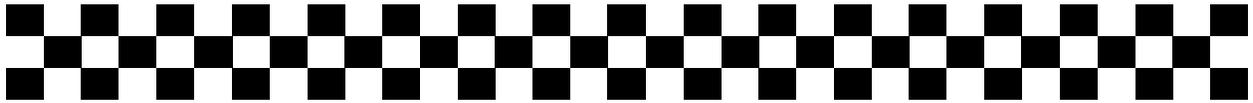


Vol 50, no3  
December 2005

# Open Exhaust

The Official Publication of the Detroit Region Sports Car Club of America



## Inside This Issue:

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BOARD MEETING MINUTES, AWARDS BANQUET ANNOUNCEMENT, RALLY INFO.

Open Exhaust

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# Open Exhaust

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## Legals

Open Exhaust is published 10 times a year, with bimonthly issues for January/February and November/December. Views expressed herein are those of the authors and not necessarily those of the 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.

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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 typed or handwritten, but electronic copy is highly preferred. Artwork should be captioned and identified for return. Please include SASE for return.

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## Advertising

	<u>Width</u>	<u>Height</u>	<u>1 issues</u>	<u>3 issues</u>	<u>5 issues</u>	<u>10 issues</u>
Full Page	7 1/2"	10"	\$120	\$305	\$470	\$850
Half Page	7 1/2"	5"	70	175	270	490
Full Column	2 1/2"	10"	50	130	200	355
Quarter Page	3 3/4"	5"	40	100	155	280
Half Column	2 1/2"	5"	30	75	115	205
Business Card	3 1/2"	2"	20	50	75	140

### 2006 Publication Schedule

Vol. 51

<u>Issue</u>	<u>Month</u>	<u>Deadline</u>
1	Jan/Feb	Jan. 15
2	March	Feb. 15
3	April	Mar. 15
4	May	April 15
5	June	May 15
6	July	June 15
7	August	July 15
8	Sept.	Aug. 15
9	Oct.	Sept 15
10	Nov/Dec	Oct. 15

### About the Cover

Photo courtesy of Don Castle. Taken at the 2004 Run-Offs.

**Detroit Region SCCA Board of Directors Meeting**  
**Date: October 12, 2005**  
**Kirby's, Livonia**



**Regional Executive**

Barbara Steencken-absent

**Assistant Regional Executive**

Rodney Beckwith III-present

**Secretary**

Dave Harkcom-present

**Solo Director**

Angela Laney-present

**Rally Director**

Jim Fekete-present

**Race Director**

Hal Goff-present

**Directors At Large**

Keith Roberts-present

Jerry Shiloff-present

Jennifer Meredith-absent

Bob Goppold-absent

Rick Myers-present



**Attendees:**

Larry MacLeod, Mike McClintock

**Call to order:** at 7:20 in open meeting

**Reports**

**Treasurer Report:**

Discussion of proof of expenses report relative to entries/memberships given away based on points or National event participation. \$95 fee for Audit

**Race Report:**

Regional race, June 10-11 at Gingerman  
 National event with Ft Wayne May 13-14 at Gratten  
 No billing or payment to WHRRI at this point  
 CenDiv roundtable 11/5 to confirm 2006 dates

**Secretary:**

September minutes: Motion Angie, 2<sup>nd</sup> Jerry  
 Approved.

**Rally:**

Next Rally-cross event 11/5  
 Final budgets missing for completed events  
 Motion to issue check for sanction fee for next event. Motion Angie 2<sup>nd</sup> Hal, Approved

**Solo:**

175 entrants in season ender event.  
 Final budgets at October mtg.  
 30 Region entrants at Solo Nationals.

**Bylaws:**

No update.

**Banquet:**

Still looking for facility for January Banquet

**New Business:**

Closeout budget for Firecracker event with \$2290 surplus  
 Viper event participation and use of equipment approved.

