



# ROAD *and* TACH

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Longtime SMSCC member Harry Peterzell, in passenger seat, and son Paul

## 2010 Issue 1 - Jan

# Mindless Mulling from the Prez

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(Our Prez, Sam, has been busy with writing FFNs and Inaugural. We'll hear from him in the next issue.)

*Road & Tach* is published, usually, every two months.

Who gets *Road & Tach*? And for how long?

Good questions! And the answers are:

SMSCC members get *R&T* for as long as they are members.

Contestants on SMSCC rallies are put on the mailing list for 4 months, which usually gets them at least two issues. So, the more rallies you run, the longer you get *R&T*.

BUT – *R&T* is now being posted on the SMSCC website. So, would you like to help the environment (and SMSCC's treasury) by being notified via email when a new issue is published? And not have it snail mailed to you? Once on the email notification list, you stay on it until you tell us to take you off the list (or until your email bounces).

To get on the email notification list, just let me know in person or by email to [ean21@juno.com](mailto:ean21@juno.com) or by phone at 310-372-7168 or ??

## 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](mailto:Fudd71@yahoo.com)  
Rachel Smith, Vice-President      [rtb\\_smith@yahoo.com](mailto:rtb_smith@yahoo.com)  
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Jeanne English, Secretary      [ean21@juno.com](mailto: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>
Feb 5	First Friday Niter	BofA, Mission Hills	SMSCC	<a href="http://www.smscc.org">www.smscc.org</a>
Feb 17	FFN Checkout	BofA, Mission Hills	SMSCC	310-372-7168
Mar 5	First Friday Niter	BofA, Mission Hills	SMSCC	<a href="http://www.smscc.org">www.smscc.org</a>
Mar 17	FFN Checkout	BofA, Mission Hills	SMSCC	310-372-7168
Mar 27	Ocean's Eleven	Starbuck's, Encino	ITN	<a href="http://itrally.org">itrally.org</a>
Apr 2	First Friday Niter	BofA, Mission Hills	SMSCC	<a href="http://www.smscc.org">www.smscc.org</a>
Apr 14	FFN Checkout	BofA, Mission Hills	SMSCC	310-372-7168
May 1	Citrus Blossom	BofA, Mission Hills	SMSCC	310-372-7168
May 8	Rally School	Santa Barbara	PCA	<a href="http://zone8.pca.org">zone8.pca.org</a>
May 7	First Friday Niter	BofA, Mission Hills	SMSCC	<a href="http://www.smscc.org">www.smscc.org</a>
May 15	Cal Inland Rally	???	PCA	<a href="http://zone8.pca.org">zone8.pca.org</a>
May 19	FFN Checkout	BofA, Mission Hills	SMSCC	310-372-7168
May 24	El Camino Real	Santa Barbara	PCA	<a href="http://zone8.pca.org">zone8.pca.org</a>
Jun 4	First Friday Niter	BofA, Mission Hills	SMSCC	<a href="http://www.smscc.org">www.smscc.org</a>
Jun 16	FFN Checkout	BofA, Mission Hills	SMSCC	310-372-7168
Jul 5	First Friday Niter	BofA, Mission Hills	SMSCC	<a href="http://www.smscc.org">www.smscc.org</a>
Jul 17	FFN Checkout	BofA, Mission Hills	SMSCC	310-372-7168

### NOTICE

The SCCA Weekend Membership fee has been raised to  
\$8 per car effective January 1, 2010

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

Place	DRIVER/NAVIGATOR	CAR	CLUB	Leg 1	Leg 2	Leg 3	Total
<b>CLASS C</b>							
*1	Michael Klein/Kevin Ayers	BMW	SMSCC/ITN	0.35	0.52	0.26	1.13
*2	Matt Voorman/Sean Ayers	Toyota	Prague Drinking Team	0.20	0.19	1.02	1.41
3C	Rob Hughes/Hank Feilen	Mitsubishi		0.59	<b>0.04</b>	1.21	1.84
4	Z Spiegel/Jerry Hull	Lexus	Topless Car Club	0.26	2.04	0.10	2.40
5	Sabrina Williams/John Hannon	Nissan		0.30	1.13	1.03	2.46
6	Dave Botwin/Michael Westmore	Jaguar		P 1.84	1.04	0.20	3.08
7	Andrew Scharf/Patrick Strong	Honda	Cal Club	1.81	1.04	3.29	6.14
8	Cathy Robson/Bill Leflang	Dodge	PCA	2.28	5.00	3.72	11.00
<b>CLASS B</b>							
*1	Jon Barrett/Bob Dunlop	Mazda	Street Stylistics	0.87	0.80	0.57	2.24
<b>CLASS A</b>							
*1	Robert Friedman/Revere Jones	Mini	PCA/TCSCC	0.74	0.03	2.51	3.28
2	Paul McGaffey/Ron Dunlop	COBRA	ITN	0.30	0.82	2.55	3.67

