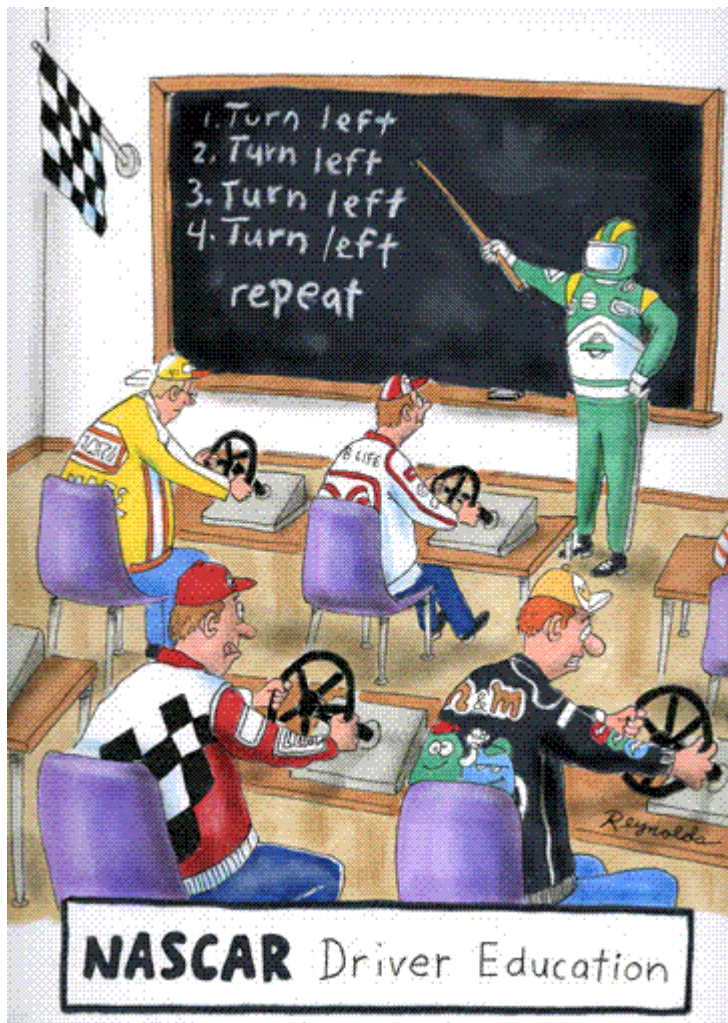




ROAD *and* TACH



2009 Issue 5 - Sept

Mindless Mulling from the Prez

I must admit to you all that the hardest part of being SMSCC President so far has been writing this column. Its partly because I am lazy and just don't like sitting down and writing, it is also because with the exception on the first column written I find myself in an unusual position of being at a loss for words. I know that many of you will find it hard to believe that I have nothing to say, but it is the position I find myself in this month. Most announcements of upcoming club events have already been made and if you missed any please check the calendar page, we do have a few exciting announcements for next year but they aren't quite ready to be made yet. All I can say at this point is keep your ears and eyes open for some very exciting things that will be happening in the months to come. Looking at the calendar however has given me something to talk about.

I know that our club check-outs are always listed on the calendar however it seems that very few of you seem to take note or participate. I want to start by thanking all of you that have run a check-out these events are invaluable to ensuring the smooth running of our events. There are however only about six people all of whom are volunteers that are charged with writing, checking-out, and working our sixteen rallies each year. We are happy to do it, however is it very limiting on the events we are able to provide to everyone. FFN's almost always have only one checkpoint location or two that are close enough that the same crew can work them both, this is extremely limiting to the types of courses, roads and traps a rally master may use. So, I am challenging each and every one of you to sign up to run one check out and work one rally next year. We will have a sign up sheet with the dates of all FFNs for 2010 at both the registration and scoring table starting next month (OCT.2009). The reason I am asking you all to sign up early is the sooner a rally master knows the size of the crew they will have to work with the more they will be able to expand their ideas and courses. We will offer a discount to a future event to anyone that both checks-out and works

COMMUNICATION WITH SMSCC

CAN BE DONE EITHER BY
SURFACE MAIL TO:

Santa Monica Sports Car Club
30 - 13th 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.
Cal Club's website is 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>

