



ROAD *and* TACH



*Overheard at Checkpoint
5 on Highway Robbery:*

Eddie: Hey, Mom!
There's a car stopped in
front of the checkpoint.

Mom: I see them! Let's
see what they will do if
we wave at them.

Eddie: They're waving
back at us! Gee, they're
friendly!

Mom: No, it means they
know they should not be
stopped, and they accept
their creeping penalty.

Eddie: Oh, OK. Enough
about them – aren't I
cute?

2011 Issue 6 - Nov

Presidential Mulling

As many of you know the SMSCC had the opportunity to host a great event earlier this month, SCCA's annual United States Road Rally Challenge. I had the distinct honor of being the chairman for the event, as those of you that were there know; it was a wonderful event and great time. We hosted three national rallies of three different kinds in three days.

On Friday October 21st Larry Scholnick was rallymaster for, A Course With No Name national GTA rally. I had the honor of running the check-out for this event with a group of others and have to say I have rarely had so much fun running a check-out. The traps were devious, thoughtful, and kept me guessing and second guessing my choices all day. I want to thank Larry for highlighting how a GTA (normally thought of as the wicked step-child of road rally) that is well constructed and thought out can truly be one of the great and unique wonders of the sport. I know personally I would love to see this become a somewhat regular feature on our weekend rally calendar.

On Saturday the 22nd of October we held Highway Robbery with rallymaster Jeanne English providing one of her usually wonderful and beautiful trap rallies. Some of you may not be aware of the long and storied history of this event going back many decades, but Highway Robbery is one of the oldest events on our or any other clubs' schedule of events. Needless to say Jeanne once again wrote a great rally that only served to strengthen and add to that wonderful legacy. Next time SMSCC hosts a Highway Robbery make sure to do everything in your power to not miss it.

Lastly on Sunday October 23rd Joanna Weissen wrote the annual Not My Fault tour rally. This is one of our newer events without the history of some of our other rallies, but it is quickly becoming a favorite of both mine and many of our competitors. Always run on

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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>
Nov 4	First Friday Niter	BofA, Mission Hills	SMSCC	www.smscc.org
Nov 12	El Camino Real	Camarillo	PCA/SB	zone8.pca.org
Nov 16	FFN checkout	BofA, Mission Hills	SMSCC	310-372-7168
Nov 24	Thanksgiving	Mom's house	family	Mom
Dec 2	First Friday Niter	BofA, Mission Hills	SMSCC	www.smscc.org
Dec 14	FFN checkout	BofA, Mission Hills	SMSCC	310-372-7168
Dec 21	Hannukah begins	your house	family	your Rabbi
Dec 25	Christmas	your house	family	Santa Claus
Jan 6	First Friday Niter	BofA, Mission Hills	SMSCC	www.smscc.org
Jan 18	FFN checkout	BofA, Mission Hills	SMSCC	310-372-7168
Feb 3	First Friday Niter	BofA, Mission Hills	SMSCC	www.smscc.org
Feb 15	FFN checkout	BofA, Mission Hills	SMSCC	310-372-7168
Mar 2	First Friday Niter	BofA, Mission Hills	SMSCC	www.smscc.org
Mar 14	FFN checkout	BofA, Mission Hills	SMSCC	310-372-7168

*Want to make sure you keep getting R&T? Sign up for email notification. The print version is only sent to you as long as you keep running SMSCC events; you get two or three issues and then drop of the list unless you run again. However, you stay on the email list until your email bounces or you ask to be taken off the list.
Contact Jeanne at: ean21@juno.com*

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picturesque roads that highlight some of the special geological features of Southern California, this annual event has firmly taken its place among the wonderful tour rallies in the nation each year. This year of course was no exception.

To all of you that were at the event as competitor, spectator, worker or volunteer, I want to say thank you. Without each one of you this event never could have happened, let alone run as smoothly as it did. Once again the members, volunteers and friends of the Santa Monica Sports Car Club showed what makes this club such a wonderful and special one to be a part of.

Samual J. Weissen

President SMSCC



A Brief History of Highway Robbery

The name Highway Robbery was first used by Rob Stevens, in about 1967. Due to the use of the cartoon characters from "B. C." used to publicize it, the name became popular.

The second Highway Robbery, in 1969, was a Divisional. I think it was the first SCCA rally in CA, but

surely the first one in So. CA. We had to go to AZ, and NM to gain our meager experience at the time. My wife, Pat, was Course Marshal and I was Rallye Master. It was very early in the cash rewards programs with Datsun, Ford, and I think it was Volvo. We traveled to every weekly Friday Nighter and Sunday event for a couple of months and passed out entry forms to all entries and forms that explained the cash programs, as applicable, to the 3 brands that were eligible. At that time Friday Niters attracted 30 to 60, and sometimes more cars. We did not advertise at Gimmick Rallies. It would have been dishonest to lead them to believe that they had a chance at the prize money.

