

every minute of what you are doing.

You will find your confidence will increase almost unconsciously. Like the tight rope walker mentioned above, you will progress upward...still comfortable and driving safely at higher speeds.

So concentrate on smoothness and consistency. Keep telling yourself, "I am trying to learn all I can about something I do not know how to do".

... You will avoid the expense of equipment damaged in a futile effort to "show what I can do" and a DNF to show for your efforts. And ... you will be a better driver than the man who never finishes more than half-a-dozen "hot" laps.

Winning drivers are not only the finest drivers but are in the finest cars. Although you are not likely to win as a beginning driver, you can have fun gaining the experience which ... solves half of the problem.

Along the same lines is an article written by Bill Barber in the March, 1967, *Open Exhaust*.

How To Survive Drivers' School

... Basically, in order to survive drivers' school you must finish drivers' school; in order to finish drivers' school you should have your car properly prepared. ... contact someone who already has competition experience with the same type of car that you will be running. Ask him about any weak points in the cars suspension, wheels, drivetrain, etc. He has probably learned these things the hard way and will be glad to give you any information regarding durability and safety. ... As far as safety equipment, refer to the General Competition Rules and comply exactly with what it states regarding this equipment.

Now let's assume you arrive at drivers' school all bright-eyed and bushy-tailed ready to follow in the footsteps of Jimmy Clark or Dan Gurney. The first thing you have to do is get your car through technical inspection. Now this may not sound like it would be too difficult, but there just happen to be some meetings going on at the same time as tech inspection, which you are required to attend. This is why I would recommend that you have one or two pit crew members that are familiar with your car to take care of the car when you are busy at meetings and other miscellaneous things. After all, it takes at least a National License to be able to figure out how to be in two different places at the same time.

... Now let's talk about your instructor.

This gentleman does not need you - you need him! He has given up a lot of his valuable time away from preparing his own car so that he might pass some of his knowledge on to you. **LISTEN** to him! He will be your wife, mother, brother, father, etc., throughout the entire weekend. Ask him questions, tell him your problems, this is why he is there. He will guide you throughout the weekend. If you haven't gotten the message yet, it is - you will eat, sleep, and live sports car racing the entire weekend.

Now you're on the track. At last you can put your foot in it and see what it will do. At this point comes one of the most crucial points in surviving drivers' school. The whole idea of going to drivers' school is **not** to see how fast you can go, but to go fast by **learning**. This is why your instructor is the most important person in your life this weekend.

Congratulations! Now that you have completed your first drivers' school and managed to get off cloud 9 in time to get to the office Monday morning where somebody asks you why you would be nuts

enough to go out and race sports cars all weekend. You can answer him by quoting the famous driver Dan Drysump - "It is a great opportunity to express my complete disregard for the value of money" —Amen.

Help!

I have just spent some time talking with Harold Lance, one of the original members. He was telling me how the Region made a 16mm film of the original Haven Hill Climb. They shot about 2 hours of film and edited it down to 30 - 40 minutes. The film was in one of those large cans which one tends to associate with movie films. If any one has any knowledge of where this film might be now please contact me, as we should love to find it and put it on video. While you are thinking of that film, don't forget to look for your old home movies of you participating in SCCA events — we might be able to give you another 15 seconds of fame!

Suzanne Royce — Tel: (248) 394-0339
Fax: (248) 394-0754 SMRoyce@aol.com

Detroit Region Drivers' School

When: April 17—19, 1998
Where: Waterford Hills
Chairman: Jerry Shiloff
(810) 725-3057

| | |
|---------------------------|---|
| Friday, April 17 | Classroom session — 7:00 to 10:00 p.m. |
| Saturday, April 18 | On Course |
| Sunday, April 19 | On Course |

Open testing for Licensed Drivers from 2:00 to 4:00 p.m. on Sunday



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September 12-14, 1997; Alma, Michigan

The biggest rally of the year, the fabled Press On Regardless (POR), was again run out of Alma, Michigan. This would mark the 48th anniversary of the rally, and was being used as a possible model for the 50th running in 1999. The format for 1997 would still be that of 600 miles of the dirtiest, nastiest roads Michigan's lower peninsula has to offer. The main difference though would be that all driving would be done at night. Each night's (driving) activities would begin about 9:00 PM and go until 7:00 AM the next day.

