

Open Exhaust

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The official newsletter of the Detroit Region of SCCA ®

Fall 2017



Links:

- [Detroit Region Website](#)
- [Facebook page](#)
- [Facebook Solo](#)
- [Facebook Rallycross](#)
- [SCCA](#)
- [MotorsportReg](#)
- [Cincinnati Region](#)
- [Saginaw Valley Region](#)
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About us



Director and officials (as of end of September 2017)

Jennifer Merideth	Regional Executive
Frank Putman	Assistant Regional Executive
Brian Thorpe	Secretary, Open Exhaust Editor
Dr. Jennifer Glass	Treasurer, Financial Director
Jeremiah Mauricio	Solo Director
Jerry Shiloff	Race Director
John Fishbeck	Rally Director
Jon Jareo	Rallycross Director
Jennifer Merideth	Chief of Solo Registration
Scott Harvey	Director At Large
Keith Armitage	Director At Large
Matt Wolfe	Director At Large
Steve Balanecki	Membership Chair
Mike Burns	Webmaster
Ken Wiedbusch	Timing Equipment Specialist
Mike McClintock	Club Vehicle Specialist
John Kytasty	Club Vehicle Specialist
Mary Shiloff	Chief of Registration
Ed Arthur	Chief of F & C
Richard (Blackie) Meyers	Chief of Fire and Rescue

Board of Directors Meetings

The Detroit Region holds Board Meetings every second Wednesday of each month. All members are welcome to attend to see the professional way the club is run.

Information about the meetings is on our [web site](#).

Minutes of the meetings can be [downloaded here](#).

Membership

The Detroit Region of the Sports Car Club of America is one of the larger regions with over 1400 members. It has something for every taste, including some of the country's best organized Rallycross, Solo (Autocross) and TSD Rallies.

Membership includes a subscription to [Sports Car magazine](#), discounts and savings, schools and classes, experts and information and insurance while participating at SCCA events.

Long Service Awards are listed at the end of the newsletter.

You can join SCCA [online](#) or by [mailing the Application form](#).

Photograph Credits

Many of the photos were found on the internet. If the photographer was known, credit was given. If you want credit for any of your photos, please contact us.

Cover Photo

Various.

Links

Remember to click on all the links in Red for videos and still photos on the web. Some of the photographs are also clickable for more detail.

Open Exhaust Articles

Articles are always needed and members will get one worker point for every article published. They can be about anything automotive but a priority will be given to articles about Detroit Region events and/or members. The Editor reserves the right to trim articles to fit the available space!

Comments about the newsletter are also welcome, particularly about article accuracy, distribution method and readability.

Region Address:

Detroit Region SCCA
PO Box 401018
Redford, MI 48240-9018



Calendar of Events



[Click on this link to the Detroit Region online calendar](#)

Solo

2018 Solo Planning Meeting

November 11, 2017 @ 1:00 pm - 4:00 pm
34831 E Michigan Ave, Wayne, MI 48184,

Rallycross

Rallycross # 9, November 11

Day/Night RallyCross - Oakshade Raceway , OH.

Rallycross # 10, November 12

Sunday Fun-Day RallyCross - Oakshade Raceway .

TSD Rally

Pavement Ends, November 18

Aubree's Pizzeria & Grill, 21775 Pontiac Trail, South Lyon, MI 48178

Board of Directors Meeting

2nd Wednesday every month

Next meeting: November 8, 2017 at On the Border Mexican, Haggerty & 8 mile, Novi

SCCA National Convention

January 18–20, Las Vegas, NV

Awards Banquet

February 3, Location TBA

Also:

[**Waterford Hills Road Racing Calendar**](#)

[**SCCA Race**](#)

[**SCCA Solo**](#)

[**American Rally Association**](#)

[**Rally America**](#)



Our Website



It's pretty straightforward!

The top row here is where you get most of the info about the club.

Region Info has links to Worker Points, Open Exhaust issues, Downloads of forms and Meeting Minutes etc.

The latest news is shown here with the most recent at the top.

Go to drscca.org and you will find our new website.

The screenshot shows the homepage of the Detroit Region SCCA website. At the top, there are two logos: the Detroit SCCA logo on the left and the SCCA Sports Car Club of America logo on the right. Below the logos is a navigation bar with links: SOLO, RACE, RALLY, RALLYCROSS, CALENDAR, REGION INFO, MEMBERSHIP, FORUM, LIVE TIMING, and CONTACT US. A large banner image features a Formula SAE race car on a track. Below the banner, there is a news section with the following items:

- Volunteer for Formula SAE at MIS**: Detroit Region SCCA and the Michigan Turn Marshall's are still taking volunteers for the 2017 Formula SAE competition at Michigan International Speedway. The competition begins on Wednesday, May 10, and runs through [More »](#).
- Board of Directors monthly meeting**: The next meeting will be held on Wednesday, April 12 at the Box Bar and Grill, Plymouth, MI. All are welcome to attend and listen or make comments. The meeting starts at [READ MORE](#).
- Rescheduled rally school goes off without a hitch (this time)!**: After the unfortunate cancellation of the originally scheduled March 18th TSD rally school at CJ's Lounge in Whitmore Lake due to weather and power issues, yesterday's rescheduled school was a fine. [READ MORE](#)

On the right side of the page, there is a search bar labeled "SEARCH" and a "EVENT CALENDAR" section. The calendar lists events for April 8, 12, 14, and 22, including "Club Racing Drivers School (Classroom S)" on April 8, "Monthly Board Meeting" on April 12, and "Saturday, April 22" which is partially visible.

The [Calendar](#) shows all events but more detail is given in each of the event types, [Solo](#), [Race](#), [Rally](#) and [Rallycross](#).

More event dates are shown here:



Formula SAE — Photos by Doug Willoughby



The Detroit Region of SCCA provides significant support in organizing and running the event at Michigan International Speedway every year. We covered the event before it took place in the last Open Exhaust Newsletter. Now we have results and photographs to show you.

Here are the results of the 2017 FSAE Michigan competition which took place at Michigan International speedway on May 10–13.

https://www.fsaeonline.com/content/fsae_mi_2017_result.pdf

The event was won by the University of Stuttgart.

The University of Michigan came in 5th place, out of 109 entries from all over the world. That's quite an achievement.

Thank you to all the volunteers who made the event possible. It is a long list:

<https://www.motorsportreg.com/index.cfm/event/event.status/uidEvent/A1178FF9-C65F-9DA6-B6ABAE4531C1CE66>

Doug Willoughby took many photos which can be seen in these two links.

“There are two collections. I built this [first one](#) with a slide show in mind, to tell a consistent story. You can play the album by clicking on the Flickr slideshow button at the top right of the screen.“

[This second album](#) (second one on Michigan Turn Marshall’s page) contains the best of the rest. It contains a lot of material (706 photos!), but there’s some good stuff in there.

There are more pictures here:<http://students.sae.org/cds/formulaseries/fsae/gallery2017.htm>



U of M on tilt test



Michigan State



Empire Hillclimb – Sept 19, 2017

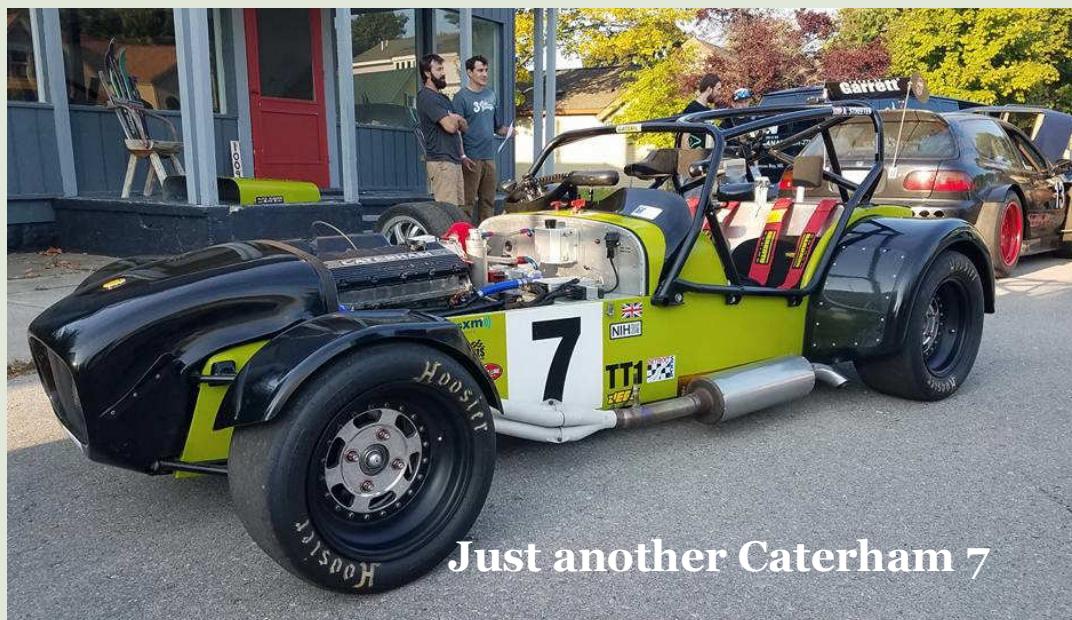


The 2017 edition of the Empire Hill Climb Revival is the fourth year of its revival. Nearly 30 competitors flocked to the hamlet of Empire, Michigan to tackle the roughly half-mile run up Storm Hill. Vehicles ranged in age from as old as a 1951 Packard to as new as the pair of 2013 Subaru BRZ and Scion FRS.

