

Detroit Region SCCA Rally Newsletter

Spring 1996

This newsletter is intended to keep the people who participate in Detroit Region Road Rallies informed of results and upcoming events. If you have any information that you think would be of benefit to the readers, please contact the editor so he can include it in the next issue.

OHIO WINTER DIVISIONAL TOUR RALLY Feb. 3-4, 1996

A number of teams from the Detroit area went down to the 26th annual Ohio Winter Rally. They held up the honor of the region by finishing quite well with Gene Henderson and Jim Mickle finishing second overall.

This year's event was certainly not typical. Because the event is held on the south shore of Lake Erie, just east of Cleveland, there is usually plenty of snow to challenge the competitors. Not so this year! A major thaw several weeks before the event melted all the snow, even the four foot high banks, and left almost all the roads bare and dry. The thaw also cost the rally about 20 miles of some of the best roads when the thaw washed them out. As a result, the event was a bit on the boring side for the teams who were looking for challenging driving conditions and had vehicles equipped with studded tires and four wheel drive.

The event was about 160 miles long and used mostly paved roads. About 30 controls, both open and closed, were planned. When it was all over, 20 controls were scored. Since the rally started well after dark, it was difficult for the closed controls to get correct times and identification on the cars in the back of the pack who were often out of order. This combined with a shortage of control personnel resulted in a number of closed controls not being scored.

The overall and Equipped Class winners were Bill Laitenberger and John McArthur from the Rochester, NY area in a Subaru Legacy Turbo with 10 points. They also won last year when the conditions were terrible. Second was the team of Gene Henderson and Jim Mickle from Detroit Region in a new Subaru Outback with 29 points. David Zelkowski from Royal Oak and Richard Ehrenberg from Amawalk, NY, were fourth overall, and first in the Stock Class with 85 points. Jerry and Shawn Kerwin, from Fairport, NY, were fifth overall, and first in the Limited Class with 150 points. Had they not made a 100 point calculation error, they also would have been in double digits. Mark Henderson and John Puffenberger from Detroit region were seventh overall and fourth in the Equipped Class. Other Detroit teams included Karl Fosburg and Joe Browne, who were third in Limited, and Steve Strickstein and Brad Levin, who was eleventh in Stock. They might have done better but getting off course towards the end of the first section put them so far behind that the controls closed before they got there.

In addition to the Detroit area competitors who went down, Pete Padden and Bob Foren were down working controls. Pete rode down with me in my new 1996 Grand Am GT with automatic headlights. I had told him just after I got the car a month ago, that the only way to turn off the headlights after dark with the engine running was to pull up on the parking brake. Unfortunately for him and Bob, he forgot. As a result, they about froze as they worked controls with the window down and the temperature dropping to -10F.

MOONLIGHT MONTE DIVISIONAL TOUR RALLY

Saturday, February 24, 1996

The weather was terrible for a winter rally. The week before the event, the weather became unseasonably warm which melted all the snow and ice and turned some of the roads into rutted muddy messes. It didn't deter the rally competitors though. A total of 27 teams turned out for this years edition of the Moonlight Monte.

As is usual for the Monte, the rally was broken into two sections, both starting and returning to Imlay City. This year, the first section went North and West for a total of about 80 miles. The worst of the roads were located here. Some of them were full of pot holes and others, especially five lakes, were muddy and rutted, which made the assigned 41 average speed a challenge to make. Had they been ice covered, as they were a few weeks before the rally, the speed would have been easy to maintain. At the break, there was much discussion about the roads, with the competitors very understanding that the rally-master had no control. The roads in the second section were much better. Apparently the construction of the roads in this area is better as generally the roads were dry and quite smooth. This made the second 1/2 much more pleasurable to drive.

At the half way break, the team of Rick Shue and John Townsend, in the Equipped Class, had the lead with 11 points. Only one point behind were the limited class team of Jim Fekete and Jim Shaffer with 12. Third place was held by the Stock Class team of Kent Young and Marlene Baerkerchel with 65 points. An amazing performance in the Stock Class. Their 1984 Chevy Chevette surely couldn't be the reason for the good results. Kent and Marlene are relatively new to rallying, and obviously have learned very quickly.

As the cars came into the end, not much had changed in the order. Shue and Townsend were the overall winners with 17 points for the 19 scored controls. Fekete and Shaffer held on to second overall and first in the Limited Class with 40 points. Greg Lester and Ken Swarm from Akron and Berea, Ohio respectively moved up to third overall and second in Limited with a much improved second half that gave them a total score of 104. Only a point behind, were Jeff and Darlene Boris from Grand Rapids. They finished second in Equipped. Young and

Baerkerchel continued with their good scores and won the Stock Class with 196 points. Steve Strickstein and Robert Slowin III were second in Stock with 329 points. A record group of nine novices participated. Andy Duthie and Charles Clark were the winners with 801 points. Second were Paul Nobel and Dave Watts with 1026 points.

A good time was had by all, competitors and workers alike. All seemed to be looking forward to the upcoming events on the 1996 Rally Schedule.

