



ROAD *and* TACH



2011 Issue 1 - Jan

Mindless Mulling from the Prez

As most of you know, SCCA RoadRally division has many National car rallies every year. The last event in the series is the United States Road Rally Challenge (USRRC), held in October and hosted by a different local group every year. And having run one a few years ago, it is a challenge! It is three National Road Rallies in three days, each rally lasting around 8 hours. That's a lot of time to be in the car thinking and driving and not killing your rally partner. The 2010 event was held in the Washington, D.C. area and our own Jeanne English and her rally partner Dave Kolb ran away with the event. Congratulations, Jeanne! And for those of you that are wondering where the 2011 USRRC will be held... I am proud to announce that SMSCC will be hosting it! No need for you to buy plane tickets or hotel rooms to run. We are still determining a headquarters location, but it will be close to our usual start. Currently we are thinking the Santa Clarita area, but more info on that to come. The events will be October 21-23, 2011. There will be three rallies – a trap rally, a tour rally (no traps at all), and a Game-Tour-Adventure (GTA), or “gimmick” rally. The trap rally will bring Highway Robbery back to life written by Jeanne English. If you have ever run one of Jeanne's rallies, you know that it will be challenging but fun with lots of nice roads and scenery to look at. The last time SMSCC hosted the USRRC in 2005 this rally won a national SCCA award for outstanding rally of the year. The tour rally will be Not My Fault written by Joanna Paden. Yes, this means that our rally schedule will be a bit different this year as NMF will move from the summer to October. This year will have the same format as the past few years and will return to the San Andreas Fault in the Antelope Valley. Joanna is hoping that it will not only be a fun drive at fast speeds, but that you will learn something about the geology and geography of the area as well. Larry Scholnick will be writing the GTA rally. I don't think he has a name yet, but I'm sure it will be a really bad pun. GTA rallies are typically not timed but are more like the traditional gimmick style of needing to answer questions correctly. We are all looking forward to what trickery comes out of Larry's brain for this rally.

We hope to see you either running or working at these rallies in October. While we will have some of the best competitors from all over the US coming to run them, we also would like our regular competitors come and enjoy them as well. In addition, we will need workers. Please consider volunteering to help out by running checkouts or working some of the rallies. We want to show the rest of the country why SMSCC is the best RoadRally club in the US!

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> |
|-------------|--------------------|---------------------|------------|--|
| Jan 7 | First Friday Niter | BofA, Mission Hills | SMSCC | www.smscc.org |
| Jan 19 | FFN Checkout | BofA, Mission Hills | SMSCC | 310-372-7168 |
| Jan 26 | Dinner Meeting | Gus's BBQ, So Pas | SMSCC | 310-372-7168 |
| Feb 4 | First Friday Niter | BofA, Mission Hills | SMSCC | www.smscc.org |
| Feb 16 | FFN checkout | BofA, Mission Hills | SMSCC | 310-372-7168 |
| Feb 19 | Inaugural | BofA, Mission Hills | SMSCC | www.smscc.org |
| Mar 4 | First Friday Niter | BofA, Mission Hills | SMSCC | www.smscc.org |
| Mar 12 | Training Day | Riverside County | ITN | itrally.org |
| Mar 16 | FFN checkout | BofA, Mission Hills | SMSCC | 310-372-7168 |
| Mar 23 | Dinner Meeting | TBD | SMSCC | 310-372-7168 |
| Apr 1 | First Friday Niter | BofA, Mission Hills | SMSCC | www.smscc.org |
| Apr 13 | FFN checkout | BofA, Mission Hills | SMSCC | 310-372-7168 |
| May 6 | First Friday Niter | BofA, Mission Hills | SMSCC | www.smscc.org |
| May 7 | El Camino Real | Santa Barbara | PCA | zone8.pca.org |
| May 18 | FFN checkout | BofA, Mission Hills | SMSCC | 310-372-7168 |

Want to make sure you keep getting R&T? Sign up for email notification. Contact Jeanne at: ean21@juno.com

