



ROAD *and* TACH



2011 Issue 3 - May

Presidential Mulling

Have you ever wondered how an FFN rally is written? It's a process that involves many steps and a lot of collaboration between SMSCC volunteers. First, someone has to volunteer to write the rally. We like to have volunteers lined up several months in advance, and some people like to write certain months. For example, Jeanne English likes to write February as a celebration of her birthday, and Larry Scholnick likes to write April in honor of April Fool's. We always invite guest rallymasters to write rallies as well. If you have ever considered writing a rally, please volunteer. We will be happy to help you – we want to help you learn!

Once the rallymaster has volunteered, they need to go out and write the rally. Perhaps they have a concept of some traps in their head already, perhaps just some general ideas of fun roads, or sometimes they go out and “wing it”, finding traps and routes along the way. The rallymaster chooses where the odometer check, checkpoints, and DIYCs will be along the route as well as the finish location. There are certain guidelines we have that also must be followed, some for safety and some for insurance requirements, most of it is common sense. The rallymaster is responsible for typing up the rally and critiques and providing enough copies to bring to club checkout, which is always the second Wednesday after the FFN for the following month's rally. At checkout, we gather as a club and run the rally in pairs, just like the contestants (except we don't have to worry about running on time!). If it is the first time you are running a checkout, we will usually put you with a more experienced rallyist. This is where you go through the rally and check for things like misspellings, speeds that are too fast or too slow, missing signs, odometer check time, and anything else that needs to be cleared up or changed before we let contestants compete on the rally. We have each other's cell phones in case the routes are wrong enough to get us lost on the rally, and yes, it's happened

continued on page 3

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
Jeanne English, Vice-President ean21@juno.com
Larry Scholnick, Treasurer Larry_Scholnick@yahoo.com
Joanna (Paden) Weissen, Secretary rallyejo@yahoo.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>
May 6	First Friday Niter	BofA, Mission Hills	SMSCC	www.smscc.org
May 14	Rich Pare Mem.	Lancaster	PCA	zone8.pca.org
May 18	FFN checkout	BofA, Mission Hills	SMSCC	310-372-7168
May 25	Dinner Meeting	Barragan's	SMSCC	310-372-7168
Jun 3	First Friday Niter	BofA, Mission Hills	SMSCC	www.smscc.org
Jun 15	FFN checkout	BofA, Mission Hills	SMSCC	310-372-7168
Jun 25	Eureka checkout	BofA, Mission Hills	SMSCC	310-372-7168
Jun 25-26	Midnight Run	Buellton	ITN	www.itnrally.org
July 1	First Friday Niter	BofA, Mission Hills	SMSCC	www.smscc.org
July 9	Eureka	BofA, Mission Hills	SMSCC	www.smscc.org
July 13	FFN checkout	BofA, Mission Hills	SMSCC	310-372-7168
July 27	Dinner Meeting	TBD	SMSCC	310-372-7168
Aug 5	First Friday Niter	BofA, Mission Hills	SMSCC	www.smscc.org
Aug 17	FFN checkout	BofA, Mission Hills	SMSCC	310-372-7168
Sep 2	First Friday Niter	BofA, Mission Hills	SMSCC	www.smscc.org
Sep 14	FFN checkout	BofA, Mission Hills	SMSCC	310-372-7168
Oct 7	First Friday Niter	BofA, Mission Hills	SMSCC	www.smscc.org
Oct 19	FFN checkout	BofA, Mission Hills	SMSCC	310-372-7168
Oct 21	USRRC	Santa Clarita	SMSCC	www.smscc.org
Oct 22	USRRC	Santa Clarita	SMSCC	www.smscc.org
Oct 23	USRRC	Santa Clarita	SMSCC	www.smscc.org

SMSCC Public Meeting, May 25, 2011, 7:30 pm
Barragan's Mexican Restaurant, 730 N Victory Blvd, Burbank
Come on out and have dinner with us!

continued from page 2

before! How did we do this before cell phones?

After running the rally we gather some place that is open late, usually a Denny's, and go over the rally instruction by instruction as well as the critiques to make sure everything is perfect. The rallymaster and one other person take detailed notes on the agreed on changes. The rallymaster then has to make the changes and coordinate getting the rally measured. This is usually done in Jeanne English's Mazda (yay, Mazda!) about a week before the FFN. It gives us another chance to make sure all the signs are still intact and everything works correctly. After measurement, the rallymaster has to make any additional changes as well as create the logs for the rally. The FFN chairperson (currently Jeanne English) does a last check of everything with the rallymaster and gives the go ahead to print it for the FFN.

