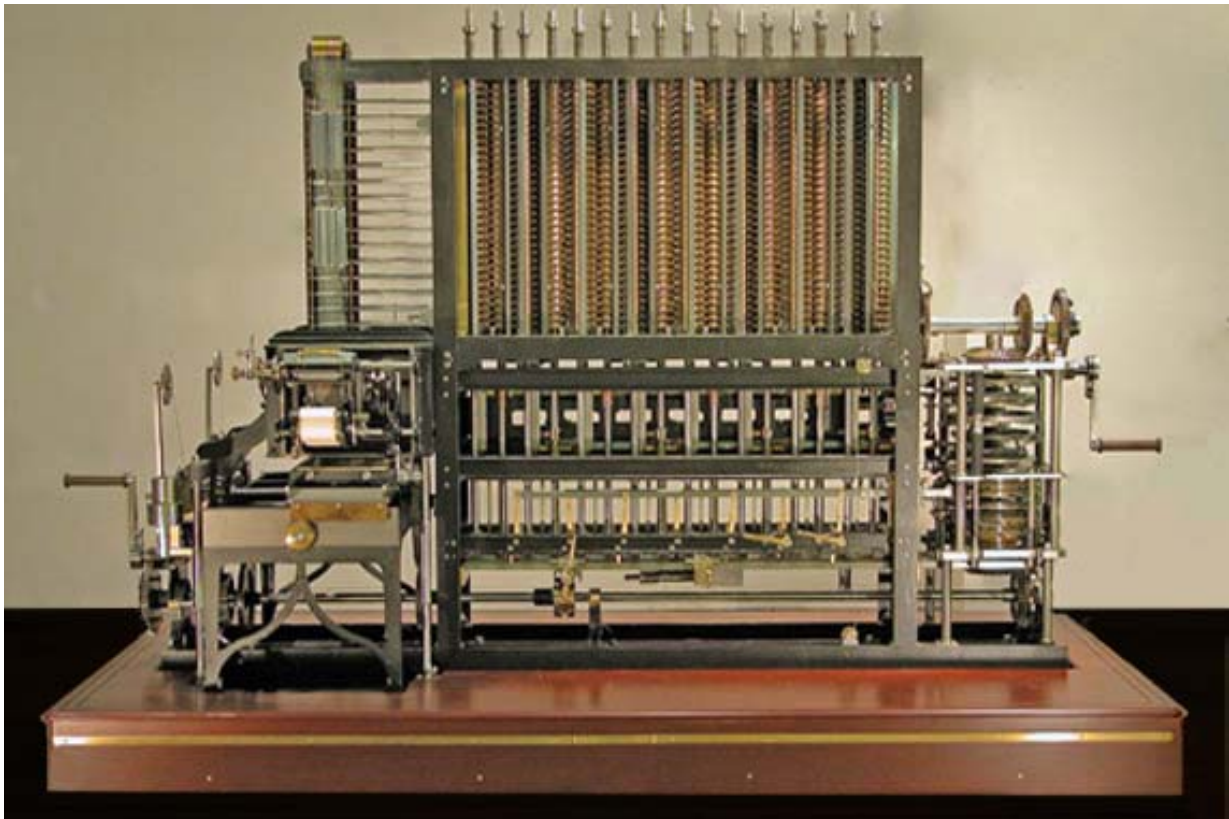




ROAD *and* TACH



Zeron? Timewise? Alfa? Chronar?

see Page 4

2010 Issue 4 - July

Mindless Mulling from the Prez

Well, here we are at the mid point in the year, and so far it has been a great year for rallies. Looking back over the first six months of 2010 we have had some wonderful events and great times.

Along with the first 7 FFN's we have also put on 2 national rallies, a great regional, and a track day with many of our friends from Cal Club. Along with the rallies put on by SMSCC there have also been several great rallies put on by friends and neighbors. We got the year off to a great start with the first FFN of the year on New Years day, followed closely by two national travelling rallies up to the central coast later that month. With FFN's every month and CBS in May and a Cal Club track day in June it truly has been a wonderful first half of the year.

