

Open Exhaust



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FALL 2010

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No animals were hurt in the running of this event. F & C workers on break at the F-SCA competition

Photo by Jennifer Merideth

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Summer Summary

The summer of 2010 has come and gone. A great number of fine events were presented by the Detroit Region SCCA. There were a few disappointments. For example, the first PDX for the region had to be scrubbed due to insufficient entries. Also the Triathlon had to be canceled because we lost use of the site. Below is a brief summary of a few events that did take place. Not all were from the summer, but they were all region events from 2010.

- **March 24 – General Membership Meeting – The Roush Collection - Livonia.**

Once again the Roush Collection played host to the Detroit Region for the annual General Membership meeting. The “collection” is really a tidy little museum of some of the great American racing machines of the past 30 years. There are also a great number of older machines, all of which have a special significance to the “Cat in the Hat” (Jack Roush). All of the Roush Trans Am, IMSA and NASCAR winning cars are here. Cars driven by Mark Martin, Tommy Kendall, Carl Edwards, Lyn St James, Bruce Jenner, Scott Pruett and Paul Newman are packed wall to wall in this giant garage. Aside from the great cars, there is a great deal of historical artifacts and memorabilia to be seen. Need some used NASCAR racing slicks? They’ve got plenty to choose from. Very reasonably priced, too...

Region members were permitted entrance well in advance of the meeting to allow for socializing, snacking and most importantly, deciding which machine from the collection they would most like to see in their driveway. I had my eyes on the IMSA prototypes and the Ford rally cars. Once the meeting was called, several officials reviewed the state of the various disciplines and spoke of the financial state of the club. For the most part things were very positive. The core events and series are all doing well and participation is holding steady or even growing in some areas. Some of the stronger showings are coming from the Flagging & Communications community and Road Rally. A number of special events have been initiated recently and unfortunately, many have been dealt setbacks. Foremost would be the Belle Isle Grand Prix. While not a Detroit SCCA event, it attracts many volunteers from the club and gives many an up-close look at major league racing. Again, for 2010, BIGP was stopped dead by the poor economy.



Jen Glass looks on as Jerry Shiloff brags about how RallyCross has been a money maker for the region...



...all the while the gathered masses look on in disbelief. Photos by: Scott Harvey

May 12-15, Formula SAE, Michigan International Speedway

Story by: John Lisiecki

The 2010 Formula SAE competition was held at the Michigan International Speedway (M.I.S.) in Brooklyn, Michigan on May 12-15, 2010. This was the third year that the event was held at this venue. 120 collegiate teams from 35 States and 14 countries competed in this year's event.

Formula SAE® is a student design competition organized by SAE International. The competition began in 1981 in Texas and migrated to the Detroit area in 1986. The series now includes annual events in Michigan, California, Australia, Brazil, Italy and the U.K.

The concept behind FSAE is that a fictional manufacturing company has contracted a design team to develop a small Formula-style race car. The prototype race car is to be evaluated for its potential as a production item. The target marketing group for the race car is the non-professional weekend autocross racer. Each student team designs, builds and tests a prototype based on a series of rules whose purpose is both to ensure onsite event operations and promote clever problem solving.

FSAE promotes careers and excellence in engineering as it encompasses all aspects of the automotive industry including research, design, manufacturing, testing, developing, marketing, management and finances. Formula SAE takes students out of the classroom and allows them to apply textbook theories to real work experiences.

In addition to the "static" judging events (Cost, Design, Presentation, Tech Inspection), the competition included 4 on-course "dynamic" events that were run on the final 2 days of the competition. These events were: (1) Acceleration, (2) Skid Pad, (3) Autocross, and (4) Endurance & Fuel Economy. These took place on the M.I.S. high speed oval track, between turns 2 and 3. This area is relatively flat and has a paved runoff apron which allows for a wider competition area layout.

Each dynamic event was designed, organized, and managed by an "Event Captain". Additionally an SCCA "Chief Safety Steward" was present to oversee all dynamic events and act as "Race Control". The Detroit SCCA Region provided the necessary hardware (cones, fire extinguishers, timing equipment, flags, radios, etc.) to stage the events.