The event is currently sanctioned under SCCA Time Trials rules. The main requirements are a 4 point roll bar, harness, fire suit, and a fire extinguisher. More info can be found here: <http://empirehillclimb.com/>

During its original running, some of the best cars of their time made their way up the hill such as Austin Healey's, Jaguar E-Type's, AMC Gremlin's, Formula Ford and V's, Triumph's, Corvette's, Porsche's and even a Ferrari or two.

Competition was fierce, with most the drivers in the under 2.55 liter 2WD class. Matt Wolfe jumped out to an early lead in his 2003 Mazdaspeed Protégé during the morning runs, but was eventually eclipsed by Michael Mulvaney in his Honda CRX on his final run of the afternoon. However, Mulvaney's lead would only be temporary as Frank Fardell and Christian Leone would earn second and first respectively in their Nissan 240SX's.

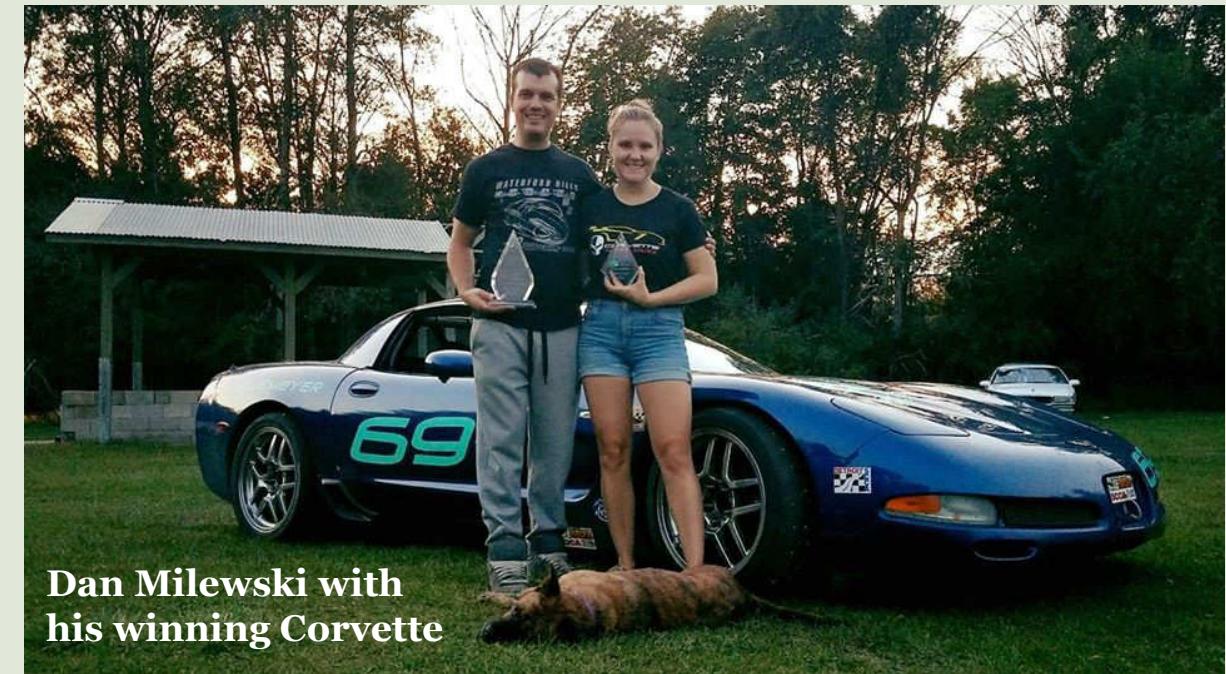


Just another Caterham 7

In the over 2.55-liter 2WD class, Dan Milewski set a blistering pace in his 2002 Corvette Z06 ahead of Cody Loveland's mad science project of a 1993 Honda Civic. Dan continued to get faster throughout the event, setting a new overall course record of 20.912. The Vintage class was a melting pot of unique machinery, with cars from four different era's battling for the top spot. Adam Pickworth set the pace early in his 1985 Mercedes 190E, but was eventually bested by Dave Burton in his 1964 Porsche 356 and class winner Ian Dawkins in his 1973 AMC Gremlin.

[See a full gallery of the 2017 Empire Hill Climb Here](#) courtesy of [Turbo Tara Media](#)

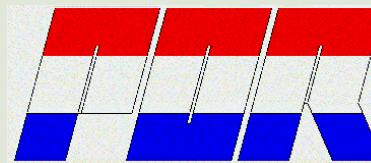
Official results can be downloaded here: [2017 Empire Hill Climb Results](#)



Dan Milewski with his winning Corvette



Press on Regardless TSD Rally by BT



The 68th running of the Press on Regardless Rally is officially in the books!

This year the rally was headquartered in Gaylord, MI.

18 teams braved the challenging northern Michigan roads to continue POR's streak as the longest continuously running rally in North America.

Overall winners were **David and Daniel Harkom** in their Saab 9-2 with 22 points. **Scott Harvey/Rob Moran** in their Audi were second with 24 points. Harvey/Moran were leading at halfway with 8 point to Harcom's 12, but they later failed to score enough zeros, and were narrowly beaten.

This win marked the 3rd overall POR victory for David Harkom as a driver and the 5th overall victory for Daniel Harkom as a navigator.

Other winners included **Brian and Kevin Line**, in the Limited class with 80 points, with the **White brothers** a very distant second with 526 points.

Adam Spieszny and Piotr Roszczenco took the win in the Stock class. With 211 points. Second were **Jen Glass/Brian Thorpe** with 592 points. I was using the Richta phone app. for the first time and a GPS for mileage. It wasn't working out well on the first half because we were mostly 10 or more early. Usually I put that down to overexuberant driving by J. Glass who rarely listens to her navigator anyway. In the second half, I used a correction factor and times improved considerably,

TSD Rallying is an excellent way for novices to get a taste of competition without the need for any car modifications, and so it is far more affordable than Stage Rallying. Scott Harvey Jr. has written an excellent "[Beginners Guide TSD Road Rally](#)" which can be found on our web site.

except for Leg 38 where we scored 96 due to incorrectly guessing how much Time Allowance to take!

The top three teams in Stock were using the [Richta phone app.](#) which takes the drudgery out of doing the calculations. Most are now using a GPS to get mileage more accurately than the car's odometer. However, due to the GPS update time it tends to truncate distance when going round a bend, and would not be suitable for Equipped Class.. Apparently, SCCA is looking at determining if these Apps should put competitors in Limited Class.

Jordan Nizza and Kevin Loughlin were winners in the Novice class with 1826 points.

[POR Results](#)

History of the POR Rally

The POR was first run in 1949 as a 24-hour Time-Speed-Distance rally. In 1969, the POR became a stage rally. In 1972, the event was part of the International Championship for Manufacturers and then in 1973 and 1974 part of the World Rally Championship.

In 1994, the Detroit Region SCCA dropped out of the organization of the stage rally, and re-organized the Press-on-Regardless as a brisk TSD rally. The Lake Superior Region SCCA currently runs the Lake Superior Performance Rally (LSPR) over many of the old POR roads in the Upper Peninsula of Michigan. LSPR is a Rally America event.

It is run in two halves, with points awarded separately for each half of POR®. Each rally counts toward the National RoadRally Tour Championship, the Great Lakes Division and Detroit Region series. It is not a car breaker, but vehicles with low ground clearance are not recommended!



Son of Sno*Drift TSD 2012 by Scott Harvey



Flashback from 5 years ago:

The day that I measured the route, in late December, the roads were slippery and sloppy after a 3-4 inch snow fall. After that, the weather turned warm and rainy. It was not until two days before the event that the weather turned cold and we got a couple of inches worth of snow.

The snow that fell on the roads became packed to ice. These slippery conditions made for adventurous times for many of the competitors. One such moment is captured by Mary Shiloff:

"Checkpoint 7 ends in a downhill left turn followed by the timing line a couple hundred feet down the road. Dave came down the hill pretty fast looking to make up some time...he did a donut at the curve, pulled a perfect drift turn, headed back in the right direction and crossed the line. Jerry said "Zero." The only person more amazed than us was Dave when he came up to the car to collect his critique slip."

Our sweep crew, Rich and Linda Line, got to pull Bargman and Turner out at least twice. Here are some interesting bits from some of the T/A slips:

Car #6 – “Missed inst. (not used to tulips)” and “Nav is getting tired or just stupid.” Car #31 – “We suck and...missed turn,” Car #26 – “lost,” Car #30 – “technical error” and “stuck.” Car #23 – “stuck,” Car #24 – “stuck,” Car #17 – “stuck”. Car #21 – “police show up 7:24, go 7:27,” Car #24 – “cop giving information,” Car #26 – “police jam”. Car #1 – “flat tire” and Car #5 – “car banging – had to remove wheel drive.”

Terry Palmer and driver Jim Walker joined us after being away from the sport for quite some time. Terry has worked many rallies with his wife Carolyn (including POR) in recent years. Jim has been away for a bit longer, but the two of them, together, were one of the top Pro Rally teams of the 70s and 80s. They both go back to events from the 60s! It was great to have them back.

