



# Open Exhaust - Winter 2018



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The official newsletter of the Detroit Region of SCCA®

The Awards Banquet is Saturday, February 2nd!

You have until midnight Sunday, January 27 to register.

Bring your slot car!



Thanks to Ralph Thayer Automotive for supporting our Rallycross program.



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## Links:

[Detroit Region Website](#)

[Facebook page](#)

[Facebook Solo](#)

[Facebook Rallycross](#)

[SCCA](#)

[MotorsportReg](#)

[Cincinnati Region](#)

[Saginaw Valley Region](#)

[Western MI Region](#)

[NE Ohio Region](#)

[Waterford Hills Racetrack](#)

[Michigan Turn Marshalls](#)

[Grattan Raceway](#)



# About us



## Director and officials

Frank Putman	Regional Executive
Cindy Wisner	Assistant Regional Executive
Brian Thorpe	Secretary, Open Exhaust Editor
Dr. Jennifer Glass	Treasurer,
Dan Assenmacher	Financial Director
Aldo Parodi	Autocross Director
Pat Barber	Race Director
John Fishbeck	Rally Director
Matt Wolfe	Rallycross Director
John Kytasty	Director At Large
Scott Harvey	Director At Large
Keith Armitage	Director At Large
Ray Jason	Director At Large
Steve Balanecki	Membership Chair and Worker Points Keeper
Mathew Kowalski	Webmaster
Ken Wiedbusch	Timing Equipment Specialist
Mike McClintock	Club Vehicle Specialist
Jerry Shiloff	Chief of Licensing
Mary Shiloff	Chief of Registration
Ed Arthur	Chief of F & C

## Board of Directors Meetings

The Detroit Region holds Board Meetings every second Wednesday of each month. All members are welcome to attend. Information about the meetings is on our [website](#). 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 about 1400 members. It has something for every taste, including some of the country's best organized Rallycross, 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](#).

## 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



# Board of Directors changes



**Election Update** – Ballots were counted at the November Board Meeting and the following were elected to the Board of Directors for two years beginning January 1, 2019: Jennifer Glass Frank Putman Scott Harvey Keith Armitage

Elected Directors in the middle of their 2 year terms are: John Kytasty Brian Thorpe Cindy Wisner Matt Wolfe

**Rallycross Director** - Jon Trudeau announced that he will step down from this position at the end of 2018. ([Read Jon's comments here](#)). Matt Wolfe agreed to take on this role in 2019. Since this is an appointed, not an elected position (you have to read the [Bylaws](#) to understand this), Matt will step down from his elected Director role. According to the Bylaws, the candidate with the next highest number of votes in the recent election, Ray Jason, becomes the replacement director, and he will serve for the 2019 calendar year.

Matt and the other Appointed Directors were confirmed by a majority vote of the next year's Elected Directors at the December 2018 BOD meeting.

**Rally Director** – John Fishbeck announced that he will step down as Rally Director and Poitr Roszczenko volunteered to take over for 2019.

**Webmaster** – Mathew Kowalski was hired during the September BOD meeting, to be the webmaster, and he will fix any issues that crop up. He will not be responsible for its content so the rest of us still have to take the blame for that!

The other Appointed Directors are: Race—Pat Barber; Solo—Aldo Parodi; Financial—Dan Assenmacher



# Long Service Awards



Congratulations to the following long service members who celebrated anniversaries October through December 2018

## 45 Years

Robin J. Ungar

## 40 Years

David A. Hall

## 30 Years

Margaret Woodside

## 25 Years

Tadahiro Ohtake

## 20 Years

David J. Dekker

## 15 Years

Matthew Johnson

## 10 Years

Alex Piku

Fernando Sosa IV

Aaron Usher

Albert Samuel Worrell Jr.

## 5 Years

Laura Dawson

Neal Donald Hoyer

John Humphreys

William Edward Keller III

Jeffrey F. Kidorf

Andrew Brian Layton

Christian Maloof



# First Meeting of the Detroit Region SCCA

—70 years ago!



The first meeting of the Detroit area sports car enthusiasts was held in the bar and parking lot of Little Harry's Restaurant on East Jefferson in February 1948.

Originally the Chêne House, it was one of the few examples of the Federal style in Detroit. It was built in 1850 by [Alexander Chêne](#) on land which had been granted to the Chêne family by Louis XIV of France in 1707. The house was later owned by Charles B. Warren, who constructed the rear wing some time between 1902 and 1914.

The house was later used as a fraternity house for the University of Detroit, and during Prohibition was a speak-easy. Starting in 1935, the house was used as a fine dining restaurant, known as **Little Harry's**. The restaurant went through a series of owners, and closed in 1990. It was sold to singer [Anita Baker](#), and in 1991, the structure was demolished and replaced with a franchise International House of Pancakes





# 2018 Awards Banquet



Come celebrate another great year of racing at our 2018 Awards Banquet.

The Banquet will be held at **Fox Hills Country Club** at 8768 N Territorial Rd, Plymouth, MI 48170.

Online registration can be found here:

<https://www.motorsportreg.com/events/2018-detroit-scca-awards-banquet-fox-hills-golf-center-843308>

**Cash Bar opens at 5:30, Dinner at 6:30, awards presentation to start approx. 7:30 pm**

## Pricing

Cost \$45.00 per person – Buffet  
Small Racers \$20.00 (10 & under)

Bring your own Matchbox/HotWheels/other 1/64 scale model car to participate in the Matchbox Drag Challenge!

We will have two classes available, stock/production and modified (modified must still look like a car and no power adders!)

## Pay with Worker Points!

Only 9 Worker Points per Adult; 4 Worker Points per Small Racer

Here is a link to [last years Banquet photos.](#)





# Runoffs at Sonoma - Jerry Shiloff



## Detroit Region Drivers excel in the American Sedan Class at the Runoffs

**SONOMA, California (October 19, 2018)** – John Heinrich, of Clarkston Michigan, raced to the win in his 14th National Championship in American Sedan (AS) class during the 55<sup>th</sup> SCCA® National Championship Runoffs® at Sonoma Raceway.

Heinrich in the No. 56 Hoosier/Hawk/Mobil Chevrolet Camaro, put in a flawless drive for his 14<sup>th</sup> career National Championship and now trails only Jerry Hansen's seemingly unapproachable record of 27 titles.

The early stages of the race set up Heinrich's run to the title. Tire Rack pole sitter Andy McDermid lost a right rear on lap 5 and was forced to retire, handing the lead to Drew Cattell with Heinrich not far behind.

Cattell started the race third on the grid in the No. 27 Hoosier/G-Loc/AEM/Hagan Cadillac CTS-V, but managed to vault in front of Heinrich on the first lap. After McDermid's retirement give him the lead, he drove a smooth and precise race with Heinrich filling his mirrors.

Heinrich consistently pressured Cattell for the majority of the race, never more than a few car lengths back. Cattell's armor eventually started to crack, occasionally losing grip in corner entrances and exits. Cattell drove defensive and clean lines, but eventually Heinrich's speed was too much to hold off. On lap 15 of 20, Heinrich finally pounced, braking as late as possible into turn 11. Cattell, realizing the inevitable, left the door open for Heinrich to make a clean pass.

"It was pretty textbook for me and being in third place I could see with the dicing up front that I had a chance if I kept the tires and brakes under me and as long as I could stay in touch, that was what I wanted to do," Heinrich explained. "That's what did it for me, really, just being patient and working the whole race and thinking about the end. I could have gone harder, but the car wouldn't have lasted."

