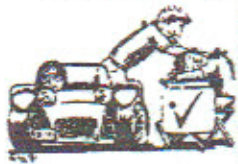


December '94

O. E.



POR 94

Press-on-Regardless 94,
September 23-24, 1994.

The 47 Th. annual running of the Total Press-on-Regardless Rally was held in Michigan on the weekend of September 23rd. Unlike the past 20 years, where it has been a Stage Rally, the POR for 1994 returned to it's roots as a TSD event. This years event was the 25th anniversary of the 1969 event which also started and ended in Alma, the home town of the sponsor Total Petroleum. Also, like 1969, the winner was the same. Scott Harvey and Ralph Beckman came from opposite coasts to team up again for yet another win.

The POR this year was a three generation event, with both Scott Harvey Senior and Junior competing and Scott Jr. & Es two children watching their dad win the vintage class and finish fifth overall, in a 1975 Dodge Colt which Scott Sr. had campaigned in the PRO rally wars when it was new.

The event started with the usual registration and pre-event get together. While part of the group swapped war stories as they watched video tapes of early PORs, the rest of the entrants were out in the parking lot looking at some of the vintage rally cars entered. In addition to the Colt of Harvey Jr., there was the Datsun 510 of Eric Jones and Ralph Starr, the 1965 Plymouth Valiant of Chuck Fortino and Bryan Murphy, and last, but not least, was the beautiful 1965 Austin Mini of Bob Pierce and Julie Barnard.

In addition to Harvey and Beckman, the entry included such notables from the past as Tom Grimshaw, Satch Carlson,

Unlike most NTRs that start in early morning, the Wolverine started at 1:00 P.M. The first two parts of the rally were run in daylight with the last third run after dark. The event used passage controls, which made for a quick event, even with 30 open controls. To answer the possible concerns of other traffic on the roads, the organizers made bought time free and allowed for delay on route claims if the delay was witnessed by a control crew. Other

for most of the rest of the event. After running some famous stage roads, such as Sterling Truck Trail, the event made it's first stop at Kimball's Total. Out of Kimball's it was back to the great roads around Mio and Rose City. Many competitors remembered Wagner Lake as a great stage on Sno*Drift, the first official SCCA PRO Rally. After a short gas and fuel stop in Mio, the event began it's final run for the first day on the way back to the Holiday Inn in Grayling for the overnight halt. The competitors had run a total of 225 miles and the event was less than half over.

At the half way point the team of Walt Kammer and Jackie Adams were leading with 27 points. Tied for second were Brain Davitt/Satch Carlson and Scott Harvey/Ralph Beckman with 51. Bruce Fisher and Tom Bell were fourth with 57. Scott Harvey Jr. and Aaron Conner were handily leading the Vintage Class with 188. Unequipped was led by Welch/Palmer with 431 points. The Stock class was led by Ed Yezaian/Richard Ehrenberg, with 79. Dan Lyons/Charles Lyons lead the Novices. Both the Harvey teams were having to contend with learning to use new equipment. Scott Sr. had never rallied with a computer before and was having to learn just how much to run up to get a 605 with the controls located just around corners and over brows. Conner arrived Thursday night expecting to be able us an electronic calculator to do his calculations. He had left his faithful slide rule at home. He found that the rules only allowed mechanical computing devices. He was handed a Curta for the first time. As he has shown time and again, he is a quick study. He mastered the Curta in time for Fridays 10:00 AM start. A Curta also figured in the fortunes of another vintage team. This time it was not for the good. Jones/Starr found themselves seriously off time at several controls. They finally found the problem, an errant Curta.

the rain had stopped and the weather began to clear, though the roads remained wet and a bit slippery. The changing surfaces and conditions required the teams to constantly chase the factor as the event went from paved to unpaved surfaces.

At the first break in Chelsea, the teams of Bill Laitenberger and Debbi Segal from Rochester New York and Randy Wittine and Les Talcott from Detroit Region were tied for the lead in E with 11 points. Third

ber, has a large ranch with miles and miles of private roads. A special tour of 6 miles with 6 passage controls challenged to competitors to run at brisk speeds without the concern for oncoming traffic. All the cars made it through all right, though two high centered in the deep sand in one area. A typical POR occurrence in past history. Just before this section, the only car damage of the event occurred when Rob Bohn hit Bambi with serious results to both the deer and the car. Fortunately, the car damage was only superficial and they were able to carry on in the Press-on-Regardless spirit.

When the final results were totaled back in Alma, Scott Harvey and Ralph Beckman were first overall winners with 86 points. A close second were Fisher/Bell with 89. Randy Wittine and Les Talcott were third with 304. Jeff Boris and his son Nic were fourth with 348. Only two points behind were Dave Parps and Jim Mickle. Sixth, and the first non computer car, was Harvey/Conner with 387. Unequipped was won by Welch/Palmer with 431. Webb/McGann won Stock with 870. Novice was won by John Rhynard/Larry Richards with 1945.

