

Open Exhaust

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

Vol 55 no 2 FALL 2011



Eric Penn lifting the inside rear wheel while negotiating the course at the Memorial Day Solo on May 30, 2011. This event marked the return of the Detroit Region SCCA to the Pontiac Silverdome.

Photo by Ed Frank (Clutch)

2011 Detroit Region SCCA Directors and Officials

- Regional Executive: Jennifer Glass jglass@umich.edu 734-218-1314
 - Assistant Regional Executive: Patrick Barber patbarber@comcast.net 313-595-3428
 - Secretary: Brian Thorpe thorpeb@comcast.net 248-982-8902
 - Treasurer: Bob Martin wz4rfv@gmail.com 810-459-0720
 - Director At Large: Steve Balanecki mrsteve92@aol.com 248-770-9469
 - Director At Large: Brian Sumeracki bsumeracki@juno.com 586-759-0764
 - Director At Large: Eric Penn ericpenn@aol.com 313-980-2218
 - Director At Large: Nathan Usher ushernat@msu.edu 517-515-2990
 - Race Director: Bob Pierson bpierson46@yahoo.com 248-344-4793
 - Rally Director: Aaron Usher usheraar@msu.edu 517-348-4267
 - Solo Director: Ray Jason rj42@yahoo.com 586-596-9914
 - RallyCross Director: Scott Harvey scott@teamharco.com 248-488-4316
 - Membership Director: Steve Balanecki membership@detroit-scca.org 248-770-9469
 - Webmaster: Mike Burns webmaster@detroit-scca.org
 - Open Exhaust editor: Scott Harvey scott@teamharco.com
 - Other Chiefs and Officials are listed on the region website www.detroit-scca.org
-

Off and Running – Doing Well, Well into 2011

It's been quite a while since the last issue of *Open Exhaust* made its way to your mailbox. We've had a number of great events take place and there are a lot of positives to report this time around. First off, we had a nice get together at the Automotive Hall of Fame in Dearborn, for the General Membership Meeting (March 23rd). Turn-out was a little light, but the content was solid. Reports for the upcoming year were presented by the directors from each of the respective disciplines. The other officers provided valuable insight into their areas as well. See a few photos from the Hall of Fame later in this issue.

Probably the biggest news so far is the resurgence of the Solo program. While Ray Jason will remain humble, when it comes to his contribution, it is clear that he has done a magnificent job of turning things around. Participation is up significantly from recent years. Ray has done a masterful job of getting new people active and kept them interested in growing the sport. Along with getting more people involved with the Solo program, Ray has reached out to the other clubs in the area in an effort to work together and put aside the petty differences of years past. Working together, rather than in opposition, is showing up with more crossover participants. Look for a report from a pair of younger solo enthusiasts who chaired their first event this year (the Season Opener).

On the racing side, the first (Detroit Region) PDX took place in June at Waterford Hills. For the first time out – it went exceptionally well. Bob Pierson found enough workers and instructors to satisfy the 20 or so drivers that signed up for a day at the track. There were groups for all levels of track experience; from Novice to Advanced. Instructors were matched with each driver for the day. All drivers got plenty of track time and feedback was very positive with regard to the instruction offered. There was even a bit of rain thrown in to keep things interesting. With a solid start, we can now look forward to growing this relatively new form of the sport. Stay tuned for announcements on when the next PDX will be held. In addition to the PDX, there was a fire school held at the Wayne County Community College Public Safety Academy. This was a month later, on July 10th. There were 47 participants, which is a significantly higher number than in recent years. These are the guys and gals you want in your corner if you have a problem!

Also in June, a new RallyCross site was broken in. The Glass Horse farm in South Lyon is by far the closest RallyCross venue for those living in the metro Detroit area. The standard number of entrants, just over 30, joined us for a fun and entertaining day of dirt slinging. Things went about as well as could be expected for a first-time trial. The core group of experienced organizers pulled together and ran another first class event. There are plans to continually develop and improve the site to make it much more user friendly and a little less primitive.

The Road Rally season is also in high gear. We have had three regional/ divisional rallies since the start of the year. One of those three was also a National Rally, Rob Moran's CAST In Stone. Look for a short summary of that rally in this issue. In addition to the usual rallies put on by the Detroit Region, we are also very fortunate to be one of the few regions that offer a rally school to interested parties. This year Mark Henderson did another great job of working with the newbies and has provided us with a report. Look for that and more in this issue.