Rally Calendar

<u>when</u>	<u>what</u>	<u>where</u>	<u>who</u>	<u>more info</u>
Sep 12	Checkout	Eureka BofA, Mission Hills	SMSCC	310-372-7168
Sep 12	Two Lane Blacktop	Santa Clarita	ITN	www.itnrally.org
Sep 16	FFN Checkout	BofA, Mission Hills	SMSCC	310-372-7168
Sep 23	Public Meeting	Canter's Deli, L.A.	SMSCC	310-372-7168
Sep 26	Eureka	BofA, Mission Hills	SMSCC	www.smscc.org
Oct 2	First Friday Niter	BofA, Mission Hills	SMSCC	www.smscc.org
Oct 14	FFN Checkout	BofA, Mission Hills	SMSCC	310-372-7168
Nov 6	First Friday Niter	BofA, Mission Hills	SMSCC	www.smscc.org
Nov 18	FFN Checkout	BofA, Mission Hills	SMSCC	310-372-7168
Nov 20	Stellar Luminescence	Santa Barbara	ITN	www.itnrally.org
Nov 26	Thanksgiving	your house	family	call Mom
Dec 4	First Friday Niter	BofA, Mission Hills	SMSCC	www.smscc.org
Dec 16	FFN Checkout	BofA, Mission Hills	SMSCC	310-372-7168

SMSCC Public Meeting, Sept 23, 2009, 7:30 pm
Canter's Deli, Fairfax south of Melrose, Los Angeles.
Come on out and have dinner with us!

any FFN. This is a small sacrifice I am asking each of you to make to ensure the health of this sport we love. Everyone will benefit from higher quality events. Thanks in advance for your help with this grave concern.
----Sam Weissen, president

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

Place	DRIVER/NAVIGATOR	CAR	CLUB	Leg 1	Leg 2	Leg 3	Total
<i>CLASS A</i>							
*1	Dan Bailor/Don Bailor	Toyota		0.01	0.03	0.01	0.05
2	Revere Jones/Larry Richardson	Mini	SCCA/PCA	0.03	0.01	0.04	0.08
3	Anita Lampert/Joe Akerman	Honda	ITN	0.11	0.01	0.04	0.16
4	Greg Bartlett/Macy Bartlett	Mazda	TCSCC	0.02	0.01	2.04	2.07
<i>CLASS B</i>							
*1	Rob Hughes/Hank Feilen	Misubishi		0.26	0.43	0.02	0.71
2	Nathan Harris/Bob Dunlop	Dodge	ITN	0.11	0.43	0.21	0.75
<i>CLASS D</i>							
*1D	Robert Day/Sally Kinsey	Mazda		0.22	2.57	0.25	3.04
2	Bryan Rockoff/Corey Rockoff	Lexus		0.49	1.28	3.56	5.33
3	Tom Keavney/Denise Weed	Kia		5.00	5.00	3.52	13.52
* - Trophy D - best single leg in Class D (earns a Rally Buck)							

Cal Club SCCA/Santa Monica Sports Car Club
First Friday Niter
August 7, 2009

Place	DRIVER/NAVIGATOR	CAR	CLUB	Leg 1	Leg 2	Leg 3	Total
<i>CLASS A</i>							
*1	Greg Bartlett/Macy & Lea Bartlett	Mazda	TCSCC/PCA	0.05	0.03	0.01	0.09
2	Revere Jones/Larry Richardson	Mini	SCCA/PCA	0.14	0.03	0.01	0.18
3	David Budlong/Joe Akerman	Audi	ITN	0.28	0.03	1.02	1.33
4	Kurt Smith/Nathan Harris	Dodge	ITN	1.05	0.04	1.15	2.24
5	Ron Dunlop/Paul McGaffey	COBRA		5.00	5.00	5.00	15.00
<i>CLASS B</i>							
1	Jon Barrett/Bob Dunlop	Mazda	Street Stylistics	1.38	0.26	1.70	3.34
<i>CLASS C</i>							
*1C	Sean Ayers/Matt Voorman	Toyota	SMSCC/ITN	0.17	0.03	0.43	0.63
*2	Matt Finnestead/John Hannon	Nissan		0.49	0.18	0.83	1.50
3	Robert Day/Sally Kinsey	Mazda		0.96	0.48	2.16	3.60
4	Doug Folkerts/Lance Pekala	Honda		1.20	0.58	1.85	3.63
5	Michael Klein/Kevin Ayers	BMW	SMSCC/ITN	5.00	0.05	0.98	6.03
6	Greg Whale/Steve Laumann	Mazda	SCCA	5.00	0.88	0.43	6.31
7	Dave Botwin/Michael Westmore	Jaguar		5.00	2.28	5.00	12.28
8	Danny Giers/Tim Wechselberger	Mazda	SBCC Car Club	5.00	4.98	3.66	13.64
<i>CLASS D</i>							
*1D	Ted Knox/Jed Behar	Chrysler		1.47	5.00	5.00	11.47
2	Cathy Robson/Bill Leflang	Dodge	PCA	5.00	1.93	5.00	11.93
* - Trophy D - best single leg in Class D C - best single leg in Class C (earns a Rally Buck) (earns a Rally Buck)							

“The Other Roads”
A PCA Zone 8 Rally
by EAN21

The San Diego Region of PCA Zone 8 presented “The Other Roads” on June 13. The day was gray and it was raining when we got to the start, but there was a great turnout of about 25 cars. Fortunately, the weather cleared as the day, and rally, progressed and we ended with sunshine.