no control card turned in for Car 2 (Class D)

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

Thank you for running this FFN.      See you at the next FFN on

## December 4

**Bring your friends! BRING YOUR FRIENDS!! Bring your friends!!!**

**Cal Club SCCA/Santa Monica Sports Car Club**  
**First Friday Niter**  
*December 4, 2009*

Place	DRIVER/NAVIGATOR	CAR	CLUB	Leg 1	Leg 2	Leg 3	Leg 4	Leg 5	Total
<b>CLASS A</b>									
*1	Dan Bailor/Don Bailor	Toyota		0.03	<b>0.00</b>	<b>0.00</b>	0.03	0.01	0.07
2	Nathan Harris/Joe Akerman	Subaru	ITN	1.49	0.01	0.40	0.02	0.04	1.96
3	Larry Boone/Jenny Boone	Pontiac	Pumkin	1.44	0.34	0.01	0.21	<b>0.00</b>	2.00
<b>CLASS B</b>									
1	Robert Friedman/Revere Jones	Mini	TCSCC/PCA	1.75	1.57	0.56	1.34	1.17	6.39
<b>CLASS C</b>									
*1	Sabrina Williams/John Hannon	Nissan		0.22	0.15	0.56	0.92	0.28	2.13
2C	Robert Day/Sally Kinsey	Mazda	SCCA	0.15	0.53	0.50	0.99	<b>0.07</b>	2.24
3	Sam Weissen/Joanna Paden	Hyundai	SMSCC	0.75	0.15	0.84	0.96	0.51	3.21
4	Mary Ann Laun/Jeff Laun	Toyota		1.65	0.12	5.00	0.35	0.23	7.35
<b>CLASS D</b>									
*1D	Jed Behar/Ted Knox	Mazda		1.35	1.53	2.66	<b>0.41</b>	2.90	8.85

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

Thank you for running this FFN.      See you at the next FFN on

## January 1, 2010!!



## OFFICIAL RESULTS

### National *RoadRally* Championship

Event Name: Inaugural Event Date: Jan 16, 2010

Sanction #: 2010-NC-19-01.2

Number of Scored Controls: 17 Length of Competition: 201.26 miles

Unit of Scoring: hundredths

Name of Chairman: Joanna Paden Date Jan 25, 2010

Organizing Region: Cal Club

Overall	Positions					Car No.	Driver and Navigator (First and Last Names)	Member Number or Hometown & State Driver & Navigator	SCCA Region or Weekend Mbr	Make of Vehicle	Total Penalty Points
	E	L	S								
1		1				3	Bruce Gezon Steve Gaddy	Murrysville, PA New Market, MD	Philadelphia Washington, DC	Nissan	121
2	1					1	Jim Crittenden John Sears	Grand Junction, CO Tucson, AZ	Weekend Mbr AZ Border	Chev	189
3	2					6	Chuck Larouere Bob Morseburg	Murrysville, PA Seattle, WA	Steel Cities Northwest	Chev	310
4	3					7	Stu Helfer Jack von Kaenel	El Cerrito, CA Arlington, VA	San Francisco Detroit	Ford	400
5	4					10	Mike Thompson Fred Rosevear	LaCrosse, WI Madison, WI	Land O' Lakes Land O' Lakes	Toyota	455
6	5					4	W. David Teter Dave Head	Newark, DE King George, VA	So. Jersey NWOR	Hyundai	583
7	6					2	John Emmons Lois Van Vleet	Galesville, WI Galesville, WI	Land O' Lakes Land O' Lakes	Chev	637
8			1			8	Jessica Toney J Toney	San Carlos, CA Woodland, CA	San Francisco San Francisco	Porsche	743
9			2			5	Robert Day Sally Kinsey	Rolling Hills Estates CA Rolling Hills Estates CA	Cal Club Cal Club	Mazda	2162

