



ROAD *and* TACH



2014 Issue 2 – April, May

Presidential Mullings

This month bringing you the current standings of the 2014 SMSCC Rally Series

2014 SMSCC Rally Series		Pts	Run
1	Jessica Toney	26	3
	J Toney	26	3
	Joe Batwinis	26	3
	Andrew Schark	26	3
5	Nathan Harris	25	1+W
	Joe Akerman	25	1+W
7	Dave Jameson	23	3
8	Stu Helfer	20	2
9	Robert Day	18	2
	Sally Kinsey	18	2
	Paul McGaffey	18	3
	John Sears	18	2
13	Larry Boone	16	2
	Jenny Boone	16	2
15	Larry Richardson	14	2
16	Karl Broberg	10	1
	Dan Coplan	10	1
	Brandy Rhea	10	1
	Scott Kimbrell	10	1
	Kyle Weichman	10	1
	Dikk Jones	10	1
	Janis Jones	10	1
	Jack von Kaenel	10	1
	Sebastian Rios	10	1
	Shauna Rios	10	1
26	Nathalie Karouni	8	1
	Wayne Mattson	8	1
	Daniel Peterson	8	1
	Douglas Schauer	8	1
30	Jack Rabell	6	1
	Dick Rafter	6	1
32	Dan Jameson	5	1
33	Noel Petrosian	4	1
	Martick Saghetalin	4	1
	Ron Dunlop	4	1
	Tom Gould	0	W
	Revere Jones	0	W

See you down the road!

Jeanne English,
SMSCC President



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:

Jeanne English, President ean21@juno.com
Larry Scholnick, Vice-President Larry_Scholnick@yahoo.com
Joanna Weissen, Treasurer rallyejo@yahoo.com
Patrick Strong, Secretary bigdaddystrong@hotmail.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>
Jun 6	First Friday Niter	BofA, Mission Hills	SMSCC	www.smscc.org
Jun 14	The Old Roads	Lebec	ITN	itrally.org
Jun 18	FFN checkout	BofA, Mission Hills	SMSCC	310-372-7168
Jul 4	First Friday Niter	BofA, Mission Hills	SMSCC	www.smscc.org
Jul 16	FFN checkout	BofA, Mission Hills	SMSCC	310-372-7168
Jul 19	NMF checkout	BofA, Mission Hills	SMSCC	310-372-7168
Jul 23	Dinner meeting	to be determined	SMSCC	310-372-7168
Aug 1	First Friday Niter	BofA, Mission Hills	SMSCC	www.smscc.org
Aug 9	Not My Fault	BofA, Mission Hills	SMSCC	www.smscc.org
Aug 13	FFN checkout	BofA, Mission Hills	SMSCC	310-372-7168
Sept 5	First Friday Niter	BofA, Mission Hills	SMSCC	www.smscc.org
Sept 17	FFN checkout	BofA, Mission Hills	SMSCC	310-372-7168

Want to make sure you keep getting Road & Tach? Sign up for the email version! You will keep getting it until your email bounces or you tell us to stop sending it. The paper version is based on running rallies – the more often you run, the longer we send it to you. Don't run for several months – no more R&T for you! Let me know at ean21@juno.com.

A Man Ahead of His Time

by Larry Scholnick

When I first started running Santa Monica Sports Car Club's First Friday Niter rallies over 40 years ago, there was already a fixture in place; the man at the starting line was Harry Peterzell. Every month he made sure that we (and everybody else) started out each rally at the right time.

Years later, after I joined the club, Harry Peterzell led a movement within the club that directed each Rallymaster to secure a non-smoking section at the finish location for the post-rally activities. His purpose was admittedly self-focused; he was especially sensitive to cigarette smoke, and did not want to miss any of the festivities due to cigarette smoke. For years I and other Rallymasters complied with this directive, going out of our way to find finish locations that had non-smoking sections in which we could have the post-rally activities. After some number of years, that requirement became partially obsolete, since every restaurant was required to have a non-smoking section; all we had to do was to schedule the rally activities to be held in the non-smoking section. Eventually restaurants could not allow smoking at all, rendering the club directive obsolete.