And as always – this *is* your newsletter. My requests for material are still not getting the response I would hope for. Steve Balanecki is back with more membership and worker point information. As mentioned already, we have a little summary from the Season Opener Solo (from Jason Stepke and Alan Kraska) and of course Mark Henderson's Rally School write-up. But for the most part, what you will find here is drawn from my experiences (as I attend many of the events). And since I frequently have my camera at the ready, many of the images will also be from me. You can also expect a few snippets lifted from the website to assist with filling in some details from other events. Hopefully you will find this issue of *OE* interesting and informative. If not – please send me material that you think should be in these pages.



Shots from the Detroit Region's first PDX – at Waterford Hills – June 10, 2011

Steve Balanecki and Paul Fernandez in the starter's tower

John Kytasty (Porsche 968) leads Nathan Usher (Westfield)

Photos by: Scott Harvey

2011 Detroit Region SCCA Road Rally School

Mar. 26, 2011 (S/F) Pinckney, MI

by Mark Henderson

I'm Mark Henderson (class E competitor ~40 years) and I was the Chairman for this year's Road Rally School. The Road Rally School has been ongoing for what seems like 30 years now. Newbies, fresh into car road rallies are our main audience. I have been associated and have attended 98% of the Region's Rally Schools. I have seen many changes over time but the game we play is pretty much the same. The Rally School has had a handful of venue changes over the years. I believe some of the early years were in the Redford/Detroit area at the Botsford Inn off of Grand River Ave. I also remember having the School at a car dealership near Pontiac, on Telegraph Rd. In the middle years, it got moved out to Sterling Heights; first at Jim Muir's GMC dealership, then to a Pontiac Dealership and finally to Jamboozies Bar & Grill.

Our teaching methods have also changed over time with the advent of technology. In the early years we used paper handout materials exclusively as we discussed the "How to's". Later on we developed transparencies used with an overhead projector. This was still the presentation methodology up until last year.

We've had a handful of great rallyists who have stepped up to be teachers at our schools. Tom Harris, Jim Mickle and Bryan Murphy were among those that chaired the early years. Then Pete Padden took over at the Telegraph location and ran with it for quite a few years. Some well honed rallyists began showing up at the Rally Schools to ad-lib on situations that students might encounter on a real rally. Next, it would be Scott and Marlana Radabaugh who would be in front of the students to teach them what they needed to know. Aaron Conner (as I remember) helped one year to teach the advance type students how to keep track of time on the road, in a separate room.

In 2005, after attending a few of our schools and running in numerous rallies (and winning), Mike Bennett became the new teacher of enthusiastic students. The number of students was generally anywhere from 15 to 40. One year, out of the blue, the school ballooned to 65 students. Officials were scrambling around the dealership looking for every available chair. Our registrars for the schools (as far as I remember) have always been the Shiloffs, Mary and Jerry. It never mattered to the long line of students, registration went quickly and we were able to get the class room sessions started on time! Sometimes class room sessions were tight and food and drink were brought in, and were included in the school entry fee. Our last three Rally Schools were at Jamboozies Bar & Grill (Sterling Heights) and we ordered right off the menu. I particularly enjoyed this aspect of those Schools. Plus we had our own side room in which to do the Rally School. The overriding problem throughout the Sterling Heights era (about 15 or so years) was that traffic congestion and metropolitan build up became worse every year. Also, since the school's inception in the early 80's, the practice rally routes were mainly paved roads with lots of traffic lights, something rarely seen on our real road rallies!

After last year's school, I brought these points up to club officials. Ken Wiedbusch, 2010 Rally Director, then in charge of the TSD Rally Program, and Mike Bennett, who was doing the Rally School, both politely asked me if I would be interested in taking the School in a new direction. After biting my tongue (and causing a welt!), I sheepishly agreed to do it. Not having all the skills and resources to take on such a project, I needed to solicit assistance. I contacted E class competitor and good friend John Fishbeck (of Fishbeck/Dost fame out of the Lansing area) and he said he'd be happy to help and "give back" to the rallying community. I approached current rally school organizer Mike Bennett to see how much involvement he was still willing to offer. He said he had quite a few conflicts but could still do the main teaching of the Rally School the day of the school.

