



ROAD *and* TACH



2012 Issue 1 – Jan/Feb

Presidential Mulling

No Presidential Mulling this month. Instead, we bring you the Final Standings in SMSCC's Annual Competition. There are Good Guys and there are 'Bad Guys'. Good Guys are club members who participate in club activities, such as working our rallies, and attending checkouts and club meetings. 'Bad Guys' are club members who compete in other clubs' rallies. The 'Bad Guys' competition is really called Rally Competition, but 'Bad Guys' has a certain ring to it.

2011 Final Standings

SMSCC COMPETITION REPORT

as of:		11/30/11
Good Guys	Points	
1	Jeanne English	2730
2	Larry Scholnick	2365
3	Joanna Paden	1975
4	Jim Paden	1870
5	Rachel Smith	1805
6	Sam Weissen	1738
7	Patrick Strong	1235
8	Freya Oliver	915
9	Leo Oliver	885
10	Doug Liedblad	765
11	Ron Melitsoff	405
12	Paul Zahorecz	328
13	Dikk Jones	270
	Janis Jones	270
15	Bill Wilkman	115
16	Kevin Ayers	75
	Nancy Liedblad	75
18	Harry Peterzell	50
19	Roger Lewis	40
20	Barbara Hart	5
Events		
Bad Guys:	Run	Points
1	Jeanne English	4 367
	Larry Scholnick	4 367
3	Sean Ayers	3 175
4	Kevin Ayers	2 150
5	Janis Jones	1 100
	Dikk Jones	1 100

(Each member must work either five regular rallies or four SMSCC rallies including one Special Rally or earn at least 315 Good Guy points during the competition period to be eligible for awards.)

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>
Feb 3	First Friday Niter	BofA, Mission Hills	SMSCC	www.smscc.org
Feb 11	checkout Inaugural	BofA, Mission Hills	SMSCC	310-372-7168
Feb 15	FFN checkout	BofA, Mission Hills	SMSCC	310-372-7168
Feb 25	INAUGURAL	BofA, Mission Hills	SMSCC	www.smscc.org
Mar 2	First Friday Niter	BofA, Mission Hills	SMSCC	www.smscc.org
Mar 14	FFN checkout	BofA, Mission Hills	SMSCC	310-372-7168
Mar 17	Training Day	San Jacinto	ITN	www.itnrally.org
Apr 6	First Friday Niter	BofA, Mission Hills	SMSCC	www.smscc.org
Apr 18	FFN checkout	BofA, Mission Hills	SMSCC	310-372-7168
May 4	First Friday Niter	BofA, Mission Hills	SMSCC	www.smscc.org
May 16	FFN checkout	BofA, Mission Hills	SMSCC	310-372-7168
Jun 1	First Friday Niter	BofA, Mission Hills	SMSCC	www.smscc.org
Jun 13	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

Cal Club SCCA/Santa Monica Sports Car Club

First Friday Niter

November 4, 2011

Place	DRIVER/NAVIGATOR	CAR	CLUB	Leg 1	Leg 2	Leg 3	Total
CLASS A							
*1	Nathan Harris/Joe Akerman	Stealth	ITN	0.00	0.05	0.02	0.07
2	Revere Jones/Charlie Engen	Mini	PCA	0.48	0.04	0.01	0.53
3	Paul McGaffey/Bob Dunlop	COBRA	ITN	0.04	1.53	0.40	1.97
4	Steven Rood/Greg Bartlett	Mazda	TCSCC/PCA/Chump	0.04	5.00	5.00	10.04
CLASS C							
*1C	Chris Bond/Patrick Strong	Dodge	SMSCC/SCCA	1.62	0.08	1.06	2.76
2	Mike Klein/Kevin Ayers	VW	SM/ITN/PCA/BMW/AAA	2.07	0.29	0.64	3.00
3	Jed Behar/Ted Knox	Mazda		3.86	0.53	5.00	9.39
CLASS D							
*1D	Shaun Bailey/Mythy Huynh	Corvette		0.19	1.93	1.27	3.39
2	Carol Janes/Kathy Eskritt	Toyota	SCCA	0.73	2.93	5.00	8.66
* - Trophy		C - best single leg in Class C		D - best single leg in Class D			
		(earns a Rally Buck)		(earns a Rally Buck)			

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

A big THANKS to our guest Rallymaster Joe Akerman!!