Harry Peterzell, long our club's senior member, died March 26 at the age of 83; he is survived by his wife Joyce and his sons David and Paul. His spirit will live on in Santa Monica Sport Car Club.

Pictures:

cover – Harry (left) and Paul in the 1954 Jaguar
top right – Paul, David, the Jag, and Harry, circa 1966 in the BofA parking lot
middle right – the same group in the same place, circa 1995
bottom right – Paul and his daughter Elise at Laguna Seca



How Are True Times Calculated?

by Larry Scholnick

Every time-speed-distance rally you've ever been on had a True Time for each leg of the rally; a comparison of your time to the True Time is what determined your score. But, have you ever wondered how True Times are calculated.

As a rally club, we have one instrument in our arsenal that you probably don't have: an Adjustable, Hundredth of a Mile Odometer.

Unlike the odometer in most cars, ours reads in hundredths of a mile rather than in just tenths of a mile. But more importantly, we can adjust ours to read higher or lower.

We begin by running our Adjustable Odometer against freeway bridge measurements (which are posted in hundredth of a mile) for at least 25 miles. We adjust our odometer's correction factor so that the odometer matches the highway department's measurements. It should be noted that Caltrans (the California Department of Transportation) always measures the mileage as of the midpoint of the bridge; if the bridge is 2/10 of a mile long, the mileage is at the midpoint, 1/10 of mile from either end.

Once our odometer is adjusted to read correctly, we run the rally from start to finish, beginning with the odometer check. As we go, we note our odometer reading at key points along the odometer check and at each point on the rally where a speed change is done. We start each leg of the rally at 0.00 Official Miles.

Imagine the following sequence of Route Instructions:

Official Mileage	Route Instruction #	Route Instruction
20.20	15	End odometer check at "END ODO". Leave this point 27 minutes after your Start Time for Leg 1. CAST 30.
	16	Pause ½ minute at SIGNAL.
	17	CAST 40 at "SPEED LIMIT 45".
	18	DIYC at "END 45 SPEED LIMIT". CAST 50.

Imagine further that when we measured the rally, the mileage at #17 was 23.50, and the mileage at #18 was 26.20.

We would put all of these numbers into a spreadsheet similar to the following:

Route Instr. #	Official Mileage	Incremental Mileage	CAST	Calculated Time	Pause Time	Cumulative Time
15	20.20				27.00	27.00
16					0.50	27.50
17	23.50	3.30	30	6.60		34.10
18	26.20	2.70	40	4.05		38.15

The spreadsheet is fairly straightforward, except for the two italicized number (6.60 and 4.05); how are they calculated?

The formula for the Calculated Time is Incremental Mileage * 60 / CAST. In the first case that's 3.30 * 60 / 30; since 60/30=2, we simply double 3.30 miles to get 6.60 minutes. In the second case that's 2.70 * 60 / 40; since 60/40=1.5, we simply multiply 2.70 miles by 1.5 to get 4.05 minutes.

It turns out that 60 divided by any speed gives the number of minutes it takes to go 1 mile at that speed. It takes 2 minutes to drive 1 mile at 30 MPH, it takes 1.5 minutes to drive 1 mile at 40 MPH, and it takes 1 minute to drive 1 mile at 60 MPH. So, we're simply multiplying (the time it takes to drive 1 mile at a given speed) times (the number of miles driven at that speed); in this case, the rally went 3.30 miles at 2 minutes per mile (30 MPH) and then 2.70 miles at 1.5 minutes per mile (40 MPH). The sum of the 27.00 minute Odometer Check plus the 0.50 minute pause, plus the 6.60 minutes at 30 MPH, plus the 4.05 minutes at 40 MPH, is the 38.15 minute True Time for the leg.

The only thing we usually do slightly differently is to calculate the Calculated Time and the Cumulative Time to more digits beyond the decimal point (usually 4) to accommodate numbers that don't work out as neatly as the ones in this example.