But Cattell didn't just roll over once he was passed. He pressured Heinrich for a couple laps.

"I thought I'd try to stick with him and pressure him, but didn't quite have the speed to stay there in braking zones. I was hoping some lap traffic would come in at the end, but that didn't work out."

"I'm just super stoked and really happy to get up here and get a finish and a chance to thank everybody that's been behind us. There are just so many people, especially my wife for rebuilding the transmission twice. I guess I need to learn how to shift better."

**1, (2), John Heinrich, Clarkston, MI, Chevrolet Camaro, 20.**

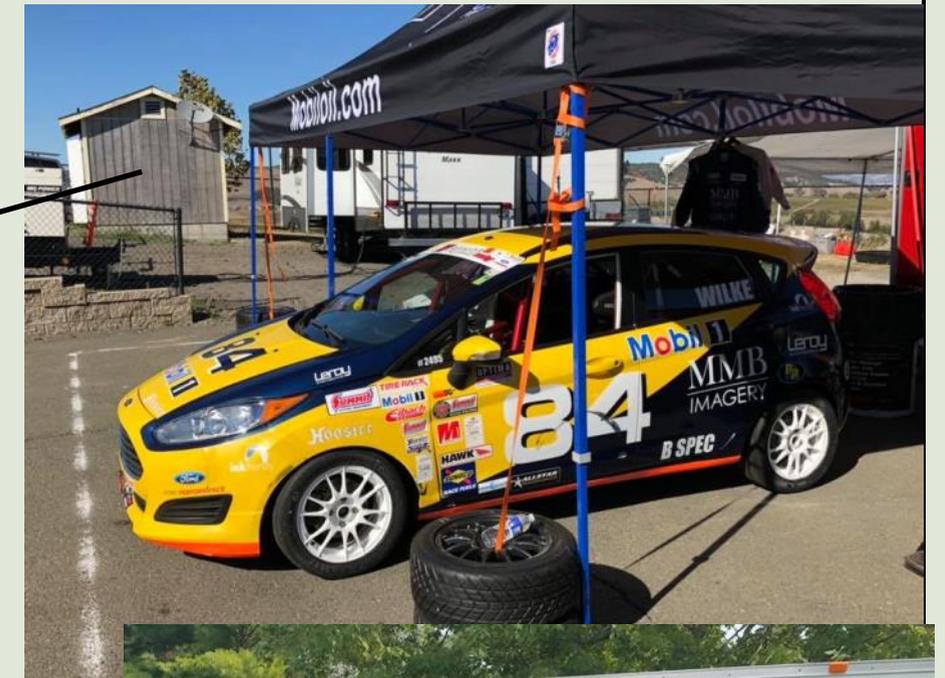
**2, (3), Drew Cattell, Ferndale, MI, Cadillac CTS-V, 20.**

**11, (5), Kevin Fandozzi, St. Joseph, MI, Chevrolet Camaro SS, 0.**

[Detroit Region Racers Results next page](#)

# Sonoma Runoffs Detroit Region Racers

Last Name	First Name	Class	No.	Car	Result	Notes:
Heinricy	John	AS	56	Chevrolet Camaro	1st	New track record
Cattell	Drew	AS	27	Cadillac CTS-V	2nd	
Fandozzi	Kevin	AS	2	Chevrolet Camaro SS	DNF	Crash @ Turn 1
Vivian	Brandon	Bspec	25	Chevrolet Sonic	3rd	
Wilke	Fritz	Bspec	84	Ford Fiesta	5th	
Schwartz	Frank	Bspec	24	Mini Cooper	6th	
Roma	Tony	Bspec	55	Chevrolet Sonic	DNF	
Moser	Joe	EP	63	Honda Prelude	2nd	
Abbott	Andrew	FV	2	Vector AM-1	6th	
Abbott	Brandon	FV	26	Vector AM-1	11th	
Delaney	Stuart	FV	74	Caracal D	20th	
Kohler	Jason	SM	18	Mazda Miata	16th	
Sak	Bobby	SRF3	19	Spec Racer Ford 3	3rd	
Heinricy	John	T4	35	Toyota 86	1st	New track record



We had to settle for second place this year, but couldn't have passed the crown to a more talented, humble, and stand-up guy than [Ryan Miles](#). After a ridiculous protest of our car, we seemed to be down and out of competition, until Ryan reviewed the rule book, and went shopping with us at Wal-Mart at 11PM helping us source the materials to re-create the missing plastic pieces of the front fascia and offering up some great ideas for skid plates to cover up the missing rocker panels that were collected by the mud at I-96 Speedway over a year ago. Ryan drove [Dan Shea](#)'s Porsche Boxster to perfection, hitting zero cones in 10 competition runs, and laying down times that would have beat every car but 1 in stock ALL WHEEL drive class that ran in the same heat as us...that kind of speed isn't supposed to happen in stock rear wheel drive. Can't thank [Jim Kidd](#) enough for dedication he showed to getting our car fixed in a manner that didn't only pass safety, but made permanent fixes from Wal-Mart materials that made the car better than when we showed up.

"They say you can't win on the first lap, but Ryan Miles almost did in Stock Rear-Wheel Drive. He piloted his Porsche Boxster to a 1.637-second margin ahead of Sean Grogan in his Toyota MR2. Grogan fought back, posting a couple times over half-a-second faster than Miles, but never making up enough ground, eventually coming in second by 3.335 seconds. Miles was quick to credit Grogan, saying, "It's Sean that's pushing the class to perform this well with such consistent speed and no mistakes."





# Alcan 5000 Race

by Dmitriy Martynov



We pull into the gas station, a football field sized mud bog with a single pump that says, “Diesel only, no unleaded”. Apparently, someone drove off with the nozzle still in their car, and they can’t dispense fuel until a new one arrives by plane and bus. Our foggy brains do some quick math and come to realization that we don’t have enough range to make it to the next gas station, and then back to Fairbanks. “Well, I guess we’re stranded, let’s get some lunch!” we say, walking into the gas station, which oddly serves Vietnamese food. “Better to be stranded here eating Pho, then running out of fuel in the middle of nowhere” someone else says. Turning around and going back isn’t mentioned and probably doesn’t even cross anyone’s mind. Even if we have to “tap” the fuel tank to get gasoline out of it, or stay the night at this gas station, we will keep going forward and make it to the Arctic Circle. Because this is day 8 of the Alcan 5000 and we’re a group of madmen doing it on motorcycles - the Press-On-Regardless attitude has solidly set in.

The Alcan 5000 is a road rally which started in 1984 and runs from the Seattle area to Alaska. There have been quite a few changes over the years, but in its current form, the rally is a 9 to 10-day event that gets held every 2 years and alternates between summer and winter. While there is a competitive element in the form of a couple daily TSDs or ice races in the winter, the main adventure are the long days traveling through vast emptiness of British Columbia, Yukon, and Alaska, where the roads can be treacherous and the weather unpredictable. Logistics are difficult in this part of the country, and the organizers do an excellent job of planning the route, booking accommodations, and providing support during the event itself. The camaraderie that comes with competing in what is essentially a two-week race is fantastic, so everyone taking part in the event feels like a big family.

I’ve learned about the Alcan from a Subaru magazine a few months after I got my Subaru 2.5RS twelve years ago, a car that jump started my racing obsession. The race to Alaska has always been one of those bucket list items for me, and ten years passed before the right combination of life events led to a spur of the moment decision to send in an entry into the rally. Because of the logistics involved, entry opens almost two years before the event, and fills up almost immediately. After spending a couple months on the waiting list, I was officially on the list of competitors in the Alcan 5000 2018!