Motorcycle Safety Course Required for Under-21 instruction permit applicants

Sacramento – A required motorcycle safety course for under-21 motorcycle permit applicants, new oversight of online traffic violator schools, and extensions of HOV lane stickers are among several new laws of interest to California motorists that will take effect Jan. 2, 2011, the Department of Motor Vehicles announced today. Following are capsule summaries of the new laws:

Motorcycle Instruction Permit (AB 1952/Niello) This new law requires a person under 21 years of age to complete an approved motorcycle safety course before being issued an instruction permit with which to practice operating a motorcycle, and requires the permit to be held for six months before being issued a class M motorcycle driver license. There are currently more than 6,000 drivers 19 years and younger who are licensed to ride a motorcycle in California.

Traffic Violator School Program (AB 2499/Portantino) Prior to this new law which starts January 1, the DMV only licensed and regulated "brick and mortar" classroom traffic violator schools. This new law will bring court-approved courses, such as online and home study traffic schools into the DMV Traffic Violator School licensing program and implements a number of recommendations included in a DMV study of traffic violator school issues. This law will have a 3-year implementation process.

High-Occupancy Vehicle Lanes (SB 535/Yee) Prior law that permitted certain fuel-efficient, low-emission vehicles to display stickers allowing them to be operated in HOV lanes with a single occupant was to expire on January 1, 2011. The new law extends the "sunset" date for the yellow stickers for hybrid vehicles until July 1, 2011; the white stickers issued to fully-electric and compressed natural gas vehicles until January 1, 2015; and creates a third sticker, for plug-in hybrid vehicles, to be issued and valid from January 1, 2012 until January 1, 2015.

New Firefighter Endorsement (AB 1648/Jeffries) In an effort to simplify the proper licensing of firefighters while continuing to ensure public safety, this law exempts operators of firefighting vehicles from the Commercial Driver License program and creates a new license endorsement process.

New Laws Starting on July 1 and Beyond

Organ Donation (SB 1395/Alquist) Starting July 1, the language on the DMV's application offers the driver license applicant the option to register as a prospective organ donor in the organ donor program or to defer that decision to a later time. This change will now include in the organ donor registration field of the application check boxes indicating (A) Yes, add my name to the donor registry or (B) I do not wish to register at this time, thus ensuring that the applicant's failure to check the box is not simply an oversight.

Local Traffic Ordinances (SB 949/Oropeza) On July 1, in an effort of ensuring that traffic convictions are recorded by the Department of Motor Vehicles, local authorities may not enact or enforce a local ordinance on any matter covered by the California Vehicle Code.

Driving Under the Influence (AB 1601/Hill) Effective in January 1, 2012, this bill authorizes a court to order a 10-year revocation of the driver license of a person convicted of a third or subsequent DUI violation, with possible reinstatement after five years if specified conditions are met .



Local Governments Told to Buy New Street Signs Federal Highway Administration Is Ordering Local Governments to Buy New Street Signs That They Say Are Easier to Read

By JONATHAN KARL, ABC News
Nov. 29, 2010

The federal government says THIS is harder to read than This. Got that? ALL CAPS are bad. Mixed Case is Good.

It's just one reason the Federal Highway Administration is ordering all local governments -- from the tiniest towns to the largest cities -- to go out and buy new street signs that federal bureaucrats say are easier to read.

The rules are part of a tangle of regulations included in the [Manual of Uniform Traffic Control Devices](#). The 800-plus page book tells local governments they:

-- Should increase the size of the letters on street signs from the current 4 inches to 6 inches on all roads with speed limits over 25 miles per hour. The target date for this to be completed is January 2012.

-- Install signs with new reflective letters more visible at night by January 2018.

-- And whenever street name signs are changed for any reason, they can no longer be in ALL CAPS.

In Milwaukee this will cost the cash-strapped city nearly \$2 million -- double the city's entire annual for traffic control. In Dinwiddie County, Virginia -- with lots of roads but not many people -- the cost comes to about \$10 for every man, woman and child.