It was now January 2011. I contacted Rick Glazer, owner and manager of the Zukey Lake Tavern (on M-36), about using the Tavern as our classroom. Rick readily agreed. John quickly put together a great usable rally route using "real TSD rally type roads" in the Pinckney recreational area while using the Tavern as our classroom base. For the first time in a very long time, we were using rally roads that students would actually encounter on a "real TSD car rally". A few more times out on the route for corrections and we were all set. John used his great computer skills to generate all the paperwork we needed. Another asset John brought to the School was to convert the classroom transparencies to a PowerPoint presentation. Instead of the overhead projector and transparencies we used a PowerPoint presentation run off of a laptop computer interfaced to a wall-mounted flat panel TV. We kept Mike abreast of the changes to the presentation materials, and kept new 2011 Rally Director Aaron Usher informed of our progress. And, because of his experience as both rallyist and former region Rally Director, we kept Ken Wiedbusch in the loop too.

We were breaking all kinds of new ground with this year's Rally School. After working with Zukey Lake Tavern, we selected Saturday, March 26th, 2011 as the date for the school. By mid February we had a ton of flyer advertising out, contacted many colleges in the area, and posted info on various websites and message forums. On a very sad note, one of our senior and much beloved members of both the TSD and PRO Rally circuits, Joe Andreini Jr., passed on March 5th 2011 while on a vacation cruise in the Bahamas. Joe, his wife Marilyn, Dan Coughnour and Dan's wife Ildako had all traveled together on the cruise. Our thoughts and prayers went out to Marilyn and her son Joey and his family at this very sad time. I tried to avoid every conceivable conflict with other Detroit Region activities as well as other nearby events. However, a death in our rally community could never have been

anticipated. I loved Joe very much and have been to most of our rally community's memorial services in recent years. However, given the amount of promotion for the selected date, I couldn't change the date of the school. We needed to proceed with the school as scheduled, despite the conflict with Joe's memorial service.

Two weeks prior the school's scheduled date Ken Wiedbusch did the official pre-check of the practice rally route and approved the instructions. As of the school date we had 12 students pre-entered, and another 3 showed up that day. One student showed up without a partner. She had the most real looking rally car. It was the new MINI Cooper on steroids. It sat well off the ground with rally lights up front and rally tires to boot! David Harkcom, one of our rally organizers, opted to ride with her and navigate for her so that she would enjoy the experience.

The rally school was conducted in two segments, classroom presentation and two short practice rallies. Mike Bennett and John Fishbeck shared the classroom sessions presenting the material. The first session is always, "what is a TSD Road Rally and How to do it." Working from the PowerPoint presentation they taught the students how to follow a set of route instructions. This was an effective way to present the material, and an improvement over the old transparencies and overhead projector. This was all new for me.

As with an actual competitive rally event, the students were started at one minute intervals. The temperature was relatively cool, but conditions were dry with overcast skies. The students returned within an hour with lots of questions. After a quick debriefing and Q & A session, lunch was ordered and quickly served by the Zukey Lake Tavern staffers. Following lunch, the instructors went back to work to help the students learn about keeping on time while following the rally route. After another hour of classroom work the students once again ran the practice rally route, this time attempting to keep on time.

A handful of rally regulars were on hand to work checkpoints and to be the "rally gallery" in the classroom. Both practice rally checkpoint locations had rally regulars available to answer questions from the students. After running the practice rally this second time, participants returned to the Tavern for additional debriefing and Q & A time. Scores for this run were tallied the second pass and presented, giving some informal event winners. The rally school finished up around 4 pm and everyone departed.

The rally school, like all road rally events, required significant time and effort preparing materials, promoting the event, pre-running the rally route and meeting various deadlines. I firmly believe the school is a valuable tool to encourage "rally newbies" to become involved with rallying, and to help keep TSD road rallying alive and well into the future. Thanks so much for everyone's help with this project. The following region members fulfilled the many rally school tasks: Mark Henderson – rally school chairman; John Fishbeck – rallymaster, technical advisor, instructor, practice events course opening; Mike Bennett – technical advisor, instructor; Mary Shiloff – event pre-registration; Jennifer Glass – event registrar; Ken Wiebusch – rally route pre-checker, school worker; Aaron and Nathan Usher - checkpoints; Rob Moran – school worker; Kurt and Sharon Dost – checkpoints, school workers; David Harkcom – school worker and navigator for a lone school participant.



Detroit Region Road Rally School organizers – Mike Bennett, Mark Henderson and John Fishbeck (Fishbeck photo)

2011 Detroit Region Season Opener Solo

May 1, 2011 – Belle Isle Park, Detroit

by Jason Stepke (co-chair)

Most events are not usually as wet as it was for the 2011 Detroit SCCA opener. Rain may have caused the event to start slowly, but it did not hinder the event's ability to run smoothly. This is mainly thanks to many of the veteran members of the region. It is good to know that there are people always willing to assist people who are new to a job in the region such as chairing an event. This is a thank you to those people.