The idea of prize money caught on and when our entry list passed 60, I appealed to a Cal Club meeting for help with checkpoints and start line duties. We had planned to move checkpoints, with each checkpoint staffing 2 locations before lunch and 2 in the afternoon, but with that many cars, it would be necessary to keep them open longer and we could not move them to the next location. It was traditional in SCCA at that time to keep checkpoints open for the leg time plus 20 minutes for the last car that cleared the previous checkpoint.

Would you believe, Lindley Bothwell volunteered for Tech Inspection duties and showed up in slacks and a sweater. People told me they had never seen him out of coveralls except for a Cal Club

meeting! Of course he wore coveralls for the annual Cal Club picnic at his orange grove at Lindley Ave and Bothwell street in the SF valley, because he gave everyone rides on his full size railroad cars that he brought with him when he moved here from HI. For those that never knew him, Lindley was considered the Grand Old Man of Cal Club that kept it on the "right" path when the current officers headed it for the ditch. Much like Harry has always been to SMSCC.

We wound up with over a hundred entries, something like 103-105. I understood that was a record for SCCA entries for a rallye at that time. It might still stand today.

Pat spent about 6 months writing and rewriting the course, as roads and bridges washed out that spring. The only bridge left on Sespe Creek from I-5 to Ventura was at Fillmore near the Bardsdale Maze. If we lost that old steel bridge, I am not sure what we could have done.

Roger Lewis



Cal Club SCCA/Santa Monica Sports Car Club
First Friday Niter
September 2, 2011

Place	DRIVER/NAVIGATOR	CAR	CLUB	Leg 1	Leg 2	Leg 3	Total
<i>CLASS A</i>							
*1	Revere Jones/Jared Leadbetter	Mini	TCSCC/PCA	0.04	0.08	0.01	0.13
*1	Joe Akerman/Nathan Harris	Stealth	ITN	0.10	0.00	0.03	0.13
3	Paul McGaffey/Ron Dunlop	COBRA	ITN	0.14	0.01	0.02	0.17
<i>CLASS B</i>							
*1	Jon Barrett/Robert Dunlop	Mazda		0.07	0.15	0.04	0.26
2	Michael Germana/Jenny Germana	Porsche	SCCA	2.49	0.48	0.26	3.23
<i>CLASS C</i>							
*1C	Brad Ayers/Sean Ayers	Toyota	ITN/SMSCC	1.30	0.03	0.15	1.48
2	Dave Bauer/Debbi Brock	Mercedes		0.88	0.41	0.41	1.70
3	Mike Klein/Kevin Ayers	VW GTI	SM/ITN/PCA/BMW/AAA	0.60	0.31	0.82	1.73
4	John Dillon/Christine Robinson	Audi	Widget Rally Team	2.56	3.61	0.53	6.70
<i>CLASS D</i>							
*1	Jorge Lopez/Weena Lopez	Mini	SCCA	0.00	0.19	0.12	0.31
2	Andrew Folstad/Richard Folstad	Porsche		0.85	0.31	2.60	3.76
3	Ryan Tsuha/Sean Leddie	BMW		1.65	5.00	5.00	11.65
* - Trophy C - best single leg in Class C (earns a Rally Buck)							

Cal Club SCCA/Santa Monica Sports Car Club
First Friday Niter
October 7, 2011

Place	DRIVER/NAVIGATOR	CAR	CLUB	Leg 1	Leg 2	Leg 3	Total
<i>CLASS A</i>							
*1	Paul McGaffey/Larry Richardson	COBRA	ITN	0.01	0.01	0.01	0.03
2	Nathan Harris/Joe Akerman	Stealth	ITN	0.00	0.22	0.07	0.29
2	Revere Jones/Charlie Engen	Mini	PCA/SMSCC	0.02	0.24	0.03	0.29
<i>CLASS B</i>							
*1	Larry Sutton/Andrew Schark	Scion		0.04	0.48	0.41	0.93
2	Michael Germana/Jenny Germana	Porsche	SCCA	0.80	2.53	5.00	8.33
<i>CLASS C</i>							
*1	Jayson Woodruff/Teri Woodruff	Toyota		0.33	1.31	0.11	1.75
2	John Dillon/Christine Robinson	Audi	Widget Rally Team	0.54	1.48	0.58	2.60
3	Cathy Robson/Bill Leflang	Dodge	PCA	0.00	3.67	1.69	5.36
<i>CLASS D</i>							
*1	Jorge Lopez/Weena Lopez	Mini	SCCA	0.34	0.76	0.15	1.25
* - Trophy							

Thank you for running this FFN. See you at the next FFN on

November 4

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

The next FFN will finish at: Round Table Pizza, 502 Foothill Blvd (at Gould), La Canada

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.

