

## What's in this issue:

[So many articles that I had to put them on a separate page](#)

Articles always needed. Any time you write a story on Facebook, consider it fodder for "Open Exhaust". Worker points awarded if to send an article to [me](#).

The official newsletter of the Detroit Region of SCCA®



Sir Stirling Moss, 1929 –2020



Thanks to Ralph Thayer Automotive for supporting our Rallycross program.



## 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 Marshals](#)
- [Grattan Raceway](#)
- [MIS](#)
- [Ralph Thayer Automotive](#)

Never more appropriate in these trying times is this memorable verse from [Laurence Binyon's](#) poem, "[For the Fallen](#)":

"They shall grow not old, as we that are left grow old.  
Age shall not weary them, nor the years condemn.  
At the going down of the sun and in the morning  
We will remember them."



# What's in this issue?



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# 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
John Li	Autocross Director
Nick Aranda	Race Director
Piotr Roszczenko	Rally Director
Matt Wolfe	Rallycross Director
Greg Valade	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
Cindy Wisner	Chief of F & C
Tammy Breece	Chief of Solo Registration

## 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 1300 members. It has something for every taste, including some of the country's best organized Rallycross, Solo, 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 Election



## Election Update

A General Election was held by secret mail ballot last November.

The purpose of the General Election is to elect 4 or more Board members and to bring other issues to the membership for a vote. This time there were no new issues on which to vote.

Board Members serve for two years and can only serve a total of 6 consecutive years. None of the director up for reelection were term limited.

The directors whose terms expired on December 31, 2019 were:

Ray Jason                      John Kytasty                      Brian Thorpe                      Cindy Wisner

The directors on the ballot were:

Ray Jason                      Brian Thorpe                      Cindy Wisner                      Greg Valade

Congratulations to all four who were elected to the Board as expected.



# Rallycross Scheduling Update - Matt Wolfe



The following is an update for RallyCross event scheduling for 2020 events.

Greetings everyone. As we all know the ongoing health pandemic due to COVID-19 has thrown a bit of a wrench into all of our plans for the year. As of this time, we do not truly know when we will be able to return to racing and in what capacity. That said, we're working behind the scenes to make that return as soon and as smoothly as possible.

Our April event at Milan Dragway had to be postponed to the extension of the governor's stay at home order, but we were able to secure a makeup date for that event on Saturday, May 30. Our May 16 event at Milan Dragway has been postponed.

We will open up registration for other events when we have a definitive end date for the stay at home orders.

None of our venues have said they are canceling any of our dates yet, so our calendar should remain in place barring any new executive orders from the state or federal government. I've been in touch with all of those venues to tell them that if they end of having cancellations on their end, that we may be willing to pick up a few dates should any open up.

Thanks to everyone for your patience and understanding. Hopefully we will be able to get the band back together soon and still have a great season.

**Calendar update!** Mark down June 13th for a second event at Milan. Our currently scheduled event on May 30 is still a go pending any further extension of the stay at home order. [More details to come via an update on the DRSCCA website](#). Full 2020 event calendar here: <http://drscca.org/rallycross/>

P.S. Yes I'm still working on adding events in September and October but as you can imagine, that's a bit of a minefield

Ed: these updates change regularly so keep an eye on DRSCCA.org and Facebook.



# Awards Banquet



Check out photos of the occasion by John Li:

[https://johnjayli.com/events/sets/2019-drscqa-awards-banquet/?fbclid=IwAR0TLXvG3NCpSd\\_iPIV3A7N\\_xMy0g1RDt8rNDywfafs7QWb-vajr1ZpleUE](https://johnjayli.com/events/sets/2019-drscqa-awards-banquet/?fbclid=IwAR0TLXvG3NCpSd_iPIV3A7N_xMy0g1RDt8rNDywfafs7QWb-vajr1ZpleUE)



# New Rallycross Site!! - Matt Wolfe



Greetings RallyCross fans! We have some absolutely fantastic news to share about our RallyCross program. In early February, our site acquisition team paid a visit to Milan Dragway in Milan, MI to survey a pair of potential course layouts. After looking over the surfaces and speaking with site management, we decided to hold a private test day with a small group of core personnel to evaluate surface degradation, safety concerns, and any logistical challenges at the site. I am elated to say the test day was a complete success and as a result, we have gained two new RallyCross courses, both of which are located at Milan Dragway!

The first course that was tested and approved was a mixed surface course at the north end of the property. Due to a rules change several years ago, it is possible to host events with pavement and dirt under a RallyCross sanction as long as the course is no more than 49% paved. This mixed surface course is almost exactly half paved and half dirt and based around an existing road course on the property. The road course was installed by a tier one supplier several years ago, but has not been used consistently for some time. It is an asphalt road with serrated cement curbs on the apexes and flanked by grass. This course will utilize that section and a small grass field on the other side of the drag strip to ensure we adhere to the 49% requirement.

The surface in the field is a very loose/sandy dirt that does tear up, but “spreads” more than it ruts. There are some bumps that we will work with site ownership to smooth out so low-slung cars aren’t bashing bumper covers. But overall it’s very suitable for our needs and site ownership doesn’t mind us tearing it up. Based on our runs last weekend, the course will be 70-80 seconds long. Take a look at the in-car video from Scott Banes for a preview of the mixed surface section.

The second course that was tested and approved is a field on the south side of the property (just the other side of Snell road). This field is slightly larger than the one at Crystal Motor Speedway (it is not quite as wide across, it is a couple hundred feet longer). The surface composition is a mix of the same sandy/loose dirt as the grass field for the mixed surface course as well as a significant amount of gravel/chipped asphalt. The field is surprisingly smooth, though there are a few lumpy sections and low spots we will work with site ownership to smooth out.

The mix of surfaces on the field make for a very unique surface as the sandy/loose dirt does not offer a lot of traction, but the gravel does. The bad news about the gravel/asphalt chip on this course is that the spray from your tires will take a toll on the underside of your chassis. It won’t Swiss cheese your rockers after one run, but expect to see a dent or two in your wheel wells if your car does not have any under body protection. The good news is that because of the sandy dirt/gravel composition, the field should drain very well after rain. This course should offer runs in the 55-60 second range. See the [in-car video](#) [Banes in-car video](#)

We have a few twists in store for 2020 that we will announce soon. So please be patient with the rest of the schedule. For those who were not at the February event, we will be having a Detroit SCCA RallyCross Town Hall at some point in March where we will discuss where the program is at, where it is going, and solicit input from the membership on what we can improve. More on that to come.

Also, for those who weren't at the awards banquet, it gives me great pleasure to announce that our RallyCross Enthusiast of the Year was [Susan Wiedbusch](#). Sue has been at every Detroit RX event I can remember. She's always been willing to help in every way she can, whether it's overseeing loaner helmets, assembling trophies, making coffee for groggy workers, and cracking plenty of joke's at her husband's expense. Her and [Ken](#) are part of the backbone of this program and I don't know what we'd do without them.



## ***Rallycross Reserved Numbers***

For 2020, we have revised our reserved number system to be more accommodating to new participants and out of town racers.

Reserved numbers can now be purchased for the full season. Numbers can be reserved at any time during the year. To reserve a number, you must be an SCCA member. Please let registrar Mary Shiloff know if you have any questions or concerns regarding our new system. [Get your number here.](#)



# Revised Runoffs 2020



Upon advisement from the Sports Car Club of America® (SCCA®) Road Racing Department and Club Racing Board, the SCCA Board of Directors (BoD) has approved a revision to invitation qualification criteria for the 2020 National Championship Runoffs® taking place Oct. 3-11 at Road America in Elkhart Lake, Wisconsin.

Late in 2019, changes were made to the process in which drivers earn an invitation to the 2020 Runoffs, with a return to point standings performance criteria being included. However, due to event interruptions caused by the coronavirus pandemic, the belief is many Summit Racing Equipment SCCA Road Racing competitors could encounter difficulties qualifying for the 2020 Runoffs with points standards in place. Therefore, the decision has been made to scrap the points benchmarks this year. Instead, a participation model will be deployed for 2020 similar to that used for previous National Championship events.

Eric Prill, SCCA Vice President and Chief Operations Officer, noted the latest revisions for 2020 are designed to not only assist racers in getting to the Runoffs, but also help local SCCA Regions where event entries may be impacted by COVID-19 concerns.

“Obviously, the pandemic has created a very complicated situation for the Summit Racing Equipment SCCA Road Racing program and National Championship,” Prill said. “What we have done through the updated qualification path is strike a balance between the challenges some members face with attending events this season and the need for these events to remain successful, which is critical for the fiscal wellbeing of Regions and the Club as a whole.”

To qualify for the 2020 Runoffs, drivers will now need to participate in a minimum of three U.S. Majors Tour/Hoosier Racing Tire SCCA Super Tour weekends and finish in at least ONE race. Up to TWO of these weekend participations may be replaced with any combination of Regional race weekends or substituted with paid entries for any of the remaining 2020 U.S. Majors Tour events not attended.