Event Name: Stagecoach Event Date: Jan 17, 2010

Sanction #: 2010-NT-19-01.2

Number of Scored Controls: 17 Length of Competition: 224.84 miles

Unit of Scoring: hundredths

Name of Chairman: Joanna Paden Date Jan 25, 2010

Organizing Region: Cal Club

Overall	Positions					Car No.	Driver and Navigator (First and Last Names)	Member Number or Hometown & State Driver & Navigator	SCCA Region or Weekend Mbr	Make of Vehicle	Total Penalty Points
	E	L	S								
1		1				5	Bruce Gezon Steve Gaddy	Murrysville, PA New Market, MD	Philadelphia Washington, DC	Nissan	17
2	1					2	W. David Teter Dave Head	Newark, DE King George, VA	So. Jersey NWOR	Hyundai	23
2	1					6	Chuck Larouere Bob Morseburg	Murrysville, PA Seattle, WA	Steel Cities Northwest	Chev	23
4	3					4	Jim Crittenden John Sears	Grand Junction, CO Tucson, AZ	Weekend Mbr AZ Border	Chev	26
5	4					8	Mike Thompson Fred Rosevear	LaCrosse, WI Madison, WI	Land O' Lakes Land O' Lakes	Toyota	38
6	5					1	John Emmons Lois Van Vleet	Galesville, WI Galesville, WI	Land O' Lakes Land O' Lakes	Chev	39
7			1			9	Jessica Toney J Toney	San Carlos, CA Woodland, CA	San Francisco San Francisco	Porsche	87
8	6					3	Stu Helfer Jack von Kaenel	El Cerrito, CA Arlington, VA	San Francisco Detroit	Ford	211
9	7					7	Robert Friedman Revere Jones	Sherman Oaks, CA Altadena, CA	Cal Club Cal Club	Cooper	416

## Stagecoach 2010 – A Rally with a plan

*By Larry Scholnick*

How do you decide where to put the lunch break on a rally? My answer used to be "Oh, I'll see where we are when it gets to be lunch time and I'll find some lunch spots nearby". In designing Stagecoach 2010, the follow-up event to Inaugural 2010 (which went from Mission Hills in the San Fernando Valley to Lompoc in California's Central Coast), I knew that I had to get the rally back from Lompoc to the L.A. area and that lunch had to be in the middle. And I knew that I had to find places for morning and afternoon breaks such that the time between breaks never exceeded 2 hours.

The plan was coming together – 2 hours including the odo check, morning break, 2 more hours, lunch, 2 more hours, afternoon break, and 2 more hours to the final checkpoint. Allowing for 20 minutes for each break, an hour for lunch, and a few minutes to drive to the finish, this would be nearly a 10-hour rally.

Where should I put lunch? The choices were few, Santa Barbara itself, Goleta (just west of SB), and Carpinteria (east of SB). The winner was Goleta with a gas/fast food strip packed into less than a mile on the north side of the freeway. The AM break could be in Buellton, Solvang, or back in Lompoc; it couldn't be in Los Alamos or Los Olivos – not enough facilities in either one. Solvang has too much traffic congestion, and there would be too much territory to cover in the 2nd segment if the AM break were back in Lompoc. Given the mandate of staying off freeways and away from congested areas, the PM break had to be in Ojai. The finish location presented a different problem – the farther east you go in Simi Valley, the more congestion you encounter; either it finishes near the west end of Simi or there has to be a freeway drive to the finish. The winner was the Marie Callendar's on Madera Road, with its separate banquet room at no extra charge.