The rally was written by Tom Gould and Revere Jones and they found some great roads for us, many of them in the avocado groves north of Fallbrook. There is an amazing group of roads there, and I think we saw many of them!

The rally was mostly trapless, giving us plenty of time to enjoy the scenery. The only trap, which was actually two traps, was a lettered instruction. It said:

‘At “15 MPH” decrease your speed by ½ for .20 mile, and then CAST 40.’

The obvious trap was that to decrease my speed by ½ meant to go ½ mile per hour slower than the assigned CAST, not to decrease to half of the assigned speed.

Now all we need is the “15 MPH” sign to trigger the speed change. Hey, there it is! Actually, there it isn’t – the sign was on the left and the instruction did not say SOL, so we could not use it. That lettered instruction was never used.

Thanks to Tom and Revere for a very pleasant rally. And thanks to the workers. And thanks to all the beginners who showed up – over half of the cars competing were beginners!

R&T Online

SMSCC is trying something new – at least new for us! We are putting R&T online, on our website, for one and all to read.

The plan is to keep publishing every other month, odd months (no comments about any of us being odd!), as we currently do aiming to have them available at the FFN to hand out (got to save postage you know!).

The ‘hard copy’ print version will continue to be mailed to those of you on our mailing list. Who is on the mailing list? Members are automatically on the list. If you run one of our rallies, you are put on the mailing list for four months – which should get you at least two R&Ts.

If you would prefer to NOT receive R&T in the mail, please let me know and I will put you on the e-list to be notified when each new R&T is published.

If you are on the e-list you will be notified every time we publish – you stay on the e-list until you ask to be taken off of it.

In fact, anyone can be on the e-list for notification. Just let me know and I will be happy to add you.

To be added to the R&T e-list notification email Jeanne at:
ean21@juno.com

To read R&T on our website, go to:
www.smscc.org

California Gas

If you own an old car in California today, you’re aware of the shifting sands and conflicting information from the state DMV that make registering, insuring and driving your car such an exciting adventure. If you don’t live there, well, be happy about that. If it’s any consolation, though, we went back 100 years ago to find you wouldn’t have been much better off.

The big issue in Los Angeles in August of 1909 was gasoline - specifically, how and where you could store it. The City Council had just passed an ordinance defining what a garage was, who could have one, and where. To get one, “For all new garages to be opened a permit must be obtained from the fire commission, and all garages must comply with the regulations as to gasoline storage,” reported *Horseless Age*.

Public garages — essentially any garage where someone other than the property owner kept a car — had to contain a certain number of chemical fire extinguishers per square foot, and have barrels of clean, dry sand available for spills. You couldn’t build one, however, in a hotel, apartment house, rooming house or lodging house. Both public and private garages were required to be fireproof.

Should you be so lucky as to be permitted to build a garage, you couldn’t store more than five gallons of gas inside, unless you put in a storage tank; then you were allowed up to 50, providing you obtained an inspection and permission from the fire department, and they approved the location of the tank, which had to be on metal wheels with rubber tires, equipped with a pump and fitted with a hose attachment not to exceed eight feet in length, with a ground shut-off nozzle at the end. The fire marshal was authorized under the ordinance to enter any garage at any time to inspect it.

Penalty for violations included fines of from \$5 to \$500, imprisonment for a term of not to exceed six months, or both. Each day you were in violation constituted a separate offense — in other words, a week’s worth could equal three and a half years in prison.

Not to make light of L.A.’s justifiable fear of fire, or to cast aspersions on the LAFD of today, but it sounds like a recipe for graft if we ever heard one. We’re not sure how hard it is to build a garage in Los Angeles in 2009, but let us know if it compares to 1909.

- By David Traver Adolphus
reprinted from *Hemmings eWeekly*

PCA-San Gabriel Valley,
in conjunction with SMSCC, presents

EUREKA

A PCA Zone 8 Event

Saturday, September 26, 2009



TIME: Registration will be open from 9 AM to 10 AM. Cars start at 1 minute intervals, beginning at 10:01. The beginner's meeting begins at 9:30 AM, so sign up early.

START: The Bank of America rear parking lot, located at the northeast corner of Devonshire St. and Sepulveda Blvd., in Mission Hills (north San Fernando Valley), just 1/2 mile east of the San Diego Freeway (405) and 1/2 mile south of the Ronald Reagan Freeway (118).

From Pasadena, take I-210 west to CA-118 west. From Orange County or Los Angeles, take I-5 north to CA-118 west, exit at Sepulveda Blvd, turn left (on Sepulveda Blvd), turn left on Devonshire St., and then turn left into the rear parking lot.

COST: \$35 at the start. \$10 off if we get your pre-entry by September 19th, 2009 (see entry form below).