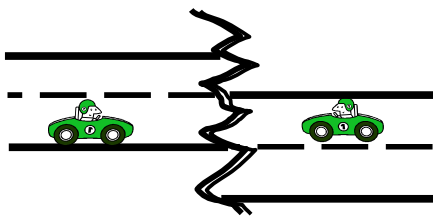
Santa Monica Sports Car Club/SCCA Cal Club
The Spring Classic III
May 31, 2014

Place	DRIVER	CAR	CLUB	Leg 1	Leg 2	Leg 3	Leg 4	
	NAVIGATOR			Leg 5	Leg 6	Leg 7	Leg 8	Total
<u>Class A</u>								
*1	Jack von Kaenel	Chevy	SCCA	0.01	0.01	0.01	0.02	
	Stu Helfer			0.02	0.06	0.00	0.03	0.16
*2	Larry Boone	Toyota	Pumkin Rally Team	0.04	0.00	0.00	0.01	
	Jenny Boone			0.06	0.04	0.04	0.04	0.23
3	Jessica Toney	Porsche	PCA/SCCA	0.00	0.00	0.01	0.05	
	J Toney			0.04	0.05	0.04	0.07	0.26
4	Joe Akerman	Subaru	ITN	0.02	0.01	0.02	0.01	
	Nathan Harris			0.22	0.07	0.06	0.05	0.46
5	Paul McGaffey	Cobra	ITN	0.06	0.02	0.02	0.35	
	Ron Dunlop			0.08	0.13	0.03	0.01	0.70
<u>Class B</u>								
*1	Joe Batwinis	Mini Cooper	SCCA	0.03	0.02	0.08	0.22	
	Andrew Schark			0.07	0.47	0.48	0.11	1.48
2	Dave Jameson	Subaru	SCCA	0.01	0.00	5.00	5.00	
	John Sears			0.02	5.00	0.07	0.56	15.66
<u>Class D</u>								
*1	Sebastian Rios	Subaru	SCCA/SCNAX	0.18	0.77	0.05	0.36	
	Shauna Rios			0.13	0.12	1.08	0.29	2.98
2	Daniel Peterson	Mazda		0.52	0.01	1.65	1.05	
	Douglas Schauer			0.77	0.82	0.92	0.29	6.03

* - Trophy

Thank you for running The Spring Classic III! We hope you enjoyed it! See you at Not My Fault on August 9!

Cal Club SCCA and SMSCC present



Not My Fault

Saturday, August 9, 2014

- What?** An SCCA Regional Time-Speed-Distance Tour rally written by Joanna Weissen. The rally features the fun roads and stunning views along the Malibu Fault and in the Santa Monica mountains. The rally starts in Los Angeles County and travels into Ventura County to the finish, likely in Oxnard.
- Where?** Start is behind the Bank of America and the Post Office at Sepulveda and Devonshire in Mission Hills near I-405 and CA-118 freeways (the usual FFN start, for SMSCC regulars).
- When?** Saturday, August 9, 2014. Registration opens at 9:00 am, first car out at 10:01 am. Beginner orientation at 9:30 am. Rally will be about 5 hours.
- How Much?** \$45 at the Start. **DISCOUNTS AVAILABLE:**
\$10 off if we receive your entry and payment by June 12th.
\$ 5 off if both Driver and Navigator are SCCA members
- 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 (any SMSCC member), or the parent's signature is notarized. You can download the minor waiver from:
<http://www.scca.com/documents/insurance/SCCAminorwaiver.pdf>
or link to it from www.smscc.org
- Want more information?** Contact Jeanne English at 310-372-7168 or email ean21@juno.com. Also see www.smscc.org. This flyer on the web: nmf.smscc.org.

