



ROAD *and* TACH



"Hey Mom, was that R first STOP or R first OPP?"

2010 Issue 3 - May

Mindless Mulling from the Prez

This space intentionally left blank – look for the Prez’s Mindless Mullings next issue.

**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:

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Larry Scholnick, Treasurer Larry_Scholnick@yahoo.com
Jeanne English, Secretary ean21@juno.com

WE NEED YOU!!

I’m assuming that you enjoy running road rallies – that’s why you are reading this newsletter.

But it takes a lot of work to put on the rallies for you. So we are asking for your help.

We would like you to come on a checkout. So if you know ahead of time that you will not be able to attend a specific rally, come on its checkout. That way you still get the fun of running the rally, and you get the added benefit of learning how (and why) we do what we do – why does the instruction say ‘R at Smith’ instead of ‘R onto Smith’?

We would also like you to work a checkpoint sometime. See what happens from the organizer’s point of view.

And we would like you to write a rally – also a great learning experience. We will help you, but we want you to figure out where to go and what, if any, traps you want to have. It’s *your* rally, after all! (Plus it gives us a break from writing the rally!) We like, and need, a new point of view.

So come on down and get an inside view of what it takes to put on FFN every month, and the days rallies.

Contact Jeanne at ean21@juno.com or 310-372-7168 for more information and/or to sign up.

We look forward to seeing you!

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>
May 7	First Friday Niter	BofA, Mission Hills	SMSCC	www.smscc.org
May 8	Rally School	Santa Barbara	PCA	zone8.pca.org
May 15	Cal Inland Rally	Lancaster	PCA	zone8.pca.org
May 19	FFN Checkout	BofA, Mission Hills	SMSCC	310-372-7168
May 22	El Camino Real	Santa Barbara	PCA	zone8.pca.org
Jun 4	First Friday Niter	BofA, Mission Hills	SMSCC	www.smscc.org
Jun 12	Rally to the Race	Fontana Speedway	SMSCC	310-372-7168
Jun 16	FFN Checkout	BofA, Mission Hills	SMSCC	310-372-7168
Jun 19	NMF checkout	BofA, Mission Hills	SMSCC	310-372-7168
Jun 26	Midnight Run	Harris Ranch	ITN	itnrally.org
Jul 2	First Friday Niter	BofA, Mission Hills	SMSCC	www.smscc.org
Jul 14	FFN Checkout	BofA, Mission Hills	SMSCC	310-372-7168
Jul 17	Not My Fault	BofA, Mission Hills	SMSCC	310-271-7168
Aug 6	First Friday Niter	BofA, Mission Hills	SMSCC	310-372-7168
Aug 18	FFN checkout	BofA, Mission Hills	SMSCC	310-372-7168
Sep 3	First Friday Niter	BofA, Mission Hills	SMSCC	310-372-7168
Sep 15	FFN checkout	BofA, Mission Hills	SMSCC	310-372-7168
Oct 1	First Friday Niter	BofA, Mission Hills	SMSCC	310-372-7168
Oct 9	Eureka	BofA, Mission Hills	SMSCC	310-372-7168
Oct 13	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