During the Autocross and Endurance events, experienced SCCA volunteers and Michigan Turn Marshals (MTM) Flagging & Communications (F&C) Corner Marshals provided on-track flagging and safety expertise. SCCA Race and Solo volunteers were also involved in the roles of Starter, Tech/Safety, Driver Change & Grid, Timing/Scoring, and Radio Chief. Additionally, two M.I.S. Safety Trucks provided backup emergency on-track support.

This year, 43 Detroit Region SCCA volunteers worked over the course of four days and were joined by 4 volunteers from other regions (Chicago, Indianapolis, Western Michigan).

Special thanks go to Gary Godula and Bob Martin for moving and managing the hardware. Kevin Royce and Mark Muddiman organized the Tech Inspection team. Jen Merideth and Jason Kolk and their group of Solo volunteers ran the Autocross. John Lisiecki and Ed Arthur managed the F&C volunteers for all of the dynamic events.

Planning for the 2011 FSAE event begins in October, and volunteers are welcomed to join the Planning Team. Contact John Lisiecki at RaceGuy@TurnMarshals.com to volunteer. Additional information, results, and photos can be found at > <http://FSAE.TurnMarshals.com>.

John Lisiecki, along with Gary Godula, were the primary points of contact between Detroit SCCA and the Formula SAE planning committee. Thank you – John, for allowing us to pass this information on to the rest of the region.

The top 10 teams from the 2010 competition

- | | | |
|------------------------------------|--------------------------------------|--------------------------------|
| 1) Oregon State University | 5) Rochester Institute of Technology | 8) Univ of Michigan - Dearborn |
| 2) Univ of Michigan Ann Arbor | 6) Univ of Texas - Arlington | 9) Cornell University |
| 3) Graz University of Technology | 7) Technical Univ of Munich | 10) Kookmin University |
| 4) Univ of Maryland – College Park | | |



A University of Florida student catches some Zs while waiting in line for Tech. Photo by: Steve Balanecki

May 22 – Eastern States Championship RallyCross – Lenawee County Fairgrounds

What surely looked like a disaster was heroically averted by the organization of the Detroit Region RallyCross crew. Torrential rains threatened to derail our national showcase – the Eastern States Championship RallyCross. The horse track and the infield section of the Lenawee County Fairgrounds were under six inches of water. While a little mud is fine – this was way beyond realistic. In fact, the fairgrounds staff informed us that the track was not an option due to all of the pools of water (lakes?).

Fortunately, our brightest minds were at work. Bob Martin and Jerry Shiloff were able to put together something that resembled a RallyCross course by the use of some unpaved access roads and some open fields on land east of the track. Overall distance was shortened, but the challenge that awaited the competitors was fully realized. Other major contributors to the success of this event included; Mary Shiloff, John Kytasty, Jon Armstrong, Ken and Dennis Wiedbusch and Jennifer Glass.

Competitors came from as far away as Massachusetts and Colorado. Naturally, the majority of competitors were from Michigan and the Detroit Region. But there were many that were new to our way of presenting such events. Furthermore, it can be said that most were impressed by the organization, efficiency and the sheer number of runs that are commonplace at Detroit Region RallyCrosses. One feature that many outsiders found to be especially interesting is the pneumatic hose timing system we use. It is incredibly precise, very robust and most importantly, not influenced by the elements. Talk to anyone that attended the RallyCross National Championship this year about how important this really is.

The competition itself saw many close battles. Class winners from the Detroit Region included; Steve Baumbach (SR), Doug Harvey (PF), Chris Lanctot (PR) and Matthew Dahn (PA).



Stock Rear winner – Steve Baumbach in the *perfect* RallyCross car



Prepared Rear winner – Chris Lanctot in the "Taco"

Photos by: Scott Harvey

- **May 31 – Memorial Day Solo – Belle Isle Park – Detroit**

By all accounts this was a good event and well received by all involved. Marcus Merideth designed a fast, fun and challenging course. Keith Roberts and Jessica Krausch were the co-chairs. Both have expressed their thanks to all those that helped make the event happen. Evidently things wrapped up early, and just in time, as a heavy storm passed through the area just afterward. Additional good news came from this, as a nice sum of money was donated toward the Honor Flight Michigan charity.