The competitors, from across the country, congregated in Alma for a leisurely dinner at headquarters on Friday night. During this time, the rally vehicles were on display at the "Parc Expose". This would be the last chance to see the cars and their occupants in their clean and fresh condition.

The list of entrants read like a "Who's Who" of American rallyists, of recent years. Jim Shaffer (last year's winning navigator) and Rob Moran drew "car" #1 for their Jeep Grand Cherokee. The experienced team of Friedman/Goldfarb made the trip from New Hampshire and would be second on the road in their AWD Talon. Kammer/Adams would be back again this year, also in a Talon; from New York (car #12). Webb and Schneider would draw car #7 for their Galant VR-4 (from Maine). The remainder would be made of crews from Ohio, Illinois, Pennsylvania, New Jersey, Kentucky and (of course) Michigan. Conspicuous in his absence, was the well known automotive lunatic from Alaska; one Satch Carlson. (Though he promises to return for 1998).

The vintage contingent was well represented as well. Jones and Potvin were back to defend their class win, in their beautiful '64 MGB. Harvey and Murphy brought the, "strong as a tank", Team Harco Colt. Chuck Fortino and Jim Brandt would bring their trusty '65 Plymouth Valiant, Pierce and Koch were back with Bob's lovely little Mini Cooper. New to the vintage (POR) ranks, were Kevin Clemens and John Deikis in a 1960 Volvo 544 Sport. Kevin has written a very nice article on the '97 POR which appears in the Feb '98 issue of European Car. (Incidentally, his column goes by the title "On The Line").

After a nice meal, the teams headed out of Alma in a westerly direction on the odometer check. The vintage Halda (correctable odometer) in the Harco Colt began to act-up after the odo run. We changed one of the gears to

give us a more correct factor for the tires we were running. After reassembling the Halda, the gears were not meshing properly. Thus we would tear down the road for a few hundred feet only to have to turn around and try again. After about four tries, we finally got the gears to mesh properly and hoped that no further problems would occur.

After about an hour of transit time; the rally began in earnest. A couple days worth of rain did a great job of keeping the dust down and left some nice little puddles to splash through. The moisture in the ground was also evident in the air; in the form of fog. This presented a problem for many teams, but not the Team Harco Colt. With a full complement of auxiliary lighting to choose from, the driver was able to switch on or off any combination of fog, driving, high beam, low beam and cornering lamps. Bryan remarked that we must have looked like a Christmas tree, with all the lights flicking on and off.

Not only did we have the proper lighting for all conditions, but we had also made the correct tire selection. The BFG Mud-Terrain tires were ideal for the muddy and sandy conditions encountered throughout both nights.

A concern that sleepiness could become a factor with the all night, for two nights, format. I am happy to say it was not a problem. The roads, and the **very** brisk speeds were enough to keep Rip Van Winkle awake all night. In fact, the second night, I only consumed three cans of Coke all night. (And no coffee).

The only thing lost to this format was the party time. After a hard night of rallying, the crews enjoy the time together; telling lies, replenishing bodily fluids and watching rally films. But after a full nights drive and total sleep deprivation, most competitors slept during the off hours to be fresh for that which lay ahead. (Besides, beer just doesn't taste the same at 7:00 AM).

Out on the roads, it was strictly business for the crews and their vehicles. By running late into the night the risk of other, non-rally, traffic is greatly reduced. Any vehicles coming the other way; would usually get enough warning with the oncoming lights. Though I must say, I don't recall seeing more than two vehicles coming the other way, the whole rally!

This was primarily due to the roads selected by the rallymaster. Some of which were the kind that might not see a vehicle for two weeks, at times. Many of these roads, if you can call them that, were narrow, deep sand trails with no more than a foot to spare on either side. They would be lined with little magnetic trees, drawing you closer with each turn of the wheel.