"The money is better spent on education, or the sheriff's department or on public safety than something like that," said Harrison Moody, chairman of the Dinwiddie Board of Supervisors.

Many local residents in Dinwiddie say their current street signs work just fine, and they see no reason to change them. "There are a lot of people out there that are hungry," said Dinwiddie resident Thomas Davis. "Why spend [money] on street signs when everybody can read a street sign or, if you don't know where you're going, get a GPS."

The Federal Highway Administration says it's concerned about safety. The new regulations, which were written under the Bush Administration, are designed to make sure that signs are easier to read for an aging population. "If you can't read it, you can't see it or you can't comprehend it, it could be a distraction to you," said Federal Highway Administrator Victor Mendez. "You could be in an accident, negative consequences could occur."

Mendez says he understands, however, the financial burden these guidelines place on local governments. As a result, he told ABC News, the Federal Highway Administration will announce on Monday a new period of public comment on the new rules, a step that could lead to easing on the guidelines.

Whether or not requiring cities and towns to replace all their street signs improves safety, it would undoubtedly be a windfall for the multi-billion-dollar-a-year sign industry.

The American Traffic Safety Services Association -- which represents companies that make signs and the reflective material used on them -- lobbied hard for the new rules. And at least one key study used to justify the changes was funded by the 3M Corporation, one of the few companies that make the reflective material now required on street signs.

Cal Club SCCA/Santa Monica Sports Car Club
First Friday Niter
 November 5, 2010

| Place | DRIVER/NAVIGATOR | CAR | CLUB | Leg 1 | Leg 2 | Leg 3 | Leg 4 | Total |
|--|---|------------|-------------------|-------|-------|-------------|-------------|-------|
| <i>CLASS A</i> | | | | | | | | |
| *1 | David Budlong/Joe Akerman | Land Rover | ITN | 0.02 | 0.03 | 0.02 | 0.46 | 0.53 |
| 2 | Revere Jones/Glen Hori | Cooper | PCA/SCCA/TCSCC | 0.03 | 0.20 | 0.83 | 0.48 | 1.54 |
| 3 | Charlie Engen/Rob Tivy | Mini | SMSCC | 0.01 | 0.11 | 2.18 | 0.25 | 2.55 |
| 4 | Paul McGaffey/Ron Dunlop | COBRA | | 0.09 | 5.00 | 5.00 | 5.00 | 15.09 |
| <i>CLASS B</i> | | | | | | | | |
| *1 | Matt Brown/Ryan Baldi | Mini | | 0.14 | 0.02 | 0.07 | 0.67 | 0.90 |
| 2 | Patrick Strong/Andrew Schark | BMW | Cal Club SCCA | 0.66 | 0.13 | 0.10 | 0.86 | 1.75 |
| <i>CLASS C</i> | | | | | | | | |
| *1 | Cathy Robson/Bill Leflang | Dodge | PCA | 0.73 | 0.03 | 0.32 | 0.48 | 1.56 |
| *2C | Teri Rasey/Sam Weissen | Pontiac | SMSCC/SCCA | 0.19 | 0.03 | 0.01 | 1.55 | 1.78 |
| 3 | Paul Zahorecz/Joanna Paden | Ford | SMSCC/SCCA | 1.20 | 0.12 | 0.38 | 0.59 | 2.29 |
| 4 | Sean Ayers/Kevin Ayers | Toyota | SMSCC/ITN | 0.33 | 0.52 | 1.92 | 0.53 | 3.30 |
| 5 | John Dillon/Chris Robinson | Audi | Widget Rally Team | 2.17 | 5.00 | 0.55 | 0.79 | 8.51 |
| 6 | Dave Botwin/Michael Westmore | Jaguar | | 5.00 | 5.00 | 5.00 | 5.00 | 20.00 |
| <i>CLASS D</i> | | | | | | | | |
| *1D | Raymond Flores/Samuel Petrasca (no control card turned in for Car 9 (class D)) | Toyota | SCCA | 4.21 | 3.06 | 2.05 | 1.72 | 11.04 |
| * - Trophy C - best single leg in Class C (earns a Rally Buck) D - best single leg in Class D (earns a Rally Buck) | | | | | | | | |

