

What's in this issue:

The Press on Regardless rally takes center stage in this issue with several stories from competitors detailing their successes and alas, some failures.

[See next page for more detail.](#)

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

The official newsletter of the Detroit Region of SCCA®



[Bruce Fisher](#) was awarded The [Robert V. Ridges Memorial Award](#) for his long service in support of Road Rallies, especially for his 20 years of serving as Rallymaster for the POR rally.

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](#)
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- [Ralph Thayer Automotive](#)



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People

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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



Membership



So you've read all about the great things the Sports Car Club of America has to offer its members and you're ready to sign on the dotted line. But wait! You say to yourself, 'I'm not really interested in competing, so what else can I do within this Club?.' Well, we have plenty of opportunities for folks, even if they aren't interesting in strapping into a fire-breathing racing machine. Whether it's Rally, Solo or Road Racing, there are tons of jobs that need to be performed to ensure a fun, exciting and safe event goes off without a hitch. In addition to supporting out amateur motorsports programs, SCCA workers also provide staff to numerous professional sanctioning bodies, including IndyCar, NASCAR and IMSA.

[Trackside – Up Close and Personal](#)

If you're interested in being on the front lines of an event, here are some possibilities for you:

Flagging and Communications

Emergency Services

Starter

Race Officials

Scrutineer

Timing and Scoring

Registrars

Steward

Workers & Officials Programs

For more details on these opportunities [check here.](#)

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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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Board of Directors Election



Election Update

A General Election was held by secret ballot in 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. One of the directors, Dr Jen Glass, was term limited.

The following were on the ballot, and, surprise, they were all elected.

Frank Putman

Scott Harvey

Alex Della Torre

Keith Armitage

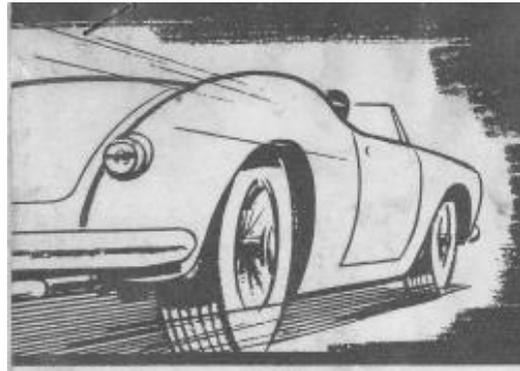
Congratulations to all.

At the December 9 BOD meeting, All current executives and directors were reappointed, except for the Treasurer. Jen Glass is term limited and Greg Valade volunteered for the position. Thank you Greg!

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2020 Annual Membership Meeting



2020 Annual General Membership Meeting

Assistant RE – Cindy Wisner

RE- Frank Putman

Postponed from 3/18/2020

The Annual General Membership Meeting was held online this year due to Covid. Assistant Regional Executive, Cindy Wisner, put together a substantive presentation detailing the activities of the club for 2020.

Note that this is a video of the Power-Point slide presentation and slides advance automatically every 5 seconds.

[You can see the presentation here.](#)



Race!



Rally!



RallyCross!



Solo!

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What is the Press on Regardless Rally? (1)



As the oldest continuously run rally in North America, the Press On Regardless Rally (POR) has been held on the roads of both of Michigan's peninsulas since 1949. This year, its 72nd running, started on Saturday, September 12, and ended in the wee hours of Sunday, September 13. Andrew Layton has written a terrific book on the history of the rally, titled "[Press On Regardless: The Story of America's Oldest, Longest, and Meanest Road Rally](#)". We recently caught up with Layton to learn more about this rally and its amazing story.

First, an explanation of how rallies work is in order. Road rallies are unlike races in that they are not tests of speed; rather, they are a test of skill and precision. Teams consisting of a driver and a navigator are given a set of route instructions that define which roads to drive and the speeds to maintain. Rally teams are scored on how closely to their ideal time they arrive at each checkpoint along the route. This may not seem all that exciting, but there are many challenges to the team members that keep things fun and interesting. Following the proper course can be a subject of satisfaction (and sometimes frustration) as can the math calculations the navigator must perform to keep his/her team "on time."