Mary and Jerry Shiloff performed registration and worked three controls. **Bob Martin** worked one hidden control and did the scoring . **Ken Wiedbusch** cared for and delivered the region's rally equipment (and competed in the rally). **John Kytasty** worked alone at the second hidden control, then with **Jon Jareo** after control #8. Jon started out with **Mike and Jeff Bennett** for control #8. Other control crews included: **Ray Foulkrod and Phil Smith, Mark Henderson/ Aaron Conner, Ryan Thompson/ Rob Moran, Aaron/ Nathan Usher and Jen Glass with Brian Thorpe**. Jen needed a break to return to the farm to feed the horses, so they had an early control in section one and a late control in section three.

Third place in **Novice** was taken by Duncan and Scott Banes with 976. Second in N (922) was taken by Shawn Alexander and Jason Kolk. Winning Novice were David Shilke and Janice Lane (646).

Second place in **Stock** were David Sellers and Janice Ford (200) and Matt and Bruce Fisher took the class win with 171 points.

Second in **Limited** were Brian and Kevin Line (50) and Ken and Dennis Wiedbusch took the class honors with a total of only 31 points.

In **Equipped**, David and Daniel Harkcom, came in with only 24 points. Their flat tire in the second section accounted for most of the difference to the eventual winners, Ron Johnstonbaugh and Jack von Kaenel (14).



RallyCross National Championship

From SCCA Website



TOPEKA, KAN. (Oct. 22, 2017) -- The 2017 DirtFish SCCA® RallyCross® National Championship concluded with many tight races and new winners. On Sunday morning, competitors got to work under clear skies and light wind, brushing off the severe thunderstorm the night before. Rather than cancelling the runs affected by the weather, the SCCA moved them to Sunday morning to ensure all competitors got as much seat time and fun as possible. After Saturday's runs were completed, the course was reset to combine both areas of Saturday's competition, creating a longer course for competitors to enjoy. The sun dried the terrain throughout the day, giving racers more grip and speed right up until their last runs.

Modified All-Wheel Drive was a tight race through the last run. **Scott Banes** and his Subaru Impreza had enough speed on hand to battle through four cones and still come away with the victory over Lothrop Withington IV and Eric Lassiter. Said Banes, "I just put a new motor in it two weeks ago and was all the way down in eighth at one point, but the rain and the mud were the equalizing factors that got me back up to first."

Sean Grogan had a similar margin of victory driving a Toyota MR2 in Stock Rear-Wheel Drive, finishing 12.541 seconds ahead of Logan Altmeyer in a Nissan 240SX. When asked what enabled such performance, he cited the mechanical work of car owner Daulton Hurst who recently replaced the entire rear subframe after the original failed with 440,000 miles on it.

Stock All-Wheel Drive went to ZB Lorenc in his Subaru Impreza, finishing well ahead of a pair of Mitsubishi driven by Jan Gerber and **Jon Trudeau**. When asked how he piloted his daily driver to victory, Lorenc was clearly more inclined to rib his competition saying, "Just as long as it's not an Evo. This is my first win after eight nationals, so it feels pretty good."



Stock Front-Wheel Drive was a nail biter that went all the way down to the wire.

Matt Wolfe came out on top in the Ford Escort, winning by 1.007 over Donald Carl in his Plymouth Neon. Wolfe chalked his victory up to experience from last year, saying, "I knew the important thing was to stay clean and off the cones." Indeed, Carl picked up a cone in each of his last two runs, handing the victory to Wolfe. After taking the win, Wolfe exhibited true RallyCross sportsmanship, offering to pull parts that Carl may need, but can't find locally.

The Detroit Region was well represented and demonstrated its prowess with three first places out of nine:

- Matt Wolfe: 1st in Stock Front. Ford Escort
- Sean Grogan: 1st in Stock Rear. Toyota MR2
- Daulton Hurst: 4th in Stock Rear. Toyota MR2
- Scott Banes: 1st in Modified AWD. Subaru Impreza
- Jon Trudeau: 3rd in Stock AWD. Mi
- Marcus Merideth: Stock AWD. Subaru Impreza
- Jon Jareo: Prepared Front. Mini Cooper

Credit: Gregg Helgeland

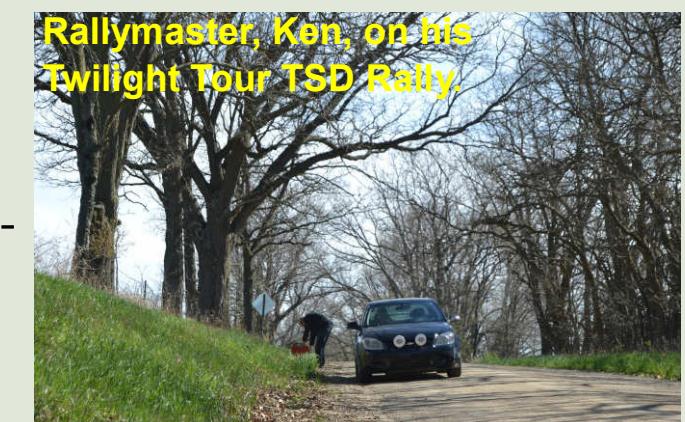


Winner in Modified Rear

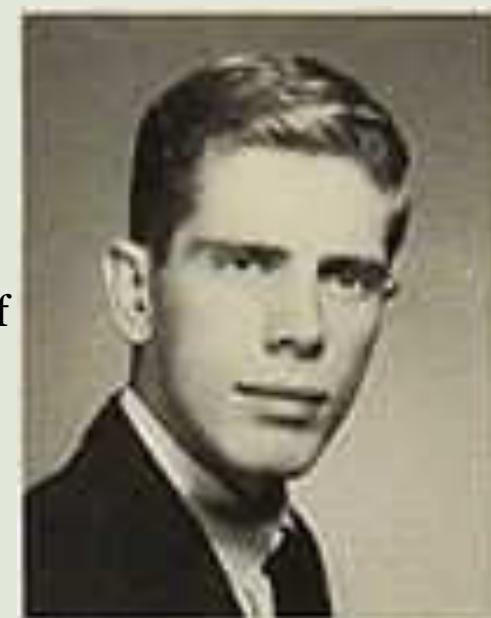
Ken Wiedbusch is the timing guru of our SCCA region. Amongst other things he maintains the timing equipment and brings it to many of our events. It is an essential part of what we do and without him time would stand still. Ken has been involved in motor sport most of his life, with his early rally escapades in his Corvette, and currently in TSD rallies driving his Chevrolet, with Dennis, his son, doing his best to keep Pa on time. One thing I learned about Ken a long time ago is NEVER trip over one of his timing wires!



"This is the Marquette 1000 in 1976, and the driver is Ken Wiedbusch of Royal Oak, Michigan. The car is a 1965 Corvette, and the rally takes place in the Hiawatha National Forest. The story with the 1976 rally was that just before the start, there was about two feet of snow, which made it the worst rally ever in terms of weather--or the best, depending on your viewpoint. At the end, only eight cars finished, led by Gene Henderson in a Jeep CJ-7, with a Volvo 142 second and a Datsun 510 in third. The Corvette was one of the many DNFs. Any rear-wheel-drive car wouldn't have been as good as a front-driver under those snowy conditions--plus, the Corvette was kind of a big and heavy car compared to most everything else in the rally."



Left is Ken with his arm stuck in a racing Corvette. He said he was the wiring expert but we have no record of how the car finished and when it caught fire!





Detroit Grand Prix – by Jerry Shiloff



The 2017 Chevrolet Detroit Grand Prix presented by Lear at Belle Isle Park was one of the best ever. The weather was near perfect, the crowds were record setting and the racing was terrific.

Thursday evening worker registration at Sindbad's went smooth and efficiently. The buffet dinner was, as always, wonderful.

Friday morning radio pickup was handled capably and quickly by Jen and Marcus Merideth. (Much thanks for taking over this responsibility!) Transport to the corners was done by Pat Barber's trusty crew of equipment personnel.

After race activities and hospitality was provided by John Kytasty and his crew near Turn 14. (Great food and drink!)

There were no major incidents during the racing and everyone went home safe, tired and mostly happy.

Thanks again to all who helped. A special thanks to Pat Pierson, Doug Mitchell, Karen Crider, Jen and Marcus Merideth, Blackie Meyers, Pat Barber, Ken Wiedbusch, Ed Arthur and especially Mary Shiloff.

Photos of our members by John Li.





Gingerman Majors - by Jerry Shiloff



GingerMan Majors Success... July 8–9, 2017

We pulled it off again! The Bert Olson Majors hosted by South Bend and Detroit Regions on July 8-9 was once again the largest road race in Michigan with 226 entries. Larger than the Detroit Grand Prix and larger than any other SCCA race in Michigan. In fact, at the date of writing the [GingerMan](#) Majors is the eighth largest SCCA race in the country. You would have to travel to tracks like Sebring, Circuit of the America's, Road America and Mid Ohio to find larger fields. Why is that? I don't have hard facts but I am going to take some guesses. Much of it is due to the fact that the SCCA Runoffs are being held at the Indianapolis Speedway. Another reason could be due to the fact that we have some of the best volunteers in the country. The friendliness and enthusiasm of our volunteers creates a fun and family-like atmosphere that you won't find at many other events around the country. A huge thank you to all of our volunteers.

On Friday night we had our usual cookout for all the volunteers. Lots of folks came by to enjoy the food and conversation. Big time thanks to Leon Krauss and Jim Desenberg for making all the arrangements. New for 2017, Advanced Autosports and V2 Racing fed the Spec Miata racers and Alliance Autosports fed the SRF and FE drivers. Racers were also treated to a free 6 pack of beer from local brewer, Lucky Girl.

