



# ROAD *and* TACH

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2014 Issue 4  
September, October

## Presidential Mullings

Whew, it's over! We had a big, busy weekend November 1 and 2 when we put on 2 SCCA National Rallies – Highway Robbery on Saturday and Turkey Traps on Sunday. Highway Robbery was a course (trap) rally while Turkey Traps was a GTA (gimmick) rally.

Although the turnout was disappointing, only 8 cars for HR and 6 cars for TT, the contestants seemed to enjoy both rallies. Turnout could have been higher, but we had a few cancellations (a broken hip? What kind of excuse is that?) and it seems that the first weekend in November had conflicts for others. I hope that when we do this again that we get better participation.

A great big THANK YOU to those who did attend. And an even bigger THANK YOU to our workers, because without them the rally could not have happened. We even had a crew who came out from Wisconsin to vacation by working checkpoints – thank you Lois VanVleet and John Emmons!

HR and TT were also the final two events in the 2014 SMSCC Rally Series. There were six rallies in the series, and there were 51 people who ran at least one rally and one person, J Toney, who ran all six. For these rallies also, THANK YOU to those who participated and to those who worked.

There is something that all of these rallies have in common, and that is a low level of attendance. What can we do to bring attendance up? How do we convince people that running these rallies is a fun way to spend a day? We are open to any suggestions you have, so let us know! Thanks in advance.

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 - 13<sup>th</sup> 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 strongrally@gmail.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>
Nov 7	First Friday Niter	BofA, Mission Hills	SMSCC	<a href="http://www.smscc.org">www.smscc.org</a>
Nov 19	FFN checkout	BofA, Mission Hills	SMSCC	310-372-7168
Nov 27	Thanksgiving	Mom's	family	you know the number
Dec 5	First Friday Niter	BofA, Mission Hills	SMSCC	<a href="http://www.smscc.org">www.smscc.org</a>
Dec 17	FFN checkout	BofA, Mission Hills	SMSCC	310-372-7168
Dec 17	Hanukkah starts	your house	your family	call the Rabbi
Dec 25	Christmas	your house	your family	call Mom
Dec 26	Kwanzaa starts	your house	your family	call the Reverend
Jan 2	First Friday Niter	BofA, Mission Hills	SMSCC	<a href="http://www.smscc.org">www.smscc.org</a>
Jan 14	FFN checkout	BofA, Mission Hills	SMSCC	310-372-7168
Jan 28	Dinner meeting	to be determined	SMSCC	310-372-7168
Feb 1	birthday brunch	Marie Callendar's	my friends	310-372-7168

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*Starting with the next issue of Road & Tach, we will be changing to e-mail delivery (assuming we have your e-mail address). If you would prefer to keep receiving a hard copy of R&T, you need to let me know at [ean21@juno.com](mailto:ean21@juno.com).*



**OFFICIAL RESULTS**

National **RoadRally** Championship

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

Event Name: Highway Robbery Event Date: November 1, 2014

Sanction #: 2014 NC 19 16

Number of Scored Controls: 18 Length of Competition: 228.11 Miles

Unit of Scoring: hundredths

Name of Chairman: Patrick Strong Date November 4, 2014

Organizing Region: Cal Club

*Patrick Strong*

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					2	Bruce Gezon Steve Gaddy	Murrysville, PA New Market, MD	Philadelphia Wash. DC	Ford	61
2	2					4	John Getchell John Sears	Phoenix, AZ Tucson, AZ	Arizona AZ Border	Lexus	267
3	3					3	Chuck Larouere Jack Von Kaenel	Murrysville, PA Belville, NC	Steel Cities Detroit	Ford	419
4	4					1	Bob Morseburg Dave Head	Seattle, WA King George, VA	Northwest NW Ohio	Mazda	523
5			1			8	Joe Batwinis J Toney	Lancaster, CA Woodland, CA	Cal Club San Francisco	Mini	945
6	5					7	Mike Thompson Fred Rosevear	LaCrosse, WI Madison, WI	Land of Lakes Land of Lakes	Kia	1530
7		1				5	Dave Jameson Karl Broberg	Tucson, AZ Oro Valley, AZ	AZ Border AZ Border	Subaru	1559
8			2			6	Wendy Harrison Craig Beidelman	Indianapolis, IN Indianapolis, IN	Indianapolis Indianapolis	Nissan	2534