"The story of the first POR goes back to 1949 when the core members of the Detroit region of the Sports Car Club of America were looking to create a signature event for the region," relates Layton. "A couple of the guys had attended the 1948 grand prix at Watkins Glen and came back full of enthusiasm." In addition, many of the region's members had returned from England after World War II and had brought back British sports cars—primarily [MG TCs](#). The founding members of POR included George Gaston, who was head of the Detroit region; Charlie Davison, an Englishman living in Michigan; Harold Lance, and Bob Collins. The group met at Davison's house in Birmingham, Michigan, and were discussing what to name this event. "One of the gents suggested POR, or Press On Regardless, which was an unofficial motto of the pilots of the [Royal Air Force](#)," says Layton. "In their honor, the group chose that name for the rally."

In October 1949, the Detroit region held the first POR. It started at the [Dearborn Inn](#), then traveled to Battle Creek, Flint, and then back to Dearborn for a total of roughly 360 miles. The route wasn't quite as rough as later rallies would be, so many of the cars were specials and hot rods. The winning team of this first POR was driver Vince Gardner and his wife, Louise; their car was a one-off [1947 Studebaker Special two-seater](#). "Gardner was actually a very accomplished car designer and had worked with Gordon Buehrig and assisted him in designing the [Cord 810](#)," tells Layton.

The rally's route changed every year, and in 1958, POR was held in Michigan's Upper Peninsula and was the first epic challenge for the rally. This was also the first year that [Scott Harvey](#) would enter the rally, and from there he would play a key role in the evolution of the event. After 1958, the rally became increasingly more challenging, and in 1961, it was run as a twenty-four-hour around-the-clock event. Harvey was joined by [Gene Henderson](#) in making POR a world-class event. The pair would team up later for the [1964 Monte Carlo Rally](#).

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What is the Press on Regardless Rally? (2)



“At the time, they were the top-two American rallyists,” says Layton. “The fact that they were from Detroit was amazing, and they helped make POR the premier rally in America throughout the '60s and most of the '70s.” In 1969, POR switched from a TSD rally to a stage rally.

In 1970, POR appeared on the FIA’s international rally calendar as a non-championship, non-points event. As a result, more drivers from Europe started to appear. In 1972, POR was added to the International Manufacturers’ Championship calendar, and this was the year that the Lancia factory team showed up with one of its top drivers, [Harry Källström](#), piloting a Fulvia 1.6 Coupe HF. Lancia was the odds-on favorite to win, but Gene Henderson had other ideas. Henderson had a deal with American Motors, which owned Jeep at the time. Henderson entered a team of Jeeps in the rally and piloted a white Jeep Wagoneer, nicknamed Moby Dick “It was pretty much a shock to the entire community when Henderson went on to win the 1972 POR,” states Layton. “It was the first victory of an all-wheel-drive vehicle in an international rally.”

The years 1973 and 1974 were on the World Rally Championship calendar, and they were the first such events to be held in the U.S. In 1974, the [Renault 17 Gordinis](#) came over, piloted by [Jean-Luc Thérier](#) and Christian Delferrier, two of the best French rally drivers of the era. That was also the same year the entire rally was staged in the Upper Peninsula, and the teams ran afoul of the local constabulary.

“On Halloween eve, with the kids of the town out trick or treating, one of the Lancia Stratos did a massive burnout on the main drag of the town of Felch and hauls through town, which caught the attention of the local sheriff,” Layton says. “The sheriff went to the next stage of the rally, set up a roadblock, and asked all of the teams to leave his county.” As a result, a majority of the stages had to be scratched and the winner wasn’t decided by the FIA until many months later.

Through the 1980s and 1990s, the rally continued as an SCCA Pro Rally event. These were the years when legendary rallyists such as [John Buffum](#) and Rod Millen raced in POR and engaged in epic battles on the backroads and logging trails of Michigan. “Many of those roads were designed for speed limits of 25 mph,” points out Layton. “And were now seeing speeds well above 100 mph.”