We've also made great strides in making our race weekend an event. We got the ball rolling last year when our RE, Dennis Jennings organized a fishing tournament for kids at the GingerMan Pond. In addition to the fishing tournament in 2018, Denny invited some classic cars for a car show. The owners hung around all day Saturday, enjoyed some racing and then had an opportunity to take a few laps around the track behind the pace car. After the National Anthem was sung on Saturday, Najeeb Khan treated the paddock to a flyover in his Navy trainer. Not sure if it's a first at a SCCA club race, but it was pretty darn amazing.

One of the finest moments of the weekend was the fact that SBR helped raise just over \$1800 for a 5th grade boy named Thomas who was recently diagnosed with leukemia. The track manager agreed to give us part of the spectator fees and also coordinated a sizeable donation from another group to help support Thomas. Long time member, Jim Krzyzewski and his buddy from the Ferrari club, track owner Dan Schnitta, pace car driver Mike Jones, and race entrant Leo Capaldi all gave track rides at lunch in support of the cause. It truly was a team effort. I couldn't be prouder of the way the group worked together.

We did have race cars on track both days. Racers took part in free Friday night practice and then qualified Saturday and Sunday mornings for racing in the afternoon. Saturday was definitely a long day due to some on-track contact between some Spec Racer Fords. Luckily we had outstanding volunteers in charge of course and two ALS ambulance crews to assist. All drivers were OK. Overall weather was perfect, the food was good, and racers generally had a good time. Because of the generosity of Lane Automotive and Hoosier Racing Tire every worker was able to go home with at least two pieces of racing swag so I think they were pretty happy too! We'll do better in 2018.

Congrats to all Detroit Region drivers and especially First Place winners:

Joe Kristensen – GT3

Bobby Sak – SRF3

Huffmaster – STU

John M Buttermore – T1

Nicho Vardis – FB

Ryan Kristoff – GTL

Steven Thompson – F5

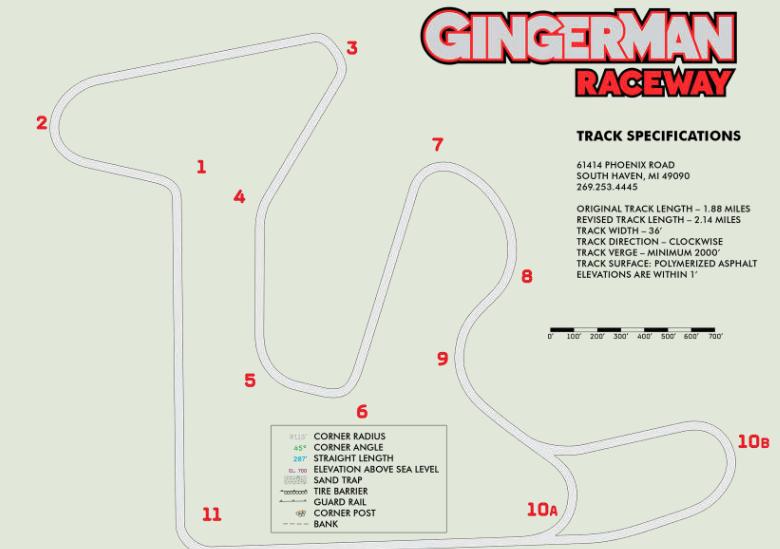
Tim Gaffney – FC

John Heinricy – B-Spec

Max Koff – SRF

Charles Tobel – STU Rob

Kristian Smith – B-Spec





Gingerman Majors – by Matt Wolfe



Matt Wolfe at Gingerman, July 8–9, 2017. Mazdaspeed 3 in STU class

[Team Effort Motorsports](#) first SCCA Majors weekend was truly a surreal experience. This is a race I've been looking forward to running for nearly three years now. To have it all seemingly go up in smoke Saturday morning in qualifying when we sheared the teeth off of third gear was a pretty devastating blow.

Then out of the blue, a guardian angel named Eric Burmeister and his friend Adam selflessly volunteered their time and resources to help repair our broken transmission. We loaded up as quickly as we could, then took a ride North to Adam's place where he had a lift waiting for us. Within an hour we had the broken gear box out and on a table for teardown. Eric informed us that he had a brand new third gear in a box ready to go as well as a couple other odds and ends that were clearly worn in our transmission.

That's when [Michael Linley](#) did his magic to get the gear stack broken down enough to slide the new third gear on. I was watching them dumbfounded as Mike figured out how to pull the gear stack apart with nothing but a pair of snap ring pliers and the rudimentary press that we made using a block of wood with Eric acting as the vertical force with a pipe and a sledgehammer. Just a couple hours after we had arrived, we had the transmission back together. Between the four of us, we slammed it in and had the car back on the ground and driving in just over six hours.

Qualifying the next morning verified the repair had solved the problem and the car was running better than ever, though still quite a bit off the pace of the truly fast STU cars. We qualified fairly well for the race, but knew we really had no chance of even landing on the podium.

Even so, just the fact that we were there was astounding enough. I was fully expecting to wake up in my own bed on Sunday morning with a broken race car to fix. I definitely didn't think I would be standing on the grid at Gingerman ready to go racing.

At the green flag, I got caught sleeping and ended up losing a bit of ground to the lead pack. Then I made a rookie mistake and ended up following a Mustang into the grass at Turn 1. I was able to get the car back on course with no real drama, but was never truly able to find a rhythm during the race.

My lap times were all over the place and I was way off where I had been in qualifying, as were a lot of people's. Even so, the car kept knocking down lap after lap with no complaints. We managed to take the checkered flag today almost 24 hours after we thought our weekend was done. That by itself counts as a victory in my book.

Sometimes words aren't adequate enough to signify gratitude, but at this point all I can say is thank you to Eric Burmeister and Adam for their time and effort to repair our broken car. Without them, today would not have happened. Big shout out to Mike for being my one-man Wrecking Crew this weekend and keeping the car on the track. Also shout out to Garret Dunn and Mark Wajda, a nice clean race this weekend and a pair of Podium finishes between them.

This is definitely a weekend I won't soon forget, but we can't dwell on it for too long. There's plenty more racing to be done.



WMR Grattan Raceway by Matt Wolfe



Western Michigan Double Regional

"Original Unrestricted" Double Regional on 6/24 and 6/25! Once again this year we offered our popular three race format (two regional races and a seven lap qualifying race for the second regional). Also we had Grattan's famous track party on Saturday evening with Que It Up serving as our caterer.

Matt:

What a weekend! #Project Protégé's first trip to Grattan was a successful one. Its a truly challenging course, but an absolute riot to drive.

The car performed well most of the weekend, though it decided to be needy on Saturday afternoon. The exhaust fell off during qualifying, several subframe and control arm bolts were coming loose, and power steering belt nearly popped off. Luckily, we were able get the car back in working order for the race and grab a win from what has to be the fastest V6 Mustang I've ever seen. Thing absolutely left me for dead on the straight. That was also the session that I found out taking turn 8 incorrectly results in being on two wheels for a fairly lengthy period of time O_O (sorry Jerry Shiloff)

Sunday morning we managed to find a LOT of time and nab the #2 spot on the grid for the feature race just behind Alex Della Torre. Things started off well in the race, but I got overzealous at the jump and ended up looping it on lap 1. Managed to drive back through the field and pull out another class win and a 6th place finish overall. We also got down to a 29.1 for our fastest time of the weekend. Hardly setting track records, but for our first time out there with tires that were on their ninth heat cycle, I'll take it. :)

Shout out to **Sean Grogan**, Jonathan Rogers, and Jeff Mabrey for some great racing, Jim Kidd for the awesome paddock hospitality, and Garret Dunn for the track tips.

HUGE thanks to Michael Linley for killing it as a one-man crew this weekend. This weekend wouldn't have been possible without his help getting our transmission back together and wrenching at the track.

Next up; our first ever SCCA Majors weekend at Gingerman Raceway!

Congratulations to all the Detroit Region racers in this group

Alejandro del Torre - Miata

Michael Mulvaney—Honda CRX

Jonathan Rogers — Dodge Neon

Sean Grogan—Dodge Neon

Matt Wolfe — Edsel

Sean Duncan—Honda CRX

All the Results

The "Original Unrestricted" Double Regional Official Results for Sunday's Race										
WMR Original Unrestricted Dbl Regional G2-ITA,ITB,EP,FP,HP,GTL,SPU,STU,STL,T4										
Sorted on Laps										
Grattan Raceway 2,000 miles 6/25/2017 12:15 PM										
Pos	No.	PIC	Class	Name	Hometown	Region	Member ID	Make-Model	Sponsor	Best Tm Laps
1	47	1	STL	Alejandro DellaTorre	Oak Park MI	DET	468874	Mazda Miata	AG Racing	1:28.762 15
2	90	2	STL	Michael Mulvaney	Farmington Hills MI	DET	481727	Honda CRX	WATPacing.com	1:28.753 15
3	55	1	ITA	Jonathan Rogers	Milford MI	DET	422400	Dodge Neon ACR	Loose Lugs Racing	1:30.400 15
4	83	2	ITA	Jeff Mabrey	Findlay OH	NOW	273681	Honda Civic Si		1:29.887 15
5	37	3	ITA	Sean Grogan	White Lake MI	DET	349380	Dodge Neon ACR	McElroy's Automotive/ O	1:30.750 15
6	71	1	STU	Matt Wolfe	Canton MI	DET	421678	Mazda Mazdaspeed Prote	Team effort Motorsports	1:29.100 15
7	31	1	T4	Jim Coughlin	Hilliard OH	OVR	515300	Honda Civic Si	HART	1:31.140 15
8	87	1	GTL	Bill Pintaric	Youngstown OH	NOV	95477	Nissan 200SX	Kryderacing/Wolf Creek	1:31.934 15
9	91	2	STU	Chris Dercole	Solon OH	MVR	388701	Ford Mustang	Kryderacing Hahn Motor	1:32.197 15
10	42	4	ITA	Sean Duncan	Portage MI	DET	312533_4	Honda CRX Si	5:01 Motor Sports	1:32.801 15
11	12	1	EP	Gary Simmons	Mansfield OH	NEO	110519	Honda Prelude	A Plus automatic Transm	1:34.081 14
12	40	2	GTL	Jameson Savage	Grand Rapids MI	WMR	499379	Toyota Corolla	KoteQuip LLC	1:34.037 14
13	45	5	ITA	Devin Anderson	De Forest WI	Milw	221822	Acura Integra		1:34.573 14
14	8	1	HP	Frank Schwartz	Ann Arbor MI			Honda CRX	AACS	1:35.511 14
15	76	1	ITB	Lenny Basaj	Whitehall MI	WMR	191935	Volkswagen GTI		1:35.303 14
16	17	2	HP	Ron Copeland	Maumee OH	OVR				



