

May 1998

OPEN EXHAUST

THE OFFICIAL PUBLICATION OF THE DETROIT REGION SPORTS CAR CLUB OF AMERICA



How THE OTHER SIDE DOES IT EVENT PREVIEW • DYNO DAY REPORT
1998 DETROIT REGION SOLO II SERIES INFO • DAWNBUSTER V RALLY INFO





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1998 MEMBERSHIP DIRECTORY

New membership directories are available. Each Region household is entitled to pick up one directory while the supply lasts at no cost. They will be available at the membership meetings, Driver School, Solo School, and other selected events.

Extra copies will be sold to Region Members for \$3 each. There is a \$2 charge for mailing a directory.

Contact: Tamara McDaniel @ 248-374-9305

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[HTTP://WWW.DETROIT-SCCA.ORG/](http://www.detroit-scca.org/)

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ABOUT THE COVER

Brian Kelm's T1 Mustang Cobra at the 1997 Valvoline Runoffs.

Photo by John Gacioc

OPEN EXHAUST

THE OFFICIAL PUBLICATION
 OF THE
 DETROIT REGION SPORTS CAR CLUB OF AMERICA

Volume 45 Number 4

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LEGALS

Open Exhaust is published 10 times a year, with bimonthly issues for November/December and January/February. Views expressed herein are those of the authors and not necessarily those of Detroit Region SCCA, or of SCCA Inc. Permission to reprint any material published in Open Exhaust is granted provided full credit is given to Open Exhaust and the author. Deadline for Open Exhaust is the second Tuesday of the month prior to publication. Ideas, suggestions, comments, corrections and letters to the editor are welcome and appreciated, but Open Exhaust reserves the right to edit or exclude any submissions. Articles may be hand or typewritten, but electronic correspondence is highly preferred. Artwork should be captioned and identified for return.

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ADVERTISING

Total price of an advertisement run in consecutive issues (add 25% for the back and inside covers):

	Width	Height	1 issue	3 issues	5 issues	10 issues
Full Page	7 1/2"	10"	\$120	\$305	\$470	\$846
Half Page	7 1/2"	5"	\$69	\$175	\$270	\$486
Full Column	2 1/2"	10"	\$50	\$127	\$196	\$352
or 2 Half Columns side by side						
Quarter Page	3 3/4"	5"	\$40	\$101	\$155	\$280
Half Column	2 1/2"	5"	\$29	\$73	\$112	\$202
Business Card	3 1/2"	2"	\$19	\$49	\$75	\$135

Ad must be paid prior to publication. Camera ready (STAT) black and white artwork at publication scale or most common PC/Windows graphics formats are acceptable (Windows .pcx works well).

RE REMARQUES

by Marcus Merideth

As you read this, racing in CENDIV is hot and heavy. Here in Detroit Formula SAE is fast approaching followed closely by the Grand Prix. The road racing, solo and rally seasons are all going strong. Things are getting really busy around here but remember to thank all the workers at any event you attend especially the chairs and specialty chiefs. I hope you have made plans to attend the How the Other Side Does It event.

Remember, this is the 50th Anniversary

of the Detroit Region and we should try to make it special. The region is still in need of a few specialty chiefs, Paddock and Timing and Scoring plus we need a new Archivist. Louis Siegmund is also wanting to retire from merchandise. If you know of anyone who would like to perform these duties, please let myself or another member of the board know.

Formula SAE is a wonderful experience. Please call Pattie Klimchuk if you want to work. No experience is required and I can assure you that you will have fun. It is truly amazing what a bunch of college students can do when they really try. Come

out and enjoy the fun. Well that is all for this month, back to working on the car. Good luck with your season, what ever it may be.

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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 Kim Lyon for more information (248-646-0262).

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).

MARCH BOARD MEETING MINUTES

*Jervis Webb
March 10, 1998*

The meeting was called to order at 7:37 pm by Marcus Merideth.

