

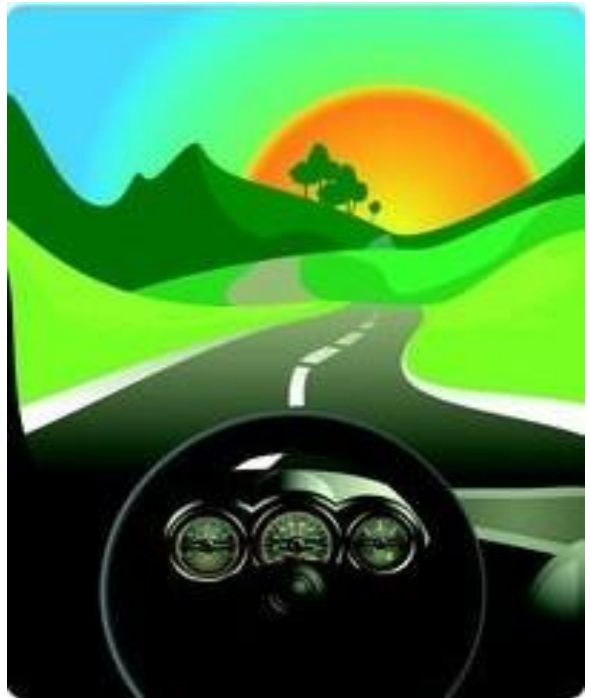


# ROAD *and* TACH

---

*Happy  
Easter!*

*The Spring  
Classic*



---

2012 Issue 2 – Mar/Apr/May

## Presidential Mulling

No Presidential Mulling this month.

Instead, we have an Editorial Expose! Well, not really an expose, but those words sound pretty exciting.

You probably noticed that the cover has an Easter reference, even though Easter was a month ago. That's because this issue of R&T was supposed to be published a month ago – didn't happen. A number of things got in the way, and so here it is now. But I really liked the chocolate bunnies cartoon and didn't want to wait until next year to use it. Thus we have a dual-purpose cover – something to laugh at, and something to promote.

The Spring Classic is a tour rally written by Patrick Strong that (assuming we get good weather) features some stunning views of Southern California from various vantage points. The rally tours the Santa Monica mountains and the Palos Verdes peninsula, both widely known for spectacular views.

Come join us on May 12 for a great drive and great views.

Be there!!

### ANSWERS to Quiz on page 7:

1. 1926; 2. 1948; 3. 1939; 4. See the USA in a Chevrolet; 5. 1962; 6. Torino; 7. 1953; 8. DeSoto; 9. 1969 Dodge Charger; 10. 1946; 11. Black; 12. 1956; 13. 170 & 225; 14. 1958; 15. Gran Turismo Omologato; 16. 1-5-3-6-2-4; 17. 1956; 18. 1-8-4-3-6-5-7-2; 19. 327; 20. Kaiser.

## COMMUNICATION WITH SMSCC

CAN BE DONE EITHER BY  
SURFACE MAIL TO:

Santa Monica Sports Car Club  
30 - 13<sup>th</sup> 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](http://www.smscc.org).

Cal Club's website is [www.calclub.com/roadrally](http://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 4	First Friday Niter	BofA, Mission Hills	SMSCC	<a href="http://www.smscc.org">www.smscc.org</a>
May 12	Spring Classic	BofA, Mission Hills	SMSCC	<a href="http://www.smscc.org">www.smscc.org</a>
May 16	FFN checkout	BofA, Mission Hills	SMSCC	310-372-7168
Jun 1	First Friday Niter	BofA, Mission Hills	SMSCC	<a href="http://www.smscc.org">www.smscc.org</a>
Jun 2	Rich Pare Mem Rally	Lancaster	PCA	661-273-2690
Jun 13	FFN checkout	BofA, Mission Hills	SMSCC	310-372-7168
Jun 23	Ocean's Twelve	Agoura Hills	ITN	<a href="http://www.itnrally.org">www.itnrally.org</a>
Jun 30	El Camino Real	Santa Barbara	PCA	805-527-8280
Jul 6	First Friday Niter	BofA, Mission Hills	SMSCC	<a href="http://www.smscc.org">www.smscc.org</a>
Jul 18	FFN checkout	BofA, Mission Hills	SMSCC	310-372-7168
Jul 21	Not My Fault	BofA, Mission Hills	SMSCC	<a href="http://www.smscc.org">www.smscc.org</a>
Aug 3	First Friday Niter	BofA, Mission Hills	SMSCC	<a href="http://www.smscc.org">www.smscc.org</a>
Aug 15	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 off 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](mailto:ean21@juno.com)*

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

Oops! The last R&T had the wrong results for this FFN. These are the correct results.