[Continued on next page](#)



## Revised Runoffs 2020 page 2



SCCA is rapidly constructing an online option for “substitute” registrations where drivers can submit entries and log Runoffs qualification credits for events “missed” due to coronavirus. The substitute entry process will be separate from normal registration for that event, with details being released at a later date. An action outside SCCA’s normal operating procedure, Prill noted this is being conducted to offset lost revenue for Regions.

“Club members are experiencing financial hardship this year, as are their local Regions,” Prill said. “A family united by the passion for racing, we all want to see people out doing what we love. This pandemic has impacted everyone, but we want to make sure Club members can get to the Runoffs while ensuring the health of Regions for a long time to come.”

Updated qualifying conditions for 2020 eliminates the need for a specific Pro path to the Runoffs as the new formula serves both interests. The Divisional and Defending Champion paths to a Runoffs invitation remain unchanged. It should be noted that endurance races remain excluded as counting toward Runoffs qualification, and plans for deployment of the new Runoffs Appearance Fund remain in place.

A full listing of the General Competition Rules change from the BOD motion can be found [here](#).

The Runoffs, which caps the Summit Racing Equipment SCCA Road Racing program each year, serves as an important annual gathering for the SCCA family. It has evolved into what is now commonly agreed to be the pinnacle of American motorsports. Since 1964, the SCCA has crowned National Champions through the winner-take-all, single-race Runoffs format.

For more information on the 57th Runoffs at Road America, visit <https://www.scca.com/runoffs>.

# Season Ender Rallycross - Thistle Hill

[Photos of Groups 2, 3 and 4](#) by Scott Banes

Photos by Morgan Stidwill - Can't make the link work so look him up on Facebook.

Photos by Tyler Emerson Fritsch - Can't make the link work so look him up on Facebook.

Someone estimated that 485 cones were hit at the Thistle Hill Rallycross. Many were damaged beyond reuse. Maybe it is time to find a site with lots of rocks or trees to use as markers. The incentive to miss cones is not high enough!



A few years ago at Thistle Hill, civic #72 made history with the most cones hit in one run.



**Click on the picture to see the video of this momentous event!**





## February Rallycross at Crystal—February 8



*Matt W.:* “I can't thank everyone enough for helping make our first event of the year such a great one. The course, the camaraderie, and the cohesion we had to run over 60 cars safely and efficiently made for an awesome day. Unofficially, I believe that was a record for entries at an event in the region. Keep being awesome and we'll continue to do more awesome things.”

[Results are here](#); 1st sheet shows points with 2nd sheet showing times.

[Photos of groups 1,2 and 3](#) care of Josh Remetter.

[Photos of groups 2,3 and 4](#) care of Pat Burke.

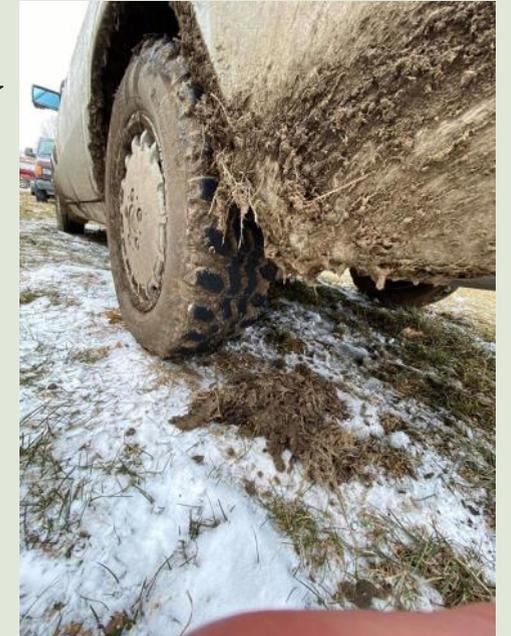
[Photos near the days end](#) care of Tyler Emerson Fritsch.

[Photos and Videos](#) care of Paolo Rossi.

*Paolo Rossi:* “Had a blast today! Unfortunately the knock knock jokes became real, lost oil pressure and engine is toast, waiting on a tow home. (Merc. 190E). I'm already working on finding another engine so I can hold onto 3rd place.”

*Sean Grogan:* “Yesterday's event went pretty well, great to get some seat time in during the winter. However, I just wanted to say that I'm really impressed with the region as a whole. People seemed to have stepped up their game, new cars, fresh tires, good driving and great competition and camaraderie. It was frustrating with all the canceled events, but it clearly didn't discourage people. With 65 entries most classes looked pretty healthy. Not sure I would do anything different with the event yesterday. Cheers to more successful Detroit Region rallycross events in the future.”

[Here's Sean in his Boxter.](#) (Why do GoPros rattle like that?). The Boxter is destined to be the RWD car to beat along with the Evo in AWD. Is it time for handicaps to be applied?





# Pavement Ends TSD Rally - Nov 3, 2019



The Pavement Ends Rally was the final event in this year's GLD Rally Championship series, run on November 23rd. This was the first SCCA rally in this area to utilize the ***Richta automated timing system***. The system was generally well received, and its use will certainly expand over the next year.

## ***Scott Harvey:***

“There were 73 controls. So when compared to 15 to 20, the scores are likely to be higher.

From my perspective, it was very interesting. So interesting, that I will be using the app for Son of Sno\* XXII. My son operated the phone, and will do so when helping me layout the rally.

## **Among the pros:**

Many more controls can be included.

There are no limitations on workers and getting them to their assigned locations.

There is no risk of a control crew writing the wrong time down or introducing mistakes (that is still left open to the RallyMaster).

Near-instantaneous feedback as to scores at each control, as well as a running total.

Somewhat more granularity in times. As opposed to 1/100 of a minute scoring, we are now at 1/600 of a minute (1/10 of a second).

Believe it or not, we beat the team behind us, by 0.1 seconds!

## **Cons:**

Still a bit of a learning curve to understand it fully and to apply it to our rallies (and philosophy).

Potential signal issues due to GPS updates.

With some refinement of the first trial, I think this will be a huge step in attracting more competitors to our rallies. We can run more events, bring in new chairmen and try many different formats. For example, we could run a rally on paved roads. We all know the best roads are unpaved, but there are sissies that are afraid to get their cars dirty.”



# Son of Sno\*Drift TSD Rally – page 1



The weather service had issued winter storm warnings, promising godawful conditions with rain, freezing rain and snow. What sort of fools would deliberately set out to spend the day driving around on back roads in such circumstances? Ummmm, rallyists, that's who.

And so it was that 24 teams showed up this past Saturday morning, January 11, in spite of the elements, to take on the challenges of Scott Harvey Jr.'s Son of Sno\*Drift XXII TSD rally. Just two teams that registered declined to show up and share in the fun. As it turns out, they need not have worried. Unlike the 2011 running that saw six or more inches of snow fall during the event, or the Great Skating Rink Adventure that was the 2014 edition, this year's Son of Sno\*Drift was just a wet sloppy mess. The threatened freezing rain never materialized in the rally area while running. It did, however, rain during almost the entire duration of the rally – sometimes pouring down buckets, sometimes just a light steady rain, sometimes drizzle or mist. Amazingly, given all the moisture, the roads held up fairly well, although there were a couple of unintended water crossings just to provide a little entertainment for the erstwhile rally teams.

Following the Detroit Region's first successful experience with the Richta Checkpoints virtual checkpoint app on November 23rd's Pavement Ends rally, rallymaster Harvey opted to use Richta Checkpoints for Son of Sno\*Drift XXII. This was another successful deployment of this new TSD rally technology, with this new method of leg timing well received by both competitors and rallymaster alike. Rallymasters love the app because it saves them the grief of recruiting control teams, managing equipment and all the associated documentation to get crews placed and working. Competitors like the app because they get immediate score feedback on their timing performance as they encounter the virtual checkpoints (this is a huge hit for novices) and because they can see immediate scoring and standings at the section breaks. This is a change in TSD rallying that will surely persist into the future.

In addition to these well liked features of the app there are two more that make a strong case for utilizing it. First, rallymasters can now locate checkpoints anywhere, as they no longer need to be concerned with the complications posed by physically locating control crews. Second, rallies can be run with virtually as many checkpoints as rallymasters want, since they are no longer constrained by the recruitment and logistics management of control crews. Son of Sno\*Drift XXII featured 72 checkpoints. Ultimately 68 checkpoints were scored, as 4 legs were discarded due to configuration issues.

Equipped class saw six teams contending for the win. Robert Kay and Michael Bennett, who have recently started rallying again after an extended absence from the field, put in a strong performance to win the rally, scoring just 34 points for the 68 scored controls for an average of just 0.5 seconds error per control. John Fishbeck and Laurie Dawson gave Kay and Bennett a run for their money and kept them honest, with a score of 38 for second in class and second overall. Jeff and Nic Boris, driving over from Grand Rapids to compete, took third with 53.

[Continued on Next page ->](#)



## Son of Sno\*Drift TSD Rally – page 2



Limited class had four entries, with the always formidable team of Dan Harkcom and Greg Lester nailing the class win and fourth overall with a score of 75.2, defeating region regulars Adam Spieszny and Piotr Roszczenko, who finished with 87.4 – a pretty fair contest.