The competitors are all looking forward to next year when the POR will return for it's 48th annual running. Chairman Gene Henderson and his organizing team should be congratulated on presenting an outstanding event with the help of Total Petroleum, the event sponsor for the third year running.

HAPPY



Puffenberger rally set in. While it was not severe, it did add to the challenge. After all the scores were tallied, the overall winners and first in E with 29 points were Laitenberger/Segal. Second overall were Townsend/Shue with 34. Henderson/Lester were third with 44. Unequipped was taken by Jameson/Broberg with 72 points. An amazing fourth overall, and first in Stock were Mirrielees/Kamo with 53. Sean O'Brien and Rob Moran were second in S with 202.

1994 Press On Regardless Rally Finishing Order

O/A	Cls	Class	Driver		Co-Driver		Vehicle	Points
1	1	E	Scott Harvey	Menifee, CA	Ralph Beckman	Providence, RI	91 Eagle Talon	86
2	2	E	Bruce Fisher	Diamondale, MI	Tom Bell	Traverse City, MI	88 Mazda 323GTX	89
3	3	E	Randy Wittine	Rochester, MI	Les Talcott	Rochester, MI 93	Chevrolet Caprice	304
4	4	E	Jeff Boris	Grand Rapids, MI	Nic Boris	Grand Rapids, MI	83 Mazda RX-7	348
5	5	E	Dave Parps	Cedarberg, WI	Jim Mickle	Shelby Twp, MI	88 VW GTI	350
6	1	V	Scott Harvey Jr	Waterford, MI	Aaron Conner	Ann Arbor, MI	75 Dodge Colt	387
7	6	E	Brian Davitt	Algoma, WI	Satch Carlson	Portland, OR	Alfa Milano	458
8	2	V	Chuck Fortino	Alma, MI	Bryan Murphy	Clarkston, MI	65 Plymouth Valiant	532
9	7	E	Walt Kammer	Williamsville, NY	Jackie Adams N.	Collins NY	91 Eagle Talon	831
10	1	S	Gray Webb	Mechanic Falls, ME	Mike McGann	Stockholm, NJ	94 Pontiac Grand Am	870
11	1	U	Arthur Welch	Albion, MI	Terry Palmer	Somerset Ctr., MI	88 Toyota Celica	971
12	3	V	Eric Jones	Delaware, OH	Ralph Starr	Alamegordo, NM	64 MGB	1114
13	8	E	Stephen F. Norman	Edmons, WA	Tom Grimshaw	Edmons, WA	88 BMW 325 IX	1302
14	2	S	Rob Bohn	Noblesville, IN	Jeff Hardy	Noblesville, IN	91 Mitsubishi Eclipse	1376
15	9	E	Larry Buszek	Commerce Twp, MI	Yvonne Bolling	Grass Lake, MI	86 Dodge Omni	1607
16	2	U	Jerry White	Champaign, IL	John J. Coleman	Mahomet, IL	91 Olds Cutlass	1611
17	3	U	Paul E. Mulder	St. Louis, MI	Chuck Binder	Bay City, MI	88 Dodge Ram	1838
18	1	N	John Rhynard	Breckenridge, MI	Larry Richards	Alma, MI	86 Ford Crown Vic	1945
19	3	S	Peter Steinberg	E. Rochester, NY	Bill Wagner	Rantoul, IL	86 Audi Quatro	1984
20	10	E	Ken Osiecki	Noblesville, IN	Linda Osiecki	Noblesville, IN	89 Dodge Charger	2317
21	11	E	Gary Kowalski	South Bend, IN	Art Kaser	Indianapolis, IN	88 Mazda 323GTX	2399
22	2	N	Dan Lyons	Dearborn Hts., MI	Charles Lyons	Troy, MI	94 Ford Explorer	2433
23	3	N	Matthew Bos	Wyoming, MI	Greg Sawyer	Grand Rapids, MI	93 Subaru Impreza	4012
24	4	S	Ed Yeznaian	White Plains, NY	Richard Ehrenberg	Katonah, NY	87 Plymouth Duster	4876
25	4	U	Tom Camp	Alma, MI	Tyler Haase	Alma, MI	72 VW Beetle	5167
26	4	V	Bob Pierce	Midland, MI	Julie Barnard	Midland, MI	65 Austin Mini	8397



WOLVERINE NATIONAL TOUR RALLY

October 1, 1994

Jim Mickle

Mike and John Puffenberger, current leaders in the Equipped Class of the Tour Rally Series, presented an event which proved to be a challenge for the 24 competitors who took part. The event started in Ann Arbor, a Western suburb of Detroit, and went West from there into some of the best unpaved rally roads in Southeastern Michigan.

Unlike most NTRs that start in early morning, the Wolverine started at 1:00 P.M. The first two parts of the rally were run in daylight with the last third run after dark. The event used passage controls, which made for a quick event, even with 30 open controls. To answer the possible concerns of other traffic on the roads, the organizers made bought time free and allowed for delay on route claims if the delay was witnessed by a control crew. Other

delays would call for the use of the free bought time.