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	Mitsa	PCSCC	13	3	1	2	1	4	2
2	A	Revere Jones	Charlie Engen	Cooper S	PCA- SMSCC	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 Petrasca	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

Cal Club SCCA/Santa Monica Sports Car Club  
First Friday Niter  
February 3, 2012

Place	DRIVER/NAVIGATOR	CAR	CLUB	Leg 1	Leg 2	Leg 3	Total
<i>CLASS A</i>							
*1	Revere Jones/Jared Leadbetter	Mini	TCSCC/PCA	0.06	0.74	0.02	0.82
2	Paul McGaffey/Larry Richardson	COBRA	ITN	<b>0.00</b>	1.05	0.55	1.60
3	Joe Akerman/Nathan Harris	Subaru	ITN	0.04	5.00	5.00	10.04
<i>CLASS B</i>							
*1	Ron Dunlop/Robert Dunlop	Ford		<b>0.00</b>	0.89	0.09	0.98
<i>CLASS C</i>							
*1C	Kevin Ayers/Sean Ayers	BMW	ITN/SMSCC	<b>0.05</b>	0.46	0.58	1.09
2	Dave Botwin/Michael Westmore	Jaguar		0.08	0.56	0.92	1.56
3	Larry Boone/Jenny Boone	Toyota	Pumkin Rally Team	0.23	2.10	1.71	4.04
4	Lance Pekala/Evan Smith	BMW		0.19	1.90	2.23	4.32
<i>CLASS D</i>							
*1	Oliver Samaco/Dominic Guo	Mazda		0.21	2.08	0.95	3.24
*2	Robert Flores/Laszlo Fodor	Mitsubishi	SCCA	0.42	2.27	1.65	4.34
3D	Scott Rogers/Brandon deArakal	BMW		0.13	<b>0.01</b>	5.00	5.14
4	Shaun Bailey/MyThy Huynh	BMW	Cal Club	0.02	1.42	5.00	6.44
5	Carol Janes/Kathy Eskritt	Scion	SCCA	0.37	3.46	2.75	6.58
6	Richie Aunchareonporupat/Yan Yang	Mazda		0.39	3.37	4.02	7.78
7	Yee Chan/Ben Hsu	Datsun		0.42	5.00	5.00	10.42

no control card turned in for Car 10

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

Thanks to Ron and Robert Dunlop, Revere Jones, and Jared Leadbetter for helping out at the emergency control!

**Santa Monica Sports Car Club/Cal Club SCCA**  
**INAUGURAL**  
**February 25, 2012**

Place	DRIVER/NAVIGATOR	CAR	CLUB	Leg 1	Leg 2	Leg 3	Leg 4	Leg 5	Leg 6	Leg 7	Leg 8	Leg 9	Leg 10	Total
<i>Class A</i>														
*In1	David Budlong/Joe Akerman	Landrover	ITN	0.02	0.05	0.25	0.01	0.02	0.00	0.02	3.00	3.00	3.00	9.37
2	Stu Helfer/John Sears	Miata	SCCA	0.09	3.00	0.01	3.00	0.01	1.88	0.03	0.04	0.01	3.00	11.07
<i>Class C</i>														
*In1	Jessica Toney/J Toney	Nissan	SCCA/P CA	0.74	0.01	0.08	0.01	0.60	0.09	0.10	3.00	0.09	0.02	4.74
2	Larry Boone/Jenny Boone	Toyota	Pumkin	2.70	0.70	0.32	0.12	0.52	0.52	0.22	0.21	0.89	0.34	6.54
3	Andrew Provost/Kim Provost	Mini Cooper	MOALA	3.00	0.45	0.83	3.00	2.32	1.24	4.00	4.00	4.00	4.00	26.84
<i>Class D</i>														
*1	Robert Flores/Laszlo Fodor	Mitsu Lancer	SCCA	3.00	0.24	0.39	0.64	1.12	0.21	0.53	0.02	0.02		6.17
In2	Shaun Bailey/MyThy Huynh	BMW M3	SCCA	1.38	0.24	3.00	1.41	0.51	0.28	0.22	1.59	1.96		10.59
3	Cesar Robles/Sushant Soni	Scion		1.58	0.49	2.74	2.24	2.08	1.37	0.39	1.24	0.93		13.06