The amount of preparation required for such a feat justifies the long period between entry deadlines and the actual rally. While the race itself is *only* 9-10 days, many of the entrants have a long drive to the start and an even longer drive from the finish, turning this into a month-long ordeal. Most of the cars and bikes go through top to bottom servicing before the race - you start with everything new, because it will be worn out by the time you’re done. Some build their vehicles specifically for this race, as was the case with my riding partner and roommate Marten, who took two years to build a beautiful custom BMW “airhead” motorcycle from scratch. After doing a lot of research and soul searching, I decided to go for fun instead of comfort and purchase a KTM 690 Enduro R motorcycle, which is essentially a very big dirt bike. Riding it is akin to sitting on a 2x4 while holding a paint shaker in a tornado, but a few modifications made the ride tolerable while ensuring maximum fun from the light and powerful bike. I did a test ride from Michigan to San Diego and was as ready as I was going to be.

[Continued next page](#)

As the event grew closer, the various Internet forums and Facebook groups started to become abuzz with chatter from the entrants. Excitement further grew as teams started converging on the start line of the rally, which took place on Sunday at the Totem Lake Hotel in Kirkland, WA. I pushed the bike into the back of my truck in sunny San Diego and too off up the coast, leaving a

couple days to spare and planning to meet up with Marten, who was also getting there a day or so early. As the rallyists and Alcan crew arrived, the atmosphere at the hotel was absolutely magical, filled with stories of rallies past. We had a great time doing last minute prep, laughing about things we all forgot to do or bring, and wondering about the challenges ahead.

[For the rest of the story click here.](#)

Here are the Detroit Region entrants





# TR6 on the Alcan 5000 Steve and Sean Riddell

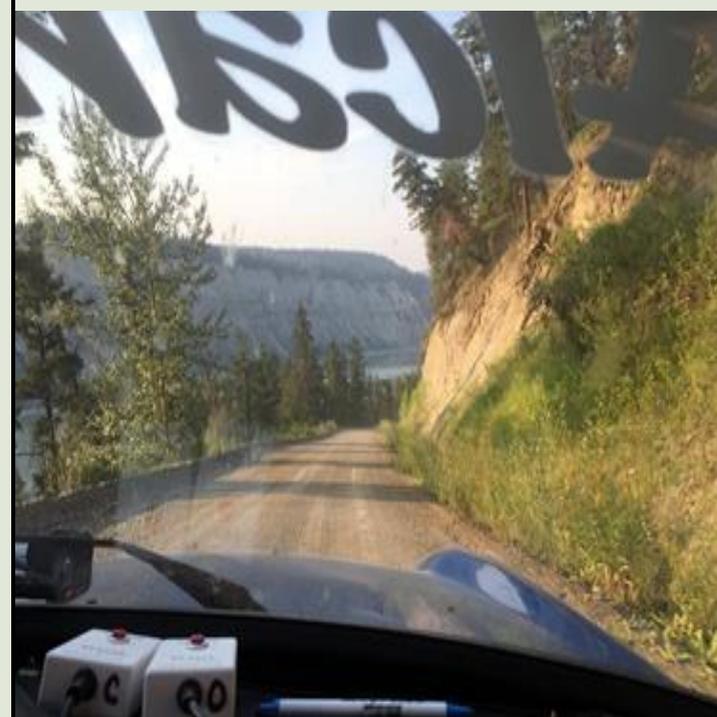


Here is Steve's account of a day or so in his beautiful Triumph TR6 on the Alcan 5000:

Good morning, world! We are gearing up to leave Whitehorse for Dawson City. After leaving Stewart, we traveled to Watson Lake and stayed the night. Yesterday, we drove from Watson Lake to Skagway, Alaska, then up to Whitehorse.

Yesterday's TSD was slow and short, but still fun. We drove 5.5 miles and were never required to drive faster than 20 mph. Even so, one of the street signs was turned, so many of us missed our turn. When our car got back onto the path, we were probably driving about 50 mph. It seems like we hit the control pretty close to the right time, though, so it all worked out.

The internet is too slow to post much in the way of video, but we passed a grizzly on the way to Skagway yesterday. The trip to Skagway was beautiful. We traveled along a mountainside. The mountain dropped into an ocean inlet, which was bounded on the other side by more mountains. At parts, the mountains were covered in moss. In Alaska, some of the mountainsides had small waterfalls. The Canadian mountainside across the water from our road was burning as we drove along. We took about an hour of video of this part of the trip, which I'll try to upload when I get back to Michigan.



Americans, the Canadians know how to make some roads. They stay consistently smooth, feature passing lanes every few kilometers, and follow curves and hills that are hard enough to be fun to drive but are rarely sharp enough to be dangerous. There is proper signage along the way, and people actually follow the signs, making it easy to pass slower vehicles. In true Canadian fashion of being polite at all times, there are even road signs warning of bumps for the most minor of a rumble under our tires. There is nothing like that in Michigan. We should probably take our cue from the Canadians and figure out how to build roads like them.

Our TSD starts in 29 minutes, so we are about to head out. We'll post more when we can!

Two days ago, after we finished our TSD in Copper Center, we ran down to Chitina, Alaska, to see an old ranger station. We met the ranger and learned a bit about the small town of Chitina. She told us about her "Zen road," which ended with a surprise. We took her up on her detour from our detour. It was a beautiful drive down to the mouth of a river that opened into an inlet. When we left, [we took this video](#) of the ol' TR powering up the hill to get out, traveling down the ranger's Zen road, and through the town of Chitina.



# Solo Season Ender — October 13



Thanks everyone for coming out to MIS for the season ender! And thanks for being patient with timing, as there were definitely some kinks to work out. Looking through the results, I noticed that some of the third heat audits must not have made it into the computer correctly, but I figured some results will be better than no results, so I'll post the links now and try to get them fixed ASAP.

Class Results: <http://drscca.org/livetiming/final>

Pax Results: <http://drscca.org/livetiming/pax>

Autocross Times pics.

<http://autoxtimes.com/event-photos/detroit-region-sports-car-club-of-america-dr-scca-event-galleries/drscca-season-ender-solo-october-13th-2018/>

Andrew Wong pics.

<https://photos.google.com/share/AF1QipPTftD2CZXcouCVu9q5lzsBYDok377XzM7phWN75QufbOTXRaZWqoMoXRIxHMjL3g?key=RDdLUodnREo2XzQ2akotajJfNzNwOGRiTmwxTHdR>





## Sometimes things don't go according to plan... by Matt Wolfe



After sitting out most of this year, we decided to bring #ProjectProtege out for the [Goblins Go](#) regional down at VIR to get some testing in for the 2019 runoffs.

Just getting the car ready was an adventure. We looked like we were in pretty good shape, but a couple days before we were supposed to leave, the transmission decided it didn't want to engage 5th or reverse anymore. That's when we picked up the bat phone and had Michael Linley to diagnose the issue. At 9:00 p.m. the Wednesday before we were supposed to leave, we decided to drop the transmission and disassemble it. It was a good thing we did, because we ended up finding a cracked synchro on the 5th gear stack. Kiefer Snell also dropped by to help with the trans service. After some TLC and the couple late nights, the car seemed ready to go again.