In attendance: Marcus Merideth, Pat Pierson, Hal Goff, Chris Syfert, Gene Henderson, Jim Fekete, Jim Crider, Mike Pickett, Bob Martin, Mark Shehan, Dave Dobry

Secretary's Report

Correction on special events -- National Office will assist with Funding Formula SAE. Jim Fekete moved to accept with corrections. Hal Goff seconded. Passed.

Treasurer's Report

Chris Syfert moved to accept. Jim Crider seconded. Passed.

New Budgets

Equipment, chief scrutineer, 1997 awards banquet, Moonlight Monte Divisional Tour Rally, Thumbs Up Divisional Tour Rally, CAST in Stone TSD Rally were presented. Jim Crider moved to accept. Jim Fekete seconded. Passed.

Capital Expenditures

New sound meter to use current calibrator at \$895 requested. (The old sound meter was approximately 15 years old.) Spare sound meter with new calibrator at \$1270 also requested. Mark Shehan moved to authorize purchase of two sound meters following three quotes with a maximum of \$2,200. Jim Crider seconded. Passed.

Sno*Drift rally was cancelled due to weather conditions being too warm. Net cost will be about \$1,500 to \$2,000 for printing and postage. Forty-one entries had been received and each one was notified by phone of the cancellation. Feedback was that this event should be a full national points rally next year. Gene Henderson recommended using Henry Joy and Loyal Jodar on the committee

to enhance relations with the business people in the area.

The mechanics school to build an IT car has five entrants so far.

CenDiv has cancelled the Showcase National Series for 1998.

MEMBERSHIP REPORT

Total membership is at 2,129. Member services is being done by an outside service.

OLD BUSINESS

There is no chairman for the double regional on May 9 - 10. If no chairman is found this week, we will have to cancel the event. We would have to forfeit the track deposit of \$2,800.

Trophy case to be placed at the Motorsports Hall of Fame estimated at \$1500. Discussion deferred to see how the year proceeds financially.

Idea to sponsor a car-of-the-year award tabled.

Gene Henderson described further circumstances around problems with the May 4 Regional Road Rally last year. Last July, the chairman was censured with a suspension from chairing events for three years for major omissions. Gene described that there were co-chairmen. The Board was unaware of the co-chair situation. Gene requested reconsideration of the censure. Marcus suggested having all involved come to the next Board meeting to review the situation. Marcus will invite the involved parties to the April Board meeting.

50th Anniversary Dinner

Comments concerning the \$35 price for the dinner were made. Marcus detailed the list of items that add to the cost and the atmosphere of the event. The target price and the features of the dinner were set by the committee to be mid-range, i.e. between a low price barbecue and a high price black tie event. There will be a family event for the birthday year at the

July weekend with no cost to bring family members along. The dinner can be paid for with worker points.

The updated policies will be in the Open Exhaust. However, the publication of revised by-laws seven day in advance of the annual meeting has been missed. Suggestion was made to vote on the changes at a later meeting. Pat will check the by-laws on voting on by-laws.

NEW BUSINESS

Nothing to report.

ASSISTANT RE REPORT

Meetings scheduled at Joey's Comedy Club in Livonia as follows:

March 17 How to Get Started in Racing: Rally-Jim Fekete, Solo-Mike Burke, Race-Don Sak

May 19 A n d r e w Craig, President and CEO of CART

July 21 Race Car Data Acquisition

Pat Pierson has spoken to the printer about the late receipt of the notice for the February meeting. The printer is checking on the performance of the mailing service he uses. Mike Pickett will also follow-up on this with the printer.

Mike Pickett presented additional data on proposed banquet locations. Laurel Manor in Livonia and Glen Oaks Country Club in Farmington Hills look like the best options. Jim Fekete moved to reserve Laurel Manor. Gene Henderson seconded. Passed. Scheduled for January 16.