\* - Trophy    In - Inaugural Leg winner

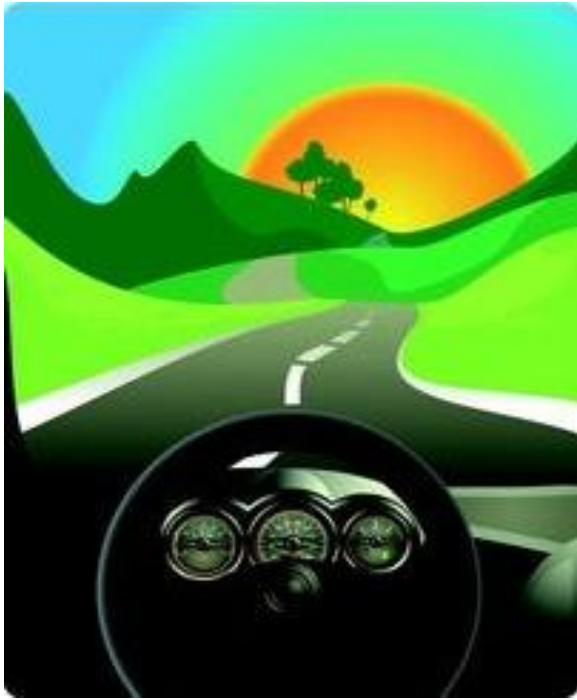
**Cal Club SCCA/Santa Monica Sports Car Club**  
**First Friday Niter**  
**March 2, 2012**

Place	DRIVER/NAVIGATOR	CAR	CLUB	Leg 1	Leg 2	Leg 3	Total
<i>CLASS A</i>							
*1	Paul McGaffey/Larry Richardson	COBRA	ITN	0.05	0.03	0.01	0.09
2	Revere Jones/Jared Leadbetter	Mini	TCSCC/PCA	<b>0.00</b>	0.18	0.01	0.19
<i>CLASS C</i>							
*1	Larry Boone/Jenny Boone	Toyota	Pumkin Rally Team	1.47	2.08	1.19	4.74
2C	Robert Day/ Sally Kinsey	Mazda		1.69	5.00	<b>0.15</b>	6.84
3	Jon Arcilla/Gayle Arcilla	Mercedes		1.99	2.94	1.93	6.86
<i>CLASS D</i>							
*1C	Kurosh Aghazadeh/Giancarlo Bray	Toyota	Fox	1.82	3.32	<b>1.29</b>	6.43
2	Carol Janes/Kathy Eskritt	Scion	SCCA	4.24	5.00	5.00	14.24

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

**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.



# *The Spring Classic*

*A grand tour of L.A.'s scenic drives*

**Saturday  
May 12, 2012**

**What?** An SCCA Regional Tour RoadRally. Rallymaster Patrick Strong brings you a fun-to-drive, trap-free TSD rally that will feature a blend of driver-oriented canyon roads, urban segments certain to keep navigators busy, and some of the most dazzling vistas that Southern California has to offer. Run to the Santa Monica Sports Car Club's First Friday Niter generals, The Spring Classic will be a treat for veteran rallyists and novices alike.

**Where?** Behind the Bank of America on Sepulveda and Devonshire in Mission Hills near the 405 and 118 freeways

**When?** Saturday, May 12, 2012. Registration opens at 9:00 AM, first car out at 10:01AM. Beginner orientation at 9:40AM. Rally will be about 6 hours. Finish location in the South Bay.

**How much?** \$50 at the Start. **DISCOUNTS AVAILABLE:**  
 \$10 off if we receive your entry and payment by May 7th.  
 \$10 off if both Driver and Navigator are SCCA members (\$3 off if only one is an SCCA member).

**Important!** Minors: For a minor to participate, 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 any SMSCC member), or the parent's signature is notarized. You can download the SCCA Minor Waiver from:  
[www.scca.com/documents/insurance/SCCAminorwaiver.pdf](http://www.scca.com/documents/insurance/SCCAminorwaiver.pdf) or link to it from [www.smscc.org](http://www.smscc.org)

Need more information? Contact Jeanne English at 310-372-7168 or email [ean21@juno.com](mailto:ean21@juno.com). Also see [www.smscc.org](http://www.smscc.org)

To enter, send this form to Jeanne English, Registrar, at 30 13th Street #E, Hermosa Beach, CA 90254.

Make check payable to SMSCC. Mail early and save!