To enter, send this form to Jeanne English (Registrar) at 30 13th Street, #E, Hermosa Beach, CA 90254.
Make checks payable to SMSCC. *Get it in by August 6, 2014, and save \$10!*

Driver: _____ Navigator: _____

Address: _____ Address: _____

City/St/Zip: _____/_____/_____ City/St/Zip: _____/_____/_____

Phone (cell preferred): _____ Phone (cell preferred): _____

Club: _____ SCCA Member? Yes No Club: _____ SCCA Member? Yes No

Email: _____ Email: _____

CLASS (circle one): A – (Equipped) B – (Navigational) C – (Limited Equipment) D – (Beginner)

Cal Club SCCA/Santa Monica Sports Car Club
First Friday Niter
April 4, 2014

Place	DRIVER/NAVIGATOR	CAR	CLUB	Leg 1	Leg 2	Leg 3	Leg 4	Total
<i>CLASS A</i>								
*1	Nathan Harris/Joe Akerman	Stealth	ITN	0.02	0.02	0.01	0.02	0.07
2	Larry Boone/Jenny Boone	Toyota	Pumkin Rally Team	0.01	0.01	0.00	0.23	0.25
3	Paul McGaffey/Larry Richardson	Jaguar	ITN	0.01	0.97	0.02	0.66	1.66
4	Revere Jones/Jared Leadbetter	Mini	TCSCC/PCA	2.23	0.03	0.01	0.20	2.47
5	Greg Bartlett/Joe Mancewicz	Mazda	TCSCC/PCA	2.22	0.02	0.02	0.77	3.03
<i>CLASS C</i>								
*1C	Greg Whale/Greg Wright	Audi		0.12	0.54	1.04	0.18	1.88
<i>CLASS D</i>								
*1	Jason Boyce/Ciara Boyce/Beth Maisano	Mini		1.68	2.28	1.63	1.20	6.79
2D	Danny Chew/Amada Fung	Subaru		1.77	3.95	0.61	1.10	7.43
3	Andrew Moy/Kelvin Moy	Mustang		2.93	5.00	2.59	5.00	15.52

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

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

Cal Club SCCA/Santa Monica Sports Car Club
First Friday Niter
May 2, 2014

Place	DRIVER/NAVIGATOR	CAR	CLUB	Leg 1	Leg 2	Leg 3	Leg 4	Total
<i>CLASS A</i>								
*1	Revere Jones/Jared Leadbetter	Mini	TCSCC/PCA	0.00	0.08	0.00	0.04	0.12
2	Larry Boone/Jenny Boone	Toyota	Pumkin Rally Team	0.01	0.25	0.01	0.01	0.28
3	Nathan Harris/Joe Akerman	Stealth	ITN	0.01	0.27	0.02	0.02	0.32
4	Greg Bartlett/Joe Mancewicz	Mazda	TCSCC/PCA	1.09	5.00	0.01	0.29	6.39
<i>CLASS B</i>								
1	Joe Batwinis/Andrew Schark	Mini		1.38	0.04	3.20	0.35	4.97
<i>CLASS C</i>								
*1C	Sean Ayers/Kevin Ayers	Toyota	SMSCC/ITN	0.02	0.58	3.07	0.03	3.70
2	Doug Folkerts/Lance Pekala	Honda		1.02	0.71	3.16	0.27	5.16
3	Robert Day/Sally Kinsey	Mazda Miata		0.59	1.32	2.90	0.52	5.33
4	Danny Giers/Jonathan Rebolgar	Mazda RX7	SCCA	0.17	3.47	1.61	5.00	10.25
<i>CLASS D</i>								
*1	Heather Cerlan/Kate Shoemaker	Honda		0.52	2.41	2.17	0.58	5.68
2	Jason Boyce/Ciara Boyce	Mini		0.36	2.32	1.64	2.62	6.94
3D	Mike Lin/Betty Wang	Mazda Miata		0.19	5.00	5.00	0.93	11.12

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

EUREKA
The Rallymaster's Point of View
by EAN21

Eureka ran on March 29, a combination SMSCC and PCA San Gabriel Valley Region rally. Thank you to those of you who came out and participated. It was a great day for a rally, and I think contestants enjoyed it.

