



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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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 17 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

May FFN –

Rallymaster Report

By Joanna Paden

The hardest part of writing a rally for me is deciding where to go. It's difficult to find new routes and new ideas. So when I got an email from Ron Melitsoff laying out a course for me with little to no work on my part, I was excited. Very excited.

Some of you who have been around a while may remember Ron. He moved to Wisconsin but still manages to be a contributing member of the club by making our trophies. And now, he writes rallies from long distance. Ron had sent an email that was forwarded on to me that said the Amgen Bike Tour of California Stage 8 was in Thousand Oaks. Now, the SMSCC is familiar with this bike race since we have been affected by them before. One year we had to throw a stick map leg on a daytime rally because the bike race was using those roads. It always seems to sneak up on us when we least expect it. This year we were not in danger of running into it on a rally, but it presented us with an even better idea. What if we stole their course for our course?

Ron gave me a rough idea where they would be going, but I like maps. So I went to the website with the hope of finding a map of the stage. Even better, they had it in PDF form so I could download it to the PDF viewer on my phone. The only problem was it wasn't really long enough for a whole rally. So I figured out where I could put a checkpoint near the loop of the course and went to add on to the rally. I decided the best place to end an odo check would be in Simi Valley, as I knew another location for a checkpoint near there. Now, how do you get from the Simi Valley/Moorpark border into Thousand Oaks? Follow the bike route, of course! I was most excited when I found a "Bike Route" sign to end the odo check. Of course, having a checkpoint in the auto mall is a strange juxtaposition, but we are all about blending transportation together on this rally.

I am also testing out this format to use for Not My Fault. If you liked it, or especially if you hated it, let me know. I am hoping that many of you that are not running with computers can easily

calculate on this style of rally and get really good scores.

And thus was born my bike themed car rally. As I drove the roads that the bikes will be on later this month, I cannot believe that they will be on this course. There is some serious up and downhill. The downhill portion on Decker seems particularly treacherous and scary. I look forward to following the race and seeing the same roads we used for this FFN. I just hope there are no tragic accidents.



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.

RECALL LOG

Nissan: 2008-09 Quest; 2008-10 Titan, Armada & Infiniti QX56. Brake pedal pivot pin can come loose - loss of braking. 179,383 units. NHTSA recall # 10V072.

Nissan: 2006-08 Frontier, Pathfinder, Xterra. Fuel tank float can send wrong info to fuel gauge. 80,689 units. NHTSA 10V075.

GM: 2005-10 Chevrolet Cobalt; 2007-10 Pontiac G5. Electric power steering can fail. 1,050,889 units. GM recall # N100023.

Nissan: 2005-09 Armada, Titan & Infiniti QX56. Fuel gauge shows more gas than is. 340,000 units. NHTSA recall # 10V074.

Mitsubishi: 2010 Galant. Auto trans cooler pipe can fail. 2307 units. NHTSA recall # 10V066.

Mitsubishi: 2004 Endeavor in "salt belt" states. Fuel filler pipe can rust. 56, 113 units. NHTSA recall # 10V065.

Hyundai: 2011 Sonata. Front door lock can remain unlatched after door is closed. Mitsubishi recall # 096.

Daihatsu: 1990-92 Rocky. Check valve in emissions control system can crack. 4000 units. NHTSA recall # 10V083.

Chrysler: 2010 Jeep Commander, Grand Cherokee. May have been built with bad rear track bar. 3498 units. Chrysler recall # K05.

Honda: 2007-08 Element, Odyssey. Air can leak into brake system = loss of braking. 412,000 units. NHTSA recall # 10V098.

Subaru: 2010 Tribeca. Door latch cable can be caught in window winder = door can unlatch suddenly. 1585 units. Subaru WVO-25.

GM: 2003-07 Cadillac CTS. [affects cars in the "salt belt"] Corrosion from road salt can affect front brake hoses & fittings. Unknown #. GM recall # 09149.

Nissan: 2010 Pathfinder, Xterra. Fasteners holding passenger air bag & steering shaft bracket may not be tightened properly. 4038 units. NHTSA recall # 10V115.

Sterling Tek: VOX/803 M/C helmet. Does not conform to FMVSS 208: penetration protection. 135 units. NHTSA # 10E007.

GM: 2010 Chevrolet Express, GMC Savana. Short in voltage regulator can cause engine fire. 4485 units. GM recall # 10091.

Honda: 2010 Acura ZDX. Dashboard cover may not allow full deployment of passenger airbag. 1854 units. Acura recall # R34.

Toyota: 1998-2010 Sienna operated in the "salt belt". Road salt can cause spare tire retention cable to corrode & allow spare to fall off car. [Unknown #] NHTSA recall 10V160.