Then Thursday afternoon, I discovered what I believed to be a boost cut issue under load. The only solution to that was to extend the arm on the wastegate actuator arm to limit how much pressure the turbo was putting out. After farting around with that for a couple hours and tidying up a few other things, the car was finally ready to go. Andie even decided to join Mike and I at the last minute.

As we were rolling down to Virginia Friday morning, we get a call from Garret Dunn telling us to abort mission. The remnants of hurricane Michael had left the track underwater. With VIR out of the question, we pulled up the map and realized we were 10 miles from where we would turn east to head to [Mid Oh where there was a regional race](#) going on. I think you can see where this is going...

Saturday was cold and overcast, which meant the track was pretty slick. Making matters worse was the fact that both of our sessions ended early with cars oiling down the track (the oil slick at madness led to some pretty cool tandem drifts with Ryan Kristoff). Then one of the ignition coil wires came off...

Andie fixed those once we got back in the paddock, but because we pulled off to fix it during a caution, we would have to start at the back for the qualifying race in the morning. That race started off great, until another coil wire popped off. Then near the end of that session, the car started popping out of 5th.

We drained the trans fluid and inspected a few things, but determined there wasn't anything we were going to be able to do about it. We did figure out that the transmission would stay in 5th if I just held it in the gear. Andie also figured out a more permanent fix for the coil wires thanks to some artful zip tie work. That fix also cured our intermittent boost cut issue, which turned out to be ignition related.

For the final race of the weekend, we started from nearly dead last. Even with a hurt transmission, the car was running like a champ and we were chasing down a podium finish until I lost all gears. I temporarily got them back, but that only lasted about another lap before they went away for good and I had to park the car at madness.

Though it didn't turn out the way we planned, we still had a great weekend. Mike and Andie did a fantastic job as crew and it was great hanging out with the road racing family again. We'll be back stronger than ever next year. Shout out to the [The Ohio Valley Region of the SCCA, OVR](#) for accepting so many refugees from VIR with no late fees! Classy move.



# Lake Superior Performance Rally



## Sneak Attack - Nathan Usher

Here's my very long recap from LSPR 2018 - Lake Superior Performance Rally this year. I rushed some major upgrades to the car before the rally and didn't have time to test the car out. We had quite a few issues at the rally as a result. However, since the majority of our class were unable to finish the rally, we still came home with a 2nd place trophy.

LSPR Recap: This was our roughest rally we've ever had, but after facing some very challenging road conditions and several mechanical problems, we were able to push through to the end and finished second in class.

Rally (lack of) prep: The prep for this rally was rushed as I had decided to upgrade to a 6-cylinder motor after Sno\*Drift Summer. I swapped in the motor, wiring, etc. from a high-mileage donor car and got the car tuned as well as performing some needed repairs (including changing out a rear axle) just in time for Show-Me Rally. Unfortunately, that motor started overheating after a few miles being driven hard, probably due to bad head gaskets. With about a week to work on the car between Show-Me and LSPR, the best option seemed to be getting a low-miles JDM imported motor and swapping it in. I got the motor installed and it seemed great after a bit of street driving. The only anticipated problem was a lack of good tires to bring. Having spent the last of the rally budget on the motor swaps, we were stuck using old gravel tires that wouldn't work well if conditions ended up being sloppy.

**Friday:** The rally started with Bob Lake, which looked like it would be sloppy on recce, so we started out a bit too conservative due to our tires. The stage conditions were actually a lot better than on recce, so we lost some time by not pushing. Stage 2 was similar, conditions were good, but I just wasn't pushing as hard as I could have. Everything looked good at service, so we went out for stage 3 and pushed a bit harder. The beginning of the stage was great, but I started to notice a dip in power around 6000 rpm, which got worse and worse until it was obvious that we were running on only 5 cylinders by the end of the stage. With 3 more stages before service, I decided the best option was to skip them and try to fix the problem, then go back out under super rally rules. Vince Donan found that 2 of the 4 coil connectors we could reach were damaged, probably by the importer while doing a compression check. Vince was able to fashion a fix that would last the rally, and we went back out for stages 7 and 8. Those stages went ok, but with some deep ruts and soft sections, our worn tires couldn't find much grip.

Results:

<http://www.rally-america.com/events/2018/LSPR/results/standings/>

[Continued next page](#)

**Saturday:** Weather conditions looked good when we woke up, but just before leaving for Parc Exposé, it started to snow pretty hard. We ended up with a couple inches of fresh snow on the stages. We knew our tires were really bad for the conditions, but with only 3 cars in class starting the second day, we knew that if we just took it easy and made it to the finish, we'd be on the podium. Stage 9 was very rough, and we passed another SP car who had gone off and gotten stuck and were up to 2nd in class. However, we also took a couple hard hits to the skid plate and had a huge exhaust leak as well as a mystery noise from the rear end that we couldn't figure out. Stages 10 and 11 were uneventful and the mystery noise went away. We made it back to service to find that we had blown out a header gasket. We headed back out for a repeat of the first 3 stages. Again, stage 12 was very rough and our mystery noise came back, and this time I was pretty sure it was either the rear differential or an axle. Stage 13 started out well, but we hit a patch of ice on a corner and slid wide into a ditch. I think we could have driven out, except there was a tree in the way, so I had to hit the brakes and we got stuck touching the tree. We didn't have enough grip to move under our own power, so our only chance was for another AWD competitor to pull us out. Luckily, our friends at Mad Cheshire Racing were behind us on the road and stopped to help out. They got us back on the road and we only lost our front bumper cover and some time. We were back underway, but it felt like we had even less grip, with a wheel spinning every time I gave the car any throttle. On stage 14, I finally figured out that we weren't actually spinning wheels, but we had worn down the splines on a rear axle and were having trouble getting power to the other wheels since we only have a VLSD in the rear. This is a repeat of the problem we had at STPR 2016, where we replaced an axle with an aftermarket one that started to pop out of the differential in the rally. Back then, I thought I had not installed it correctly, but now I think the axle is slightly too short and pulls out of the differential when the suspension is at full droop. Luckily, I knew from experience that the differential would hold to the end of the rally, and we made the transit to the final stage attempting to stop as few times as possible. We completed the street stage to finish the rally, but with the axle problem were unable to even come close to repeating our street stage win from 2017.



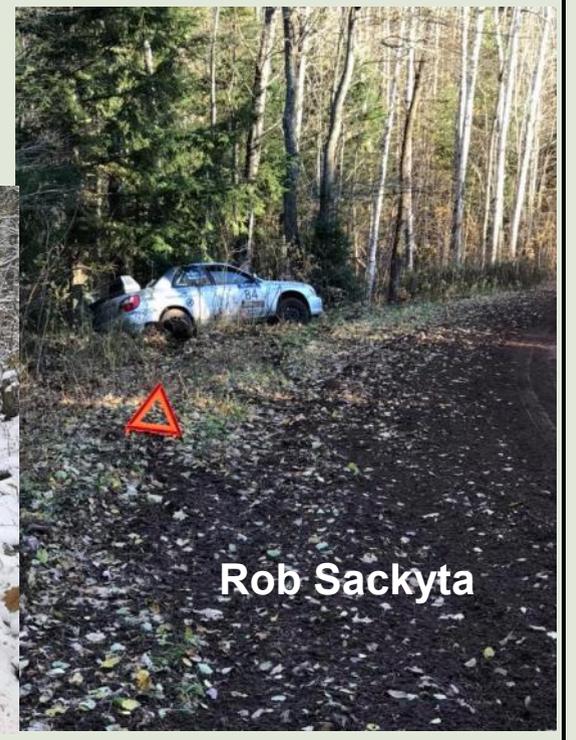
Jay Anderson



Santiago Inglesias



Dan Kelley



Rob Sackyta



# Sebring ChampCar Race by Jon Yanca (part 1)



It was sometime in November – long after the Michigan landscape had turned from vibrant shades of orange and red to its cold, grey dormancy – when I got a call from my buddy and fellow Spec Miata racer, Nat Scappaticci.