There were times when the surroundings became a surrealistic dreamland. There were trees and ground cover which appeared as though they were covered with snow. The bright driving lights made the landscape appear as a frozen, winter, wonderland. I mentioned the strange aberrations to Bryan. He said that the trees were

aspens. Well I don't know an aspen from a hole in the ground, but it sure was pretty.

With all the nature and beauty to behold, we were still on a mission. Remain on time. We were doing a great job of it early on, too. But, about two thirds of the way into the first night we found ourselves down two minutes. It was hard to imagine how we could be so late, having just come off a transit section. It seems the chairman had intended the STOP signs to be considered advisory. We were unable to determine at what point we should apply for a TA (Time Allowance) and for how long. Our lateness was carried through several closed controls (car is timed but does not stop) and our fate was sealed when we arrived at the next open control. Our early lead had faded to a distant third.

Dozens of other stories exist, for every competitor, in an event of this sort. To touch on just a couple: we came upon the rally leaders (Freidman/Goldfarb) stuck in some deep sand on a hilly clearing. They were being pulled out by their fellow competitors. First Mark Henderson, then Dan Coughnour took turns pulling with their 4WD vehicles until the Talon was free. Coughnour and Folger were 2nd at the time, behind "Freidfarb" (as they are affectionately called), when they gave assistance. While they could have benefited greatly from the misfortune of the leaders, the team from Ohio showed the true camaraderie and sportsmanship that exists among rallyists.

On the second night of the rally Steve Novatne, navigator for Fred Cochran, complained of chest pains and was taken to the hospital. Fortunately, all was well for Novatne; but it was quite a scare.



The sun was just coming up when we finished the last couple of legs of "day" 1. What a sorry looking lot we must have been - dragging our dead asses and dirty luggage into the Wolverine Dilworth Inn, in Boyne City. The sun was shining bright off the blue waters of Lake Charlevoix. A bayside condominium would be our shelter for the **day**. So what shall we do while here at this vacation paradise? Get the key in the door and find the beds!! Zzzzzzzzzzz.

Rising at the crack of 5:00 PM; we checked over the car. Took it for a wash and gassed-up. The folks at the gas station had already had some rallyists stop in. We got a number of questions and we finally all agreed that it was "Cannonball Run" (with Burt Reynolds), that best defined what we were doing. (The movie has nothing in common with the POR except that people and cars are involved. But Granny, at the Boyne City Marathon, had us pegged).



Harvey/Murphy Colt needs a bath, Kovach/Rinkel Escort just got one. Two PRO Rally prepped cars at Boyne City layover.

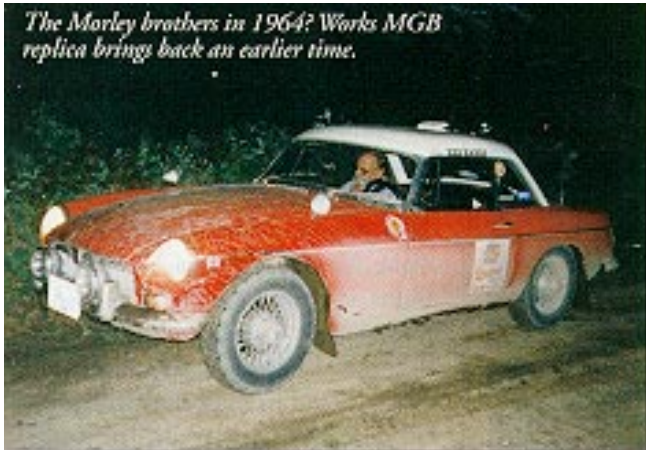
Another great meal; and the half-way awards were presented back at the Dilworth. Aside from Total Petroleum, the major sponsor of the POR, Mac Sam Specialties supports the rally with a number of awards. The class leaders each received their mid-point awards and all remaining competitors were given pins, clipboards, maps, pens and other valuable mementos.

Regrettably, there were three crews who didn't make it to the mid-point. The Mini of Pierce and Koch suffered from coolant loss after rear-ending the Sonoma pick-up of Prior/Secret. Coulthard/Vey chose POR as their introduction to rallying. They soon realized they were not prepared. The third team was Fisher and Bell, from western Michigan. They had car trouble and were unable to make the start, back in Alma.

