adolphus  
from *Hemmings eWeekly* 01/01/2009

**Cal Club SCCA/Santa Monica Sports Car Club**  
**First Friday Niter**  
*March 6, 2009*

Place	DRIVER/NAVIGATOR	CAR	CLUB	Leg 1	Leg 2	Leg 3	Total
<i>CLASS A</i>							
*1	Larry Boone/Jenny Boone	Pontiac	Pumkin/SCCA	0.01	0.00	0.02	0.03
2	Revere Jones/Larry Richardson	Subaru	SCCA/PCA	0.00	0.02	0.02	0.04
3	Paul McGaffey/Ron Dunlop	COBRA	ITN	0.02	0.02	0.03	0.07
4	Rob Tivy/Charlie Engen	Mini	SMSCC	0.04	0.00	0.06	0.10
5	Bob Dunlop/Nathan Harris	Dodge	ITN	0.33	5.00	0.03	5.36
<i>CLASS C</i>							
*1C	Matt Voorman/Sean Ayers	Acura	Prague/SMSCC	0.02	0.24	0.03	0.29
2	Danny Giers/Tim Wechselberger	Ford	SBCC	0.19	0.17	0.35	0.71
3	Andrew Schark/Patrick Strong	Honda	SCCA	0.14	0.35	0.39	0.88
4	Sabrina Williams/John Hannon	Nissan		0.33	1.16	0.12	1.61
5	Mike Klein/Kevin Ayers	BMW	SMSCC/ITN	0.29	1.05	0.36	1.70
6	John Dillon/Yolanda Coronado	Audi	Widget	0.22	0.83	0.74	1.79
7	Matt Duclos/Jon Barrett	Ford		0.35	0.23	1.71	2.29
<i>CLASS D</i>							
*1	David Botwin/Michael Westmore	Jaguar		0.19	0.43	0.68	1.30
2	Matt Tyree/Jose Aldaco	Subaru		0.36	0.17	2.01	2.54
3	Rodger Le/James Le	BMW		0.92	0.74	0.99	2.65
4D	Ramon Casas/Tony Zimzores	Mustang		0.02	1.83	1.39	3.24
5	Cathy Robson/Bill Leflang	Dodge	PCA	0.12	2.95	0.36	3.43
6	Karen Akopyan/Amir Ghang	BMW		1.01	1.78	5.00	7.79

\* - Trophy    C - best single leg in Class C (earns a Rally Buck)    D - best single leg in Class D (earns a Rally Buck)

**Cal Club SCCA/Santa Monica Sports Car Club**  
**First Friday Niter**  
*April 3, 2009*

Place	DRIVER/NAVIGATOR	CAR	CLUB	Leg 1	Leg 2	Leg 3	Leg 4	Total
<i>CLASS A</i>								
*1	Dan Bailor/Don Bailor	Toyota		0.01	0.06	0.03	0.04	0.14
2Z	Revere Jones/Larry Richardson	Subaru	SCCA/PCA	0.02	0.07	0.07	0.00	0.16
3	Larry Boone/Jenny Boone	Pontiac	Pumkin	0.75	0.07	0.10	0.02	0.94
4	Nathan Harris/Joe Akerman	Dodge	ITN	0.75	0.04	1.80	0.04	2.63
5	Joseph Algoso/Charlie Engen	Mini	SMSCC	0.68	1.00	0.31	1.04	3.03
6	Paul McGaffey/Ron Dunlop	COBRA	ITN	0.04	0.30	1.90	1.07	3.31
<i>CLASS C</i>								
*1C	Sean Ayers/Matt Voorman	Acura	Prague/SMSCC	0.01	0.75	0.67	0.07	1.50
2	Mike Klein/Kevin Ayers	BMW	SMSCC/ITN	0.03	1.31	0.57	0.50	2.41
3	Daniel Hoffman/Jar Jarkowski	Mini	AADA	0.17	0.19	1.34	2.26	3.96
<i>CLASS D</i>								
*1	Michelle Stevens/Joe Ziomek	Chevy		0.73	0.14	2.01	0.40	3.28
2	Doug Folkerts/Lance Pekala	Honda		0.73	0.62	1.83	1.30	4.48
3D	Michael Goldstein/David Goldstein	Acura		0.13	0.09	1.45	5.00	6.67
4	Cathy Robson/Bill Leflang	Dodge	PCA	0.65	1.18	0.56	5.00	7.39
5	Thomas Keavney/Denise Weed	Kia	TriValley GTO	1.08	1.96	2.96	1.75	7.75