Nat: “Jon, do you want to race Sebring at the end of December?”

Jon: “Sunshine, warm weather, and racing? Absolutely.”

Nat: “Great, it’s a seven-hour enduro on Saturday and seven hours on Sunday. Just you and me driving.”

Jon: “Uhh, ok.”

Hanging up the phone I was excited to drive the historic Sebring International Raceway, but then the nerves started to creep in. Yes, it would be my first time at the track which always brings an unsettling feeling, but I was most anxious that Nat and I were splitting the seven hours each day between to two of us. Admittedly, I’m not currently in top physical shape and knowing that Sebring is a bumpy track, I feared my arms would turn to taffy and consequently my brain would start making silly decisions.

Nonetheless, my wonderful wife Emily and I made the trek to Florida for the ChampCar Double-7 Enduro held on December 29<sup>th</sup> and 30<sup>th</sup>. There, we met up with fellow Detroit SCCA members Nat and Jennifer Scappaticci, Mike and Kristen Novak, and Ralph Provitz. The Novaks had brought their own car to run and everyone pitches in to help crew during pit stops.

Met with palm trees and sunshine upon arrival, we awoke to a heavy fog and dampness laying over Sebring on the morning of the first race day. We fired up our 1990 Mazda Miata, essentially in Spec Miata trim, only to hear it stumbling to idle. Not a good sign. Apparently, it didn’t like the humidity. Something felt strange because this car has been nearly flawless for us in several enduros earlier this year. But once warm and assumingly dried, the Miata seemed to be ok, so we sent Nat out for the green flag.

ChampCar rules state that a driver cannot be in the car longer than two hours consecutively, so the ideal target is to run two-hour stints before coming in for fuel (mandatory five-minute stop time) and a driver change. Nat was getting close to an hour and 45 minutes in the car when the low fuel light came on. Strange, because our Miata has run two hours without a problem in the past. Something surely seemed to be going on with the car.

But we continued as Nat came in and the team fueled the car, topped off the oil, added fresh drinking water as well as ice for the CoolShirt, checked the tires and brakes, cleaned the windshield, and I got in for a (hopeful) two- hour stint.



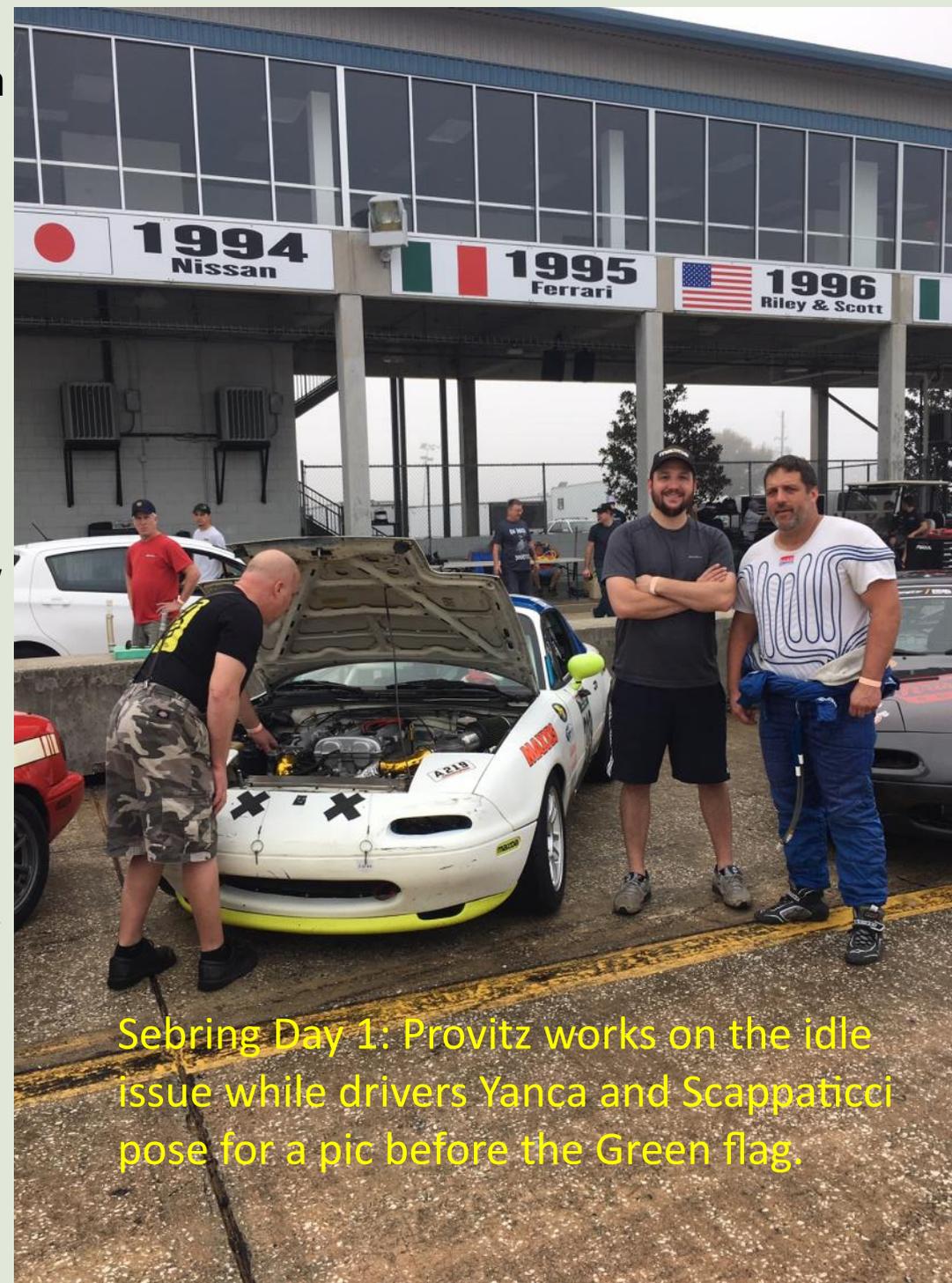
# Sebring ChampCar Race by Jon Yanca (part 2)



Acclimating myself to Sebring took about 10 or so laps before I felt comfortable. One very difficult thing about the track is that there are several turns that happen in a seemingly endless open sea of concrete. There are no peripheral references other than cones to mark your braking and turn-in points. Additionally, Turns 17 and 1, two of the fastest corners on the track, are also the bumpiest over sectioned concrete. Get either turn wrong and you'll find yourself deep in the tire wall before you even know what happened.

Despite the car not running as long as it should on fuel, we gained a rhythm and were up to 6<sup>th</sup> in our "Class A" out of 18 cars and 18<sup>th</sup> of 78 overall. I climbed in for the last stint of the day when that strange feeling we had about the car reared its head. In the middle of Turn 1, the data screen turned red, claiming low fuel, and the car shut off. I tried to restart it, but she just cranked and coughed. Two laps before, the fuel level read over five gallons. A flat tow into the pits, just 40 minutes shy of seven hours on Saturday, ended our day. Congratulations to the Novaks who ran a flawless race, taking the Class A win and finishing 3<sup>rd</sup> overall.