DRIVER: \_\_\_\_\_

NAVIGATOR \_\_\_\_\_

ADDRESS: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

PHONE (cell preferred) \_\_\_\_\_

PHONE (cell preferred) \_\_\_\_\_

CITY/ST/ZIP: \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_

CITY/ST/ZIP: \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_

CLUB: \_\_\_\_\_

CLUB: \_\_\_\_\_

EMAIL: \_\_\_\_\_

EMAIL: \_\_\_\_\_

SCCA MEMBER? Yes \_\_\_\_\_ No \_\_\_\_\_ Member # \_\_\_\_\_

SCCA MEMBER? Yes \_\_\_\_\_ No \_\_\_\_\_ Member # \_\_\_\_\_

CLASS (circle one): A B C D

**Cal Club SCCA/Santa Monica Sports Car Club**  
**First Friday Niter**  
*April 6, 2012*

Place	DRIVER/NAVIGATOR	CAR	CLUB	Leg 1	Leg 2	Leg 3	Leg 4	Total
<b>CLASS A</b>								
*1	Joe Akerman/Nathan Harris	Subaru	ITN	0.01	0.02	0.56	2.32	2.91
2	Paul McGaffey/Ron Dunlop	COBRA	ITN	0.27	2.27	0.51	2.58	5.63
<b>CLASS B</b>								
1	Patrick Strong/Andrew Schark	BMW	SMSCC/SCCA	0.12	2.29	0.68	1.81	4.90
<b>CLASS C</b>								
*1	Larry Boone/Jenny Boone	Toyota	Pumkin Rally Team	0.53	1.93	0.28	0.41	3.15
2C	Jorge Lopez/Weena Lopez	Mini	SCCA	<b>0.03</b>	2.30	0.88	2.29	5.50
3	Kevin Ayers/Sean Ayers	BMW	ITN/SMSCC/PCA	0.08	2.65	0.98	2.32	6.03
4	Jonathan Arcilla/Gayle Arcilla	MBZ		0.26	2.22	1.04	2.62	6.14
5	Lance Pekala/Doug Folkerts	BMW		0.66	1.60	3.05	1.65	6.96
6	Cathy Robson/Bill Leflang	Dodge	PCA	0.71	1.39	0.39	5.00	7.49
<b>CLASS D</b>								
*1D	Ross Flores/Ryan Flores	BMW		0.92	<b>0.14</b>	1.25	0.85	3.16
2	Carol Janes/Kathy Eskritt	Scion	SCCA	1.15	0.28	0.85	3.35	5.63
3	Rafael Trias/Kevin Bentley	Subaru	SCCA	0.33	<b>1.71</b>	<b>0.25</b>	5.00	7.29
4	Rene Gimenez/Stephanie Gimenez	Chevrolet	SCCA	4.98	0.32	1.57	2.51	9.38
5	Aron Cantrell/Rob Flores	Mitsubishi	SCCA	4.95	3.48	1.50	2.76	12.69

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

*Did You Know....*

*That if there are at least 15 cars entered on a First Friday Niter, we award a half-price (not counting the SCCA Weekend Membership fee) entry to an otherwise non-trophy-winning car? And that if there are at least 20 cars entered on a First Friday Niter, we award a free entry (not counting the SCCA Weekend Membership fee) to an otherwise non-trophy-winning car? You must be present to win, so just because you think you did not do well you should stick around for awards. Who knows, you might win a free entry to an upcoming FFN!*

*That if there are at least 5 cars entered from any club or group, we give an award to the best placing car in your group that did not win a trophy? Somebody is guaranteed to win! So bring your friends and sign up as a club or group!*

*That we are always looking for rallymasters. Do you want to write a rally? Do you have an idea about a particular place you want to go to? Or type of rally you want to see? Just let us know and we will help you get it done.*

*That running an FFN checkout is an excellent way to learn about rallies? Find out what the rallymaster is thinking, why s/he wrote an instruction a particular way or used a particular word or phrase. Learn the difference between at, on, and onto, the difference between signs and landmarks, what the General Instructions really mean. You will ride with one of our experienced club members, and (hopefully) pick up some rally tips. Let us know if you want to attend!*

Need a navigator? Larry Richardson is looking for someone to run with - for a single event or multiple events. He has lots of years of experience, most recently running often with Paul McGaffey (in the red Cobra) while Paul's usual navigator was not available. You can contact him at Larryr55@worldnet.att.net.

## Into The Night – a different type of timed rally

by Larry Scholnick

Imagine a rally with no Route Instructions. There really are such things.

An Into The Night Monte Carlo rally has a series of checkpoints, each with a set True Time, but incomplete information is given as to where each checkpoint is located. You are initially given some information about the location of each checkpoint, but not always enough information. Often you get additional information at an informational non-timing checkpoint called a Standoff. Your task is to arrive at each (timing) checkpoint on time, neither early nor late; you may not stop within sight of a checkpoint, but you may creep (drive slowly).