First of all, Ray Jason needs to be thanked for taking care of all the event paperwork and pre-organizing of the event. Without his help, there may well have not been an event. He also ran tech smoothly for us during the event. Thomas Pasanski showed true dedication to the event and sport when he rode his bicycle to the site in the rain, helped with setup and teardown and he didn't even have a car to race. Frank Putman helped out a lot with course setup and helping to adjust the course to fall within safety regulations. Jennifer Merideth is owed thanks for frantically fixing registration after a computer glitch erased all the names. She was in the truck all day helping out timing and scoring as well. Steve Baumbach and Allison Bondie also were in the timing and scoring truck all day. Without these three, we'd have no results to dispute! Mike McClintock drove the Fun Mover to and from the event and helped us with finding out the limits of the timing equipment during the 3rd heat! We now know the batteries in the time displays will last 1.5 events! Thanks Mike! Our safety steward Eric Penn kept everyone safe. Thanks to Shawn Alexander for walking the rookies around course and steering them in the correct direction. Ray Smith moved people to where we needed them all day and kept worker turnover quick. Thank you to anyone that we missed who also contributed to the event.

Al Kraska and Jason Stepke may have been rookies, but everyone around them made those two look good in their unfamiliar position. Look for them to chair more events in the future! Hopefully this encourages others to step up to the plate and possibly give more to the region as well. It's not as difficult as it seems. Really!

Ed: Thank you Jason and Alan for stepping up and chairing an event. It's always great to get new enthusiasts active on the organizational side. Fortunately, we have plenty of good people to help support the new guys coming up. Also – thank you for providing this short summary of the event.

As with nearly all of our events - the results of this Detroit Region Solo is in the Downloads section of the website.



Two Minis of differing vintage - #91 Kevin Royce in the new MINI and Guy St. John (#164) in Norm Anderson's Mini
Both shots from the Season Opener on Belle Isle – May 1, 2011 Photos by: Andrew Wong

2011 Detroit Region Memorial Day Solo

May 30, 2011 – Pontiac Silverdome

Comments from "Blue Moon" (Ray Jason) off the Detroit SCCA web forums

WOW!!! 170 entrants with times for this event. I will say it again as I said it at the drivers meeting. "THANK YOU ALL for supporting OUR Region for this event."

I really appreciate everybody's comments and feedback that you have left and will make the necessary changes in our program as we move forward.

Before I start to break down the event for you, I want to say that I am truly sorry that I forgot to acknowledge the Veterans of the United States first thing at the drivers meeting. It was a slip up on my part as I did not have my notes in front of me due to the extra work that was needed to get the course in order for the event and we were running a little behind schedule.

I also want to say that I am sorry that we did not get 5 runs, but on a course of this size, with this many entrants and starting an hour behind schedule, be grateful that you had 4 runs. Most big events only give 3 runs, so everyone was still ahead of the game.

When I first met with the Silverdome management back in March, I knew going in that they were interested in hosting SCCA events due to the fact that the Assistant Manager had prior experience working with the Chicago Region. The owner though, had no experience with the SCCA and had many concerns regarding how the events were run, and how they impacted his property. The man responsible for getting me the contact information needed to pursue this site is Marcus Merideth. Next time you see him, give him a big thanks. Acquiring the site for us was because of Marcus and his desire to see OUR Region become better for Solo.

After meeting with the Silverdome management team, I went home and started to work on a budget to see what it would take for us to host an event at this site and to cover the expenses. Based on the numbers that we averaged last season, I figured that with the right promotion, we could generate enough interest to pull this off. The next step for me was to find somebody that I could trust to work with me on this event. I may be able to do a lot, but for this, I needed help. The person that I had in mind was Rich Worden. We worked together in 2005 co-chairing the last DRSCCA event that was held here.

While speaking with Rich on the phone, I was inquiring of him to 'step up' and help me with co-chairing the Memorial Day event. Rich did not sound too enthused to do this figuring that we were going to use the Paddock on Belle Isle. When I mentioned to him that I had secured the Silverdome, I could tell the change in his voice immediately. Rich has a very strong liking for the Silverdome and accepted my offer to be the co-chair. He asked what his duties were to be, I explained them and off we went.

The next step was to inform the Detroit Region Board of Directors of my accomplishment. I had no clue how they were going to perceive this. I sent out an email showing them the location and the costs involved. I told them that we were planning on hosting the Memorial Day event here and that I would submit a budget at the next Board meeting. At that Board meeting, I was overwhelmed by the support that I received from all of those fine people. I presented my Budget to them based on my figures and it was approved. We were moving forward.