**OFFICIAL RESULTS**

National **RoadRally** Championship

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

Event Name: Turkey Traps Event Date: November 2, 2014

Sanction #: 2014 NG 19 17

Number of Scored Controls: N/A Length of Competition: N/A

Unit of Scoring: scoring opportunities

Name of Chairman: Patrick Strong Date November 4, 2014

Organizing Region: Cal Club

*Patrick Strong*

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 Points
	Class										
1	1					7	Bruce Gezon Steve Gaddy	Murrysville, PA New Market, MD	Philadelphia Wash. DC	Ford	276
2	2					4	Bob Morseburg Dave Head	Seattle, WA King George, VA	NW NW Ohio	Mazda	268
3	3					3	Wendy Harrison Craig Beidelman	Indianapolis, IN Indianapolis, IN	Indy Indy	Nissan	226
4	4					1	Mike Thompson Fred Rosevear	LaCrosse, WI Madison, WI	Land of Lakes Land of Lakes	Kia	208
5	5					2	Nathan Harris J Toney	Santa Clarita, CA Woodland, CA	Cal Club San Francisco	Nissan	204
6	6					6	Dave Jameson Karl Broberg	Tucson, AZ Oro Valley, AZ	AZ Border AZ Border	Subaru	198

## Turkeys get Trapped Again

by Larry Scholnick

If it's November, it must be time for Turkey Traps. TT-2014 was presented as an SCCA National GTA (Game/Tour/Adventure) Rally. It featured 25 scored questions and 5 checkpoint scoring opportunities.

From the perspective of regular local rallies or SCCA National Course/Tour rallies, you immediately knew that they were in for something different when you read in the definitions: R=Turn Left, and L=Turn Right. A few instructions later you got to a checkpoint where things were set to more normal definitions: R=Turn your car to the Right, and L=Turn your car to the Left. Of course, you were not allowed to stop at a checkpoint without a sign that was textually identical to the sign on display when they received the route instructions. What did that sign say? It had the word SAMPLE at the top, which meant that you could not stop at a standard (non-Sample) checkpoint. You had to skip the non-Sample checkpoint to reach the Sample checkpoint farther down the road.

Then it was off to test the definition of STOP, which specified that the sign had to require you to stop. The first possible sign said STOP Except Right Turns, and the NRI was R at STOP. You had to skip the non-STOP to get to the real STOP at a later corner. The next question asked how many driveways you passed. The rules stated that Driveways do not exist except at the Start and Finish locations, so some contestants answered Zero without noticing that they drove past the Start, and should have answered One.

The rally featured an unusual version of ONTO which did not require you to follow the ONTO road at all, but did specify that you could not do an RI (NRI or LRI) that didn't cause you to leave the ONTO road. You were instructed to R onto Tournament, and were seeking L @ STOP (where @ means AT or As soon as possible thereafter). You also had an LRI to L @ each T where no other RI could be turned for. You arrived at a T where Tournament (your ONTO road) went left and Golf Course went right; now what? You couldn't go Left at the STOP for the NRI because that didn't cause you to leave Tournament, your Onto road. You couldn't go left at T for the LRI because that didn't cause you to leave the Onto road. You had no reason to go left to follow the Onto

road, so you had to U-turn (another rule covered this). However, you had come to a STOP, so you had to turn left as soon as possible thereafter. But you had also come to a T where no other RI could be turned for, so you had to turn left as soon as possible after the T, as well. After the U-turn you had two left turns 'in your pocket'; you had to do the left for the LRI first because LRIs were higher than NRIs in the order of precedence and then do the left for the NRI.

A special rule that applied for a limited portion of the rally came in, telling you that roadways were named only by the first word on the sign that was at least 5 letters long. Another rule specified that when listing the names of roadways at an Intersection, the name of the roadway you were traveling on had to be listed first. So, you were directed to R at the Intersection of PASEO & MONTE. The roadway you were on was posted DEL MONTE (so it became just MONTE) and the other road was posted EL PASEO (so it became just PASEO). Some contestants were so excited to apply the 5-letter rule that they forgot the 'Your Roadway Name First' rule; correctly they had to approach that Intersection while on (el) Paseo, not (del) Monte to do the NRI.

The rules specified that an NRI such as: Left on Smith, Right on Jones, could be done in either order. This was finally tested with an NRI 28: Stop at Checkpoint. L on Miguel. The mid-rally checkpoint scored this by asking you the number of the last NRI you had completely executed. If you drove past Miguel (without turning left) and arrived at the checkpoint having last completed NRI 27, you missed this checkpoint scoring opportunity.

During the 6+ mile jaunt to the next part of the rally, a question asked: To the nearest 1/10 mile what is the distance between NRI X (the one before) and NRI Y (the one after)? Since the NRIs were less than an inch apart, the correct answer was 0.0 (1/2 credit for 0.1).

One of the more unusual looking NRIs said: R on the first roadway you come to whose name does not begin with the letters F, O, W, or L. The next 3 roadways to the right were named: Fairgate, Oak Crossing, and Whispering Leaves, but the real trap was that for an NRI separated by the word OR you did either the portion before the word OR, or you did the portion after the

word OR. In this case the latter portion simply said: L.  
This FOWL trap was fitting for a rally called Turkey Traps.