Editor's note: Solo events are very popular within the Detroit Region. While entry levels have taken a dip the last couple of years, it was not uncommon for 200 entrants to compete at many of our local events. It would be nice if short summaries of these events could be made available for future issues of the Open Exhaust. Please submit any such offerings to the editor (see contact info under the listing of Directors and Officials).



Photo by R. Worden

P. Barber, Mazda Miata, Detroit SCCA Memorial Day Solo 2010

- **July 3-5 – Double National Road Race – Nelson Ledges, OH Submitted by: Bob Pierson**

The Detroit / NEOhio Double National was a well attended and well staffed event that unfortunately had a tragic accident.

The event had an entry of about 120 cars which were well spread across the various classes. We had a very good worker turnout from the Detroit Region with almost 30 workers traveling to Nelson Ledges race track to support the Detroit Region partnership in the event.

For the second year in a row we got very favorable feedback from the competitors. They thoroughly enjoyed the format and our two and a half day schedule. With the Great Lakes Region agreement, our double national with NEOhio will now move to OVR and a partner of their choosing for the next 2 years. After all the Great Lakes racing regions have had a chance to pair up and run one of the 2 double nationals run each year our turn will come again.

We look forward to building on the success of the event for the last 2 years.

On a tragic note, in the first race on Monday, July 5th, we had a serious accident involving C Sports Racing driver John Metzger. John was transported by helicopter to the area trauma hospital, but unfortunately passed away on Tuesday, July 6th.



David Fitch's immaculate GT2 class 944 in action at the Detroit/ NEOhio Paul Prill Memorial Double National race at Nelson Ledges Road Course Photo by: Bryan Bartzi – courtesy of Nelson Ledges' photostream

• **July 9-11 – Dancing With the Cars, Great Lakes Divisional Solo – Wurtsmith AFB, Oscoda, MI**

The Detroit Region and the Saginaw Valley Region cooperated together to host round #3 in the series. Turn-out for the event was relatively small, but the number of runs and fun factor was high. The weather was very pleasant with almost no rain. Friday's festivities included a Test & Tune. Saturday, the mid-day break featured a nice grilled lunch presented by Sean and Chuck Tate of SVR. One of the highlights from the weekend was a chipmunk that stowed-away in the trailer of Brad and Liz Forman. The little chipmunk was spotted darting out on course several times. One of the other highlights had to be the debut of seven year old Emma Pearson in her FJC kart. Papa, David was beside himself with pride all weekend.

Some really close battles were waged on the concrete in Oscoda. Most notable were clashes in BSP and CSP. Tim Moyer (Solstice) edged out Frank Miller (EVO RS) for the BSP win by just over one tenth of a second (98.242 to 98.373). David Feighner found a little bit of extra speed on day two to edge out car owner, Raleigh Boreen by about three tenths of a second in the Boreen's beautiful CSP Miata.



Emma Pearson triumphantly raises her fist after another run at the Oscoda Divisional Solo Photo by: Scott Harvey

• **July 31 – CAST In Stone National Road Rally – Ann Arbor, MI**

This year's edition of CAST In Stone drew 25 teams – nearly double the entrants from the previous year. Rob Moran put together another excellent route that challenged both the navigators and drivers. Below are some excerpts from a couple of competitors that posted comments to the Detroit Region website:

From Ken Wiedbusch: 25 teams pursued the latest challenge presented by Rob Moran on an overcast (perfect rally weather) Saturday using roads not seen by DRSCCA competitors since the last century. A tie for first overall highlights the stories to come from this event.

Dmitriy (Martynov) had a bad miss in the motor. Ryan Thompson (sweep) helped tape up an arcing plug wire to get him back on the road. BTW: Special thanks to Tyler Bell for donating a pair of driving lights to the Novice winner from his Competition Limited store in Traverse City.

From Pat Barber: This was my second DRSCCA rally and maybe my 8th or 9th in the last 10 years. I cannot call myself a novice but only participating in 1 rally per year hasn't really helped to develop my skills. At any rate, my Driver and I had a great time and I would like to thank all the organizers and volunteers for hosting this event.