Mike suggested forming a group to send calendars to local newspapers and keep our name in the public eye. Marcus would like to appoint a PR chief for the Region if a volunteer can be found. Job opening to be listed in the OE and on the web site.

RE REPORT

Hal Goff reported on web

site advertising charges. The industry standard is to charge per hit on the site. He recommended fixed fee for an ad on the web site. Recommended price as a trial period through March 1999 was \$75 for three months, with a three month minimum with site-ready artwork. Jim Crider moved to make this policy. Pat Pierson seconded. Passed.

Open positions are not getting filled. A suggestion for licensing chairman was offered. Marcus is looking for suggestions on how to fill positions and why we have trouble getting participation from our member base. Gene mentioned the idea of having SCCA teach driver ed in place of school programs as a recruitment tool. Jim Crider will check with National on their research on driver ed. Gene will check with a friend who already runs a group of driver ed schools.

SPECIAL EVENTS

Marcus is going to send flyers about Formula SAE to everyone in the Region including all of our event dates.

RACE REPORT

Dave Dobry reported that drivers' school sanction has been approved.

RALLY REPORT

Jim Fekete reported that Moonlight Monte was a successful event.

SOLO REPORT

Jim Crider reported that they are still looking for a site for the first solo event of the year.

Jim Crider moved to adjourn at 10:30 pm.

*-Christine Syfert
Secretary*

OF GYMKHANAS, HILL CLIMBS, AND ICE RUNS



by Suzanne Royce

(with information from articles written by Harry Cushing, Detroit Region member, and published in Sports Car)

It is a Thursday at the end of March. It is still a rather gray world outside but the temperatures are in the 60's, and so windows are open. It was only last Sunday that my granddaughter, Amanda, built her second snowman of the year. Ah, yes! It must be almost time to break the race and solo cars out of their winter slumbers.

So far, with these 'look back in history' pieces, I have tried to pick something that was pertinent to what was being advertised or written about in the published month. How it all started in January/February, items pertaining to Drivers' Schools in March, the National Conventions in April. As I am now writing for May it is time for something on Solo Events.

Solo events can have many names: Solo I, Solo II, Autocrosses, Gymkhanas, Hill Climbs. However, they all have one thing in common, the cars are driven so that there is no head-to-head competition, so it is you against the clock. Admittedly there will be no extra rush of adrenalin as you see who will outrun whom going into the corner, but also there can be no excuses of "I was blocked".

Autocrossing has had an active following in the Detroit area for many years under the Detroit Council of Sportscar Clubs. Detroit Region SCCA members would compete in these events. But it was not until 1973 that Solo II really came of age with the first SCCA Solo II National Championship. However, that does not mean that events were not organized and run way-back-when, just that they were few and far between.

The **Madcap Gymkhana** was run on Sunday, 23rd May, 1954 on the Chrysler Corporation's Central Engineering Parking lot, "an area large enough to store several thousand pieces of Detroit iron". There were five competitions, Blindfold Driving, Balloon Spearing, Bombing, Umbilical Cord (also called Figure 8 with a twist), and Acceleration and Braking.

Ribbons were awarded in the individual events, and scores were accumulated to determine the overall trophy winners.

In the Blindfold test the driver was, surprise, surprise! — Blindfolded. The driver would then be given instructions by the navigator to negotiate a serpentine course between a series of cardboard pylons, turn hard right into a garage at the end of the course, back sharp left into a second garage, and finally turning into a third to complete the course. The results were: Dave Cohoe & Walt Groesfeld, MG-TD, 41.5; Frank & Marge Burrell, Jeepster, 45.5; Floyd & Jean Lawrence, MG-TD, 52.1; Art & Ruth Baitz, MG-TD, 52.7; Bob Graff & Floyd Lawrence, Olds 88, 53.7.