Today POR is once again a TSD rally, and literally anyone can enter. “The great thing about today’s POR is that it is very accessible,” explains Layton. “As long as you have a valid driver’s license, a street-legal vehicle, and sign our form, you can run in POR.”

This year, there were 26 teams entered, with vehicles including not only the usual suspects of Subaru WRXs, Audi A4s, and Jeep Grand Cherokees, but there are also Chevrolet Cobalts, Ford Fiestas, and even a 1972 Datsun. “The event is not a car-breaker,” Layton concludes, “but low-ground-clearance vehicles are definitely not recommended!”

[View original article with photos at Hagerty.com](#)

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Results—2020 Press on Regardless Rally



2020 Press On Regardless - Final Results Max: 30.0

Car #	Driver	Navigator	Class	Place	Total
2	Scott Harvey	Robert Moran	E	1st	29.1
1	David Harkcom	Daniel Harkcom	E	2nd	41.3
3	Andrew Layton	Joe Layton	E	3rd	116.7
8	Satish Gopalkrishnan	Savera D'Souza	L	1st	53.0
5	Brian Line	Kevin Line	L	2nd	94.0
4	Adam Spieszny	Piotr Roszczenko	L	3rd	131.2
6	Jennifer Glass	Brian Thorpe	L	4th	298.7
10	Jim White	Jerry White	L	5th	307.4
11	Chris Kaser	Art Kaser	L	6th	510.3
7	Jeff Boris	Nic Boris	L	9th	667.3
12	Michael Oxendine	Ken Swarm	L	7th	712.2
9	Kurt Przybysz	Gary Kowalski	L	8th	764.2
17	Sawyer Stone	Alison Lee	S	1st	129.9
13	Ryan Vindua	Tristan Koivisto	S	2nd	189.1
19	Bob Martin	Jim Kloosterman	S	3rd	208.8
14	Chandra Koganti	Rick Vendlinski	S	4th	294.8
16	John Li	Kevin Schmidt	S	5th	520.5
20	Ted Rurup	Darren Rurup	S	6th	629.1
23	Stephen Jones	Devin Mulder	S	7th	657.3
18	Kent Gardam	James Oess	S	8th	729.5
15	Cody Beyer	Miles Ritter	S	9th	910.5
26	Andrew Bockheim	Koressa Bockheim	N	1st	452.6
21	Thomas Klonowski	Cort Bouse	N	2nd	948.0
24	Ron Mallison	Kris Bain	N	3rd	1194.1
22	George Arango	Matt Weyhmler	N	4th	1204.7
25	Maegan Burkart	Mike Burkart	N	5th	1405.9

Click on the names in red to link to their stories. If I missed anyone's story, I apologize.

[See all the times here.](#)

$$Time = \frac{Distance \times 60}{Speed}$$

Where:
Time is calculated as decimal minutes
Distance is in Miles
Speed is in Miles Per Hour

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Press on Regardless Rally (1) – John Fishbeck



This year's running featured use of the Richta virtual controls technology for timing and scoring. This eliminated the handling of time cards and contact with control crews, helping to ensure that competitors stayed safe from COVID-19. In addition, rallymaster Bruce Fisher worked hard to implement other measures to reduce this risk, including online only registration (no in person registration at event); no gatherings, with only electronic communications; sealed routes and instructions insuring only competitors touch them. POR ran on a variety of challenging and entertaining roads through the woods of northern Michigan – a hoot for drivers and navigators alike. While the current POR is deliberately conducted to not be a car breaker, it is nonetheless recommended that vehicles with low ground clearances not be utilized.

Rally headquarters were at the Hampton Inn in Gaylord.

Covering more than 300 miles in 14 hours, POR 2020 was an entertaining driving and navigation challenge. As a sanctioned Road-Rally event, all speeds were legal, but brisk, providing drivers a test of skill at staying on time in challenging conditions. Navigators were busy keeping their driver on course and on time while traversing gnarly roads meandering deep in the woods of northern Michigan.