I also want to take a moment to mention 3 other rallies I was on this year put on by some friends. The Oceans Eleven rally put on by ITN and Rallymaster Paul McGaffy was a beautiful course and a wonderfully fun rally through the Santa Monica Mountains. The views on that course were among the best I have ever seen rallying. PCA also put on two rallies I was lucky enough to take part in one as a contestant and one as an observer. Tom Gould laid out a great course for the Cal Inland event and Joe Boucher gave us a challenging rally through the mountains of Santa Barbara and Ventura counties.

It has been a great year to this point and only looking to be continuing. If you missed any of these great events please check our calendar and join us for one of the up coming FFN's and don't forget that we also have two day rallies left Not My Fault later this month and then in a joint effort with PCA Eureka in October.

I also want to thank all you wonderful people who have run a check out or worked on one of these events, more and more of you have answered our plea for help and I want you to know it is very much appreciated; we look forward to seeing more of you helping on these events as well. Thank you to all of you who run, worked or put on an event it has led to one the best six months in rallies here in So Cal in a

while and looks to continue into the rest of the year.

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>
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
Jul 28	Dinner Meeting	Westlake Village	SMSCC	310-372-7168
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
Sep 22	Dinner Meeting	TBD	SMSCC	310-372-7168
Oct 1	First Friday Niter	BofA, Mission Hills	SMSCC	310-372-7168
Oct 2	CA Challenge	Bakersfield	PCA	zone8.pca.org
Oct 9	Eureka	BofA, Mission Hills	SMSCC	310-372-7168
Oct 13	FFN checkout	BofA, Mission Hills	SMSCC	310-372-7168
Nov 5	First Friday Niter	BofA, Mission Hills	SMSCC	310-372-7168
Nov 17	FFN checkout	BofA, Mission Hills	SMSCC	310-372-7168
Dec 3	First Friday Niter	BofA, Mission Hills	SMSCC	310-372-7168
Dec 15	FFN checkout	BofA, Mission Hills	SMSCC	310-372-7168

SMSCC Dinner Meeting, July 28, 2010, 7:30 pm
Brent's Deli, 2799 Townsgate Rd, Westlake Village
Come on out and have dinner with us!

Cal Club SCCA/Santa Monica Sports Car Club

First Friday Niter

May 7, 2010

Place	DRIVER/NAVIGATOR	CAR	CLUB	Leg 1	Leg 2	Leg 3	Leg 4	Total
CLASS A								
*1	Rob Tivy/Charlie Engen	Mini	SMSC	0.03	0.00	0.17	0.01	0.21
2	Larry Boone/Jenny Boone	Pontiac	Pumkin Rally Tm	0.02	0.00	0.24	0.04	0.30
3	Paul McGaffey/Ron Dunlop	COBRA	ITN	0.35	0.06	0.13	0.06	0.60
4	Robert Friedman/Revere Jones	Mini	TC/PCA/SCCA	0.03	0.03	1.00	0.02	1.08
CLASS C								
*1	Patrick Strong/Andrew Scharck	Corolla	SCCA	0.12	0.20	0.22	0.04	0.58
CLASS C								
*1C	Mike Klein/Kevin Ayers	BMW	SMSCC/ITN	0.13	0.43	0.15	0.00	0.71
*2	Sabrina Williams/John Hannon	Nissan		0.15	0.19	0.31	0.22	0.87
3	Matt Voorman/Sean Ayers	Acura	SMSCC/ITN	0.32	0.15	1.11	0.28	1.86
4	Greg Whale/Steve Laumann	Ford	SCCA	0.23	0.17	1.53	0.29	2.22
5	Cathy Robson/Bill Leflang	Dodge	PCA	0.15	0.29	1.16	1.06	2.66
6	Robert Day/Sally Kinsey	Mazda	SCCA	0.82	0.51	1.61	1.20	4.14
7	Robert Dunlop/Jon Barrett	Toyota	Tm Unintended Acc	0.04	0.04	5.00	5.00	10.08
CLASS D								
*1D	Michael Goldstein/Sarah Potter	Acura		1.50	0.36	0.22	1.60	3.68
no control card turned in for car 13 (class D)								

* - 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

June 4!!