The Balloon bursting was a type of jousting event with the car and driver playing the part of the horse, and the navigator being the knight with a long, unwieldy, pointed spear. The course was in the shape of a star, with a balloon tied to a bamboo pole at each point. The point (pun intended) was to burst all of the balloons in the shortest time, without leaving the car — but there was nothing said about having to stay in the "saddle"! The results were: Bob Bartholomew & Reg Mason, MG-TD, 31.4; Lee & Frances Beck, MG-TD, 31.8; Claude & Flora Genest, MG-TD, 34.0; Dave Cohoe & Walt Groesfeld, MG-TD, 34.0, Tie; Mel Brown & Bill Highe, MG-TD, 34.2; **Harry Constant** & George Durbin, MG-TD, 35.0. Obviously those nimble, little British horses were far easier to control!

I do not know how big a beer can was in 1954 (I was only seven, and in England beer came in barrels or pint mugs), but presumably ping-pong balls were the same size as today. The Bombing event consisted of driving a hexagonal course with five beer cans acting as receptacles or "targets". The object was to drop a ball into each can. If a "bomb" missed, the bomber was to exit the vehicle, retrieve the ball, get back in the car, and try again. Every so often the bomber would forget that the rest of the ping-pong balls were residing in said person's lap, and valuable seconds would be lost chasing the elusive white objects all over the parking lot. The results were: Ed Austin, Austin-Healey, 32.6; Flora & Claud Genest, MG-TD, 34.8; Tom Sigman, Porsche, 36.6; Larry Watson & Walt DeWolf, Ford, 37.6; John & Dorothy Vlossak, MG-TD, 38.2.

The mind boggles at what today's insurance company would say to the following description for the Umbilical event: "Two cars will be tied together with an eight-foot length of string, and will be required to negotiate, as quickly as possible, a tight figure eight course. If the string breaks, the competitors will be disqualified." Harry Beronius, Jr., in a TD, and Harold Lance, in a TC, had the "crowd on edge as they roared around just inches apart, hand-braking to keep

under control. They broke the string and were disqualified just shy of the finish mark." The winners, reportedly, did not even get the string taught — where did they practice this maneuver? The results were: Tom Sigman & Lee Beck, Porsche & MG-TD, 20.0; Deo Lewton & Ed Hebb, MG-TDs, 20.8; Mel Brown & John Vlossak, TD & TC, 21.0; Bob Bartholomew & Chet Advent, TD & Healey, 22.0; John Woodhouse & **Harry Constant**, Healey & TD, 23.5.

The last event was the Acceleration and Braking test. On a 75-foot course, the competitors would charge to the half-way mark, slam on the brakes and stop astride a white line, reverse, and repeat in the opposite direction, ending astride a second white line. The results were: Ed Austin, Austin-Healey, 12.9; George Schmidt, Ford Stationwagon, 13.4; Dr. LaGrone, Jaguar XK120, 13.5; Bob Knoll, MG-TD, 13.78; Tom Sigman, Porsche, 13.8.

The overall winner was Walt Groesfeld in his MG-TD. Second was Frank Burrell in the Jeepster, and Bob Graff in the Olds 88 was third.

"**Haven Hill** is the former country estate of the late Edsel Ford. Located in a densely wooded, extremely rolling section of southern Michigan, about 30 miles from Detroit, the retreat has been turned over to the State for use as a public park." So is described the setting for Detroit Region's first annual Haven Hill climb held in the summer of 1954.

The course was a half-mile section of asphalt road, with two sharp rights, two sharp lefts, and climaxing in a treacherous esse curve. Ed Glowacke, in his Austin-Healey, drove through the course in 25.05 seconds to claim the silver bowl 1st Place trophy.

There were 49 cars participating, and these were divided into five classes: (A) up to 1300 cc; (B) 1301-2000 cc; (C) 2001-3000 cc; (D) over 3000 cc; and Ladies. At a green light signal, the car would start and break an electric eye beam to start the timer. At the top of the hill another electric eye beam would be broken to stop the clock. Each driver received three tries, the best time counting.