\* - Trophy    Z = zero, gets a Rally Buck    C - best single leg in Class C (earns a Rally Buck)    D - best single leg in Class D (earns a Rally Buck)



presents

# Not My Fault

## Saturday, July 18, 2009

### What?

An SCCA Regional Time-Speed-Distance Tour rally written by Joanna Paden. The 3rd in the SMSCC Rally Series of 2009. This rally will follow the San Andreas Fault from I-5 to CA-33, featuring Frazier Park and the Carrizo Plain.

### Where?

Start is behind the Bank of America and the Post Office on Sepulveda and Devonshire in Mission Hills near I-405 and CA-118 freeways (the usual FFN start, for SMSCC regulars). Finish will be in the Ventura area.

### When?

Saturday, July 18, 2009. Registration opens at 9 am, first car out at 10:01 am. The rally will be about 5½ hours.

### How Much?

\$35 at the Start. \$10 off if you mail your entry (or hand deliver it to an SMSCC member) by July 10. If Driver and Navigator are not both SCCA members, add \$5 for an SCCA Weekend membership.

### Important!

Minors: For a minor to participate, *both* parents must sign the SCCA Minor Waiver. Each parent's signature is *only* valid if the parent signs in the presence of the rally registrar (any SMSCC member), or the parent's signature is notarized. For questions, call Joanna Paden, 818-216-0797. You can download the minor waiver from: <http://www.scca.com/documents/insurance/SCCAminorwaiver.pdf> or link to it from [www.smscc.org](http://www.smscc.org)

### Want more information?

Contact Jeanne English at 310-372-7168 or email [ean21@juno.com](mailto:ean21@juno.com). Also see [www.smscc.org](http://www.smscc.org). This flyer on the web: [nmf.smscc.org](http://nmf.smscc.org).

To enter, send this form to Jeanne English (Registrar) at 30 13th Street, #E, Hermosa Beach, CA 90254. Make checks payable to SMSCC. Mail by July 10 2009 and save!

Driver: \_\_\_\_\_

Navigator: \_\_\_\_\_

Address: \_\_\_\_\_

Address: \_\_\_\_\_

City/St/Zip: \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_

City/St/Zip: \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_

Club: \_\_\_\_\_ SCCA Member? Yes No

Club: \_\_\_\_\_ SCCA Member? Yes No

Email: \_\_\_\_\_

Email: \_\_\_\_\_

CLASS (circle one):    A – (Equipped)    B – (Navigational)    C – (Limited Equipment)    D – (Beginner)

**RALLY IN THE 100 ACRE WOOD**  
Salem, MO; Feb. 27 – Mar. 1, 2009

1. Ken Block/Alex Gelsomino	Open	08 Subaru Imprezza WRX STi	1:25:20.7
2. Andrew Picard/Robbie Durant	Open	07 Mitsubishi Lancer Evo	1:26:03.8
3. Tanner Foust/Christine Beavis	Open	09 Mitsubishi Evo X	1:26:19.3
4. William Bacon/Peter Watt	Open	06 Mitsubishi Evo IX	1:27:49.8
5. Andi Mancin/Maciej Wislawski	Open	07 Mitsubishi Lancer Evo	1:28:09.7
6. Matthew Johnson/Jeremy Wimpey	SP	03 Subaru WRX	1:28:26.5
7. Dave Mirra/Derek Ringer	SP	06 Subaru Imprezza WRX STi	1:28:29.5
8. Piotr Wiktorczyk/Grzegorz Dorman	SP	07 Subaru Imprezza WRX STi	1:29:04.7
9. Bob Olson/Konrad Ketelson	Open	99 Subaru RS	1:31:12.6
10. Travis Hanson/Terry Hanson	SP	07 Subaru Imprezza WRX STi	1:32:04.7