EVENT: Veteran rallymaster Jeanne English has designed Eureka's Trap Course to keep Experts entertained, but without overwhelming less experienced rallyists. For those who prefer timing competition without traps, the Tour Course provides a similar route without traps.

The rally will take 4½ to 5 hours to complete, and finishes in the Santa Clarita area.

AWARDS: Trophies will be presented at the finish to contestants in each class of competition. Contestants will compete only against others in the same class of competition.

INFO: Need more? Call Jeanne @ (310) 372-7168 or Larry @ (310) 270-8826, or via e-mail: ean21@juno.com. This flyer is online at eureka.smscc.org.

**** PRE-ENTER ***** PRE-ENTER ***** PRE-ENTER ****

Please enclose a check for \$25.00 payable to **SMSCC**; mail by September 19th to:

JEANNE ENGLISH; 30 13th St. #E; HERMOSA BEACH, CA 90254.

DRIVER: _____ **NAVIGATOR:** _____

ADDRESS: _____ **ADDRESS:** _____

CITY/ZIP: _____ / _____ **CITY/ZIP:** _____ / _____

CLUB/REGION: _____ **CLUB/REGION:** _____

E-MAIL: _____ **E-MAIL:** _____

CLASS: **A-Expert** **B-Navigational** **C-Unequipped** **E-Beginner** **D-Touring**

Cal Club SCCA/Santa Monica Sports Car Club

NOT MY FAULT

July 18, 2009

Place	DRIVER/NAVIGATOR	CAR	CLUB	Leg 1	Leg 2	Leg 3	Leg 4	Leg 5	Leg 6	Leg 7	Total
<i>Class A</i>											
*1	Tom Gould/Lisa Gould	VW Passat	PCA/SCCA	0.01	0.02	0.03	0.05	0.04	0.03	0.00	0.18
2Q	Anita Lampert/Joe Akerman	Honda	ITN	0.01	0.02	0.33	0.02	0.02	0.04	0.01	0.45
3	Kurt Smith/Nathan Harris	Dodge	ITN	0.25	0.03	1.10	0.23	0.28	0.41	0.69	2.99
<i>Class B</i>											
*1	Dave Jameson/John Sears	Pontiac	SCCA	0.01	0.01	0.98	0.00	0.05	0.01	0.01	1.07
<i>Class C</i>											
*1	Jessica Toney/J Toney	Kia	SCCA/PCA	0.03	0.04	0.15	0.08	0.04	0.03	0.00	0.37
2	Sabrina Williams/John Hannon	Nissan		0.59	0.14	2.00	0.08	0.06	0.04	0.19	3.10
3	Dave Botwin/Michael Westmore	Jaguar		0.24	1.10	1.08	1.18	0.05	1.02	0.14	4.81
<i>Class D</i>											
*1	Max Likhterman/Veronia Hirsch	BMW	SCCA/BMW	1.16	0.40	2.00	0.06	1.58	0.94	0.68	6.82
2	Cathy Robson/Bill Leftang	Dodge	PCA	1.41	1.52	1.88	0.03	0.77	1.20	0.27	7.08

* - Trophy Q - perfect score for the questions

Thank you for running Not My Fault! We hope you enjoyed it.

Eureka is coming September 26. Be there!!

RECALL LOG

GM: 2008 Saturn Vue with painted door handles. Handles may stick and door may not latch properly. 44,451 units. GM recall # 09066.

Ford: 2009 Expedition, Lincoln Navigator. Brake light switch may be improperly adjusted. 1357 units. Ford recall # 09C09.

VW: 2009 Routan. Does not comply with FMVSS 208 - warning not to put any object over airbag cover. 18,500 units. VW recall S6

VW: 2007-09 Touareg. Roof edge spoiler can come loose and detach from car. 14,416 units. VW recall # 66D6/S5.

BMW: 2009 X5, X6. Rear brake discs may not meet specification. NHTSA recall # 09V255.

BMW [M/C]: 2007-09 R1200RT. Front brake lines can leak under pressure. NHTSA recall # 09V256.

BMW: 2008 1 series, 3 series. Side air bag and belt tensioner may not deploy in crash. NHTSA recall # 09V257.

Honda: 2001 Accord, Civic. Driver air bag can produce excessive pressure if deployed sending metal pieces out of the bag. NHTSA recall # 09V259.

Harley-Davidson: 2009 FLTRSE3 with blade rear wheel. Wheel may have been processed wrong and have cracks. 1759 units. NHTSA recall # 09V267.

EBL Enterprises: Dealerleather 500 series motorcycle helmet made in April & May, 2008. Fail to comply with FMVSS 218 re impact attenuation. 800 units. NHTSA recall # 09E045.

Subaru: 2005-06 Baja. Fuel hose from outlet side of fuel pump can crack/leak. 15,633 units. Subaru recall # WVJ-20.