CAR #	CLASS	DRIVER	NAVIGATOR	CAR	CLUB	Total	1	2	3	4	5	6
5	A	Paul McGaffey	Robert Dunlop	Cobra	ITN	5	1	0	1	1	1	1
7	A	Dan Bailor	Don Bailor	RAV 4		6	0	1	1	1	1	2
8	A	Greg Bartlett	Scott Schomer	Miata	PCSCC	13	3	1	2	1	4	2
2	A	Revere Jones	Charlie Engen	Cooper S	PCA-SMBCC	658	2	5	0	500	102	49
4	B					3000	500	500	500	500	500	500
3	C	Mike Klein	Kevin Ayers	VW GTI	SMSCC/ITN	15	2	4	2	2	1	4
10	C	Doug Folkerts	Lance Pekala	S2000		79	7	64	3	2	3	0
1	D	Jimmy Ramero	Roxanne Cass	Genesis		128	31	11	2	23	49	12
11	D	Shawn Bailey	Mythy Huynh	M3	CASOC	1070	35	1	0	500	500	34
6	D	Raymond Flores	Samuel Patrasca	MR2		2407	67	500	500	500	500	340
12	D					2545	45	500	500	500	500	500
9	D	Carol Janes	Kathy Eskritt	Scion	SCAA	2914	500	500	500	414	500	500

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.

WALES RALLY GB
Cardiff; November 10-12, 2011

1. Jari-Matti Latvala/Mikka Anttila		
Ford Fiesta RS WRC	3:27:03.5	
2. Mads Ostberg/Jonas Andersson		
Ford Fiesta RS WRC	3:30:46.4	
3. Henning Solberg/Ilka Minor		
Ford Fiesta RS WRC	3:34:08.6	
4. Kris Meeke/Paul Nagle		
Mini John Cooper Works	3:34:15.8	
5. Matthew Wilson/Scott Martin		
Ford Fiesta RS WRC	3:36:00.8	
6. Ott Tanak/Kulder Sikk		
Ford Fiesta RS WRC	3:36:30.6	
7. Evgeny Novikov/Denis Giraudet		
Ford Fiesta RS WRC	3:36:51.2	
8. Dennis Kuipers/Frederic Miclotte		
Ford Fiesta RS WRC	3:37:16.2	
9. Ken Block/Alex Gelsomino		
Ford Fiesta RS WRC	3:43:04.7	
10. Armindo Araujo/Miguel Ramalho		
Mini John Cooper Works	3:44:05.1	

DRIVER'S CHAMPIONSHIP
Final point totals

	Wales	Total
1. Sebastien Loeb	R	222
2. Mikko Hirvonen	R	214
3. Sebastien Ogier	3	196
4. Jari-Matti Latvala	26	172
5. Petter Solberg	R	110
6. Mads Ostberg	18	88
7. Matthew Wilson	10	63
8. Dani Sordo	2	59
8. Henning Solberg	15	59
9. (Kimi Raikkonen	R	34)
10. Kris Meeke	12	25

TEAM CHAMPIONSHIP
Final point totals

	Wales	Total
1. Citroen Total WRT	6	403
2. Ford Abu Dhabi WRT	25	376
3. M-Sport Stobart Ford RT	33	178
4. Petter Solberg WRT	R	98
5. FERM Power Tools WRT	10	54
5. Team Abu Dhabi	12	54
6. Munchi's Ford WRT	--	38
7. Monster WRT	8	27
8. Van Merksteijn Motorsport	R	16
9. Brazil WRT	4	7
10. Ice 1 Racing (excluded from all scoring)		



A Course with No Name (part 2) By Larry Scholnick

continued from the last issue of R&T:

Another neighborhood, another situation. The NRI you were working on was:

R @ 3rd OPP. L @ 1st OPP.

Pretty straightforward, until you look at the definition of OPP: A RDWY onto which you can turn in a direction (R and/or L) indicated in an active NRI. So, while that NRI was active, you should have counted OPPs on both the right and the left; you should not have counted only Right OPPs while working on the 1st part and only Left OPPs while working on the 2nd part. And of course it mattered; while working on the R @ 3rd OPP part there was a Sideroad to the left, which should have been counted as 2nd OPP.

It was almost time for lunch, when you found another 2-part NRI followed by a new LRI: R on Technology. However, the rally rule about LRIs stated: Each LRI becomes active when you turn for the last NRI preceding the LRI on your course pages. So the new LRI became active as soon as you turned for the 1st part, not when you completed the entire NRI.

Finally, it was lunch time.

In the last edition I described most of the traps of the morning portion of the rally. At each checkpoint contestants turned in their Control Card and were given Answers and Explanations for the questions they had completed.