The top placed finishers were: Class A - J. G. Whitlock, Bandini; H. E. Lance, MG-TC; J. I. Vlossak, MG-TC; J. C. Mueller, Siata; **Dave Davis**, MG-TD. Class B - W. L. Steele, Porsche; M. J. Goldman, Porsche; Harry Beronius, Supercharged MG-TD; T. R. Sigman, Porsche; A. H. McLarty, Lea-Francis. Class C - Edward Glowacke, Austin-Healey; M. W. Tanner, Austin-Healey; Chet Advent, Austin-Healey; Ken Kraft, Austin-Healey; A. G. Weed, Morgan. Class D - Frank Burrell, Cad-XK-120; William Wood, XK-120; E. E. Anderson, Nash-Healey; J. M. R. Lyeth, XK-120; Fred Warner, Corvette. Ladies Class - Marge Burrell, Cad-XK-120; Sis Warner, Corvette;

Frances Beck, MG-TD.

If you have ever attended a Detroit Region banquet, and/or read the programme, you will have heard of and seen reference to the Ira Garfunkel Memorial Trophy. Ira Garfunkel was competing in the 1955 Haven Hill Climb when he was killed. This memorial trophy was immediately established to honour one of the Region's serious competitors. It was presented between 1955 and 1974, and was reintroduced as a perpetual trophy in 1988. It is presented to a Region member who displays outstanding sportsmanship and excellence.

The **Icekhana** at Detroit was actually held in (or should that be on?) Lake Orion in February, 1955. The temperature was 25 degrees, after two weeks of 5 and 10 degree weather. Three inches of snow had just fallen. A plug cut through the frozen surface showed the ice to be 12 inches thick, and the locals declared that to be enough to support a car. This was

the fourth year for this event and there were 60 entries, with a team of three from Cleveland, and some Canadians, all competing for ribbons.

"The course was the trickiest yet devised. First phase encompassed a speed route about a mile in circumference, involving two nice 3rd gear straights, two first gear U-turns, and three right angle 2nd gear curves. Another phase, covering about half-a-mile in length, required contestants to figure 8 through a series of 12 pylons, driving the trial in both directions."

"All entrants were permitted one practice run; second time around counted. The ice proved to be a real equalizer, favoring, if anything, the very maneuverable MGs, which proved to be the most sure footed by winning eight out of the first 15 places. Austin-Healeys showed well, also, by capturing four of these choice remaining spots. Then came Jaguars, Porsches, Volkswagons, a Triumph, a Lea-Francis, a Morgan, a Bandini and a Nash-

Healey. Bringing up the rear was an Allard, a Thunderbird and a Corvette."

In the speed trial, ribbons went to **David Davis**, Bob Knoll, Angus McLarty, Ed Roxbury and Bill Reddig. In the handling tests, ribbons went to Bob Steele, Jack Thorpe, Lee Beck, Ed Roxbury and Angus McLarty. The top 15 place winners, including ties, were: Angus McLarty, Ed Roxbury, Jack Thorpe, Bob Steele, Max Goldman, Charles Green, John Woodhouse, Norman Appleman, Harry Keeler, Floyd Lawrence, Harry Cushing, Ed Austin, Charles Chakmakian, W. H. Wylids, Harold Lance, Clarence Davidson, William Rankin and Mel Brown.

In closing, we should like to wish the **SCCA Solo II National Championship** a Happy Silver Anniversary! Also, we should wish our Region members who will be participating good luck, and remind them that this is our **Golden** year!

RACING IN THE 1950's AND 60's

by "Pappy" (Ralph Durbin - (1952)

I first became interested in sports cars in 1952. At that time I purchased a 1952 MG and went to see a race at Detroit Fairgrounds with a friend of mine, Roy Gammage. A friend of his, who was in the race, needed a part to run so we took it off of my MG-TD for him to use. They replaced it after the race so I could drive my car back home. It was pretty common for drivers to arrive with just the car and no spare parts, but the drivers really helped one another, borrowing tools, parts and expertise.