In a salute to the Rallymasters of Highway Robbery the previous day, the rules directed you to: Consider "SAM", "WEISSEN", "JEANNE", and "ENGLISH" to be non-existent. You were confronted with a road that was posted ENGLISH IVY; however, since the definition of quotes was: A sign which includes everything that appears within the double quotation marks, that made the entire sign non-existent, which leaves the roadway unnamed and thus not an OPP since OPPs had to be named.

The first visit to the final checkpoint gave you a Checkpoint Instruction that declared: You are no longer considered to be driving a car; instead, you are driving a Turkey Truck containing 5 trapped turkeys; the trapped turkeys are behind the passenger compartment in which you are riding. A Turkey Truck is permitted to travel on any roadway that a car may travel on. You left that checkpoint, but you should have discovered that you could no longer execute any R/L instructions. Why? Because R/L were redefined at the first checkpoint to mean: Turn your car to the Right/Left, and you were no longer driving a car, you were driving a Turkey Truck, instead. Luckily, the checkpoint was located at one end of a double dead-end, so you drove to the other end and back to return to the checkpoint, whereupon R/L were redefined to mean: Turn your vehicle to the Right/Left.

One question asked: How many turkeys do you encounter? The obvious answer was Five, but the definition of Encounter specified that: you do not encounter anything that is only behind you, so the correct answer was Zero.

There was even a question hidden on the back of the Control Card; however, since a Q was: A printed question appearing on your course pages, you should have left its space blank.

The final trap involved getting into the parking lot at the finish. The rules directed you to: Consider parking lots, driveways ... not to be roadways; consider such non roadways ... to be non-existent except at the Start and Finish locations .... You were directed to Proceed Straight Ahead into the parking lot of the finish. However, the definition of T included the proviso: but past which no

roadway continues generally straight ahead. With the (non-roadway) parking lot straight ahead of you, you found yourself at a T where no other RI can be turned for, and were obliged to L @ T for the LRI, and return to the final checkpoint for a 3rd visit.

Remember days when rallies  
were simple and serene  
You had a chance to cruise along  
and dig the local scene  
But a sliderule and a stopwatch  
would make it for the worst  
And the guy who failed in grammar school  
could maybe finish first

When directions were in English  
and computing was a joke  
When your wife could navigate the course  
and still have time to smoke

Those days are gone forever  
it's a nightmare not a dream  
Instructions for the rally teams  
would make an Einstein scream

For the pros are running rallies  
and to make it all worthwhile  
They calculate the distances  
In the millionths of a mile

You think that you have got it made  
when you're three seconds late  
You find that you are 30th  
in a field of 28

There's a Halda on your dashboard  
a Blackwell in the door  
Minervas on the clipboard  
and a Curta on the floor

Your wife no longer rides with you  
you kept her out by force  
It doesn't build togetherness  
but it helps prevent divorce

Now your present navigator  
is a real live Ph.D.

He teaches Calculus and stuff  
at a school called MIT

But even he can't beat the game  
you're still lost in the pack  
You'd better kick him out  
and get a Univac

-- The Rally Song, Oscar Brand, 1962

**Cal Club SCCA/Santa Monica Sports Car Club**  
**First Friday Niter**  
*September 5, 2014*

Place	DRIVER/NAVIGATOR	CAR	CLUB	Leg 1	Leg 2	Leg 3	Total
<i>CLASS A</i>							
*1	Joe Akerman/Ethan Akerman	Subaru	ITN	<b>0.00</b>	0.05	0.02	0.07
2	Revere Jones/Jared Leadbetter	Mini	TCSCC/PCA	0.01	0.09	0.01	0.11
3	Greg Bartlett/Joe Mancewicz	Mazda	ITN	1.06	0.05	0.01	1.12
<i>Class B</i>							
*1	Ron Dunlop/Robert Dunlop	Ford	ITN	0.02	0.19	0.36	0.57
<i>CLASS C</i>							
*1C	Mike Klein/Kevin Ayers	Porsche	SMSCC/ITN/PCA	0.25	0.45	<b>0.04</b>	0.74
2	Joe Batwinis/Andrew Scharik	Mini		1.86	0.50	0.21	2.57
<i>CLASS D</i>							
*1D	Matt Woodruff/David Frye	Honda		0.87	<b>0.01</b>	0.04	0.92

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

Thank you for running this FFN.

