

# Press On

## *Press On*

The Official Semi-occasional Newsletter for, of,  
and about the Press On Regardless Road Rally  
Issue #2 Spring 2008

## **POR 2008**

The 60<sup>th</sup> running of the Press On Regardless Rally is firmly scheduled for the weekend of September 5<sup>th</sup>. A recently organized planning committee, along with Chairman Bruce Fisher, has been hashing out ideas to make the 2008 running a more enjoyable experience for both workers and competitors. The committee is working to bring more entrants to the rally and to provide them with more of a return on their investment of time and money. There are plans to make improvements in many areas including awards, social activities and sponsorship support.

Bruce has provided more details on the logistics of the rally. FPOR (Friday POR) will run from 6:00 PM until about 3:00 AM for about 240 miles. SPOR (Saturday POR) will run from 2:00 PM until about 2:00 AM for another 330 miles. The total distance for POR will be very close to 600 miles. Bruce is working hard to condense the rally to make it more efficient while at the same time, keeping the intensity level up for the competitors. This increased efficiency will be welcomed by all as fuel prices continue to soar to new levels, seemingly at every turn. An additional boost to making it more cost effective is the location of headquarters approximately one hour further south, to Houghton Lake. This will be especially beneficial to the majority of workers and competitors arriving from the Detroit area and other points south.

Last time it was mentioned that class winners from each of the two nights (FPOR, SPOR) will receive awards. There will also be medals presented to the overall winners of POR. Perhaps not fully clear was the method of awarding points. POR will count toward national points. Points will also be awarded separately for FPOR and SPOR for the Great Lakes Divisional series and for the Detroit Region series. Competitors may enter either portion separately or POR as a whole (and receive a significant cost break).

The format of the rally itself will change little from recent years. As can be expected, POR will be a very tough and challenging rally. It must be stressed that it is not a car breaker. The roads selected are very enjoyable without being excessively rough. Consider also, that an additional level of safety is provided for by running primarily after dark. So start making plans now. The 2008 POR will be September 5-7.

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### Contents

POR 2008 .....	Cover
Plugs .....	1
POR Needs You! .....	1
From the 1971 POR Program .....	2
Looking Ahead .....	3
Where To Go For Info .....	4
The Real Story of POR .....	4

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Comments, Questions, Contributions, etc.

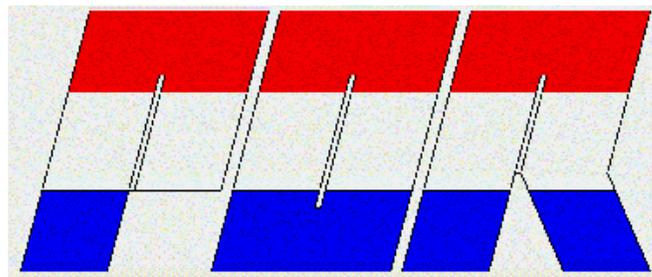
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## Shameless Plugs

**Nokian and Hankook tires.** Winter tires from Nokian and Hakkapeliitta as well as rally and performance tires from Hankook available from Team Harco Motorsports. Contact: [scott@teamharco.com](mailto:scott@teamharco.com) Visit: [www.nokiantires.com](http://www.nokiantires.com) and [www.hankooktireusa.com](http://www.hankooktireusa.com)

**Rally equipment and lights.** Tom Bell's Competition Limited in Traverse City can help with Hella and IPF lights, rally clocks, rally odometers and other rally-related accessories. Contact: Tom Bell [trbrally@charter.net](mailto:trbrally@charter.net) website: [www.compltd.com](http://www.compltd.com)

**Historic POR films on DVD.** Films from 2004, 1967, 1968, 1970, 1971, 1973 and 1988. Well worth the paltry \$10 (\$12.50 if shipped within the United States). Contact: [scott@teamharco.com](mailto:scott@teamharco.com)