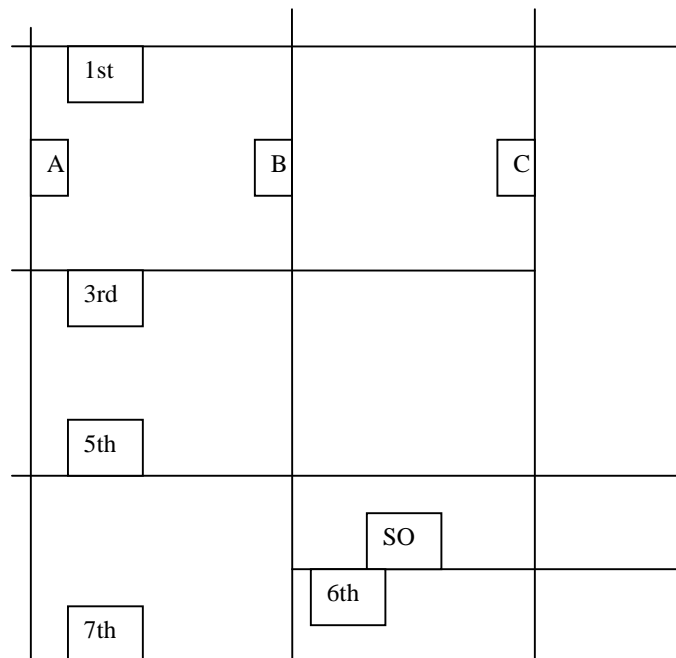
Here's how their recent Training Day rally went:

Standoff #1 was located a few miles Southeast of the start in Hemet, CA. Checkpoint 1 was described as being entered Westbound. The information for each checkpoint also includes a photo of a point that is within 1 mile after the checkpoint, and is on the same road as the checkpoint. In the case of leg 1, the photo showed the checkpoint road reaching a T-intersection at the road the Standoff was on. A quick check of the official maps revealed that there were only 2 short roads that T'd into the Standoff road from the East; the 2 roads were located a block apart, 1 block and 2 blocks North of the Standoff.

Since there is a significant penalty for entering a checkpoint in the wrong direction (Eastbound in this case), our strategy was simple: when we got to the 1st road, we would look to the right to see whether we could see the back side of the checkpoint. If we could see it, then we would go to the 2nd road and go around the block to the right; if we couldn't see the CP, then we would turn right at the 1st road and go around the block to the left. We saw the checkpoint on the 1st road, so we followed our plan to go around the block to the right.

The 2nd Standoff and Checkpoint were miles away in the mountain town of Anza. The checkpoint was described as 'heading away from the town of Anza'. There were relatively few roads on the map that headed away from the town of Anza and most of them appeared to be dead-end roads. We knew that the checkpoint could not be on any of the dead-end roads since you must leave a checkpoint heading the same direction you entered unless the checkpoint description states that you may 'leave in any direction', and this one did not say so. The Standoff provided further information that the Checkpoint was due East of the Standoff; that nailed down the location, so we headed there.

The rally proceeded farther East on CA-74 and then descended into the greater Palm Springs area. The Standoff for legs 3/4/5/6/7 was located in a 2-mile by 3-mile grid of country roads that were generally a mile apart; however, the Standoff was located on one of the few 1/2-mile roads.



Here's what we knew before we arrived: CP 3 and CP 4 were each described as being on 3rd, heading toward B. Since revisiting a checkpoint is never allowed, we knew that one of CP 3 & CP 4 was East of B, heading West and the other was West of B, heading East, but we could not determine which was which. CP 5 was described as being Southbound on B. CP 6 was described as being on 5th, heading away from C; this left two possibilities for CP 6: Westbound West of C or Eastbound East of C.

The Standoff resolved the question of which was CP 3 vs. CP 4 by telling us that CP 4 was due North of the Standoff. Standoff also told us that 5th West of B was Safe (meaning free of checkpoints), so we left the Standoff, went North on B, West on 5th (the Safe road), North on A, and then East on 3rd to enter CP 3. After leaving CP 3, we planned to look both ways in hopes of seeing CP 5 so that we could go the other way so as to avoid entering CP 5 early.

At the intersection of 3rd & B, we could easily see the back side of CP 5 to our left/North, so we had to turn right/South to avoid entering CP 5 early. The shortest route to CP 4 (which had been directly ahead of us on 3rd, but heading the wrong direction) was to go South on B, East on 7th, North on C, and then West on 3rd to enter CP 4. To get to CP 5, which was just North of us on B, we had to go South on B, West on 5th, North on A, East on 1st, and then South on B.