Since Norm Anderson is continually breaking his car (see the Mini above), he was rewarded with a ride in Kevin Robinet's 300ZX.
Photo by Ed Frank (Clutch) from the Memorial Day Solo at the Silverdome – May 30, 2011

For those of you that have never chaired or co-chaired an event, there is plenty to do. But with the right planning, and following the guidelines that we have established in a Solo Chair handbook, it really is just being somebody that wants to make a difference and step up to assume the responsibility. Our Region has a great core of "special" people that always seem to step up and help out the event chairs. We need more of you to start stepping up and taking on the responsibility of being an event chair. It is not that hard to do. You get to be the "Boss" for a day.

The first people that the entrants came in contact with were the waiver people. I'd like to thank my son, Keith and our Membership Director, Steve Balanecki, for manning this post while everyone arrived in the morning. Keith just sort of asked me, "Dad, what do you want me to do?" and Steve was kind enough to send me an email to offer up his services. Keith fulfilled his duty as Waiver Chief by assisting the waiver worker in each heat with the proper way to fill out the forms, as more people came in, and made sure that everyone had on a bracelet.

While we offer online registration, everybody has to "check in" at the registration table. For the number of entrants that we had, the job performed by Jennifer Merideth & Angie Dallas was outstanding. Some people pre pay while others do not. We also have people that "walk up" and register the day of the event. On top of all this, everyone needs to be an SCCA member. If not, they must obtain a "weekend" membership to participate. These two ladies have a very special place in my heart for all that they have done and continue to do for us.

The course set up people for this event had a very tough job. We knew that the lot was big, but we did not realize just how dirty it was. We requested from people prior to the event inquiring about power blowers for us to use and what transpired was unbelievable. I had a gentleman offer up his personal commercial blower for us to use. All I had to do was go and pick it up. Thank you, Chris MacKay. I also received a call from an individual that went and looked at the site, called me and said that they were bringing a big walk behind blower for us to use. Thank you, Mike McClintock. What really showed me what a difference maker is, is when someone pulled up in a vehicle, drove out to where the FunMover was located and pulled out 2 or 3 power blowers and started cleaning the site themselves as well as setting up others so that we could get the show on the road. Thank you, Alan Sheidler. This work was performed by a gentleman who did not even sign up to participate. When someone asked me later in the day if they could have Alan drive their car for a couple of runs to see what the car was capable of, you tell me how I could refuse. To those of you that volunteered to go out and help with the sweeping and clean up and then work another work assignment during the day, thank you as well. Without the efforts of everyone involved, the start to the event might have been even longer. Great job everyone.

The Safety Stewards for this event were on top of their game as well. At an event of this size, it is imperative that all of the safety rules and guidelines are followed. We are fortunate as a Region to have a number of qualified individuals that are Safety Stewards. I want and will make sure that all of these people get a chance to perform their duties at an event this season.

The Grid Chief for this event was Doug Harvey. Doug is one of the top people that I know of that can get things organized and get them and keep them up and running in an orderly fashion. We did mention in the drivers meeting about no kids in grid. Unfortunately at one point in the day, I did see kids in grid. The only kids that should ever be in a grid would be the junior kart drivers and most of the time; they have a separate grid area.

The Timing & Scoring Chief for this event was Matt Luckow. At every event, the show starts and runs with the timing people. While I had an opportunity to train on the timing computer back in March, but with all that I have been required to do so far, there is no way that I could handle this as well. I am forever grateful not only for Matt, but for anyone that "steps up" and performs this assignment for us.

Working with the novices as the Novice Chief was Brad Withorn. Assisting Brad, were Loren Jacobs & Chad Gombosi. As I made my way around the complex on Monday, numerous times I encountered these guys helping out in many different ways. This is a new concept for us, and is proving to be very beneficial for all involved.

The person that you checked in to when you reported for your work assignment was Ray Smith. Ray is like clockwork. He is there performing his duty as Worker Chief with no questions asked. I provide him a schedule of work assignments for each heat as well as a list of the Specialty Chiefs for the event, and the people that performed the set up work. He does the rest. When it is his turn to run, I gladly fill in for him. Thanks, Ray.