April 2, 2010

Place	DRIVER/NAVIGATOR	CAR	CLUB	Leg 1	Leg 2	Leg 3	Leg 4	Leg 5	Total
<i>CLASS A</i>									
*1	Larry Boone/Jenny Boone	Pontiac	Pumkin Rally Tm	1.38	0.02	0.09	0.16	0.01	1.66
M2	Greg Bartlett/Macy Bartlett	Mazda	TC/PCA/NASCAR	0.27	1.08	0.08	0.15	1.50	3.08
3	Robert Friedman/Revere Jones	Mini	TC/PCA/SCCA	1.15	0.75	0.66	0.18	1.63	4.37
4	Paul McGaffey/Ron Dunlop	COBRA	ITN	1.36	0.70	1.43	0.98	0.73	5.20
<i>CLASS C</i>									
*1	Sean Ayers/Matt Voorman	Toyota	Prague Drinking	0.18	0.12	1.31	0.10	0.24	1.95
*2	Patrick Strong/Andrew Schark	Mazda	SCCA	0.18	0.65	0.99	0.45	0.42	2.69
C3	Robert Dunlop/Jon Barrett	Toyota	Tm Rally Camry	1.55	0.99	1.09	0.33	0.01	3.97
4	Rob Hughes/Hank Feilen	Mitsubishi	TCSCC	1.91	0.56	1.04	0.20	1.08	4.79
5	Stacy Sinclair/Noel Furniss	Mazda	SCCA	1.29	0.52	1.52	0.49	1.46	5.28
6	Robert Day/Sally Kinsey	Mazda	SCCA	0.39	1.28	1.69	0.18	1.84	5.38
7	Doug Folkerts/Lance Pekala	Mini		1.35	0.46	1.79	0.74	1.80	6.14
8	Cathy Robson/Bill Leflang	Dodge	PCA	2.03	1.57	1.21	2.66	1.25	8.72
9	Greg Whale/Steve Laumann	Mazda		0.10	5.00	5.00	0.35	0.39	10.84
<i>CLASS D</i>									
*1	Steve Tompkins/Regina Tompkins	VW		1.84	1.23	1.19	0.98	1.51	6.75
D2	Richard Stark/Janet Stark	Mazda		4.40	1.54	0.94	5.00	1.17	13.05

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

Thank you for running this FFN.

See you at the next FFN on

MAY 7

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

Santa Monica Sports Car Club/Cal Club SCCA

CITRUS BLOSSOM SPECIAL

May 1, 2010

Place	DRIVER/NAVIGATOR (SCCA member or Weekend Member)	CAR	CLUB	Leg 1	Leg 2	Leg 3	Leg 4	Leg 5	Total
				Leg 6	Leg 7	Leg 8	Leg 9	Leg 10	
<i>Class A</i>									
*1	David Budlong/Joe Akerman (WM/WM)	Subaru	ITN	0.07	0.72	0.02	0.00	0.12	
				0.00	0.02	0.00	0.50	0.03	1.48
2	Robert Friedman/Revere Jones (SCCA/WM)	Mini	PCA/SCCA/TC	0.13	1.26	0.37	0.74	0.96	
3	Richard Wetzell/Stu Helfer (SCCA/SCCA)	Porsche	SCCA	0.05	0.08	0.32	0.03	1.51	5.45
4	Paul McGaffey/Robert Dunlop (SCCA/WM)	Shelby Cobra	SCCA	0.81	0.45	1.00	0.16	1.69	
				0.32	0.15	0.21	1.31	0.39	6.49
				0.07	2.44	0.61	0.65	5.00	
				3.80	4.67	3.95	3.18	1.48	25.85
<i>Class C</i>									
*1	Rob Hughes/Hank Feilen (WM/WM)	Mitsubishi	TCSCC	0.58	0.61	0.38	0.02	5.00	
				0.40	4.42	0.43	1.28	0.72	13.84
2	Lance Pekala/John Berado (WM/WM)	Mini Cooper		4.68	1.34	1.39	0.62	5.00	
				1.09	2.84	0.27	1.12	0.19	18.54
2	Gary Britton/Mark Spence (WM/WM)	Mazda		2.02	0.81	5.00	0.05	5.00	
				0.10	0.53	0.00	5.00	0.03	18.54
4	Dave Botwin/Michael Westmore (WM/WM)	Jaguar		1.46	5.00	1.99	0.56	5.00	
				0.11	5.00	0.95	0.43	0.12	20.62
<i>Class D</i>									
*1	Stephen Jacobsen/Casey Jacobsen (WM/WM)	Nissan		5.00	1.92	0.41	0.20	1.10	
				3.36	1.63	0.08	1.13	3.66	18.49
2	Brian Miller/Kristy Miller (WM/WM)	Porsche	PCA	3.09	0.66	3.16	3.03	5.00	
				4.17	5.00	3.60	2.71	2.60	33.02

* - Trophy

Thank you for running Citrus Blossom Special! We hope you enjoyed it. See you at Not My Fault on July 17!