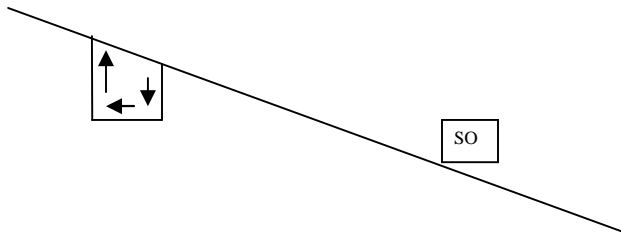


In our travels around the grid we had determined that CP 6 was Westbound West of C rather than Eastbound East of C, so we went South on B, East on 7th, North on C, and then West on 5th to CP 6.

CP 7 was pictured to be on a mountain road, and we were to approach it heading North. The Standoff told us that CP 7 was due East of the Standoff. That nailed it down to Box Canyon, nearly 20 miles East of Standoff. From there we continued to the Freeway and then headed West on I-10 to return to the Palm Springs area.

Standoff 8 was on Dillon Road near Thousand Palms. Checkpoint 8 was described as being entered heading Southeast. Very few roads in that area headed Northwest/Southeast, but Dillon Road (the Standoff road) was one of them. At the Standoff we were given further information that CP 8 was straight ahead, but we did not know how far.

Now the problem was to turn ourselves around since we were heading Northwest on Dillon Road. Luckily there was a neighborhood shown on the map where we could turn South of Dillon Road on one road, go West on another, and go North on a third road so that we could return to Dillon Road and turn Southeast and enter CP 8 in the proper direction.



Standoff 9 was now Northwest of us, so we had to go around the same block to return to Dillon Road and head Northwest this time. From Standoff 9 we were given information that CP 9 was due West. Again, since CP 9 had to be entered Eastbound, we had to go around a triangular block in order to enter CP 9 in the correct direction.

So, although there were no specific route instructions with specific turns and speeds, the locations of the checkpoints and standoffs, the directions in which each had to be entered, and the maps and available information determined the only possible route.

In a few cases there were longer routes available, but the times given did not allow taking the longer route. For example, at Standoff 8 there was a much longer way to reach Dillon Road farther Northwest of us, heading Southeast, but doing so would have taken an extra half hour that we didn't have. One of the truisms of ITN rallies is that every leg is possible to do at legal speeds. Since we didn't have that extra half hour to go around to reach Southeast-bound Dillon Road, checkpoint 8

had to be in the small section that we actually could get to in the available time.

We made one mistake along the rally; in the grid we took a longer route from CP 3 to CP 4 (we went South on B, West on 5th (safe), North on A, East on 1st, South on C, and then West on 3rd to enter CP 4). Our route was 2 miles longer, and we were nearly ¾ minute late despite my driver's best efforts.

### AUTOMOTIVE TRIVIA QUIZ [self correcting – no cheating]

Following are worth 1 point each:

1. When was the Chevrolet 'Bow Tie' first used?
2. In what year did Ford introduce the F Series pick up?
3. What year was the first production Mercury?
4. What was the popular Chevrolet slogan in the 50s & 60s?
5. What year did seat belts become mandatory?
6. What was the Ford model driven by Starsky & Hutch?
7. Year Buick's portholes first appeared?
8. What company called its hemi engine the Fire Dome?
9. What year, make and model was the General Lee?
10. In what year did Cadillac introduce the tail fins?
11. The 1969 Trans Am was only available in one color - what color?
12. When was the first padded dash introduced?
13. What was the cubic inch displacement of the Chrysler 63-66 slant six engine?
14. In what year was the Chevrolet Impala introduced?
15. What does the Pontiac GTO stand for?

Following are worth 2 points each:

16. What is the firing order of a Chevrolet 235 cubic inch engine?
17. What year did Ford switch from 6 volt positive ground to 12 volt negative ground?
18. What is the firing order of the 327 Chevrolet engine?

Following are worth 3 points:

19. What is the cubic inch displacement of an engine with 4" bore and 3.25" stroke?
20. Who made the Manhattan, Virginian, Carolina and Dragon?

-answers on page 2-



**MONTE CARLO RALLYE**  
**January 20-22, 2012; Monte Carlo**

1. Sebastien Loeb/Daniel Elena	
Citroen DS3 WRC	4:32:39.9
2. Dani Sordo/Carlos del Barrio	
Mini John Cooper Works WRC	4:35:25.4
3. Petter Solberg/Chris Patterson	
Ford Fiesta RS WRC	4:35:54.1
4. Mikko Hirvonen/Jarmo Lehtinen	
Citroen DS3 WRC	4:36:46.7
5. Evgeny Novikov/Daniel Giraudet	
M-Sport Ford Fiesta RS WRC	4:38:43.3
6. Francois Delecour/D. Savignoni	
Ford Fiesta RS WRC	4:40:27.8
7. Pierre Campana/S. De Castelli	
Mini John Cooper Works WRC	4:41:11.3
8> Ott Tanak/K. Sikk	
Ford Fiesta RS WRC	4:43:14.5
9. Martin Prokop/J. Tomanek	
Ford Fiesta RS WRC	4:48:50.6
10.Armando Araujo/M. Ramalho	
Mini John Cooper Works WRC	4:48:56.5