Dorel Juvenile Group: Maxi-Cosi child seat models 22-371, 22-372, 22-515 built between 7-1-07 & 2-17-08. Base can warp & not mate properly with seat. DJG: 1-877-657-9546. 28,350 units. NHTSA recall # 09C005.

GM: 2004-09 Chevrolet Colorado, GMC Canyon. Brake light switch may not work due to contamination. 185,903 units. GM 09049.

Isuzu: 2006 I-280; 2007-08 I-290; 2006 I-350; 2007-08 I-370. See above.

BMW [M/C]: 2006-08 R1200GS. Fuel pump seal can allow water inside causing corrosion. NHTSA recall # 09V319.

BMW: 2009 Z4 built between 3-10 & 3-19-09. Defective wiring connector in belt tensioner could cause belt to fail during deployment. NHTSA recall # 09V327.

AFX: model FX-28 motorcycle helmet made during Dec. 2007. Do not meet FMVSS 218- penetration requirements. 984 units. NHT - SA recall # 09E052. AFX: 519/686-6477.

Volkswagen: 2009 Eos: 2009-10 GTI, Jetta, Jetta Sportwagen with DSG made between 9-08 & 8-09. Gearbox wire harness may not be connected properly causing false oil temp readings/shutting off engine. 16,000 units. NHTSA recall # 09V333.

Audi: 2009 TT, TT roadster: 2009-10 A3. See above.

Toyota: 2008-09 Scion XD: 2009-10 Corolla & Matrix with 1.8L engine originally sold or currently registered in "cold" states. Port for brake vacuum can freeze and lose braking ability. 105,824 units. NHTSA recall # 09V338.

GM: 2009 Pontiac Vibe. See above.

NOTICE: Eureka, the 4th rally in SMSCC's Rally Series, is sanctioned as an SCCA regional course rally (even though it does not say so on the flyer).

It is also the last rally for this year's PCA Zone 8 rally championship (the California Challenge has been canceled).

So whether you need points for the SMSCC Rally Series, the PCA Rally Championship, or the SCCA Rally Championship -- be there!!



I Told You So!



RALLY OF POLAND
Mikolajki; June 26-28, 2009

1. Mikko Hirvonen/Jarmo Lehtinen
Ford Focus RS WRC 3:07:27.5
2. Daniel Sordo/Marc Marti
Citroen C4 WRC 3:08:37.8
3. Henning Solberg/Cato Menkerud
Ford Focus RS WRC 3:09:33.2
4. Peter Solberg/Philip Mills
Citroen Xsara WRC 3:10:01.8
5. Matthew Wilson/Scott Martin
Ford Focus RS WRC 3:11:45.0
6. Krzysztof Holowczyc/Lukasz Kurzeja
Ford Focus RS WRC 3:12:01.4
7. Sebastien Loeb/Daniel Elena
Citroen C4 3:26:42.6
8. Conrad Rautenbach/Daniel Barrit
Citroen C4 3:26:48.1
9. Evgeny Novikov/Dale Moscatt
Citroen C4 3:26:53.7
10. Michal Bebenek/Grzegorz Bebenek
Mitsubishi Lancer Evo IX 3:30:36.4

NESTE OIL RALLY FINLAND
Jyväskylä; July 31-Aug 2, 2009

1. Mikko Hirvonen/Jarmo Lehtinen
Ford Focus RS WRC 09 2:50:40.9
2. Sebastien Loeb/Daniel Elena
Citroen C4 WRC 2:51:06.0
3. Jari-Matti Latvala/Mikka Anttila
Ford Focus RS WRC 09 2:51:30.8
4. Daniel Sordo/Marc Marti
Citroen C4 WRC 2:51:47.0
5. Matti Rantanen/Mikko Lukka
Ford Focus RS WRC 08 2:54:59.1
6. Sebastien Ogier/Julien Ingrassia
Citroen C4 WRC 2:54:59.4
7. Jari Ketomaa/Mika Stenberg
Subaru Imprezza WRC 2:55:48.4
8. Matthew Wilson/Scott Martin
Ford Focus RS WRC 08 2:57:14.5
9. Khalid Al Qassimi/Michael Orr
Ford Focus RS WRC 08 3:03:38.2
10. Juho Hanninen/Mikko Markkula
Skoda Fabia S2000 3:04:54.6

DRIVER'S CHAMPIONSHIP

	Finland	Total
1. Mikko Hirvonen	10	68
2. Sebastien Loeb	8	65
3. Daniel Sordo	5	44
4. Jari-Matti Latvala	6	31
5. Henning Solberg	0	27
6. Petter Solberg	0	25
7. Matthew Wilson	0	20

TEAM CHAMPIONSHIP

	Finland	Total
1. Citroen Total WRT	13	119
2. BP Ford Abu-Dhabi WRT	16	105
3. Stobart VK M-Sport Ford	4	64
4. Citroen Junior RT	4	33
5. Munchi's Ford WRT	2	20

