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The official newsletter of the Detroit Region of SCCA®

© Jason Swoboda



Kevin Schmidt on 100AC rally

Note that there are many links expanding on the stories. Also, most of the photos are clickable for higher resolution.

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](#)



# About us



## Director and officials

Frank Putman	Regional Executive
Cindy Wisner	Assistant Regional Executive
Brian Thorpe	Secretary, Open Exhaust Editor
Greg Valade	Treasurer,
Dan Assenmacher	Financial Director
John Li	Autocross Director
Nick Aranda	Race Director
Piotr Roszczenko	Rally Director
Matt Wolfe	Rallycross Director
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



# Membership



## Join SCCA

What are you waiting for? It's easy. Whether you want to drive, race the clock, get your hands dirty in the pits, stand next to the track with a big yellow flag or sit in the control tower, the first step is signing up.

### First Gear Membership

Special discounted membership designed to help those age 24 and under get started. Delivers all the benefits of a regular membership, including your own copy of SportsCar®, at an exceptional value of only \$50 per year.

### Individual Membership

Includes subscription to SportsCar® magazine (a \$24 value), eligibility for all Club participation licenses, SCCA car decal, insurance benefits, and discounts on Club merchandise and other products and services. The cost of your SCCA membership is comprised of \$70 national dues plus Region dues ranging from \$0 – \$25.

### Family Membership

For a husband and wife or the whole family (children must be under age 21). Spouses have the same benefits and privileges as Individual membership. Children also have the same benefits. One copy of SportsCar® magazine is provided per family. The cost of your SCCA membership is comprised of \$90 national dues plus Region dues ranging from \$0 – \$40 per year.

[\*\*Sign up here\*\*](#)

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# Solo Schedule



Thanks to everyone for their patience. The Solo Schedule is now posted on the [Solo page](#); the Michigan International Speedway (MIS) and Schoolcraft Public Safety Training Center (PSTC) dates are confirmed, and we're working on getting the Oscoda dates and possibly two American Center for Mobility (ACM) dates on the calendar. As we confirm additional dates, announcements will show up here on the website.

Date	Event	Location	Links	Results
April 25, 2021	Season Opener	Michigan International Speedway	Registration	
May 17-28, 2021	Online Solo School	Online	Registration	N/A
May 29, 2021	Solo Practice and Test N Tune	Schoolcraft, Livonia MI	Registration	N/A
May 30, 2021	Memorial Day Solo	Schoolcraft, Livonia MI	Registration	
June TBD	Solo Practice and Test N Tune	Oscoda Regional Airport, Oscoda, MI	Registration	N/A
July 3, 2021	Summer Heat Solo	Schoolcraft, Livonia MI	Registration	
Tentative: July 10-11, 2021	SVR/DRSCCA Summer Solo	Oscoda Regional Airport, Oscoda, MI	Registration	
Tentative: July 24-25, 2021	Dog Daze Solo	American Center for Mobility, Ypsilanti MI	Registration	
July 30-August 1, 2021	SCCA Oscoda Pro Solo *or* Champ Tour (TBD)	Oscoda Regional Airport, Oscoda, MI	Registration	
Tentative: August TBD	VETMotorsports Benefit Solo	TBD	Registration	
August 21-22, 2021	Before Nationals	Oscoda Regional Airport, Oscoda, MI	Registration	
Tentative: September 11-12, 2021	Tire Rack Street Survival + Fall into Autumn Solo	American Center for Mobility, Ypsilanti MI	Registration	
September 26, 2021	Autumn Colors Solo	Schoolcraft, Livonia MI	Registration	
October 17, 2021	Season Ender	Michigan International Speedway	Registration	

Go to :

<http://drscga.org/solo/>

for the latest and links to registration.

The Fun Mover has been pulled out of winter storage, and I'm cleaning out every nook and cranny right now, so the Solo season must be close!

As I'm lucky enough to have a 4-day weekend, the entire weekend will be spent finishing up the last tasks for the 2020 season (sorry for the delays, work has been crazy!) and preparing for the 2021 season.

If all goes well, all the behind-the-scenes work for setting up sanctions, registration pages, more emails and calls to sites should be done by the end of the long weekend.

Look for an announcement for registration for the Season Opener to appear here and on the website by next week. And thanks again for all your patience.





# Son of Sno\*Drift TSD by John Fishbeck



**Date: Saturday, January 16, 2021**

Scott Harvey Jr.'s Son of Sno\*Drift XXIII TSD rally is intended as the Detroit Region's only winter rally. In the days immediately leading up to the rally, it appeared that maybe those tantalizing mid-Michigan back roads might have some snow and ice on them after all. As it turns out, they did! So it was that Saturday morning January 16th found twenty six teams cued up to spend the day traversing 200 miles of south central lower Michigan's fine rally roads.