Jon (Jareo) and I set out with two goals. One was to have a good time. Check that box complete. The second was to complete the rally without any maximum penalties. We missed it by that much. I spent this evening going back through my notes and determined that I, the navigator, mistakenly wrote down a wrong arrival time at a NRI #44 on part 1. I wrote down our arrival at 15:07:00 and I should have been 15:08:00. I suspect that I had written the minutes down in anticipation of completing the maneuver before the minute rolled over and I just wrote “:00” when we completed the maneuver. This caused a whole bunch of problems: It put us a minute early at the end of the transit zone. We ended up leaving at the same time as the car in front of us. We didn't understand the fact that the mistake was ours, not theirs. We slowed to put some distance between us and the other car and decided to write a TA. What a mistake. We ended up early to the checkpoint and turned in a TA for 150. Since we ended up .58 early to the next control, we earned the maximum penalty.

I am sure we will do better next time....



Stock class winners, Aaron and Nathan Usher flank CIS chairman, Rob Moran Photos by: Ken Wiedbusch



Jack von Kaenel/ Scott Harvey forced a tie with David Stone/ Tyler Bell for overall and class E honors

September 10-12 Press On Regardless® Rally – Indian River, MI

The 62nd running of the *Press On Regardless® Rally* was another great rally put on by Bruce Fisher (and family). This year, a return to some truly excellent roads in Michigan's Upper Peninsula was among the many highlights. More than 60 controls were scored and a total of 550 miles of some great forest roads made up the route. Taking the overall win and dominating class E from the start were, multi-time winners, Ron Johnstonbaugh and Jack von Kaenel. Stock class was dominated by the brothers Usher (Nathan and Aaron). A much closer battle existed in L where the Line brothers (Brian and Kevin) missed fewer pauses to take the class win over Scott Harvey and Jim Fekete – the latter flying in from Colorado specifically for the POR. Another missed pause (for a full minute) cost the Harkcoms (Dave and Daniel) one position in class and three in the overall standings. As a result, the top two teams in L placed second and third overall. Below is a story submitted by Brian Thorpe.

2010 POR Rally from a stock navigator's perspective.

Story and photos by: Brian Thorpe



This was my third POR and the most enjoyable so far. The 2008 POR was my first ever TSD rally and first foray back into rallying since my Plot and Bash days in the UK in the early 70's. In those days we effectively had stage rallies on public roads. Needless to say, they were stopped for obvious reasons sometime after I came to the US. Maybe I will recall some of that and write about it some other time.

Anyway, back to 2010. I have been navigating for Jen Glass in her Subaru RS for 2 years and we have developed two great qualities that are essential for our success: I do not get sick, and Jen does not listen to anything I say!

The 2010 POR headquarters were at Indian River, MI, just 25 miles from the Mackinac Bridge. We drove up on Thursday afternoon to give us all day Friday to relax, change wheels, remember how to calculate intervals, sleep, etc. The Hometown Inn was a delight compared to the previous year's accommodation. The breakfast room was used for activities and although it was a little cramped, it sufficed for the number of people present.

The rally is split into two segments, with each one being scored separately, but the big prize is for the combined score. Part 1 ran Friday from 6 pm to about 4 am Saturday, while part 2 ran Saturday from 2 pm to about 3 am Sunday. That's a lot of activity in a short time and is by far the most demanding rally we do. You might think an old geezer like me cannot stay awake that long, however, once the adrenalin starts to flow; there is no need for sleep!

The POR is not recommended as a first TSD Rally; however, it is not too difficult to stay on course because there are no tricks in the instructions. The number 1 rule according to Scott Harvey is to have fun. However, he looks at it from a driver's perspective! For the navigator, the number one rule is to stay on course, then you can have fun. For all novices, if you stay on course and start each leg when you are told to, you will have fun and do reasonably well. Easier said than done, because the competitive spirit makes us want to do more, like calculate times for the next instructions while being bounced around and risk missing a course instruction.

With an hour to go before the start, we received the route instructions and I set about calculating. First I highlight all CAST changes and Pauses. Then for each CAST I write down the minutes per mile. Then comes the laborious task of calculating the minutes it takes between each route instruction (Interval). There were about 300 on Friday and more on Saturday. That's about 12 seconds each and ~~since~~, after too many years of brain deterioration for various reasons, I don't work that fast. Fortunately, there was time at the rest stops to catch up. While I was doing that, Jen was highlighting her own copy of the instructions so that, in case I passed out, she could finish on her own.