ACC: EXT-004 motorcycle helmet. Does not meet FMVSS 218 - penetration standards. 654 units. NHTSA recall # 10E008.

GM: 2005-08 Buick Terraza, Chevrolet Uplander, Pontiac Montana [all handicap conversion vans]. Converted floors can allow trailing arms to fail. 5375 units. NHTSA recall # 10V110.

BMW: 2010 X5 M SAV. Does not comply with FMVSS 108 - side marker lamps don't work. [unknown #] NHTSA recall # 10V152.

Porsche: 2010 Panamera. Seat belt anchor may not work if seat is in extreme forward or back position. 3176 units. Porsche recall # AA01.

Volvo: 2010 XC 90. Fuel line leak. 2474 units. Volvo recall # R224.

Lexus: 2010 GX 460. Electronic stability control may not keep car from losing control in sharp, high speed turn. 9400 units. NHTSA recall # 10V159.

Ford: 2010 Explorer, Explorer Sport Trac, Fusion; Mercury Milan, Mountaineer, all with manual seat recliners. Recliner may not have sufficient gear size to mesh and hold seat firm in an accident. 33,256 units. NHTSA recall # 10V161.

ACC: EXT-001, 002, 003 motorcycle helmets. Do not meet FMVSS 218 - penetration protection. 21,084 units. NHTSA recall # 10E012.

Toyota: 2003 Sequoia. Electronic stability program may not be working properly. 50,000 units. NHTSA recall # 10V176.

Honda: 2004-08 Acura TSX. Excessive under hood heat can cause power steering hoses to deteriorate. 167,255 units. Honda recall # R35.

GM: 2005-06 Chevrolet Corvette. Bad electronic signals in steering system program can cause brakes to deploy. 40,028 units. GM recall # N100118.

RALLY IN THE 100 ACRE WOOD
Salem, MO; February 25 – 27, 2010

OLYMPUS RALLY
Olympia, WA; April 23-24, 2010

1. Ken Block/Alex Gelsomino Open
09 Ford Fiesta 1:27:06.1
2. Antoine L'Estage/Nathalie Richard Open
09 Mitsubishi Lancer Evo X 1:27:27.0
3. William Bacon/Peter Watt Open
06 Mitsubishi Evo IX 1:30:24.1
4. Dave Mirra/Martin Headland Open
10 Subaru Imprezza WRX STi 1:32:28.2
5. Travis Hanson/Terry Hanson SP
07 Subaru Imprezza WRX STi 1:36:06.1
6. Joseph Burke/Brian Sharkey Open
05 Mitsubishi Lancer Evo VIII 1:37:50.8
7. Carl Decker/Mike Rossey Open
93 Subaru Imprezza 1:38:11.6
8. Timothy Rooney/Dennis Hotson SP
08 Subaru Imprezza STi 1:38:40.6
9. Arkadiusz Gruszka/Dominik Jozwiak Open
06 Mitsubishi Evo IX 1:39:19.5
10. Chris Duplessis/Catherine Woods 2WD
90 Volkswagen GTi 1:40:56.5
20. Nick Allen/Erik Lee 2WD
86 Volkswagen Golf 2:19:17.3

1. Travis Pastrana/Christian Edstrom Open
10 Subaru Imprezza WRX STi 1:23:50.8
2. Antoine L'Estage/Nathalie Richard Open
09 Mitsubishi Lancer Evo X 1:25:32.8
3. Dave Mirra/Martin Headland Open
10 Subaru Imprezza WRX STi 1:27:47.5
4. William Bacon/Peter Watt Open
06 Mitsubishi Evo IX 1:28:15.4
5. Ramana Lagemann/Christine Beavis SP
07 Subaru Imprezza WRX STi 1:30:43.3
6. Patrick Moro/Ole Holter SP
05 Subaru STi 1:34:36.3
7. Timothy Rooney/Jake Blattner SP
08 Subaru Imprezza STi 1:34:36.3
8. Jimmy Keeney/Jason Grahn SP
07 Subaru Imprezza WRX STi 1:34:42.4
9. Joseph Burke/Alexander Kihurani SP
03 Mitsubishi Lancer Evo VIII 1:34:57.5
10. Nathan Conley/Brandye Conley Open
04 Subaru Imprezza 1:36:32.1
13. Chris Duplessis/Catherine Woods 2WD
90 Volkswagen GTi 1:38:32.2