[Click here to view complete results from Son of Sno\\*Drift XXIII.](#)

[Click here to view a map display SoS\\*D's rally route.](#)

Teams departed from the rally start point at Whitmore Lake to head out for the odometer check and rally's first section, which was comprised of 21 checkpoints over 42 timed miles. Teams quickly found driving conditions more challenging than one might have expected. While not buried under deep layers of snow, road conditions were nonetheless a bit treacherous. Road surfaces were largely frozen, with a thin layer of mud on top from the day's milder temperatures. Throw in some slush, and occasional stretches of frozen surfaces interspersed with patches of snow and ice, and one has some unpredictable grip conditions to contend with!

Equipped class saw a strong field of seven experienced rally teams. Not surprisingly the end of section 1 found the always strong father/son team of Dave and Dan Harkcom leading the rally, with just 5.7 seconds penalty points for 21 controls. But just 1.1 points behind them were Rob Kay and Mike Bennett, and only 3 points past Kay/Bennett were John Fishbeck and Laurie Dawson. Kay/Bennett clawed back 0.3 points against Harkcoms in section 2, but Dave and Dan kept up their excellent effort through section 3 and pulled off the event and class win with just 26.2 points total, with Kay/Bennett on their heels with 27.3. Fishbeck and Dawson had a great run in section 3, pulling out nine zeroes in the 38 checkpoints, but it wasn't enough to overcome their deficit to the Harkcoms and Kay/Bennett. They still finished a very respectable 3rd in class with 29.5. After 85 checkpoints over some 170 timed rally miles, the first three finishers were covered by just 3.3 seconds!

An equipped class team of interest was that of Bruce Fisher and David Stone. Bruce and David have a shared rallying history going back to the 80s during the golden era of Michigan rallying. Yet over all those years they never had occasion to team together. Son of Sno\*Drift was their first run together as a team in over 40 years of rallying. Despite a class entry list filled with experienced TSD rallyists, there was one newbie. John Kytasty, chairman for Pavement Ends in recent years, drove for veteran and navigator par excellence Rob Moran. John, who has previously driven in stock class, acknowledged that driving competitively in equipped class was not as straightforward as he expected.

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## Son of Sno\*Drift TSD (2) by John Fishbeck



Limited class for Son of Sno\*Drift XXIII was, er – well, limited. Just two teams competed, long time team Adam Spieszny and Piotr Roszczenko and father/son team Steve and Sean Riddell. Adam and Piotr have dominated the class in recent years, but struggled this time. At the beginning of the rally Adam and Piotr discovered that their copy of the Richta Rally Computer app did not have the necessary menus to invoke various functions and they had to run seat of the pants. Given that, they actually put in a reasonable run, up until they somehow failed to start on the right minute at one of the restarts and ate 80 some points over the next several controls before realizing the source of the error. Riddells took full advantage of Adam and Piotr's misfortunes to take the class win with an 85 point margin. Steve and Shawn have been rallying together several years now, and this is their first class victory. Well done!

Stock class drew five teams. As has been the case for the past year or so, the awesome team of Sawyer Stone and Alison Lee walked away in the class, taking the class win with just 88 points – an average of less than one second per control. In a close battle for second Chandra Koganti and Chris Weinig just beat out Ryan Vindua and Tristan Koivisto by only 2.5 points.

As has always been the case, Son of Sno\*Drift draws a large novice contingent, and this year's running was no exception. With twelve entries novices were the largest class of the rally by far. Maegan Burkart and Bryce Proseus took the novice class victory with a respectable 467 points. Maegan was excited to win her first class victory. She started rallying just this past September in Press On Regardless. While her virgin rally run with hubby Mike was cut short by a broken spring, Maegan was hooked. She persuaded Jeff Boris to navigate for her for all three rallies of November's US Road Rally Challenge. She must've learned some stuff along the way, because this is a fine victory. Congratulations Maegan. Sam and Mariah Fiumara put in a fine run as well to take second with 575 points, followed by Eric Dieterich and Alex West with 678.

As a part of the Son of Sno\*Drift rally, Scott likes to present the Son of Sno\* award to someone in the region who has been a strong supporter of the Region's rally program in some manner. This year's recipient was John Fishbeck, who Scott wanted to acknowledge for John's efforts over the past years in maintaining and expanding the road rally content on the Region's website and for promoting Region rallies on the website and on Facebook. Scott likes to tailor the Son of Sno\* award to its recipient. Last year, Ken Wiedbusch was the Son of Sno\* honoree, and his Son of Sno\* award had a yellow C2 Corvette resembling the '65 'Vette that Wiedbusch stage rallied in the mid-70s. It isn't always possible to find an exact miniature replica of the recipient's car, but Scott works hard to come close, and did so so again for this year's award. Unable to come up with a red 4 door '11 WRX like Fishbeck's, Scott substituted a fine red 2 door RS – which comes pretty stinkin' close! Fiumara put in a fine run as well to take second with 575 points, followed by Eric Dieterich and Alex West with 678.