So, as car 16, we started at 6:16pm with a 4 mile tire warm up then a 12 mile odometer calibration run. Our miles divided by the Rallymaster miles = tire factor which was 0.998. Or in English, within a gnat's cock of 1, so that is what I used.

At the very first control we were 23 cents (23/100 minute) early after failing to account for starting 0.2 miles into the leg. That was a disappointing start but we settled down to a few single digit results before getting a 50 late. Later I found that I had added 8.053 to 0.102 and got 8.555! The very next calculation I added in another 0.1 making my timing exactly 50 late. So we slowed down to match thinking we were on time, only to be surprised with the 50 late score. Without the errors we would have had a zero!

I made two other mistakes on Saturday which cost us 111 and a maximum 200, then on the very last control, "we" forgot to hand in a 50TA, getting a 41 late instead of 9 early. Ignoring these errors, we would have clinched second in class by 35. However, it is unfair to reduce our score by our mistakes and not do the same for our competitors.

And so it is with stock navigation. Precision on the calculator is imperative. Here is my office:



The stopwatch came from Meijer and only loses a second a day. The calculator was recommended in Gary Starr's "EZ Rally Timing" but I have a problem with its imprecise key operation. I will be looking for a replacement. The clip board came from Office Max and has storage for papers and pencils. It is hard to see, but lighting is by LED's on the back and side walls (which shade the light from the driver) powered by 4 AA batteries. They have lasted 2 years and I just replaced them for the 2010 POR! All pieces are fastened securely to the board.

As for the roads, they were the best. On Friday we stayed in the Lower Peninsula and I am sure covered some of the same roads as in previous years. Then on Saturday we were sent packing to the UP with that ever awe

inspiring trip across the Mackinac Bridge. We found the roads in the UP to be smoother but Bruce Fisher upped the CAST to make for some quite fast legs. Jen was in her element and clearly obeyed the number one driver's rule!

It was a fun but otherwise uneventful rally for us, but we saw a couple of incidents on the way. On leg 9 we saw car 6, Fishbeck and Dost sidelined after avoiding a deer but hitting a tree. They had to be towed home the next day due to a repositioning of the drivers side front wheel. Then somewhere around leg 22 on Friday, we saw a deer sitting on the side of the road nursing a bloody leg, apparently hit by car 10, the White Brothers. On Saturday night, I forget where, we came across the Usher Brothers, the perennial Stock Class winners, changing a flat tire. They seemed to have everything under control so we didn't stop. We thought about helping them to deflate the other three tires to balance their car, but Jen was in too much of a hurry!

We were surprised to finish third in class, but the result is of a secondary nature to the challenge and excitement of it all. I for one will be back again. In the upcoming Ushers "Pavement Ends" Rally in November, Jen and I will switch seats because I want to know what it feels like to ignore the navigator! Perhaps there will be an epistle after that.

All in all, the 2010 POR was a classy event as usual, put on by Bruce Fisher, with lots of help from the enthusiastic workers. Many thanks and congratulations to everyone involved.

Using Accumulated Worker Points

Submitted by Chief or Membership, Steve Balanecki

Points are earned by volunteering time at region sanctioned events to provide a safe and enjoyable experience for the registered participants. Examples of some areas include technical inspection, grid, and turn marshals.

Each point earned is worth five dollars (\$5.00) and can be redeemed for merchandise, entry fees, banquet fees, or used toward paying your annual SCCA membership fee. Available merchandise can be viewed at Creative Threads by clicking on the link to their website. The link is located on the region's website from the Main Menu/Membership Info/Merchandise links to display the Merchandise Information page. A link to the Merchandise Order form is also available on the page.

Members who have at least sixteen (16) worker points available when receiving their membership renewal invoice could use them to pay 100% of their individual annual SCCA membership fee of eighty dollars (\$80.00). Members who do not have enough points to cover the total expense or only want to reduce their out of pocket expense can still use their available points to reduce their membership renewal fee. Calculate your out of pocket expense by multiplying the number of points you want to use by \$5.00 and subtract that amount from your total membership renewal fee.

Members who wish to use their worker points to pay all or a portion of their annual membership fee can forward their renewal invoice to the Detroit Region's Treasurer, Jerry Shiloff. Include a note informing Jerry of your intention to use your accumulated worker points to pay your annual membership fee. Remember to include a check if the number of points you're using will not cover your total membership renewal fee. Jerry's address is 7307 Dyke Road, Algonac, MI 48001-3011.