**Election Committee:**

2006 BOD election ballots opened and counted.  
 The following candidates have been elected

**2 year term:**

Jennifer Merideth  
 Rick Myers  
 Larry MacLeod  
 Jim Fekete

**1 year term:**

Keith Roberts  
 Barb Steencken  
 Alternate  
 Mike Burns

Adjourn to Executive session at 9:45 until next scheduled meeting on 11/9/05 at Kirby's

2005  
Detroit Region SCCA  
Awards Banquet



You and your family are cordially invited  
to attend the Detroit Region's annual awards  
banquet on

**January 21, 2006**

***Farina's Banquet Center***

2485 Coolidge Hwy

Berkley 48072

248.546.7800

f-b-c.com

\$25 per person OR 5 worker points

\$15 for children 6-12 OR 3 worker points

5 and under are free

Price includes: family style dinner, pop, coffee, and open bar

**Please detach RSVP card and send with  
payment to:**

Amy Burke-Robinet  
1605 Petrolia Drive  
West Bloomfield, MI 48324  
248.943.9002

**RSVP By January  
6th**

\_\_\_\_Adults @ \$25 or 5 Worker Points

\_\_\_\_Children @ \$15 or 3 Worker Points

\_\_\_\_Children 5 and under for FREE

\_\_\_\_Total Guests      \_\_\_\_\_Total Payment



## Rally Season Review-part 1

Its spring, and the race and solo seasons are getting ready to start, but the rally season is near the halfway point in the season! Two rallies have already been completed, as well as the Road Rally School for 2005. The season opened on January 8 with Scott Harvey's popular Son of Sno\*Drift rally, which was held on absolutely perfect snow covered and slippery roads, with an added inch of snow the night before the rally, just to make it that much more interesting. I can personally vouch that the roads were "challenging" for a two-wheel drive car. One of the early controls in the first section was located at the bottom of an icy hill...Jim Shaffer drove us in for a good score, but we were incapable of getting the car up the ensuing hill without a friendly yank from the Jeep Grand Cherokee of fellow competitors Doug and Katie Shepherd, saving this navigator from cardiac arrest pushing our car up the hill.

27 cars started the event, which was won by the "new" team of Tom Bell and Jack von Kaenel. Scott Harvey reports: "Early in the day Friday, I received a call from Jack von Kaenel. He informed me that his regular partner (Ron Johnstonbaugh) had to work. Ron and Jack have teamed together to win Son of Sno\* the past three years. Later that night I got a call from Tom Bell. His son Tyler (who got a nice profile in the February 2005 issue of SportsCar) could not make the rally. Tom asked if I could use another worker. In a moment that can only be considered a stroke of pure genius – I suggested he call Jack von Kaenel. The rest is history. Tom and Jack won the rally with 27 points (in 22 scored controls). After the awards were handed out, Tom Bell remarked that this new guy he ran with 'was pretty good'."

First in Limited went to Ken Knight and Greg Lester, tallying 55 points in style in an AWD Cadillac SRX. Stock was won by perennial favorites Bob Kay and Mike Bennett with 119 points, good for 4th overall! The Novice class win went to Steve and Jack Johannson, with 488 points.

The season's second rally was Dave and Dan Harkcom's Moonlight Monte, which ran out of Chelsea on April 2. The weather was mild, but quite windy, which helped keep the dust down. Dave and Dan kept the navigators busy with quite a few speed changes, although the route itself was very straightforward. Dave Harkcom reports: "Twenty-one teams all completed the ~180 mile course in western Washtenaw and eastern Jackson counties without incident or delay. All planned controls (20) were manned and scored. Congratulations are due Ron Johnstonbaugh and Rob Moran for their Equipped Class and overall win this year, scoring 21 points. In Limited, Scott Harvey and Greg Lester took the class and put a big scare into the equipped teams by placing second overall with only 22 points total, only one

- behind the overall winners! The team of Robert Kay and Mike Bennett took the Stock class with total of 112 points and only two double-digit leg scores. The novice team of List and Reader took their class with 498 points for the 2nd year in a row."

- Mike Bennett held a successful Road Rally School on March 12 at Jim Muir's GMC dealership in Sterling Heights. We've used the same short route for the rally school "rally" for many years, and sometimes the organizers don't get around to checking the route until just before the school. That would have been disaster this year, as Van Dyke Road "grew" a traffic circle in the middle of the route, which caused Mike to have to re-route and re-measure the course "shortly" before the event. Mike also reports "A light snow the night before the event added to the difficulties faced by School participants as they learned the basics of Road Rally route following and timekeeping, then practiced what they learned in two short rallies around Sterling Heights. Twelve participants came out, including two teams who had done at least one Road Rally together before."