The rallymaster also has to get enough workers to work the rally, usually at least two checkpoint locations as well as Preview (usually the rallymaster), Start, Sweep, and Scoring, about 6-7 workers each FFN – and also send them all directions to their assignments, which can be like writing a mini rally in itself. Generally, everyone that comes to checkout volunteers to work the FFN as well. Probably the most important thing the rallymaster does is show up at the start with the rally printed and ready to go for the contestants. Next time you run an FFN, be sure to thank the hardest working and nervous person at the rally, the rallymaster. It can be a lot of work, but it is also a lot of fun putting a rally together for everyone to enjoy. If you've ever wished a rally went a certain way or ended in a certain place, the one way to make sure that happens is to write an FFN yourself!



LET'S TAKE A PHOTO OF YOUR DRIVING SKILLS by Ron M

I was watching a commercial for Progressive Insurance and they were touting their bonus discount program called "snap shot" where they can give you extra savings if you meet their criteria. So I went to the Inter-web and looked up this offer. Turns out it is an electronic device that they send you after you sign up for their insurance. You hook it into your car using the instructions they send you and after 30 days you send it back and then they quote you how much additional discount they will give you based on this "snap shot" of your driving.

What they don't tell you is that this little device, which obviously records all the electronic information out of your car, can also tell the Progressive people what a bad driver you might be. This gadget will record all your jack rabbit starts, speed shifts, jamming brakes, etc. So if you are an aggressive driver, (or you rally), you might want to think two or three times before you sign up for this program with Progressive, or any other insurance company that will eventually have it.

STATES CONSIDER ELECTRIC CAR FEE by Robin Hindery/ Associated Press

Olympia, Wash. - Drivers of electric cars may have left the gas pump behind, but there's one expense they may not be able to shake: paying to maintain roads.

After years of urging residents to buy fuel efficient cars and giving them tax breaks to do it, Washington state lawmakers are considering a measure to charge them a \$100 annual fee - what would be the nation's first electric car fee.

State lawmakers grappling with a \$5 billion deficit are facing declining gas tax revenue, which means less money to maintain or improve roads.

"Electric vehicles put just as much wear and tear on our roads as gas vehicles", said Democratic state Sen. Mary Margaret Haugen, the bill's lead sponsor. "This simply ensures that they contribute their fair share to the upkeep of our roads."

Other states are trying to find solutions to the same problem, as cars become more fuel efficient and, now, don't use any gas at all.

In Oregon, lawmakers are considering a bill to charge drivers of electric and plug in hybrid vehicles based on the number of miles they drive. In Mississippi, lawmakers briefly considered a similar plan. In Texas, significant opposition scuttled an electric vehicle fee.

Plug In America, a California-based electric car advocacy group, has come out against the proposed flat fee and has urged the state to consider one based on odometer readings, which owners would report each year.

Cal Club SCCA/Santa Monica Sports Car Club

First Friday Niter

March 4, 2011

Place	DRIVER/NAVIGATOR	CAR	CLUB	Leg 1	Leg 2	Leg 3	Leg 4	Total
<i>CLASS A</i>								
*1	Larry Boone/Jenny Boone	Aztek	Pumkin	0.00	0.01	0.59	0.00	0.60
2	Nathan Harris/Joe Akerman	Dodge	ITN	0.05	0.00	0.69	0.13	0.87
3	Revere Jones/Jared Leadbetter	Mini	PCA/TCSCC/SCCA	1.75	0.02	0.79	0.05	2.61
4	Melanie Bartlett/Lea Bartlett	Mazda	PCA/TC/NASCAR	0.87	0.01	0.77	2.59	4.24
5	Paul McGaffey/Ron Dunlop	COBRA	ITN	0.05	5.00	5.00	5.00	15.05
<i>CLASS B</i>								
*1	Michael Germana/Jenny Germana	SCCA	Porsche	0.51	0.69	0.07	0.92	2.19
2	Pat Strong/Andrew Schar	SCCA/SMSCC	BMW	1.02	1.30	0.77	2.71	5.80
<i>CLASS C</i>								
*1	Lance Pekala/Doug Folkerts	BMW		1.00	0.42	0.08	2.19	3.69
2	Sean Ayers/Kevin Ayers	Toyota	SMSCC/ITN	0.41	0.09	1.06	2.52	4.08
3	Sabrina Williams/John Hannon	Nissan		0.38	0.63	1.31	2.26	4.58
4C	Cathy Robson/Bill Leflang	Dodge	PCA	1.51	0.06	0.44	2.83	4.84
<i>CLASS D</i>								
*1	Jayson Woodruff/Teri Woodruff	Toyota		1.27	0.38	1.48	1.15	4.28
2	Raymond Flores/Samuel Petrasca	Toyota		1.94	0.49	2.78	1.04	6.25
3D	Mark Knepus/Matthew Smith	BMW		4.59	0.34	2.17	1.68	8.78
4	Lilly Lenavitt/Jay Westlin	Toyota	TCSCC	4.42	0.66	5.00	2.78	12.86
5	no control card turned in for Car 2							