Here are the full results:

Car #	D/N	Name	City, State	Vehicle	Region	Cls	Sc	O/A	Cls
26	D	Rick Shue	Dearborn Hts. MI	95 Mark VIII	Detroit	E	17	1	1
	N	John Townsend	Rockwood, MI		Guest				
7	D	Jim Fekete	Canton, MI	GM Blazer	Detroit	L	40	2	1
	N	Jim Shaffer	Franklin, MI		Detroit				
27	D	Greg Lester	Akron, OH	88 Toyota	NEOhio	L	104	3	2
	N	Ken Swarm	Berea, OH		NEOhio				
3	D	Jeff Boris	Grand Rapids, MI	VW Jetta	WMR	E	105	4	2
	N	Darlene Boris	Grand Rapids, MI		WMR				
8	D	Jeff Secor	Kentwood, MI	88 Maxda 323 GTX	WMR	E	149	5	3
	N	Deb Secor	Kentwood, MI		WMR				
5	D	Art Welch	Albion, MI	88 Toyota All-Trac	Detroit	L	177	6	3
	N	Terry Palmer	Somerset Ctr. MI		Detroit				
19	D	Kent Young	Milford, MI	84 Chevy Chevette	Detroit	S	196	7	1
	N	Mariena Baerkercher	Perrysburg, OH		Detroit				
9	D	Steve Strickstein	Auburn Hills, MI	95 Neon ACR	Guest	S	329	8	2
	N	Robert Slowin III	Waterford, MI		Guest				
21	D	Gary Arvan	Wixom, MI	Pontiac Bonnie	Detroit	S	352	9	3
	N	Don Perlick	Canton, MI		Detroit				
18	D	Bryan Murphy	Waterford, MI	85 Chev C10 Pickup	Detroit	S	463	10	4
	N	Les Talcott	Rochester, MI		Guest				
2	D	Eric Jones	Delaware, OH	64 MGB	Ohio Valley	L	477	11	4
	N	Bill Potvin	Maumee, OH		Guest				
11	D	Karl Fosberg	Lexington, MI	96 Plymouth Neon	Detroit	L	515	12	5
	N	Joe Browne	Northville, MI		Detroit				
17	D	Dan Kirby	Farmington, MI	Toyota	Guest	S	553	13	5
	N	Jon DePentu	Canton, MI		Detroit				
1	D	Don DuVan	Warren, MI	95 GMC Sierra	Guest	S	631	14	6
	N	Arpad Miklos	Warren, MI		Guest				
25	D	Scott Radebaugh	Milford, MI	95 Ford Contour SE	Detroit	S	650	15	7
	N	Will Manosh	Flint, MI		Guest				
23	D	Brian Scott	Flint, MI	91 Ford Ranger	Detroit	S	711	16	8
	N	Matthew Martinchick	Flint, MI		Detroit				
6	D	Scott Harvey Jr	Waterford, MI	91 Eagle Talon	Detroit	S	784	17	9
	N	Al Zifilippo	Mt Clemons, MI		Detroit				
16	D	Andrew W. Duthie	Detroit, MI	95 Plymouth Neon	Guest	N	801	18	1
	N	Charles Clark	Ann Arbour, MI		Guest				
15	D	Richard Worden	Sterling Hts. MI	96 SAAB 900 SE	Detroit	S	1025	19	10
	N	Doug Pratt	Memphis, MI		Guest				
24	D	Paul Nobel	Britton, MI	85 Pont.	Guest	N	1026	20	2

Grand AM									
	N	Dave Watts	Flint, MI		Guest				
20	D	Brian Vinson	Ferndale, MI	95 Dodge Ram	Detroit	N	1088	21	3
	N	Richard Beels	Ferndale, MI		Guest				
4	D	Wojtek Ostrowski	Royal Oak, MI	88 Honda Civic	Guest	N	1230	22	4
	N	Iwona Ostrowski	Royal Oak, MI		Guest				
22	D	Dan Watkins	Troy, MI	95 Eagle Talon	Detroit	N	1520	23	5
	N	Joan Warbler	Warren, MI		Guest				
14	D	Peter Schwarzbach	Glencoe, IL	Toyota	Chicago	N	2061	24	6
	N	Thomas Norton	Lansing, MI		Guest				
13	D	Christopher Jackson	Ypsilanti, MI	93 Nissan Pathfinder	Detroit	N	2514	25	7
	N	Gretchen Kopmanis	Ypsilanti, MI		Detroit				
12	D	Eric Bates	Shelby Tp. MI	92 Geo Metro	Guest	N	2649	26	8
	N	Clark Bates	Gaylord, MI		Guest				
10	D	Jim Rogers	Warren, MI	85 Dodge Omni	Guest	N	2654	27	9
	N	Lynne Rogers	Warren, MI		Guest				

DAWNBUSTER III

Saturday, March 23, 1996

Finally, after three long years of work, Gene Henderson and his organizing crew put on the third annual Dawnbuster Tour Rally.

As the name implies, the rally ran until after dawn. With a total length of 265 miles, and much of the event on paved roads that allowed higher speeds than would have been possible on mostly unpaved, the first car had to start at 8:31 p.m. so it wouldn't finish before the restaurant for the finish would open at 7:00 A.M.

Starting just North of Ann Arbor, the route took the competitors west into the Waterloo Recreation Area where there are some great, twisty unpaved roads. After a short break in the Irish Hills just South of Jackson, the rally continued West to the dinner break in Marshall. A fairly long break allowed everyone time for a nice dinner, and allowed the organizers to move the control crews without a big rush. This was the western most point of the event. After a relatively long run East on paved roads, it was back to the Waterloo Recreation Area for some more of the great unpaved roads. With the exception of the last leg on Cassidy, the roads were in excellent shape. Cassidy still had some snow and had obviously not been graded, as it was rough and rutted. It was the only road on the rally that we saw that we were not able to drive at or above the assigned speed in an Astro Van.

The team of Dan Coughnour and Kurt Hildebrant, who came up from Ohio in their Toyota Celica, led from the first leg where they got a zero. In fact, they had zeros until leg 5 where they took a 2. With a total score of 18 points for 23 controls, they handily won the event. While a score like this (less than 1/2 second of error per control) is a tribute to the team, it is also a tribute to the Rallymaster. The course must be accurately measured and all the controls properly placed for any team to get this good a score.