Cal Club SCCA/Santa Monica Sports Car Club
First Friday Niter
 December 3, 2010

| Place | DRIVER/NAVIGATOR | CAR | CLUB | Leg 1 | Leg 2 | Leg 3 | Total |
|--|--------------------------------|---------|-------------------|-------------|-------|-------|-------|
| <i>CLASS A</i> | | | | | | | |
| *1 | Paul McGaffey/Ron Dunlop | COBRA | | 0.03 | 0.03 | 0.05 | 0.11 |
| 2 | Larry Boone/Jenny Boone | Pontiac | Pumkin Rally Team | 0.01 | 0.09 | 0.06 | 0.16 |
| <i>CLASS B</i> | | | | | | | |
| *1 | Patrick Strong/Andrew Schark | BMW | Cal Club SCCA | 0.00 | 0.14 | 0.11 | 0.25 |
| 2 | Jon Barrett/Robert Dunlop | Mazda | | 5.00 | 5.00 | 5.00 | 15.00 |
| <i>CLASS C</i> | | | | | | | |
| *1 | Cathy Robson/Bill Leflang | Dodge | PCA | 0.12 | 0.46 | 0.59 | 1.17 |
| 2C | Mike Klein/Kevin Ayers | Porsche | SMSCC/ITN/PCA | 0.10 | 0.29 | 1.27 | 1.66 |
| 3 | John Dillon/Chris Robinson | Audi | Widget Rally Team | 5.00 | 4.16 | 5.00 | 14.16 |
| <i>CLASS D</i> | | | | | | | |
| *1D | Raymond Flores/Samuel Petrasca | Toyota | SCCA | 3.27 | 5.00 | 4.61 | 12.88 |
| 2 | Michael Germana/Jenny Germana | Porsche | | 5.00 | 5.00 | 5.00 | 15.00 |
| * - Trophy C - best single leg in Class C (earns a Rally Buck) D - best single leg in Class D (earns a Rally Buck) | | | | | | | |

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

The next FFN will finish at: Round Table Pizza, 16612 Soledad Canyon Rd, Santa Clarita, 661-252-8000

Specials:

Zero Dollars: Contestants are awarded 'Rally Bucks' for getting zeroes -
 Class A gets 1 Rally Buck per zero, Classes 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

Are cars dangerous?

It was a big question about 100 years ago, debated vigorously all the way up to the US Supreme court: were cars inherently dangerous? If they were, then the owner was personally responsible for any damages arising in conjunction with the car, whether or not they were personally involved. By 1907, the verdict was generally that there were no inherent dangers in automobile operation. In *Jones v. Hoge*, 47 Wash. 663, 92 Pac. 433, the Washington State Supreme Court stated, "...We do not think that an automobile can be placed in the same category as locomotives, gunpowder, dynamite, and similarly dangerous machines or agencies...."

But it was far from over. Some sought to involve manufacturers, as in 1916 OK 768, 61 Okla. 231, 160 P. 901, *Ford Motor Co. v. Livesay*, but again the court determined that, "An automobile is not an inherently dangerous machine, and the rules of law applicable to dangerous instrumentalities do not apply." Again, in 1920, the Florida State Supreme Court decided in *Southern Cotton Oil Co. v. Anderson*, 80 Fla. 441, 86 So. 629, 16 A. L. R. 255, that:

Wild animals and high explosives are dangerous per se; that is, they may inflict injury without the immediate application of human aid or instrumentality. Neither a locomotive a trolley car nor an automobile is dangerous per se — by or through itself — in that neither can inflict injury to a person except by its use or operation. A locomotive in the roundhouse, a trolley car in the barn, an automobile in a garage are almost as harmless as canary birds; but in operation they are dangerous instrumentalities, and the master who entrusts them to another to operate — the one on its right-of-way, the others on the public highways — cannot exonerate himself from liability for injury caused to others by the negligence of those to whom they are entrusted.