**OLYMPUS RALLY**  
Aberdeen, WA; April 18-19, 2009

1. Travis Pastrana/Christian Edstrom	Open	08 Subaru Imprezza WRX STi	1:24:28.3
2. Andrew Picard/Robbie Durant	Open	07 Mitsubishi Lancer Evo	1:25:09.2
3. Tanner Foust/Christine Beavis	Open	09 Mitsubishi Evo X	1:25:21.9
4. Andi Mancin/Maciej Wislawski	Open	07 Mitsubishi Lancer Evo	1:26:48.4
5. Piotr Wiktorczyk/Gregor Dorman	SP	07 Subaru Imprezza WRX STi	1:27:22.5
6. Travis Hanson/Terry Hanson	SP	07 Subaru Imprezza WRX STi	1:29:45.6
7. Patrick Moro/Scott Crouch	SP	05 Subaru STi	1:29:56.3
8. Mark Fox/Jake Blattner	Open	96 Subaru Imprezza	1:32:38.7
9. Jimmy Keeney/Melissa Keeney	SP	07 Subaru WRX TR	1:35:38.4
10. Dillon VanWay/Joshua Knott	G2	02 Ford Focus	1:43:02.0

**RALLY AMERICA**  
**DRIVER'S CHAMPIONSHIP**

1. Andrew Comrie-Picard	31
1. Tanner Foust	31
2. Ken Block	23
2. Travis Pastrana	23
3. Andi Mancin	22
3. William Bacon	22
4. Dave Mirra	14
5. Matthew Johnson	11
6. Arkadiusz Gruszka	8

**RALLY CYPRUS**  
Lemesos; March 13-15, 2009

1. Sebastien Loeb/Daniel Elena	Citroen C4	4:50:34.7
2. Mikko Hirvonen/Jarmo Lehtinen	Ford Focus RS WRC 08	4:51:01.9
3. Petter Solberg/Philip Mills	Citroen Xsara	4:52:24.1
4. Daniel Sordo/Marc Marti	Citroen C4	4:53:01.0
5. Matthew Wilson/Scott Martin	Ford Focus RS WRC 08	4:57:15.7
6. Conrad Rautenbach/Daniel Barritt	Citroen C4	5:01:46.6
7. Federico Villagra/Jorge Compagn	Ford Focus RS WRC 08	5:03:53.2
8. Khalid Al Qassimi/Michael Orr	Ford Focus RS WRC 08	5:04:18.8
9. Patrick Sandell/Emil Axilsson	Skoda Fabia Super 2000	5:10:11.3
10. Armino Araujo/Miguel Romalho	Mitsubishi Lancer Evo IX	5:10:29.6

**RALLY de PORTUGAL**  
Algarve Stadium; April 3-5, 2009

1. Sebastien Loeb/Daniel Elena	Citroen C4	3:53:13.1
2. Mikko Hirvonen/Jarmo Lehtinen	Ford Focus RS WRC 09	3:53:37.4
3. Daniel Sordo/Marc Marti	Citroen C4	3:54:58.5
4. Petter Solberg/Philip Mills	Citroen Xsara WRC	3:55:57.7
5. Henning Solberg/Cato Menkerud	Ford Focus RS WRC 09	3:58:59.4
6. Mads Ostberg/Ole Unnerud	Subaru Imprezza WRX 08	3:59:33.9
7. Federico Villagra/Jose Diaz	Ford Focus RS WRC 08	4:06:12.6
8. Khalid Al Qassimi/Michael Orr	Ford Focus RS WRC 08	4:11:34.8
9. Armino Araujo/Miguel Ramalho	Mitsubishi Lancer Evo IX	4:15:31.6
10. Martin Prokop/Jan Tomanek	Mitsubishi Lancer Evo IX	4:16:38.7