So, with food in your belly and explanations crammed into your brain, you resumed A Course with No Name. This time you were directed ONTO Hasley. A block later, Hasley did what good ONTO roads everywhere do; it turned right 90-degrees, and another roadway (Commerce) proceeded ahead. This time the ONTO rule did not produce an unusual result; you turned right to stay ONTO Hasley and then did the next NRI (R @ 1st OPP) at the next Intersection.

After a quick count of "BUMPS" (there was 1 "BUMPS" and 3 "BUMP"), the rally headed to the next neighborhood where a very unusual NRI was waiting:

L at Xth OPP where: $W=X+Y-Z$, $X=3$, $Y=2$, $Z=4$.

Well let's see, $3+2$ is 5, then $5-4$ is 1, so that becomes: L at 1st OPP. Well no, you just solved for W, but you were instructed L at Xth OPP; X is given as 3 so the NRI is really: L at 3rd OPP. (*Ed. note: this was my favorite trap.*)

On the way to the next neighborhood the question was: According to the first applicable sign, what is the posted speed limit? After passing a "SPEED LIMIT 60" your answer was '60', right? But one of the rules for answering questions stated: If the answer to a Q would otherwise be a number greater than 10, consider 'TOO MANY' to be the answer instead. Although you may have thought that this rule only applied to reduce the burden of counting, it also applied here.

The next neighborhood had several 'name changes', where Kelly Johnson became Hercules, which became Constellation. The question asked: How many times does the roadway you are traveling on change names? So your answer was ... 2. But since Roadways of different names are different roadways, no roadway ever changes names. How about an answer of Zero?

This rally had an unusual roadway-naming convention. Unlike many rallies, where any subset of the name on the sign was sufficient, roadways had to be referred by their full name; however, abbreviations did not exist on signs, nor did the words: Avenida, Avenue, Boulevard, Canyon, Center, Drive, Highway, Mountain, Place, Road, Street, Trail, & Way. So when Rancho Tesoro Dr intersected with Avenida Rancho Tesoro, that was really just Rancho Tesoro & Rancho Tesoro; it was not an OPP since that would require a roadway with a different name.

The next neighborhood featured a giant circle with 3 spokes leaving the circle to the west, north, and east, but not to the south. You approached the circle from the west and executed R at STOP to begin going around the circle counterclockwise. The next NRI was R @ 2nd INT. At the East Intersection there were no roadway-naming signs at all, so that clearly wasn't an INT (exactly 2 differently named

roadways). The North Intersection was clearly an INT. Then you came to the West Intersection. You should not have executed the NRI there since it was the same Intersection where you did the previous NRI. Did you gleefully bypass that same (West) Intersection and the unnamed (East) Intersection and do the R @ 2nd INT at your return visit to the North Intersection? That was only worth $\frac{2}{3}$ credit; to get full credit you had to realize that although you couldn't complete the NRI at the West Intersection, you could count your 2nd INT there and then turn right *as soon as applicable thereafter* at the unnamed East Intersection. The scoring question was designed to determine how many times you went around the circle (to the nearest $\frac{1}{4}$); full credit was $1\frac{1}{2}$, not $1\frac{3}{4}$ times.

Next a question asked: Do you see "TESORO VILLAGE (Private Driveway)"? The sign you actually saw was "TESORO VILLAGE (Private)" so you were about to say NO when you realized that since Parentheses and their contents did not exist on the Course Pages, you were simply looking for "TESORO VILLAGE", which you did see.

In the next neighborhood you were looking to go Left on Crown when you came to Crown Court. Since roadways had to be referred to by their full name, that didn't count; at the next intersection you could use Crown Ct because abbreviations did not exist on roadway-naming signs. In an adjoining neighborhood, the roadway NORTH PARK (1 word) became PARK (the sign said N PARK but without abbreviations the road was just PARK), which became NORTH PARK (2 words).

The latest Checkpoint Instruction gave an unusual directive: There is an area that you will drive through where some of the signs have been mutilated so that the end of the roadway name cannot be read. After you complete NRI 75 and until you complete NRI 78, consider only the first 3 letters on a roadway-naming sign to be the name of the roadway. It further pointed out that this was a valid exception to the rule against splitting words. One of the roadway names affected by this short-lived rule was: CARAWAY. You had to

remember that

Rallymaster Instruction – Start had an innocuous rule which stated: Be sure that you have supplied all necessary information about the car you are driving to the registrar, especially if you are driving a rental car; do not use any other car on today's rally. This meant that you couldn't use the roadway that was now named CAR.

As you were getting ready to leave this neighborhood you were given an unusual instruction: L at the main portion of SECO. What you found was that there was a small portion of SECO, then a small divider, and then the main portion of SECO. Although it was an unusual situation, it seemed obvious was meant. However, since the definition of AT was: 'To be within 50 feet of', the correct action was to go left on the small portion of SECO since it was within 50 feet before the main portion of SECO.