However, lawyers tested the issue again and again for decades. In 1960, Washington State Supreme

Court Justice Foster said in his dissenting opinion in 55 Wn.2d 797, *Dallas W. Foote et al., V. J. F. Grant*,

I dissent because the law must recognize that the automobile is the biggest killer of all time and that the application to automobile accident cases of rules developed during the preceding century regulating rights and liabilities arising out of horse-drawn traffic accidents is no longer justified.

Modern insurance law would seem to agree with the latter opinion: We are compelled to carry liability insurance tied to the car, and unless it's been stolen, we're on the hook for any damages caused by the car. We are in some states also required to register all automobiles in our possession, whether operable or not — just like handguns and dynamite.
- By David Traver Adolphus

From *Hemmings eWeekly* 6/11/09

Unimpeded Radio Reception for Camaro

The danger in recycling automotive styling cues is that what worked then may not work now. Radio-equipped Sixties cars came with a mast antenna attached to the body by some manner of fastener. Internet viewers apparently revolted upon seeing a similar fixed-mast antenna on the trunk of a 2011 Camaro convertible. With little time to engineer a fix, Chevrolet turned to lifelong HAM radio enthusiast and antenna expert Don Hibbard to solve the problem. The solution is the first ever Chevrolet combination trunk spoiler and radio antenna.

"Where other automakers have tried and failed, Chevy succeeded," said Hibbard. "We hope to take what we've learned with the Camaro Convertible, build on it, and apply it to future vehicles."

A stubby shark-fin antenna on the trunk will handle reception and transmission of satellite and cellular signals, but the radio antenna is cleverly incorporated in the Camaro rear spoiler. The concealed device will pick up AM-FM radio signals. Please consult your Chevrolet dealer if you start receiving broadcast

signals from abandoned Soviet submarine base Balaklava.

The 2011 Chevrolet Camaro Convertible arrives in dealer showrooms this February.

from *Hemmings eDaily* January 6, 2011

SMSCC COMPETITION REPORT

2010 Final Standings

as of: 11/30/10

| Good Guys | | Points |
|-----------|-----------------|-----------|
| *1 | Jeanne English | 2805 |
| *2 | Larry Scholnick | 2725 |
| *3 | Joanna Paden | 1940 |
| *4 | Sam Weissen | 1882.5 |
| *5 | Rachel Smith | 1795 |
| *6 | Jim Paden | 1625 |
| 7 | Leo Oliver | 975 |
| 8 | Freya Oliver | 860 |
| 9 | Doug Liedblad | 835 |
| 10 | Paul Zahorecz | 657.5 |
| 11 | Ron Melitsoff | 290 |
| 15 | Barbara Hart | 245 |
| 12 | Kevin Ayers | 225 |
| 13 | Dikk Jones | 185 |
| 14 | Janis Jones | 180 |
| 16 | Nancy Liedblad | 75 |
| | Michael Klein | 75 |
| | Charlie Engen | 75 |
| 19 | Harry Peterzell | 55 |
| 20 | Paul Peterzell | 40 |
| | | Events |
| | *Bad Guys*: | Run Point |
| *1 | Jeanne English | 3 300 |
| * | Larry Scholnick | 3 300 |
| *3 | Joanna Paden | 3 275 |
| *4 | Sam Weissen | 2 200 |
| 5 | Kevin Ayers | 2 186 |
| | Sean Ayers | 2 186 |
| 7 | Dikk Jones | 2 83 |
| | Janis Jones | 2 83 |
| 9 | Leo Oliver | 2 75 |
| | Freya Oliver | 2 75 |
| | Rachel Smith | 1 75 |