See you at the next FFN on

**October 3**

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

The next FFN will finish at:

Denny's, 13201 Gladstone Ave, Sylmar  
 (Hubbard offramp from the 210 Freeway)

**Specials:**

**Zero Dollars:** Get a zero, get at least one Rally Buck (Class A gets one, Classes B and C get two, Class D gets three)

**Buy 4, Get 1 Free:** Just what it says - get a free entry after your 4th paid entry

**Novice Class 'Graduation':** When you move from Class D up to Class C we will pay for your first rally in the new class

**Cal Club SCCA/Santa Monica Sports Car Club**  
**First Friday Niter**  
*October 3, 2014*

Place	DRIVER/NAVIGATOR	CAR	CLUB	Leg 1	Leg 2	Leg 3	Total
<i>CLASS A</i>							
*1	Paul McGaffey/Ron Dunlop	Cobra	ITN	0.03	0.14	0.08	0.25
2	Joe Akerman/Nathan Harris	Subaru	ITN	0.05	0.21	0.05	0.31
<i>CLASS C</i>							
*1	Larry Boone/Jenny Boone	Toyota	Pumkin	0.14	0.56	1.63	2.33
2	Mike Klein/Kevin Ayers	Porsche	SMSCC/ITN/PCA	0.29	1.50	0.72	2.51
3C	Gary Britton/Debbie Spence	Nissan	Camaro Club of SD	2.47	<b>0.04</b>	0.06	2.57
4	Joe Batwinis/Patrick Strong	Mini	SCCA/SMSCC/JNC	2.04	1.51	0.40	3.95
<i>CLASS D</i>							
*1D	Andrew Folstad/Richard Folstad	VW	PCA	<b>0.71</b>	5.00	5.00	10.71
2	Aaron Macadangdang/Oliver Ybarra	Honda	SCCA	4.29	5.00	2.38	11.67

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

Thank you for running this FFN.

See you at the next FFN on

**November 7**

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

The next FFN will finish at:

In-n-Out Burger, Sand Canyon exit from the 14 Freeway

## HIGHWAY ROBBERY from a Co-Rallymaster Point of View by EAN 21

Highway Robbery. For this version of Highway Robbery, we decided to do something a little bit different. Since both Sam Weissen and I wanted to write the rally, we decided that we would write it together. We decided to split the rally, that Sam would write the portion before lunch and that I would write the portion after lunch. We used the 5 Freeway as a sort of dividing point – Sam would go west, I would go east. Turns out we both went up the middle!

Then we had to decide format and style – Sam and I write rallies that are noticeably different but HR would need to look and feel the same throughout. Should we have only numbered instructions, or have lettered instructions; what about ITIS or WOF instructions? And what about main roads – fixed? rotating? change only at checkpoints? or in the route instructions? add more to the ones listed in the RRRs? Lots of things to consider.

Perhaps the biggest decision was whether the rally should be easy or hard. Sam writes Inaugural every year, and it has its own general instructions that allow for such things as executing instructions in descending numerical order, and he has redefined STOP to be an intersection where any of the roads has a stop sign. I write Eureka every year, using our standard First Friday Niter general instructions. We had to come to a compromise for Highway Robbery.

We settled on numbered route instructions only, having WOF instructions, having main roads change only at checkpoints, adding FLR (follow the lined road) as a main road, using Sam's definition of STOP.

We both went to work, and it eventually became time to combine the two halves. Sam gave me his part, and I put my part with his. As I was reading his instructions, it became obvious that there were areas we had both used, including a break area, and even a traffic circle (on of the few around) that we went through a total of three times!

At first I thought this was not good, but the more I thought about it the more I realized that this actually a good thing – and, in fact, helped make the rally flow better and maybe even set up a trap or two. The best example of this started with Sam's third leg. There was a non-onto trap (a numbered instruction put you onto Constellation but since the MRD Onto was not active you were not obliged to stay onto Constellation when it turned) early in the leg. The rest of the leg took contestants up The Old Road, around the traffic circle, then right on Parker followed by left on Castaic and a long block later into a checkpoint. My leg 11 went up The Old Road, around the traffic circle and right on Parker. But this time, Not Thru No was in effect, which meant that roads marked Dead End, No Outlet, Not Through, etc did not exist. At Castaic, the active instruction was left at crossroad – and the road to the right was marked No Outlet. This meant it was not a crossroad so the instruction could not be done there.

The next instruction was left at signal. If you had turned incorrectly at Castaic, you came to a signal where on the earlier leg the checkpoint was straight ahead. But there was a Dead End sign on the road ahead which made the intersection a T and the active main road was Left at T. There were a couple of things to do wrong on this leg, and most cars did them. I believe that if Sam's leg 3 had not come the same way, not as many people would have done things wrong on my leg 11. Thanks, Sam!