<u>USRRC Competitors</u>			<u>A Course With</u>		<u>Highway</u>		<u>Not My Fault</u>		<u>USRRC Total</u>	
<u>Driver</u>	<u>Navigator</u>	<u>Class</u>	<u>No Name</u>	<u>Points</u>	<u>Robbery</u>	<u>Points</u>	<u>Place</u>	<u>Points</u>	<u>Points</u>	<u>Place</u>
Ron Ferris	John Sears	E	2	8	1	10	1	10	28	1 E
Bob Morseburg	Chuck Larouere	E	1	10	3	6	4	5	21	2
Bruce Gezon	Steve Gaddy	E	3	6	2	8	5	4	18	3
Kevin Poirier	Brandon Harer	E	7	5	4	5	3	6	16	4
John Emmons	Lois Van Vleet	E	12	2	5	4	6	3	9	5
Marinus Damm	Renee Damm	E	10	3	7	2	7	2	7	6
Revere Jones	Rick Beattie	E					2	8	8	
Mike Thompson	Fred Rosevear	E	9	4	6	3			7	
Jessica Toney	J Toney	L	5	10	2	8	1	10	28	1 L
Dave Jameson	Karl Broberg	L	6	8	1	10	2	8	26	2
Stu Helfer	Jack Von Kaenel	S	4	10	2	8	1	10	28	1 S
Richard Wetzel	Charles Hanson	S	11	6	1	10	2	8	24	2
Wendy Harrison	Craig Beidelman	S	8	8	3	6			14	

2011 USRRC contestants:

I want to take a moment to thank all you fine people and your loved ones for making the time to come to our event. After almost a year of planning it was a pleasure to finally get the chance to welcome you all to Southern California. I hope you enjoyed the event we put on for you. It was a privilege and an honor for the Santa Monica Sports Car Club and Cal Club to host our second USRRC.

I want you all to know we made a conscious choice to have this be a very different event than our previous USRRC and really any previous USRRC regardless of where it was. I know many of you may have felt that some of the events were in a more urban environment than rally is normally suited too. I know there was more traffic in many places than many rallyists think is normal for rally. To me however rally is really about a man and his car. And while there are fine car cultures in various parts of this enormous land, there is something special about the automobile and Southern California. Nowhere else is the automobile as much a part of the culture as it is here. Sure we have some of the worst traffic and longest commutes in the nation, we spend more time in our cars than any sane person would, and most of us wouldn't have it any other way. I hope you all got to see just a glimpse of what is both beautiful and magical about being a motorist in Southern California.

I also want you all to know what a wonderful committee I had to help bring this event to you. Our three rallymasters: Larry Scholnick, Jeanne English, and Joanna Weissen wrote what I think (and hope you do too) three great rallies that highlighted what is great about the vast array of rallies offered by SCCA road rally as well as Southern California. They worked tirelessly to write quality events that we hope you enjoyed. I also want you to know about the great volunteers we had that ran prechecks, made arrangements for meals and lodging, and worked the events. As chairman I had a relatively easy job thanks to the hard work put in by all our fine volunteers. As many of you know, quality volunteers to work events are worth their weight in gold, and I had some of the best.

Thank you all for coming and I hope to see many of you in the future either back in So Cal to run one of our regional or national events or that I get the chance to come to your home region and run one of the events your region is hosting.

Samual J. Weissen

President, Santa Monica Sports Car Club

Chairman, 2011 USRRC



OFFICIAL RESULTS

National **RoadRally** Championship

Type (Circle One): NCR **(NGR)** NTR

Event Name: A Course With No Name Event Date: Oct 21, 2011

Sanction #: USRRC 2011 01

Scoring Opportunities:

Number of ~~Scored Controls~~: 46 Length of Competition: 90 miles

Unit of Scoring: points

Name of Chairman: Sam Weissen Date Oct 26, 2011

Organizing Region: Cal Club

Worker Points may only be assigned to Chairman, Rallymaster(s), or Pre-Checker(s)

Worker Points (#1)	Name	Sam Weissen	Capacity	Chairman
Worker Points (#2)	Name	Larry Scholnick	Capacity	Rallymaster
Worker Points (#3)	Name	Jeanne English	Capacity	Pre-Check
Worker Points (#4)	Name	Joanna (Paden) Weissen	Capacity	Pre-Check

Results must be mailed or emailed within 45 days to the Official Points Keeper and LifeTime Points Keeper to arrive no later than start of U:

Bruce Gezon, 3309 Hermar Ct., Murrysville, PA 15668-1602 smuncher@windstream.net

Samual Weissen

W. David Teter, 418 Arbour Dr, Newark, DE 19713 teter@udel.edu

Signature of Event Official certifying results

Overall	Positions					Car No.	Driver and Navigator (First and Last Names)	Member Number or Hometown & State Driver & Navigator	SCCA Region or Weekend Mbr	Make of Vehicle	Total Penalty Points
	Class										
1						8	Chuck Larouere Bob Morseburg	Murrysville, PA Seattle, WA	Steel Cities Northwest	Chev	255
2						9	Ron Ferris John Sears	Florissant, MO Tucson, AZ	St Louis AZ Border	Mini	223
3						1	Bruce Gezon Steve Gaddy	Murrysville, PA New Market, MD	Philadelphia WDC	Toyota	215
4						3	Stu Helfer Jack VonKaenel	El Cerrito, CA Arlington, VA	SF Detroit	Mazda	205
5						7	Jessica Toney J Toney	San Carlos, CA Woodland, CA	SF SF	Chev	199
6						12	Dave Jameson Karl Broberg	Tucson, AZ Oro Valley, AZ	WeekendMem AZ Border	Subaru	192
7						4	Kevin Poirier Brandon Harer	Rainier, OR Gresham, OR	Oregon Oregon	Nissan	178
8						10	Wendy Harrison Craig Beidelman	Indianapolis, IN Indianapolis, IN	Indianapolis Indianapolis	Dodge	159
9						11	Mike Thompson Fred Rosevear	LaCrosse, WI Madison, WI	LOL LOL	Chev	158
10						2	Marinus Damm Renee Damm	Portland, OR Portland, OR	Oregon Oregon	BMW	156
11						5	Richard Wetzels Charles Hanson	Sacramento, CA Indianapolis, IN	SF Indianapolis	Porsche	128
12						6	John Emmons Lois Van Vleet	Galesville, WI Galesville, WI	LOL LOL	Chev	121



OFFICIAL RESULTS

National **RoadRally** Championship

Type (Circle One): **(NCR)** NGR NTR

Event Name: Highway Robbery Event Date: Oct 22, 2011 Sanction #: USRRC 2011 02
 Number of Scored Controls: 18 Length of Competition: 246 Miles Unit of Scoring: hundredths
 Name of Chairman: Sam Weissen Date Oct 26, 2011 Organizing Region: Cal Club

Worker Points may only be assigned to Chairman, Rallymaster(s), or Pre-Checker(s)

Worker Points (#1) Name Sam Weissen Capacity Chairman
 Worker Points (#2) Name Jeanne English Capacity Rallymaster
 Worker Points (#3) Name Larry Scholnick Capacity Pre-Check
 Worker Points (#4) Name Joanna (Paden) Weissen Capacity Pre-Check

Results must be mailed or emailed within 45 days to the Official Points Keeper and LifeTime Points Keeper to arrive no later than start of U:

Bruce Gezon, 3309 Hermar Ct., Murrysville, PA 15668-1602 smuncher@windstream.net

Samual Weissen

W. David Teter, 418 Arbour Dr, Newark, DE 19713 teter@udel.edu

Signature of Event Official certifying results

Overall	Positions					Car No.	Driver and Navigator (First and Last Names)	Member Number or Hometown & State Driver & Navigator	SCCA Region or Weekend Mbr	Make of Vehicle	Total Penalty Points
	E	L	S								
1	1					6	Ron Ferris John Sears	Florissant, MO Tucson, AZ	St Louis AZ Border	Mini	226
2	2					4	Bruce Gezon Steve Gaddy	Murrysville, PA New Market, MD	Philadelphia WDC	Toyota	369
3	3					5	Chuck Larouere Bob Morseburg	Murrysville, PA Seattle, WA	Steel Cities Northwest	Chev	440
4		1				12	Dave Jameson Karl Broberg	Tucson, AZ Oro Valley, AZ	WeekendMem AZ Border	Subaru	492
5			1			10	Richard Wetzels Charles Hanson	Sacramento, CA Indianapolis, IN	SF Indianapolis	Porsche	550
6	4					3	Kevin Poirier Brandon Harer	Rainier, OR Gresham, OR	Oregon Oregon	Nissan	659
7		2				1	Jessica Toney J Toney	San Carlos, CA Woodland, CA	SF SF	Chev	737
8	5					11	John Emmons Lois Van Vleet	Galesville, WI Galesville, WI	LOL LOL	Chev	772
9	6					7	Mike Thompson Fred Rosevear	LaCrosse, WI Madison, WI	LOL LOL	Chev	780
10	7					8	Marinus Damm Renee Damm	Portland, OR Portland, OR	Oregon Oregon	BMW	861
11			2			2	Stu Helfer Jack VonKaenel	El Cerrito, CA Arlington, VA	SF Detroit	Mazda	883
12			3			9	Wendy Harrison Craig Beidelman	Indianapolis, IN Indianapolis, IN	Indianapolis Indianapolis	Dodge	1616