The last five hours, from 9 PM to 2 AM, were run in the dark over some of the most demanding roads at a brisk pace, adding even more challenges.

The rally was organized into five sections, each section running approximately 2 hours and followed by a break at the end before starting the next section. At each section break, scores were posted, and included a map showing the rally course the competitors had followed up to that break.

Equipped class had just three teams this year. Of special interest were the father and son team of Dave and Dan Harkcom, and the team Scott Harvey Jr. and Rob Moran. Both teams were previous overall winners of previous PORs, are evenly matched and very competitive. In addition Andrew Layton was back to run again with his dad Joe. Andrew is the author of a just recently published comprehensive history of POR, 'Press On Regardless: The Story of America's Longest, Oldest and Meanest Road Rally' (available from Amazon and Revolution Press). Andrew was inspired to write this book by his own experiences running POR.

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Press on Regardless Rally (2) – John Fishbeck



Limited class saw some stiff competition as well. Brothers Brian and Kevin Line are always strong contenders, having won the class in multiple previous PORs. Adam Spieszny and Piotr Roszczenko are regular winners in this class too. Satish Gopalkrishnan and navigator Savera D'Souza came all the way from New Jersey to run this year's POR. Satish is a relative newcomer to TSD rallying, but has become competitive quickly.

Driver Tristan Koivisto and navigator Ryan Vindua have been regular stock class competitors in Detroit Region rallies over the past several years, and quickly came to all but dominate the class. They will surely be in the chase for first in class here. But they should expect competition from Sawyer Stone and Alison Lee. Sawyer and his granddad won the 2006 Great American Race, when Sawyer was just 13! And stock class is seeing some visits from veteran rallyists of yore – the teams of Bob Martin and Jim Kloosterman, and Kent Gardam with James Oess.

Novice teams are those with six or fewer rallies under their collective belt, oftentimes newcomers. POR is one challenging rally to cut one's TSD teeth on, but many who have done so tell great tales of their first road rally adventure!

The event as it happened and reported live by John Fishbeck

The 2020 running of Press On Regardless® is underway! Car number 1, the father/son team of Dave and Dan Harkcom, in Dan's 2010 Saab 9-3 "Saabaru", was scheduled to start at 12:01 from POR headquarters at the Hampton Inn in Gaylord. All the cars are out starting the course now, with car 1 scheduled to leave the end of the odometer check and begin the timed portion at 12:46. The twenty-six competing teams have a challenging 335 miles and 14 hours ahead of them.

In addition to the variety of unpaved twisty roads demanding driver and navigator skill to stay on course and on time we're going to throw a little rain into the mix! The weather forecast for the area that POR is running in is calling for periodic rain showers throughout the rally time. Radar shows that the area covered by section 1 is currently experiencing light rain. Wet, muddy unpaved roads will provide challenges to drivers to keep on time and on the road, and to navigators to manage mileages in slippery conditions.

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Press on Regardless Rally (3) – John Fishbeck



At the end of each of the four sections prior to the last one competitors have a scheduled break, with opportunities to top off (always a good idea in rural northern Michigan, especially at the later, nighttime sections!) and grab a bite to eat and something to drink. Once all competitor cars are accounted for at each break scores will be posted, and will be available for viewing on the Detroit Region SCCA Facebook page, the Michigan Rally Enthusiasts Facebook page and the Region's website (drscca.org/rally/press-on-regardless/), along with a map showing the rally course up to the section break location. Break times and locations are as follows:

Break 1: 2:43 PM – 3:30 PM, Waters
Break 2: 5:10 PM – 6:15 PM, Lewiston
Break 3 break: 8:17 PM – 9:00 PM, Millersburg
Break 4: 11:30 PM – 11:50 PM, Onaway
Finish, approx. 2 AM, Gaylord

If you have an Android device you can view competitors' scores in real time! Go to the Google Play store, search for 'Scoreboard – Richta', and download and install the free app. When you first launch the app you'll be prompted for an event to watch – select 'Press On Regardless 2020'. Competitor's scores are uploaded to the host where the Scoreboard app retrieves its data when their devices have network connectivity, either via cell data or wi-fi. Much of the area that POR runs in is rural and without cell coverage. Consequently there will be periods when no scores appear to be updating, followed by periods when scores suddenly appear when connectivity is available.