Stock class saw just 2 entries, as many teams formerly running in stock have moved into limited in order to use the available integrated mileaging rally apps. Regular region rallyist Tristan Koivisto has come to claim stock class as his own over the past few seasons, and he continued his winning ways with navigator Sarah Tellas, scoring 155.6 for first in class. Koivisto and Tellas defeated Detroit Region stalwart and 2020 national SCCA Tour national champion Rob Moran, navigating for John Kytasty, for the class win.

Son of Sno\*Drift regularly draws a strong novice field, and this year's running was no exception, with ten teams competing in the class. Honors went to Mario Velarde and Francisco Romero who turned in an outstanding performance of 140.5, not only good enough for the class win, but also good for seventh overall. Velarde and Romero even pulled off the unusual occurrence of the winning novice class score beating the winning stock class score. Well done! The team of Raven Rotsaert and Chris Zimmerman took second in novice with an excellent score of 194.1, with Ian Everett and Jake Seeger turning in a respectable 317.5 for third in novice.

As a part of the Son of Sno\*Drift awards rallymaster Harvey likes to present the Son of Sno\* Award to someone who has made significant contribution to the region's rally program. This year he honored Ken Wiedbusch for Ken's dedicated work over the years in maintaining the control and timing equipment for the region's rallies. Ken has tirelessly maintained the timing hoses and switches, clocks, cabling and signage which are used for open controls, and brings all that gear to every rally. While the rapid rise of the Richta Checkpoints app for controls may largely eliminate the need for all that control gear in the future, Ken's contributions in this have been enormous. Furthermore he has provided this same commitment of service for equipment used for autocross and rallycross as well. This is a well-deserved recognition – thanks Ken!

Scott especially crafted Ken's Son of Sno\* award, featuring a bright yellow C2 Corvette, closely resembling the car that Wiedbusch helped build and competed in stage rallies during the mid-70s, rallies such as the Marquette 1000, 20 Stages and Sunriser 400.

As always, huge thanks to rallymasters Scott Harvey and Jennifer Glass for the enormous effort they put in to putting on Son of Sno\*Drift, so Detroit Region rallyists can go out and play with cars on south central Michigan's back roads!



## Detroit Region to Host US Road Rally Challenge



The Detroit Region, with its rich rally history, proudly announces that it will host the SCCA 2020 United States Road Rally Challenge (USRRC).

The USRRC event will run over Friday November 13 through Sunday the 15th, and be comprised of three rallies, two National Tour rallies and a shorter Divisional Course rally on Sunday to enable out-of-towners to get started home in the afternoon. The USRRC is a celebration of road rallying, bringing together National Championship points chasers, local and regional competitors, and novices, for three days of enjoyable rallying and camaraderie with fellow rally enthusiasts.

The USRRC rally headquarters will be in Whitmore Lake, Michigan, 10 miles north of Ann Arbor. This is a perfect location to access the many great rally roads that are present in south central Michigan, both paved and unpaved. With an abundance of maintained unpaved county roads in the area, Detroit Region rallies typically run 60%-80% unpaved. These roads provide scenery that varies from cruises over open farmland to twisty traverses through wooded state recreation areas. The pace on Detroit rallies is quick enough to be entertaining and challenging without being unsafe, making them engaging for both drivers and navigators alike.

Friday's Tour rally, "Hell and Back", will be put on by Scott Harvey Jr., long time successful stage and road rallyist and rallymaster for one of the region's most popular and longest running rallies, Son of Sno\*Drift. Scott is sure to put together an entertaining event over some of the region's favorite rally roads in the south central Michigan area. Enlisting open control crews on a weekday is a daunting task, so "Hell and Back" will use the Richta virtual controls app for timing.

Crossing Livermore Creek on Livingston County road D32. Hell is just 3.5 miles back thataway!

Three years ago John Kytasty took over rallymaster duties for "Pavement Ends". While John was new to rallymastering, his work ethic, smarts and effective use of other's help served him well, and "Pavement Ends" has been a welcome entry on the calendar. John promises an enjoyable event that will cover more of the many fine back roads to be found in the area. Since "Pavement Ends" will run on Saturday, control crews should be easier to recruit, and so will be run with traditional open, staffed controls.

Loveland Road in Washtenaw County, just one of the many tasty rally roads you may see!

Sunday's "Are You Territorial?" will be a Divisional level course (trap) rally. It will start early Sunday morning, around 8 AM, and finish up early as well, around 2 PM, enabling out-of-towners to get started for return trips home. This course rally will be themed around Territorial Road, an east-west 2 lane road that traverses some 50 miles across the 2 counties in which the rally will run. There will be many opportunities along the way for onto, alternating T and protection traps. Rallymaster Bruce Fisher, who brings 40+ years of stage and TSD rallymastering to the USRRC (including the last 20 years of Press On Regardless), promises a challenging, but manageable, event for course rally devotees. Checkpoints will be traditional open, staffed controls.

You just might see the Dewey School Museum while running "Are You Territorial"... or not?

So there you have at – three great rallies that will be fun for experts and newcomers alike, treating you to a taste of the great rallying roads that the Detroit Region regularly enjoys on their RoadRally events. Make plans now to join the fun at the 2020 United States Road Rally Challenge!



# Solo School - John Li



Took me a little bit longer than I expected to set everything up, but it's done. I'm excited to announce that this year's Solo School is an online affair!

We have the following classes:

5/20: Event Chair Bootcamp

5/21: Solo Drivers School

5/26: Solo and Kart Safety Steward School

5/27: Timing and Scoring Class

5/28: Registration Class

For more details, please check out the [lengthy post I put on the DRSCCA website](#), which has descriptions of the classes and a registration link.

If you're interested in helping out DRSCCA this year in any capacity, I highly recommend attending some of the core volunteer classes and learning about what each role does. Especially if you're interested in becoming an event chair, as the Solo program is going to make a real effort this year and the next to push into new sites, we can use all the help that we can get.

As always, let me know if there are any questions or comments.



# Great Lakes 2020 TSD Rally Schedule



The following rallies remain in the 2020 GLD Championship schedule:

- Sept. 19: Hoosier Crossroads National Course Rally; Indianapolis, Ind.
- Sept. 20: Hoosier Byways National Touring Rally; Indianapolis, Ind.
- Sept. 26: Clare Color Tour Divisional Touring Rally; Clare, Mich.
- Oct. 10: Johnny Appleseed, Bolivar, Ohio
- Nov. 1: Covered Bridges, Conneaut, Ohio
- Nov. 13: To Hell and Back National Touring Rally (USRRC); Whitmore Lake, Mich.
- Nov. 14: Pavement Ends National Touring Rally (USRRC); Whitmore Lake, Mich.
- Nov. 15: Are You Territorial Divisional Course Rally (USRRC); Whitmore Lake, Mich.

# Stirling Moss - Mille Miglia 1955

Moss's fame was secured in the years after the Second World War by his style and skill that earned him acclaim as the greatest all-round racer ever. His versatility won him 212 of his 529 races in every conceivable kind of car. He was, perhaps, best known for his win in the 1955 [Mille Miglia](#). He had competed in this race three previous times in a Jaguar but failed to finish all of them. Mercedes provided the [300SLR](#) which was reckoned to be the one to beat, but the competition was world class. That particular 300SLR is considered to be the most valuable car in the world!

If you Google Stirling Moss you will not have time to read everything out there. So I have selected a few paragraphs that were written mostly by [Dennis Jenkinson](#) and some by Moss. Dennis was a writer for Motor Sport magazine. He was 35 years old and Moss was 25 when they competed in the 1955 Mille Miglia.

“The Mille Miglia was the only race that really frightened me, at least until the moment the flag fell. There were hundreds of cars participating, although I didn’t have to overtake them because half of them fell off. Italian hairdressers you see, with go-faster stripes.”

“The steering is never heavy on a racing car, because you only use the wheel to present the car, then you put your foot down and that takes over. You use the power to steer it. The biggest effort is in being ready to catch it - you need to be ready to react instantly. Ultimately, the mental thing is much more tiring than the physical thing.”

“The enormous entry (661 cars) had started to leave [Brescia](#) the previous evening at 9 p.m., while we were sleeping peacefully, the cars leaving at 1-min. intervals, and it was not until 6.55 a.m. on Sunday morning that the first of the over-2,000-c.c. sports cars left. It was this group that held the greatest interest, for among the 34 entries lay the outright winner of this race, though many of the 2-litre Maserati's and [smaller Oscas](#) and Porsches could not be overlooked. Starting positions were arranged by ballot beforehand and the more important to us were: [Fangio](#) 658, [Kling](#) 701, [Collins](#) (Aston Martin) 702. [Herrmann](#) 704, Maglioli (Ferrari) 705; then there went off a group of slower cars, and Carini (Ferrari) 714, Scotti (Ferrari) 718, Pinzero (Ferrari) 720, and then us at 7.22 a.m. There was no hope of seeing our team-mates, for they left too long before us, as did Maglioli, but we were hoping to catch Carini before the end.