**DRIVER'S CHAMPIONSHIP**

	Portugal	Total
1. Sebastien Loeb	10	40
2. Mikko Hirvonen	8	30
3. Daniel Sordo	6	23
4. Petter Solberg	5	14
4. Henning Solberg	4	14

**TEAM CHAMPIONSHIP**

	Portugal	Total
1. Citroen Total WRT	16	64
2. BP Ford Abu-Dhabi RT	8	40
3. Stobart VK M-Sport Ford	5	27
4. PH Sport/Citroen Junior	0	11
5. Munchi's Ford WRT	4	7

**SMSCC 2009 Rally Series**

SMSCC's 2009 Rally Series is under way. We've already had INAUGURAL. CITRUS BLOSSOM SPECIAL is May 2, the day after the May FFN (which, depending upon when you are reading this, is either tomorrow or has already occurred).

NOT MY FAULT is July 19. The rally will be a tour about 7 hours in length finishing in Ventura, with a format similar to last year's Not My Fault. The rallymaster is Joanna Paden.

EUREKA is September 26. It will have traps, and will probably be about 5 hours. Rallymaster Jeanne English will likely take the rally into the foothills of the Antelope Valley.

There will again be a series championship, with your best three rallies counting. Plus, if you run checkout or work one of the rallies you get points equal to your best finish.

Points will again be based upon your finishing position in class, and we will be using the same point system that SCCA uses for its rallies.

For classes in which only one car is entered, there are a couple of items of interest: classes must be declared when registering for the rally, and may then be changed only once; for trophies, we will do as we do for the FFNs – the single car must beat the next lower class to get a trophy; for points in our Rally Series, if the single car does not beat the next lower class, that car will be combined with the next lower class by factoring the scores (B=1.0, C=0.7, D=0.5) and given points equal to position in class, but not displacing any of the lower class cars (e.g. 1<sup>st</sup> C, 2<sup>nd</sup> C, 3<sup>rd</sup> B, 3<sup>rd</sup> C, 4<sup>th</sup> C – in this example, the single B car would have been 3<sup>rd</sup> in class C and thus gets 3<sup>rd</sup> place points, but does not displace the 3<sup>rd</sup> place car in class C.)

The year-end awards for the past two years have been nifty hand-made pillows, perfect for carrying in your car for that quick nap.

Come on out and join us, as a contestant or worker or on checkout!!

## RECALL LOG

Honda: 2009 Odyssey. Wrong front brake lines installed – could fail. 421 units. Honda recall # Q99.

Kawasaki: 2008-09 KL650E. Muffler could fall off. 16,500 units. NHTSA recall # 09V059.

Kawasaki: 2008-09 KLR650. Wiring harness could rub on frame causing short/loss of power. Unknown # of units. NHTSA recall # 09V062.

Kawasaki: 2009 Ninja ZX-10R, ZX1000E9F. Oil can leak onto rear tire. Unknown # of units. NHTSA recall # 09V063.

Mazda: 2007-09 CX9 equipped with seat position memory. Wires under seat can short. 30,600 units. Mazda recall # 5309B.

Recaro: Signo child restraint system made from February to September, 2008. Adjust-er strap may slip. Recaro: 888/473-2290. 5444 units. NHTSA recall # 09C002.

GM: 2009 Buick Enclave; Chevrolet Cobalt, HHR, Malibu, Traverse; GMC Acadia; Pontiac G5, G6; Saturn Aura, Outlook. Shifter cable can misalign causing vehicle to not start or be in wrong gear. 276, 729 units. GM recall # 09041.

GM: 2009 Hummer H3T. Gas tank support strap can break. 1738 units. GM recall # 09048.

Mercedes-Benz: 2009 M Class with power lift gate. Bad tail lamp seal allows water into rear compartment disabling lift gate. 16,130 units. NHTSA recall # 09V076.

Mitsubishi: 2008-09 Lancer, Outlander. Bad brake booster check valve can cause loss of braking. 39,711 units. Mitsubishi recall # SR-09-002.