* - 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

April 1, 2011

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	Aztek	Pumkin	0.01	0.00	0.03	0.15	0.00	0.19
2	Revere Jones/Jared Leadbetter	Mini	PCA/TCSCC/SCCA	0.04	0.00	0.16	0.10	0.01	0.31
3	Paul McGaffey/Ron Dunlop	COBRA	ITN	0.01	0.04	0.26	0.13	0.84	1.28
4	Nathan Harris/Joe Akerman	Dodge	ITN	0.08	0.01	1.13	0.12	0.02	1.36
<i>CLASS B</i>									
1	Michael Germana/Jenny Germana	Porsche	SCCA	1.07	1.99	0.13	1.45	0.77	5.41
<i>CLASS C</i>									
*1	Jon Barrett/Robert Dunlop	Mazda		0.15	0.10	0.34	1.84	0.12	2.55
2C	Sean Ayers/Kevin Ayers	BMW	SMSCC/ITN	0.44	0.10	0.28	2.99	0.03	3.84
3	Cathy Robson/Bill Leflang	Dodge	PCA	1.38	0.40	0.42	2.41	0.12	4.73
4	David Botwin/Michael Westmore	Jaguar		1.71	0.15	0.10	2.24	0.70	4.90
5	Greg Whale/Steve Laumann	Subaru	SCCA	0.45	0.12	0.48	5.00	5.00	11.05
6	John Dillon/Christine Robinson	Audi	Widget Rally Team	5.00	1.38	3.52	1.19	1.40	12.49
<i>CLASS D</i>									
*1	Mike Vasta/John Heller	Chevy		1.93	0.62	0.38	1.29	0.59	4.81
2	Raymond Flores/Samuel Petrasca	Toyota		1.69	0.63	1.25	0.79	0.90	5.26
3	Jayson Woodruff/Teri Woodruff	Toyota		2.70	0.21	1.22	1.96	0.73	6.82
4D	Laura Hole/Kevin Baquet	Honda		5.00	5.00	5.00	0.91	0.01	15.92
5	Mary Bergman/Bill Bergman	Infiniti		5.00	5.00	5.00	2.29	0.94	18.23

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

PCA-San Gabriel Valley,
in conjunction with SMSCC, presents

EUREKA

A PCA Zone 8 Event
Saturday, July 9, 2011



- TIME:** Registration will be open from 9 AM to 10 AM. Cars start at 1 minute intervals, beginning at 10:01. The beginners' meeting begins at 9:30 AM, so sign up early.
- START:** The Bank of America rear parking lot, located at the northeast corner of Devonshire St. and Sepulveda Blvd., in Mission Hills (north San Fernando Valley), just 1/2 mile east of the San Diego Freeway (405) and 1/2 mile south of the Ronald Reagan Freeway (118).
From Pasadena, take I-210 west to CA-118 west. From Orange County or Los Angeles, take I-5 north to CA-118 west, exit at Sepulveda Blvd, turn left (on Sepulveda Blvd), turn left on Devonshire St., and then turn left into the rear parking lot.
- COST:** \$35 at the start. \$10 off if we get your pre-entry by July 1st, 2011 (see entry form below). Pre-entries will be accepted at the finish of the July 1st First Friday Niter.
- EVENT:** Rallymaster Rachel has designed Eureka as a lightly-trapped romp through the scenic roads of Ventura County.

The rally will take about 5 hours to complete, and finishes at the Channel Islands Harbor.
- AWARDS:** Trophies will be presented at the finish to contestants in each class of competition. Contestants will compete only against others in the same class of competition.
- INFO:** Need more? Call Jeanne @ (310) 372-7168 or Larry @ (310) 270-8826, or via e-mail: ean21@juno.com. This flyer is online at eureka.smscc.org.