[Continued on next page](#)

There was a blue Gordini just going round the corner and then I saw that we were overshooting and with locked wheels we slid straight on, bang into the straw bales. I just had time to hope there was nothing solid behind the wall of bales when the air was full of flying straw and we were on the pavement.



Our big worry was not so much those in front, but those behind, for there followed [Castellotti](#) (Ferrari 4.4-litre) 723, Sighinolfi (Ferrari 3.7-litre) 724, Paulo Marzotto (Ferrari 3.7-litre) 725, Bordoni (Gordini 3-litre) 726, Perdisa (Maserati 3-litre) 727 and, finally, the most dangerous rival of them all, that [master tactician, Taruffi](#) (Ferrari 3.7-litre) 728. “ - Stirling Moss.

My direction indications I was giving with my left hand, so what with turning the map roller and feeding Moss with sucking sweets there was never a dull moment. The car was really going well now, and on the straights to Verona we were getting 7,500 in top gear, a speed of 274 k.p.h., or as close to 170 m.p.h. as one could wish to travel. On some of these long straights our navigation system was paying handsomely, for we could keep at 170 m.p.h. over blind brows, even when overtaking slower cars

I sat fascinated, watching Moss working away to keep control, and I was so intrigued to follow his every action and live every inch of the way with him, that I completely forgot to be scared.

Ever since leaving the start we had had the rising sun shining in our eyes and, now, with the continual effects of sideways “G” on my body, my poor stomach was beginning to suffer and, together with the heat from the gearbox by my left buttock, the engine fumes, and the nauseating brake-lining smells from the inboard-mounted brakes, it cried “enough” and what little breakfast I had eaten went overboard, together with my spectacles, for I made the fatal mistake of turning my head sideways at 150 m.p.h. with my goggles lowered.

Moss and Jenkinson celebrate taking victory



On one straight, lined with trees, we had marked down a hump in the road as being “flatout” only if the road was dry. It was, so I gave the appropriate signal and with 7,500 r.p.m. in fifth gear on the tachometer we took off, for we had made an error in our estimation of the severity of the hump. For a measurable amount of time the vibro-massage that you get sitting in a 300 SLR at that speed suddenly ceased, and there was time for us to look at each other with raised eyebrows before we landed again. Even had we been in the air for only one second we should have travelled some 200 feet through the air, and I estimated the “duration of flight” at something more than one second. The road was dead straight and the Mercedes-Benz made a perfect four-point landing and I thankfully praised the driver that he didn’t move the steering wheel a fraction of an inch, for that would have been our end.— Dennis Jenkinson.



## Scott Harvey Snr. - SCCA Hall of Fame inductee

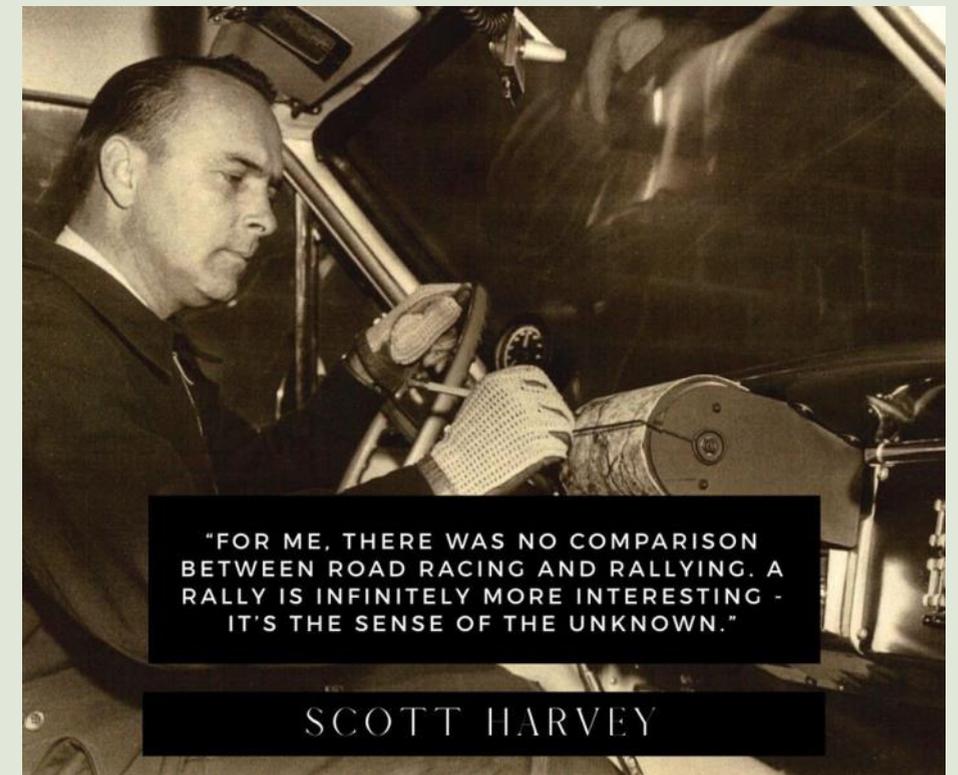


This year's greats were formally inducted during the SCCA® Hall of Fame and Awards Banquet. That event took place on Saturday, January 18, and served as the capstone of the three-day SCCA National Convention which took place at the South Point Hotel and Casino in Las Vegas. Scott Harvey was one of ten individuals inducted into the SCCA Hall of Fame.

While attending UCLA in the 1950s, engineering student Scott Harvey began rally and racing efforts in an MG-TD. By 1956, he had joined the Sports Car Club of America and was working as a Chrysler engineer in Detroit where he managed to convince superiors to loan him a 300D for motorsport activities -- the first in a long string of Chrysler products he competed in over the years. And while some know Harvey for engineering high-performance suspension parts, his real impact came through advancing the sport of performance rally.

It is Harvey's early adoption of the European idea of high-speed rally that landed him in the SCCA Hall of Fame. He helped form a club, called The Ralligators, that worked alongside SCCA's Detroit Region to create European rallying in the United States. Harvey was instrumental in creation of the MONY (Michigan, Ohio, New York) rally series, with most MONY events being SCCA rallies. This eventually led to creation of the SCCA PRO Rally series in 1973, which Harvey became first overall champion. Before that, he had participated in traditional Time-Speed-Distance (TSD) rallies where in 1963 and 1964 he won the SCCA National TSD championship.

In 1968, Harvey served as Chairman and Rallymaster of the Press On Regardless rally, a milestone event for the sport in America and the longest running rally event in SCCA history. Under his leadership, Harvey and the Press On Regardless were awarded the prestigious Arthur Gervais Rally of the Year in 1968 by SCCA, the first time a "performance" rally had been selected for the award. Harvey was also instrumental in bringing the World Rally Championship to the United States with his involvement in the 1972 Press On Regardless rally, an event in 1973 and 1974 with World Championship status.





# Honoring Ken Wiedbusch



At the finish of chairman and rallymaster Scott Harvey's Son of Sno\* Drift rallies, after presenting the event awards, Scott likes to recognize the special contributions of someone in the Region's rally community for their time and efforts. This year Scott chose to honor longtime member Ken Wiedbusch for his enormous contributions not to just rally, but to the Region generally.

[Ken is the Region's Equipment Manager](#). He maintains all of the timing equipment necessary for open controls in rallies: checkpoint clocks, pneumatic hose triggers, cabling, signage and stands. There are multiple sets of each, enough for any one event plus some spares. Ken makes it to every rally, bringing all that equipment with him, ensuring that it's working and ready for crews to use, setting and syncing up the checkpoint clocks, and collecting it all at the rally's end. In addition, Ken keeps the 'rally box' – the portable case that contains all of the documents a rallymaster needs for his or her event – fully up to date and filled.

But Ken doesn't do this work for just rally. He also maintains the timing equipment for autocross and rallycross, manages timing equipment for the Empire Hill Climb and Formula SAE, and in his spare time help keeps the Region's Fun Mover and trailer available and ready for use. And, oh yeah – he also manages the fire extinguishers used for the Detroit Grand Prix. Whew.

So, in Ken's honor, Scott created a special Son of Sno\* award, featuring a quite convincing Hot Wheels-based replica of Ken's 1965 Corvette that he stage rallied in the mid-70s, shown below:

This was a highly unusual car for stage rallying. Tom Buckhoe, a Yooper photographer who has shot thousands of Michigan stage rally photos, had this to say about the Wiedbusch Corvette: "This is the only time I can ever recall seeing a Corvette used as a rally car, at least in northern Michigan. This is the [Marquette 1000 in 1976](#), and the driver is Ken Wiedbusch of Royal Oak, Michigan, outside Detroit." (you can click here to view September 2008 [Hemmings Muscle Machines](#) article on muscle cars in stage rallying in the 70s and 80s, featuring Ken's rally 'Vette) Ken contended with the rally 'Vette in other rallies as well, including Sunriser 400 in Ohio and [20 Stages out of Grayling](#). So Scott has nicely captured a significant piece of Ken's rally history in this award. Well done Scott, and congratulations Ken! Thanks for all you've done, and all you continue to do, to support Detroit Region's motorsports!