SCCA Runoffs at Indy - by Steve Balanecki



The Runoffs at Indianapolis Motor Speedway was certainly an event that many in our region took the opportunity to attend as either a competitor, crew, or administrative volunteer. I'm certain there were many there as spectators also. Of the over 1,000 competitors entered, forty-seven were from our region to run a course using the same surface used by F1 and IndyCar. I understand competitors experienced the longest straightaway at any of the previous Runoffs.

I congratulate the following members, listed by class, for their effort to qualify and compete at this year's event:

GT3 - Ken Nelson, Paul Young
T1 - Walter Bobko, John M. Buttermore, Craig Capaldi
FA - Lewis Cooper Jr.
P2 - Vaughan Scott
SRF - Hal Briand, Max Koff, Scott Schweitzer
SM - Justin Hille, Jason Kohler, Brian Naumann, Alex Piku, Natalino Scappaticci, Dan Setili
F5 - Brian Brothers, Thomas Diehm, Eric McRee, Calvin Stewart, Steven Thompson
FF - Lewis Cooper III, Robert Gross
FP - David Bednarz
AS - Drew Cattell, John Heinricy, Mark Muddiman
B Spec - John Heinricy, Fritz Wilke
GTL - Ryan Kristoff
HP - Frank Schwartz, Eric Vickerman
STL - Garrett Dunn
FV - Andrew Abbott, Brandon Abbott, Stuart Delaney, David Satterly
T4 - Jon Yanca, Mike Burke
STU - Raymond Huffmaster, Rob Huffmaster, Joe Moser, Charles Tobel, Mark Wajda, Matt Wolfe
T2 - John M. Buttermore, John R. Buttermore, Gary Mason



Here's an interesting sequence from the T4 event where an MX5 lost a wheel and a few other bits.

Five of our members had podium finishes in their respective races: Garrett Dunn (STL) and Steven Thompson (FV) both finished third, John Heinricy (AS) and Raymond Huffmaster (STU) finished second, and John M. Buttermore (T2) finished in first place. Congratulations John on your National Championship. There were nine other members who finished in the top ten and I congratulate everyone for their efforts on track.

Nine of our members, including myself, volunteered for Flagging & Communication duties. John Firment, Doug Mitchell, Tom Schreiber, and I manned corner stations during the test days. Tom and I couldn't stay for the days of qualifying and racing, but other members arrived to finish the event. Doug and John were joined by Todd Geiser, Willie Perez, Brian Sumeracki, Bill Thompson, and Clayton Yocom to keep everyone safe during the final week.

If you weren't able to watch the [live streaming](#) of the races on scca.com as I did, the [replays are available on the website now](#).



Race at the 2017 Runoffs –by Jon Yanca



Wow, what a week and what a race at the 2017 SCCA Runoffs! The days following our race were an interesting mix of a foggy-buzz after we arrive home at 1:30am Monday. We didn't get released from the Indy impound until about 7:30pm Sunday night, and that's a good thing.

My 2010 Mazda MX-5 started the T4 race 11th of 40 cars and I knew we had an uphill battle. All week in qualifying, we learned that the MX-5s didn't have the top-end speed to be in front of the Mazda RX-8 or even come close to the Scion FRS/Toyota 86/Subaru BRZ triplets. I also had four cars starting right behind me that all had big motors (RX-8, Mazda 3, Acura RSX, and Scion FRS). The Indianapolis straight is loooooong.

The green flag dropped and the fury began. I didn't get a good start, getting on the gas a touch too early and having to lift as everyone else took off. The funnel at Turn 1 proved to be mayhem with most of the pack in front pushing wide. I stayed to the inside and managed to get through untouched- ironically, the opposite of how my starts have been this year.

We entered Turn 4, two and three cars wide, but made it through. On the exit of Turn 6b, Don Knowles in an RX-8 hooked the curb and spun onto the back straight. Luckily, I managed avoid any issues there.

Continuing to race Lap 1 (!), we entered Turn 10 where another front runner went around. On the exit of Turn 12, an RX-8 right in front of me got sandwiched and the outside car spun. I was right in the kill-zone of that one, but I squeaked through and entered the straight in 3rd place. Checking my mirror, I saw an FRS, followed by an RX-8. I knew 3rd was only going to last a few seconds on the straight as I watched the FRS motor right past me as if I was hypermiling a Prius.

I ran 4th the next lap or two until the faster RX-8, driven by Ray Blethen, got me on the straight. I tucked in the draft and from there we had an amazing race. I spent the next 15 laps glued to his bumper. He'd pull me on the straights, but the draft helped keep me in the hunt (my trap speed was four mph faster than anything I had seen all week). I could brake later for Turn 1 and make up the gap. I could exit 6b onto the back straight better, but he could motor away. He drove his front left tire to the cords. We went side-by-side though the 7-8-9 esses on lap 17, but I couldn't make it stick. I had hoped the last lap would be my opportunity for a pass, but the combination of lapped traffic and a waving yellow flag in Turn 1 spoiled my chance. It was a great, clean race. I had a ball.

In the end, I finished 5th of 40 cars and was the highest placed MX-5. I couldn't be happier. (Well, I'm a racer so I could if I was further up the field, but it was the best the car was going to manage.) Blethen and I had a fantastic battle, and I think I only put a wheel wrong once or twice, which is a great feeling.



As much as I may try, you can't do this alone. It takes a team of people. Whether it's someone to help you wrench on the car or just bounce ideas off of, you need those people. Thanks to all of you that have grabbed a wrench or lent an ear.

So many thanks to my absolutely amazing wife, Emily Yanca, for all her love and support this year and every day we take on together.

Many thanks to Steve Steeb for all the help with the car and Steve Steeb Service for the support.

Ride along for the first few laps here:

<https://www.youtube.com/watch?v=vPEAH5eLzDg>

[Full SCCA T4 race coverage here](#)



Photo by Thumper Villaume



SCCA Year in Review

Marcus Merideth,
Area 4 Director



Year in Review

I was appointed by the SCCA Board of Directors in December of 2016 to serve the remaining term for Steve Harris after his unexpected passing. It has been an interesting and fun 11 months. For the first seven months of my term the BOD concentrated on finding a new President for SCCA. All 13 members of the Board reviewed over 70 resumes and we narrowed the list down to a few to interview. The interview process was over two back to back weekends of very long Saturdays sitting in a meeting room listening and discussing candidates. Historically SCCA has not had the greatest process for finding new leadership.

The process we followed this time required all members of the Board to review all the resumes received. Having the opportunity to participate in the interviews was exhausting and thorough. I must admit I was worried on that first day of interviews that we would find the resumes didn't match the people but my anxiety was not founded. The folks we interviewed were all great candidates and I was excited at the options presented. The second weekend went well also and now we had a decision to make. It was great to have excellent options. I am very excited about the candidate we choose and am looking forward to his Presidency. During the process there was nothing I could really share with the membership due to confidentiality. The process was developed with an outside consulting firms assistance and should serve the Club well in the future.

Since Mike Cobb's announcement as the new President of SCCA, the Board has only had one meeting and it was mostly normal business, rules, governance, etc. We are getting to know Mike better and he has been getting the feel of the land, both with the BOD and membership. I continue to have confidence in our selection.

The Club is having a pretty good year. Budgets are being met or exceeded and we have had record breaking attendance at our championship events in Solo and Club Racing. The DirtFish SCCA RallyCross National Championships are coming up and on pace to set a record as well. I plan to join the fun in Topeka in a few days.

I had the pleasure of attending the Solo Nationals and Cam Challenge events as a competitor. Did not do as well as I have in the past but had a great time seeing old friends and making new ones. The Runoffs at Indy was amazing. I have been to numerous Runoffs in the past as a spectator and the sheer number of competitors and SCCA members attending was impressive. The racing was fun to watch and from my spectator position, the event appeared to be well run. Feedback I have received so far seems to support this year being one of if not the best Runoffs experience in the fabled history of SCCA.