Thanks Scott! And thanks to all those who assisted – we know it takes more than one pair of hands.

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# Son of Sno\*Drift Photos



Photos by John Fishbeck

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# Twilight Tour TSD — cancelled

Twilight Tour TSD rally has been canceled. Unfortunately, Michigan is experiencing a dramatic surge in COVID-19 cases, including rapid spreading of the B.1.1.7 variant. Twilight Tour rallymaster Ken Wiedbusch felt that given these circumstances he couldn't in good conscience proceed with putting on Twilight Tour, originally scheduled for this coming Saturday, April 17.

Consequently the Twilight Tour TSD road rally has been canceled for the April 17 date. If you've already registered on MotorsportReg your entry fee will be refunded.

Rallymaster Wiedbusch, while disappointed, truly believes that this is the correct choice for this moment. He did allow that perhaps sometime later in the season, with improvements in the pandemic situation, there's a chance Twilight Tour will run on another date. We can cross our fingers and hope for the best, eh?

And meanwhile, the Moonlight Monte TSD rally remains scheduled for June 5, running out of West Branch. Head on over to MotorsportReg.com at <http://msreg.com/Monte-2021> for more info and to register!



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# Scott Harvey award for TSD Hell and Back

The Detroit Region SCCA is proud and pleased to announce that Scott Harvey Jr's November 2020 'Hell and Back' rally is the recipient of the 2020 W. David Teter Touring Rally of the Year. This prestigious national award was announced during the SCCA Convention Road Rally Board town hall meeting on Saturday evening, January 23 by Mike Bennett, RRB chairman (and long time Detroit Region member and rallyist). The W. David Teter Touring Rally of the Year is chosen by rallyists themselves to acknowledge the outstanding National Tour Rally of the year. The selection is made by a vote of the top 20 competitors in each of the three equipment classes who have competed in at least three National Tour rallies that year. So clearly this award reflects the opinion of experienced, active National rallyists. It is indeed a moment for Scott, and the Region Road Rally program, to take pleasure in the recognition of work well done. Congratulations to Scott, and those Region rally program participants who helped make it happen.

'Hell and Back' was the first of three rallies that comprised this year's United States Road Rally Challenge (USRRC), hosted by the Detroit Region. Scott Harvey Jr. is a Region rally legend, with knowledge and experience spanning decades in both stage and road rallying, both as a competitor and as an organizer. With Scott's hard work, and that of colleagues Piotr Roszczenko (current rally director and 2020 USRRC chair), John Kytasty ('Pavement Ends' rallymaster), Bruce Fisher ('Are You Territorial?' rallymaster), John Fishbeck (promotion) the Detroit Region pulled off a very successful USRRC under challenging conditions. Well done all!



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## Rallycross Update - Matt Wolfe



For those that have been wondering why we have had a delay in putting out our 2021 RX schedule, here is your answer. Until current circumstances change, we will not be able to utilize Milan Dragway as a RallyCross site for the foreseeable future. Rest assured that we're doing everything we can behind the scenes to have another great season of RallyCross. Stay tuned to our region website and this group for further details and announcements

“Dear Loyal & Valued Customers:

With heavy hearts, we must announce that we will not be opening as scheduled for the 2021 racing season.

We appreciate all of your support over the years. We have always operated with the best interests of our racers and fans in mind. Current circumstances do not allow us to operate the track safely, and so we are not able to open the track at all.

We will provide any pertinent updates that we may have as they are available to share. For now, however, we will be closed until further notice.

Stay safe and good luck to all of our racers and fans in your 2021 racing endeavors.

Sincerely,

Milan Dragway”

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# Saginaw Valley Solo Schedule



## Saginaw Valley Region - SCCA

Its finally here! Better late than never; the 2021 SVR Solo Schedule

May 28-31 - Oscoda

June 18-20 - Kinross (Yoopers Cup)

June 27 - Awaiting site confirmation (Ladies Day)

July 10-11 - Oscoda (DRSCCA/SVR Joint Event)

August 21-22 Oscoda (DRSCCA/SVR Joint Event)

September 19th - Awaiting site confirmation

October 10th - Awaiting site confirmation

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# Sabine Schmitz 1969—2021

In a statement issued by Frikadelli Racing - the team she founded with her husband Klaus Abbelen - it was announced that Schmitz had lost her long battle against cancer and died at the age of 51 on Tuesday. “The Nürburgring has lost its most famous female racing driver,” the track wrote on social media. “Sabine Schmitz passed away far too early after a long illness. We will miss her and her cheerful nature. Rest in peace Sabine!”