And speaking of leg 11, after the checkpoint the next leg had a break and was then supposed to head up and over Lake Hughes Road to get into the Antelope Valley. One of the checkpoint crews was going that way to get to their checkpoint and discovered a problem – the road was closed! They went around the barricades to see what the problem was but didn't get far. Seems that mudslides were completely blocking the road from a heavy downpour the night before. (It was a week before the road was re-opened.) They called me with the news, while I was still back at checkpoint 9. I called Larry Scholnick, told him the problem, and we both started to thing about the best way to get the cars over the mountain to continue the rally.

Larry's next assignment was to be an OBS at an intersection before checkpoint 11. I went up to the crew at that checkpoint, told them to hold the cars, then went to where Larry was parked and we worked on the emergency instructions. (It seems that one team saw Larry and me talking, and was distracted enough to not notice a "Speed Limit 40" sign for a 0.40 minute pause!) We went up to the checkpoint, had people copy the emergency instructions and started to assign out times. Only problem was, I forgot that I needed to be ahead of the cars and I didn't leave that checkpoint until all most of the cars had already left and were ahead of me. So I got to drive fast in my new-to-me '85 Mazda RX7. I love driving that car!!

I got to the next checkpoint sort of in the middle of the pack. I gave the workers the handouts, then immediately continued, only a few minutes ahead – but at least I was ahead of the pack now. And I didn't have to maintain the assigned speeds or stop for the pauses. So for the rest of the rally I was gradually getting further ahead – and still having fun driving the RX7!

One of my favorite traps was on Leg 13. The instruction was this instruction: 'L at "STOP" or Pause 1.38 minutes at "80<sup>TH</sup>" WOF'. For this rally, L did not mean turn left, only 'left' meant turn left. So how to do this instruction? It just so happened that you were at Avenue L at "STOP". So you should have observed the landmark L and then continued ahead (well, actually doing a forced left turn) looking for the next instruction. If you ignored the first portion of the instruction, you would have found "80<sup>TH</sup>" and paused, and been late into the checkpoint.

But my favorite trap on the rally was on leg 15. The active instruction was 'Left on Lake Point or Lakepoint or Lakepointe WOF'. This was a Whichever Occurs First instruction, for which you execute the portion you can complete first and the cancel the other portions.

*continued on page 8*

2014

**SMSCC Rally Series**

	<u>Points</u>	<u>Rallies Run</u>
1 J Toney	51	6
2 Nathan Harris	48	4+2W
3 Joe Batwinis	46	4+W
4 Joe Akerman	43	3+2W
5 Jessica Toney	36	4
Andrew Schark	36	3+W
John Sears	36	4
Dave Jameson	36	5
9 Stu Helfer	30	3
10 Jack von Kaenel	26	3
11 Paul McGaffey	24	4
12 Karl Broberg	23	3
13 Larry Richardson	20	3
Bruce Gezon	20	2
Steve Gaddy	20	2
16 Robert Day	18	2
Sally Kinsey	18	2
John Getchell	18	2
19 Larry Boone	16	2
Jenny Boone	16	2
21 Wendy Harrison	14	2
Craig Beidelman	14	2
23 Bob Morseburg	13	2
Dave Head	13	2
25 Dan Coplan	10	1
Brandy Rhea	10	1
Scott Kimbrell	10	1
Kyle Weichman	10	1
Dikk Jones	10	1
Janis Jones	10	1
Sebastian Rios	10	1
Shauna Rios	10	1
Nicole Saint	10	1
Brian McGaffey	10	1
35 Mike Thompson	9	2
Fred Rosevear	9	2
37 Nathalie Karouni	8	1
Wayne Mattson	8	1
Daniel Peterson	8	1
Douglas Schauer	8	1
Thomas Frew	8	1
Allyson Valencia	8	1
43 Jack Rabell	6	1
Dick Rafter	6	1
Heather Molloy	6	1
Daniel Reyna	6	1
Chuck Larouere	6	1
Dan Jameson	5	1
49 Noel Petrosian	4	1
Martick Saghetalin	4	1
Ron Dunlop	4	1

2014 SMSCC Rally Series

To the left are the results of Santa Monica SCC's 2014 Rally Series. There were six events in this year's competition: Inaugural, Spring Classic, Not My Fault, Highway Robbery, and Turkey Traps. J Toney is the only person who ran all six rallies. A number of people ran four or five events: Nathan Harris, Joe Batwinis, Jessica Toney, John Sears, Dave Jameson, and Paul McGaffey. Besides competing, several people earned points by working or running checkout: Nathan Harris, Joe Batwinis, Joe Akerman, and Andrew Schark. A big thank you to all who competed and/or worked the rallies. Thank you!

We expect to have a Rally Series again in 2015, but don't have a schedule yet. Look for updates in future R&Ts and on the SMSCC website.