The Tech Inspection crew was headed up by Alan Kraska. At this event, we had what is known as "roving" tech. This is where the tech inspectors make their way over to your vehicle to check it. I know that we had an issue with 2 cars having the same number in the same class and I also noticed quite a few cars without tech stickers on the windshields. I am not sure what happened, but I have no qualms over the ability of Alan to handle the job. Alan did come and get me to check an individual's car with a concern that he had so I know he was on top of things. Thanks Alan for your work.

For the remaining events this season, we are going back to making the competitor bring their car to a Tech area for Tech Inspection. At a venue the size of the Silverdome or the airport in Oscoda, it will make it much easier on the Tech workers and will make things flow way things are done at a National event. When we are back at Belle Isle, we can set up an area either inside or just outside of the Paddock area. It will be the competitor's responsibility to have their vehicle teched, not ours, to make sure that it is done. No tech, no run.

The junior karts have to have a separate Safety Steward. I filled that role at this event. For those of you that have never encountered these vehicles before, we (DRSCCA) are one of a handful of Regions in the nation that are allowed to have youngsters 5 years old competing. Little Erik was 6 and I left it up to him and his parents as to how he wanted to handle his runs. You will be seeing my 5 year old making his debut up in Oscoda in June. Who knows, maybe even his big sister will bring hers along as well.

All of our equipment is taken care of by Mike McClintock. For those that do not know him, he is the man that walks a little funny with his cane and yells out instructions and gets everyone into gear. Mike is a very valuable asset to our Region as he maintains this equipment like it is his own. He lets us know the state of the various items and what we need to do to keep things in shape. Thanks Mike for all you do.

The trophies that you receive this season, if you win or place in your class, are 4 x 6 pictures. This idea was "borrowed" from the RallyCross program. The person that is in charge of this for us is Kenneth Tsang. Kenneth is both a RallyCross participant as well as a Soloist. The difference between the two is that in RallyCross you may get 40 to 50 cars with about 8 different classes, whereas in Solo you may have over 100 entrants that could run like 80 different classes. Making trophies for a Solo event is a BIG chore. Kevin Robinet, Melissa Yenshaw and Michael Neumeyer are people who have stepped up to assist with this procedure. We now offer photo/trophy as a work assignment for people to take the actual photos so that the others can start working on the process of making them. The good news for Kenneth and his crew is that they will have the month of June off as we will not need the photo trophies until the July event in Oscoda. I do not think that I ever will be able to thank Kenneth enough for all that he has done. Thanks Kenneth.

For those of you that tell me that my job is a thankless job. Let me say this: The thanks that I get is when I get comments from people like, "Ray, this was the best event that I have attended in the last 5 years." "Ray, this site is what the region needed." While I appreciate the great comments like this, I also like to see 170 entrants out to an event. It shows that if we can offer a quality event at a good location, the entrants will come out and support their Region.

Ray Jason 2011 DRSCCA SOLO DIRECTOR

Ed: Thank you, Ray! You and the people you have listed, and those working behind the scenes, are the reason for the resurgence of the Solo program within the Detroit Region. Getting back to the Silverdome is also helping to put us back on the map as the premier club offering autocross events. Keep up the good work!



Big thumbs-up! Ed Arthur trades in his usual F&C whites for a racing helmet. The other F&C workers were warning each other, "beware of two-seven, blue", for much of the day. To the right are John Kytasty and Rami Daman. From the PDX, June, 10, 2011

Renew Your Membership by Using Worker Points by Steve Balanecki, Chief of Membership

When you get your renewal form from SCCA, complete the form and send it in the envelope provided to the Detroit Region Treasurer. Be sure to include your renewal invoice and appropriate postage and a note advising him of the number of worker points you are redeeming. If you have fewer points than necessary to cover your entire renewal expense, then you will need to provide a check (or fill in the credit card info) to cover the difference. The treasurer will process your renewal and forward to SCCA headquarters.

Send to: Bob Martin, 8072 Baldwin Rd, Goodrich, MI 48438-9014

Feel free to contact me at: membership@detroit-scca.org if you have any questions.

Remember to verify the number of worker points you have available prior to sending your renewal form to the treasurer. You can check this at the website by selecting the Worker Points link under Region Information.

CAST In Stone – National Road Rally

Jul 30, 2011 – Start/ Finish Milan, MI

Comments by Scott Harvey

Rob Moran presented another extremely well organized rally for the faithful. This year the entrants included many of the nationally known competitors from the Great Lakes and Central Divisions. In fact, seven of the eight states that touch a Great Lake were represented. Only New York let us down – but we picked up Virginia in its place. We have not seen this many national competitors at our type of road rally for a very long time. Word has gotten out that the Detroit Region runs rallies that include dirt roads (oh my!) and sometimes even run after dark! Whether these are valid reasons to avoid our events has been debated for some time on various web forums devoted to road rallies.