**RALLY SWEDEN**

**Karlstad; February 9-11, 2012**

1. Jari-Matti Latvala/Mikka Anttila	
Ford Fiesta RS WRC	3:18:28.3
2. Mikko Hirvonen/Jarmo Lehtinen	
Citroen DS3 WRC	3:18:44.9
3. Mads Ostberg/J Andersson	
Ford Fiesta RS WRC	3:19:07.1
4. Petter Solberg/Chris Patterson	
Ford Fiesta RS WRC	3:19:42.6
5. Evgeny Novikov/Denis Giraudet	
Ford Focus RS WRC	3:21:09.7
6. Sebastien Loeb/Daniel Elena	
Citroen DS3 WRC	3:21:23.4
7. Henning Solberg/Ilka Minor	
Ford Fiesta RS WRC	3:22:17.8
8. Patrick Sandell/S. Parmander	
Mini John Cooper Works	3:23:37.2
9. Martin Prokop/Z. Hruza	
Ford Fiesta RS WRC	3:23:58.3
10.Eyvind Brynildsen/Cato Menkerud	
Ford Fiesta RS WRC	3:24:55.5

**RALLY MEXICO**

**Guanajato; March 9-11, 2012**

1. Sebastien Loeb/Daniel Elena	
Citroen DS3 WRC	4:15:32.7
2. Mikko Hirvonen/Jarmo Lehtinen	
Citroen DS3 WRC	4:16:15.1
3. Petter Solberg/Chris Patterson	
Ford Fiesta RS WRC	4:17:44.1
4. Mads Ostberg/J. Anderson	

Ford Fiesta RS WRC	4:20:24.2
5. Ott Tanak/K. Sikk	
Ford Fiesta RS WRC	4:20:35.3
6. Nasser Al-Attiyah/G. Bernacchini	
Citroen DS3 WRC	4:22:14.1
7. Armindo Araujo/M. Ramalho	
MINI John Cooper Works WRC	4:28:19.6
8. Sebastien Ogier/Julien Ingrassia	
Skoda Fabia S2000	4:30:30.5
9. Ken Block/Alex Gelsomino	
Ford Fiesta RS WRC	4:37:59.5
10.Ricardo Trivino/A. Haro	
Ford Fiesta RS WRC	4:39:03.4

**DRIVER'S CHAMPIONSHIP**

	Mexico	Total
1. Sebastien Loeb	27	66
2. Mikko Hirvonen	18	50
3. Petter Solberg	18	47
4. Mads Ostberg	13	28
5. Jari-Matti Latvala	0	26
6. Evgeny Novikov	0	21

**TEAM CHAMPIONSHIP**

	Mexico	Total
1. Citroen Total WRT	43	108
2. Ford WRT	15	70
3. M-Sport Ford WRT	10	38
4. MINI WRT	0	26
5. Qatar WRC	8	16
6. Adapta WRT	12	12
7. Citroen Junior WRT	6	6

**RALLY IN THE 100 ACRE WOOD**

**Salem, MO; February 24-26, 2012**

1. Ken Block/Alex Gelsomino		Open
12 Ford Fiesta HFHV	1:31:38.9	
2. David Higgins/Craig Drew		Open
12 Subaru WRX Sti	1:32:08.2	
3. Krzysztof Holowczyc/M. Wislawski		Open
06 Mitsubishi Evo IX	1:40:49.8	
4. Lauchlin O'Sullivan/Scott Putnam		SP
03 Mitsubishi Evo	1:41:09.1	
5. Travis Hanson/Terry Hanson		SP
07 Subaru Imprezza WRX Sti	1:41:53.0	
6. Adam Yeoman/Jordan Schulze		Open
02 Subaru Imprezza	1:45:43.2	
7. Chris Duplessis/Karl Atkinson		2WD
11 Ford Fiesta R2	1:46:26.2	
8. Andrew Picard/Brian O'Kane		2WD
11 Scion XD	1:49:23.0	
9. Dillon VanWay/Jake Blattner		2WD
11 Ford Fiesta	1:49:25.8	
10.Edward McNelly/Ole Holter		2WD
11 Ford Fiesta R2	1:50:05.5	

## RECALL LOG

Fisker: 2012 Karma. Coolant hose clamps not positioned correctly. 239 units. Fisker recall # 51611001.