Schmitz became the first woman to win the [Nurburgring 24 Hours](#) in 1996, taking two victories in the historic sportscar race before enjoying a long career intrinsically linked to the circuit, as well as becoming known for her features on BBC programme Top Gear.

She broke further ground in 1998, when she become the first woman to win the VLN Endurance Championship title in Germany.



Having grown up in Nurburg, it was perhaps inevitable that Schmitz’s career would be built on her success at the Nurburgring. Besides her sporting feats there, she was a driver of the ‘[Ring Taxi](#)’ for many years, and estimated she had completed more than 30,000 laps of the circuit.

Schmitz also made two guest appearances in the World Touring Car Championship at the Nurburgring, recording points finishes in 2015 and 2016.

[Nurburgring is the most dangerous track in the world.](#) The number of fatalities in its 83-year history is a source of contention. One source puts the toll at 73; others say that between two and 12 persons die every year. If you have an accident and damage the Armco barriers, you (or a non-dead relative of yours) will end up paying. And if your accident closes the track for an extended period, that’ll cost your estate, too

Schmitz was best-known to British motorsport fans through her appearances on Top Gear at the Nurburgring, where she coached Jeremy Clarkson in a feature at the circuit before attempting to beat his lap time in a Ford Transit van. She went on to become one of the recurring hosts of Top Gear in 2016.

Anyone can drive it for \$35. Sabine told Jeremy Clarkson, who had just done a time of 9:59, in a Jaguar, that she could beat that in a van! She tried twice in a stock Transit diesel and only managed 10:08. How awesome! Here’s the video:

[https://youtu.be/5KiCo3\\_wVjc](https://youtu.be/5KiCo3_wVjc)

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Come join us at Waterford Hills in Clarkston, MI for an exciting weekend where individuals wishing to learn how to race wheel-to-wheel take to the track for the very first time. In conjunction we also hold "New Flagger School" for those interested in getting involved with this exciting specialty.

All types of Volunteers are needed to support this event

Driver training will take place on Saturday with practice starts on Sunday, so we will need Grid Workers, Flaggers, Fire & Rescue, Starters, T&S etc. to make this a successful weekend.

## New Flagger School

The school consists of a Saturday morning classroom session, where we teach you the basics of flagging and communications, including: The Flags, Basic Communications, Safety, Equipment (what you need, what to wear, what to bring).

After the morning session, students will be taken on a tour of the paddock and introduced to the various car classes and vehicle types.

The remainder of the afternoon will be spent working with our experienced Marshals on a turn station, putting into practice everything they learned during the morning.

Students are encouraged to return on Sunday, where they will once again work on-track with our experienced Marshals.



Park down near "Lena's Place" and sign the release to get your arm band or hard card sticker. A SCCA license is not required at Waterford Hills.

Plan to arrive by 9:00 am and check-in with your Specialty Chief. Lunches and drinks will be provided each day. On track activities end no later than 6:00 pm. There will not be a cookout or Sunday trophy presentation for this event. Flaggers: Sign in at the base of the tower. The morning meeting around to 9:30 am to give everyone time for announcements, updates, assignments, etc.

New Flaggers: Welcome! Classroom training will take place on Saturday morning after the morning meeting, with on-track hands-on training in the afternoon and all day Sunday. You are highly encouraged to attend both days to gain the necessary safety training and experience. If you want

to learn more click on "New to F&C?" at [michiganturnmarshals.org](http://michiganturnmarshals.org)

[Register here.](#)

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# Detroit Grand Prix - June 11-13

**1 AMAZING  
WEEKEND.  
5 GREAT  
RACES.**

*IMSA JOINS INDYCAR AND  
INDY LIGHTS FOR ONE  
AWESOME WEEKEND ON BELLE ISLE  
JUNE 11-13, 2021*



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Hey Track Nighter,

Can you believe it's time to start a new season of Track Night? We are pumped to get back to the track with you, and events in March, April, and May events all across the country are open for registration now.

You can check out the [full line-up of Track Nights this year here](#), and see the events coming up near you below.

At Track Night in America Driven by Tire Rack, we want you to be safe both on the track and off. If you'd like to see how we do that, read more about our [COVID-19 Event Procedures here](#).