In honor of the recent winter Olympics, the rally was like an octathlon – eight legs, each in a different style or format. I also tried to find things named Gold, Silver, and Bronze or even Russia or Sochi. I managed to find a few of the metal/medal references, but Russia and Sochi were a lot harder. I did find a street named Sache in Agua Dulce – but it was a rough, rutted dirt road, and to get to it you had to drive on more dirt roads. Much as I wanted to use it, it was just not a car (especially Porsche)-friendly road.

As mentioned above, the eight legs were each different. The first leg, with the odometer check, used tulip diagrams to define the route.

The next leg was a modified Monte Carlo format in which you were given how long it should take you to get to the checkpoint and all you had to do was get there exactly at that time. There were a lot of good scores on this leg, even though there was a lettered instruction to tempt you to do a pause at “Gold”, “Silver”, or “Bronze”. You did see a “Silver” sign, but since you were told exactly when to get to the checkpoint you could not do the pause because you would then get to the checkpoint at the wrong time.

The third leg was a stickmap, which I happen to really like. It looks intimidating, but once you figure out how to do it, it is actually fun. Also called a herringbone, the route is shown as a straight line with short lines going out to the right and the left. You have to image that the route is like a string that has been pulled straight, and the short lines are roads that you keep to the left or right of your route. For example, a line to the left could be a left sideroad or the road to the left at a T (where you go right). Going straight at a crossroad would be shown as a line across your route, but a left turn at a crossroad would be shown as a K – two roads to the right of your route.

The fourth leg featured WOF (whichever occurs first) instructions. A few of them were there to entertain contestants, such as looking for a sign reading “Have you seen any traps?”. Some of them were easy ‘do whichever one you find first’ with no trap intended. But there were also a few

that were traps, such as ‘L on Mentry or Scott’. You had to realize that the ‘or’ separated the two portions of the instruction so that the second portion only required you to observe Scott, not to turn left on it.

The next leg, leg 5, was my favorite. It was the ‘Spot the traps in the parking lot’ leg. If you read the instructions at the start, always a good idea, you should have spotted all of the traps on this leg. One was a lettered instruction to ‘R on “Constellation”’. This should not have been done, because turning on a quoted sign could do serious damage to your car. Another was an instruction to pause 0.50 hundredths minute. If you didn’t read it carefully, you might have paused for half a minute instead of the correct .005 minute – half a hundredth. And then there was the pause at “Poopy Meadow” – the sign actually said “Poppy Meadow”.

The next leg had some rally math – but no phantom car problems, thank goodness! There was an instruction to drive half the distance to the next instruction at 45 and half the distance at 50, and you had both the beginning mileage and the mileage at the next instruction. Then there was the always popular ‘decrease speed by 1/2’, which meant to decrease your speed by 1/2 mile per hour, not 1/2 of your assigned speed.

The seventh leg looked like a crossword puzzle – with intersecting road names shown vertically and horizontally. When on a road, then next road to turn on would be the next intersecting road; if the name was shown vertical you turned left, if horizontal you turned right. (It was easier than it sounds here!)

And finally, the last leg was a long scenic drive on some fun canyon roads.

We finished at a great Mexican restaurant in Acton, where awards were the traditional gold mining pans. A big thanks to my workers, including PCA members Tom Gould and Revere Jones. They were planning to compete on the rally, but one of my checkpoint crews had a major car problem on the way to their checkpoint (can you say cracked radiator?) I asked Tom and Revere if they could work - it was a PCA rally after all - and so they ran the first two legs and then worked checkpoints the rest of the day. (To be honest, we had talked before the rally and I told them that I had enough workers so that they could run, but to be prepared to work just in case. Well, just in case happened!)

Again, thanks to all contestants and workers – it would not have happened without all of you.