As of the end of July, 2010, there are 4,666.6 worker points available to members in the Detroit Region. You can view your available worker points at any time on the region's website www.detroit-scca.org. Click on Region Information, Worker Points and then the link to the most recent spreadsheet to view your points.

Please excuse the delay...

An editorial from the Editor...

Many of you may have noticed the complete lack of a new issue of *Open Exhaust* since the last issue back in the winter months. Then again, maybe no one noticed. Since I have many things going on in my life – this position, as editor of this newsletter, sometimes has to take a backseat. I am very active in most of the events within the Detroit Region, with the exception of road racing. It's not that I don't have an interest in racing; it is just not as high on my list of what I want to do with my time and money (even though I found time and money enough to race on a ChumpCar team in August).

I do see most Detroit SCCA events firsthand as a competitor and sometimes as an organizer. The time commitment involved in car preparation and the day-of-the-event activities is monumental. Under the best of conditions, I was still able to put together some semblance of a newsletter on a much more frequent and timely manner. This year – however, has been significantly different. In May my Porsche 944 was rear-ended by a distracted driver. From that point on, everything went out the window. I needed to spend a lot of time getting my rally/RallyCross car in shape for daily use. Furthermore, I picked up another “beater” to temporarily take the place of the 944 as the daily driver. It needed to have the entire brake system repaired or replaced before it was safe enough to drive. In the meantime, attention shifted away from getting my Porsche ready for the 944Fest at Nelson Ledges (mid-June) to getting Jen's 944 ready. “Luckily” we had a parts car to draw from. Then a couple of weeks later, Jen (Glass) and I were the Detroit Region co-chairs of the Divisional Solo at Oscoda. Aside from the 4th of July (Corvette Club) time trial at Waterford Hills, it was the only time we have run the Colt in an autocross event all year. We're just getting spread too thin.

It's still not over. I had plans to strip my 944 and transfer all of the usable parts to another shell. Progress was being made here, until Jen's 944 developed a still undiagnosed engine problem. The car will idle fine at start-up – then run poorly once off idle. We have swapped nearly every imaginable part from my car to hers with no positive result. This has become a major point of frustration and time consumer for me.

OK – enough about my miserable existence. I wish to thank those that have submitted stories and photos for this issue. Jennifer Merideth, John Lisiecki, Bob Pierson, Brian Thorpe, Ken Wiedbusch and Steve Balanecki have all provided me with useful material. I also swiped a photo by Richard Worden from the website (thanks Rich). There is always a need for more. The more material I have to work with; the easier it is for me to assemble a newsletter. Please assist me by submitting more stories and photos. Again, this is *your* newsletter. Otherwise, there may be another delay before the next issue comes along. Or worse yet, I will bore you all to tears with my life story...

Scott

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

- **Oct 9 – Street Survival School – FTT Proving Grounds – Fowlerville. Contact: Jen Glass**
- **Oct 17– Season Ender Solo – Belle Isle. Contact: Shawn Alexander**
- **Nov 6 – Day/ Night RallyCross – Lenawee County Fairgrounds. Contact: Bob Martin**
- **Nov 13 – Pavement Ends Road Rally – Zukey Lake Tavern, Pinckney. Contact: Aaron Usher (usheraar@msu.edu) or Ken Wiedbusch**
- **Dec 4 – Season Ender RallyCross – Marshall Fairgrounds – Marshall. Contact: Jerry Shiloff**
- **Jan 8, 2011 – Son of Sno*Drift XIII (Road Rally) – Waterford. Contact: Scott Harvey**
- **Jan 15, 2011 – RallyCross #1 – TBD. Contact: Scott Harvey**
- **Jan 22, 2011 – Detroit Region Awards Banquet – TBD. Contact: Jen Glass**

Detroit SCCA Needs You...

Nominations are open for the 2011 Detroit Region SCCA Board of Directors. There are four open positions for Directors at Large. Each elected position is for a term of two years. This is a great opportunity to serve your fellow club members. Nominations must be received by October 13th. Nominations can be emailed to rmmartin@centurytel.net.