**** PRE-ENTER ***** PRE-ENTER ***** PRE-ENTER ****

Please enclose a check for \$25.00 payable to **SMSCC**; mail so as to be received by July 1st to:
JEANNE ENGLISH; 30 13th St. #E; HERMOSA BEACH, CA 90254.

DRIVER: _____ **NAVIGATOR:** _____

ADDRESS: _____ **ADDRESS:** _____

CITY/ZIP: _____ / _____ **CITY/ZIP:** _____ / _____

CLUB/REGION: _____ **CLUB/REGION:** _____

E-MAIL: _____ **E-MAIL:** _____

CLASS: **A-Expert** **B-Navigational** **C-Unequipped** **E-Beginner** **D-Touring**

April Fools, 2011 by Larry Scholnick

The April 1st First Friday Niter was one of the shortest rallies in quite a while; the total true time beyond the end of the Odometer Check was barely an hour. Of course, that didn't mean that there was a shortage of traps.

The General Instructions used by Santa Monica Sports Car Club are quite similar to the SCCA Road Rally Regulations, except that they cover the subject in 4 pages rather than the 70+ pages of the Regs.

Unlike the Regs, which dictate that numbered route instructions must be *listed* in numerical order, the Generals simply require that the numbered route instructions be *executed* in ascending sequence. This allowed route instructions 15 & 16 to be listed out of order on the page (16 was listed before 15); contestants were required to execute 15 before executing 16. In an attempt to showcase my ability to loop a trap, both 15 and 16 required a turn on a named roadway (15-'L on Eagle Flight', 16-'L on Young Wolf'); this is quite a bit tougher than looping a simple 'L 1st OPP' vs. 'R 1st OPP'.

Leg 2 featured a divided road with frequent breaks in the center divider. The first few breaks had pictorial *Keep Right* signs, which didn't satisfy the route instruction 'U-Turn after "Keep Right" SOL' [Sign On Left]. After the road curved to the left, the subsequent breaks in the center divider had "Keep Right" (text, not pictorial) signs. Some contestants who did catch the difference between the pictorial and text signs failed to notice that the route instruction directed the U-Turn *after* the sign, and U-Turned *before* the sign.

Leg 3 used an unusual sign "End Easy St – Begin Los Angeles Ave". One route instruction was 'Cast at "End Easy St"' and the next route instruction was 'Cast at "Los Angeles Ave"'. Since the Generals forbid the use of the same sign for consecutive route instructions, another sign was needed for the latter instruction. 10 feet later on the left there was a traditional signpost with "Easy St" pointing back and "Los Angeles Ave" pointing ahead; however, quoted signs on the left can only be used if the instruction includes the SOL designation.

Leg 3 ended at a familiar location on Read Road in Moorpark, which had been the final Control on Stagecoach, our National Tour Rally in January, 2010. Just before the checkpoint was a 'Cast 18 at "15 MPH"', followed by a 'Cast 36 after 0.15 mile'; there was no trap involved here, but this helped set up a later trap.

The Generals include a course-following priority called FLR [Follow the Lined Road]; when invoked the default course is to follow the center line of the road.

Leg 4 brought contestants to a scenic ridge overlooking both Moorpark and the Santa Rosa Valley. FLR had been invoked and the active route instruction was R at Sideroad. At the first Sideroad the Lined Road went right; the correct course was to Follow the Lined Road to the right and do the route instruction at a later Sideroad. Maybe the view from the ridge was distracting, or perhaps the black-on-yellow "+ - " sign seemed to be shouting: SIDEROAD, but most contestants did the route instruction there, even though it was redundant with Following the Lined Road.

Leg 5 used the groundwork that had been laid at the "15 MPH" sign on leg 3. As before, one route instruction directed 'Cast 18 at "15 MPH"', but this time the next route instruction was 'Cast 36 at 0.15 mile after "15 MPH"'. The latter route instruction required a second "15 MPH" sign, which was nowhere to be found except on the left; on-course contestants had to drive to the final checkpoint at Cast 18. The trap on Leg 5 was essentially the same as the trap on Leg 3; you had to avoid using the same sign for consecutive route instructions, and you couldn't use a sign on the left, either. However, the look and feel of the situation was sufficiently different that many contestants arrived early at checkpoint 5.