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

The next FFN will finish at: Vincenzo's Pizza, 24504½ Lyons Ave, Newhall (just east of the 14 on Lyons)

Cal Club SCCA/Santa Monica Sports Car Club

First Friday Niter

June 4, 2010

Place	DRIVER/NAVIGATOR	CAR	CLUB	Leg 1	Leg 2	Leg 4	Total
CLASS A							
*1	Larry Boone/Jenny Boone	Pontiac	Pumkin Rally Tm	0.03	0.05	0.10	0.18
2	Nathan Harris/Joe Akerman	Stealth	ITN	1.40	0.03	0.03	1.46
3	Paul McGaffey/Ron Dunlop	COBRA	ITN	0.03	0.23	1.92	2.18
4	Greg Bartlett/Revere Jones	Mini	TC/PCA/SCCA	1.45	0.26	5.00	6.71
CLASS C							
1	Patrick Strong/Andrew Scharck	Corolla	SCCA	0.57	0.17	0.05	0.79
CLASS C							
*1	Matt Voorman/Sean Ayers	Toyota	SMSCC/ITN/Pragu	0.17	0.17	0.23	0.57
*2	Robert Dunlop/Jon Barrett	Toyota	TmBeigeStrikesBac	0.15	0.27	0.24	0.66
3	John Dillon/Katherine Smith	Nissan	Widget Rally Team	0.03	2.67	1.72	4.42
4	Robert Day/Sally Kinsey	Mazda	SCCA	0.14	2.26	2.13	4.53
5	Sabrina Williams/John Hannon	Nissan		0.13	4.07	0.68	4.88
6	Mike Klein/Kevin Ayers	BMW	SMSCC/ITN	1.77	0.69	2.50	4.96
7C	Dave Botwin/Michael Westmore	Jaguar		0.02	0.36	5.00	5.38
8	Sam Weissen/Joanna Paden	Pontiac	SMSCC/SCCA	1.44	5.00	5.00	11.44
CLASS D							
*1D	Ryan Baldi/Anthony Salvo	Saturn		1.30	0.68	0.43	2.41
2	Stephen Berry/Nicole Allen	Toyota	SCCA	0.19	5.00	1.08	6.27
no control card turned in for car 16 (class D)							

* - 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

July 2!!

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

The next FFN will finish at: Round Table Pizza, Foothill and Gould, La Canada

Specials:

Zero Dollars: Contestants are awarded 'Rally Bucks' for getting zeroes -

Class A gets 1 Rally Buck per zero, Class B and C get 2 Rally Bucks per zero,

and Class D gets 3 Rally Bucks per zero. Rally Bucks can be accumulated and used like cash for FFN entry fees.

The following article about the Babbage Engine was submitted by SMSCC member Paul Peterzell, along with this note:

I suspect some of you may appreciate this. Then again, maybe not. Charles Babbage, who designed a manual computing machine 150 years ago but never actually built it, has been vindicated. In 2008 one of only two examples was completed and is currently sitting at the Computer History museum in Mountain View. Somehow, it reminds me of a Curta with its outer casing removed. I'm sure one of you will want to show up at a rally (Great American?) using this to run your calculations. However, as it weighs 5 tons and is 11 feet long, you may be challenged to find a proper vehicle for it. I'm not sure how you set the odo adjustment, but figure with all those gears in it, it will be just as easy as a Tommy Box.

The Babbage Engine

Charles Babbage (1791-1871), computer pioneer, designed the first automatic computing engines. He invented computers but failed to build them. The first complete Babbage Engine was completed in London in 2002, 153 years after it was designed. Difference Engine No. 2, built faithfully to the original drawings, consists of 8,000 parts, weights five tons, and measures 11 feet long.