Chrysler: 2009 Dodge Journey with 115 volt auxiliary outlet.

Outlet can short causing fire. 16,835 units. Chrysler # J09.

Chrysler: 2008-09 Dodge Ram pick up. Windshield wiper module can get wet and fail. 72,136 units. Chrysler recall # J10.

Volkswagen: 2008 R32. High outside temperature can cause fuel tank vent valve to leak into evaporative system. 5000 units. Volkswagen recall # S2.

Volkswagen: 2009 CC. Right front passenger seat belt may be routed wrong causing belt warning system to be damaged. 5750 units. Volkswagen recall # S3.

Harley-Davidson: 2008 Buell 1125R; 2009 XB12R, XB12SEG. Front brake line can rub against tire. 3316 units. Buell recall # 0838.

Chrysler: 2009 Jeep Commander, Grand Cherokee, Wrangler 4-DR 4x4. Wrong wiring in steering hub can keep driver's air bag from deploying. 4336 units. Chrysler # J13.

Chrysler: 2001-04 Jeep Grand Cherokee with heated seats. Front seat heater can over heat. Supersedes prior recall. 102,354 units. Chrysler recall # J14.

Chrysler: 2002-03 Jeep Liberty. Front upper control arm can lose lubrication and get corroded. 42,469 units. Chrysler # J17.

General Motors: 1997-2003 Buick Regal, Pontiac Grand Prix; 1998-99 Chevrolet Lumina, Oldsmobile Intrigue; 1998-2003 Chevy Monte Carlo; 2000-03 Chevy Impala. All with 3.8L V6. Under hard braking, oil can get below heat shield and catch fire. 1,497,516 units. GM recall # 90047.

Hyundai: 2001-03 Santa Fe. Road salt can corrode rear trailing arms. 85, 036 units. Hyundai recall # 090.

Hyundai: 2001-03 Elantra; 2003 Tiburon. Road salt can corrode front lower control arms. 170,610 units. Hyundai recall # 091.

Hyundai: 1999-2004 Sonata; 2001-04 XG300, XG350. Road salt can corrode front suspension sub frame. 175,765 units. Hyundai recall # 089.

Mazda: 2010 Mazda3. Insufficient room between engine harness & starter motor. 25,400 units. Mazda recall # 5409D.

Hyundai: 2005-07 Tucson; 2006-07 Accent Entourage, Sonata; 2007 Azera, Elantra, Santa Fe; 2007-08 Veracruz. Faulty brake light switch can cause cruise control not to disengage or allow transmission to be shifted out of park. 531,894. Hyundai recall 092.

Hyundai: 2001-03 Santa Fe. Road salt can corrode rear trailing arms. 85, 036 units. Hyundai recall # 090.



"Sorry to keep you folks waiting ... The flight was delayed."

**SMSCC Public Meeting, May 27, 2009, 7:30 pm**  
La Nueva Posada, 2835 E Foothill Blvd, Pasadena 91107.  
. Come on out and have dinner with us!

## ONCE MORE INTO THE RALLY SEASON DEAR FRIENDS

by Dikk Jones

The 2009 Porsche Zone 8 Rally Series began on April 25 with the running of Santa Barbara Region's "El Camino Real XXVI"

Zone 8 covers all of Arizona, Southern Nevada and California from San Luis Obispo to San Diego which means some Porschephiles have to drive "a fur piece" to get to the Zone's various events.

Santa Barbara is a shade over 200 km (125 miles) from the east end of the San Gabriel Valley Region requiring 2 hours (sorry no metric equivalent) travel time at the best of times. Thankfully this year's edition of "EICam XXVI" (ECX) began at a Denny's in Camarillo shortening the drive to the drive by 80 klix and three quarters of an hour.

When the first car left the starting gate at 10:00am about 25 cars were registered with 15 being Porsches and the remainder Muftis. Participating cars leave at one minute intervals, so in theory, a team should never see another entry except at the 15 minute break--or if the rally writer should write in loops. Loops are to test the self confidence of a team's members. As in "Is it a loop or have we made a gross error."