- The next region event is Ken Wiedebush's Twilight Tour rally, which will be held on Saturday, May 21, and will count for both the Detroit Region and Central Division rally championships. Twilight Tour is a late afternoon thru evening SCCA event conducted in compliance with the SCCA Tour Rally rules. It is a straight-forward Time-Speed-Distance competition with no complex instructions, traps or other unfunny stuff. All significant turns will be clearly identified and mileaged. Rest stops will be provided. The goal for all beginners and experts will be to keep "on time" through 140 miles of secondary roads in Washtenaw County and areas to the south and west. The car will get dirty. You will have fun! For more information and registration information, see the region website or contact Ken by e-mail at [TwilightTour@wowway.com](mailto:TwilightTour@wowway.com)

- And finally, the rally community has been saddened by the loss of one of its biggest supporters, and by one of the true legends of the sport. Longtime Press On Regardless supporter Brad Schade passed away on February 27, after a long, difficult battle with kidney disease. Brad's company, MacSam Specialties was a key sponsor of POR when it re-emerged as an endurance TSD rally in the mid-90's, and Brad could be seen talking with the competitors and rally enthusiasts before, during and after the event. His quiet way belied his passion for rallying.



## His first rally: the view from the other seat

Posted by Kent Gardam

Fifteen. Starting line, Gratiot Lake, Saturday's first stage, the clock is counting down towards zero. Ten. Sounds are coming through the intercom of rapid intake of breath from the rookie. I'm 55 years old and I'm sitting here with a guy who has been bouncing off the walls all weekend. You would think I would know better... Five, four, three, two, one, zero, waaaaaaah! The engine is screaming...

So how in the heck did I find myself in this spot? Joe Sladovich (Slick) has had an assorted pile of VW shells and parts taking up all the space in his garage for a while now and in theory he has been building them into a rallycar over the last four years. Well, a couple of months back he decides that they have all been sufficiently super-glued together to be able to try them out at their first rally. It looked like LSPR 2005 was going to be the opportunity. Slick has had a newbie co-driver lined up for a couple of years, someone to learn the sport at the same time and experience the highs and lows. Trouble is, the co-driver just changed jobs and can't get off work for the rally so soon. So Slick is surfing for someone to sit in the silly seat. I've been able to ride with Scott Harvey for the last three years or so and theoretically we should be going this year, but some financial issues intercede and I'm looking at other options on how to spend the third weekend in October in the Keweenaw. Slick has been crewing for us and so I decide that maybe I can lend a hand for his first event.

The last time I saw the car was when I was over at his house on the way back from Tall Pines last November. The garage holds two shells (one, an old racer with a really bad cage, and the other, a shell being built that has a pretty nice cage). There are seats in the new shell but there is still a whole lot of work to be done. Fast forward to this fall and Slick announces that the car is ready. I sign on for the ride and begin to try to sort out the issues that will make us legal for the event.

Three weeks before the rally, Slick decides to take it to a Detroit Region rallycross just to put in a little time behind the wheel. I drive up to see what I'm getting in to. As I arrive during the first run, the car has been pushed back to the trailer and is done for the day. The general consensus seems to be the tranny has blown up. Some think maybe the clutch went. I'm thinking, what have I gotten in to? Turns out that it just blew out the CV joint on the right axle half shaft. Over the next week, both half shafts get replaced, the tranny comes out and is checked and the clutch is replaced. Slick puts some miles on the car and we arrange to meet near Ann Arbor the Saturday before LSPR to run a dirt road TSD course to calibrate the odometer and so he can get used to the car on dirt. That day goes well, the car seems to be solid and well constructed, but we identify a growing TO DO list before the next weekend. Nothing too major but there are fire extinguisher inspection certifications and brackets, moving my footrest, underbody protection and similar still to do. Oh, and minor stuff like getting the car registered and insurance too. Oh and a small matter about getting a log book, seems nobody in southeast Michigan is issuing them anymore.

I take his co-driver's helmet home to mount the intercom on mine and notice that his is an M2000 approval instead of an SA2000. Sure hope Slick's helmet is the right type, I ask repeatedly and I'm not sure we are speaking the same language but he says it is.