# Cindy Wisner - F and C Chief

We are pleased to congratulate Cindy Wisner who has taken over the role of Flagging and Communications Chief, from John Lisiecki. Cindy is also our Assistant Regional Executive and she organized the Annual Banquet which was held on February 1, 2020. John has had some health issues and we wish him a speedy recovery. Cindy joined SCCA in 2009 after meeting a number of SCCA members through the [NSX Club of America \(NSXCA\)](#). She volunteers at the [Formula SAE](#) competition and in flagging & communication at [Waterford Hills](#) and SCCA club & pro races (ALMS/IMSA, Pirelli World Challenge & Indy Cars). She also enjoys activities and outings with the Points and Condenser Preservation Society (Ypsilanti) and has a passion for both sports cars and classic cars.



2020

## NATIONAL CONVENTION RECAP

The 2020 SCCA® National Convention at South Point Hotel and Casino in Las Vegas was filled with valuable information supplied by no less than 90 presenters during more than 100 seminars over four days. The 450+ attendees who took part came from 72 of SCCA's 115 regions and represent the width and breadth of SCCA activities and experiences. Check out the stories below for more from this year's SCCA National Convention.

## Detroit Region attendees at the National Convention





# Long Service Awards - 20 to 50 years



Congratulations to the following long service members who celebrated anniversaries November 2019 through May 2020

## 50 Years

Paul Regula  
Andrew Gilberg

## 45 Years

Mike Burke  
Keith E. Averill

## 40 Years

James B. Kolhof  
Charles M. Fortino  
Jeffrey Dowbenko  
John H. Huber  
Edward H. Ozment

## 35 Years

David E. Dobry  
Lois Ann Constant  
David W. Harmison  
Mary A. Wentzel  
William Farmer  
Richard J. Pawlowski  
Barbara Steencken

## 30 Years

Eileen Lindberg  
James A. Foreman  
Francis A. Dombrowski  
Gregory A. Lesnau  
Richard C. Johnson  
Gregory Mulcahy  
Hal M. Briand  
Marcus E. Meredith  
Aleksandr J. Shiloff

## 25 Years

Philip J. Lasco  
John P. Blanchard  
Michelle Barth  
John B. Holiday  
Mary Ellen Holiday  
Nicole L. Nelson

Danna C. Auger  
Robert Goppold  
Frank Putman  
Steve Ray  
Jim Shaffer

## 20 Years

Kirk Luckscheiter  
Edward R. Arbitter Jr.  
Vaughan Scott  
Steven Blick  
Brian Middleton  
Raymond L. Smith  
Janet Worden  
Billy Brooks  
Charles C. Spera

[Continued on next page](#)



# Long Service Awards - 5 to 15 years



Congratulations to the following long service members who celebrated anniversaries November 2019 through May 2020

## 15 Years

Dr Jennifer M. Glass  
Patty Harvey  
Tim Moyer  
Regina K. Boffi  
Charina Jones  
Rebecca Kingham  
Kevin Line  
Jerry Pintar

## 10 Years

Brian Arpke  
Christopher Lee  
Michael A. Ryba  
John Thomas Scott  
Scott Westfall  
Shaun Bailey  
Jon Jareo  
Frederick Lafayette King  
Karl Peter Gubert  
Mary C. Nanney  
William R. Nichols  
Caroline Setili  
Daniel Adam Setili  
Frank Setili  
Brandon John Boyd  
Chris Patrick McCarthy  
Michael George Thodoroff

Eunice Lucas-Logan  
Steve Zemke

## 5 Years

Roger Dale Gehle  
Jared Michael Doe  
Christopher Allen Hoglund  
David Howe  
Francis W. Kennette  
William Charles Kulenkamp  
Greg Mercier  
Marianna Usher  
Emily Yanca  
Jonathan Yanca  
Greg Arevalo  
Ken Fegely  
Adel Fern Hoglund  
Eric Matoy  
Frank Schwartz  
Fritz Wilke  
Jeff Britton  
Thomas D. Buley  
Robert C. Gross  
Brian Robert Harvey  
Elizabeth Hessell  
Myriam Hessell  
Wesley Kerstens

Gary Lewandowski  
Philip Nolan Mitchel  
Josiah Wilson III  
Matthew Gabriel Bush  
Brandon Christopher Hagaman  
Michael Mulvaney  
Bobby Sak  
Art Louis Schumacher  
Adam Dettloff  
Curtis B. Easterling  
Harry MacLean  
Nick Rennel  
Gary M. Sanford  
Theresa Zawodna



## Pro Solo - Oscoda - by Andrew Wong



Aug 2-4 was the annual SCCA Oscoda ProSolo. Its the one time during the season where National Tour autocrossers descend upon our region in the picturesque town of Oscoda to get that last chance entry into the ProFinale. Its also a good chance for the Detroit Region members to measure up against the best autocrossers in the country at our "local" site. And the results did not disappoint.

Standouts include Jimmy Vajdak who maintained his excellent form all year only narrowly losing out to Tony Savini in ultra competitive SSC class. Aaron Miller who beat out some impressive machinery (including a Lamborghini Huracan Performante), to claim S2 class victory. Matthew Braun who is always competitive in the SSR class lost out narrowly to Sam Strano. Neil Britton who staged a comeback in the last session to claim 2nd place in the 16 deep S4 class. Reining KM National Champ Larry "Lefty" MacLeod claimed a dominant win in R1 class. Phil Mitchell and Brandon Hagaman who traded leads all weekend to ultimately finish what must be a disappointing 2nd and 3rd in HS. And Kenneth Tsang who on the strength of his last runs to overtake the car owner Kevin Gu to finish 2nd in STS.

The event itself is receiving rave reviews from the National competitors as the vacation town vibe coupled with the excellent welcome party (featuring catfish fry) and smooth and early ends to the competition runs. For some this has become a must-attend event on the tour calendar despite what is a pretty remote location for most.



# Press on Regardless Book - by Andrew Layton



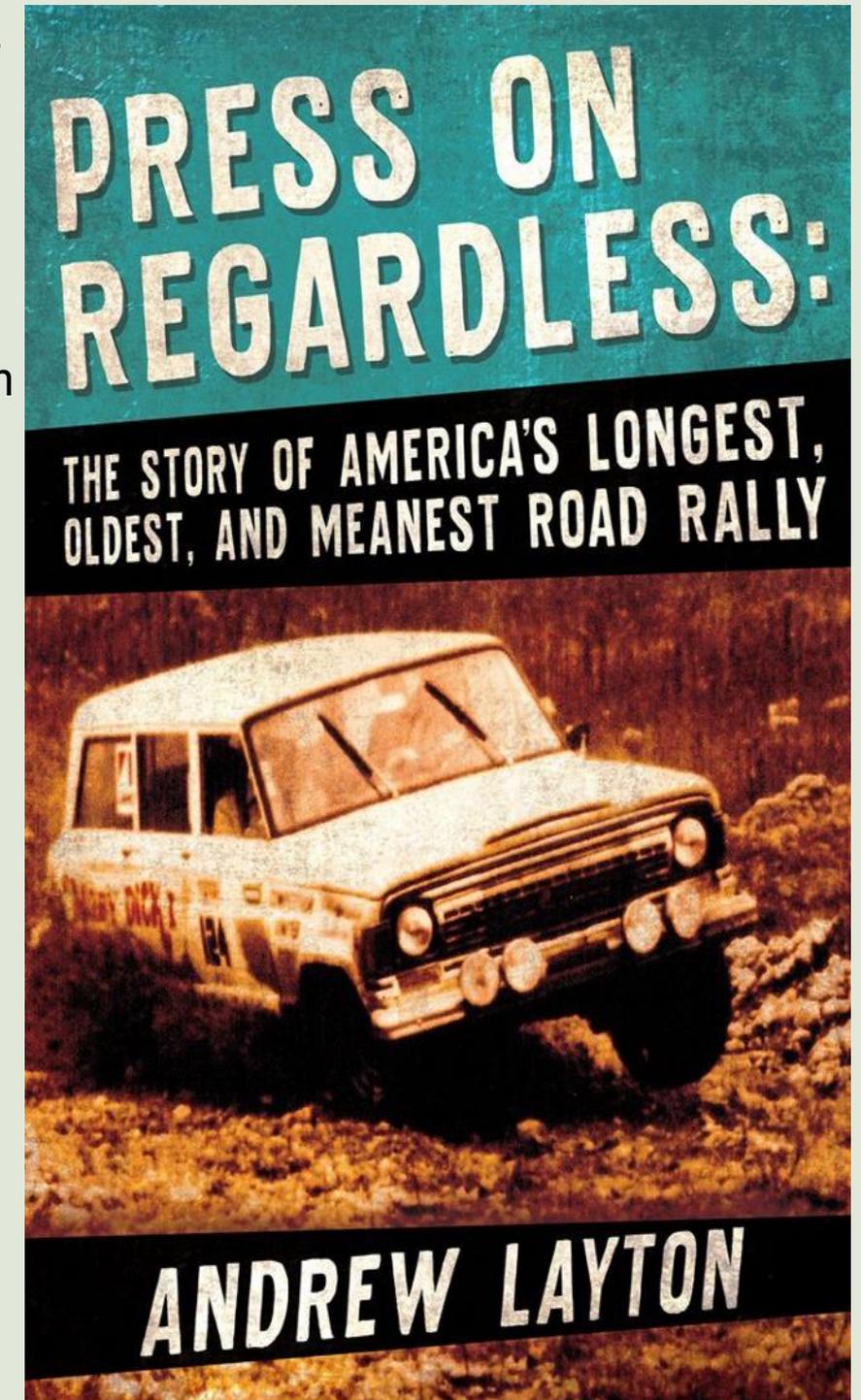
Available at: ["Press On Regardless: The Story of America's Longest, Oldest, and Meanest Road Rally,"](#)

The complete history of the legendary Press On Regardless Rally's first 70 years;  
Its rise as the first World Rally Championship round ever held in the U.S.;

Stories from its core cadre of Motor City rallyists who have kept pressing on toward a dream – regardless.