Two hours to go from Lompoc to Buellton? They're less than 20 miles apart, so I

knew I had room to play with. I set up an odo check which took the public roads of Vandenberg AFB to the southern edge of the Santa Maria valley. Leg 1 took San Antonio Road along the northern edge of the base. Leg 2 took Harris Grade Road, the former route of CA-1 before they built the highways to Vandenberg, to a DIYC in the Mission Hills section of Lompoc. Leg 3 skirted the eastern edge of Lompoc and took the first 5 miles of Santa Rosa Road, the back road from Lompoc to Buellton. Leg 4 finished Santa Rosa Road, ending at the southwest edge of Buellton, delivering contestants that started at 7:30 AM to their morning break at 9:10 AM.

25 minutes later, with plenty of choices for gas, food, and facilities, they were ready to face the roads again. Drum Canyon, a wicked little road west of Buellton, was the next challenge. Leg 5 ended at the park at the north end of Drum Canyon. Leg 6 was the only leg that had to include a stretch of freeway driving. I tried a route that included the legendary Foxen Canyon Road, but it would have added nearly 40 minutes to the course, 40 minutes I didn't have. Leg 6 included some of the roads of the eastern Santa Ynez valley, ending at a DIYC on Armour Ranch Road west of Cachuma Lake. Leg 7 took CA-154 to Stagecoach Road, a road that had to be included on a rally named Stagecoach. Leg 8 took (Old) San Marcos Road, a road with ultra-sharp turns posted (not 15 MPH, not 10 MPH) at 5 MPH! And now it's lunch time – maybe a little early at 11:15 AM – but well-appreciated nevertheless.

Back on the road at 12:15 PM, there was one zinger that I could pull. Send the rally back down San Marcos Road, but have the checkpoint earlier. "You've moved up the road – wait a minute, you're not you." Not only was the checkpoint  $\frac{3}{4}$  of a minute earlier on the road, it wasn't even the same crew. 3rd crew, which had worked Buellton and lower San Marcos, had gone to lunch; 1st crew, which had worked San Antonio Road and Drum Canyon, had been to lunch and was now at upper San Marcos for their first afternoon assignment. Onward and eastward.

There are only two main ways to get from Santa Barbara to Carpinteria, the freeway (US-101) and back road (CA-192). But there is one extra choice through Santa Barbara itself, Alameda Padre Serra. For some reason I didn't like that section of CA-192, so I chose APS; coincidentally, the rallymaster of Inaugural had made the same choice, so contestants who ran both events got to see it in each direction. The view had been better on Saturday – the westbound lane is perched above eastbound lane, and it wasn't raining.

Every time I drive US-101 between Ventura and Carpinteria, I pass the exit for Bates Road and think "they should put a motel there". This time I got off the freeway and decided to put a checkpoint there instead. Leg 10 ended at a DIYC in Carpinteria; leg 11 completed the drive of CA-192 and ended on Bates Road. From there the choices were freeway (US-101) or back road (CA-150); no choice, really. Leg 12 took CA-150 around the north edge of Lake Casitas to a DIYC; leg 13 took Creek Road, the back road into Ojai. Break time at 2:10 PM.

There are two main choices to get from Ojai to anywhere else, CA-33 (part freeway) to Ventura or CA-150 over the mountains to Santa Paula. It's obvious, really – CA-150 to Santa Paula. But first, there are a few roads through the eastern end of the Ojai valley for Leg 14. Leg 15 included CA-150, ending at a DIYC on South Mountain Road. Leg 16 took South Mountain Road and Balcom Canyon Road to a checkpoint on Old Balcom. Leg 17 reached a DIYC on the outskirts of Moorpark via Stockton Road and Broadway. Leg 18 ran through the heart of Moorpark, visiting Stagecoach Trail before reaching the final checkpoint on Read Road just a few minutes after 4:00 PM. A 5-mile drive to the finish and we're done!

The rally covered 231 miles in just over 8½ hours (including breaks, lunch, and time spent at checkpoints); 200 miles were driven with assigned speeds in about 5 hours. In the immortal words of Hannibal Smith (George Peppard) on "The A-Team":  
"I love it when a plan comes together".





## Audi to tackle Pikes Peak — without a driver

Along with the flying car, the car that drives itself has long been a favorite fantasy of futurists — never mind the daydream of motorists stuck in bumper-to-bumper traffic on the freeway. Audi, for one, has been working on the idea, and they've now made enough progress that they're giving the world a long look at their brainchild: the Autonomous Audi TT Coupe.