Results thru end of section 1: http://drscca.org/wp-content/uploads/2020/2020_POR_Scoring-Sect_1.pdf

Map of rally course thru of section 1: https://fishbeck.droppages.com/Maps/2020_POR_Sect_1

All 26 of the teams have successfully made it to the end of section 1 and have arrived at Waters for the section break. This first section shouldn't have been too tough, running mostly over graded county roads with moderate CASTs (speeds). It should have served as a kind of 'warm up' section for the competitors, giving them an opportunity to see the Richta GPS-based virtual controls function and get into rally rhythm. It looks like the section ran in light rain most of the time, so the wet road surfaces may have provided folks with some entertaining moments.

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Press on Regardless Rally (4)– John Fishbeck



We already have some contests brewing! Scott Harvey Jr. and Rob Moran are leading equipped class and overall, with just 6.3 points for the first 10 controls. David and Dan Harkcom encountered some sort of timing error that cost points, leaving Andrew and Joe Layton to take over second with 16.0 points. But they're just 10.6 points ahead of Harkcoms, so they'd best stay on their toes!

Limited class is seeing a three way contest at the top, with Satish Gopalkrishnan and Savera D'Souza scoring just an amazing 10.2 points for the section, not only leading limited class but holding down 2nd place overall as well! Brian and Kevin Line are only 9.4 points behind, and just 2.7 points ahead of Adam Spieszny Piotr Roszczenko. We'll likely see some lead swaps throughout the day here.

Stock class is showcasing the Great Race winning experience of Sawyer Stone who, with navigator Alison Lee, is at just 47.3 points for the section. Ryan Vindua and Tristan Koivisto trail 15.7 points behind, but just 2.5 points ahead of returning rally veterans of yore Bob Martin and Jim Kloosterman. This'll be another contest to watch through the rally.

We've got novices turning in some pretty respectable scores, led by Andrew Bockheim and Koressa Bockheim with only 103.5 points, an average of just over 10 seconds off per control for the 10 controls. Pretty stinkin' good!

Results thru end of section 2: http://drscca.org/wp-content/uploads/2020/2020_POR_Scoring-Sect_2.pdf
[Click here to see] Map of rally course thru of section 2: https://fishbeck.droppages.com/Maps/2020_POR_Sects_1-2

Section 2 began to treat the competitors to some truly tasty rally roads! Turtle Lake and Lovells roads were used as stage roads going back to the late 60s and into the 70s when Press On Regardless evolved into a stage rally. And a later trip down Walsh Rd is also a visit to an old POR stage road. TSD teams don't run these roads at stage speeds, but that doesn't keep the roads from being engaging driving exercises, requiring focused driving and navigation to remain on course and time.

It looks like the rain has let up for the time being, although the forecast promises more later, just in time for the nighttime stages 4 and 5. What could be better than working to stay on course and time on wet, muddy, slippery roads in the dark while it's raining? Something for all our hardy POR teams to look forward to!

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Press on Regardless Rally (5)– John Fishbeck



A rallymaster calculation error has affected legs 11 and 12, with a 12 second pause being assigned to the wrong leg. Rallymaster Bruce Fisher is doing his best to determine if he can figure out a way to salvage the legs and not have to discard them.

Harvey/Moran continue to lead in equipped class and overall with 24.3 points, 12 points in front of the Harkcoms. Andrew Layton and dad Joe continue to hang in with 56.8 points.