RALLY MEXICO
Guanajuato; March 6-9, 2014

1. Sebastien Ogier/Julien Ingrassia	
Volkswagen Polo R	4:27:41.8
2. Jari-Matti Latvala/Miika Anttilla	
Volkswagen Polo R	4:28:54.4
3. Thierry Neuville/Nicolas Gilsoul	
Hyundai 120	4:33:10.4
4. Elfyn Evans/D. Barritt	
Ford Fiesta RS	4:34:31.1
5. Martin Prokop/J. Tomanek	
Ford Fiesta RS	4:37:36.2
6. B. Guerra/B. Rozada	
Ford Fiesta RS	4:40:39.4
7. Chris Atkinson/Stephane Prevot	
Hyundai 120	4:42:57.2
8. Mikko Hirvonen/Jarmo Lehtinen	
Ford Fiesta RS	4:44:48.6
9. Mads Ostberg/Jonas Andersson	
Citroen DS3	4:53:23.4
10. Yuriy Protasav/Pavlo Cherepin	
Ford Fiesta RS	4:56:00.0

RALLY do PORTUGAL
Algarve; April 4-6, 2014

1. Sebastien Ogier/Julien Ingrassia	
Volkswagen Polo R	3:33:20.4
2. Mikko Hirvonen/Jarmo Lehtinen	
Ford Fiesta RS	3:34:03.6
3. Mads Ostberg/Jonas Andersson	
Citroen DS3	3:34:32.8
4. Andreas Mikkelsen/Mikko Markkula	
Volkswagen Polo R	3:38:10.9
5. Henning Solberg/Ilka Minor	
Ford Fiesta RS	3:38:30.6
6. Martin Prokop/Jan Tomanek	
Ford Fiesta RS	3:41:49.6
7. Thierry Neuville/Nicolas Gilsoul	
Hyundai i20	3:41:52.7
8. Juha Hanninen/Tomi Tuominen	
Hyundai i20	3:42:12.0
9. Nasser Al-Attayah/Giovanni Bernanchini	
Ford Fiesta RRC	3:43:35.1

10. Jari Ketomaa/Kai Lindstrom	
Ford Fiesta RS	3:43:46.7

RALLY ARGENTINA
May 5-8, 2014

1. Jari-Matti Latvala/Miikka Anttilla	
VW Polo R	4:41:24.8
2. Sebastien Ogier/Julian Ingrassia	
VW Polo R	4:42:51.7
3. Kris Meeke/Paul Nagel	
Citroen DS3	4:47:19.5
4. Andreas Mikkelsen/Mikko Markkula	
VW Polo R	4:47:43.1
5. Thierry Neuville/Nicolas Gilsoul	
Hyundai i20	4:49:50.6
6. Robert Kubica/ ?	
Ford Fiesta RS	4:51:32.8
7. Elfyn Evans/Daniel Barret	
Ford Fiesta RS	4:51:57.0
8. Martin Prokop/Jan Tomanek	
Ford Fiesta RS	4:53:28.7
9. Mikko Hirvonen/Jarmo Lehtinen	
Ford Fiesta RS	5:01:19.6
10. Nasser Al-Attyah/Giovanne Berrochini	
Ford Fiesta RS	5:04:35.0

DRIVER CHAMPIONSHIP

	Argentina	Total
1. Sebastien Ogier	21	112
2. Jari-Matti Latvala	26	88
3. Andreas Mikkelsen	12	48
4. Mads Ostberg	0	48
5. Mikko Hirvonen	4	40

TEAM CHAMPIONSHIP

	Argentina	Total
1. VW Motorsport	43	187
2. Citroen Total Abu Dhabi	15	90
3. M-Sport WRT	8	68
4. Hyundai Shell WRT	10	55
5. VW Motorsport II	12	52
6. Jipocar Czech National Team	4	24
7. RK M-Sport	8	12

RECALL LOG

Aston Martin Lagonda: 2008-14 all models. Accelerator pedal arm can break. 5001 units. Aston Martin recall number RA-03-0017.

Graco (child seats): 2009-13 toddler & booster seats (many models). Problem with harness being opened. Graco @ 1-800-345-4109.