OFFICIAL RESULTS

National **RoadRally** Championship

Type (Circle One): NCR NGR **(NTR)**

Event Name: Not My Fault Event Date: Oct 23, 2011

Sanction #: USRRC 2011 03

Number of Scored Controls: 17 Length of Competition: 250 Miles

Unit of Scoring: hundredths

Name of Chairman: Sam Weissen Date Oct 26, 2011

Organizing Region: Cal Club

Worker Points may only be assigned to Chairman, Rallymaster(s), or Pre-Checker(s)

Worker Points (#1)	Name	Sam Weissen	Capacity	Chairman
Worker Points (#2)	Name	Joanna (Paden) Weissen	Capacity	Rallymaster
Worker Points (#3)	Name	Larry Scholnick	Capacity	Pre-Check
Worker Points (#4)	Name	Jeanne English	Capacity	Pre-Check

Results must be mailed or emailed within 45 days to the Official Points Keeper and LifeTime Points Keeper to arrive no later than start of U:

Bruce Gezon, 3309 Hermar Ct., Murrysville, PA 15668-1602 smuncher@windstream.net

Samual Weissen

W. David Teter, 418 Arbour Dr, Newark, DE 19713 teter@udel.edu

Signature of Event Official certifying results

Overall	Positions					Car No.	Driver and Navigator (First and Last Names)	Member Number or Hometown & State Driver & Navigator	SCCA Region or Weekend Mbr	Make of Vehicle	Total Penalty Points
	E	L	S								
1	1					3	Ron Ferris John Sears	Florissant, MO Tucson, AZ	St Louis AZ Border	Mini	6
2	2					11	Revere Jones Rick Beattie	Altadena, CA Pittsburgh, PA	WeekendMem Steel Cities	Mini	11
3	3					9	Kevin Poirier Brandon Harer	Rainier, OR Gresham, OR	Oregon Oregon	Nissan	12
4	4					4	Chuck Larouere Bob Morseburg	Murrysville, PA Seattle, WA	Steel Cities Northwest	Chev	13
5	5					7	Bruce Gezon Steve Gaddy	Murrysville, PA New Market, MD	Philadelphia WDC	Toyota	14
6	6					6	John Emmons Lois Van Vleet	Galesville, WI Galesville, WI	LOL LOL	Chev	15
7		1				5	Jessica Toney J Toney	San Carlos, CA Woodland, CA	SF SF	Chev	32
8	7					1	Marinus Damm Renee Damm	Portland, OR Portland, OR	Oregon Oregon	BMW	38
9		2				10	Dave Jameson Karl Broberg	Tucson, AZ Oro Valley, AZ	WeekendMem AZ Border	Subaru	57
10			1			8	Stu Helfer Jack VonKaenel	El Cerrito, CA Arlington, VA	SF Detroit	Mazda	221
11			2			2	Richard Wetzels Charles Hanson	Sacramento, CA Indianapolis, IN	SF Indianapolis	Porsche	485

A Course with No Name

By Larry Scholnick

On the weekend of October 21-23, 2011, the U.S. Road Rally Challenge returned to Southern California for the first time since 2004 when we presented 3 events and were headquartered in Santa Maria. This time we were headquartered in nearby Santa Clarita, at the La Quinta on The Old Road between Calgrove and Pico Canyon.

I wrote the gimmick rally, Jeanne wrote the trapped and timed rally, Highway Robbery, and Joanna wrote the trapless, timed rally, Not My Fault.

My rally was as trap-laden as it could be. However, it did not use the SCCA RoadRally Rules which most national competitors are familiar with; instead it used a set of Rally Rules which applied to this event alone. The rally rules were similar to those used on gimmick rallies in the Los Angeles areas throughout the 1970's, 1980's and 1990's.

My first problem when I sat down to start writing the rally was that I hadn't seen one of these rallies in nearly two decades; I was rusty. So I pulled out a copy of the last such rally I had seen, which wasn't really a rally at all; instead, it was the 'rally' chapter in a book of puzzles, written by William Armstrong (www.braintrainerpuzzles.com), which I had desk-checked for him. Not surprisingly, a fair number of the traps that ended up in my rally were from his 'rally' chapter.

The 1st instruction on the course pages was NRI 0 (NRI = Numbered Route Instruction). A quick review of the Rally Rules told you that you were to begin with NRI 1. NRI 0 was simply: Be sure to enjoy yourself on today's rally. How could it ever matter whether you started with NRI 0 or NRI 1? But immediately after NRI 0 was an LRI (Lettered Route Instruction) which told you: Never travel on the roadway SHAKESPEARE. If you avoided traveling on the roadway Shakespeare, you were admitting to having executed NRI 0.