*continued from page 7:*

The first thing you came to was a premarker for the road Lakepoint. But that could not be used because the generals said that if there was also a sign at the intersection, that one took precedence. At the intersection there were two signs – one on the left identifying the road as Lakepointe, and one on the right naming it as Lake Point. ‘Left on Lake Point’ could not be done because the road on the left was Lakepointe. If the instruction had been ‘left at Lake Point’, it could have been done since you were AT Lake Point – but not ‘left ON Lake Point’. And the ‘left’ only applied to the first portion of the instruction. So the correct way to complete the instruction was to observe Lakepointe and continue ahead.

The RRRs say that signs can be anywhere except lookback, but our local generals only allows signs on the right to be used. For HR we used the RRRs rule – and ended up losing a leg because I missed a sign on the left for a speed change. You were looking for a “Speed Limit 45” and the intended one was on the right, and one that we had often used on our local rallies. But there was a “Speed Limit 45” on the left at an earlier intersection, a signal at which you were instructed to begin a free zone. As soon as a contestant told me I had missed a sign, and told me exactly where it was, I agreed immediately. I know it was there, but was so used to only using signs on the right only that I did not even consider using it. Yep, it was there. Nope, I didn't see it. Leg discarded from scoring.

Finally, a huge THANK YOU to all who participated, workers and contestants alike. It really does take all of us to put on a successful rally – having only workers or only contestants doesn't work, we need both. So THANK YOU!!

See you next time!!



**RALLY AUSTRALIA**  
Coffs Harbour; September 12-14, 2014

1. Sebastien Ogier/Julien Ingrassia	
VW Polo R	2:53:18.0
2. Jari-Matti Latvala/Miikka Anttila	
VW Polo R	2:53:24.8
3. Andreas Mikkelsen/Ola Floene	
VW Polo R	2:54:36.0
4. Kris Meeke/Paul Nagle	
Citroen DS3	2:55:02.0
5. Mikko Hirvonen/Jarmo Lehtinen	
Ford Fiesta RS	2:55:11.6
6. Hayden Paddon/John Kennard	
Hyundai i20	2:56:14.2
7. Thierry Neuville/Nicolas Gilsoul	
Hyundai i20	2:57:46.2
8. Elfyn Evans/Daniel Barrett	
Ford Fiesta RS	2:58:28.0
9. Robert Kubica/Maciej Szczepaniak	
Ford Fiesta RS	2:59:57.8
10. Chris Atkinson/Stephane Prevot	
Hyundai i20	3:02:47.4

**RALLY de FRANCE – ALSACE**  
October 3-5, 2014

1. Jari-Matti Latvala/Miikka Antilla	
VW Polo R	2:38:19.1
2. Andreas Mikkelsen/Ola Floene	
VW Polo R	2:39:03.9
3. Kris Meeke/Paul Nagel	
Citroen DS3	2:39:24.4
4. Dani Sordo/Marc Marti	
Hyundai i20	2:40:07.8
5. Mikko Hirvonen/Jarmo Lehtinen	
Ford Fiesta RS	2:40:19.8
6. Elfyn Evans/Daniel Barrett	
Ford Fiesta RS	2:41:19.9
7. Mads Ostberg/Jonas Andersson	
Citroen DS3	2:41:21.6
8. Thierry Neuville/Nicolas Gilsoul	
Hyundai i20	2:42:27.5
9. Bryan Bouffier/X. Panseri	
Hyundai i20	2:42:32.0
10. Martin Prokop/Jan Tomanek	
Ford Fiesta RS	2:44:26.6

**RALLY D'ESPANA**  
Barcelona; October 23-26, 2014

1. Sebastien Ogier/Julien Ingrassia	
VW Polo R	3:46:44.6
2. Jari-Matti Latvala/Miikka Anttila	
VW Polo R	3:46:55.9
3. Mikko Hirvonen/Jarmo Lehtinen	
Ford Fiesta RS	3:48:26.8
4. Mads Ostberg/Jonas Andersson	
Citroen DS3	3:48:57.9
5. Dani Sordo/Marc Marti	
Hyundai i20	3:49:06.8
6. Thierry Neuville/Nicolas Gilsoul	
Hyundai i20	3:50:45.6
7. Andreas Mikkelsen/Ola Floene	
VW Polo R	3:50:47.5
8. Martin Prokop/Jan Tomanek	
Ford Fiesta RS	3:54:51.4
9. Hayden Paddon/J. Kennard	
Hyundai i20	3:55:57.0
10. Nasser Al-Attiyah/G. Bernacchini	
Ford Fiesta RRC	3:59:24.4

**DRIVER'S CHAMPIONSHIP**

1. Sebastien Ogier	242
2. Jari-Matti Latvala	211
3. Andreas Mikkelsen	150
4. Mikko Hirvonen	108
5. Mads Ostberg	92
6. Thierry Neuville	91

**TEAM CHAMPIONSHIP**

1. VW Motorsport	416
2. Citroen Abu Dhabi	187
3. M-Sport	180
4. Hyundai Motorsport	175
5. VW Motorsport II	133
6. Jipocar Czech National Team	45
7. Hyundai N	26
8. RK M-Sport	25

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Do you know why a chicken coop can only have two doors? If it had four doors it would be a sedan.