Toyota: 2012 RAV 4; 2012-13 Tacoma, Lexus RX350. Electric component in brake system can fail. 261,114 units. NHTSA recall #14V054.

Toyota: 2010-14 Prius. Power module inside inverter can be damaged by heat. 700,000 units. NHTSA 14V053.

GM: 2005-07 Chevy Cobalt; 2007 Pontiac G5. Weight on key ring or other jarring event can cause engine to shut down. 619,127 units. GM recall # 13454.

Kia: 2014 Sportage. Wrong info given about tire pressure. 11,961 units. Kia recall SC103.

Nissan: 2012-14 Frontier. Circuit breaker may have been installed backward. 13,535 units. NHTSA recall # 14V052.

Yamaha: 2009-13 YZFRI; 2012-13 XTZ 12. Headlight bulb can overheat and stop working. 24,000 units. NHTSA recall # 14V044.

Honda M/C: 2013 CB500, CBR500. Rocker arm retaining bolt incorrect. 6954 units. NHTSA recall # 14V056.

Toyota: 2014 Highlander. Seatbelt for 3rd row middle seat may not have been installed correctly. 7067 Units. NHTSA # 14V051.

Graco child seat: 2005-13. [many models & numbers] Harness buckle may not release. Graco: 1-800-345-4109. NHTSA # 14C001.

Honda: 2005-10 Odyssey. Fuel pump strainer cover can deteriorate. 886,815 units. Honda recall # JD9/JE0.

Chrysler: 2012-13 Dodge Durango, Jeep Grand Cherokee. 'Ready Alert' braking system can malfunction causing incorrect brake pressure. 18,690 units. Chrysler recall #P05.

Chrysler: 2014 Fiat 500L. At certain temps the transmission may not shift into gear properly. 18,092 units. Chrysler recall #P06.

BMW M/C: 2013 (many models). Water can get into side stand switch causing engine to not start or cut off. 4453 units. NHTSA recall # 14V065.

GM: 2008-13 Buick Enclave, GMC Acadia; 2009-13 Chevy Traverse; 2008-10 Saturn Outlook. Air bag switches may not work properly. 1,176,407. GM recall # 14030.

GM: 2013-14 Cadillac XTS. Brake booster plug can come loose causing corrosion and/or fire. 63,903 units. GM recall # 14026.

Toyota: 2003-04 Avalon. Seat belt switches can short. 119,140 units. NHTSA 14V147.

Nissan: 2013-14 Altima, LEAF, Pathfinder, Sentra, JX35; 2014 Infiniti Q50, Q60. The passenger seat belt may not deploy. 989,701 units. NHTSA recall # 14V138.

Honda: 2014 Civic LX. Tire may have been damaged at factory. 9816 units. Honda recall # JD8.

Chrysler: 2011-12 Dodge Charger with halogen headlamps. A harness may overheat causing headlights to stop working. 43,452 units. Chrysler recall # P08.

GM: (many models/years) Ignition switch can turn to off while driving. 2,190,934 units. GM recall # 14063.

Evenflo [child seats]: (many models) Seat harness may not release. Evenflo @ 1-800-490-7591. NHTSA recall # 14C003.

Chrysler: 2011-14 Jeep Grand Cherokee, Dodge Durango. Brake booster can corrode. 644,354 units. Chrysler recall # P14.

GM: Many years & models. Loss of power can cause electric steering to stop working. 1,340,447 units. GM recall # N140115.

GM: 2014-15 Chevy & GMC trucks equipped with 6 speed auto transmission. Trans oil cooler not properly seated. 489,936 units. GM recall # 14121.

GM: 2013-14 Chevy Cruze with 1.4 turbo engine. Right front half shaft can fracture. 174,046 units. GM recall # 14079.

Mazda: 2010-12 Mazda6 with 2.5 engine. Spiders (sic) can weave a web in evaporative canister causing fuel flow problems. 42,000 units. Mazda recall # 7214C.