The car is the result of work done at the Volkswagen Group Automotive Innovation Laboratory — VAIL, for short — in Palo Alto, California. VAIL is a collaboration between Volkswagen Group Electronics Research Laboratory and the Design Dynamics Lab of Stanford University, in partnership with Sun Microsystems. The goal is not to do away with driving enjoyment, Audi says, but to free the driver from monotonous tasks, such as driving to the same spot in a parking garage each day. The automaker also believes that the technology could reduce driving fatalities.

The Autonomous Audi TTS — nicknamed “Shelly,” for French driver Michelle Mouton, the first woman to win the Pikes Peak hillclimb in 1985 — looks pretty much like an ordinary TTS. But its driving inputs are handled by software written by Stanford engineers, and guided with GPS technology.

Audi is considering demonstrating the Autonomous Audi TTS's capabilities in a high-speed run up Pikes Peak in 2010. "The non-competitive environment would allow the Autonomous TTS to show its capabilities at various speeds and conditions, including drifting," the automaker says. Read more at [audiusanews.com](http://audiusanews.com).

- By David LaChance  
Hemmings eWeekly, 11/19/2009

## Yeah, Mazda!

The October, 2009, Car & Driver had an article on \$20,000 best used car bargains. One of the selections was the 2004-08 Mazda RX-8. The article goes on to state:

When Mazda introduced the RX-8 for 2004, brand purists feared that the insertion of back seats would mark the beginning of the end of the rotary powered sportiness. In fact, those loyalists had nothing to fear. The car turned out to be amazing to drive, and its four place configuration gave the RX-8 one of the most practical cabins of any sports car. With two comparison test victories and 10Best awards, the RX-8 is a perennial C/D favorite. And as it turns out, used examples are shockingly affordable.

In 2008 Mazda retroactively extended the engine warranty on '04-'08 RX-8s to eight years/100,000 miles due to the Renesis rotary's bad reputation.

Lapping GingerMan Raceway, the RX feels solid, with no shakes or rattles, and draws praise for the obedience it shows in corners despite wearing all-weather rubber. The steering is direct and pleasantly weighted, never too light or heavy. As we've said in the past, we crave more oomph than the 238 HP and 159 pound-feet of torque on tap from the 1.3 liter rotary, but the engine charges to its 9000 rpm redline, and the six speed manual's shifts are crisp. So, while straight line speed is not the RX's forte, as one editor noted, "The RX-8 teaches the value of precision and momentum – and it's very good at precision."

On public roads near the raceway, this RX-8 disguised the g-hungry monster within – its compliant ride makes it a sensible daily driver. If you're looking to split duties as both a commuter and a weekend track toy, the RX-8 is a near perfect choice.

[The specific vehicle tested was a 2005 with 30,000 miles.]

Concerns: the RX-8 has a big thirst for oil, so check it frequently. Pre-

mature engine failures and cold start issues have led Mazda to extend the warranty, and there are over 60 active service bulletins.

[editor says: My '04 RX-8 has 130,000 miles on it and is still going strong. I love rotary engine cars!]



## Unexplained Error? Did You Read the Addenda?

A couple of the recent FFNs have had addenda which changed something in the generals, and thus affected the rally timing and/or route.

And at the finish of both of those FFNs, several teams came up to the scoring table to ask about their bad scores. We said, “Didn’t you read the addenda?” And the response was, “What addenda?”

The teams asking the questions should have known better – they were not beginners. Yet they did not take the time to read the addenda before starting the rally.

On one of the rallies an addendum changed the definition of SIGNAL, with the effect that what would usually be considered 'non-SIGNALS' could (on this rally) be counted. And so when a lettered instruction said to pause half a minute at each SIGNAL, those who had read the addendum knew to pause at the 'non-SIGNALS' as well as at the 'real' SIGNALS. And those teams who had not read the addendum ended up with a bad score.

It is also important to read the handouts given at checkpoints. Besides giving you your out speed and next instruction, there is sometimes official information that can affect an upcoming leg. I have sometimes even told contestants what the true time is for the next leg. But does everyone get a zero? No! Because many teams did not read the official information.

Remember – read the addenda, and read the handouts.