- ❑ Foreword by 11-time national rally champion John Buffum
- ❑ Hardcover, 240 full-color glossy pages
- ❑ More than 150 rare photos from rallying's golden years

In 1949, the Detroit Region Sports Car Club of America staged a genteel cross-country run for foreign-make autos. They called it the Press on Regardless Rally, a homage to the Royal Air Force fliers of World War II who heeded Winston Churchill's advice to "never give in." Contested over the backwoods trails and logging roads of Michigan, the Press on Regardless Rally - or POR, as it was known - became a legendary test of man and machine, aided in its mythology by a cast of star drivers that included Scott Harvey, Gene Henderson, and John Buffum. Through the hearty grassroots efforts of the Detroit Region SCCA, the POR was elevated to an international event in 1970, drawing the biggest names in rally motorsports from around the world. In 1973 and 1974, the POR rocketed to the pinnacle of the sport as the first World Rally Championship round ever held in the U.S. In the years since, the POR has survived the ebb and flow of catastrophe, triumph, and tragedy; enduring as the oldest continually-held auto rally in America.





# Solo news at the National Convention



## [News from Solo Matters:](#)

Two New Supplemental Classes – [Xtreme Street \(XS\)](#) The purpose of the Xtreme Street Category is to attract automobile enthusiasts interested in autocross events with street vehicles using minimal rules that allow for creative modifications with limited restrictions. This category is intended to appeal to regional/local competitors who would like to compete with a modified car on street tires, but would be classed in high-prep race tire categories. XS will be eligible for competition at Tire Rack Solo Championship Tour and ProSolo events. The XS classes are not eligible for the Super or Ladies Challenges at ProSolos but will be eligible for the Bonus Challenge. No contingency will be offered for this class.

The EV-X class is aimed at [100% electric sports car-based automobiles](#) giving them a home to highlight their unique capabilities. This category is intended to appeal to regional/local competitors as well as National Solo events. It will also be eligible for competition at Tire Rack Championship Tour and ProSolo events, giving 100% electric vehicles a home that highlights their unique capabilities. This class is not eligible for contingency or Super or Ladies Challenges but will be eligible for the Bonus Challenge.

2020 Tire Rack SCCA National Championships theme will be Top Cone, home to the Top Gun's of Solo Autocross from across the US.

Nationals Run Order – At the 2020 [Tire Rack SCCA Solo National Championships](#), competition will be split differently than in the past. Competitors will now have a day off between competition runs allowing for more time walk course, prepare your car, and just provide more time to have #funwithcars. Approximately half of all classes will run on Tuesday and Thursday, with the other half competing on Wednesday and Friday.

Payouts for Tire Rack ProSolo Event and Year End Championships– Thanks to partner support and funds from the sale of ProSolo SuperPasses, the Challenge prize purse will increase dramatically to almost \$50,000 in 2020. Stay tuned for full breakdown of per event and Championship payouts.

Also new for 2020, ProSolo competitors will now be able to score a bonus point towards the year-end class championship for leading after Saturday morning run heat as well as Saturday afternoon heats for up to two bonus points per weekend.

The complete Tire Rack ProSolo rules will be posted in the coming week.



# Road Rally Richta Ap



The system is called Richta Autonomous Checkpoints and consists of two applications: Rallymaster and Competitor.

The Rallymaster app is used to specify the locations and ideal legs times for the event. It also logically validates the event, produces timeslips for competitors and produces a spreadsheet to speed event scoring.

The Competitor app is run in each competing car and contains the locations of each checkpoint. The time that the car passes the checkpoint is logged, stored locally and shared with the Rallymaster app. The contestants' in times and leg scores are displayed to the competitor immediately after the checkpoint is passed.

The **SCCA Member of Excellence Award** was presented to **Rich Bireta** of the Kansas and Kansas City Regions for his innovative contribution of creating the Richta GPS Checkpoint app timing system. Selected by SCCA's Board of Directors, this award is presented to the volunteer who shows the greatest commitment to SCCA activities. The recipient can be involved in Solo, Rally and/or Road Racing. This person personifies the SCCA volunteer who gives of his/her time and effort to help organize, work in a specialty or any volunteer role necessary to a motorsports event. This award provides a \$5000 travel voucher to attend any motorsport event in the world.

## Bruce Fisher, POR organizer extraordinaire

### *DR SCCA Rallyist Bruce Fisher Receives Robert V. Ridges Award*



Long time Detroit Region rallyist Bruce Fisher was awarded the Robert V. Ridges Award at the 2020 SCCA National Convention, presented to Bruce by SCCA President Mike Cobb. The Ridges award is the highest honor within the SCCA Road Rally Program, and is an especially appropriate honor for Bruce.

Bruce started rallying in the wild and woolly years of Michigan rallying during the mid-70s through the mid-80s. In addition to campaigning Datsun Z cars and Datsun 510s, Bruce served as Clerk of the Course on numerous stage rallies during this period.

But Bruce's real contribution to TSD rallying is his stewardship of the Detroit Region's Press On Regardless rally, run yearly since 1949, and the longest continuously running rally in the U.S. Originating as a challenging endurance TSD rally, POR ran as a stage rally during the years 1969-1993. In 1994 it reverted its original challenging TSD format. In 2000 Bruce took on chairmanship of POR, with Tom Bell acting as rallymaster that year. In 2001 Bruce took on both the chairman and rallymaster roles, and has done so every year since. This is nearly twenty years of making Press On Regardless happen, continuing POR as one of North America's premier TSD rallies.

Bruce's hard work ethic and encyclopedic knowledge of northern Michigan roads has produced a glorious series of annual TSD rally challenges for eager rallyists. Fisher has had to strike a balance between creating a rally that retains some of the flavor and demands of the earlier PORs while not scaring away today's population of TSD rallyists. He has done so successfully. Each year he moves the rally location around the upper lower peninsula, and sometimes into the upper peninsula as well, always combining tasty roads together that require skilled driving and navigation to remain on time. Frequently Bruce utilizes roads that were used for stages

back in the days when POR was a stage rally.

The work that Bruce puts in, year after year, to plan, organize and run POR is nothing short of remarkable. He literally begins work on the next year's POR immediately upon completion of the current running. For Bruce's devoted pursuit of keeping Press On Regardless as a demanding and engaging TSD rally the Robert V. Ridges award is entirely appropriate.

# John Li is our new Solo Director

As many in the local autocross community are aware, our previous director, Aldo Parodi, accepted a job out of state and stepped down from the directorship of our Solo program last year. At the February BOD meeting, the board of directors unanimously approved the appointment of John Li as the new Solo Director for Detroit Region SCCA.

John Li has been a fixture in the Solo community both locally and nationally for many years. He can usually be found behind the wheel of any number of vehicles (some sane selections, some not), or behind one of his many vintage cameras. The board is very thankful for John's willingness to volunteer his time to help steer our Solo program into the future and to our outgoing director Aldo, for all the time and effort he put in over the last year.

As John steps into this role, we ask for our Solo competitors to do what they can to help bring him up to speed so that he is in the best possible position to help our program grow and succeed. Thank you again to all our volunteers and competitors and we look forward to seeing you on course in 2020!



My primary goals are to find new sites for the Solo program, partnering with other organizations for unique events, and growing the pool of specialized volunteers needed to run the events.

But even more impressive, I've done road rally (and even served as a rallymaster for a couple of events back when I was in college in Illinois), rallycross, and SCCA time trials.