* year end award

RALLY OF GREAT BRITAIN
Cardiff, Wales; Nov. 12-14, 2010
[last event of 2010]

| | | |
|-------------------------------------|-----------|--|
| 1. Sebastien Loeb/Daniel Elena | | |
| Citroen C4 WRC | 3:14:54.0 | |
| 2. Petter Solberg/Chris Patterson | | |
| Citroen C4 WRC | 3:15:13.1 | |
| 3. Jari-Matti Latvala/Mikka Anttila | | |
| Ford Focus RS WRC 09 | 3:16:29.3 | |
| 4. Mikko Hirvonen/Jarmo Lehtinen | | |
| Ford Focus RS WRC 09 | 3:16:47.3 | |
| 5. Dani Sordo/Diego Vallejo | | |
| Citroen C4 WRC | 3:17:06.2 | |
| 6. Henning Solberg/Stephane Prevot | | |
| Ford Focus RS WRC 08 | 3:21:20.5 | |
| 7. Matthew Wilson/Scott Martin | | |
| Ford Focus RS WRC 08 | 3:23:31.8 | |
| 8. Kimi Raikkonen/Kai Lindstrom | | |
| Citroen C4 WRC | 3:25:21.9 | |
| 9. Mads Ostberg/J. Andersson | | |
| Subaru Imprezza WRC | 3:27:07.7 | |
| 10. Andreas Mikkelsen/O. Floene | | |
| Skoda Fabia S2000 | 3:28:55.2 | |
| 21. Ken Block/Alex Gelsomino | | |
| Ford Focus RS WRC 08 | 3:46:39.8 | |

DRIVER'S CHAMPIONSHIP
[final point standings]

| | G B | Total |
|-----------------------|-----|-------|
| 1. Sebastien Loeb | 25 | 276 |
| 2. Jari-Matti Latvala | 15 | 171 |
| 3. Petter Solberg | 18 | 169 |
| 4. Sebastien Ogier | 0 | 167 |
| 5. Dani Sordo | 10 | 150 |
| 6. Mikko Hirvonen | 12 | 126 |

TEAM CHAMPIONSHIP
[final point standings]

| | G B | Total |
|----------------------------|-----|-------|
| 1. Citroen Total WRT | 25 | 456 |
| 2. BP Ford Abu Dhabi WRT | 33 | 337 |
| 3. Citroen Junior Team | 18 | 217 |
| 4. Stobart M-Sport Ford RT | 18 | 176 |
| 5. Munchi's Ford WRT | - | 58 |

Stamp of Significance



One of the most cherished automotive events next year of any kind will be the centennial of the first Indianapolis 500 on Memorial Day. Among a slew of commemorative events in the pipeline for that landmark anniversary is the creation of a U.S. Postal Service stamp honoring the first 500 in 1911, unveiled this week and set to go on sale in May 2011.

It's a USPS "forever" stamp, with its imagery of Ray Harroun's winning Marmon Wasp of 1911 created in Art Deco fashion by John Mattos. The 2011 issue will mark the second time that the Wasp has appeared on a U.S. stamp, the first being as a 17.5-cent postal commemorative that was part of a series on transportation. To provide some context, that was in 1987.



from *Hemmings Daily*, January 3, 2011

RECALL LOG

Mitsubishi: 2006-08 Endeavor with manual air conditioner. Air flow & temp can vary without warning. 19,410 units. Mitsubishi recall # SR-10-03.

Suzuki: 2007-10 SX4. Screws holding on outside rear view mirror can come loose. 69,587 units. Suzuki recall # SK.

Nissan: 2004-06 Infiniti QX56, Nissan Titan, Armada; 2005-06 Frontier, Pathfinder, Xterra. Electrical problems with engine module can cause engine stalling. 747,480 units. NHTSA recall # 10V517.

Britax (child seat): built between 4-09 & 6-10. Chaperone models E9L69N9, E9L69P2, E9L69P3, E9L69P5. Chest clip can get brittle and break. 17,251 units. NHTSA recall # 10C006.

BMW: 2008 X5 with 6 cylinder engine. Fuel pump can malfunction. 20,800 units. NHTSA recall # 10V518.

Mercedes-Benz: 2011 E, GL, M, R Classes with diesel engines. 'O' ring in fuel filter can leak. 2297 units. NHTSA recall # 10V540.