NEW ENGLAND FOREST RALLY
Bethel, ME; July 17-18, 2009

1. Travis Pastrana/Christian Edstrom Open
09 Subaru Imprezza WRX STI 1:06:55.7
2. Ken Block/Allesandro Gelsomino Open
09 Subaru Imprezza WRX STI 1:07:37.7
3. Antoine L'Estage/Nathalie Richard Open
09 Mitsubishi Lancer Evo X 1:08:31.4
4. William Bacon/Peter Watt Open
06 Mitsubishi Evo IX 1:09:43.7
5. Arkadiusz Gruszka/Lukasz Wronski Open
06 Mitsubishi Evo IX 1:13:36.7
6. Roman Pakos/Maciej Sawicki SP
06 Subaru Imprezza STI 1:14:30.9
7. Timothy Penasack/Ole Holter SP
02 Subaru WRX 1:22:40.7
8. John Conley/Keith Rudolph 2 WD
03 Dodge SRT-4 1:26:39.2
9. Mark Fox/Jake Blattner Open
04 Subaru Imprezza 1:47:04.6

OJIBWE FORESTS RALLY
Bemidji, MN; Aug. 28-29, 2009

1. Travis Pastrana/Christian Edstrom Open
09 Subaru Imprezza WRX STI 2:19:06.4
2. Andi Mancin/Maciej Wislawski Open
07 Mitsubishi Lancer Evo 2:27:54.2
3. Adam Markut/Christopher Gordon SP
93 Eagle Talon 2:29:07.5
4. Mark Fox/Jake Blattner Open
04 Subaru Imprezza 2:31:03.4
5. Lauchlin O'Sullivan/Karen Wagner 2WD
03 Dodge SRT 4 2:31:18.7
6. Patrick Moro/Jeremy Wimpey SP
05 Subaru STI 2:31:51.9
7. Jimmy Keeney/Melissa Keeney SP
07 Subaru Imprezza WRX STI 2:38:43.7
8. Don Conley/Christopher Herlache SP
07 Subaru WRX wagon 2:43:34.4
9. John Conley/Keith Rudolph 2WD
03 Dodge SRT 4 2:55:32.2
10. Dillon Van Way/Joshua Knott 2WD
02 Ford Focus 2:59:43.4

RALLY AMERICA NATIONAL CHAMPIONSHIP

Driver:

*1. Travis Pastrana	128
2. Andi Mancin	78
3. Ken Block	65
4. Andrew Comrie-Picard	63
5. Tanner Foust	62
* = clinches National Championship	

Co-Driver:

1. Christian Edstrom	128
2. Maciej Wislawski	66
3. Christine Beavis	65
3. Alessandro Gelsomino	65

A Century of Speed Cameras

We have a lot of fun going through early motoring journals, marveling at the innovative ideas of the early 20th century. But we never thought we'd find out that the traffic camera was 100 years old. But **Commonwealth v. Buxton, 205 Mass. 49, 91 N.E. 128** proved it was so.

We don't have much information on when the photo-speed recorder went into use in Boston, but for it to get to the Supreme Judicial Court of Massachusetts from a Boston court, it's likely it was 1909. The case was simple enough: A motorist pled guilty to speeding in Boston, but questioned the use of a device which took two photographs a second apart, allowing the police to determine a speed by comparing the two images. In upholding the lower court's decision that the evidence was applicable, the Supreme Court said, "The presiding judge may well have found that such experiments were likely to be more reliable as to the speed of the motor car than the conjectural statement of an eye-witness or the interested statement of a chauffeur.

The court restated that decision many decades later: "In the belief that it would be beneficial to have objective proof from a "machine whose action [was] dependent upon the uniform working of the laws of nature," we held "Photo-Speed-Recorder" evidence admissible in speeding prosecutions," they reported in 1979.

- By David Traver Adolphus

Hemmings eWeekly, 07/09/2009



Confused AND Dazed

by Larry Scholnick

How far would you drive just to get to a day of rallying? For me and Jeanne English the answer was about 350 miles. Yes, we drove from L.A. to the suburbs of Sacramento to run 2 half-day SCCA Regional Rallies written by Stu Helfer and presented by the San Francisco Region of Sports Car Club of America on Saturday, July 11th.

The morning rally was called *Dazed*; the afternoon rally was called *Confused*. *Dazed* was littered with obvious traps (such as a Lettered RI that appeared before the first Numbered RI, and thus never became active since a Lettered RI becomes active when you complete the Numbered RI preceding it); it even had a Seinfeld leg (Pause 0.00 minutes; Decrease CAST 10 MPH then Increase CAST 10 MPH, RIs which accomplished nothing).

The rallies did not use the SCCA RoadRally Regulations (which govern all SCCA National RoadRally events); instead, they used a set of General Instructions which were similar to the Regs in many ways, but were different in a few ways.