For more information go to [TracknightinAmerica.com](http://TracknightinAmerica.com)

Here are some local events:

Gingerman—May 13, June 17, August 12, September 16

Nelson Ledges— May 5, June 2, July 20, August 17

VIR—May 19

Blackhawk—April 28, June 2, July 7, August 10, September 1.

\*Schedules Subject to Change\*



Photo courtesy of Tradd Slayton

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## Women on track — Nick Aranda



Detroit Region SCCA is proud to support

[SCCA Women on Track](#)

again in 2021 with a renewed program.

This week SCCA Women on Track announced Joanna DeBoer as one of two women chosen to participate in their on-track scholarship program. This great program expands the positive opportunities for women in motorsports. Joanna will be a third generation driver as her Grandfather Bill DeBoer Sr. drove and is still active on the race scene. Her father Bill DeBoer is currently racing vintage and GT2 in SCCA. Joanna will be participating in the SCCA/WHRRRI Driving School at the end of this month. Safety equipment is always the top priority and Thanks go out to

[Racechick](#)

for their first class women's driving suits and SPS

[Solo Performance Specialties](#)

for their Helmets. Make sure you go to them for your racing needs. Congrats to Joanna and looking forward to hearing more as this program progresses.

Thanks to

Danny Kellermeyer

and

[DJ Racing](#)

for the great writeup.

Thank you to

[Kuhn Racing](#)

for making this possible! Please follow along with their progress in 2021 and beyond.

Nick Aranda

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## 100 acres rally by Kevin Schmidt



[Front page photo](#) is Kevin airborne.

100 Acre Wood Rally is held in Missouri and like any rally; every year can mean different conditions/participation. This year there was a lot of rain ahead of the event but sunny and clear days during the competition itself. This year's 100AW also had incredible popularity due to the 2020 event being canceled, competitor registration filled up to 90% of its capacity within 36 hours. This particular event is known for fast flowing roads with good technical roads in the valley regions scattered with water crossings but is also particularly known for its famous cattle guard jump. I am used to off-roading in Michigan, I'm familiar with our sand and when things get rocky/rutted, however at 100AW this was a completely different animal. Their sand is filled with rocks and they bind to form almost like concrete type dirt, the level of grip is high it tends to hold up well. Day 1 is certainly a horse-power war but we fared better than we thought. Normally our non snow events tend to rut up quickly and expose boulders within the sand but these twisty and rough sections on stage felt more like a Crystal rallycross where you know you need to hold the gas and hold the steering wheel and go along for the ride. Some of the POR roads were 1/4 the width of what Missouri had to offer in many places but nothing prepared me for the cattle guard jump, I've seen what it did to Fetela's car and others taking this jump at speed seemed like no big deal, nobody warned us of what not to do so I did it the only way I know how: WOT and we sent it about as good as Ken Block or Travis Pastrana did in a much more road going car, however their landing was much better than ours but we had fun.

We had a large 2WD field with an array of class/event champions, but durability was going to prove out the winner of this event.

This rally is held over 2 days while the first day is mostly very wide and very fast roads the second day was known for re-running the roughest stage out of the rally 3 times. In one day. 90+ cars

Attrition was over 50% by the end of the rally and we passed many cars on the side of the road, water crossings were tricky and we succumbed to them at times too but luckily with a Wankel I have no rods to bend so crank the engine over, hold the injector kill switch and let the starter pump the ingested water out the exhaust until I could restart. We had lost about 2-3 minutes in total of our water crossing issues but many cars were DNF'd so we POR'd and managed a 4th in class on a tough and challenging event that we had never done before.

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## Area 4 (GLDiv) update — Dayle Frame



Probably the biggest highlight of the past month was our GLDiv Spring Training meeting held on 3/7. Due to continued pandemic restrictions, the event was held remotely. Many kudos go to Val McCammon as she made all the arrangements. She had a lot of help from her husband Pat and Velma and Raleigh Boreen. The four of them acted as moderator and guided a flawless day of sessions. There were over 100 people who attended a session during the day.

Work continues on the revised GLDiv website. If you are an RE, Race Chair, etc. and want your event posted on the divisional website's calendar, please send the pertinent details (date, location, contact person, registration link) to Rob Dietz ([gldsccaweb@gmail.com](mailto:gldsccaweb@gmail.com)). He's the web-master and will be able to collate the divisional events into the calendar.