The rally started out on the Stagecrest loop which surrounds the hotel. You were soon tested on your understanding of the definition INT (an Intersection of exactly 2 differently named roadways) and of the

underlying definition of Intersection (a place where 2 or more roadways meet and/or cross). Unlike the SCCA and SMSCC definitions of Intersection, which require you to be able to proceed in at least 2 directions (other than a U-Turn), there was no such requirement for an Intersection on this rally. You had to realize that a 90-degree bend in the road where one roadway (Laurelcrest) ended and another roadway (Hazelcrest) began (often called a Forced Turn) qualified as an Intersection and as an INT.

You were soon confronted with Shakespeare, which was OK to travel on. However, the question asked: What is the name of each RDWY you travel on? A quick visit to the Rally Rules revealed that a RDWY is defined as: A roadway with a different name than that of the roadway you are on. Given the definition of RDWY, you can never travel on a RDWY.

On your way to the 1st checkpoint, a question asked: How many "RIGHT" do you pass? You passed 3 "Right Lane Must Turn Right" signs, so your answer was either 3 or 6. It all depended on what quotes meant. The rules state that quotes indicate a sign which includes everything within the quotes. So the answer is 3 because there were 3 signs that included the word RIGHT, even though each sign included RIGHT twice.

At the checkpoint you were told (by an instruction with higher priority than the Rally Rules): Consider all NRIs up to and including NRI 16 to have been completely executed and turned for if you have not already done so. That was no big deal since you had already done everything up to and including NRI 16. Oh wait, you had intentionally not done NRI 0, but now we told you to consider that you had, so LRI BARD was now active and you couldn't travel on the roadway Shakespeare. You went back to Shakespeare to be tested again. This time when you arrived at Shakespeare at a T-intersection, you should not have gone R @ T as you had before; instead, you had to U-Turn to avoid traveling on the roadway Shakespeare. But what about that T? You did get to that T before you U-Turned; what about the LRI to R @ T? Given that @ was defined as: When you first Encounter, or as soon as applicable thereafter, and you couldn't

go right AT the T, you had to go right *as soon as applicable thereafter*, onto a Sideroad named Reade.

After surviving all of that, you had to realize that the intersection (Poe & Thoreau) where you executed the NRI that led you toward Shakespeare could not be used for the next NRI (L @ "POE") because of the rule: Never complete two consecutively numbered NRIs at the same INT. You had to go R @ T on Poe, and then go left at the "POE" sign at the next intersection. Contestants who traveled on Shakespeare were not exposed to this trap.

After that you needed something a bit lighter. The Checkpoint Instruction had told you: Consider the roadway that is posted "TWAIN" to instead be named CLEMENS. Soon you came to "TWAIN" and were confronted with the question: What is the name of the 1st RDWY you come to after "Clemens"? But there wasn't a "Clemens" sign there, just a "Twain" sign which somehow named the roadway as CLEMENS. A few blocks later you discovered a real "Clemens" sign (conveniently located at the far side of the real CLEMENS) and found that the first RDWY thereafter was PAINE. After this one the crowd was ready to kill the Rallymaster, but I was granted *clemency*.

After a quick jaunt to the next neighborhood, the question was: How many SIDEROADS do you pass? The definition of Sideroad was: A RDWY onto which you can R or L, not both, and past which you can continue generally straight ahead on the roadway you are on. Although that doesn't sound very different than the SCCA or SMSCC versions, the rule that stated: 'Roadways with different names are different roadways' meant that at a Crossroad where the roadway to the left was differently named than the roadway to the right, both roadways qualify as Sideroads. There were 4 intersections, a regular Sideroad, a Crossroad where there were 2 Sideroads, another Crossroad where there were 2 Sideroads, and a regular Sideroad, where you did the next NRI. So the answer was ... 5 because you didn't *pass* that final Sideroad where you turned.

Someone once called a gimmick rally 'A reading comprehension test on

TELSTRA RALLY USTRALIA
Coffs Coast, NSW; Sept. 9-11, 2011

1. Mikko Hirvonen/Jarmo Lehtinen
Ford Fiesta RS WRC 3:35:59.0
2. Jari-Matti Latvala/Mikka Anttila
Ford Fiesta RS WRC 3:36:13.7
3. Petter Solberg/Chris Patterson
Citroen DS3 WRC 3:36:43.8
4. Matthew Wilson/Scott Martin
Ford Fiesta RS WRC 3:44:44.2
5. Khalid Al-Qassimi/Michael Orr
Ford Fiesta RS WRC 3:48:32.3
6. Hayden Paddon/J. Kennard
Subaru Impreza WRX STi 3:53:28.3
7. Michal Kosciuszko/M. Szczepaniak
Mitsubishi Lancer Evo IX 3:54:00.3
8. Oleksandr Saliuk/P. cherepin
Mitsubishi Lancer Evo IX 3:57:07.5
9. Benito Guerra/B. Rozada
Mitsubishi Lancer Evo IX 3:58:47.9
10. Sebastien Loeb/Daniel Elena
Citroen DS3 WRC 4:06:01.9