Confused had very few obvious traps, so we were much less sure what Stu had in store for us. Leg 1 featured a Lettered RI to Pause after a Bridge; the Generals (like the Regs) require that landmarks be identified by a sign or defined in the Glossary, so we knew we needed to find a Bridge with a sign that said "Bridge", or perhaps a road named Bridge Street. We were not even tempted by a road named Stevenson BRG (the local abbreviation for Bridge).

Leg 2 was one of the most masterful presentations I have seen in many years. We had a variety of turns, CASTs, and signs to observe, including an "End 50 Speed Limit". We had gone farther than it seemed we should have when we encountered "Kobert", the sign we would next be looking for to execute a DIYC at. We must have missed the "End 50" sign because there was "Kobert". Other rallyists seemed Confused at that point because they seemed to have missed the "End 50" as well. We went back several miles to see if we could find the sign, but that search proved fruitless. Oh well, the "End 50" was just an Observe (rather than a CAST or Pause) so we could pretend it was there and go on to Leg 3. The next instruction (Right at Tubbs) came up at the correct mileage relative to "Kobert" so it seemed even more likely that we were OK.

I was a bit uncomfortable at the idea of just letting it go because we hadn't been on a road with a posted "Speed Limit 50", but what else could we do? At the next T we were prepared to do the next RI (Left at Stop) when I noticed that the road to the right at the T was indeed posted "Speed Limit 50". If we were still on the previous leg, still looking for the "End 50", we could go Right at otherwise uninstructed T, go down the SL 50 road, find an "End 50" sign, and somehow get back to "Kobert" for the DIYC. Jeanne began working on the alternate calculations for us still being on Leg 2. We went Right and there it was, a mile or so later, the long-sought "End 50" sign, followed by a forced-turn to the right – we were heading back toward the road with "Kobert", where we would go right at T, do the DIYC, and finally begin Leg 3 correctly. Well done Stu!

Leg 3 was the only Leg on which we did not catch the intended trap. RI 34 instructed us to turn Right after "Narrow Bridge"; we found the sign and turned right before crossing the bridge. But, the "Narrow Bridge" sign did identify the Bridge, the Lettered RI to Pause after

Bridge was still active, and although we did not traverse the bridge itself, we did pass it (sideways), so we should have paused. Instead, we were satisfied by ignoring a Lettered RI to Pause at "Race Course" where the sign said "Race Course".

Throughout the morning rally and thus far on the afternoon rally, whenever we returned to a previous checkpoint location we used the same sign as the out marker; at least until Leg 4. The out marker for Leg 2 was a "15" at a distance of 0.14 miles from the in marker; the out marker for Leg 4 was again a "15", but this time at a distance of 0.48 miles from the in marker. Jeanne noticed the difference, so we began Leg 4 at the correct sign, ignoring other contestants who used the earlier "15" sign. But Stu wasn't done with this leg; he was just getting started.

The ONTO rule in the Generals required that once you got Onto the road you had to be instructed off of it by a Numbered RI. RI 44 (Right onto Timm) put us onto Timm. After a curve to the left, the road to the right was Timm (another road went straight ahead) so we had to follow Timm rather than execute the next RI to turn Right there. After rejecting various private roads and dead-end roads (which did not exist according to the Generals), we finally got a chance to do the next RI. However, since we had been forced off of Timm and had done the next RI to turn from another road (not from Timm), we were still Onto Timm, and had to watch for Timm, possibly for the rest of the day.

The rally featured a Midway Break; not only was the break about halfway through the event, but it occurred while traveling on Midway Road, a nicely-planned coincidence.

Leg 5 put us Onto Wolfskill which we left for a Lettered RI (rather than for a Numbered RI); so, we were also still Onto Wolfskill and had to watch for Wolfskill, as well as for Timm, for the rest of the day. We soon returned to the "Narrow Bridge" sign, but by now the Lettered RI to Pause after Bridge had been cancelled. This time we traversed the bridge and found the first road to the left was Wolfskill! So we went left to resume our Onto Wolfskill, even though Wolfskill Street in the town of Winters was about 2 miles north of the Wolfskill Road we had originally been instructed Onto.

Leg 6 had a minor speed change at "Gentle Lane"; the sign said "Gentle Lane", so we avoided Stu's gentle penalty. Leg 7 kept us busy looking for a Railroad Blinker (there was no identifying sign), watching for trains for 0.50 mile, and Pause at a road named Thissell. The Generals specified that Unpaved roads did not exist unless the word *Unpaved* appeared in an active RI. The word *Unpaved* appeared in a Lettered RI which remained active for quite a while, so Unpaved roads existed for quite a while. When we came to an unpaved portion of Thissell, I quipped This'll do!