## RALLY OF BRITAIN Cardiff, Wales; October 23-25, 2009

1. Sebastien Loeb/Daniel Elena  
Citroen C4 WRC 3:16:25.4
2. Mikko Hirvonen/Jarmo Lehtinen  
Ford Focus RS WRC 09 3:17:31.5
3. Daniel Sordo/Marc Marti  
Citroen C4 WRC 3:17:32.5
4. Petter Solberg/Phil Mills  
Citroen C4 WRC 3:17:53.5
5. Henning Solberg/Cato Menkerud  
Ford Focus RS WR 08 3:22:53.4
6. Matthew Wilson/Scott Martin  
Ford Focus RS WRC08 3:24:11.4
7. Jari-Matti Latvala/Miikka Anttila  
Ford Focus RS WRC093:28:37.3
8. Conrad Rautenbach/Daniel Barritt  
Citroen C4 WRC 3:30:53.2
9. Eyvind Brynildsen/Denis Giraudet  
Skoda Fabia S2000 3:38:48.1
10. Armino Araujo/Miguel Ramalho  
Mitsubishi Lancer Evo IX3:40:44.2

### DRIVER'S CHAMPIONSHIP

[2009 final]

	Wales	Total
1. Sebastien Loeb	10	93
2. Mikko Hirvonen	8	92
3. Daniel Sordo	6	64
4. Jari-Matta Latvala	2	41
5. Petter Solberg	5	35
6. Henning Solberg	4	33
7. Matthew Wilson	3	28
8. Sebastien Ogier	0	24
9. Federico Villagra		16
10. Conrad Rautenback	1	9

### TEAM CHAMPIONSHIP

[2009 final]

	Wales	Total
1. Citroen Total WRT	16	167
2. BP Ford Abu Dhabi WRT	10	140
3. Stobart VK M-Sport Ford	7	80
4. Citroen Junior Team	5	47
5. Munchi's Ford WRT		23

## 2010 AUTO SAFETY

The Insurance Institute for Highway Safety has issued its annual survey of the safest cars. The rating is based on the best job of protecting people in front, side, rear and rollover crashes and have electronic stability control.

### LARGE CARS:

Buick LaCrosse  
Ford Taurus  
Lincoln MKS  
Volvo S80

### MIDSIZE CARS:

Audi A3  
Chevrolet Malibu [built after 10-09]  
Chrysler Sebring [4 door with ESC]

Dodge Avenger  
Mercedes C Class

Subaru Legacy  
Subaru Outback  
Volkswagen Jetta [4 door]  
Volkswagen Passat [4 door]  
Volvo C30

### SMALL CARS:

Honda Civic [4 door with ESC, except Si]  
Kia Soul  
Nissan Cube  
Subaru Impreza [except WRX]  
Volkswagen Golf [4 door]

### MIDSIZE SUVs:

Dodge Journey  
Subaru Tribeca  
Volvo XC60  
Volvo XC90

### SMALL SUVs:

Honda Element  
Jeep Patriot [with thorax airbags]  
Subaru Forester  
Volkswagen Tiguan

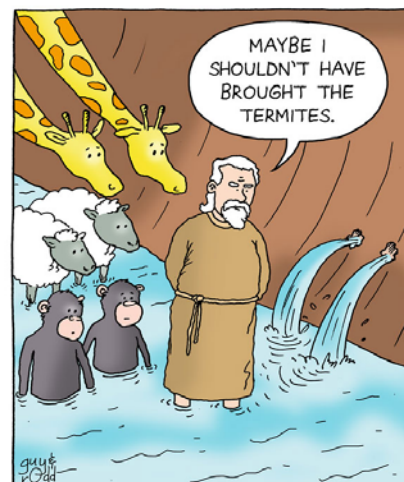


## RADAR PROTECTORS

These are the folks who hope to protect you from radar traffic patrol. Here is a list of web sites that track radar and traffic patrol in many areas of the country. Some of these sites are easier to use than others and we make no warranty as to the accuracy or timeliness of this information.

-Speedtrap.org  
-CopSpy.com  
-Trapster.com  
-Njection.com

If any of these sites actually gives you helpful information, please let us know.