V2 Motorsports owner and Miata ace, Ralph Provitz, got to work on our Miata as soon as it made it back into the garage. Using data from the AIM system, he was able to quickly point the finger toward the fuel pump. But it wasn't the pump itself, rather the electrical connector to it had wiggled loose over Sebring's bumpy concrete. With it secured, we looked forward to the Sunday race.



Sebring Day 1: Provitz works on the idle issue while drivers Yanca and Scappaticci pose for a pic before the Green flag.

[Continued next page](#)



# Sebring ChampCar Race by Jon Yanca (part 3)

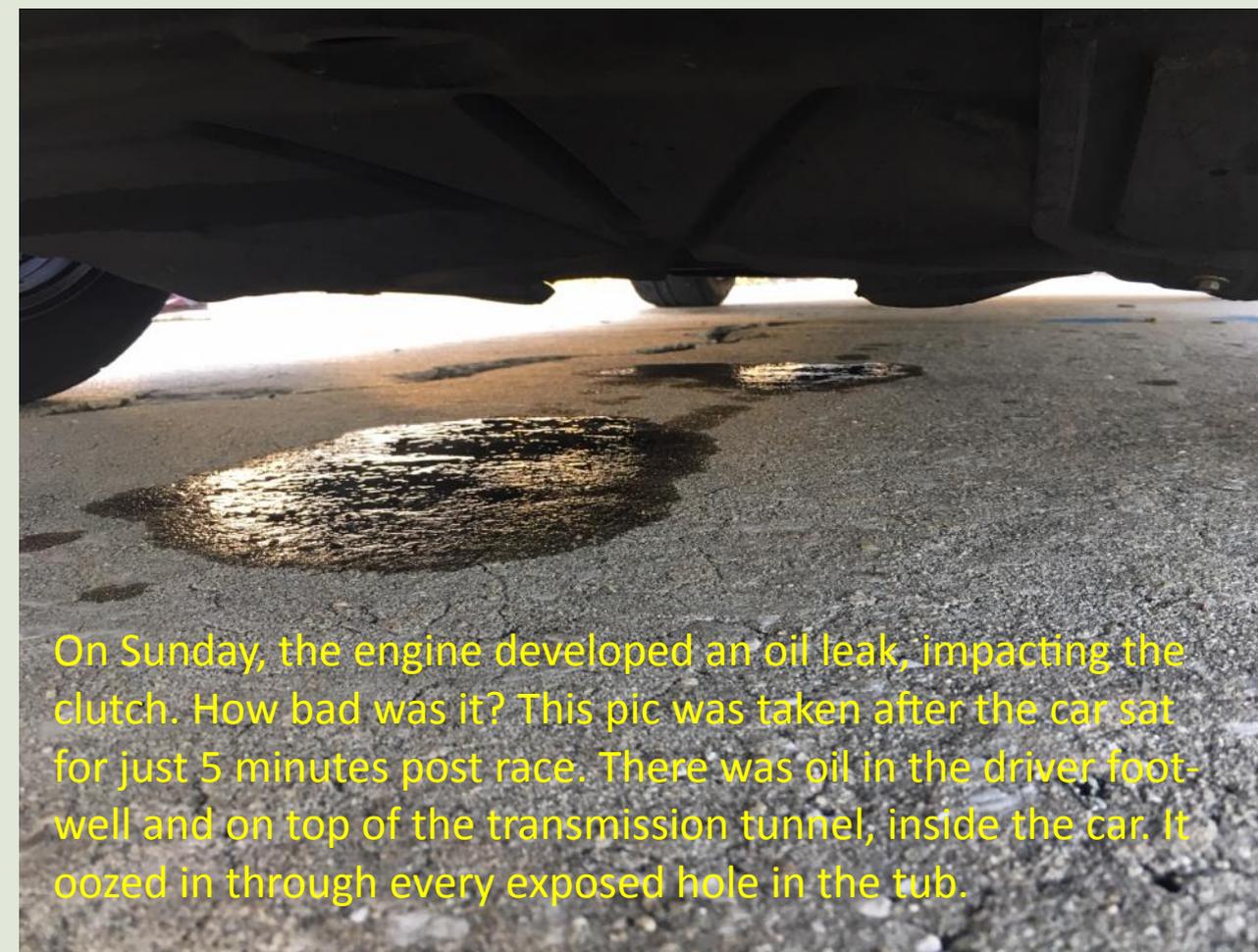


## Sunday Race – A New Day

Tired, but enthusiastic, we awoke to the same dense fog on Sunday morning, but it cleared up as I took the green flag to start another seven-hour race. Today felt like a great day. Then, about an hour into my stint, I heard the engine RPM wallow as I got on the gas coming out of the Hairpin of Turn 7. Monitoring closely in the next few corners, I realized the clutch was slipping a little. Wow, six hours to go in the race! How are we going to nurse this home? I radioed in my observations to the crew. “Well, drive it until we can’t,” I was told. You got it.

For the next six hours, Nat and I swapped turns behind the wheel accordingly and each time the crew gave us flawless pit stops. Turns out, the car was leaking a lot of oil, causing the clutch to slip. We adjusted our shifting and throttle application, nursing the clutch situation as best we could. Nat was in the car for the final stint, a nail biter as we were second in Class A and gaining time on the lead car. In the end, there simply wasn't enough time left and we finished second in class, just 90 seconds behind the winner. We also managed 10<sup>th</sup> of 68 cars overall.

Despite the taste of victory that eluded us, we had an absolute blast. Endurance racing is a completely different game than a typical sprint race. So much strategy comes into play. Physical and mental demands are more extreme. You must change your driving mentality and, sometimes, overcome adversity. Even with taffy arms and exhausting slap-happy moments, there is no better way to get a lot of on-track time and most importantly, enjoy the comradery of your team and good friends. I highly recommend it.



On Sunday, the engine developed an oil leak, impacting the clutch. How bad was it? This pic was taken after the car sat for just 5 minutes post race. There was oil in the driver footwell and on top of the transmission tunnel, inside the car. It oozed in through every exposed hole in the tub.



## 2019 Tire Rack SCCA ProSolo Event Schedule



The schedule is subject to change, but the complete [2019 Tire Rack SCCA ProSolo](#) calendar rundown is as follows:

- March 29-31:** [Tire Rack Crows Landing ProSolo](#); Crows Landing, California  
*NASA Crows Landing Airport*
- April 5-7:** [Tire Rack Fontana ProSolo](#); Fontana, California  
*Auto Club Speedway*
- April 12-14:** [Tire Rack Grenada ProSolo](#); Grenada, Mississippi  
*Grenada Municipal Airport*
- May 3-5:** [Tire Rack New Jersey ProSolo](#); East Rutherford, New Jersey  
*MetLife Stadium*
- May 23-25:** [Tire Rack Spring Nationals ProSolo](#); Lincoln, Nebraska  
*Lincoln Airpark*
- May 31-June 2:** [Tire Rack Texas ProSolo](#); Mineral Wells, Texas  
*Mineral Wells Airport*
- June 14-16:** [Tire Rack Peru ProSolo](#); Peru, Indiana  
*Grissom Aeroplex*
- June 28-30:** [Tire Rack Blytheville ProSolo](#); Gosnell, Arkansas  
*Arkansas Aeroplex*
- July 19-21:** [Tire Rack Packwood ProSolo](#); Packwood, Washington  
*Former Hampton Lumber Mills Packwood*
- August 2-4:** [Tire Rack Oscoda ProSolo](#); Oscoda Township, Michigan  
*Oscoda-Wurtsmith Airport*
- Aug 30-Sept 1:** [Tire Rack ProSolo Finale](#); Lincoln, Nebraska  
*Lincoln Airpark*