Piaggio (motorscooter): 2009-12 Vespa S50; 2010-12 Vespa LX50; 2011-12 Fly50. Ignition control unit can fail. 2147 units. NHTSA recall # 11V603.

GM: 2012 Chevrolet Sonic. Front brake pad may be missing. 4296 units. GM recall 11354.

Ford: 2001-02 Escape. Brake master cylinder cap can leak causing corrosion and/or fire. 244,530 units. Ford recall # 11S24.

Ford: 2004-05 Ford Freestar; Mercury Monterey. Transmission output shaft may fail. 205,896 units. Ford recall # 11S25.

Mini: 2007-11 Cooper S; 2008-11 Cooper S Clubman; 2009 JCW Clubman; 2009-11 Cooper S Convertible, JCW, JCW Convertible; 2011 Cooper S Countryman. Auxiliary water pump circuit board can overheat. 88,911 units. NHTSA recall # 12V008.

Kia: 2006-08 Optima; 2007-08 Rondo. Driver's air bag assembly can fail to deploy. 145,755 units. Kia recall # SC094.

Britax (child seat): 2010-11 Chaperone (black/silver, red, camouflage, green). Harness adjuster can detach. 14,220 units. NHTSA recall # 12C001.

Mazda: 2001-02 Tribute. Brake master cylinder cap can leak allowing possible fire. 52,390 units. Mazda recall # 6712A.

Maserati: 2008-10 Granturismo. Tail lamps can fail. 1768 units. Maserati recall # 198.

Suzuki [M/C]: 2012 AN400, AN650, DL 650. Lever mounted brake light switch can fail. 1396 units. Suzuki recall # 2A26/2A27.

Nissan: 2012 Versa with automatic transmission. Driver can shift out of Park without depressing brake pedal. 36,608 units. NHTSA recall # 12V032.

Chrysler: 2011-12 Dodge Charger (police model). Headlights and/or ABS systems can fail due to faulty electronic connections. 9688 units. Chrysler recall # M01.

Nissan: 2012 Altima, Versa. Side air bags can have wrong propellant. 976 units. NHTSA recall # 12V055.

Honda: 2008-09 Odyssey. Liftgate gas struts can fail. 45,747 units. Honda recall # S22.

Honda: 2012 Acura MDX, Honda Pilot. Bad valve in fuel tank can cause fuel leak. 8709 units. Honda recall # S25/S26.

Kawasaki: 2008-11 Ninja ZX-10R; 2009-12 Ninja ZX-6R. Alternator may not charge battery properly. 20,544 units. NHTSA recall # 12V064.

Nissan: 2012 Murano, Rogue. Tire monitoring system not working. 2983 units. NHTSA recall # 12V068.

Porsche: 2011-12 Cayenne, Cayenne S, Cayenne S Hybrid, Cayenne Turbo. Headlights can come loose from fender. 20,278 units. Porsche recall # A001.

Nissan: 2011-12 Infiniti M, QX; Nissan Juke. Fuel pressure sensors can loosen and leak. 79,275 units. NHTSA recall # 12V069.

Goodyear: 2009 Wrangler Silent Armor. Can have partial tread separation. 40,915 units. NHTSA recall # 12T003.

Volvo: 2012 S60, S80, XC60, XC70. Air bag wire harness can come apart. 17,000 units. Volvo recall # 250.

Nissan: 2011-12 Quest. Pointing downhill with  $\frac{1}{4}$  tank of fuel can cause engine to stall. 23,531 units. NHTSA recall # 12V076.

Nissan: 2003-05 Infiniti Q45. Bad electrical connector can cause air bag to not deploy. 1349 units. NHTSA recall # 12V079.

Chrysler: 2004-05 Jeep Liberty (salt belt states). Rear suspension lower control arm can corrode and break. 209,724 units. Chrysler recall # L27.

Toyota: 2005-09 Tacoma. Steering wheel shake can cause driver's air bag to not work. 495,470 units. NHTSA recall log # 12V092.

Toyota: 2009 Camry, Camry HV; 2009-11 Venza. Poorly assembled stop lamp switch can cause failure of instrument electronics. 186,798 units. NHTSA recall # 12V091.

Nissan: 2003-04 Infiniti M45. Bad electrical connection can cause fuel gauge to read more than actual. 8120 units. NHTSA recall # 12V088.

GM: 2012 Buick Regal. Software problem can cause some lights not to work. 3633 units. GM recall # 12048.

**Santa Monica Sports Car Club**  
**30 – 13<sup>th</sup> St, Apt E**  
**Hermosa Beach, CA 90254**

## **FIRST CLASS MAIL**

# 2012 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.