The usual monthly meetings occurred in March. It started off with the Club Racing Board ([CRB](#)) meeting on 3/2. There was the usual agenda of 100+ letters that the CRB dealt with....most fairly mundane. The biggest item was the introduction of the tentative schedule for the Runoffs. Eric Prill said a survey of drivers indicated that over 1000 will attend the Runoffs at Indianapolis Motor Speedway ([IMS](#)) this year. This puts pressure on them to generate a schedule that meets a wide variety of criteria (multi-class drivers, track limits, daylight hours, etc.). It has since been released and can be found [here](#). There's nothing quite like IMS and I know I'll be there. I had the pleasure of racing there back in 2017 when the Runoffs first visited the facility. Please consider attending in some form (worker, spectator, crew, etc.) as I am sure you will have an excellent time. It'll be held from 9/28 to 10/3 and other details about the event can be found [here](#).

We had a [BoD](#) meeting on 3/22. As usual, there wasn't anything too flashy that came from this meeting. We discussed the financial report submitted by Jeff Dahnert. Things look pretty good so far this year. The steps taken last spring as the pandemic was taking hold have continued to bear fruit. The President (Mike Cobb) submitted his update to us a week beforehand and we discussed that a bit during the meeting. There were a couple of "hush, hush" items that I cannot comment on at this time. Nothing too terribly earth shattering and I'll let you in on it when the time is appropriate.

One nice thing to come from the meeting is that we are planning on meeting face to face in late July (7/30 – 8/1). By then, it will have been well over a year since that occurred. We'll be heading to Kansas City for this, and I can't wait to see my fellow Board members. I've only met four of them over the years (Albin, Dowie, Isley and Jankovskis) so this will be quite exciting for me. Another BoD meeting will take place in December (12/3 - 12/5) and it will also be held in Kansas City.

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## Area 4 (GLDiv) update — Dayle Frame



The next night (3/23), there was a RallyCross Board ([RXB](#)) meeting. This group is diligently working on expanding and raising the profile of the program. Among other things, they are working on coordinating their National Championships which will be held in our backyard. They'll be held in Chillicothe, OH on 10/15-10/17. Details about the event can be found [here](#).

On the next evening (yes....I had SCCA meetings three nights in a row), we held the first meeting of a committee dedicated to electric vehicles (EVs) and how they will be folded into every level of all competition programs within SCCA. We are charged (get it...charged about EVs....I know, don't quit my day job) with not only incorporating EVs into competition but also the safety and liability aspects of bringing them into the fold. The SCCA wants to be the leader for the current (yet another pun) and next generation of automobile enthusiast and EVs will definitely be a part of that future. As an EV owner and competitor, I am VERY excited to be in on the ground floor as we move into this realm.

Events of the past month have had an impact on my summer schedule. Here's my revised (and still tentative) schedule:

4/29 - 5/2: STC @ PIRC (Super Tour)  
5/22, 5/23: OVR @ MidOhio (Major)  
6/4 - 6/6: Champ Tour Solo @ Grissom  
6/19, 6/20: WMR @ Grattan (Double Regional)  
7/16 - 7/18: Time Trails National Tour @ GingerMan  
7/23 - 7/25: Pro Solo @ Toledo  
7/30 - 8/1: BoD meeting in Kansas City, MO  
8/21, 8/22: WMR @ Grattan (Major)  
9/6: WMR Solo @ Grattan  
9/24 - 10/3: Runoffs @ Indy  
10/15 - 10/17: RallyCross Nationals in Chillicothe, OH  
10/24: WMR Solo @ Grattan  
10/31: MBR Covered Bridges Road Rally  
12/3 - 12/5: BoD meeting in Kansas City, MO

Thank you for your time and I look forward to hearing from you soon.

*Dayle Frame*

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# Rally Cage Advice



PSA: We were out at [DirtFish](#) this weekend for some great [OZ Rally Pro](#) codriver training and got introduced to [Brody Dotson](#) who's building a rally car.

He didn't ask for advice, but I gave him some anyway, which I'll repeat here for anyone looking to build or buy a rally car:

The foundation of any rally car is not the shell, it's the cage. If you're buying or building, that's the most fundamental bit you absolutely want to know all about. ALL of the rules are important, but a cage is something that a lot of folks new to rally won't have the ability to handle on their own, and in many cases it's not something easily modified.

Read the ARA technical rules (currently at: <https://ad7be502-15c0-41c1-8aa6-96d350a97bab.filesusr.com...>)

Also read FIA Article 253, Appendix J (currently at: [https://www.fia.com/.../253\\_2021\\_wmsc\\_2020.12.16\\_updated...](https://www.fia.com/.../253_2021_wmsc_2020.12.16_updated...)).

Now read them again. Rinse, wash, repeat until you understand them.

There are a lot of "gotchas" when it comes to cages. Just because a car has a logbook from the past doesn't mean it's currently ready to race. Likewise, there's a good chance that a cage that's meant for another sanctioning body or form of racing isn't appropriate for rally. The list goes on and on, lots more besides that. Know the rules. Be a safety nerd.