RALLY de FRANCE ALSACE
Strasbourg; Sept. 30 – Oct. 2, 2011

1. Sebastien Ogier/Julien Ingrassia
Citroen DS3 WRC 3:06:20.4
2. Dani Sordo/Carlos del Barrio
Mini John Cooper Works 3:06:26.7
3. Mikko Hirvonen/Jarmo Lehtinen
Ford Fiesta RS WRC 3:09:47.0
4. Jari-Matti Latvala/Mikka Anttila
Ford Fiesta RS WRC 3:09:50.7
5. Dennis Kuipers/Frederic Miclotte
Ford Fiesta RS WRC 3:13:02.4
6. Henning Solberg/I lka Minor
Ford Fiesta RS WRC 3:13:28.7
7. Mads Ostberg/Jonas Andersson
Ford Fiesta RS WRC 3:14:18.7
8. Ken Block/Alex Gelsomino
Ford Fiesta RS WRC 3:14:45.9
9. Pierre Campana/Sabrina deCastelli
Mini John Cooper Works 3:14:59.1
10. Matthew Wilson/Scott Martin
Ford Fiesta RS WRC 3:16:21.2

RALLY de ESPANA
CATALUNYA
Costa Daurada; October 21-23,
2011

1. Sebastien Loeb/Daniel Elena
Citroen DS3 WRC 4:05:39.3
2. Mikko Hirvonen/Jarmo Lehtinen
Ford Fiesta RS WRC 4:07:46.2
3. Jari-Matti Latvala/Miikka Antilla
Ford Fiesta RS WRC 4:08:11.7
4. Dani Sordo/Carlos del Barrio
Mini John Cooper Works 4:09:03.4
5. Kris Meeke/P Nagle
Mini John Cooper Works 4:10:54.3
6. Mads Ostberg/Jonas Andersson
Ford Fiesta RS WRC 4:11:33.5
7. Evgeny Novikov/D Giraudet
Citroen DS3 WRC 4:15:11.1
8. Henning Solberg/I lka Minor
Ford Fiesta RS WRC 4:15:19.4
9. Dennis Kuipers/Frederic Miclotte
Ford Fiesta RS WRC 4:16:53.1
10. Juho Hanninen/M Markkula
Skoda Fabia S2000 4:19:28.5

DRIVER'S CHAMPIONSHIP

	Spain	Total
1. Sebastien Loeb	26	222
2. Mikko Hirvonen	18	214
3. Sebastien Ogier	R	193
4. Jari-Matti Latvala	15	146
5. Petter Solberg	R	110

TEAM CHAMPIONSHIP

	Spain	Total
1. Citroen Total WRT	25	397
2. Ford Abu Dhabi WRT	33	351
3. M-Sport Stobart Ford RT	12	145
4. Petter Solberg WRT	R	98
5. FERM Power Tools WRT	10	44
6. Team Abu Dhabi	8	42
7. Munchi's Ford WRT	6	38
8. Monster WRT	R	19
9. Van Merksteijn Motorsport	4	16
10. Brazil WRT	2	3
11. Ice 1 Racing	EXCL	0

ACWNN continued from page 9
wheels' and now you were starting to see why.

The rally soon turned around and you had to realize that a Crossroad where the roadways on each side have different names does not qualify as an INT because an INT must have: *exactly* 2 differently named roadways.

In the next neighborhood you found out how differently ONTO worked on this rally. The ONTO rule simply stated: If the last NRI you turned for contains the word ONTO and the name of the roadway on which you are traveling, do not leave that roadway except to execute another route instruction which causes you to leave that roadway. Simple enough, at least until you find a 2-part NRI such as: R onto GOLDCREST. R on EMERALD DOVE.

Once you turned right onto Goldcrest, you could not leave Goldcrest except to execute *another* route instruction ... The 'R on Emerald Dove' was not *another* Route Instruction; it was the 2nd part of the same Route Instruction. The only way out of this dilemma was to stay on Goldcrest to the T, do the LRI (Lettered *Route Instruction*) R @ T and find Emerald Dove again.

Next you were instructed R onto Del Monte and asked the question: Do you encounter a SIDEROAD named SUMMIT? When you got to Summit you may have noticed that the roadway ahead was named Arroyo Park. The definition of Sideroad included: ... and past which you can continue generally straight ahead on the roadway you are on. Since differently named roadways are different roadways, you could not continue straight ahead *on the roadway you are on* because the roadway ahead was not the roadway you were on (Del Monte); it was Arroyo Park. Perhaps in your joy at realizing that Summit was not a Sideroad, you didn't realize that the only way to remain on Del Monte (which you had been instructed ONTO) was to U-Turn.

. I'd like to continue but the editor seems to think that there are other articles that should be included in this edition. I will continue in the next edition.