So Thursday rolls around. I'm bringing two of my sailing crew as service crew. Cris Hastin has been to SnoDrift twice and Tall Pines so he's good to go and Dave Snyder is a rally virgin. We're ready for a good time. We get to Slick's about 4:00 and load the truck and put the car on the trailer. We are ready to leave and Slick wants to check the trailer lights. Of course nothing works. An hour or so later we have cobbled enough wires together to be (barely) legal for the drive north. Joel and Scott Sanford with Jeff Hribar are on the road ahead of us by an hour or so and get to Munising before deciding to call it a night. Lightweights! We plug on through and reach Houghton at 3:30 AM. We roust the owner at the Best Western Copper Crown and get into our room for a few hours sleep. By 8:00 AM we're at registration and Slick doesn't have a declaration of coverage page for the insurance on the VW. Good thing somebody invented FAX machines, problem solved. Slick goes to rookie school and the crew and I track down Mike Hurst to see if we can get a logbook. Mike's only issue concerns the angle of the seatbelt anchors. Loosen the bolt, smack'em with the BFH and we're good to go. I was going to wait and let Slick put the car through tech in case there are any issues but Mike decides as long as we're he wants to tech the car before too many others show up. Surprisingly, the only issues are a blown brake light fuse

and lack of a fuel sampling port (noted in the log book for future remedy). The car passes with flying colors and compliments about the cage and I'm starting to feel a little better about what's coming. Back to the motel to do stickers and tighten the seat belt anchors and arrange the service truck. We have decided to only run the Saturday Keweenaw Regional to lower the pressure so we rest up a bit, grab some lunch, head to Parc Expose to stare at cars and drive down to L'Anse to watch a couple stages. Slick is starting to bounce off the walls, he is psyched. All our "friends" in other cars keep egging him on and winding his spring tighter and tighter and I'm totally convinced I'll need the biggest hammer in the toolkit to beat sense into him tomorrow. Dave, the rally virgin, has heard the stories from Cris and me about the speeds of the cars but to say the least he is impressed with how fast they are going at night. Back to the motel for a good night's sleep.

Saturday morning, Slick's spring hasn't unwound. He's ready to go long before time to leave. Parc Expose at Quincy Mine gives him the chance to show off the car to fellow competitors and he's getting lots of compliments. The car does look pretty "slick" in an edgy sort of way. Bright red with slashy orange stripes, it's an attention getter. We're starting #56, last on the road, just gives him more time to get wound up. Plus he's getting helpful advice that the rally can be won in the first corner so go all out from the beginning!

Lots of brave words from Slick about how all he wants to do is finish his first event, how he is not going to push hard and how he doesn't want to know any times until after the rally is over. UhHuh, we'll see.

The transit to the first stage, Gratiot Lake ends beside Lake Superior. There is a bald eagle cruising overhead back and forth along the shore. Most cool. We pull into the arrival control at the appointed time and so it begins.

We blast off from the start but he is listening to me. We are moving quickly but under control. Well, maybe there is hope after all. Four miles into the stage we catch the VW that started in front of us. Soon after we come upon Dave Cizmas who has crashed heavily into a tree but the crew is okay. Eventually a wide spot in the road and we are by the other VW but a mile or so later Slick overcooks a left three with a tree on the exit. We slide safely to a stop in the soft stuff at the edge of the road next to the marshals but the car has stalled. Slick turns the key and it doesn't even want to crank at first. Oh swell, four miles and we're done. Eventually it refires but promptly stalls since we're still in 3rd. A couple more tries and we are on our way having lost about a minute or more and been repassed by the other VW. We just about catch him again by the end of the stage. Four cars are out on the stage but we aren't among them!

Stage two, Delaware is better and Slick develops a better flow. I see the other VW just exiting as we approach the delta but there is a basketball sized rock right in the middle of the acute left. We swing wide into the soft stuff and get through but it is less than impressive. We have caught the VW again and finish on his bumper.

Service goes well and off to Burma, stage three. The road is rough and Slick is careful at all the cautions and rough spots but nails the right onto tarmac and we fly to the finish. Mount Brockway is great fun as always. The VW has a strong motor but probably eventually wants a taller gear because the straight uphill climb at the start takes a little while to get up on the cam. Once there though we are scooting and get air three or four times. Delaware the second time through is good except for grabbing reverse instead of first at the acute and stalling. The crowd reacts but fortunately the car refires right away and we are on our way. I thought maybe Slick was just going to give me some time to get out and sign some autographs for the fans.

Service is going smoothly and we are making some steady progress up through the sequence numbers, mostly due to offs but we have also passed a couple of cars. By the end of the day we have gone from #56 to #40 on the road.