# Michigan Turn Marshals Schedule for 2019



MTM Event	Dates	Event	Venue / Location	Region / Group	F&C Contact
	Mar 30 – 31	F&C and Safety Training	I.M.S.		
	Apr 6	LEC Seminar & Safety Day	Mid-Ohio	LEC	Bill Armitage
√	Apr 13 – 14	Open Track Day (OTD)	Waterford Hills	WHRRRI	Chip Bliem
	Apr 20 – 21				
√	Apr 27 – 28	Drivers/Flagging School	Waterford Hills	SCCA_DET, WHRRRI	John Lisiecki
√	May 3 – 5	Driver's School & Race	GingerMan	VSCDA	
√	May 4 – 5	Race Weekend #1	Waterford Hills	WHRRRI	Chip Bliem
√	May 8 – 11	Formula SAE ®	M.I.S.	SAE Intl, SCCA_DET	Cindy Wisner
√	May 18 – 19	SCCA Majors	GingerMan	SCCA_SBR/DET	John Lisiecki
√	May 25 – 26	Race Weekend #2	Waterford Hills	WHRRRI	Chip Bliem
√	May 31 – Jun 2	Detroit Grand Prix	Belle Isle	IndyCar, IMSA, TA, Trucks	John Lisiecki
√	Jun 9	OTD	Waterford Hills	WHRRRI	Chip Bliem
	Jun 15 – 16				
	Jun 22 – 23	Longest Day of the Year	GingerMan	NASA_Great Lakes	
√	Jun 22 – 23	SCCA Double Regional	Grattan	SCCA_WMR	Karen Crider
√	Jun 23	OTD	Waterford Hills	WHRRRI	Chip Bliem
√	Jun 29 – 30	Race Weekend #3	Waterford Hills	WHRRRI	Chip Bliem
	Jun 29 – 30	The Cure for Gingervitis	GingerMan	24 Hours of LeMons	

MTM Event	Dates	Event	Venue / Location	Region / Group	F&C Contact
√	Jul 14	OTD	Waterford Hills	WHRRRI	Chip Bliem
√	Jul 20 – 21	SCCA Double Regional	GingerMan	SCCA_SBR/DET	John Lisiecki
√	Jul 26 – 28	Vintage Weekend	Waterford Hills	WHRRRI	Chip Bliem
	Jul 27 – 28	Time Trial Nat'l Tour	GingerMan	SCCA	
√	Aug 3 – 4	Race Weekend #4	Waterford Hills	WHRRRI	Chip Bliem
√	Aug 10 – 11	SCCA Majors	Grattan	SCCA_WMR	Karen Crider
√	Aug 16 – 18	Vintage Weekend	Grattan	VSCDA	
	Aug 24 – 25	ChumpCar Endurance	GingerMan	ChumpCar	
√	Aug 25	OTD	Waterford Hills	WHRRRI	Chip Bliem
√	Aug 31 – Sep 1	Race Weekend #5	Waterford Hills	WHRRRI	Chip Bliem
	Sep 7 – 8				
	Sep 14	Empire Hill Climb	Empire		
√	Sep 22	OTD	Waterford Hills	WHRRRI	Chip Bliem
√	Sep 28 – 29	Race Weekend #6	Waterford Hills	WHRRRI	Chip Bliem
	Oct 5 – 6				
	Oct 8 – 13	Natl Championship Runoffs	V.I.R.	SCCA	
	Oct 12 – 13	Where the Elite Meet to Cheat	GingerMan	24 Hours of LeMons	
√	Oct 13	OTD	Waterford Hills	WHRRRI	Chip Bliem



# Get Ready for 2019 – Spring Training!



Shake off winter and get ready for spring – Spring Training, that is! It's the kick-off to all the excitement that will race across Great Lakes Division in 2019.

On Saturday, March 2, we'll gather in Findlay, Ohio, to learn what's new, share best practices, and network with friends. There's something for everyone, and GLD's new Executive Steward Duane Harrington is excited about the enhanced agenda being developed this year.

In addition to the full-day Solo Track, and Road Race specialty meetings, loads of new sessions will be offered this year. Hear from SCCA's Rick Myers about the sanction process and waivers. Find out more about Time Trials from SCCA's Jon Krolewicz and GLD's Divisional Administrator CJ Carter. Jon will also share insights on Creating the Culture.

Let SCCA's Chris Robbins tell you about creating the most welcoming environment. Lend an ear when SCCA's Jeff Luckritz talks about the Power of Positive Leadership.

Be sure to attend the "Explore the Race Steward Role" session, hosted by Training Steward Lauri Burkons. She'll outline the program and talk about your opportunity to get involved. Drivers, workers, and anyone interested in this role are highly encouraged to attend.

If you're an RE or region Race Representative, join Duane for his meeting with you, too.

Plus, we're going online for registration via MSR! If you prefer, we'll offer an option for paper registration, too.

While online registration is almost ready, and the agenda is being tweaked to include even more, you can book your overnight room at the Findlay Inn now. The discounted room rate is \$92 this year; call Findlay Inn at 419-422-5682 and request the "SCC19" group rate.

Whether you're already active or want to be more involved, mark your calendar for Saturday, March 2. Then, watch the GLD website for details (<http://www.greatlakes-scca.org/>).



## Rallycross Director Retires - Jon Trudeau



You might be surprised at how many times I was asked this year about why I took on the director role but was not competing myself? My answer was simple - I was expressing my gratitude to all the volunteers who selflessly contributed their time and effort to provide me with a venue to race for the previous 5 years. It is the good folks like Burke, Bob, Ken, Sue, Mary, Jon J, Jon A, Matt, Nathan, Dan, Adam, Eric, Nate, Alex and so many others like them that made me decide to pay it forward and give back to the rallycross community. My hope is that maybe I have influenced a few souls this year and will inspire them to do the same. Volunteer to be an event chairman. Step-up to be a tech inspector, safety steward and help with equipment. If you see an area for improvement take action and pitch in. You would be surprised how a little act of kindness can go such a long way in making things better for everyone around you. Can you tell I'm getting old and parenting is catching up with me :) Please recognize that [Matt Wolfe](#) is now a DET SCCA board member, the website/social media coordinator, a race/autocross/rallycross competitor AND now the new Rallycross director. How's that for inspiration! He really needs the rallycross community's help this year as he can't do it all. So please take action to support him anyway you can. With that said it's been a fun ride turning left AND right. I've won more races and championships than I can remember and have made lots of great memories. But I've got a couple of eager sons that have been asking me "Dad, can you teach me how to race?" on an increasing basis so life is dragging me in another direction. Thanks everyone and rally on!



It's not often I have the privilege of presenting service awards in person, so this was a very special opportunity. Barbara and Richard Coburn have been active members of the SCCA for 30 years, joining on June 8, 1988, and I presented them with their service award at the beginning of this year's Chevrolet Detroit Belle Isle Grand Prix. This photograph of the Coburns and myself was taken by John Firment at the first Flagging & Communication meeting at the 2018 Grand Prix.

As Barbara and Richard reside in Ontario, Canada, we don't see each other all that often so this was a rare opportunity. They travel to various events throughout the year with she volunteering as a turn marshal and he taking some great photographs of the cars on the track, as well as some candid shots of turn marshals and other volunteers in action. You can view Richard's photographs at [Coburn-pix.com](http://Coburn-pix.com).