Next you had a simple situation where you were instructed: L 1st OPP after "HILLSBOROUGH". Since the sign was on the near side of the intersection with Hillsborough, the first OPP thereafter was the roadway Hillsborough itself; that was simple enough. The scoring question simply asked: What is the name of the 1st OPP you come to? However, since the definition of OPP was: A RDWY onto which you can turn in a direction (R and/or L) indicated in an active NRI, and the active NRI instructed you to L, you needed a roadway you could turn left on. On both Hillsborough and the next roadway (Grandview), you came to a Sideroad to the right, followed by a Sideroad to the left; to earn full credit you needed to answer with the name of the left-Sideroad on Hillsborough, Beaumont.

In the next neighborhood you drove up the hill looking to count STOPS for a question. There weren't any regular STOP signs, but there was a checkpoint whose sign was located within an intersection. Since the definition of STOP was: A sign that requires you to stop at an Intersection, the checkpoint sign counted as a STOP since the rules required you to stop there.

The rally jumped from one area to the next, asking questions along the way. One question asked you to count "DRIVE". The word DRIVE was

among the words that did not exist on roadway-naming signs, but that did not mean that you couldn't count it on other signs. You had to count a "DRIVE THRU" and two "OK TO DRIVE SHOULDER" as "DRIVE". Next you had to realize that a roadway posted "Robert C Lee" was named Robert Lee since initials counted as abbreviations and did not exist on roadway-naming signs. Then you had to realize that although CENTER was among the list of forbidden words, the roadway CENTRE POINTE was unaffected.

After crossing over a newly-built bridge, you crossed under the bridge looking for: L at 2nd Intersection. Since the definition of Intersection was simply: A place where 2 or more roadways meet and/or cross, the place where the roadway atop the bridge crossed over your roadway was the 1st Intersection and the next one was the 2nd. Next you were seeking to execute: Turn on SPIRIT COURT or Turn on SPIRIT. Depending on how you had counted Intersections, you approached the Sideroad in question from the east or the west; in either case the pre-marker said SPIRIT COURT but the sign at the intersection said SPIRIT. Since one of the rules stated that the sign at the intersection superseded the pre-marker in case they were different, it seemed obvious that the answer to the question: Which portion of NRI 96 did you execute? was the 2nd portion. However, the rule about OR stated: Execute either the 1st listed portion or the 2nd listed portion of the NRI (whichever can be executed first along the rally course) and then consider all portions of the NRI to be completely executed, you had to answer: Both, or All, or you had to respond NO NAME which indicated that the question was unanswerable.

The next question asked for the name of the RDWY at the 1st SIGNAL after "Speed Limit 55". The sign said SANTA CLARITA PKWY, so the answer was obviously just Santa Clarita (since abbreviations do not exist on roadway-naming signs) but there was another proviso of that rule: Whenever the words CITY OF SANTA CLARITA appear in a logo on a roadway naming sign, do not consider any of those words nor anything that

appears within the logo to be part of the roadway name. Since the sign did include such a logo, roadway was unnamed and the question was unanswerable. You had to respond NO NAME to earn full credit; half credit was allowed for answering at the next Signal if you thought that being unnamed made Santa Clarita not a Signal at all.

Rallymaster Instruction – Start came into play once more with its stricture: Today's rally, A Course With No Name, is presented by Santa Monica Sports Car Club/Cal Club as part of the 2011 Road Rally Challenge. Consider any other "Course" to be non-existent. You came upon a roadway named OLD COURSE. You should have realized that "COURSE" meant a sign which included the word COURSE, making that roadway unnamed, and thus not an OPP.

Next there was NRI 105 – R at Signal, followed by NRI 104 – R at Signal. It did not seem to matter whether you did them in numerical order, but the question that appeared between them asked for the number of Signals you encountered. But the rules for answering questions limited your answer to a period that began as soon as you completed the last NRI above the question, and ended when you completed the 1st NRI below the question; there was no time in the answerability period, so the question was unanswerable.

You were almost done; the hotel was almost within sight. After so many NRIs with 2 portions, you were now confronted with one that had 3 portions. The OR rule stated: Execute either the 1st listed portion or the 2nd listed portion of the NRI (whichever can be executed first along the rally course) ..., so you could not execute the 3rd portion.

The end was near; you were returning to the Sagecrest loop with the instruction: L onto SAGECREST (after passing it once). But since parentheses and their contents do not exist on the Course Pages, you had to go left on the Sagecrest loop at its near end, rather than at its far end.