Rallycross at Crystal Speedway (August)



RallyCross number 6 was held on August, 2017 at Crystal Motor Speedway, MI. It was a sticky mess and deteriorated as the day wore on. Attendees had to brave a staggering amount of mud and slick surfaces. Clean runs were a rarity and many cars were struggling to keep forward momentum.

There was plenty of dust and ruts causing enough parts to fall off competing cars to make a good rummage sale. There were a few failures as well like, Jon Jareo 's leaking engine mount (must be a European thing to have oil in those things), a broken drive shaft, stuck [WO Throttle \(Sean Grogan \)](#), and more .

Services in Crystal are limited so Dan Hutchinson brought his grill and a few brats for lunch. Others brought more meat, chips and other lunchtime needs so everyone was well fed.





Rallycross at Crystal Speedway (Oct.) by BT



The forecast was awful and many people decided not to go. I don't blame them and I had similar thoughts. We all remember the Oakshade Rallycross earlier in the year when the sky opened up and half of the Great Lakes hit that raceway!.

I left home and headed out on I96 to Lansing. Almost there and the traffic backed up. It was raining and the roads were slick and the idiots were tailgating and driving at 80mph. They think AWD and bulletproof SUVs will get them through. It was not to be. I checked Google Maps which told me there was a 3 mile backup due to an accident. Surprise! I was getting late and messaged Mary that I would not make the Rallycross. My spirits suddenly lifted a great deal, knowing that my car would stay clean and I could not be last overall!

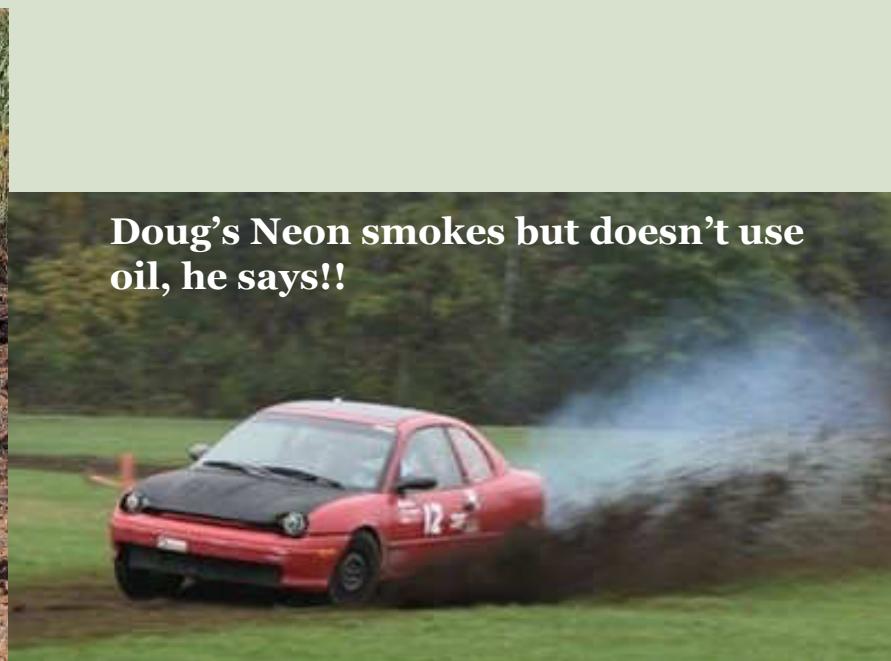
Unfortunately the traffic kept moving and I eventually passed the three SUVs that had somehow joined together at great speed. It looked like injuries were minor and so few lessons would be learned. I decided to do the right thing and continue to Crystal. At least I could take some photos. I arrived just as the drivers meeting was ending. I didn't miss anything. Jon Jareo made me sign in so now I had to compete. There were only about 35 entries due to the sensible people who decided not to come.

As always, Ken Wiedbusch gifted me with the job of taking photos. I once made the excuse that I am too old to run after downed cones, and I have lucked out ever since. Jeremiah Packham is the real photographer but I have to photograph him while he is driving. He lent me his expensive Nikon since my Polaroid camera is not up to the task.

The weather was OK for the first two run groups, then the rain came and times leapt from 80 to 120 seconds. The [video shows car 258](#) struggling for grip. The common tire was some variant of snow tire which clogged up quickly. Doug Harvey had cheater tires, something like tractor tires; so he was fast! Congratulations to those who braved the weather, and no matter where you placed, rest assured, driving skill had little to do with it.



Corner workers looking for the fire extinguisher.



Doug's Neon smokes but doesn't use oil, he says!!



Jeremiah's sweet sounding Lexus



Central UP Rally by Jay Anderson



Jay Anderson added 13 new photos — with Eric Anderson
June 24, 2017

Another excellent weekend is in the books!

Soizic and I left Thursday night and headed up over the Mackinaw Bridge and stayed the night at [Lake Michigan Campground Hiawatha National Forest](#).

Friday we meandered west, making stops at the [Cut River Bridge](#) and [Big Springs aka Kitch-iti-kiwi](#) before arriving in Powers, MI where I co-drove for dad in his Toyota Celica in the first Central UP Rally!

The stage roads were excellent; fast, flowing and durable gravel as good as anything I've seen elsewhere. Even with huge amounts of rain making for challenging conditions (to say the least!), we enjoyed them thoroughly. Despite a **big goof on the first stage**, we managed to stay in the rally thanks to the UP Stump Jumpers running heavy sweep. Keeping the car on the road the rest of the day resulted in a first place finish in our class.



All in all a great time filled with family and rally friends. We'll hope to come back next year!

[Results](#)

[More detail](#)

[CUPR on Facebook](#)



Sno*Drift Summer Rally

By Steve Gingras



Aug 5th, 2017 was the 3rd Running for the Sno*Drift Summer Rally. Sno*Drift Summer is run on some of the same roads as the Winter Sno*Drift but in the summer the roads are dramatically different and frost bite is not a concern. The weather and the roads were perfect as a steady rain the day before kept the dust down and the temps were in the low 70's.

In order to increase the challenge and keep costs down the Sno*Drift Summer does not allow notes or recce. Blind rally forces teams to read the road and essentially guess where the road goes and how much speed to carry into each corner. While blind rally may sound more dangerous than a rally with notes, it forces teams to take a much more conservative approach to driving and the speeds are usually slower.

The rally started off with a Park Expose in the town of Lewiston, as 31 teams took the start. The rally featured over 40 stage miles broken in to 2 legs of 4 stages each with a 90-minute service in between. The roads were damp from the recent rains and dust was not a problem. The roads did get chewed up and rutted in some of the corners, which kicked up large stones for the cars to try and miss.

Overall

Kelly/Vohs jumped out to an early lead by winning stage 1 over **Usher/Langosch**. They would continue to extend their lead by winning stages 2 and 3 as well. That all changed on stage 4 when they slid wide on a fast corner and ended up blocking most of the road and were unable to restart the car. They were eventually able to get the car started and finished the stage but their day was done.

At the mid-point service Usher/Langosch were in 1st with a 31 second lead over Henry and Cindy Krolikowski who were in turn 31 seconds ahead of Gruszka/Sawicki. Sitting in 4th only 1 second behind Gruszka was Hurst/Hoche-Mong in their 1974 Ford Capri.

During the 2nd leg of the race Usher/Langosch extended their lead over the Krolikowskis to over a minute. While Gruszka/Sawicki were able to cut the Krolikowskis' lead down to 14 seconds but still finished in 3rd. In the end the order didn't change and Usher/Langosch took the win on what is now his favorite rally.

Detroit Region entries included **Engle/Arpke**, who started strong by placing 2nd on stage 1 and then it fell apart on stage 2 when they stuffed it off a tightening loose corner and lost over 6 minutes to the field. They finished 14th overall. (4th in class)

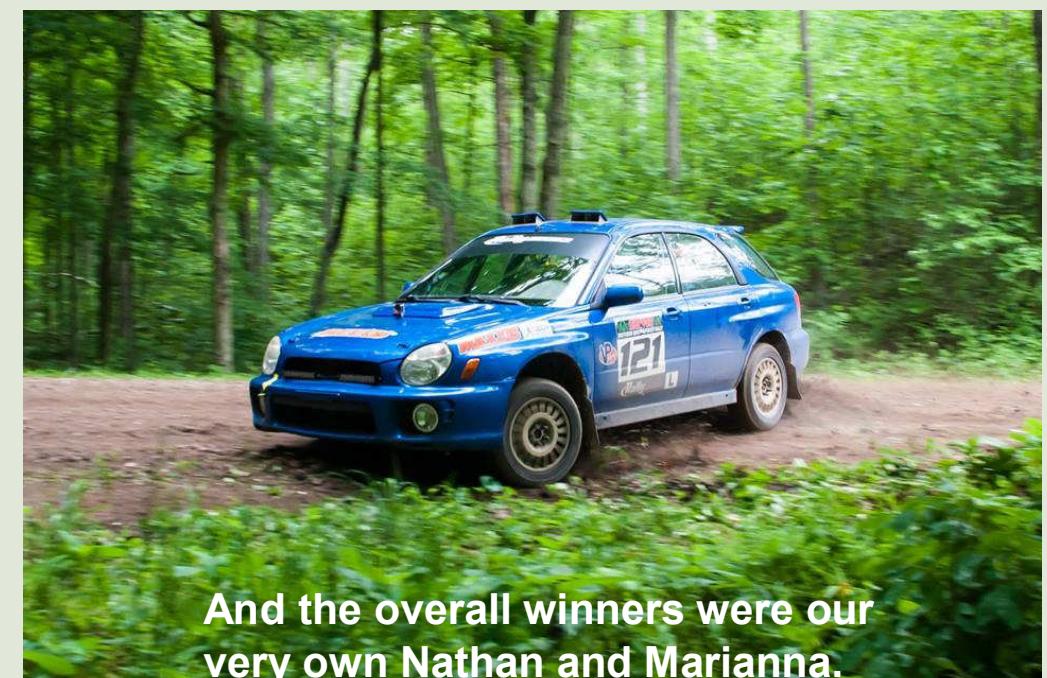
Todd Tortorelli and Drew Rosek were 7th in their Impreza WRX (4th in class).