Enough of that! It's time for another 300 miles of mud and guts. We returned toward Alma on more great roads to the east, until a break in Gaylord found us telling lies at Blimpies. 11:00 PM on a Saturday, at the Gaylord Blimpies. It doesn't get any better than this.

A restart from the desolate lot of the Racing Hall of Fame, just past midnight, would send us east again and then south. The night was young and the roads were beckoning. One road in this portion, was as steep and twisty as any I have seen in lower Michigan. Ninety right, followed by a ninety left, followed by another right; for what seemed like three or four miles! It was "deja vu all over again", all the way up the hill. The same turns would be followed by the same short straights. The road was less than two lanes wide and it just kept going UP! At 3:00 AM, in the middle of nowhere, here we are tearing up the side of this hill at speeds that would surely have had us all in jail had anyone been there to see it. Great fun!

Then there was a control at the top of the hill. (Surprised?) We were early. At least we had more fun than the guys who were late. Not long after this we had our last fuel stop. About 4:00 AM at a large Total truck stop, the teams have another 40 minutes to kill.



Jones/Potvin Vintage winning MGB. Photo from Feb, '98 [European Car](#)

Eric Jones, in the MGB just ahead of us on the road (and even more in the score), tells of the lack of deer on this second night. He says they saw about a dozen deer the first night. I mention that we saw none the first night, but have seen 6 or 8 here on the second night. My theory, at the time, was that the sun set a minute later on the second night and thus the deer were near the road that same minute later; for us. After all, Jones and Potvin were exactly one minute ahead of us on the road. The only problem with this theory, is that the sun sets earlier each night between the summer and winter solstices. So that's probably not it.

More stories, of the roads traveled and the near misses, are traded. But most are too tired to tell the really good lies. By this time I notice the deer whistles mounted on the front bumper of the Coughnour/ Folger Cherokee. I tell the Steven Wright joke; about the fact that if you affix the whistles in the wrong direction, the deer will come running out of the woods and down the road after you. (Somehow it seems funnier when Steven Wright tells it).

One last section of nice, dirty, slippery, sloppy, slimy, beautiful roads are left; before the utterly boring 50 mile highway run into Alma. There is light now. But we are still in a haze. Tired, exhausted, but somehow content. We have faced the challenge, and we have met it. We can be counted among the finishers of the Press On Regardless.

The walking dead find their way into the Alma headquarters for breakfast and awards. The workers and competitors gather together again; but the stories are much more subdued. The drain, on everyone involved, shows in their faces and their actions. The animated gestures, loud voices and general revelry are somehow missing. Food and sleep seem to be first on everyone's mind. There also seemed to be some interest in the scores. First though, there were, apparently, two or three disputes about equipment irregularities in a couple of classes. By the time everyone had finished eating, scores are posted and awards are presented.

Freidman and Goldfarb hold on for the win, but after 62 scored controls, their win is by only 19 points. They edge out Coughnour and Folger by a score of 80 to 99. Third, and more than one hundred points back, are Webb and Schneider. Michigan residents take the next three places. Mark Henderson and John Puffenberger take fourth overall and fourth in class E. Shaffer and Moran are next and take the class win in L. Sixth would go to Wittine and Talcott in the "Police Caprice" (not the best of cars for these kinds of roads - but it is some testament to the skill and fortitude of this crew).

Seventh overall and first in Vintage would be, defending class winners, Jones and Potvin. Eric Jones' 1964 MGB is a replica of the Morley Brother's factory car of the mid '60s. In fact, the vehicle registry is the same - 7 DBL (though it's registered in Ohio, not Great Britain). Another replica of a car which competed in the 1964 Monte Carlo Rallye, in Europe, was the Valiant of Fortino and Brandt. They were not able to hold on to second in class and ended third behind the Colt of Harvey/Murphy. The Team Harco Colt is not a replica of anything, it IS the car which fought the PRO Rally wars of the mid-'70s; when campaigned by Scott Sr.

Winning S were Wernberg and Mahnken, which was also good for 15th overall. Novice was won by the Alma team of Clements and Wieferich, in their Jeep CJ-5. The "Dead Last But Finished" award went to Camp and Haase in, "Herbie", the love bug ('72 VW Beetle).