Regardless of the debates – this version of *CAST In Stone* ran in an area that has not been used by the Detroit Region for quite some time, the Irish Hills area in southern Michigan. Most roads were in good shape, considering the rain storms that came through only a day or two before the rally was run. One of the features that Rob has carried over is the single CAST (Average Speed) for the whole rally. That CAST was 35 mph. Only adjustments in the form of pauses and gains were used to keep things from getting too boring or too exciting. Additionally, Rob made a conscious effort to adjust each control location such that the ideal arrival time would fall within a window of 40 to 60 ten thousandths of a minute. That is 0.0040 to 0.0060 minutes, or about one-fourth to one-third of a second. This may seem trivial to many, and in reality, for most it really is. However, when fully analyzed, there is genuine science (or more accurately statistical data) behind this. Very few people understand it and even fewer are raising the point and bringing it to the attention of rally organizers. One of these people though, is my navigator for this rally (and many others) Jack von Kaenal.

Jack has been in the rally game for decades and is one of the premier rallyists in the country. This is no exaggeration. He has run and won nearly any rally of note within the US. He is also at the very top of the all-time national lifetime points within the SCCA. He has been campaigning to have rallymasters consider this and to incorporate it into the course measurement. What this very specific control location to the “sweet spot” of the middle ten thousandths does is reward accurate and precise measurement by the rallyists. And being that there is none better than Jack, at this, we were rewarded with a nearly flawless run. Our total of four points over 24 scored controls was proof that his argument is valid. Whether this will catch on with other rally organizers in the future remains to be seen. I never had any doubts – but this sure did cement it for me.

Below are the results. Winning stock were Nathan and Aaron Usher. Limited was won by a new pairing of Greg Lester (more frequently a navigator) and Dennis Wiedbusch. While Novice is not a recognized class at the National level – we encourage beginners by offering them a class to help them compare against other competitors of similar experience. Winning the Novice class were Ryan Schumacher and Kyle Steinkamp.

From Rallymaster Rob Moran: All 24 controls scored

Overall	Class	#	Score	Driver/Navigator	
1	1E	9	4	Scott Harvey Jr/Jack von Kaenel	Thank you to all of the workers
2	2E	6	16	David Harkcom/Daniel Harkcom	Co-Organizer: Ken Wiedbusch
3	1L	5	22	Greg Lester/Dennis Wiedbusch	Registration: Mary, Jerry Shiloff
4	3E	7	25	Bruce Gezon/Matt Rhoads	Scoring/Mileage Meas. Bruce Fisher
5	4E	3	27	John Emmons/Lois Van Vleet	Safety Steward: Jim Shaffer
6	5E	2	39	Bob DeMerritt/Marianne DeMerritt	Precheck: Nancy, Jim Shaffer
7	6E	4	43	Kurt Dost/John Fishbeck	Course Open: Rob, Tom Moran
8	7E	8	58	Mike Thompson/Fred Rosevear	Sweep: Rich Line
9	1S	1	83	Nathan Usher/Aaron Usher	Checkpoint Workers:
10	8E	17	122	Charles Hanson/Andrea Hidalgo	Matt Fisher, Dan Kelly
11	2S	19	126	Doug Shepherd/Doug Shepherd	Brian, Kevin Line
12	3S	10	150	Robert Kay/Mike Bennett	Terry, Carolyn Palmer
13	9E	13	267	Clarence Westburg/Liz Westburg	Ken, Sue Wiedbusch
14	4S	14	286	Amanda Skelly/Brian Arpke	Jim, Nancy Shaffer
15	5S/1N	12	743	Ryan Schumacher/Kyle Steinkamp	Jerry, Mary Shiloff
16	2L	11	913	Chris Cramer/Mike Handow	Bruce Fisher (OBS Control)
17	6S/2N	15	1275	Eric Borcharding/Alex Surratt	
18	7S/3N	18	1371	Jonathan Goldstein/Josh Heuron	Thank you to everyone who competed!
19	8S/4N	16	2161	Marc Buchanan/Charles Green	Rob Moran

Upcoming Events (check the website or contact event officials to confirm dates and times)