Eleven Great Reasons to Rally

By Joanna Paden

Ocean's Eleven written by first time rallymaster Paul McGaffey was an ITN rally I could not pass up. The Malibu Mountains hold some of my favorite roads. In fact, when I looked at the maps and directions I was thinking, "I've written a rally on that road. And that road. And that one, too." I think that having a pretty intimate knowledge of the roads we used ended up helping us out on the rally. And a stunningly beautiful rally it was.

And so we arrived at the Start on a clear and sunny early spring day to drive around and have some fun. It was interesting to drive to a different location to actually start the rally. I was excited to use a couple of apps I downloaded to my iPhone for rallying. One is a clock (it reads in seconds and hundredths) and the other is a countdown clock you can put up to 10 checkpoint times in. As we started, I realized I had set the clock off by one minute. The clock is hard to set and took me a few tries. In all of that I forgot to change the minute. That also meant I didn't get to start the countdown clock. So much for that app being useful! Ron Dunlop was very kind to loan me his watch for the first few legs. Thanks Ron!

The first few checkpoints were an interesting puzzle to figure out made more interesting by my dyslexia with west and east. Once I had them straight I figured it out pretty quick. Checkpoint 1 was on Dry Canyon Cold Creek (or DC cubed, as I like to call it) in a familiar checkpoint location for us SMSCC types. Checkpoint 2 was a passage control (I knew there were no safe CP location on Piuma since I've tried to do it a time or two) but the "heading west" was an interesting trick seeing as how Piuma hairpins and changes directions several times. It was at this point I was glad I don't tend to carsickness. Checkpoint 3 was on Schueren, Checkpoint 4 was on Piuma on the segment between Las Virgenes and Cold Canyon, and Checkpoint 5 was on Saddle Peak (I had a checkpoint in this exact spot on one of the first FFNs I wrote). What all this meant is that our route took us down Stunt Road and then back up it. I love that road!

Sam and I were hit by a deer on that road once while writing a rally. The deer hit us, not the other way around. No kidding, really!

And thus we come to the fateful Checkpoint 6 on La Tuna Canyon. The GPS was helpful in this rally quite a bit to calculate estimated average speeds because it gave us approximate distances. We knew the checkpoint had to be near the end of the road because the routes told us all checkpoints had to be a mile within several safe roads. The only safe road near us on La Tuna was PCH, so I set the GPS to take us to the intersection of La Tuna and PCH. While we were still several miles from PCH, there was a lot of cars littering the road and what looked like it could be a checkpoint sign but on the wrong side of the road. We sat discussing it for a while as we crept as slow as possible since we also calculated our average speed for a checkpoint much further down the road. Taking into consideration how far we were from where we thought the checkpoint should be and also feeling like I was in a pinball machine on multiball with all the cars creeping around us, we decided that one of two things could happen if we just went through it. Either this was a "fake" checkpoint to catch people who didn't read the rules and we would look like geniuses or it was the real checkpoint and we would max it and at least wouldn't have to painfully creep off the copious amount of time we had left. Later we learned that the checkpoint had to be moved and Paul miscalculated how far up the hill he had come. Stupid skateboarders had taken over the actual checkpoint location! My recommendation would be in the future, just use the passage control for this situation. I think that's the most brilliant thing about ITN rallies is that if their checkpoint location is unusable for some reason, there is an automatic backup plan.

Lunch at How's BBQ on PCH was awesome. Great lunch location! Adding in the celebrity homes tour on Broad Beach Road was a nice touch for the rally. The sheriff sitting at the passage control? Not as fun.

After lunch, Checkpoint 7 was on Encinal Canyon. I love that road, one of my all time favorites. Checkpoint 8 was also on Encinal Canyon after the Standoff for 8, 9, and 10 on Mulholland between Decker

and Encinal. The wind was blowing off the ocean pretty good at this point and I had a moment where I thought the routes and maps were going to go flying. After a few bad puns involving the tiny road Lechusa between Encinal and Decker (ask Larry if you can't think of one), Checkpoint 9 was on Little Sycamore. Checkpoint 10 was on Deer Creek. I had not been on this road in my memory. Duly noted for future use. GPS was helpful here in not missing the turn. We felt smart for figuring it out before we were given a handout that explicitly told us where it was. The drive on Deer Creek was AMAZING. The sky was clear, the ocean blue, the hills green. This is why I love rallying.