Burma again is good with a great turn at the tarmac. Delaware the other way is a chance to shine, there Slick gets it right at the delta and we fly through. The sweeper at the other spectator area is nice. And so it is on to Gratiot Lake for the final stage of the rally. It has been raining off and on all day and with two passes through the roads they are all pretty slimey, slickery and snotty. We launch into Gratiot with 8 miles to go to complete that goal of finishing Slick's first event. He is driving fast but under control and we pass our final two cars of the day sitting at the side of the road. We hit the water splash near the

end and the photogs get some great shots of us. The finish line looms and we have done it, no dramas and a first finish under Slick's belt. Turns out we get 6th in Group Two out of 8 finishers and fourteen starters. Not too bad for just wanting to finish, buddy!

As always LSPR was a great event and the first rally I can remember in a while where I never had to once get out of the car to walk in to a control. Great job everybody and thanks from the crew of Car #619. Oh, and thanks for a very enjoyable ride and mature drive, Slick. I'm sure you'll have many more in your future.

Oh yeah, the party at the Ambassador and the Library afterwards was good too.

Kent Gardam



## PRESS ON REGARDLESS-2005

By Jim Mickle

September 9-10, 2005 was the date for the 57<sup>th</sup> running of the oldest continuous conducted rally in the world, the Press-on-Regardless. The first running was in 1949 and was won by Vincent & Louise Gardner in a 1949 Studebaker Special 2 seater.

In the early years, the event included not only rallying, but on track racing. After a number of years as a high speed TSD (time-speed-distance) rally, the organizers included a closed stage, Conners Flats, in 1968. In 1969, POR became a full stage event for the first time. In 1970, it was listed on the FIA calendar in preparation for full World Championship status, which it obtained in 1972. It was a World Championship Event through 1975. It continued as a stage rally until 1994, when it went back to its TSD roots.

This year's event, organized by Bruce Fisher, was again headquartered in the beautiful alpine village of Gaylord, Michigan. Friday's route took the contestants south into the beautiful forest roads of the area. The weather was clear, warm and sunny. When the competitors returned early Saturday morning, Dan Coughnour and Joe Andreini led with a score of 22 points for 30 controls. Second were Ron Johnsonbaugh and Jack vonKaenel, only one point behind at 23. Third place Scott Harvey Jr. and Jim Fekete had 34, running in the Limited Class. Had they not missed a 10 pause, their score would have been 24!

Saturday's route took the rally to the Upper Peninsula, with beautiful smooth open roads. Saturday's weather was much more conducive to rallying, being overcast with light rain. Weather like this not only makes it more fun to drive, but easier for the navigator as the light on the instructions does not flash as you go from direct sun to shade. Ron & Jack took the lead with a score of 21 for 25 controls, giving them a total of 44 for the event. Dan & Joe dropped to second with a score of 32, and a total of 54 when they had trouble with mileage. Scott and Jim scored 23 points, bringing their total to 57 and a win in the Limited Class. Christopher Smith and Mike Bennett won the stock class with 152 points.

We had two cars that had to drop out due to mechanical problems. David Harkcom had the throw-out bearing fail on his Audi on Friday, and Eric Jones' vintage MGB developed a transmission oil leak. With replacement gears costing over \$2000, he decided that putting it on the trailer for the trip home to Ohio was the better part of valor.

This year's event continued the tradition of great PORs. The roads were great, the control locations tough and the competition strong. Bruce Fisher and his large crew of helpers including the Bells on the course, Shiloffs who did registration and worked many controls, Bob Martin, scorer extraordinaire, and a host of others did an outstanding job.

## **In Memory of Gene Henderson 1925-2005**

My first recollections of Gene Henderson date back to the 1963 Press-on-Regardless Road Rally. A friend and I, who had done a little bit of rallying in college, heard about this big rally, so decided to give it a try. We replaced the hi beam headlights on my 62 Corvair with aircraft landing lights, took off the hub caps, made a map light out of a frozen orange juice can and away we went to Waterford Hills for the start on Saturday afternoon. Among the entries was an Austin Healy 3000, a Ford Station Wagon with two kids in the back, a Mini and a Chrysler 300, driven by Gene Henderson. Off we went. Our first stop was in Standish for fuel and a snack before going out onto the northern Michigan back roads. By the time we reached Standish, we had determined that we didn't need to do time calculations, as there was no way that we could make the speeds that rallymaster Scott Harvey had set. Early Sunday morning the fog rolled in and we were reduced to picking our way along. Not Gene though. He was determined to keep the speeds. It was reported that he had a couple of big offs, but was able to get that big Chrysler back on the road for the win after 24 hours of continuous rallying. No breaks, except for fuel and a quick snack. This event typified Gene's go for it all mentality. He was always a go for the win guy. Second, or first loser as he used to say, was never an option. I think that he would rather have had a DNF than finish second.