Satish Gopalkrishnan and Savera D'Souza continue their incredible run in limited class, taking only 29.3 points for the two sections! This not only places them first in class, but also second overall, just 5 points behind Harvey/Moran. Heckuva run going there guys! The Brothers Line continue their steady run with 36.7 points, trailing the class leader by only 7.4 seconds – still lots of opportunities in the hours ahead for changes! Spieszny/Roszczenko are keeping the leaders honest with 48.6 points.

Stock class continues to show the prowess of the Sawyer/Lee team, scoring only 76.1 points over the 20 scored controls – an average of just under 4 seconds error per control! Veteran rallyists Martin and Kloosterman are getting in a great run on their return to TSD rallying, holding second in class with just 99.4 points.

Novices Andrew Bockheim and Koressa Bockheim continue their most excellent run with 141.9, collecting only 38.4 points during the second section. Great run you two!

Having refreshed themselves with food and drink, and gas for their cars, in Lewiston, the teams will begin departing at 6:16 to start section 3. They'll wind up in Millersburg around 8:17, when we'll check in again on their progress.

Results thru end of section 3: http://drscca.org/wp-content/uploads/2020/2020_POR_Scoring-Sect_3.pdf
Map of rally course thru of section 3: https://fishbeck.droppages.com/Maps/2020_POR_Sects_1-3

As the hours grind on the 2020 Press On Regardless field begins to spread out. But Harvey/Moran continue to hold their lead in equipped class and overall at 40.1, and still maintaining their 12 point advantage over Harkcom/Harkcom.

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Press on Regardless Rally (6)– John Fishbeck



But the truly incredible story so far in this POR is the performance of the limited class team of Satish Gopalkrishnan and Savera D'Souza, who are leading the class at 40.6, and are just 0.5 points behind overall leaders Harvey and Moran! Brian and Kevin Line continue to put in a strong showing at 52.2 with Spieszny/Roszczenko nipping at their heels just 9.4 points back.

Stock class remains in the quite competent hands of Sawyer/Lee with 97.6 points over the 31 controls so far. This averages just a touch over 3 seconds error per control, a very solid run. But Martin/Kloosterman have found themselves with a challenge, slipping from 2nd to 3rd in class, their 141.0 points against Vindua/Koivisto's 129.7. Still space to duke it out before the end though!

Sadly we lost a novice team to mechanical failure. Maegan and Mike Burkart had to give it up when they suffered a broken left front spring on their Audi S4. But Andrew and Koressa Bockheim are still rippin' it up in the novices at 192.4, with their closest competitor, Ron Mallison and Kris Bain trailing by 296 points. Great job Burkarts!

So off they go into the night on section 4, which will take the teams north and east up towards Rogers City before looping back around to Onaway to start the fifth, and final, section.

Results thru end of section 4: http://drscca.org/wp-content/uploads/2020/2020_POR_Scoring-Sect_4.pdf
Map of rally course thru of section 4: https://fishbeck.droppages.com/Maps/2020_POR_Sects_1-4

Dark night descended on the woods in northeastern Lower Peninsula Michigan as the 25 remaining teams departed Millersburg to start section 4. Once again the competitors were honored to run some of the very roads that were used as stages back in the days when POR was a stage rally. Healy Hardwood and Peltz were well known stage roads, and still great roads to drive in today's POR.

While Harvey/Moran still hold on to their lead in equipped class and overall with 65.8 points, the margin between them and the Harkcoms, with a 76.4, has whittled down to just over 10 points. Not succumbing to fatigue and focus is critical for Scott and Rob because 10 points can evaporate in an Onaway minute! Andrew Layton and dad Joe have forged on in the POR spirit with a 153.9.

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Press on Regardless Rally (7)— John Fishbeck



Gopalkrishnan/D'Souza continue their grip on limited class, although with their (still impressive!) score of 77.9 they've slipped a bit down from their pursuit of Harvey/Moran. That score is still good for a highly respectable 3rd overall, and there's still another whole section to go. Brian and Kevin Line are steady lads, chalking up a most decent 97.8 points score.