Everyone seemed to enjoy the rally and are already talking about next year. Even Kevin Clemens, in the vintage Volvo, had enough fun to claim that he will return. The promise of more party-time and a less intense schedule has the competitors anxiously awaiting the 49th running of the POR. Chairman, Gene Henderson, is calling the 1998 running of the POR a "dress rehearsal" for the 50th running in 1999. He plans to spread the rally over three days and nights, but with less early morning driving. A kinder, gentler POR?

The POR for 1997 was not the car-breaker or even the performance (PRO) rally it was in other times. It was however, true to the brisk endurance nature of its current format. With the promise of somewhat kinder hours, the same great roads and brisk speeds for the next few years; this would be the ideal time to become involved. (If you're not already so afflicted).

Written by Scott Harvey, Jr. Photos by author, unless otherwise noted.

| Results of: | Total POR 1997 | Alma - Boyne City - Alma | September |
|-------------|--|--------------------------|-----------|
| 12-14 | 62 controls scored | | |
| 1/1E | Mike Friedman/ Marc Goldfarb - NH/NH '90 Eagle Talon | #2 | 80 |
| 2/2E | Dan Coughnour/ Mike Folger - OH/OH '96 Jeep Cherokee | #5 | 99 |

| | | |
|-------|---|------|
| 4/4E | Mark Henderson/ John Puffenberger - MI/OH '91 Subaru Legacy Turbo #3 | 295 |
| 5/1L | Jim Shaffer/ Rob Moran - MI/MI '97 Jeep Grand Cherokee #1 | 330 |
| 6/5E | Randy Wittine/ Les Talcott - MI/MI '91 Chevrolet (Police) Caprice #4 | 370 |
| 7/1V | Eric Jones/ Bill Potvin - OH/OH 415 '64 MBG #13 | |
| 8/6E | David Miller/ David Bruce - KY/OH '89 Honda CRX #8 | 668 |
| 9/2L | Ken Kovach/ Mark Rinkel - OH/OH '91 Ford Escort #11 | 1521 |
| 10/7E | Walt Kammer/ Jackie Adams - NY/NY '91 Eagle Talon #12 | 1604 |
| 11/2V | Scott Harvey, Jr/ Bryan Murphy - MI/MI '75 Dodge Colt GT #14 | 1760 |
| 12/3V | Chuck Fortino/ Jim Brandt - MI/MI '65 Plymouth Valiant #17 | 2340 |
| 13/3L | Herb Spencer/ Mark Hainen - OH/MI '88 BMW 325ix #9 | 2525 |
| 14/4L | Jim White/ Jerry White - IL/IL '90 Subaru Legacy #10 | 3347 |
| 15/1S | Jeff Wernberg/ Brain Mahnken - MI/MI '87 VW Golf GTI #23 | 3356 |
| 16/5L | Jim Prior/ Bill Secrest - OH/KY '94 GMC Sonoma #18 | 3591 |
| 17/2S | Richard Worden/ Martin Golabek - MI/MI '96 Saab 900SE #25 | 3871 |
| 18/3S | Colin Botha/ James Quaderer MI/MI '87 Acura Integra #21 | 4342 |
| 19/4S | Mark Kleckner/ Jeff Hribar - OH/MI '95 Ford Thunderbird #22 | 4477 |
| 20/5S | Jon Rhynard/ Larry Richards - MI/MI '86 Ford Police Car #20 | 5201 |
| 21/4V | Kevin Clemens/ John Deikis - MI/MI '60 Volvo 544 Sport #15 | 6428 |
| 22/1N | Terry Clements/ Wayne Wieferrich - MI/MI '73 Jeep CJ-5 #26 | 7044 |
| 23/6S | Tom Camp/ Tyler Haase - MI/MI '72 VW Beetle #24 | 7115 |
| DNF/S | Fred Cochran/ Steve Novatne - NJ/PA '90 Eagle Talon #19 | |
| DNF/V | Bob Pierce/ Becky Koch - MI/MI '65 Mini Cooper #16 | |
| DNF/N | Alan Coulthard/ Ann Vey - MI/MI '97 Ford Explorer #27 | |
| DNS/E | Bruce Fisher/ Tom Bell - MI/MI '89 Mazda 323 GTX #6 | |



Frieman/Goldfarb attract a crowd as competitors look for the secret to their success.