Get your answers from trusted sources, not "some guy on the Internet". If you have any questions, contact your local scrutineer or email [araral-lytech@usacracing.com](mailto:araral-lytech@usacracing.com)

There's a lot more to safety than the cage but when sourcing or building a car getting the cage right is a critical first step.

That is all 😊  
Nathan Odle

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## Road trip to Greece 50 years ago

In the summer of 1970, three friends and I took my Ford Cortina GT on a camping adventure to Greece. We passed through Germany, Austria, Yugoslavia and finally, Greece.

Halfway through Germany the no charge light came on and it turned out to be a broken alternator belt. Needless to say, I hadn't packed any spares. We limped into a small town and went to the nearest pub for help. They found us a room for the night and one of their customers took our battery home to put it on a charger overnight. I don't remember how we obtained a new belt, but it obviously happened. The next morning our fully charged battery reappeared, and we were on our way again. Those people were so friendly.

We continued through the rest of Germany and were in awe of the scenery in Austria. At that time there were only two major paved roads in Yugoslavia and on the way down to Greece we took the inner road through Zagreb and Belgrade.

After about an hour's driving in Yugoslavia, there were armed soldiers directing certain cars into a layby. I think they were mostly foreign plated cars. A soldier came up to me and said we were speeding. I tried to deny it, but he wasn't listening. The "fine" was a few pounds and I was glad to pay up and get out of there.

As we neared Belgrade the rear brakes started smoking. The Cortina had never been used to this much load with four people and all our gear, and the right rear wheel bearing started to fail. We found a campsite and I dropped off the other three. I had just seen a Ford sign on the top of a hill and made my way there in the hope that they could fix the bearing. Several mechanics were working on cars in the street as I pulled up. No-one spoke English and I tried to explain the problem with sign language and pointing at the problem area. One mechanic immediately knew what was needed and came out with a jack and words like "I fix". He jacked up the car and in no time removed the half shaft. I started to worry when he put the bearing in a vice and cracked off the loose outer race. I had no idea if he had a replacement and was panicking that I now had no means of continuing. He could see I was concerned, and he smiled and went back into his parts store. After what seemed like half an hour, he came back with a bearing in his hand. He couldn't find an exact replacement, but the one he picked out was from an Opel Kadett. It had the same ID and OD but was slightly wider. He fitted it using washers to space out the retaining plate. I paid him five pounds, thanked him profusely, and I was on my way.

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# Road trip to Greece 50 years ago

We continued into Greece, stopping at Thessalonica and Athens to see all the sights. Then we continued to Kalamata in the Peloponnese. Since this was all of 50 years ago many details have faded from memory. On the way home, we took the coast road in Yugoslavia, but to get there, we had to traverse 50 miles of unmade road (also known as a "white") to rally enthusiasts. It was awful and at one point several kids threw rocks at us.

The coast road took us through the beautiful city of Dubrovnik. The Cortina behaved admirably for the rest of the trip and we arrived back in England after a delightful three weeks.



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# Long Service Awards - 20 to 50 years



Congratulations to the following long service members who celebrated anniversaries January 2021 through April 2021

## 50 Years

Mark Davison

Terry Myr

## 45 Years

James S. Arthurs Jr.

Philip A. Schilke

Suzanne M. Royce

## 40 Years

Tim R. Claucherty

Thomas C. Abbott

## 35 Years

Eugene R. Clark

W. G. Giles

Edward C. Arthur

Cheryl Bondie

Ted Bondie

## 30 Years

Arthur S. Hyde

Philip Lower

Stephen Barth

## 25 Years

Deborah L. Armstrong

Robert Moran

Richard Worden

Matthew Braun

Gregory Few

## 20 Years

Corry Johnson

Frederick W. Scarpace

Lauren James Scarpace

Paul A. Woolner

Rebecca Chan

Christopher J. Childs

Juergen Gemnich

Raymond Kach

Bruce Alan Fisher

Rita Heinrich

Ian Lockwood

## 15 Years

Lawrence Winkelman

Jason Stepke

John L. Vickerman

Bradford Alexander Withorn

Colleen Devins

Jon Ellis Fisher

## 10 Years

David Henry Geloneck

Jeremiah Mauricio

Dave McCagg

Robert J. Potocki

Mark R. Scott

Kristen Novak

Michael J. Novak

Bill Wise

## 5 Years

Rob Allie

Van Alexander Blanco

Kevin Denton

Wesley Haney

Eleis Mauricio

Brittany Paris

Nicole Rodriguez

Brent Allen Stoner

Jordan Zenga

Tom Balanowski

Caius Boboescu

Jackie Boboescu

Joshua Guang

Campbell Abby Risse

Kerry Risse

Kylee Risse

Herb Seubert

Carl Sigmann

Brent Clifford Dalton

Clint Aaron Griest

Johanna Foege Griest

Ryan Dean Harris

Adam Thomas Stroup

James A. Wobser

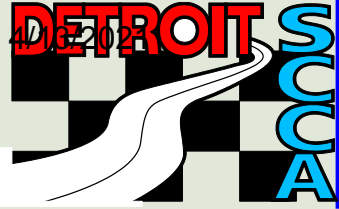
Robert Formisano

Kevin Loughlin

Daniel Milewski

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# Press on Regardless Book - by Andrew Layton