Gene did more to build and promote rallying in North America than anyone I know. As rallying grew, Gene formed a company, known as Competition Limited, to sell rally products out of the garage and basement of his home in Dearborn, where he was employed as a police officer. What started out as a hobby business grew and grew. He not only offered good products that he fully backed up, he also provided good advice along with products. He sold the business a couple of years ago, and the new owner, Tom Bell continues to provide rally equipment to competitors around the world.

Early in his racing and rallying career, Gene decided that to compete at the level that would satisfy him required that he compete on other people's money. For quite a while, he was associated with American Motors. He rallied a Jeep Wagoneer (the vehicle that we now know as a Cherokee). Probably his biggest success in those years was winning the 1972 POR in a white Jeep, affectionately known as "Moby Dick" because of its size. POR was a World Rally Championship event that year, so we had several factory teams from Europe in attendance. His win, with a four-wheel drive vehicle, so shook up the Europeans that they outlawed four wheel drive in world championship rallying!

The POR and other performance rallies eventually led to the formation of the SCCA Pro Rally Series. Gene competed regularly in the series for several years until he could no longer do it on other peoples money. He then continued to support the series as an organizer, worker and supporter until his failing eyesight prevented his driving after dark.

In 1994 was award the Robert V. Ridges award by SCCA. This award is the highest honor within the entire SCCA rally program. It recognized all the work that Gene had done to improve rallying in the United States. I was privileged to be with Gene at the awards in Phoenix that year. Even as he was receiving the award, he was working on the next POR!

Over the years, I enjoyed competing with and against Gene. When we were competing together, we were a formidable RoadRally team. When he was teamed with another navigator, he was a formidable competitor. I also had the pleasure and stress of working with him on organizing the POR Memorial and POR rallies as Road Rallies.

One memory, of many, that sticks in my mind was rolling into the headquarters in Rolla, Missouri for a rally. He apparently didn't hear my caution of the speed limit drop and blew into town at about 30 over. We were followed into the parking lot by an officer of the law with lights and siren going. The folks already there in the second floor banquet room that overlooked the parking lot had quite a show. I stepped out of the car and went up to register while Gene dealt with the officer. The result, no ticket! I told you that he was a police officer before he retired.

The many friends that he made over the years will surely miss Gene. I know that I will miss him. We had great times together, even when we were on opposite sides of an issue.

Gene's youngest son, Mark, is organizing a memorial reunion for Gene at the Dearborn Inn, the start of the first POR, on Saturday, October 1, 2005. It should be a great evening. If you are interested in attending, contact Mark Henderson at 313-441-4521. He will be glad to send you a flyer.

Jim Mickle



## MEMBER SERVICES REPORT OCTOBER 2005

1. **CURRENT MEMBERSHIP STATUS**

The breakdown of members for OCTOBER 2005 is:



<b><u>FAMILY</u></b>	
HEAD OF HOUSEHOLD	170
SPOUSE	94
INDIVIDUAL	12
CHILDREN	164
SUBTOTAL	440
<b><u>FIRST GEAR</u></b>	
SUBTOTAL	9
<b><u>LIFE MEMBERS</u></b>	
LIFE	2
NATIONAL LIFE	10
REGION LIFE	2
SUBTOTAL	14
<b><u>INDIVIDUAL MEMBERSHIPS</u></b>	
REGULAR	1308
SPOUSE	206
SUBTOTAL	1514
<b><u>TOTAL MEMBERSHIP</u></b>	<b>1977</b>



For the latest Region news and events, visit [www.detroit-scca.org](http://www.detroit-scca.org).

# Classified Ads

Classified Ads are published free of charge for Detroit Region Members. Subject to the following stipulations:

1. Members are permitted 2 ads per issue at no charge.
2. Ad will run for 2 months unless cancelled.
3. Print CLEARLY or type. Email is always best.
4. Ads may be edited.
5. Members must include name and membership number with ad.
6. Fee for non-members is \$5.00, payable to Detroit Region SCCA.
7. Items must be personal property and not connected with any business enterprise.
8. Open Exhaust does not warrant the accuracy of classified ads.