"Herbie" gets a little TLC before hitting the road on day two.



Unlikely cast of characters prepares for "day" two. Volvo 544 Sport, Escort GT, Subaru Outback, MGB.

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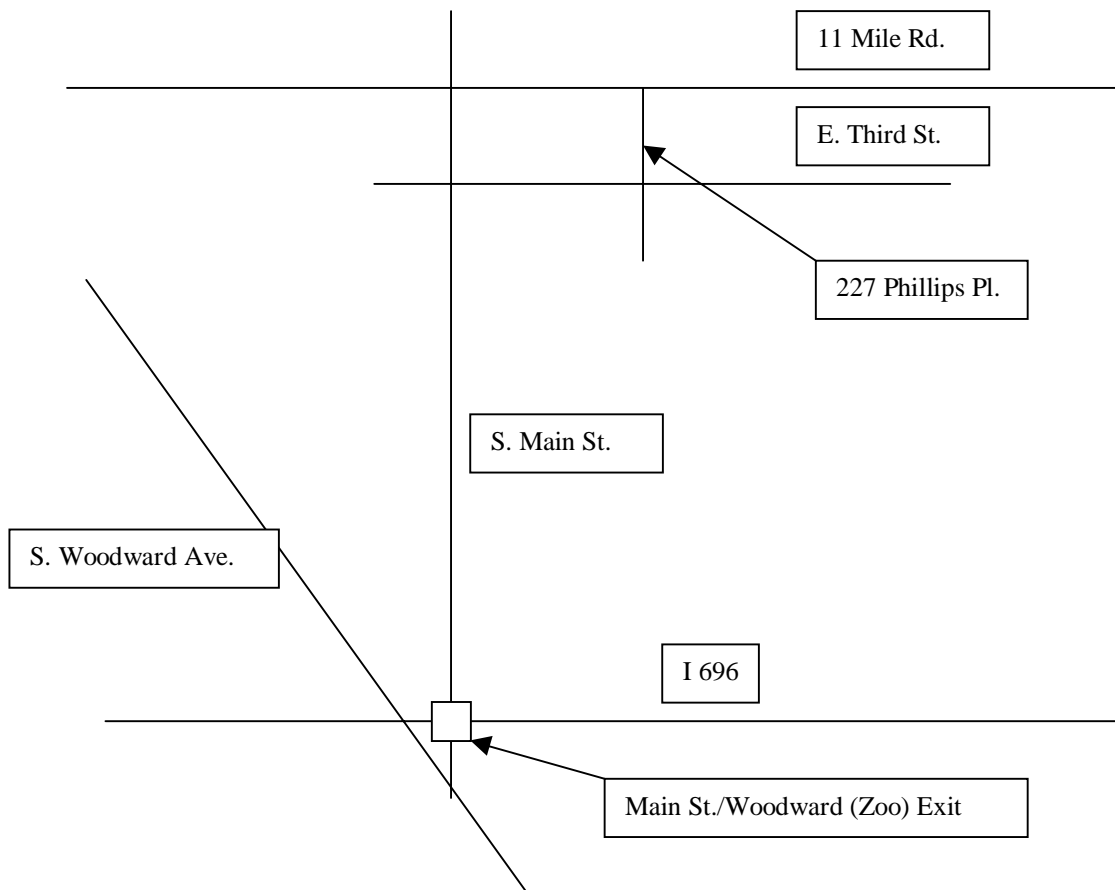
SOLO SAFETY STEWARD SEMINAR

Help our solo program and become a licensed safety steward! This seminar will take about **an hour** and you will see some of **your friends** and get **FREE PIZZA**. Bring your Solo II Rule Book, if you have one.