ECX was a lovely drive through some highly scenic portions of Ventura County. Not that it mattered; the drivers saw only roads and signs and clocks while the navigators' noses were spent mostly pointed into charts and pages of route instructions and clocks. Could as well have been the Gobi.

Something like four hours after the first car pulled out of the Camarillo starting point, it followed the last route instruction into the Santa Paula Airport restaurant. That's where the tales of woe, the

lies, excuses and the stories of great deeds done were told while drafts were quaffed. Also the scores were tallied by officials.

San Gabriel Valley Region's teams (three-quarters of whom are also Santa Monica Sports Car Club members) took first place trophies in four of the five classes. In the past it wasn't unusual for the SGVR team to sweep all five classes.

Class A: Revere Jones/Larry Richardson. Class B: Jeannie English/Joanna Paden. Class C: Freya Oliver/Leo Oliver. Class D: Janis Jones/Dikk Jones. (Interestingly, the number of Cayennes doubled over last year's rally; this year there were two.)

While others ordered fries and burgers and such, the SGVR teams sat, drink in hand, stoically foregoing food. But as soon as the trophies were distributed, most of the SGVR squad hit the road for the original El Pescador in Santa Paula. One might care to think of it as a victory dinner, but the chief topic of conversation concerned not time errors or routes but the piquancy of the Camarenas de Diabla.

By the time the D Team arrived home, nearly 300 miles had been added to the odometer. The C Team had about an extra 60 above that.

The next rally will be May 31. See info on the Zone 8 website.

### **El Camino Real 2009 A rallye fit for a king!**

By Joanna Paden

The 26<sup>th</sup> El Camino Real put on by the Santa Barbara Region of PCA was held on April 25, 2009. I had the Saturday free and wanted to run, but my trusty driver Sam had to work. SMSCC had agreed to help out a club that wanted to put on a short TSD rally that same day and Larry was chosen to be at that rally, so

Jeanne was without a partner as well. So, Jeanne and I ran together. This was only the second time that Jeanne and I have been rally partners. The first time was a FFN when I was 7 years old. Obviously, I navigated. I also fell asleep partway though the rally, but we won anyway.

Despite the fact that I'm usually a navigator and Jeanne is usually a driver, we switched roles because Jeanne wanted to do the calculations. Since she was going to let me drive her car, I relented. It didn't take too much arm twisting. With the equipment we had, we were in class B, the lone car in our class. But we were hopeful we could beat the A cars anyway.

The first few legs felt eerily similar to Sam's Inaugural. The odo check and first checkpoint were in the Auto Center in Westlake. Despite some intimate knowledge of the area, we still managed to fall for the FLR trap and get a dismal 1.65. Our hopes sank a bit, but we were cheered by the fact we were only 0.03 off of the stated error. Small victories, right? But things mightily improved after that. The second leg had a DIYC on Kimber... felt like I had been here before... oh yeah, I worked a checkpoint here for Inaugural. We then went down Lynn and the curvy Potrero to a nice trap that got me thinking about variations on it. There was a WOF that was "Straight after "10 MPH" OR Straight after Signal WOF". You come to a "10 MPH", then a "10", then a signal. Since you have already initiated the first half of the WOF, you cannot do the second half. And you never come to another "10 MPH" so therefore you go directly into the checkpoint down the road and never do the pause in the following instruction. Nice trap, Joe and Joe! I'm going to remember that one.

Later in the rally was a nice misspelling trap. Jeanne and I noticed that Berylwood was misspelled in the routes. Jeanne remembered that in the 70s, there was a sign misspelled, but it



had long since been corrected. Since I had just driven around that area writing the FFN for May, I knew that the routes would not quite work. We verified with the rallymaster that in fact he meant to do that. He did. There was a control around the corner that had you U-turn and go on Berylwood. The one problem with it was that the official rally mileage stopped at the CONTROL sign. By the time you found that out, you had already pulled past the CONTROL sign. Bad planning there.