CORONA RALLY MEXICO
Leon, Mexico; March 5-7, 2010

| | | |
|--------------------------------------|--------------------------|-----------|
| 1. Sebastien Loeb/Daniel Elena | Citroen C4 WRC | 3:42:41.7 |
| 2. Petter Solberg/Phil Mills | Citroen C4 WRC | 3:43:05.9 |
| 3. Sebastien Ogier/Julien Ingrassia | Citroen C4 WRC | 3:43:07.0 |
| 4. Mikko Hirvonen/Jarmo Lehtinen | Ford Focus RS WRC 09 | 3:44:29.2 |
| 5. Jari-Matti Latvala/Miikka Anttila | Ford Focus RS WRC 09 | 3:44:56.8 |
| 6. Henning Solberg/Ilka Minor | Ford Focus RS WRC 08 | 3:45:29.7 |
| 7. Federico Villagra/Jorge Compagnon | Ford Focus RS WRC 08 | 3:52:55.1 |
| 8. Xavier Pons/Alex Haro | Ford Fiesta S2000 | 4:01:26.1 |
| 9. Martin Prokop/Jan Tomanek | Ford Fiesta S2000 | 4:01:43.7 |
| 10. Armindo Araujo/Romalho Miguel | Mitsubishi Lancer Evo IX | 4:04:14.2 |
| 18. Ken Block/Alex Gelsomino | Ford Focus RS WRC 08 | 4:29:32.0 |

JORDAN RALLY
Dead Sea Center; April 1-3, 2010

| | | |
|--------------------------------------|-------------------|-----------|
| 1. Sebastien Loeb/Daniel Elena | Citroen C4 WRC | 3:51:35.9 |
| 2. Jari-Matti Latvala/Mikko Anttila | Ford Focus RS WRC | 3:52:11.7 |
| 3. Petter Solberg/Phil Mills | Citroen C4 WRC | 3:52:47.7 |
| 4. Daniel Sordo/Marc Marti | Citroen C4 WRC | 3:53:25.2 |
| 5. Matthew Wilson/Scott Martin | Ford Focus RS WRC | 4:00:00.2 |
| 6. Sebastien Ogier/Julien Ingrassia | Citroen C4 WRC | 4:02:02.3 |
| 7. Federico Villagra/Jorge Compagnon | Ford Focus RS WRC | 4:03:03.9 |

| | | |
|---------------------------------|-------------------|-----------|
| 8. Kimi Raikkonen/Kaj Lindstrom | Citroen C4 WRC | 4:04:06.9 |
| 9. Henning Solberg/Ilka Minor | Ford Focus RS WRC | 4:05:44.5 |
| 10. Xavier Pons/Alex Haro | Ford Focus RS WRC | 4:10:09.8 |

RALLY OF TURKEY
Istanbul; April 16-18, 2010

| | | |
|--------------------------------------|----------------------|-----------|
| 1. Sebastien Loeb/Daniel Elena | Citroen C4 WRC | 3:01:38.7 |
| 2. Petter Solberg/Philip Mills | Citroen C4 WRC 2009 | 3:02:33.2 |
| 3. Mikko Hirvonen/Jarmo Lehtinen | Ford Focus RS WRC 09 | 3:03:22.1 |
| 4. Sebastien Ogier/Julien Ingrassia | Citroen C4 WRC | 3:05:24.7 |
| 5. Kimi Raikkonen/Kaj Lindstrom | Citroen C4 WRC | 3:08:23.0 |
| 6. Federico Villagra/Jose Diaz | Ford Focus RS WRC 08 | 3:09:35.4 |
| 7. Matthew Wilson/Scott Martin | Ford Focus RS WRC 08 | 3:10:08.5 |
| 8. Jari-Matti Latvala/Miikka Anttila | Ford Focus RS WRC 09 | 3:21:22.9 |
| 9. Dennis Kuipers/Frederic Miclotte | Ford Fiesta S2000 | 3:25:00.9 |
| 10. Aaron Burkart/Andre Kachel | Suzuki Swift S1600 | 3:28:43.4 |

DRIVER'S CHAMPIONSHIP

| | Turkey | Total |
|-----------------------|--------|-------|
| 1. Sebastien Loeb | 25 | 93 |
| 2. Petter Solberg | 18 | 53 |
| 3. Mikko Hirvonen | 15 | 52 |
| 4. Jari-Matti Latvala | 4 | 47 |
| 5. Sebastien Ogier | 12 | 45 |

TEAM CHAMPIONSHIP

| | Turkey | Total |
|----------------------------|--------|-------|
| 1. Citroen Total WRT | 25 | 126 |
| 2. BP Ford Abu Dhabi WRT | 24 | 111 |
| 3. Citroen Junior Team | 27 | 75 |
| 4. Stobart M-Sport Ford RT | 12 | 56 |
| 5. Munchi's Ford WRT | 10 | 26 |

Santa Monica Sports Car Club
30 – 13th 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.