WHEN: March 12, 1998 (Thursday)
7:00 PM

WHERE: Kevin Howell's House
227 Phillips Pl.
Royal Oak, MI
(810) 543 5688 (h)

INFO: Dick Topping
(734) 662 8214 (h)





DETROIT REGION'S ANNUAL SOLO II DRIVING SCHOOL

FRIDAY, MAY 1st AND SATURDAY, MAY 2nd

LAWRENCE TECHNOLOGICAL UNIVERSITY
SOUTHFIELD, MI

THIS SCHOOL WILL FOCUS ON PREPARING NOVICES FOR COMPETITION SITUATIONS AND FEATURES PERSONALIZED INSTRUCTION FROM NATIONAL, DIVISIONAL, AND REGIONAL SOLO II CHAMPIONS. STUDENTS USING THEIR OWN VEHICLES, WILL BE PROVIDED OPPORTUNITIES TO LEARN PROVEN TECHNIQUES FOR THE LAUNCH, SLALOM, BRAKING, AND HANDLING CONDITIONS ENCOUNTERED WHEN DRIVING A SOLO II COURSE.

FRIDAY, MAY 1st: 6:00 P.M. TO 10:00 P.M. IN THE "WAYNE H. BUELL MANAGEMENT BUILDING - ROOM M-336".

→ REGISTRATION (ENTRY RESTRICTED TO SCCA MEMBERS AND L.T.U. STUDENTS)

→ ENTRY FEES: SCCA MEMBERS: \$15*.

L.T.U. STUDENTS WITH UNIVERSITY I.D.: \$5*.

ENTRIES WITH SCCA MEMBERSHIP APPLICATION AND ANNUAL DUES (SEE APPLICATION) ATTACHED: \$5*

* ALL ENTRY FEES ARE \$10 HIGHER FOR ENTRIES RECEIVED AFTER APRIL 28, 1998.

→ CHALK TALK AND SEMINARS

→ VIDEOTAPES

SATURDAY, MAY 2nd: 8:00 A.M. TO 5:00 P.M. IN THE "NORTH CAMPUS PARKING LOT".

→ LATE REGISTRATION AND TECH INSPECTION 8:00 A.M. TO 9:30 A.M.

→ COURSE WALKS WITH INSTRUCTORS 9:00 A.M. TO 10:00 A.M.

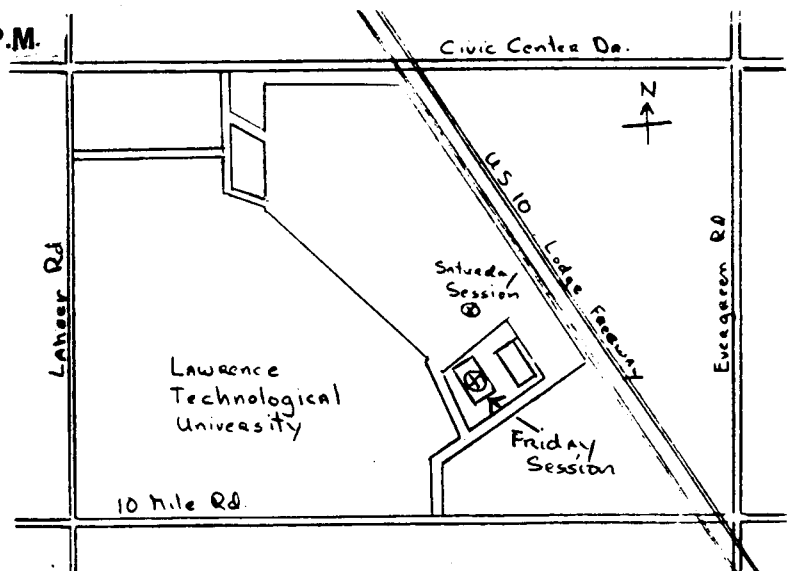
→ DRIVERS' MEETING 10:00 A.M.

→ TIMED RUNS 10:30 A.M. TO 5:00 P.M.