Dan and Teena Hauxwell-Finn were 17th overall (6th in class).

Eric and Julie Anderson were 18th overall and 4th in class

[Video of fast straight](#)—by Adam Hardin

[Here are some tremendous photos by Tara Turbo-Hurlin](#)



And the overall winners were our very own Nathan and Marianna.



Lake Superior Performance Rally



The Lake Superior Performance Rally took place on October 20-21, 2017, during peak foliage season in Michigan's Upper Peninsula, which means that this rally is always one of the most unforgettable and picturesque. Headquartered in Houghton, LSPR takes advantage of the rugged terrain of the Keweenaw and Lake Superior shoreline to live up to its reputation as the oldest, meanest, toughest rally on the circuit. A special treat this year was having Rally legend [Hannu Mikkola](#), winner of the classic 1983 Press On Regardless rally, run a couple of stage course openings for LSPR in a Mk2 Escort, with his son co-driving.

There were several Detroit Region competitors and many [volunteers](#), who get the best places to watch the action.

Sneak Attack – Nathan Usher/Marianna Langosch. 4th overall, 2nd in class.

We made it through the dust on day 1 and are ready to start day 2. Yesterday went well and we ended up 1st in class and 4th overall. I think the highlight of this weekend was winning the street stage. Now I just want to watch as many spectator videos of that as I can find.

Team Finn - Dan Finn/Drew Rosek. 23rd overall, 6th in class.

The boys had a flat on the second to last stage of day 1, and didn't have an impact gun (oops) and had to change the tire using a crescent wrench. Cost them some time, but otherwise no issues. Day two had a little more excitement, with a close encounter with nature that resulted in a smashed door and broken window. But luckily Drew not only held the door closed, but kept up perfectly on notes. At service, we got the door latch fixed, and a window net from Meredith and Justin, which kept them in the rally. Everything was clean the rest of the day, until a concrete barrier jumped out in front on them on the street stage. (Some damage, but not terrible.) But they finished, with huge smiles.



Drew holding the door closed or just keeping cool?



A legend: Hannu Mikkola

GOODWOOD: "FLYING FINN" HANNU MIKKOLA

FOURTITUDE 4

Azzurri Rallysport – Todd Tortorelli/Cameron Carr. 8th overall, 5th in class.

Day one was amazing as we finished 3rd in Open and 4th Overall in the Ottawa Regional Rally and sit 10th Overall in the Lake Superior Performance Rally (LSPR) heading into day two.

Also running were:

#253 Matthew Peterson/Lori Clute 31st, 9th in class.

#328 Santiago Iglesias/Boyd Smith DNF.

#12 Mike Engle/Anthony Vohs DNF.

[Results](#)



Southern Ohio Forest Rally

By Teena Hauxwell-Finn



The inaugural SOFR made its debut on the [Rally America](#) calendar on May 19-20, 2017 in Chillicothe, OH. The new event served as Rounds 5 and 6 of the 2017 national championship and wrote a new chapter in Ohio's rich rallying history.

Teena:

The weekend was quite the learning experience for us. The SOFR was a challenge in more ways than one. Tight, technical, insane, and unforgiving stages that tested both drivers and codrivers mentally and physically. Between crazy high temps, sporadic storms, and just about everything a rally could throw at you, this event had it all. We didn't finish, but we learned a lot from this event, and we're ok with that. A lot of teams didn't get as lucky as we did, and while we're grateful everyone walked away, we know how difficult it is to rebuild, and our hearts go out to them.

On stage 12, the car decided it didn't want to turn left, and drove straight, down a pretty steep embankment. We think we caught some marbles on the side that just sucked us off, but the only casualty was a broken ziptie! Sweep pulled us out, and we drove back to service. Big thanks to our amazing crew, Cory Conger and Burke Davis, and a special shoutout to Brian Mc Namara for his advice today, he really helped us out.

Second, we want to thank the organizers and volunteers for putting on an awesome event. For a brand new race, it ran like clockwork, and you guys should all be very proud of your hard work.

Unfortunately we didn't get any in car footage this weekend, or a photo of our off, so you'll have to use your imagination on that.

Matt Peterson:

We battled transmission troubles throughout the event, and driving without 3rd gear meant that we weren't able to put down any blistering times, but we kept the pace as best we could anyway.

By the 18th stage we had developed a fuel cutout issue. We limped through the next couple of stages and got "almost" to service before Abe stalled again. Luckily, Louie Jonas was able to tow us through time control into our pits with his BMW.

No problems were immediately evident so I decided that maybe we had damaged the fuel pickup tube and that we would dump some fuel in and see if that helped. We were blessed by Teena Marie Hauxwell-Finn, and either the extra fuel or her special mojo enabled us to finish the last stages, and avoid a dreaded DNF.

Oh, and we hit and flipped over a round bale in the mud bath of the super special stage, even though Erica Meier told us not to do that. Hope we at least put on a good show. What we lacked in speed we made up for with plain determination and stubbornness. Now onto repairs before STPR posthaste! Trans is already out again for me to repair, goal is to be back up and running by the end of the weekend.

Nathan Usher and Marianna Langosch came 4th overall and 2nd in class.

Santiago Inglesias/Boyd Smith were 27th and 13th in class.

Michael Engle/Cameron Carr—DNF

Nick Balzer/Brian Arpke were 22nd and 3rd in class.

Matt Peterson/Lori Clute were 28th and 14th in class.

There were a total of 27 DNF's out of 62 entries, so this had to be a tough rally!



Tire Rack Toledo Championship Tour

By Sean Grogan



The Tire Rack Toledo Championship Tour took place on 28 to 31 July 31, 2017 , at the Toledo Express Airport.

As a group, Detroit region drivers had a great showing, and quite frankly I thought we had complete dominance in some of the well subscribed classes. (GS, STU).

The sold out [2017 Toledo Championship Tour](#) lived up to the billing as ideal weather conditions and a challenging technical course designed by Alex Jones was well praised by competitors in all types of cars. The concrete surface was ideal for those preparing for the Tire Rack Solo season finale at the 2017 Tire Rack Solo Nationals in Lincoln, Nebraska.

In F Street Prepared, the four-cylindered cars with big race tires battled for two trophy positions. After day one, **Greg Anthony** led the way in his Dodge Neon ACR, but he coned away his best run on day two, opening the door for Scott Giles to take the victory in his Honda CRX by 0.039 second.

The margin of victory in B Street was nearly as close as Tom DeYoung came back on day two to put his Chevrolet Corvette ahead of Paul Kolatorowicz's Pontiac Solstice by just 0.053 second over two days of competition. Andrew Graul, Danny Kao and Alan Hamson rounded out of the remaining B Street trophies.

Despite those close battles, the margin of victory was smallest in X Prepared as the 10-car class saw Eric Stemler's Chevrolet Corvette Z06 take the win by just 0.026 second over Alek Tziortizis in another Z06. Steve Hoelscher and Timothy Maxey claimed the final trophy positions.

While many competitors entered day two of competition looking for just tenths or hundredths, some found themselves looking for seconds. Randall Wilcox put nearly a two-second gap on the Super Street Modified field in a Mazda Miata just during day one. He would hang on for the win and take the Top PAX honors for the third time at a Tire Rack Solo National Tour event this year. Nick Myers and **Eric Anderson** rounded out the trophies.

However, the most impressive drive of the weekend likely belongs to Tom O'Gorman who took the A Street win by over 3.5 seconds in a very competitive class that featured 23 drivers. Behind O'Gorman, the trophies were tight. Dan Simms took second with a 0.452-second advantage over David Entz. Just 0.489 second back was Lawrence Casey. John Rodgers, Kristo Kukk and Mark Sarcevicz claimed the final trophies.

The General Motors team Camaros led the way in CAM Contemporary. Shawn Bailey led on day one, but **Bill Wise** took the lead on day two to claim victory by 0.385 second. GM teammates Paul Townsend and Van Blanco slotted into third and fourth.

Street Touring cars took well to the transition-heavy course as the C5 Corvettes led the charge in Street Tour Ultra, with Andrew Ramos taking the win over day one leader **Ryan Finch** by 0.141 second over two days of competition. **Norman Rawls** prevented Corvettes from a top-five trophy party with a third-place finish in his Nissan 350Z. **Kenneth Tsang**, Matt Colley and David Colletti took the final trophies home.

William Koscielny's first run of day two would prove to be enough to stay ahead of second place Mark Dudek in Street Touring Roadster. Brian Karwan finished third while David Marcus would have to settle for fourth after a transmission failure on his final run. Jacob Ronal claimed the fifth and final trophy position, and ND Miatas took all five trophies.

Another mechanical failure was suspected in G Street when **Neil Britton's** Ford Focus ST sputtered and nearly stalled on course, allowing **Josh McDonough** to take the win, also in a Focus ST. A fuel thirsty air conditioner in grid, leading to fuel starvation, was later deduced to be the issue. Britton would hang on to second with **Jen Wong** in third and Joe Blaha in fourth.