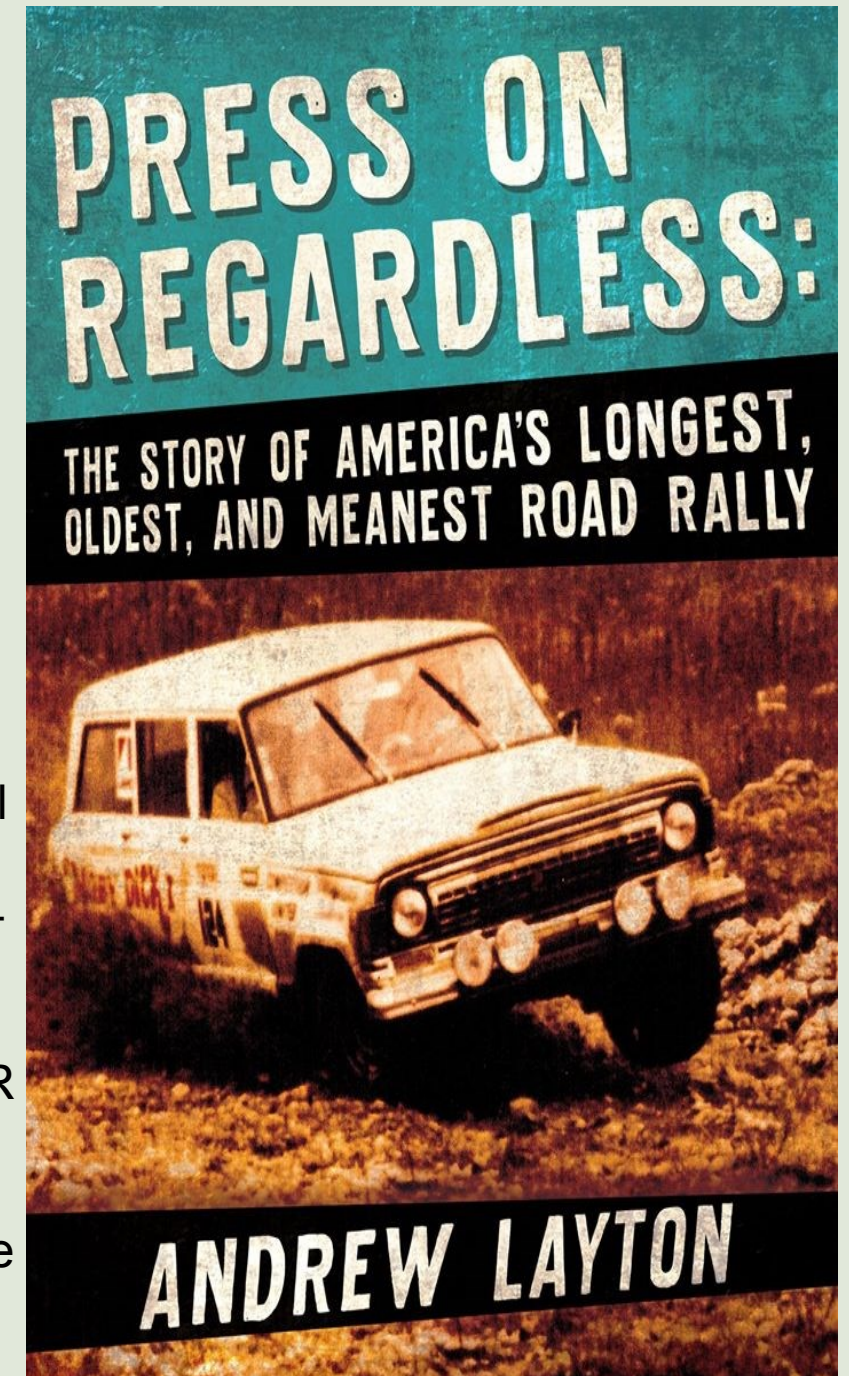
Available at: ["Press On Regardless: The Story of America's Longest, Oldest, and Meanest Road Rally,"](#)

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.



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