In an earlier version of the rally the speeds at/after "15 MPH" were 15&30; however, since the trap value of 15&30 was more than a minute (which might have required an off-course contestant to pass an on-course contestant just before the checkpoint), I changed the speeds to 18&36 with a trap value of 0.85.

My approach to calculating the trap value of the off-course is to change the log to the incorrect speeds/mileages, note the result, and then Undo the changes back to the earlier version. I inadvertently Undid the changes all the way back to the earlier set of speeds (15&30), leaving the log incorrect. Fortunately, FFN chairman Jeanne English was able to have the recalculated true times at the finish. Thanks Jeanne.

After a 10-minute jaunt to Toppers Pizza Place in Simi Valley, contestants were ready to ~~lynch the rallymaster~~ to enjoy a pizza while commiserating with one another.

My thanks to all the SMSCC workers, especially those at the final checkpoint who added their own April Fool's gag by assigning out times leaving the final checkpoint.



RALLY MEXICO
Leon; March 4-6, 2011

1. Sebastien Loeb/Daniel Elena	Citroen DS3 WRC	3:53:17.0
2. Mikko Hirvonen/Jarmo Lehtinen	Ford Fiesta RS WRC	3:54:55.4
3. Jari-Matti Latvala/Mikko Anttila	Ford Fiesta RS WRC	3:55:40.9
4. Petter Solberg/Chris Patterson	Citroen DS3 WRC	4:00:55.4
5. Mads Ostberg/J Andersson	Ford Fiesta RS WRC	4:02:00.5
6. Henning Solberg/I Ika Minor	Ford Fiesta RS WRC	4:04:27.0
7. Martin Prokop/J Tomanek	Ford Fiesta S2000	4:06:52.0
8. Juho Hanninen/M Markkula	Skoda Fabia S2000	4:08:05.7
9. Federico Villagra/Jorge Compang	Ford Fiesta RS WRC	4:41:34.2
10. Ott Tanak/K Sikk	Ford Fiesta S2000	4:46:59.8
12. Ken Block/Alex Gelsomino	Ford Fiesta RS WRC	4:57:21.7

RALLY de PORTUGAL
Lisbon; March 25-27, 2011

1. Sebastien Ogier/Julien Ingrassia	Citroen DS3 WRC	4:10:53.4
2. Sebastien Loeb/Daniel Elena	Citroen DS3 WRC	4:11:25.2
3. Jari-Matti Latvala/Miikka Antilla	Ford Fiesta RS WRC	4:14:15.5
4. Mikko Hirvonen/Jarmo Lehtinen	Ford Fiesta RS WRC	4:17:09.7
5. Matthew Wilson/Scott Martin	Ford Fiesta RS WRC	4:18:41.9
6. Petter Solberg/Chris Patterson	Citroen DS3 WRC	4:21:10.8
7. Kimi Raikonen/Kaj Lindstrom	Citroen DS3 WRC	4:21:47.5
8. Federico Villagra/J. Diaz	Ford Fiesta RS WRC	4:22:32.2
9. Henning Solberg/I Ika Minor	Ford Fiesta RS WRC	4:25:09.8
10. Dennis Kuipers/Frederic Miclotte	Ford Fiesta RS WRC	4:28:48.0

RALLY OF JORDAN
Dead Sea Resort; April 15-17, 2011

1. Sebastien Ogier/Julien Ingrassia	Citroen DS3 WRC	2:48:28.2
2. Jari-Matti Latvala/Miikka Anttila	Ford Fiesta RS WRC	2:48:28.4
3. Sebastien Loeb/Daniel Elena	Citroen DS3 WRC	2:48:55.9
4. Mikko Hirvonen/Jarmo Lehtinen	Ford Fiesta RS WRC	2:51:12.9
5. Matthew Wilson/Scott Martin	Ford Fiesta RS WRC	2:54:13.1
6. Kimi Raikonen/Kaj Lindstrom	Citroen DS3 WRC	2:54:43.1
7. Federico Villagra/Jorge Compang	Ford Fiesta RS WRC	2:57:46.9
8. Khalid Al-Qassimi/Michael Orr	Ford Fiesta RS WRC	2:58:11.9
9. Dennis Kuipers/Bjorn Degandt	Ford Fiesta RS WRC	3:02:55.7
10. Bernardo Sousa/Antonio Costa	Ford Fiesta S2000	3:03:33.7