## POR Needs You!

**T**hat's right. POR needs you. Here's what you can do:

- **Compete.** Enter the rally as a competitor. Those who have run recently know how good this rally is. Those that have not run recently – or not at all – should definitely consider doing so.
- **Volunteer to work.** If you can't compete, the next best thing is to volunteer as a worker. You get a chance to see some of the action, drive a lot of the roads and be a big part of making it all happen. Contact Bruce Fisher and let him know you can help. [BAFisher@aol.com](mailto:BAFisher@aol.com)
- **Be a sponsor.** POR can always use support. A simple way to get involved in this area might be to sponsor some of the awards. There are many trophies presented each year. Other than the usual class trophies, there are sometimes awards for exemplary sportsmanship, "Dead Last but Finished", the Press On Regardless award and others. If this sounds interesting to you – please contact Bruce Fisher to see what sort of sponsorship opportunities would be most helpful.
- **Contribute to this newsletter.** It won't bring anyone fortune or fame – but if you have a story or photographs you would like to submit – I will try to include them in a future issue of *Press On*.
- **Spread the word.** Let potential workers or competitors know about the POR. Send a copy of this newsletter to everyone you know (and even some you don't).
- **Get on the distribution list.** If you aren't on it already, drop a note to: [pressonregardless@ameritech.net](mailto:pressonregardless@ameritech.net) and ask to be included.

*Taken directly from the POR program from 1971...*

## THE

### PRESS ON REGARDLESS

...trials and tests for men and machine

For nearly a quarter century the Detroit Region of the Sports Car Club of America has hosted an annual rally in Michigan, designated this year as the Press On Regardless (POR) International Rally. Over the years the challenge of competition has intensified as rallymasters set up increasingly more rigorous events. Recognition of the stature of the rally came with its listing on the International rally calendar in 1970 and its provisional inclusion as a qualifier for the new 1972 World Rally Championship for Makes.

Compared with the present the beginning was mild indeed. A quick look into the past is provided by the following article, "Press On Regardless Past and Present," by H. Lance and C. Davison, as it originally appeared in the brochure for the 1958 POR:

"Back in 1949 A.D. the Detroit Region, SCCA, being well into its second year of activities decided that sports cars were here to stay and something should be done about it. Local events were fine but the time had come for Detroit to sponsor a rally of national import. Thus the Michigan Press On Regardless was born.

The first POR included such entries as a 1930 MG-M, a '39 BMW 327, an SS100 Jag, and a 6.9 litre 1936 Dusenbergs from such places as Chicago, Dayton, South Bend, and Cuyahoga Falls as well as Detroit.

The route lead through Battle Creek and Flint to return to the starting place in Dearborn. In spite of the biting cold of late October and penalties imposed by heavy traffic the participants agreed that the whole affair was worthwhile and that they had enjoyed themselves.

1950 – The second running, with a late afternoon dinner stop at Stockbridge and an overnight stop in Flint once again followed the 1949 pattern.

1951 – The format of the rally was similar to the previous two with the overnight stop in Port Huron.

1952 – By this time the event had become so large that it was decided to limit it to regional entries and allow only 50 cars to participate. This fourth running was held on a weekend of pouring rain and mud covered roads. The overnight stop was in Jackson.

1953 – Grayling was the rally point for this fifth POR and time trials on the local National Guard airport on Sunday morning were added.

1954 – Saugatuck, on Lake Michigan, hosted the sixth event complete with time trials on city streets and around the houses, in the best road race tradition.

1955 – Back to Grayling once more for the seventh running, with more airport time trials.

1956 – The eighth Press On Regardless was combined with a Practice Race at Grayling Airport. Practice because no awards were given, Race because that's what it jolly well was.

1957 – A full blown race was the mid-point feature of the ninth rally Press On Regardless. Once again the hosts were the good people of the City of Grayling.

This year of 1958 marks the return of the Press On Regardless Rally to its original status as a national event. In conforming with the national rally code the organizers have deleted the day of time trials or racing from the format and have naturally concentrated the total effort on the rally per se. It is the firm intention of the officers and members of the Detroit Region to make this the tenth anniversary POR rally not only the oldest but the best rally on the national calendar."