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## Race Cars

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### 1975 FIREBIRD FORMULA ESP SOLO CAR VINTAGE

THIS IS A VINTAGE 1975 PONTIAC FIREBIRD SCCA SOLO CAR THAT WAS RACED IN E-STREET PREPARED (ESP) CLASS. HAS BOLT IN CAGE, QUICK RATIO STEERING BOX, FIBERGLASS SPRINGS, POLY CONTROL ARM BUSHINGS, HEAVY DUTY RADIATOR W/ DUAL COOLING FANS, LIGHT GLASS HOOD, SPECIAL LITE WEIGHT WHEELS AND MORE. THIS CAR IS A TRUE W66 OPTION CODED FORMULA CAR. VERY STRAIGHT AND RUST FREE CAR. COULD EASILY GO BACK TO STREET RESTORATION PROJECT OR RACE AUTOCROSS AGAIN!!!! ROLLING CHASSIS NO MOTOR OR TRANS. \$2900.00 CALL 517-930-2495 CAR LOCATED NEAR LANSING MICHIGAN (11/15/2005)

Name: TODD FINISON

Email:

[TPFINISON@HOTMAIL.COM](mailto:TPFINISON@HOTMAIL.COM)

Phone: 517-930-2495

### '83 VW GTI Roller \$250.00

OBO

Have a VW ITB Roller. 2 SCCA log books EX BSI car. I need the room. Full instruments-8 pt cage- nascar drivers bar. Includes camber plates(not mounted) (11/26/2005)

Name: Al Stephenson

Email: [alanracer2@aol.com](mailto:alanracer2@aol.com)

Phone: 517 592-4823

### ITA/IT7 RX7

Two-time Waterford Hills class champion (2001 & 2002) 2004 SCCA CenDiv class champion Wins at Grattan, Mid Ohio, Road Atlanta, and Waterford Hills And still winning in 2005 SDJ Motorsports engine REMSPORT carb REMSPORT cold air intake Racing Beat header (with coating) Custom exhaust (long collector, under axle) Accel coils and plug wires 4.88:1 limited slip differential Griffin aluminum radiator Fully-adjustable suspension - Camber plates - Tokico Illumina struts/shocks - Front spring perches - Rear spring spacers - REMSPORT panhard bar - Ground Control adjustable front anti-roll bar - G-Force turn-in adapters Strut tower brace 13"x7" Panasports Hoosier Dirt Stockers mounted on stock aluminum 13"x7" steel Diamonds Polyurethane and Delrin bushings Rebuilt brake calipers (2005) Hawk brake pads (front-Blue, rear-Black) Front brake cooling ducts AutoMeter oil temp., water temp., oil pressure gages Nordskog air/fuel gage Cockpit-mounted brake bias valve Aluminum racing seat Six-point G-Force harness (2004) (10/19/2005)

Name: Rich Miller

Email: [remsport@comcast.net](mailto:remsport@comcast.net)

Phone: 810-227-8059



### Level bed & scales

Innovon Scales w/ wooden storage case, each scale pad is 10.5" x 11.5". Steel Platform breaks down into 4 pieces, easy to set up and has 2 leveling feet/corner. Track is adjustable from 59" to 70" front and rear, could be narrower by cutting beams. Wheel Base is adjustable from 90" to 110" and could easily go smaller by cutting beams. They read the 4 corner weights only, no total for the car, no crossweights. Totals, crossweights and wedge must be done with a calculator. Also, I have digital pix of the set-up that I was unable to post just e-mail me and I'll send them. \$900.00 Terry Abbott c-248-514-7255 w-248-442-3673 (11/1/2005)

Name: Terry Abbott

Email: [tabbott25@aol.com](mailto:tabbott25@aol.com)

Phone: w-248-442-3673

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## Wheels & Tires

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### FALKEN Azenis 195 60-14

Have 6 tires total. 4 were used for a drivers school weekend-2 have 1/2 tread- 2 have 3/4- other 2 were used on the front for 2 damp sessions at WHRRI and are almost new. Have been cared for properly and have been treated with Formula V after being used. Asking \$200 or best Are mounted on VW 4x100 wheels (11/26/2005)

Name: Al Stephenson

Email: [alanracer2@aol.com](mailto:alanracer2@aol.com)

Phone: 517 592-4823

# Classified Ads

## Wheels & Tires

### 15" Chevy Rallye Wheels

Set of 6 lug 15" chevy rallye wheels (painted blue) with trim rings and 2 255 70 15 Radial TA tires \$90 OBO Set of 5 lug 15" chevy rallye wheels with trim rings and 3 31-10.5-15 Uniroyals \$100 OBO pics at <http://home.comcast.net/~cgbotha3/> (10/13/2005)