## RECALL LOG

GM: 2013-14 Buick Encore all wheel drive, Verano, Chevrolet Cruze; 2012-14 Chevrolet Sonic. Calix oil pan/block heater insulation can be damaged. 2990 units. GM # 14257.

Ford: 2014 Escape. Panorama roof glass may not be properly bonded to attaching bracket. 1867 units. Ford recall # 14S13.

Chrysler: 2014 Jeep Cherokee, Ram 1500; 2015 Chrysler 200. Bad weld can allow rear shocks to detach from vehicle. 15,956 units. Chrysler recall # P37.

Recaro child seat: LATCH system may not be enough to steady seat. NHTSA # 13C001.

Cooper Tire: Wild Country Radial XTX Sport 265/65R 18. Can Experience cracking & broken cords on lower side wall. Cooper recall # 159.

Suzuki: 2010-13 Kizashi. Spiders can weave web in evaporative vent hose. 19,249 units. Suzuki recall # VG.

Nissan: 2014 Frontier crew cab. Rear seat belt attaching nut can be wrong. 1319 units. NHTSA recall # 14V418.

GM: 2011-13 Buick Regal; 2013 Chevrolet Malibu. Front turn signal bulbs can go out without indicating trouble inside the car. 120,426 units. GM recall # 12212.

GM: 2002-04 Saturn Vue. Possible for ignition key to be removed when not in off position. 202,155 units. GM recall # 14506.

Honda (motorcycle): 2001-10; 2012 GL1800; 2001-05 GL 1800A. Rear brakes can drag after brakes released. 126,000 units. NHTSA recall # 14V472.

Ford: 2005-08 Ford Escape Hybrid; 2006-08 Mercury Mariner Hybrid. Coolant pump for hybrid system can fail. 70,209 units. Ford recall # 14S19.

Ford: 2013-14 Focus ST with 2.0 litre engine. Wrong info can be sent to power train module. 133,227 units. Ford recall # 14S17.

GM: 2014-15 Chevrolet Impala. Center storage console door can come open in a crash, causing additional chance of injury. 14,940 units. GM recall # 14476.

GM: 2013 Buick Encore, Cadillac ATS. Lap belt pretensioners may not lock, allowing belt to be pulled out. 48,114 units. GM recall # 14171.

GM: 2009-10 Chevrolet Aveo; 2009 Pontiac G3. Wrong brake fluid in system. 1968 units. GM recall # 14505.

Continental Tires: size 120/70 ZR17, 120/70 R17. Complete list of models available at Continental customer service; 1-800-847-3349. Can have tread separation = loss of air.

Honda: 2015 Fit. Wrong material used to cover A-pillar air bags - won't let it deploy. 6292 units. Honda recall # JF9.

Yamaha M/C: 2014 FZ09. Headlight harness too short - can come apart with extreme turns to left or right. 5300 units. NHTSA recall # 14V550.

GM: 2013-15 Cadillac XTS; 2014-15 Chevrolet Impala. Electronic parking brake may not fully retract. 132,921 units. GM recall #14471.

Chrysler: 2011 Dodge Durango, Jeep Grand Cherokee equipped with 3.6L or 5.7L engine. Fuel pump relay can fail. 188,723 units. Chrysler recall # P54.

Ford: 2015 Lincoln MKC. Vehicle can have visible air bubbles in windshield. 1139 units. Ford recall #14C07.

Chrysler: 2014-15 Fiat 500L. Driver's knee air bag not installed properly. 25,483 units. Chrysler recall # P42.

Toyota: 2014 Tundra CrewMax, Double Cab. Wrong installation of B-pillar trim can cause air bag to not deploy. 132,624 units. NHTSA recall # 14V556.

Harley-Davidson: 2014 most models. Clutch master cylinder. Clutch can fail allowing bike to creep forward even standing still. 105,946 units. H-D recall #s 0159/0160.

H-D: 2015 XG500, XG750. Fuel tank filler neck may not seal properly. 1384 units. H-D recall # 0161.

VW: 2013 Audi Q7 with 3.0L TDI. Check valve in engine may fail allowing debris into brake booster. 1814 units. VW recall #47L8.

Toyota: 2005-11 Tacoma Pre Runner, 4x4. Rear leaf springs can break. 690,000 units. NHTSA recall # 14V604.