We invite you to learn more about this extraordinary object, its designer Charles Babbage and the team of people who undertook to build it. Discover the wonder of a future already passed. A sight no Victorian ever saw.

An identical Engine completed in March 2008 is on display at the

Computer History Museum in Mountain View, California.
from the Computer History Museum

(ed. says: the video of this machine actually working is amazing – check it out at:

<http://www.computerhistory.org/babbage/>)



Lost in the 'Other' Desert Rally A PCA Zone 8 Rally by EAN21

May 15 was a beautiful day for a rally, and the rally was perfectly suited to the day. It covered a very large portion of the Antelope Valley from as far west as San Francisquito Canyon and 110th St West to as far east as 170th St East in Lake Los Angeles, giving us some great scenery to enjoy.

This was the fifth annual rally presented by the Cal Inland region of PCA Zone 8, and was written by Tom Gould with help from the Cal Inland folks.

The odometer check ended at the sign "Music Road Ahead Two Miles" – and we did indeed get to drive upon it. The Music Road is a section of Avenue G (west of the 14 Freeway) that plays The William Tell Overture aka The

Lone Ranger Theme as you drive upon it at a speed of about 55 miles per hour. (We used it on a First Friday Niter a year ago or so – very cool!)

There was another surprise waiting for us at the intersection of Spunky and San Francisquito Canyons – a brand new, spiffy-looking gas station! Wow!

The rally was primarily a tour, with some lighthearted comments/instructions thrown in occasionally. My favorite was this instruction:

66. Pause 0.25 minutes at "W-8" or
Wait 0.52 minutes at "paws"
WOF

There was a slight problem on the last leg when the checkpoint crew set up a block away from where they were supposed to be, but it worked out OK with a couple of contestants setting up an emergency control until the rallymaster got there.

All in all, a very pleasant rally on a very pleasant day – it doesn't get much better than that! Thanks Tom and the Cal Inland region for a nice event. I'm already looking forward to next year's running of it.



El Camino Real XXVII by EAN21

Joe Boucher and Joe Schneider combined forces, again, to write this year's El Camino Real rally for the Santa Barbara Region of PCA Zone 8. Joe Schneider's Schneider Autohaus also sponsored the rally. Thanks!

The rally started in Santa Barbara and finished at a Mexican restaurant in Ventura, and in between we were treated to great scenery, fun roads, and some interesting traps that kept us on our toes.

The odometer check headed us up Highway 154 to Paradise Rd. We then came back toward Santa Barbara on Stagecoach Rd which is a really fun road and has some fabulous scenery – especially when we go under the bridge for 154 high above us.

The rally had a trap on every leg, and even two course controls for on-course cars.

The first leg had a lettered instruction and a numbered instruction that both referenced "5". The same sign could be used for both instructions since the generals only prohibit using the same sign for consecutive numbered instructions.

And that was the trap on leg 4. We used a "Radar Enforced" for RI 57. We then went around the block and came back to that same sign for RI 58, this time looking for "Speed Limit 35". The two signs were on the same support, which made them the same sign, so that "SL 35" could not be used and we had to continue ahead to find another "SL 35" to use for RI 58.

The trap on leg 2 was based upon knowing the generals well. They say that when you have been instructed to FLR (follow the lined road) you must continue to FLR until you execute an R, L, Straight, Turn, or another follow.

Pretty standard stuff. RI 19 instructed us to turn and then FLR. We then entered a checkpoint. RI 20, leaving the checkpoint, was a left. When we got to the left, we noticed that the lined road went only to the left and not ahead. Whoa! Do we continue to FLR, or do the RI? Well, the generals said nothing about canceling an FLR at a checkpoint – so the correct action was to FLR to the left and then do the RI at the *next* left. Cars doing this correctly found a course control. Quite a trap!