The National POR called for an endurance type event, long distances and long hours. In '58 the course was 1400 miles with 800 miles of timed sections including Sudbury and the Georgian Bay area in Canada. A problem developed. Too many competitors were finishing – nearly all as a matter of fact! The rally certainly was not a real test of crew and car. Now was devised the difficult and punishing runs-over-night-through-the-north-woods. First 24 straight hours, then 12 hour all night sections separated by daytime layovers in the interest of safety. The modern era had arrived.

The crews and cars were really tested by the bottomless sand traps and sand hills, by the sump-grabbing high center trails, and by narrow logging roads with right angle turns in the pitch black depths of the northern Michigan forests. No race, true, but M Stages of quick average speeds spelled the ultimate test. Thus was born the current concept of the POR, an International Rally in 1970 that proved to be a severe test. To quote from John S. Radosta's award winning New York Times article:

"It runs through Michigan's Lower Peninsula and is one of the most rugged rallies possible-close to 1,000 miles of logging roads, snowmobile and sand trails, untraveled back roads, nonroads, sand, dirt, mud, rocks, slippery wet leaves, tree tunnels and woodland paths appropriate only for deer-and all this run at night. By the time it was over only 11 of the 52 starters will have finished. This was the 22<sup>nd</sup> running of the POR, which in 1968 was voted the best SCCA National Rally of the year. The POR is organized as a test of car durability and driver skill. It breaks a few cars and bends a few spirits.

There was no end of mechanical adventures, as in the case of the BMW 2002TI crewed by Erhard Dahm and John Campbell. Sand had got under the bottom shield, incapacitating the clutch. Dahm stopped at an all-night bowling alley and asked for some oil, any kind. He got a can of penetrating oil, which helped a bit. Also, the center tie rod was bent, causing the front wheels to point outward and slowing the car. At the next fuel stop Dahm and Campbell placed the car on a lift, heated the tie rod with a blowtorch and straightened it with a winch. They removed the underside shield, cleaned out the sand and reshaped the shield with a ball peen hammer before reinstalling it. For most of the night they had no clutch. With all this, Dahm and Campbell finished fifth.

That's what they mean by Press On Regardless."

Let there be no mistake, the '71 POR is a serious automotive event and international in scope. You can be certain that the teams returning this year and the many new entries from around the world will all be entering and competing with a determination to Press On Regardless. Wish them good and safe speed.

## Looking Ahead

**D**etroit Region SCCA events\* of possible interest to competitors (and workers) in the SE Michigan area:

**Apr 5<sup>th</sup> – Detroit Region Spring Fling RallyCross.** Event #3 of Detroit Region SCCA RallyCross Championship series. Location: Crystal Motor Speedway, Crystal, MI. Contact: Doug Harvey [douglas.r.harvey@gm.com](mailto:douglas.r.harvey@gm.com) also [www.detroit-scca.com](http://www.detroit-scca.com)

**May 3<sup>rd</sup> – Detroit Region TSD Rally School.** Learn how to get started. Learn the basics of TSD rally from some of the best in the business. Location: Sterling Heights, MI. Contact: Mike Bennett [mbennet6@ford.com](mailto:mbennet6@ford.com) also [www.detroit-scca.com](http://www.detroit-scca.com)

**May 17<sup>th</sup> – Twilight Tour Rally.** Detroit Region and Great Lakes Division rally. Location: Ann Arbor, MI. Contact: Ken Wiedbusch [twilighttour@wowway.com](mailto:twilighttour@wowway.com)

**Jun 14<sup>th</sup> – Detroit Region RallyCross #4.** Event #4 of Detroit Region SCCA RallyCross Championship series. Location: Lenawee County Fairgrounds, Adrian, MI. Contact: Bob Martin [robert.martin@aam.com](mailto:robert.martin@aam.com)

**Sep 5<sup>th</sup>-7<sup>th</sup> – Press On Regardless.** Detroit Region and Great Lakes Division Championship Road Rally. Separate awards for each night (FPOR and SPOR). POR will count toward National Tour Rally points as well. Start and finish in Houghton Lake, MI. Contact: Bruce Fisher [BAFisher@aol.com](mailto:BAFisher@aol.com)

*\* All dates are tentative. Verify date and time by checking with the appropriate contact or website.*



Canadians Bruce and Betty Schmidt in a Fiat 124.