I heard about a race at Put-in-Bay, and Roy and I drove down and entered my MG-TD. We had only the tools that came with the car and no spare parts. The race was called for rain and I was in first place at the time, so I won. I continued to race the TD at Put-in-Bay in 1952 and 1953, and ran a MG-TF in 1954, 1955, and 1956. I was fairly successful at Put-in-Bay and won the race in 1952, 1954, and 1956. I ran the TF at Andrews Air Force Base in 1954 and won the largest trophy I ever received.

The road racing we did back in the 50's and 60's was mostly on runways and taxiways at Strategic Air Command Air Force bases. Bunk beds were available for \$1.00 a night. There was no real racing equipment as such. Firestone had a racing tire but it was really just a street tire. Usually, you just raced with the tires that came on the car. In order to qualify as modified we just changed the tire size to a smaller size on the front. When Roy, who was an auto mechanic, went to races with us we at least had some spare tools and occasionally some spare

parts.

In the mid to late 50's I began to race the Austin-Healy 100, and then went to the Austin-Healy 3000 with which I won about 26 races in 1958, racing all over the country. I then drove a Special Thunderbird, which Curtis Turner had driven in Daytona. I drove this car at Cumberland, Maryland; Detroit Fairgrounds; and Road America at Elkhart Lake, Wisconsin. We were second in class and tenth overall at Road America.

In the late 1950's I met Mr. Wacky Arnolt. He was a wealthy entrepreneur who was very interested in sports cars and racing. He had a car designed and built for himself in Italy. The body was by "Bertoni", engine by "Bristol". He named the car after himself, calling it the "Arnolt Bristol". He imported the cars to the US, where he sold them. Mr. Arnolt asked me if I would drive his car, the Arnolt Bristol, at the Sebring 12 hour endurance race. He had entered only one car that year. I felt very fortunate as there were many drivers who wanted to drive his car in the Sebring race. He asked me who I would like to be the other driver. I asked him what he expected the car to do and he replied, "Finish the race." I told him that Max Goldman should be the other driver. The following year he entered four cars in the race, one of which was a right hand drive. He asked me which one I wanted to drive. I said I would like to try the right hand drive. I really liked it, and after that Max and I were the exclusive drivers for the right hand drive car. In 1960 we took first place in class with that car at Sebring. I drove that car in races from Florida, to Canada,

to Long Island, to Texas. We placed second in the nation that year. I continued to race the Arnolt Bristol into the sixties, until Mr. Arnolt had a heart attack and passed away. That was the year we were planning to take the cars to LeMans in France.

In the mid sixties, John Mullhollen asked me to drive his Lotus Formula Jr., which I drove for about four or five years. We raced in Michigan, Ohio, and Wisconsin. I spun the car in two races, the last time being at Waterford Hills. I had enjoyed a very successful racing career and been the best in various classes. I decided it was time to give it up. I tossed my helmet over the fence at Waterford Hills and never picked it up again.

A little insight into my nickname "Pappy". I was past the age of 35 when I started racing sports cars. In 1958 my son, Harry, was old enough to start racing sports cars. His first race, which he won, was at the Grayling Airport. I was able to teach him some racing skills as we had two identical Austin-Healys at this event and I would have him follow me around the course. He and I also raced at the Milwaukee Fairgrounds, and we were team drivers in the Road America 500 Mile Race in Elkhart Lake, Wisconsin. I think that because of my age, and racing with my son, is how the Sports Car Club started to call me "Pappy".

Over the years I drove MGs, Austin-Healys, Alfa Romeos, the Arnolt Bristol, a Ferrari with a Chevy engine, a special Thunderbird, and a Lotus Formula Jr. I have held multiple competition licenses including SCCA, FIA, USAC, as well as National Steward and Starter licenses. I loved racing and miss it, even today...