Results



Oscoda Pro Solo by Sean Grogan



(August 9, 2017) – The Detroit Region hosted the event in its usual fine fashion by providing an absolutely killer Friday night Welcome Party sponsored by Gear-HeadHomes.com. Cooked on site were fried fish, fried pickles and hush puppies, along with other fixins. For old-times, this resurrected a long-time tradition. But for many drivers, this was something new as ProSolo had not visited Oscoda in six years.

Entries for this event were 60 percent higher than any previous Oscoda ProSolo due to fantastic support from Great Lakes Division members. Dave Feighner had the tall task of making two symmetrical courses on the concrete pad, but managed to nail the design and his course was met with very positive feedback all weekend. Weather co-operated until Challenge rounds, as competitors saw dry runs in every heat for competition runs Saturday and Sunday.

It was anticipated that competition would be tight in C Street, but unexpected was the entire field to all be within a second of each other, with Mark Shrivastava taking the win and David Alessandrini settling for second place by .059 second after cone trouble. Brian Garfield came in just .016 second behind in third, with Julian Garfield taking the fourth and final trophy spot in the all ND Mazda Miata class.

B Street saw Rachel Baker taking the win in her Porsche Cayman S by 0.166 second over Ken Houseal in second. It was almost a half-second back to Yury Kholondyrev in third, and Jim Perrin slotted into fourth as four very different cars took trophy spots in the 12-driver class.

In Super Street R it was Josh Luster coming up victorious by 0.817 second over Matthew Braun. Tony Savini was third and Mark Labbancz fourth. Street Touring Ultra had a flare for the dramatic as Norman Rawls took the win on his final run, knocking Wojtek Hajduczek back to second. David Colletti in third rounded out the top three spots in STU, which were all separated by less than a tenth.

However, the real drama was in D Street Prepared as Sam Strano, in the Vitamvas E46 3 Series BMW, took the win over Jeff Hurt's Mazda RX-8 on the final run by just 0.001 second. John Vitamvas took the final trophy spot in third, roughly a quarter second behind. Also coming down to final runs was Lee Piccione taking the win over co-driver Michael Snyder in B Street Prepared.

All the way from Fort Worth, Texas, it was David Whitener taking the win in Street Touring Sport, 0.884 second over Todd Kunze. Barely missing the runner-up position, Gerry Terranova was 0.006 second back in third, and Kevin Donavan claimed the final trophy spot. David's wife, Kim, was also victorious in Ladies Class 1 over Shelly Monfort in second, Tamra Hunt in third, Heather Mann-Everett in fourth, and Stephanie Reeve in fifth in the 14-driver class.

In Ladies Class 2, it was Julie Heaton taking the win over Laura Harbour, with Denise Cashmore rounding out the final trophy spot in third place. However, it would be Harbour getting redemption in the wet conditions, moving past Julie Heaton and Tamara Hunt to win the Ladies Challenge. Hunt finished second and Whitener won the third-place runoff against Heaton.

The Bonus Challenge saw Randall Tardif climb through the ranks in his G Street Ford Focus with an eventual win over Michael Jeffries from C Street.

The Super Challenge saw the all-wheel drive cars of David Colletti and Ken Houseal meet head to head in the finals with some help from wet conditions. The deficit was less than a hundredth of a second after the first run. But after the final run, it was Houseal crowned as the Super Challenge Winner.

The final stop on the Tire Rack ProSolo Tour is the [Finale](#) in Lincoln, Nebraska September 1-3.

Great pictures by Andrew Wong

Great Pictures by Neil Britton



UK rally in a Ford Anglia – by Brian Thorpe



Way back in the 1970's in the UK, road rallies were no holds barred races on public highways. Navigation was "Plot n Bash" where the route was thrust at the navigator at the start of each section. An Ordnance Survey 1" to the mile map was used to plot the route and it was possible to call out the road bends with 99% accuracy!! It was the 1% that tripped us up!

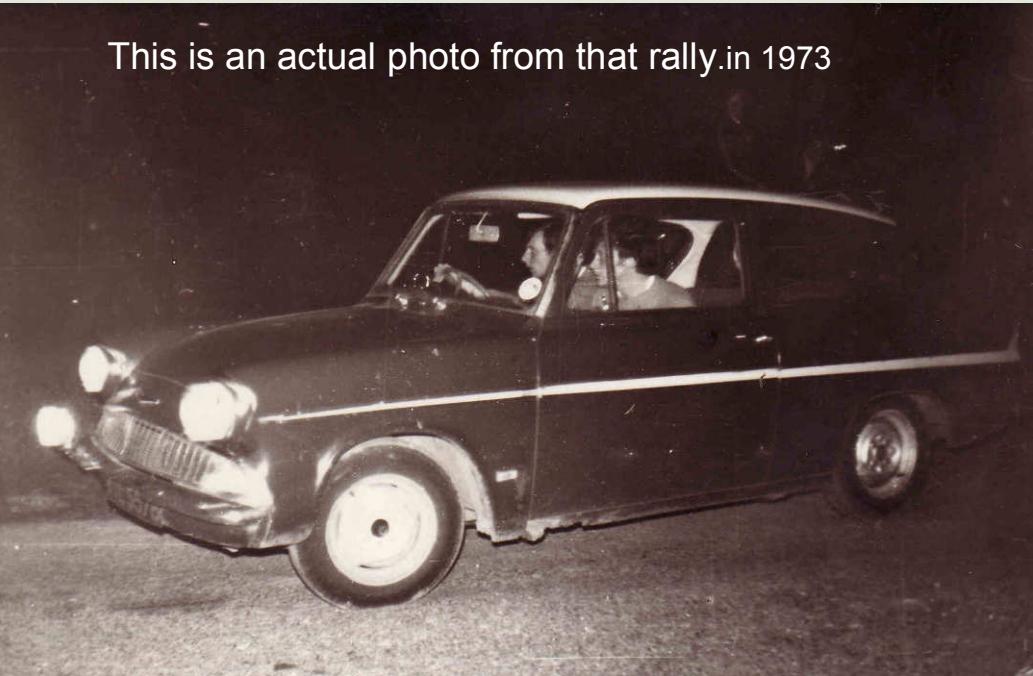
As might be expected, the locals were not pleased that races were happening past their front door at 3 am and speed rallies on public highways were banned in the 1980's after I left the UK. Now, speeds are limited to 30mph and events are much like our TSD's.

One event I entered around 1973 with my friend Rod Macdonald, was a "Restricted" rally, but there were no restrictions on cars, no cages and no helmets were required. This one took place in the Lincolnshire Wolds, near where I was born. It started at 11pm on Saturday night and finished around 7am on Sunday. Rod worked at the Raymond Mays Rover dealership in Bourne, Lincs, home of the BRM F1 team. Raymond was too tight to give Rod a Rover company car, instead he had a Ford Anglia with the more powerful 1200cc engine, giving it a zero to 60 mph time of 26.4 seconds!

The actual map I used is attached and shows some of the Route and Time Controls plotted. I always seemed to navigate for crazy drivers and Rod was no exception. We were doing very well for such a low powered car against about 100 other cars.

About 4 am I called a fast sweeping right bend which he was taking in 3rd gear at full throttle (it was a two position throttle). About halfway around the bend on a narrow road, with the Anglia sideways, scrubbing off some speed, the car nudged the grass verge and rolled over onto the roof. My side caved in a little and I was stunned for a few seconds. There were a few dozen spectators (1% map error location), who righted the car as I came back to life. We lost some fluids (so did the car) and decided to quit. Afterwards we found out that we had been lying 3rd overall, a testament to my faultless navigation and his crazy driving.

On the way back home, Rod was concerned that Raymond would not take kindly to the use of his car for Rallying. We decided to fake a blowout, so we deflated a tire and drove a couple of miles on it hoping that it would explain the car damage.....Please don't repeat that.



This is an actual photo from that rally in 1973





Long Service Awards



Congratulations to the following long service members who celebrated anniversaries during May, June, July, August and September and October of 2017!

55 years

Karl Goering

40 years

David Buist

45 years

Andrew G. Bellis

35 years

Louise J. Steeb
Stephen Grunewald
Harry Crespy

30 years

Judy Cooper
Dave McGinnis
Carole Garner
Linda D. Innes
William D. Lancaster
Michaelle Kellermeyer
Kathy Dilworth
Jeff Lovell
Susan M. Wakeman

25 Years

Mike McClintock
Cindy Kamish
D.G. Lex Jr

20 years

Jack Tranter
M. S. Tranter
Rebecca Tranter
Stacey Tranter
Steve Bunce
Rosemary Caruso

15 years
Robert L. Duncan
Bob Kasprzyk
Pam Kasprzyk
Rob Ackley
Rene V. Morales
Keith Roberts II
Dennis C. Wiedbusch
Kenneth C. Wiedbusch
Andrew Thomas Abbott
Patty Abbott
Terry Abbott
John M. Buttermore
Justin A. Claucherty

10 years
Patrick G. Barber
Dominic James Betts
Keeley Betts
James E. Cain
Louis Steven Horvath
Matthew Luckow
Shawn Alexander
Beth Delaney
Stuart Delaney
Rick Kelley
Darin Stocker
James Dopirak
Marcia Dopirak

Steve Ives

5 years
Bradley Alan Delaby
Barbara Dobbs
Ellen Dobbs
Rachel Dobbs