DRIVER'S CHAMPIONSHIP

	Jordan	Total
1. Sebastien Loeb	16	74
2. Mikko Hirvonen	14	72
3. Sebastien Ogier	28	69
4. Jari-Matti Latvala	18	66
5. Petter Solberg	Ret.	31

TEAM CHAMPIONSHIP

	Jordan	Total
1. Citroen Total WRT	40	130
1. Ford Abu Dhabi WRT	30	130
2. M-Sport Stobart Ford RT	3	43
3. Ice 1 Racing	10	26
4. P. Solberg WRT	0	22
5. Munchi's Ford WRT	8	20
6. Team Abu Dhabi	6	13
7. FERM Power Tools WRT	4	10
8. Monster WRT	--	6



RECALL LOG

Ford: 2011 Edge, F-150, F-250, F-350; Lincoln MKX. Electronic Control Module can overheat & cause engine fire. 8022 units. Ford recall # 10S14.

Ford: 2010 Ranger. Fuel line near throttle body can fray causing fire. 23,688 units. Ford recall # 10S17.

Chrysler: 2010 Chrysler Town & Country; Dodge Grand Caravan, Journey AWD. Ignition key can inadvertently shut off engine. 248,437 Units. Chrysler recall # L02.

Mazda: 2009-10 Mazda6. Evaporative canister vent line may be compromised by some type of SPIDER! 52,000 units. Mazda recall # 62 11 B.

Toyota: 2008-11 FJ Cruiser, Land Cruiser, Sequoia, Tacoma, Tundra. Tire pressure monitoring system not properly calibrated. 22,000 units. NHTSA recall # 11V148.

Honda: 2006-07 Civic Hybrid. Voltage converter can fail. 36,656 units. Honda # R69.

Jeep: 2010-11 Wrangler. Front & rear axle attachments torqued wrong. 20,459 units. Jeep recall # L09.

GM: 2011 Buick Lacrosse, Cadillac SRX. Software in HVAC system can affect working of defroster. 10,179 units. GM # 11057.

VW: 2010 Routan. Ignition key module can turn off engine while driving. 12,612 units. VW recall # 28G1/U8.

Kia: 2006-08 Optima. Shift cable can detach from gear selector and not allow car to shift out of gear. 70,115 units. Kia SC088.

Honda: 2011 Civic. In case of a roll over, fuel can leak and start a fire. 18,056 units. Honda recall # R65.

Jaguar: 2010 XF, XK. Power steering hoses can corrode causing leaks. 6085 units. Jaguar recall # J018.

Hyundai: 2007-09 Elantra. Front passenger air bag can deploy when not supposed to. 188,697 units. Hyundai recall # 099.

Hyundai: 2007-08 Elantra. Driver's air bag controller can give bad data. 95,783 units. Hyundai recall # 100.

Honda: 2011 Odyssey. If wiper blade freezes to glass the actuator rod can bend. 33,341 units. Honda recall # R72.

Honda: 2011 Odyssey. Front driver & passenger windows can come out of their tracks. 2800 units. Honda recall #s R73 & R74.

Volkswagen: 2011 Jetta. Electrical system not properly isolated – can cause component failure. 71,043 units. NHTSA recall 11V196.

Mercedes-Benz: 2000-04 M Class. Can be a problem disengaging cruise control. 136,751 units. NHTSA recall # 11V208,

GM: 2011 Chevrolet Cruze. Steering wheel can detach from column. 2100 units. GM recall # 11094.

Ford: 2004-06 F-150, Lincoln Mark LT. Bad wiring of driver's side air bag can cause it to deploy. 1,325,000 units. Ford recall 11S18.

Toyota: 2007-08 RAV 4; 2008 Highlander, Highland Hybrid. Curtain airbag sensor can be bad allowing deployment without an accident. 301,848 units. NHTSA recall 11V245.

Nissan: 1996-04 Pathfinder; 1997-03 Infiniti QX4. All vehicles in "saltbelt". Corrosion can cause weakening of strut housing & possible loss of steering. 195,991. NHTSA recall # 11V244.

Toyota: 2011 Tundra. Drive shaft slip joints not properly made. 50,939 units. NHTSA recall # 11V254.

Kia: 2004-07 Spectra – "saltbelt" cars. Fuel tank straps can corrode allowing tank to fall. 58,322 units. Kia recall # SC090.

Ducati: 2010-11 MTS 1200; 2011 Diavel. Electronic steering lock can fail to disengage. 1051 units. NHTSA recall # 11V253.



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.