The fact that others were going around the Sagecrest loop the wrong way was looped by an NRI which stated:

Turn on LAURELCREST. R onto

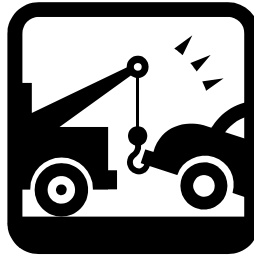
THE OLD.

It seemed that you were ready to head for the hotel. As soon as you turned on Laurelcrest, you were ONTO Laurelcrest since the ONTO rule 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. When Laurelcrest ended and Hazelcrest began (at the intersection which had been the 1st INT of the day), you had to U-Turn to remain on Laurelcrest.

There was only one more question: Can you see "CHEVRON" (across the freeway)? NO since it was obviously more than 100 feet beyond the side of the roadway, which was the limit. And then you were done.

In total there had been 45 questions. Most had seemed straightforward and easy to answer, but many were designed to determine whether you had violated the rally rules in attempting to follow 'A Course With No Name'.

Contestants generally liked the rally, even with its unusual conventions. The most thought-provoking question that I was asked was: How can I purge all of this from my brain so that I can run the course rally [using the SCCA RoadRally Rules] tomorrow?



RECALL LOG

Rolls-Royce: 2010 Ghost with turbo. Circuit board that controls auxiliary water pump can over heat. 589 units. NHTSA recall 11V522.

Yamaha: 2007 XVS 1300/CT; 2009-12 XVS 95/CT. Possible leak in fuel system. 2800 units. NHTSA recall # 11V533.

Pontiac: 2008-09 G8. Possible delay in air bag timing system. 38,444 units. NHTSA re- call # 11V534.

Chrysler: 2008-12 Jeep Wrangler with right hand drive. Possible problems in air bag circuitry. 5334 units. Chrysler recall # L37.

Yamaha: 2012 XTZ 12B/BC. 'O' ring at fuel pump may have been installed wrong. 1069 units. NHTSA recall # 11V532.

Toyota: 2004-05 Lexus ES330, RX330; 2006 Lexus RX400H; 2004 Toyota Avalon; 2004-05 Camry, Solara, Highlander, Sienna; 2006 Highlander Hybrid. Crankshaft pulley not properly assembled, can cause loss of power steering. 420,326 units. NHTSA recall # 11V539.

Nissan: 2011-12 Infiniti G37 Coupe; 2011 Nissan 370Z. Auto reverse window switch may not work. 1788 units. NHTSA #11V538.

GM: 2012 Chevrolet Express, GMC Savana. Air bags don't fully inflate. 1798 units. GM recall # 11302.

GM: 2012 Chevrolet Colorado, GMC Canyon. Seat belt warning system not properly connected. 5220 units. GM recall # 11322.

Toyota: 2011-12 Sienna. Incorrect tire loading specifications per FMVSS 110. 210,000 units. NHTSA recall # 11V560.

Subaru: 2012 Impreza, Legacy, Outback. Brake master cylinder can fail. 31,959 units. Subaru recall # WVY-35.

Honda: 2001-10, 2012 GL 1800 (M/C). Faulty brake secondary system can cause rear brake to drag. 126,000 units. Honda recall # S03.

Nissan: 2011 Rogue. Solder of electric power steering may break and cause loss of steering. 7365 Units. NHTSA recall 11V565.

Ford: 2010-11 Ford Fusion, Mercury Milan with steel wheels. Wheel studs can fracture. 128,616 Units. Ford recall # 11S23.

Nissan: 2011 Juke. Turbo bracket can break. 28,294 units. NHTSA recall 11V583.

Ford: 2011 F-150; 2012 F-250, F-350, F- 450, F-550. Transmission can be shifted out of park without stepping on brakes. 16,091 units. NHTSA recall # 11V582.

Nissan: 2010-11 Sentra with MR20 engine. Possible electrical system problem can cause engine to stall. 33,803. NHTSA # 11V579.

GM: 2011-12 Chevrolet Captiva. Driving at a fast rate can cause power steering pump to run faster than usual & fluid can overheat & catch fire. 3150 units. GM recall # 11333.

GM: 2010-11 Cadillac SRX. Transmission shift cable not properly installed - may not show gear actually in, including Park. 8789 units. GM recall # 11348.

Nissan: 2011 Infiniti FX; 2011-12 Path-finder, Xterra; 2012 Infiniti M, Frontier, NV. Oil filter bracket has bad bolts. 14,718 units. NHTSA recall # 11V592.