We got to drive up Balcom Canyon to South Mountain, a road that was closed for some time after the rains in 2005. I missed that road and was glad to once again travel on it. And on this rally, we saw the strangest move by a Porsche. After traveling east on Guiberson Road and coming up to 126 on Torrey, we made a left on 126. The next instruction was "R on Pacific". Pacific makes a loop and the east end comes very quickly after the left on 126. So if you miss the first Pacific, you come to another one and make a longer loop around. A neat trap. Well, the Porsche in front of us missed the road, so they just turned after it and headed across the dirt area next to the road. Strange move for a Porsche? Oh, did I mention it was a Cayenne? It gave Jeanne and I a laughing fit.

Even with a horrible first leg and another leg with a score of 35, we managed to get just over 2 minutes of error. Our score was good enough to beat all but one A car. So even though we were guaranteed a trophy (and first and last place in class simultaneously), we felt like we earned it. And SMSCC members took first in classes B, C, and D. Go SMSCC! The rally was an enjoyable romp through some old favorite roads. The PCA SB Region always puts on a good rally with El Camino Real and this year was no exception. Thanks for all the planning and to the workers that made it possible for me to have a great time rallying!

## **SMSCC Conquers El Camino Real XXVI**

By Freya Oliver

Saturday April 25, 2009 twenty-four cars met in Denny's Restaurant's parking lot in Camarillo to start PCA'S Santa Barbara Region's annual rally. This rally was dedicated to the memory of Bill McInerney a long time PCA Los Angeles & Santa Barbara member.

The rally went through southern Ventura County, over the mountains into Fillmore – and the orange groves – and ended up at Santa Paula Airport. It was a beautiful day and we saw lots of nice scenery.

When it was over and the winners announced SMSCC did very well. Longtime SMSCC competitors (and winners) Revere Jones and his partner Larry Richardson won class A. SMSCC members Jeanne English and Joanna Paden won class B, Leo and Freya Oliver won class C and Dikk and Janis Jones won class D.

Joe Boucher and Joe Schneider did their usual masterful job preparing a wonderful rally. All the participants had a great time.

We'd also like to thank "Mr. Checkpoint" – Jim Paden for working the rally.

## **STILL ANOTHER ARTICLE ABOUT EL CAMINO REAL**

by EAN21

Thanks to Joe Boucher and Joe Schneider for another enjoyable El Camino Real rally. It was the first rally of PCA Zone 8's rallies for 2009.

Interestingly, none of the cars ran the rally clean – that is, we all bought at least one trap. Not the same one, mind you, but still we all did at least one thing wrong.

For Joanna and I, it was an FLR (follow the lined road) trap on the

first leg. RI 20 instructed us to FLR. At the very next corner, a T intersection, the only road with a line was to the right. We also had RI 21 to turn right. The correct action, of course, was to defer the right turn and follow the lined road to the right. We didn't. We were 1.73 late to the checkpoint. Ouch! Not a good way to start the rally!

We did all the rest of the traps correctly, including one that many others fell for – a spelling trap of the road name Berylwood. The instruction said "Berlywood". I noticed it while reading the instructions at the start, and asked Joe Boucher if the instruction was correct as written. He said yes, and so we knew what to do. We had to refuse the instruction and continue ahead to find a control, where we received special instructions to turn us around and rejoin the course.

Another nice trap was this WOF instruction:

42. Straight after 2<sup>nd</sup> "10 MPH" or  
Straight at SIGNAL WOF  
We found a "10 MPH", which locked us into the first portion of the WOF. We then found a "10" without a "MPH", and then found a signal. We could not do the 'Straight at Signal' portion of the instruction because we had already seen a "10 MPH", and the generals say to complete whichever portion of the WOF you can initiate first. So we just continued ahead, looking for another "10 MPH". Instead we found a checkpoint, where that instruction was cancelled.

The course included driving over Balcom Canyon, a road which had been closed for several years after being damaged in the severe rains we had several years ago.

Thanks again, Joe and Joe, and also all of the workers – it can't happen without you! Nice roads and scenery and traps. I'm looking forward to next year's El Camino Real.