It was back up Mulholland to Decker to the last checkpoint. I had just been on that part of Decker to Westlake writing the FFN for May. And I have now been at the Topper's in Thousand Oaks finish location at least 5 times in the past few months since we ended there for an FFN in April and May as well as Ocean's Eleven, as well as club checkouts for both FFNs. We couldn't stick around at the finish because we had a birthday party in Temecula to get to (yes, we drove a rally and then to Temecula in the same day and yes, we are insane). After chatting with a few of the usual suspects, we got back on the road.

This rally was one of the most beautiful rallies I have ever been on. Major thanks to Paul McGaffey and his crew for putting it together and working it. I had heard bits and pieces about it ahead of time and am glad you were talked out of certain things and it was just a rally you could go out and have fun with. I had thought since Paul of Cobra fame was writing it, the speeds might have been a little challenging. In fact, the opposite was true. The only complaint I had about this rally (and it's a small one) is the speeds seemed a little slow. For a lot of the checkpoints we would get on the hot road and find we had to average a very slow speed to the expected checkpoint location. In fact, at one location we and another car had to creep so much time off we were going in a slalom course, which would have looked hysterical to a non-rallyist. It made it a little hard to get into a rhythm for the rally, but it did give us more time to look at the scenery. I look forward to more rallies written by Paul (hint, hint).

Final Standings			Rallies			Rallies			Stage-	Citrus		
2009 Rally Series			Points	Run	2010 Rally Series			Points	Run	Inaugural	coach	Blossom
1	J Toney	30	*4	1	Bruce Gezon	20	2	[	10	10]	
	Jessica Toney	30	*4		Steve Gaddy	20	2	[	10	10]	
3	David Botwin	26	*4		Jessica Toney	20	2	[	10	10]	
	Michael Westmore	26	*4		J Toney	20	2	[	10	10]	
5	Joe Akerman	21	3	5	Chuck Larouere	18	2	[	8	10]	
6	Revere Jones	20	1+W		Bob Morseburg	18	2	[	8	10]	
7	John Sears	19	3	7	Jim Crittenden	16	2	[	10	6]	
	John Hannon	19	3		John Sears	16	2	[	10	6]	
9	Nathan Harris	17	3	9	Stu Helfer	15	3	[	6	3	6
10	Tom Gould	16	3	10	W David Teter	14	2	[	4	10]	
	Joe Boucher	16	2		Dave Head	14	2	[	4	10]	
12	Dave Jameson	14	3	12	David Budlong	10	1	[		W	10
	Sabrina Williams	14	2		Joe Akerman	10	1	[	W		10
14	David Budlong	13	2		Robert Friedman	10	2	[		2	8
15	Andrew Provost	11	2		Revere Jones	10	2	[	W	2	8
	Kim Provost	11	2		Rob Hughes	10	1	[			10
17	Bruce Gezon	10	1		Hank Feilen	10	1	[			10
	Steve Gaddy	10	1		Stephen Jacobsen	10	1	[			10
	Jack von Kaenel	10	1		Casey Jacobsen	10	1	[			10
	Stu Helfer	10	1		Mike Thompson	10	2	[	5	5	
	Larry Richardson	10	1		Fred Rosevear	10	2	[	5	5	
	Lisa Gould	10	1	22	Jack von Kaenel	9	2	[	6	3	
	Max Likhterman	10	1	23	Lance Pekala	8	1	[			8
	Veronica Hirsch	10	1		John Berado	8	1	[			8
	Linda Marsh	10	1		Brian Miller	8	1	[			8
	Connie Somers	10	1		Kristy Miller	8	1	[			8
	Glen Hori	10	1		Robert Day	8	1	[	8		
	Gerry Elder	10	1		Sally Kinsey	8	1	[	8		
	Linda Ostrin	10	1	29	John Emmons	7	2	[	3	4	
30	Dan Bailor	8	1		Lois VanVleet	7	2	[	3	4	
	Don Bailor	8	1	31	Richard Wetzal	6	1	[			6
	Jim Schulz	8	1		Gary Britton	6	1	[			6
	Nicole Capote	8	1		Mark Spence	6	1	[			6
	Robert Dunlop	8	1	34	Paul McGaffey	5	1	[			5
	Jon Barrett	8	1		Robert Dunlop	5	1	[			5
	Anita Lampert	8	1		Dave Botwin	5	1	[			5
	Cathy Robson	8	1		Michael Westmore	5	1	[			5
	Bill Leflang	8	1									
	Richard Wetzal	8	1									
	Rik Larson	8	1									
	Robert Day	8	1									
	Sally Kinsey	8	1									
	Janis Jones	8	1									
	Dik Jones	8	1									
45	Karl Broberg	6	1									
	John Martin	6	1									
	Nicole Matsudaira	6	1									
	Kurt Smith	6	1									
49	Matt Finnestead	5	1									
50	Steve Leyva	4	1									
	Adri Van West	4	1									
	Paul McGaffey	4	1									
	Ron Dunlop	4	1									