Leg 3's trap was the correct execution of this instruction: *41. L onto AUHAY after "Fire"*. As we were driving down the road we saw a road named AUHAY, but we had not yet seen "Fire". We refused the turn, and continued ahead where we found "Fire" and then found another AUHAY to complete the instruction.

RI 78 on leg 5 had a similar trap, except that this time we were instructed to turn right after 2.5 miles. There was, of course, a possible place to turn before the 2.5 miles had run out. But those of us paying attention waited until we had driven the full 2.5 miles before doing the turn to complete the instruction.

The trap on Leg 6, the last leg of the rally, was perfect for late in the rally. RI 85 instructed us to turn right at "Freeway Entrance South 33". But when we got there, the sign actually said "Freeway Entrance 33 South". See the difference? Close, but not correct. Again, we had to refuse the turn and continue ahead where we found an on-course control.

It seems that the control worker (the same person worked both controls), had a lonely time. Only one car came to his two controls! (Modesty prevents me from revealing which car that was, but you might be able to guess.)

Thanks to the two Joes for putting on an enjoyable event that kept us on our toes!

June FFN from the Rallymaster's Point of View by EAN21

I was the rallymaster for the June First Friday Niter. I decided to use tulip diagrams, which I've done before and which people seem to enjoy, but to see if I could put some traps in it – not an easy thing to do with tulips.

After quite a bit of thought, I realized that there are some traps that will work no matter what format is being used.

Blackjack! Have the checkpoint easily visible on the far side of an intersection where the course goes to the left or right. For this rally, contestants were working on a tulip to go right at a side-road, with the checkpoint directly across the street. Worked like a charm! Lots of cars, including some who should have known better, went straight in.

Another trap was to find the correct out marker at a checkpoint. The handout said to U-turn at the end of the road to reach the out marker. There were two out markers – one at the end of the road, and another across from the in marker for those who did not go all the way to the end of the road to U-turn.

And I did manage to actually have a trap requiring contestants to find an intersection matching the tulip diagram. The instruction was to turn right at Mentry. The diagram showed a T intersection, but the contestants first came to Mentry at a crossroad. If they turned at the crossroad instead of waiting for the T, they were early into the checkpoint.

Thanks to my workers, I couldn't do it without you! And thanks to those who competed. I hope you enjoyed the rally!

RALLY NEW ZEALAND
Auckland; May 5-7, 2010

1. Jari-Matti Latvala/Miikka Anttila
Ford Focus RS WRC 09 4:04:09.8
2. Sebastien Ogier/Julien Ingrassia
Citroen C4 WRC 4:04:12.2
3. Sebastien Loeb/Daniel Elena
Citroen C4 WRC 4:04:25.0
4. Mikko Hirvonen/Jarmo Lehtinen
Ford Focus RS WRC 09 4:04:31.1
5. Daniel Sordo/Marc Marti
Citroen C4 WRC 4:04:35.6
6. Matthew Wilson/Scott Martin
Ford Focus RS WRC 08 4:07:35.8
7. Henning Solberg/Ilka Minor
Ford Focus RS WRC 08 4:10:25.1
8. Jari Ketomaa/Mika Sternberg
Ford Fiesta S2000 4:14:29.1
9. Federico Villagra/Jorge Compagnon
Ford Focus RS WRC 08 4:14:59.6
10. Xavier Pons/Alex Haro
Ford Fiesta S2000 4:15:23.2

VODAFONE RALLY de PORTUGAL
Algarve; May 28-30, 2010

1. Sebastien Ogier/Julian Ingrassia
Citroen C4 WRC 3:51:16.1
2. Sebastien Loeb/Daniel Elena
Citroen C4 WRC 3:51:24.0
3. Daniel Sordo/Marc Marti
Citroen C4 WRC 3:52:33.7
4. Mikko Hirvonen/Jarmo Lehtinen
Ford Focus RS WRC 3:52:48.1
5. Petter Solberg/Phil Mills
Citroen C4 WRC 3:52:51.8
6. Matthew Wilson/Scott Martin
Ford Focus RS WRC 3:58:26.2
7. Mads Ostberg/Jonas Andersson
Subaru Imprezza WRC 3:58:44.4
8. Federico Villagra/Jorge Compagnon
Ford Focus RS WRC 4:01:52.2
9. Khalid Al-Qassimi/Michael Orr
Ford Focus RS WRC 4:02:11.9
10. Kimi Raikonen/Kaj Lindstrom
Citroen C4 WRC 4:02:50.4