## **RECALL LOG**

Nissan: 2008-09 Rogue. Screw in steering gear cover can get loose causing steering problems. 163,659 units. NHTSA recall # 09V411

Miamoda [child restraints]: Viva & Viva Supreme. Harness plate on rear of seat can have sharp edges and cut the harness. 5540 units. NHTSA recall # 09C006.

Mazda: 1995-97 & 2001-03 B Series. Cruise control/ABS switch made by Texas Instruments can over heat & catch fire. 39,600 units. NHTSA recall # 09V414.

Nissan: 2009 Sentra equipped with Bosch brake master cylinder. Fluid can leak causing loss of braking. 10,586 units. NHTSA recall # 09V431.

Jaguar: 2010 XF. Fuel transfer pipe in tank may be kinked & cause fuel starvation. 2131 units. Jaguar recall # J016.

Mitsubishi: 2008-09 Lancer, Lancer Evolution in the "salt belt" states. Air bag sensors can corrode from road salt and not deploy. 29,353 units. NHTSA recall # 09V435.

Chrysler: 2007-08 Jeep Wrangler with automatic transmission. Vehicles were not equipped with transmission fluid temperature warning systems. 161,450 units. Jeep recall # J30.

Chrysler: 2007 Dodge Nitro. Heavy use of wiper delay system can cause all wiper

functions to cease. 84,680 units. NHTSA recall # 09V438.

Honda: Full nose masks for 2008-10 Accord 4 door. Material can get caught in hood latch not allowing proper latching. 3700 units. NHTSA recall # 09E063.

Volvo: 2010 XC60. Driver's side seat panel can release seat belt in side impact crash. 9667 units. NHTSA recall # 09V445.

Ferrari: 1995-99 F355 F1; 1995-99 F355. Non dealer repair shops may have improperly installed screw clamps too close to fuel/ water lines causing leaks. Ferrari will provide a divider block to solve problem. 2356 units. Ferrari recall # 48.

## **RECALL LOG**

Toyota: 2000-03 Tundra. Trucks in the 'salt belt' can have rear cross members corrode and spare tire can fall out; in severe cases can affect brake lines. 110,000 units. NHTSA recall # 09V444.

Jeep: 2010 Grand Cherokee built between 10-22 & 11-12-09. Passenger side air bag may not deploy. 2990 units. Jeep recall # J33.

Land Rover: 2010 Range Rover. Problem in air bag system can stop deployment. 4001 units. Land Rover recall # P020.

Subaru: 2002-03 Impreza WRX sold or registered in "rust belt" states. Extreme cold can cause leaks where fuel fittings and hoses join. 5724 units. Subaru recall # WVK-21.

Harley-Davidson: many models of 2009 & 10. Fuel tank mounts can distort in an accident and cause leak. 111,569 units. NHTSA recall # 09V457.

BMW [M/C]: 2009-10 K1300GT, K1300S. Poor fuel can clog throttle bodies. 2019 units. NHTSA recall # 09V471.

Volvo: 2010 XC60. Fuel line cover not properly attached. Could leak or start fire. 5253 units. Volvo recall # R218.

DJG [infant seat]: sold under the Cosco, Disney, Safety 1<sup>st</sup> & Eddie Bauer brands; manufactured between 1-6-08 & 4-6-09. Screws can come out of carrying handle allowing child to fall. Model info @ 1-866-762-3316. NHTSA recall # 09C010. 447,000 .

Volvo: 2001-04 S60, V70, XC70; 2002-05 S80; 2003-05 XC90. Fuel pump can develop cracks in pump flange allowing smell and/or fuel leak. 136,100 units. Volvo recall # R220.

Audi: 2009 Q5. A-pillar trim cover can come loose when air bag deploys and cause injury. 6054 units. Audi recall # 70d4/J6.

## **RECALL LOG**

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

## FIRST CLASS MAIL

# 2010 Specials

### ***Zero Bucks***

Contestants are awarded 'Rally Bucks' for getting zeroes—

Class A contestants get 1 Rally Buck per zero,

Classes B and C get 2 Rally Bucks per zero,

and Class D contestants get 3 Rally Bucks per zero.

Rally Bucks can be accumulated and used like cash for FFN entry fees.

All specials subject to the whim of the SMSCC board. Get in on it while you can.