Many of the roads wound through and around the Waterloo Recreation Area. As a result, there were very few civilian cars or homes to distract the ralliists or to cause low speed limits. Unlike many states, where even the back roads are paved, only the main and highly traveled roads are paved in Michigan. Mike made all paved roads free zones which allowed the competitors to relax when there was traffic present.

It rained much of the night before the event, which eliminated any possibility of dust. The morning dawned dry but overcast. This was to change just before the start when it began to rain again. By the time the teams finished the odometer calibration run, the rain had stopped and the weather began to clear, though the roads remained wet and a bit slippery. The changing surfaces and conditions required the teams to constantly chase the factor as the event went from paved to unpaved surfaces.

At the first break in Chelsea, the teams of Bill Laitenberger and Debbi Segal from Rochester New York and Randy Wittine and Les Talcott from Detroit Region were tied for the lead in E with 11 points. Third

and fourth in E were also local teams, Rick Shue/John Townsend and Gene Henderson/Greg Lester. Handily leading U and third overall were Dave Jameson and Karl Broberg with 16 points. Tied for third and leading S were Jim Mirrielees and Richard Kamo. At the second break, also in Chelsea, the leaders, Laitenberger/Segal, had added only another 7 points for a total of 18. Rick Shue and John Townsend had moved into second with 27. Henderson/Lester were third with 32. The S and U leaders remained the same with 33 and 28 points respectively. This concluded the daylight portion of the rally. As the sun set in the West, the teams prepared to do the final section of the event which would determine the winner. At this point, the seemingly trademark fog of a Puffenberger rally set in. While it was not severe, it did add to the challenge. After all the scores were tallied, the overall winners and first in E with 29 points were Laitenberger/Segal. Second overall were Townsend/Shue with 34. Henderson/Lester were third with 44. Unequipped was taken by Jameson/Broberg with 72 points. An amazing fourth overall, and first in S, were Mirrielees/Kamo with 53. Sean O'Brien and Rob Moran were second in S with 34.

June 1994

O.E.



RALLY NOTES

Whither tho go'est? POR??

Gene Henderson

The name "Press On Regardless" was coined by Bill Wood, the first RE of the Detroit Region back in 1949. Since that time it has become one of the jewels in the crown of this region. It is a name that has world recognition as THE premier endurance rally in the US. For 46 continual years there has been a "POR".

The POR has started and ended in many locations thru the years; Detroit, Alma, Escanaba, Houghton, Baraga and others. Regardless of its start and ending there has been one constant throughout POR's colorful history: it has ALWAYS been an exclusive DETROIT REGION EVENT!

At the January Board meeting this year, the Region's Pro Rally Committee reported that they were unable to find a Chairman for the 1994 POR PRO Rally. The committee suggested that the '94 event be held as a "tough TSD rally" heralding back to it's early history. The BOD recommended the motion be tabled for 30 days, during which time the committee was in-

structed to continue their search for a Chairman or other options.

During the next 60 days many moves and suggestions were attempted, some good some bad, and some ludicrous. Denver suggested Detroit region license the name to Lake Superior region (Houghton) and have them do the 1994 POR. This was also the feeling of the new rally group ARA (American Rally Association) headed by John Buffum. A move was started to amend the original agreement with Denver which gave exclusive rights to the POR name* to the Detroit Region. (* this is a long and convoluted story, too involved for this format)

The overlying problem and the inability of the PRO Rally Board to obtain a Chairman and Organizing Committee is both simple and complex. We (the Detroit region) have been holding the POR in the upper peninsula since the mid-seventies. The logistics of putting on an event some 600 miles from the Region has resulted in complete "burnout" of the twenty-odd members who have carried the burden for the past two decades.

Many of us feel that an attempt should be made to return the POR to the lower peninsula. Ostensibly, this would make it easier to recruit workers from the region and lessen the burden on the Organizing Committee. A move of this magnitude

takes a lot of planning, and investigation, not a task to be undertaken in the few months available before the proposed October POR '94 date.

At the April 12th meeting of the region Board a motion was made and passed unanimously, to do the following:

1. The Detroit Region would retain the POR name for it,s exclusive use and not involve itself in any loaning or licensing of the POR name.
2. The Detroit Region would sanction a two day endurance TSD rally to be run on September 16-17 to be called the 1994 Press On Regardless Rally.

The Organizing Committee for POR '94 thus far consists of Jon Wickens, Tom Woodside, Doug Shepard, with Gene Henderson as Chairman. A flyer explaining the event is included in this issue of the Open Exhaust. Those of you having any questions about POR '94 should contact a member of the Committee or a member of the region BOD.

The Lake Superior Region, under the able guidance of Jon Davis is actively pursuing using the former POR date and venue to hold a National PRO Rally with the help and cooperation of the Houghton Chamber of Commerce. They have selected a Chairman and are proceeding to structure the event.



Bob Martin

Gene Henderson