## An accident on the Tour of Epynt in Wales , late 70's

### Tony Fowkes :

“.....On the first loop, I had lifted for the brow but felt it could be taken flat out so on this second attempt, with adrenaline running high, there was no lifting as we approached the brow. I kept telling myself don't lift, don't lift and I didn't. The car took off over the brow and landed slightly to the left. I couldn't avoid hitting a small concrete culvert, which catapulted the car high into the air. The car somersaulted and eventually came to rest further up the road as we hit the culvert. I remember being in the air for what seemed to be a very long time before coming down to earth with an almighty crash and then being knocked and bumped around considerably in the subsequent roll. We eventually stopped and everything just seemed so calm and peaceful, which was a very unusual sensation indeed. Very shaken but essentially all right, I helped Dave (Whitlock - Per Eklund codriver) out of the car and lay on the grass until help arrived. He was injured, but not seriously, and we were soon on our way to Brecon Hospital where Dave was admitted for a few days, while I was allowed home. The journey in the ambulance was memorable as it was quite a rickety old vehicle that seemed to take ages to travel from Dixie's to Brecon and the driver repeatedly asked us if we were all right! Thankfully we both made perfect recoveries and were soon rallying again but that car was a total wreck - the prop shaft ended up poking out through the rear window and I just thanked God I had fitted a Safety Devices roll cage, which had undoubtedly saved both our lives.



In a state of disbelief and shock I kept going over and over the accident and how unnecessary it had been. We had been leading and had the rally in the bag. There was no need to go any quicker. But that's rally drivers for you, always wanting to be fastest. On this occasion I had fought the venue and not my fellow competitors. I had wanted to take the brow flat out and was determined to do so. Epynt had bitten back and claimed another casualty but on this occasion the King had lost his crown.

I have relived that rally many times and considered 'what if' but I still think the brow is flat, if only I had positioned the car more to the right... if only. Epynt has played a major part in my life and rallying career. It has provided both enormous thrills and moments of deep despair. I consider myself fortunate to have rallied in the days when the privateer could take on the might of a factory team and come out on top, when the events were all so new and rallying was quite an adventure. These were days never to be forgotten... my wonderful Epynt.”y's account of the incident.



# Women in SCCA



**While March is National Women's History Month, women have been rocking SCCA since the early days.**

As the calendar turns to March, we recognize National Women's History Month, and what better way for us to do that than to take a look at a few of the women who have made a significant impression on the Sport Car Club of America's 76-year history.

Women have affected every facet of the Club, from breakthrough competitors to leadership that forever changed the direction and voice of the organization. In fact, some of the best-known women in all of motorsports include SCCA Hall of Fame members Denise McCluggage, Janet Guthrie, and Lyn St. James, and now we take a moment to recognize a few other women who have marked significant milestones within the SCCA.

## **SCCA Road Racing**

In the early days of American racing, women were often thought of as a sideshow, relegated to unofficial races held between the main events. Understandably, the women wanted the opportunity to measure themselves on equal ground with the men.

In 1960, [Donna Mae Mims](#), an executive secretary at [Yenko Chevrolet](#), began road racing and, by the end of that year, she had won her first SCCA race behind the wheel of a B Production Corvette. By 1963, Mims had become the first woman to win an SCCA National Championship, having earned the H Production points title. For her efforts, Mims was also awarded SCCA's Kimberly Cup.

At the 2020 SCCA National Convention, another breakthrough road racer was recognized, as [Catherine "Cat" Kizer](#) was inducted into the SCCA Hall of Fame. Kizer was the 1979 H Production Runoffs champion, being the first female to win the winner-take-all championship, and she is the only woman to have been awarded SCCA's highly coveted President's Cup.

Women finding success on track is not limited to the Club side, either, as many legendary names have scored podium finishes, race wins, and overall championships in the professional ranks. [Amy Ruman](#) forever cemented her place in SCCA history with her 2015 Trans Am championship and backed that up with a repeat performance in 2016. Ruman got her start in SCCA Solo competition before moving on to Spec Racers, and eventually GT-1. Along the way, Ruman scored a podium finish at the 2010 Runoffs, as well as in the Spec Racer Pro Series and ALMS Women's Global GT Series. Ruman's first Trans Am class win came in 2011 and, since then, she has recorded 15 more.

[Continued on next page](#)



# Women in SCCA



[Cindy Lux](#) is another competitor who has held her own in both the Club and pro ranks, with a Runoffs podium finish to her credit, along with numerous professional racing accolades including Trans Am wins across a number of classes and the 1999 ALMS Women's Global GT Series title.

To this day, we continue to see women succeeding at SCCA's pinnacle amateur road racing events, including Runoffs podium finishes most recently going to Michelle Abbate, Hanna Zeller, and Kellie Czarny.

## SCCA Solo

No one really knows how the idea of competing on a temporary circuit marked with traffic cones became known as "Solo," but it dates back to the 1960s. In 1968, the Midwest Division held the first Division Solo II Championship and, in 1973, SCCA saw the birth of the Solo National Championships. Held at Mid-America Raceway, the first Solo Nationals included 224 competitors spread over 15 classes. Among them were 22 women running in a single Ladies class. By 1979, the number of classes had grown significantly, and with that growth came parallel Ladies classes.

In 1998, the glass pylon was shattered when Shauna Marinus drove her Mazda RX-7 to the A Street Prepared Open class championship. Prior to the record-setting ASP title, Marinus found success in the Ladies classes, having won three championships. Marinus would go on to try her hand at Club and pro road racing, scoring a podium finish at the 2000 Runoffs.

Rita Wilsey, a four-time Ladies class champion, would be the next to win an Open class Solo National Championship when she bested the B Street Prepared class in 2005. Most recently, we saw Tamara Krystinik win an Open class championship at the 2019 Solo National Championships. After a pair of C Street Prepared Ladies titles in 2015 and '16, Krystinik moved to D Street Prepared's Open class, where she finished as runner-up in 2017 and 2018, before claiming the overall title last year.

Might Olivia Hammac, who at 12-years old won the supplemental Formula Junior B class at the 2019 Solo Nationals (and was named one of Sports Illustrated's SportsKid of the Year finalists) be among the next group of women to claim an Open class Solo National Championship?

[Continued on next page](#)



# Women in SCCA



## SCCA Leadership

As any member knows, it's the volunteers who make the thousands of SCCA events each year happen, and women are a large part of that effort.

[Ruth Nixon](#) was inducted into the SCCA Hall of Fame in 2008 along with her husband Don. The duo served the Club tirelessly for many years, but it was Ruth's service on the Board of Directors that stands out, as she was the first woman to serve the Club at that level.

[Brienne Corn](#) won B Modified Ladies in 2008 and, in 2011, she secured the B Modified Open title along with Driver of the Year accolades. Corn also has the unique distinction of being the only woman to have won both an Open class Solo title and a RallyCross National Championship. In fact, she has three RallyCross titles to her credit.

Perhaps inspired by Nixon's service, [Marge Binks](#) showed she was more than capable of running the show. Binks had years of service at the Regional level, as well as working on professional events like the Formula 1 Grand Prix of Long Beach and Las Vegas, plus events with IMSA, Champ Car and USAC. Binks was elected to the SCCA Board of Directors in 1991 and, in 1995, did what no man could do: succeed Carl Haas as Chairman of the SCCA Board. In doing so, Binks became the first woman to hold that position.

In 2019, Patricia "Patc" Henry joined the SCCA Hall of Fame, in large part due to her efforts working in both Club and pro road racing. Henry's work with the Nebraska Region landed her the job of leading the new Sports Renault series in 1984. Henry would go on to work with the Playboy Endurance Series, Corvette Challenge, and Neon Cup, as well as stabilizing SCCA's Pro Racing division during her 10-year stint. Henry would next be called on to head SCCA's Club Racing division, and while there she accomplished the herculean task of relocating the Runoffs from Road Atlanta to Mid-Ohio.

And then there's [Lisa Noble](#) who, in 2014, became the SCCA's first female President and CEO, after serving as the Chairman of the Board

It should be noted, however, that this feature doesn't even begin to scratch the surface of the significant women in SCCA's past, as well as those working for the betterment of the organization today. What we do know is that the SCCA's future is bright because of the contributions of all of the women in this Club.



# Samantha Bray—WASF Winner



For a seventh year, Sports Car Club of America® members have submitted names of autocross competitors they believe would be worthy Wendi Allen Scholarship Fund (WASF) recipients. Named and established by the family of Wendi Allen, the scholarship honors the multi-time National Solo® Champion who loved the SCCA® Solo community. The fund gives back to the sport by helping young women become more successful drivers and contributing members of the Club. A Selection Committee -- consisting of championship caliber women Solo drivers -- deliberated on the nominations and is pleased to announce the 2020 WASF winners are **Samantha Bray, of Detroit Region**; Emily Brown, of Colorado Region; and Amy Wunsch, of Northern New Jersey Region.

Each recipient will receive \$1,500 to support travel to Tire Rack National Solo events and the Tire Rack Solo National Championship. Additionally, SCCA will waive entry fees for scholarship recipients to all Tire Rack National Solo events attended during the year, as well as work with the Solo community and commercial partners to seek out other forms of support for the recipients, such as driver training, mentoring, products and logistical assistance. Also, 2020 WASF awardees may attend a Tire Rack SCCA Starting Line school of their choice, which provides a full day's worth of performance driving instruction with professional driving coaches.

For a third year, Mazda Motorsports stepped up to supply funding for one scholarship recipient. David Cook, Business Development Manager for Mazda Motorsports, said, “We are proud of and thankful for Samantha, Emily and Amy. During this challenging time in the world, these ladies, as well as many others in our beloved sport, help remind us of how fortunate we are to have a Wendi Allen Scholarship program and a racing community that supports one another. Thank you Samantha, Emily and Amy for all you do for others, and how you do it.”