The final trap of the day was a Lettered RI to pause at each "14 FT 8 IN". There were two easy-to-see signs which warned of a 14' 8" clearance, so it was easy to dismiss the Lettered RI as we turned away from the bridge – at least until we noticed that the sign on the low bridge itself did say "14 FT 8 IN" as required. We paused once while others pause twice, thrice, or not at all.

Overall, *Confused* was a fine event. Had the two events been combined, they could easily have been an SCCA National RoadRally. It's really too bad that the contestants that regularly compete on TRC (The Rallye Club) gimmick rallies in the Bay Area did not make the 1-1.5 hour drive to run the rallies. Stu, we really appreciate all of the effort you put into the events!

Dazed and Confused

or: What Happens When a Driver Becomes a Navigator

by EAN21

Dazed and Confused are actually the names of two SCCA regional course rallies presented by San Francisco Region that Stu Helfer wrote.

Larry Scholnick and I decided to run the rallies, and then came the hardest thing we had to do – decide what class to run. The choice was between L(B) and S(C). When I run nationally, it is always L and I'm the driver. Locally, it is usually B with me navigating. But even though I've been navigating L for several years, I do not consider myself a navigator – especially when compared to the really good ones like Dave Kolb, Karl Broburg, Steve Gaddy and several others. And did I mention that I get carsick?

We considered running C, with me driving and Larry keeping track of my up and down time (also known as Great Race style driving, although I've been doing it since I started rallying back in 1972). But we ultimately decided that running B had the advantage that we would have rallymaster mileage, since we would be using a correctable odometer. So it was settled, Larry would drive and I would navigate. I hope I don't throw up! And I hope there are lots of free zones – they make it easier for me because I don't have to keep Larry exactly on time all the time.

Time to rally! It was a beautiful day as we got our route instructions for Dazed and looked them over. Many of the traps were 'parking lot' traps – things that we could figure out just by reading the instructions. For example, the first lettered instruction was listed before the first numbered instruction and therefore could never be done because it never became active. A lettered instruction became active after completion of the numbered instruction preceding it. And speaking of the first instruction, there was a trap in it also. It said to take 30 minutes to complete RI 14. RI 14 instructed us to end the odometer check, CAST 20 for .25 mile and then CAST 24. The correct action was to go the quarter mile and then leave, at a CAST of 24, at 30 minutes after our start time.

A couple of instructions had us 'watch for trains' for a distance, which had to be completed before going on to the next instruction. Another lettered instruction told us to pause at each "Davis" between RI 70 and 80. It just so happened that we found a road named 80 before we got to RI 80, and using the road 80 got us a good score on the leg.

Quite a few of the traps had to do with speed changes and pauses, all of them easily spotted before heading out on the rally. For example, we had 'Pause .50 hundredths at "RXR"'. Not pause

half a minute, pause half a hundredth. A more subtle trap was 'CAST 30 at 3rd Opportunity'. Since Opportunity was defined as a place where the action could be performed, the CAST was done immediately, as soon as the instruction became active.

Then there was the lettered instruction that I'm sure Dave Kolb or Karl Broburg would have figured out immediately, but took me much longer. In fact, I think Larry figured it out before I did! It was 'CAST a speed that is equal to 10 times the distance to RI 51'. Turns out that no matter what the distance, it works out to a 6 minute transit zone. (The magic 6 minutes that Jack Mathieson taught me years ago, and that all good navigators know – any speed for an equivalent distance is 6 minutes [4 miles at 40, 2.7 miles at 27, 6 miles at 60, etc.]

There was a slight twist to the always popular increase/decrease instruction. This time it was 'Increase assigned average speed by 25 percent and then decrease your assigned average speed by .25 percent'. Reading the instruction carefully, we noticed the decimal point on the decrease portion of the instruction – making it a decrease of one-quarter of a percent.

I particularly liked the lettered instruction that said: 'Increase you assigned average speed by ½'. The obvious trap is that you increase your speed by ½ mile per hour, not double your speed. But the real trap was that since lettered instructions could be done multiple times, we had to keep increasing our speed so that we were essentially going an infinite speed meaning that it would take no time to travel. Fortunately, the next numbered instruction canceled the lettered instruction (at a sign down the road) and gave us a pause that was big enough to take care of our 'zero travel time'. Nice trap!

As I mentioned earlier, all of these traps could be found just in reading the instructions. Not that there weren't any course traps (there were), but sometimes you can figure out things before heading out on the road.

Larry and I did well on figuring out the traps. Too bad my navigating didn't quite do as well! On this rally I forgot a pause on one leg, mis-added by a minute on another leg, and did a wrong calculation on still another leg. I have never claimed to be a navigator!

Fortunately, on Confused (the afternoon rally) I got my act together and did not make any math errors and actually got some zeros and ones. In fact, Larry and I were first overall! You can read all about the Confused traps in Larry's article.

Thanks, Stu, for an enjoyable day of rallying! And thanks for the burgers and hot dogs at the finish – nice finish to a fun day.

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