DRIVER'S CHAMPIONSHIP

	Port.	Total
1. Sebastien Loeb	18	126
2. Sebastien Ogier	25	88
3. Mikko Hirvonen	12	76
4. Jari-Matti Latvala	0	72
5. Petter Solberg	10	63

TEAM CHAMPIONSHIP

	Port.	Total
1. Citroen Total WRT	33	189
2. BP Ford Abu Dhabi WRT	12	163
3. Citroen Junior Team	31	106
4. Stobart M-Sport Ford RT	10	84
5. Munchi's Ford WRT	8	40

OREGON TRAIL
Hood River; May 14-16, 2010

1. Andrew Picard/Jeremy Wimpsey
Open 07 Mitsubishi Lancer Evo IX
1:35:19.8
2. William Bacon/Peter Watt Open
06 Mitsubishi Evo IX 1:36:04.3
3. Antoine L'Estage/Nathalie Richard
Open 09 Mitsubishi Lancer Evo X
1:37:24.8
4. Patrick Moro/Ole Holter SP
05 Subaru STi 1:41:33.0
5. Travis Hanson/Terry Hanson SP
07 Subaru Imprezza WRX STi
1:41:52.3
6. Carl Decker/Adam Craig Open
93 Subaru Imprezza 1:44:13.0
7. Jimmy Keeney/Jason Grahm SP
07 Subaru Imprezza WRX STi
1:45:13.2
8. Wolfgang Hoeck/Piers O'Hanlon
Open 02 Mitsubishi Lancer Evo
1:45:33.4
9. Mark Mager/Jake Blattner SP
06 Subaru Imprezza WRX STi
1:47:32.0
10. Don Conley/Christopher Herlache
SP 07 Subaru WRX wagon
1:50:02.4

SUSQUEHANOCK TRAIL
PERFORMANCE RALLY
Wellesboro, PA; June 4-6, 2010

1. Antoine L'Estage/Nathalie Richard
Open 09 Mitsubishi Lancer Evo X
1:55:30.3
2. William Bacon/Peter Watt Open
06 Mitsubishi Evo IX 1:57:06.7
3. Ramana Lagemann/Christine Beavis
SP 07 Subaru Imprezza WRX STi
1:59:54.5
4. Patrick Moro/Ole Holter SP
05 Subaru STi 2:04:33.0
5. Timothy Rooney/Jeremy Wimpsey
SP 08 Subaru Imprezza STi
2:04:44.2
6. Jimmy Keeney/Jason Grahm SP
07 Subaru Imprezza WRX STi
2:05:42.1
7. Roman Pakos/Maciej Sawicki SP
06 Subaru Imprezza STi
2:05:42.8
8. Joseph Burke/Alexander Kihurani
SP 03 Mitsubishi Lancer Evo VIII
2:06:05.9
9. Chris Duplessis/Catherine Woods
2WD 90 Volkswagen GTi 2:17:44.1
10. Dillon Van Way/Ben Slocum 2WD
02 Ford Focus 2:23:50.2

RALLY AMERICA NATIONAL
CHAMPIONSHIP
Driver

- | | |
|-------------------------|----|
| 1. Antoine L'Estage | 87 |
| 2. William Bacon | 74 |
| 3. Travis Pastrana | 45 |
| 4. Dave Mirra | 36 |
| 4. Patrick Moro | 36 |
| 5. Andrew Comrie-Picard | 35 |

Co-Driver

- | | |
|----------------------|----|
| 1. Nathalie Richard | 87 |
| 2. Peter Watt | 74 |
| 3. Christian Edstrom | 45 |
| 3. Jeremy Wimpsey | 45 |
| 4. Ole Holter | 36 |

RECALL LOG

Nissan: 2005-06 Infiniti G35 sedan; 2005-07 Infiniti G35 Coupe. Front passenger seat occupant detection switch can corrode and fail. 134,215 units. NHTSA recall # 10V175.