RECALL LOG

Ducati: 2011 Diavel. Side stand made with insufficient material in pivot area – can fall. 919 units. NHTSA recall # 11V413.

Triumph M/C: 2011-12 Tiger 800, Tiger 800XC. Problems in engine management software. 1485 units. Triumph **recall** # 431.

BMW: 2009 X5 diesel. Fuel filter heater can stick on “on” position and kill battery or start fire. 2120 units. NHTSA recall 11V441.

Honda: 2011 CR-Z with manual transmission. ECU can allow electric motor of hybrid system to move car in direction opposite of chosen gear. 5626 units. Honda recall #R94.

Honda: 2006 CR-V. The driver side electric window switch can fail or catch fire. 80,111 units. Honda recall # R93.

Subaru: 2010-11 Legacy, Outback. Wiper motor case can overheat. 195,080 units. Subaru recall # WVV-32.

Subaru: 2002-07 Impreza; 2003-08 Forester in salt belt states. Front lower control arms can corrode & break. 295,123 units. Subaru recall # WVX-34.

Saab: 2005-06 9-2X. Part of above recall.

Honda: 2009-11 Pilot. Driver & front seat passenger seat belt may not be stitched properly, if at all. 310,773 units. Honda recall # R95.

Volkswagen: 2011 Jetta. Add-on exhaust tip may cause injury to leg. 30,294 units. VW recall # 26G8/U3.

Kia: 2007-08 Sorento. Passenger seat air bag sensor not calibrated correctly. 10,631 units. Kia recall # SC076A.

Subaru: 2011 Legacy, Outback. Moonroof not properly attached. 69,590 units. Subaru recall # WVW-33.

Hyundai: 2007-8 Santa Fe, Veracruz. Driver's air bag controller may not work in event of a crash. 205,233 units. Hyundai #103.

Yamaha: 2009-11 VMX17. High oil pressure can build up in oil pump causing engine failure. 2300 units. NHTSA recall #11V483.

VW/Audi: 2009-12 Jetta, Jetta Sportwagon; 2010-12 Audi A3, VW Golf, all with 2.0L diesel. Injector line on #2 cylinder can vibrate/crack. 168,275 units. VW#23J9/V5.

Chevrolet: 2011-12 Corvette. Rear hatch hinges may not meet load requirements of FMVSS206. 5755 units. GM recall # 11258.

Mercedes-Benz: 2011 E, GL, ML, R; 2012 S. Diesel fuel may leak from heating unit. 6872 units. NHTSA recall # 11V496.

Harley-Davidson: built between June of 08 and Sept. 11. Too many models to list. Contact Harley at 1-414-343-4056. Brake light switch is exposed to heat from exhaust causing failure and/or brake fluid to leak. 250,757 units. Harley recall # 0145.

G M: Chevrolet Equinox, GMC Terrain. Do not meet FMVSS 138 – tire pressure monitoring system. 33,964 units. GM recall 11261.

Volvo: 2006-12 C70; 2011-12 S60, equipped with optional spare tire kit. Doesn't meet FMVSS 110 – proper tire inflation. 19,600 units. Volvo recall # R247.

Lotus: 2005-06 Elise, Exige. Oil cooler line can come loose. 5037 units. NHTSA 11V510.

BMW: 2008-11 5, 5GT, 7, X5, X6 equipped with 8 or 12 cylinder engine & turbocharger. Circuit board for auxiliary water pump can over heat. 32,084 units. NHTSA # 11V521.

Trek Bicycles: 2012 FX & District. Seat attachment bolt can break. 27,000 units.

INCREASING PARTICIPATION and AGING RALLYISTS

There has been much discussion about how to increase participation in road rallies. There has also been much discussion about bringing new, young people into the sport. In an effort to address both issues, Walt Kammer posted the following to the *Yahoo SCCA RoadRally* list on August 19, 2011, in response to a post by Clarence Westburg:

Clarence said:

Had an discussion recently on what having mostly old people as contestants has hurt the sport attendance wise. Let's face it, it's not a fun group if you aren't old.

and Walt replied:

Yeah but the young kids know how to operate the Automated External Defibrillators (AED's) which some of the old timers will soon need. They are more complicated now since they have gone to an iPad style interface with full graphics, and iOS/Android like graphics interface, and the like.

Some of the old timers (myself included) should start mounting their personal AED's right next to the Timewise equipment on the dash. That will allow a much simpler method of taking the TA while the Young Folks are manning the equipment to revive the contestants; better yet, perhaps RichB could develop some sort of Bluetooth interface between the AED and the Timewise to automatically integrate the TA's into the Driver's readout?

You have to market the fun appropriately. Perhaps to off duty EMS folks? Maybe they could get free Weekend Memberships if they revive a competitor during the Championship Season?

Regards,
W

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.