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(W) 313-956-6777

JENNIFER POLOMS
(H) 734-662-0941
(W) 313-523-5857



DETROIT REGION, SCCA PREREGISTRATION ENTRY FORM MAY 1-2, 1998 SOLO II DRIVING SCHOOL

Note: Entry restricted to SCCA members and LTU students with University ID

| | | | |
|------------------------|---------------|---------------|--------------|
| REGION USE ONLY | | | |
| Rec'd _____ | Class _____ | License _____ | Tech _____ |
| Paid _____ | Car No. _____ | Waiver _____ | Helmet _____ |

PLEASE PRINT

DRIVER INFORMATION

Name _____ Age _____
Address _____
City _____ State _____ Zip _____
Phone: Home () _____ Work () _____
SCCA Member? _____ If yes: Region _____ Member No. _____
LTU Student? _____ If yes: Student ID No. _____
If not an SCCA member and not an LTU student, an SCCA membership application must be attached.
Emergency Contact Name _____ Phone () _____
Relationship _____ Is this person at event site? Yes _____ No _____

CAR INFORMATION

Year _____ Make _____ Model _____ Color _____
Front Wheel Drive ___ Rear Wheel Drive ___ Car Number Choice: 1st ___ 2nd ___ 3rd ___ 4th ___

ENTRY FEES

SCCA Members \$15* Entries with SCCA membership application & annual dues attached \$5* LTU Students \$5*
* All entry fees are \$10 higher for entries received after April 28, 1998
Mailed entries should be sent to Heather Stickney, Solo Registrar, 1012 W. Washington, Ann Arbor, Michigan, 48103-4242. Make checks payable in U.S. Funds to: Detroit Region, SCCA. Amount enclosed: \$ _____

PLEASE READ CAREFULLY

The driver, by signing below, agrees to permit the Sports Car Club of America and its Detroit Region, the promotor/organizer of the event, and their assigns, the use of, without compensation, the driver's name, voice and/or likeness for news, publicity and feature use including radio, television, motion picture film, video, newspaper, magazines and any other media for purposes of advertising and/or promotion.

It is agreed and understood that the undersigned driver and the car described above will appear at the above described Solo event if this entry is accepted by the Detroit Region, SCCA. The undersigned agrees to compete under and be bound by the SCCA's Solo rules and certifies that the automobile entered complies with provisions of those rules. All participants must sign release agreements at the event's registration area.

Driver's Signature

Date

OK TO COPY THIS FORM

PLANNING TO GO WHEEL-TO-WHEEL RACING?

You'll need a Novice Permit if you plan to attend an SCCA sanctioned Driver School. Novice Permits can be issued by your Region of Record or SCCA Inc. Contact Sandy Cole for more information (248-685-2853).

You'll need the following to obtain a Novice Permit:

- 1) An SCCA Membership. Junior, Junior Family, Trial and Speed (non-competition) Freakz can not be issued a permit.
- 2) A current SCCA medical form (exam within 3 months of application) with both sides completed and signed by the applicant and physician.
- 3) A fee of \$45. Make the check payable to *Detroit Region SCCA* (if you are getting the Novice Permit from the Region).
- 4) Two (2) passport size photographs.
- 5) A photocopy of your current state driver's license.
- 6) A completed Novice Permit Application.

DON'T WAIT UNTIL THE LAST MINUTE GET YOUR NOVICE PERMIT EARLY

If you are 16 or 17 years old, you must apply directly to SCCA Inc and some additional materials will be required. Contact SCCA Central Licensing for details (303-694-6507).

1998 Rule Books

The following rule books will be available through the Region while the supply lasts:

| <u>RULE BOOK</u> | <u>COST</u> |
|--|-------------|
| General Competition Rules (CGR) | \$10 |
| Showroom Stock Specifications | \$10 |
| Improved Touring and American Sedan Specifications | \$10 |
| Sport Racer Specifications | \$10 |
| Formula Car Specifications | \$10 |
| Production Car Specifications | \$10 |
| GT Category Specifications | \$10 |
| Solo I & II Rules | \$10 |
| Road Rally Regulations (1997) | \$8 |

- Rule books can be purchased at membership meetings and selected events. Call to find out if rule books will be available at a particular event (248-685-2853).
- Rule books will also be mailed with a pre-paid order. There is an additional \$2 shipping and handling fee. Send your order to the address below with a check payable to *Detroit Region SCCA*.

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