Name: Email: [cgbotha@yahoo.com](mailto:cgbotha@yahoo.com)  
Phone: 248 693 8782 colin botha

### 4 Hoosier A3S04s

\*NEW\*

I have 4 A3S04s that have been stored in plastic bags for the last few months. I'm not going to need them next year so I'm selling them. \$400(11/14/2005)

Name: Michael Burns  
Email: [mr2autoxr@yahoo.com](mailto:mr2autoxr@yahoo.com)  
Phone: 734-218-2186

### 4 Bridgestone Potenza RE92A - P205/55R-16

Tires are nearly new, 900 highway miles driven before being replaced with Nokians for rally duty. These are V-rated, and are the OE tires for Subaru WRX and Saab 9-2x. \$144/tire at Tire Rack. Asking \$250 for all four. If calling, call before 10:00 PM, please.(11/6/2005)

Name: Jim Fekete  
Email: [jimfekete@ameritech.net](mailto:jimfekete@ameritech.net)  
Phone: 734 718 5032

### 4 Keiser wheels and tires

1 set of 4 Keiser autocross wheels, 13x8 (I think) with Hoosier Autocrosser 225-45-13 tires. All in great shape. The wheels have the steel inserts in them and are in a Fiero bolt pattern (5 X 100mm if I remember properly). The tires haven't been used in about 4 years, but I only used them 4 times when new. They still have all the tread on them and have been in the garage out of direct sun. May be good for testing or such. Asking \$500 for the lot of them (I shudder to think of what I paid!) Please contact by e-mail or phone. Scott (11/19/2005)

Name: Scott Barrett  
Email: [sbjunk@sbcglobal.net](mailto:sbjunk@sbcglobal.net)  
Phone: 810-606-8418

## Street Cars

### 1987 Toyota MR2

This car was just repainted in June 2005 and also has a rebuilt motor with less than 10K miles on it. I'm selling it as I plan to get rid of all of my MR2's and parts to race something else next year. I drive this car to work daily and the motor has given me no problems. The car also has many extras including Suspension techniques lowering springs, Tokico blue shocks, MR2 spyder rims, TRD header, and a few others. This car was August 2005 MR2 of the month on [www.mr2oc.com](http://www.mr2oc.com). Many have seen it and say it is one of the nicest MR2's they've seen. Email me if you are interested. I have many pictures I can send. \$5900 OBO. Mike Burns(11/14/2005)

Name: Michael Burns  
Email: [mr2autoxr@yahoo.com](mailto:mr2autoxr@yahoo.com)  
Phone: 734-218-2186

## Parts

### FS: 96 Saturn service manuals.

For Sale: 1996 Saturn (S-series) service manuals. This is the three volume set from Saturn used by Saturn techs at Saturn retailers. \$70. (12/2/2005)

Name: Eric Penn  
Email: [EricPenn@aol.com](mailto:EricPenn@aol.com)  
Phone: (313) 390-4707

## Wanted to Buy

### Ford Contour SVT Wheels

Wanted: Set of four 16 x 6.5 Contour SVT OE wheels. Pls call Tom at 313-805-2082, or email [tjshaver@charter.net](mailto:tjshaver@charter.net) (11/6/2005)

Name: tom  
Email: [tjshaver@charter.net](mailto:tjshaver@charter.net)  
Phone: shaver

## Miscellaneous

Use those hard earned worker points! Yes, the time is here to use those worker points. Let Creative Threads make you something that you will be proud to show off. We can put the Detroit SCCA logo on just about anything. So if you don't see what you want from the SCCA merchandise website (<http://www.detroit-scca.org/merchandise/merchandise.htm>), let us know. Additionally, we do custom jobs with no minimum order. So, if you want your team to look like a bunch of pros (or at least better than the guys paddocked next to you!), outfit them in something that shows you care as much about them as you do your car! :wink: Creative Threads offers embroidered garments such as shirts, jackets, hats, gear bags, or anything else you might want your logo on. We can even customize your driver's suit! Please feel free to contact us with any questions. Thanks, Peter & Jennifer Morton Creative Threads [jen@creativethreads.com](mailto:jen@creativethreads.com) (11/12/2004)

Name: Peter Morton  
Email: [peter@nobudgetracing.com](mailto:peter@nobudgetracing.com)  
Phone: 248-583-6219



# Open Exhaust

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Howell, MI 48855

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