# Blackie Retires

On Tuesday, September 25, 2018, a small number of friends and family celebrated the retirement of the Grand Prix and Detroit Region Chief of Emergency Services, Richard "Blackie" Meyers, with a party at Andiamo's in Warren.

Blackie's wife, Nena, his daughters, son-in-law, and a great number of volunteers surprised him when he walked into the venue. The party was arranged by the members of Blackie's team who will be replacing him as Co-Chiefs at next year's Grand Prix: Gary Lewandowski, Brian Long and Rick Stockton.



Detroit's Regional Executive, Frank Putman, and Jerry Shiloff, DRSCCA Chairman of the Grand Prix event, presented Blackie with a plaque from the region in appreciation of his service to the region at the Grand Prix since 1982.



Trifun Dimitrijevi, "Dr. D", Medical Director at the Grand Prix and Michael Montri, President of the Chevrolet Detroit Grand Prix, also presented Blackie with mementos in honor of his extraordinary leadership during the 29 runnings of the Grand Prix.



Fond remembrances were shared by a number of Blackie's team. Good food and drinks were enjoyed and Blackie was reminded that there would always be a spot for him on one of the golf carts at the Chevrolet Detroit Grand Prix presented by Lear.





# Road Rage

by Brian Thorpe



The Rallycross at Thistle Hill ended with a bonfire, courtesy of Scott Harvey, to celebrate the 70th anniversary of the founding of the Detroit Region Car Club. It was great to relax after a muddy event with emphasis on tires and youthful exuberance.

I left the fire after dark and turned left onto eight mile road with no cars in sight.

Not sure of the speed limit and knowing my wheels were unbalanced with half of the field caked in them, I moseyed along at 40mph or so. Before I hit the paved road, a vehicle came up behind me at great speed and proceeded to tailgate me with full brights, including an LED light bar. He got so close I could not see his lights, had to be two feet off my bumper. Afraid to brake check, I slowed right down but he stayed on my bumper. As we approached the light, it turned green so I proceeded through but he stayed on my bumper. I pulled over to let him past, it was a pickup truck, I should have known. Then I became the aggressor. I followed the truck with my brights on, but at a safe distance. I went off brights every time a car came the other way but right back up to full lumens after; my light bar was brighter than his! After a couple of miles, he slowed and came to a stop. The burly guy got out of his truck and started walking towards me. Lots went through my mind like, maybe he is coming to apologize for tailgating me; maybe he wants to smash in my lights; maybe he wants to break my arms; what if he has a gun. Those thoughts went through my mind in 10 milliseconds. Luckily there was a break in oncoming traffic and I did a rallycross start and powered past the burly guy and his truck. I was watching my rear view mirror all the way home. He followed eventually but a long way back and must have turned off into the trailer park. I suspect many of you have experienced this. It is scary. I still think about that encounter.

I was stupid to apply retaliatory road rage. All the advice I have read says do not retaliate, do not give gestures, do not drive home if being followed. What would you have done? We change personalities when we get in a car and become apparently anonymous. Be careful!

Google Road Rage and you will find lots of advice and some studies. One found that Americans with guns in their cars are more likely to engage in road rage than unarmed drivers. Of 2,400 people surveyed, 23 percent of those who admitted to making obscene gestures to other drivers while driving carried guns in their cars, while only 16 percent of those who don't pack weapons made gestures. Similarly, 14 percent of gun packers said they "aggressively follow" other motorists, compared to 8 percent of those without firearms.

I learned a lesson.

<https://consumer.healthday.com/encyclopedia/emotional-health-17/emotional-disorder-news-228/road-rage-when-stress-hits-the-highway-646042.html>

Getting a Bugatti serviced costs a pretty penny. For a Veyron, the least expensive model at \$1.7 million, an oil change costs \$20,000 to \$25,000. The Veyron uses a dry-sump oiling system with 16 different drain plugs, accessible after intricately removing parts of the underbody, which takes hours. Refilling requires removing the car's grill, rear fender liners and rear deck including rear brakes, which are bigger than front brakes.

Tires alone are currently around \$38,000 .

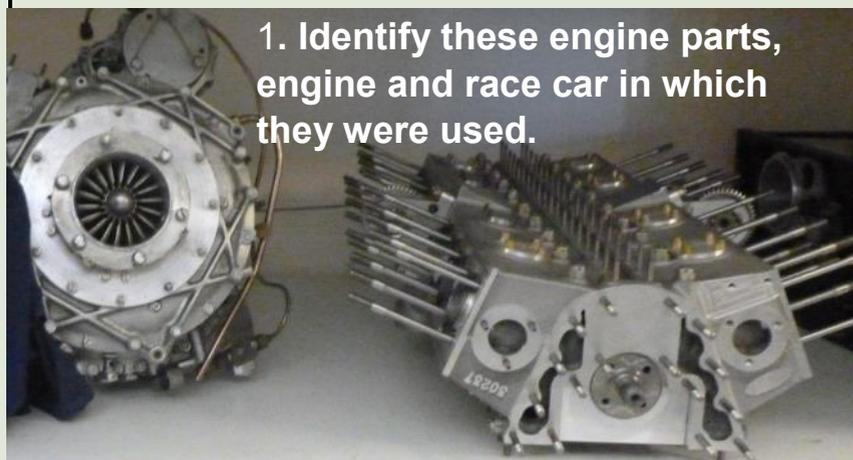
Insurance should be around \$3800 a month.

Leasing one may be what some can afford, but a \$80,000 down payment and 60 lease payments of \$15,000a month may be a bit over the top.

Turbos don't last forever and there are four of them. It costs \$6,400 to replace each individual turbo and the labor involved comes out to around \$9,000 per pair. The total repair price? More than \$21,000 per side. The turbochargers feed air to a pair of charge air coolers which each cost \$9,000, and labor comes in at \$2,000 per cooler.

The boost pressure sensors are a shared item which are also found on the VW GTI and Audi A3, so it is not surprising that they are listed for less than \$20 each. Although these parts are cheap, they still require \$1,800 in labor since the rear deck has to be removed in order to access them.





1. Identify these engine parts, engine and race car in which they were used.

BRM V16, 1.5 litre, 85psi boost, 600hp at 12,000 rpm. Designed in 1947!

MG XPower SV

2. Identify this car.



3. How many cam lobes are there on a 2 liter turbocharged VTEC engine? Depends on year, but latest has VTEC only on exhaust valves. So 4 intake, 12 exhaust lobes.

4. What was the support race at the Inaugural Formula 1 race in 1950, who were the 1st and 2nd finishers? 500cc, Frank Aikens 1st, Stirling Moss 2nd. At Silverstone.

5. What makes a diesel engine more efficient than a gasoline engine? Higher fuel energy density, higher compression ratio, but hybrids are getting better.

6. What year was this Ford Cortina GT?

Of course this is a trick question. The front is 1964 and the back is 1965. Used by the editor for several rallies in Cheshire and Wales in the early seventies.



7. Which female driver recorded the fastest lap of a race in 2011? Which race?

Simona de Silvestro ; São Paulo Indy 300,

9. Which Autocross class allows modified lever shocks? Heritage Classic Street (HCS).

13. Which 1940's car is permanently exhibited in the New York Museum of Modern Art?

Cisitalia 202 GT 1946

14. How many DeLorean dealers exist? Four I think!