- Sept 9-11 – Press On Regardless – Indian River, MI - Contact: Bruce Fisher. BAFisher@aol.com
- Sept 11 – Fall into Autumn Solo – Belle Isle Park, Detroit – Contact: Ray Jason
- Sept 24 – Street Survival Teen Driving School – FT Techno, Fowlerville – Contact: Eric Penn
- Oct 1 – Octoberfest RallyCross – Marshall, MI – Contact: Mary Shiloff. mshiloff@comcast.net
- Oct 16 – Solo Season Ender – Pontiac Silverdome – Contact: Ray Jason
- Nov 4-5 – Great Lakes Division Roundtable – Indy - Velma Boreen wiznby1973@yahoo.com
- Nov 12 – Day/Night RallyCross – Crystal Motor Speedway – Crystal, MI. Contact: Bob Martin
- Dec 3 – Pavement Ends Road Rally – Pinckney, MI. – Contact: Aaron Usher
- Dec 10 – Season Ender RallyCross – South Lyon – Contact: Jerry Shiloff. jshiloff@comcast.net
- Jan 14, 2012 – Son of Sno*Drift XIV – Waterford, MI – Contact: Scott Harvey
- Jan 21, 2012 – Season Opener RallyCross – tbd – Contact: Scott Harvey
- Jan 28, 2012 – 2011 Detroit SCCA Awards Banquet – TBD – Contact: Pat Barber

Announcing the Great Lakes Division Roundtable:

This is an invitation to join the Regions in Great Lakes Division for the fall Roundtable meeting in Indianapolis. Put Friday and Saturday, November 4th and 5th on your calendars. The weekend will kick off with a welcome reception on Friday night and then meetings on Saturday.

Roundtable will take place at the Caribbean Cove and Water Resort, 3850 De Pauw Blvd. This motel is located on the north side of Indianapolis at I-465 and Michigan Road.

A block of rooms will be available until October 15th for \$89-109. \$159 will get you one room and four passes to the water park. Their phone number is 317-872-9790 – mention Indy region when making reservations.

Bring the family – there is a GREAT indoor water park at the Holiday Inn.

Photos from various 2011 Detroit SCCA events

All photos: Scott Harvey unless otherwise credited



Doug Harvey (#12 Neon) tearing up the turf at the June 11 RallyCross at the Glass Horse farm



#24 SA Subaru, Melissa Yenshaw at the June 11 RallyCross



The paddock area overlooking a small pond at the Glass Horse farm



From the Rites of Spring RallyCross at Crystal. Series sponsor – Ralph Thayer banner in front of Jerry Shiloff and Jon Armstrong



“Super crew” – from Rites of Spring RallyCross – May 21 at Crystal: (l to r) Chairman – Jon Armstrong, super helper – Alan Lockwood, timing guru – Ken Wiedbusch



More from the May 21 RallyCross – (l to r) Alan Lockwood (messing with timing display), Aaron Usher, Nathan Usher, Ken Wiedbusch



From the General Membership Meeting at the Automotive Hall of Fame – March 23rd. A display honoring Ichiro Honda with an early Honda racecar (the Honda S800)



The iconic Volkswagen Beetle. One of many automotive milestones on display at the Automotive Hall of Fame in Dearborn.



(l to r) Judi Bennett and Brian Bennett receiving their 25-year membership service award from Steve Balanecki during the June 4th race weekend at Waterford Hills. Don Castle photo.



Steve Balanecki presenting a 20-year membership service award to Kristian Smith at Waterford Hills. Don Castle photo.

The top 10 finishers at this year's Formula SAE competition held at Michigan International Speedway:

- | | |
|--|--|
| 1) Oregon State University | 2) Technical University of Munich, Germany |
| 3) University of Stuttgart, Germany | 4) Graz University of Technology, Austria |
| 5) University of Wisconsin, Madison | 6) University of Michigan-Ann Arbor |
| 7) University of Applied Sciences-Zwickau, Germany | 8) University of Akron |
| 9) University of Kansas-Lawrence | 10) University of Applied Sciences Graz, Germany |

Open Exhaust



Inside this issue of **Open Exhaust**:

FALL 2011

- * Off and Running / 2011 Road Rally School
- * Season Opener Solo / Memorial Day Solo
- * PDX Photos / Renewing Membership With Worker Points
- * CAST In Stone National Rally
- * RallyCross Photos / Upcoming Events / Membership Meeting Photos

Want to see how the region runs from the inside?

Don't like the way things are run now?

Want to make some changes?

Run for the Board of Directors!

If you would like to run for a position on the BOD, contact one of the current Directors at Large to get your name and bio included on the ballot.

See the list of Directors at Large on the cover page.

Detroit Region SCCA
P.O. Box 401018
Redford, MI 48239-1018