SMSCC RALLY SERIES

Here are the final standings for SMSCC's 2009 Rally Series and the current standings for the 2010 Rally Series.

Your best three rallies count, so there is still time for you to run and win a year-end award. (The awards are rally pillows – very cool!) You can also get points for running checkout or working one of the rallies – so come on out and be part of the fun!

There are two rallies still to come -- NOT MY FAULT is July 19 and EUREKA is October 9.

NMF will be a tour about 5 hours in length finishing in Ventura County, with a format similar to last year's Not My Fault. The rallymaster is Joanna Paden. There will be a class on how to do rally calculations before the rally starts.

EUREKA is October 9. 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.

* - best three rallies counted



ADVENTURES IN FLYING
by EAN21

Getting home from last year's USRRC proved to be a bit of a challenge (pun intended). I was visiting Ron and Carol Melitsoff, in Madison, Wisconsin, for a few days before and after the rallies.

The day I was supposed to leave I got a message on my cell phone saying my flight was cancelled because of weather elsewhere in the country, and that I should call or go online to reschedule. I did that, and got rebooked for a flight leaving an hour before my original flight. So it was hurry up to get to the airport on time, which I did. Then I got on the plane.

Things were fine until it was time to actually leave. The captain comes on the PA and says "There's a minor problem with a line to the brakes, the mechanic had to go back to his office to get some duct tape [DUCT TAPE!?!?], he'll be back in five minutes, we should be able to leave in about 20 minutes."

About half an hour later, we get "Hi folks, sorry it's taking so long, we should be ready to go in about 5 or 10 minutes."

Another half hour, we get "Hi folks, I really apologize for this taking so long, but if we can leave in the next few minutes we will only be a few minutes late into Detroit."

About 15 minutes later, "Hi folks, sorry it's taking so long, I apologize,

it should be just a few more minutes."

Soon after that, we hear "For those of you who won't be able to make your connections, there will be hotel vouchers waiting for you when we get to Detroit, and you will have already been rescheduled for the first flight out tomorrow morning."

At that point, I called Northwest (yes, while we were still sitting in the plane, waiting to take off). I explained my situation to the nice person on the phone, gave her my confirmation number, and she checked my records. I could hear her typing away, and she finally said that there were no other flights out tonight even on other airlines - apparently there are no flights to the west coast after about 7 or 8 PM. She said I had already been rescheduled for a 6 AM flight. I asked if there was anything later, and she said there was a flight at 9 AM that got in at 11 AM. I said I'd take it, and then asked about first class (which I had originally scheduled, using frequent flyer miles) -- and she said there was one seat left and she would "grab it" for me.

We finally took off, and of course got to Detroit too late for my original flight.

As we were getting ready to land, one of the flight attendants asked if those who were not connecting (or had already missed their flight) would please stay seated so those who might still make their connections could get off the plane first. She then said that those of us who were being rescheduled had to go to gate A43 -- and of course we were at gate A4. So at least half the people on the plane headed down to A43. I took the ExpressTrain, which saved a lot of walking.

So -- I stood in line at A43 and eventually got my boarding pass for tomorrow morning and also the hotel voucher, a dinner voucher (good at the airport or the hotel) and a breakfast voucher. And yes, I got that first class seat.