GM: 2010 Cadillac DTS, Buick Lucerne with V8 engines. Starter and/or alternator cable can rub through power steering line. 13,780 units. GM recall # 10351.

Chrysler: 2008 Jeep Liberty. Windshield wiper motor can fail. 16,229 units. Chrysler recall # K24.

Nissan: 2002-04 Frontier, Xterra. Lower steering column can corrode and possibly break. 500,552 units. NHTSA # 10V552.

Nissan: 2010-11 Sentra. Positive battery cable machined wrong – may not hold proper charge. 13,737 units. NHTSA # 10V555.

GM: 2004-11 Chevrolet Colorado, GMC Canyon; 2006 I suzu I -280/I -350; 2007-08 I suzu I -290/I -370, all without rear seat and with 60/40 split bench seat. Do not meet FMVSS 225: child restraint system. 192,676 units. GM recall # 10367.

Jaguar: 2010-11 XJ. Windshield wiper arms not properly attached. 6475 units. Jaguar recall # J019.

Land Rover: 2010-11 LR2. Driver's air bag may not deploy because of bad wire connection. 2956 units. LR recall # P116.

Volvo: 2011 S60, S80, XC60, XC70. Engine control module not properly calibrated causing stalling. 6046 units. Volvo recall # R234.

Volvo: 2009-11 S40, S60, V50; 2010-11 XC60, all with power front seats. Incorrect "stop" on seat rails allows seat to go too far forward. 7420 units. Volvo recall # R235.

Kia: 2011 Sorento. Rear brake calipers not machined properly. 7697 units. Kia # SC087.

Mazda: 2009-11 Mazda5. Fuel pump electrical connection can corrode. 16,200 units. NHTSA recall # 10V600.

Hyundai: 2011 Santa Fe. Rear brake calipers not machined properly. 1783 units. Hyundai recall # 098.

Dodge: 2010-11 Ram with diesel engine & Hydroboost brake system. Cap on power steering reservoir can cause slow brake pedal return. 76,122 units. Recall # K33.

VW: 2006-10 Jetta, New Beetle, New Beetle Convertible, Rabbit; 2009 Jetta Sportwagen; all with 2.5L engine. Underhood fuel line can be chafed by plastic tab or hose clamp. 377,286 units. VW recall # 2014/U1.

Toyota: 2011 Sienna. Brake pedal switch can break. 94,126 units. NHTSA recall # 10V620.

Chrysler: 2008 Town & Country; Dodge Grand Caravan. HVAC water leak can cause air bag switch to short letting it deploy. 367,350 units. Chrysler recall # K25.

GM: 2011 Cadillac SRX, Chevrolet Equinox, GMC Terrain. Front seat belt buckle anchor can break in a crash. 97,843 units. GM recall # 100370.

Honda: 2007-08 Fit. Low beam headlight switch wired wrong – can fail. 143,083 units. Honda recall # R58.

Hankook: Dynapro AS, size P265/70R175 RH03. Sidewall doesn't meet FMVSS on performance. 17,729 units. NHTSA recall # 10T021.

GM: 2005-07 Cadillac CTS. Passenger seat sensor for air bag can lose connection – not deploy in crash. 95,927 units. GM # 100355.

GM: 2011 Cadillac Escalade, Chevrolet Avalanche 1500, Chevrolet Silverado 1500, GMC Sierra 1500. Rear axle cross pins not made to specifications. 1262 units. GM # 100426.

Honda: 2010-11 Accord V-6; 2011 Pilot. Front suspension bolts not properly tightened. 10,823 units. Honda recall # R60.

Ford: 2011 Edge, F-150, F-250, F-350, Lincoln MKX. Short in control module can start fire. 14,737 units. Ford recall # 10S14.

Chrysler: 2009 Dodge Journey. Wiring in front doors can fail – side air bag may not deploy. 65,180 units. Chrysler recall # K07.

Chrysler: 2011 Dodge Ram 1500. Can have bad bearing in rear axle. 56,611 units. NHTSA recall # 10V656.

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

FIRST CLASS MAIL

2011 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.