Above: photo from the same 1971 POR program as the historical article.



## Where To Go For Info

**W**ebsites providing details on events past and future. Where to go – to stay in the know:

**Detroit Region SCCA** – Race, Rally and Solo. Amateur motorsports of all sorts. [www.detroit-scca.org](http://www.detroit-scca.org)

**Sports Car Club of America** – The national website for SCCA. [www.scca.com](http://www.scca.com)

**Saginaw Valley Region SCCA** – The region just to our north. Good ice runs in the winter. [www.svr-scca.com](http://www.svr-scca.com)

**Northeast Ohio Region SCCA** – Lots of good rallies. [www.neohio-scca.org](http://www.neohio-scca.org)

**Sno\*Drift Rally** – Performance rally headquartered in Atlanta, MI. The only winter rally on the Rally America schedule. [www.sno-drift.org](http://www.sno-drift.org)

**Lake Superior Performance Rally** – LSPR, the stage-rally in the UP (eh). [www.lsprorally.com](http://www.lsprorally.com)

**CARS** – The Canadian Association of Rallysport (eh). [www.carsrally.ca/CARSRally](http://www.carsrally.ca/CARSRally)

**Team Harco Motorsports**: It's all about the cars and what we do with them. [www.teamharco.com](http://www.teamharco.com)

**The Furrin Group** – Group of enthusiasts located primarily in western Michigan. [www.furrin.org](http://www.furrin.org)

**MyAutoEvents.com** – Event information and online registration. [www.myautoevents.com](http://www.myautoevents.com)

**Great Lakes Division SCCA** – Competition within the GLDiv including Michigan, Ohio, Indiana, Kentucky and part of West Virginia. [www.greatlakes-scca.org](http://www.greatlakes-scca.org)

## The real story of POR (by Oran Sands)

*Originally posted on Rally-L (workers having fun!)*

For immediate release - Boyne City, Michigan September 13, 1999

Rally Team of Kleckner and Sands Leads Audi Turbo Quattro!

Although handicapped by exhaust problems and giving up over 200 hp the rally worker team of Oran Sands and Mark "Skip" Kleckner managed to stay ahead of Jim Warren's Audi Quattro for much of the morning during the second day of POR.

The Quattro was being used for Car 0 and for the second time in two days came to a grinding halt with a dead motor at the morning control run by Sands and Kleckner. Although a push start got them underway on Friday the Audi absolutely refused to start Saturday after dying just as it passed the in-line of the checkpoint. Sidelined for over a half an hour while the POR rally teams entered and left the control Warren plugged and unplugged virtually every connector he could find. Finally a hose that had come adrift from the turbo was pronounced the cause of his troubles and once connected the Turbo lit off first try! Unfortunately they had no idea where they were, where they were going or how to get there! After a long discussion it was decided that they would follow the VW GTI of Sands/Kleckner to their next checkpoint and pick up the route at that point. Communications were maintained by Cobra FRS radios (\$59/pair) and they caravanned across Michigan until they arrived at control 15.

Sands expressed his amazement at the happenings. "I always wanted to be able to try and stay ahead of a rally-prepped Quattro" he exclaimed. "I just never dreamed I'd get my chance at POR of all places!" Kleckner echoed the sentiment stating "I couldn't believe we were so far ahead of them! We actually slowed down at times to let them catch up!"

The team of Warren and Scott were unavailable for comment but it's generally believed they were still experiencing engine problems that were later fixed at the lunch break.

.....Oran.....  
"Truly, a legend in his own mind"