Big Dog Motorcycle: 2004 models. Bad connection in electrical system can cause loss of power. 1895 units. NHTSA recall # 10V180.

GM: 2006-10 Hummer H3. Hood louvers can detach from vehicle. 162,129 units. GM recall # N100088.

Subaru: 2010 Legacy & Outback. May be a crack in CVT cooler hose. 29,443 units. Subaru recall # WVQ - 27.

Chrysler: 2010 300; Dodge Challenger, Charger, Ram; Jeep Commander, Grand Cherokee. Ignition key can be removed without Shifter being in park. 40,131 units. NHTSA recall # 10V200.

Ford: 2010 Ranger with manual transmission. Parking brake may not be properly attached. 2934 units. Ford recall # 10S12.

Nissan: 2010 Infiniti; Armada, Frontier, Pathfinder, Titan, Xterra. Lower control link not properly welded. 41,649 units. NHTSA recall # 10V208.

Toyota: 2009-10 Lexus LS460, LS460L; 2010 Lexus LS600H, LS600HL. Improper programming in steering ECU.

3800 units. NHTSA recall # 10V218.

Nissan: 2004-10 Infiniti QX56, Nissan Armada, Titan; 2005-10 Frontier, Pathfinder, Xterra. Lower control link may have bad weld. 1873 units. NHTSA # 10E019.

Chrysler: 2007 Dodge Caliber, Jeep Compass. Accelerator bearings can stick. 25,336 units. Chrysler recall # K11.



Bombardier: 2010 Roadster SpyderRS SE5, Roadster Spyder RT SE 5, equipped with semi-automatic transmission. Clutch may not release at a stop. 1200 units. NHTSA recall # 10V232.

Chrysler: 2007-10 Jeep Wrangler. Brake lines can rub against inner fenders. 288,968 Units. Chrysler recall # K13.

Chrysler: 2008-09 Town & Country, Dodge Grand Caravan. Wire harness can rub on sliding door bracket. 284,831 units. K14.

GM: many brands & models built from 2006 to 2009 and equipped with heated washer fluid system. System can

overheat & start fire.

1,365,070 units. NHTSA recall 10V240.

BMW: 2008-11 Series 1. In an accident, the seat belt pretensioner insulation could ignite. NHTSA recall # 10V254.

Volkswagen: 2009 Routan. Sliding door wire insulation can short & catch fire. 15,902 units. VW recall # 97S8/T7.

Suzuki: 2005-06 XL-7; 2006 Grand Vitara. Tensioner pulley for power steering & air conditioning can deteriorate & fracture. 46,549 units. Suzuki recall # SB.

BMW [m/c]: 2007 G 650 X U S Challenge, G 650 X U S Moto; 2007-08 G 650 X U S Country. Roller gear pin mount can break and jam in drive train. NHTSA recall # 10V273.

BMW [m/c]: 2008-09 F 650 GS, F 800 GS. Drive chain not up to spec & can break. NHTSA recall # 10V274.

Bell Helmets: 2006-10 Mag-8, sizes XL & XXL. Don't meet FMVSS re impact protection. 8033 units. NHTSA recall # 10E024.

BMW [M/C]: 2007 R 1200 ST; 2007-08 K 1200 GT; 2007-09 R1200 GS, R1200 GS Adventure, R1200 R, R1200 RT. Front brake line can rub on frame & break. 15,532 units. NHTSA recall # 10V276.

Lexus: 2010 HS. Fails to meet FMVSS re fuel leakage in a crash. 17,000 units. NHTSA recall # 10V285.

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.