Two of the three scholarships awarded for 2020 are funded by the SCCA Foundation. Jeff Jacobs, Vice Chairman of the SCCA Foundation, said donations can be made any time through the Foundation webpage ([www.sccafoundation.org/donate](http://www.sccafoundation.org/donate)) with contributions designated to support Wendi Allen scholarships. In addition, the Foundation will be holding future fundraising drives specifically in support of the scholarship fund.

“This is a terrific group of scholarship recipients. The SCCA Foundation is carrying forward this fantastic program originated by the generosity of Wendi and Mark Allen,” Jacobs said. “On a personal note, after co-driving at Solo events with Wendi and Mark for almost a decade, I’m overjoyed we have this chance to continue honoring Wendi's memory and expand the reach of this worthwhile program.”

[Continued on next page](#)

# Samantha Bray—WASF Winner



The youngest of four siblings, 2020 Wendi Allen Scholarship Fund recipient Samantha Bray grew up on a corn and soybean farm about an hour north of Omaha, Nebraska. Motor racing was not an activity of interest for Bray as a youngster. But while attending the Massachusetts Institute of Technology on her way to a degree in mechanical engineering, Bray discovered the school's Formula SAE program. Involving herself with that team was what led her to become more familiar with the sport of autocross.

“While I was at MIT, they were working to make the team’s first electric FSAE car, and I was swept up in the experience from an engineering standpoint,” the 26-year-old member of SCCA’s Detroit Region recalls. “Working with a small group of people striving to build a car within a year was a memorable experience. Not only was I able to learn a ton more about vehicle dynamics, I was also able to bleed the brakes on a car for the first time and learn

about brake bias and other fundamental principles that allowed vehicles to get people safely from point A to point B every day. Driving that car around in the alley behind our shop led me to want to pursue my newly instilled passion for cars and what I consider safer racing events.”

After graduation, Bray took an automotive job in Michigan and now works as a brake calibrator. Coincidentally, her company started an after-hours autocross team at that time to get more people interested in the sport and increase driving experience. Bray gleefully joined that team in 2017 and attended her first SCCA® Solo® event in Toledo, Ohio. The following year, Bray upped her involvement with the newly formed team.

“In 2018, I became garage lead on the team so I could better learn what is needed to maintain autocross cars and prepare them for the grueling life of the sport, particularly shocked by the amount of tire wear the sport produces. That year was a blast, and I found out how much I love the sport and the other people participating. Then in 2019, I was elected to lead the autocross team, which was averaging more than 50 people at a practice and over 300 participating members in a season.”

Read more at this [SCCA article](#).

# Tom Bell Memorial Award - John Fishbeck

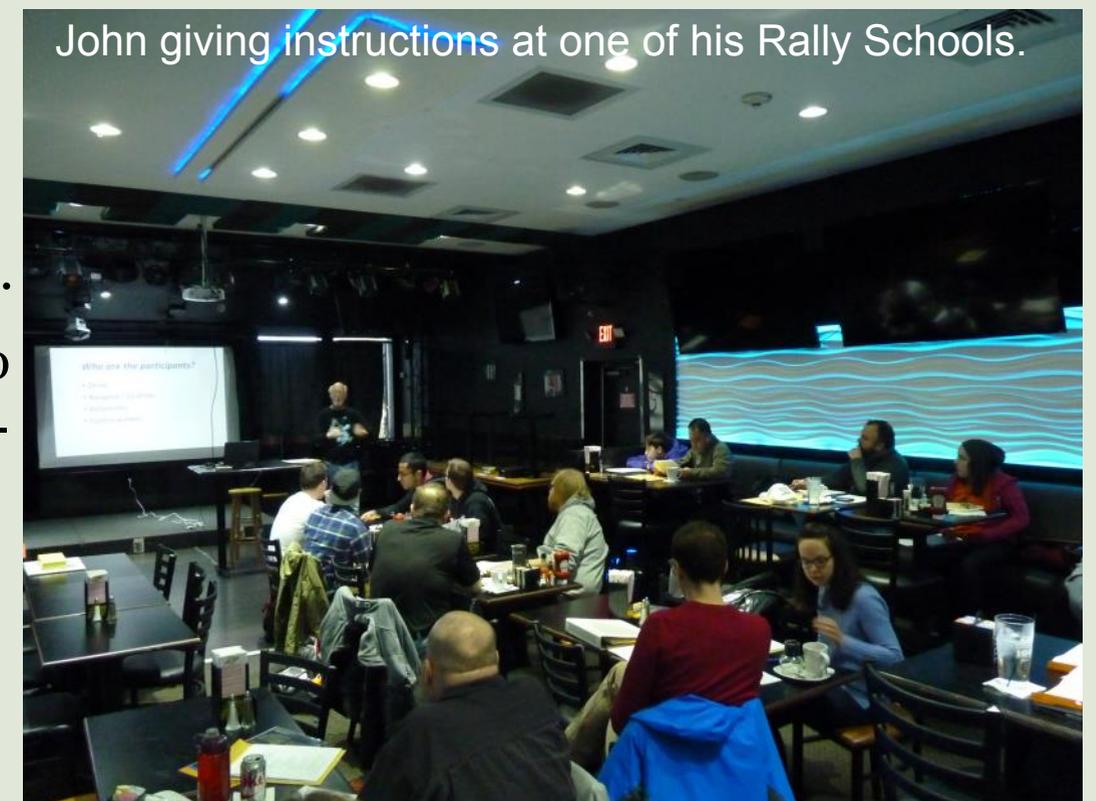
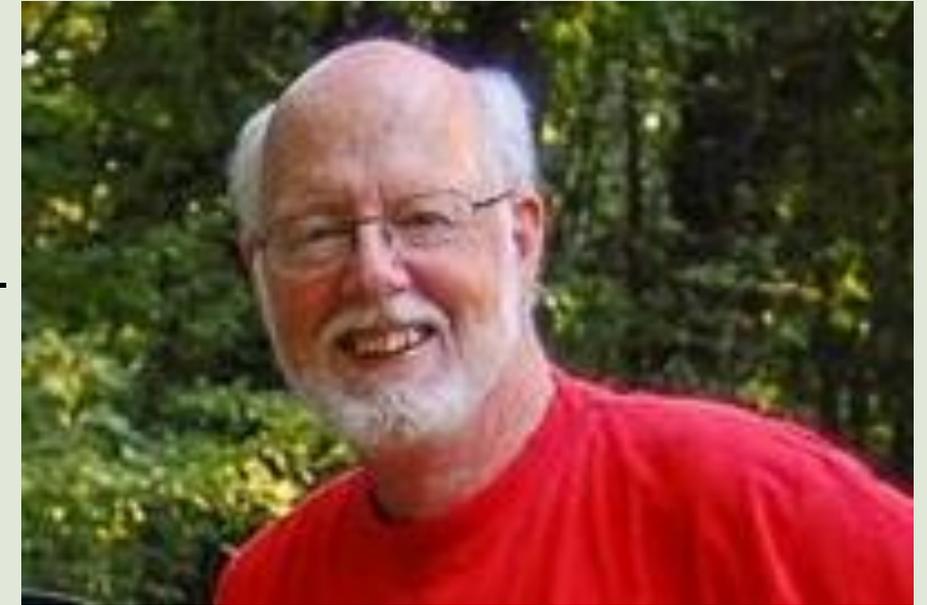
2019 Tom Bell Memorial Award was awarded to John Fishbeck at the Annual Awards Banquet.

When John handed over administrative work of Rally Director to Piotr Roszczenko, he kept up to date the Road Rally related information on DRSCCA website.

When you see news about open registration, report from a rally, championship standings – this is all John’s work.

If that was not enough, he’s working to get all the rally results and stories that were resident on the prior web server up onto the current server and made available from the website rally page. Presently results are available on the website going back as far as 1993. When complete this project will have results going back to 1982, plus POR results from ’71 and a good story for the original POR in ’49. And there are more projects in the pipe line.

On top of that, John has been organizing the annual Road Rally School, so important to get new people into the sport, and supporting Sno\* Drift racing rally, among others.



John giving instructions at one of his Rally Schools.

1. Complete this sequence: 1-7-4-10-2-8-6-12-3-
2. Which team will have Sebastian Vettel in 2021?
3. What is common rail diesel injection?
4. Who will be the 2021 F1 World Champion?
5. What was the 0 to 60mph time of the Jaguar XK120?
6. What size engine does the Geo Storm GSI have?
7. What is the bore of the BRM V16 ?
8. What physics law defines how an aircraft stays up In the air?
9. Just for fun the [Straus Waltz](#)
10. Why 4 cylinder [Porsche's need more cylinders.](#)
11. [Why Rallycross will never be very profitable.](#)
12. What is this car? Click on photo if you have no idea!



13. Answers should be written on a \$20 bill addressed to the Detroit region secretary at the PO Box. Winner will receive \$20.