Ford: 2013-14 C-Max, Fusion, Escape, Lincoln MKZ. Coating on Restraint Control Module can fail causing short circuit. 746,842 units. Ford recall # 14S21.

GM: 2013-15 Chevrolet Spark. Secondary hood latch can fail. 89,294 units. GM recall # 14456.

GM: 2010-15 Cadillac SRX; 2011-12 Saab 9-4X. Rear suspension nut can be loose. 290,241 units. GM recall # 14457.

GM: 2004-07 Cadillac CTS-V; 2006-07 Cadillac STS-V. Electrical terminals on fuel pump can over heat. 10,005 units. GM recall # 14405.

GM: 2011-13 Chevrolet Caprice; 2008-09 Pontiac G8. Ignition key problem. 46,873. GM recall # 14445.

Toyota: 2014 FJ Cruiser with "Trail Teams Ultimate Edition". Modified front suspension not tightened properly. 1787 units. NHTSA recall # 14V539.

Chrysler: 2013-14 SRT Viper. Seat sensors can allow air bags to deploy at less than mandated speeds. 1624 units. Chrysler recall # P52.

Mitsubishi: 2010-14 i-MiEV electric. Due to software or corrosion, the brake vacuum can stop working. 1810 units. Mitsubishi recall # SR-14-007.

Chrysler: 2008 300, Dodge Magnum, Charger, Jeep Commander, Grand Cherokee. "On" switch can be moved to off while car is in gear. 291,703 units. Chrysler recall # P57.

Nissan: 2013 Altima. Secondary hood latch can fail. 220,423 units. NHTSA # 14V565.

Mitsubishi: 2008-11 Lancer, Lancer Evolution, Outlander; 2009-11 Lancer Sportback; 2011 Outlander Sport. Engine pulley on 4B1 engine can misalign causing detachment. 165,923 units. Mitsubishi recall SR-14-009.

Chrysler: 2011-14 300, Dodge Charger, Challenger, Durango; 2012-14 Jeep Grand Cherokee, all equipped with 3.6L engine & 160 amp alternator. Alternator may suddenly fail. 434,581 units. Chrysler recall # P60.

Chrysler: 2011-13 Jeep Wrangler. Corrosion in exterior heated power window can cause short/fire. 313,236 units. Chrysler # P61.

Suzuki [M/C]: 2011-14 GSX-R750; 2009-14 GSX-R1000. If gear is missed on up shift, strain caused on next shift can cause axle to move. 23,073 units. Suzuki recall #s 2A40, 2A41, 2A42, 2A43.

GM: 2013-14 Cadillac CTS, Escalade, Escalade ESV, Chevrolet Suburban, Express, Impala, Silverado HD, Traverse, GMC Acadia, Savana, Sierra HD. Chassis module can get contaminated and short out. 97,540 units. GM recall # 14515.

Triumph M/C: 2012-13 Street Triple R with ABS. Four bolts holding cable guides not fastened properly - can cause problems steering. 1368 units. Triumph recall # 501.

Evenflo Co, [child car seat]: Many models of Embrace 35 seats. NHTSA recall # 14C006. <embracebuckle.evenflo.com>

Toyota: 2002-05 Lexus SC, Toyota Sequoia; 2003-05 Tundra, Corolla Matrix, Pontiac Vibe originally sold or registered in Gulf Coast states & Hawaii. 247,000 units. NHTSA recall # 14V655.

Nissan: 2013 Infiniti QX56; 2014 Infiniti QX80. Wrong part used in air bag could cause shrapnel. 1848 units. NHTSA recall # 14V668.

Chrysler: 2014 Durango, Jeep Grand Cherokee. OCR module fault can cause front air bags, seat belt pretensioners & side air bags to not work. 126,772 units. Chrysler # P67.

Chrysler: 2014 Dodge Durango, Jeep Grand Cherokee. Steering column module fault can cause stability control to be disabled. 132,223 units. Chrysler recall # P64.

Toyota: 2014 Avalon, Camry, Sienna, Highlander; 2015 Lexus RX350. Fuel leak from delivery pipe in engine compartment. 20,000 units. NHTSA recall # 14V576.

Mitsubishi: 2007-09 Outlander. Brake light switch can cause brake lights to not illuminate. 37,145 units. Mitsubishi # SR-14-010.



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## FIRST CLASS MAIL

# 2014 Specials

**Zero Dollars:** Get a zero, get at least one Rally Buck (Class A gets one, Classes B and C get two, Class D gets three)

**Rally Bucks for Referrals:** Bring a car with first-timers, you both get a Rally Buck

**Novice Class 'Graduation':** When you move from Class D up to Class C we will pay for your first rally in the new class

All specials subject to the whim of the SMSCC board. Get in on it while you can.