GM: 2005-10 Chevrolet Cobalt; 2006-11 Chevy HHR; 2007-10 Pontiac G5; 2006-10 Pontiac Solstice; 2003-07 Saturn Ion; 2007-10 Saturn Sky. Key can be removed when not in off position. 2,191,014 units. GM recall # 14113/14133.

Toyota: 2006-08 RAV4; 2006-10 Yaris; 2008-10 Highlander; 2009-10 Tacoma, Corolla, Corolla Matrix/Pontiac Vibe. Air bag in steering wheel can short. 1,291,449 units. NHTSA recall log # 14V168.

Baby Trend [car seat]: 2011-12 Granite, Jelly Bean. Difficult to unlatch harness buckle. NHTSA recall # 14C002. Baby Trend: 1-800-328-7363/BabyTrend.com.

GM: many models/years. Electronic controls for transmission, brake lights, cruise, etc. 2,440,524 units. GM recall # 13036.

GM: 2009-14 Buick Enclave; 2008-14 Chevy Traverse, GMC Acadia; 2009-10 Saturn Outlook. Steel cable for outside front seat belts can weaken and separate. 1,339,355 units. GM recall # 14187.

GM: 2007-08 Saturn Aura; 2004-08 Chevy Malibu; 2004-07 Malibu Maxx; 2005-08 Pontiac G6. Transmission gear indicator may not be accurate and show wrong gear or not in PARK when showing in PARK. 1,131,113 units. GM recall # 14152.

Ford: 2013-14 C-Max, Escape. Roll over air bag controller can be faulty. 594,785 units. Ford recall # 14S04.

Chrysler: 2010-14 T&C, Dodge Grand Caravan. Vent window switch in driver's door can over heat. 644,850 units. Chrysler # P25.

Ford: 2013-14 Escape. Bad door alignment can cause door to be hard to close or open while driving. 581,986 units. Ford # 14S03.

Toyota: 2006-10 Yaris; 2008-10 Scion XD. Front seat rails can break. 472,388 units. NHTSA recall #14V169.

Ford: 2001-04 Escape sold/registered in Salt Belt states. Lower Control arm can corrode. 348,950 units. Ford recall # 14S02.

Ford: 2013-14 Fusion, Escape, C-Max, Lincoln MKZ. Front seat backs have sub standard welds. 43,135 units. Ford recall # 14C03.

Toyota: 2013 Highlander. 2nd row left hand seat may not lock in place. 46,759 units. NHTSA recall # 14V148.

VW: 2012-13 Passat. Low Beam headlight bulb can come loose and not function. 150,-201 units. VW recall # 94G8/7V.

VW: 2014 Jetta, Beetle, Passat with 1.8T engine and torque converter transmission, O ring seals between oil cooler & transmission may leak. 26,452 units. VW recall 38B9/9V.

Mazda: 2001-04 Tribute in Salt Belt states. Front lower control arm can corrode. 109,000 units. Mazda recall # 7514D.

Mazda: 2014 Mazda3; 2014-15 Mazda6. When driving through deep water alternator belt can slip causing engine to quit. 5700 units. Mazda recall # 7314D.

Nissan: 2013 Pathfinder equipped with CVT. Bad clamp can let oil leak. 3065 units. NHTSA recall # 14V142.

Harley-Davidson: 2013-14 FXSB, FXSBSE. Fuel level gauge is questionable. 9102 units. NHTSA recall # 14V185.

Jaguar: 2013-14 2.0L GTDi. Charge air cooler out of position. 1589 units. Jaguar recall # J034.

Land Rover: 2014 Land Rover Range Rover. Turn signals may not work properly. 5238 units. Land Rover recall # P042.

GM: 2014 Buick Enclave, Chevy Traverse, GMC Acadia. Engine module software can cause fuel to read incorrectly. 51,640 units. GM recall # 14007.

GM: 2013 Cadillac SRX equipped with 3.6L engine. Certain driving conditions can cause 3-4 second lag in acceleration. 50,571 units. GM recall # 14137.



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