Sawyer Stone and Alison Lee are still turning in an excellent stock class performance, scoring just 154.4 points over the 42 scored controls. But Vindua/Koivisto and Martin/Kloosterman aren't that far away (at 188.3 and 196.7, respectively), so there's not a lot of room for error on Stone/Lee's part.

Four of the starting five novice teams are still at it, with the Bockheims maintaining their focus and running up a score of 326.9. That's just under an average of 7 seconds error per control, an excellent job for a novice team! That score is solid enough that it would be good for fifth out nine cars in stock class against experienced teams.

Wish our hardy POR teams good luck and success as they wearily wind their way to the conclusion of the 2020 running of Press On Regardless®!

(A calculations error was discovered on checkpoint 38 in section 4. It will be worked out back at the finish before finalizing results.)

Final results: http://drscca.org/wp-content/uploads/2020/2020_POR_Final_Results.pdf

Map of entire rally course: https://fishbeck.droppages.com/Maps/2020_POR

Our intrepid 2020 POR rallyists must've surely been getting bleary eyed and fuzzy brained as they departed Onaway to launch into the fifth, and final, section of the rally. But there is no rest for the weary in this case, for the 68 some miles on the way back to the finish in Gaylord traversed some of the gnarliest rally roads in the area. These are narrow, twisty, tree bordered one and a half, sometimes one, lane unpaved roads that snake through the woods of the Pigeon River State Forest and surrounding area. Included are several famed roads from POR's stage years, including Sawdust Pile, Tin Shanty and Old Vanderbilt. Encountering rain, fog, and slimy road surfaces didn't do much to improve the situation. So they couldn't relax yet if they wanted a solid finish, or even a finish at all. "Press on, regardless!" was indeed the dictum here.

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Press on Regardless Rally (8)– John Fishbeck



At last the smoke cleared, the exhausted teams were back in Gaylord, and the 2020 running of Press On Regardless® was in the books. Having 26 teams start this year's POR was excellent; there hasn't been this strong a turnout for POR in years. This was an unusually unlucky year for competitor cars, as in recent years POR most, if not all, cars have finished. But this year saw Maegan Burkart and Mike Burkart's Audi A4 suffer a broken left front spring and Stephen Jones's Saab 92-X succumb to a broken lower control arm in the last section.

As with every POR, there were plenty of stories. Scott Harvey Jr. and Rob Moran once again claimed a POR victory with just 29.1 points over the 54 scored controls, successfully maintaining their 10+ point margin over Dave and Dan Harkcom, who finished with 41.3. Andrew Layton, author of the recently published excellent history of POR 'Press On Regardless: The Story of America's Longest, Oldest and Meanest Road Rally', and his dad Joe toughed it out to finish fifth overall.

A big story for this year's running was the limited class victory of Satish Gopalkrishnan and Savera D'Souza, who came all the way from New Jersey to claim the limited class win and 3rd overall with just 53.0 points, an outstanding result. Brothers Brian and Kevin Line put in another solid run to claim 2nd in class and 4th overall with a score 94.0.

But perhaps the biggest POR finish story this year is that of stock class victors Sawyer Stone and Alison Lee, who stormed stock class with 129.9 for the 54 scored controls, an average of just 2.4 seconds per control! That was not only good enough for a resounding win in stock class, but also for 6th place overall, finishing ahead of all but two of the nine limited class contenders. Well done Sawyer and Alison! In fact, stock class competitors had an excellent result this year, with the top four stock class teams finishing ahead of all but three of the nine limited class contenders.

This year's running of POR saw the introduction of the new Richta GPS-based virtual controls for timing and scoring to the rally. There were a couple of hiccups that required addressing at the end, but the experience with the Richta apps was largely positive. This is clearly the future for TSD rallying. And with all of the data that must be generated and assembled for 55 scored legs over 335 miles and 14 hours, it is almost impossible not to have an error or two. 2020 POR was no exception. Calculation errors on two legs ultimately forced the dropping of one leg, but the second calculation error was uncovered and corrected, salvaging that leg. [Next](#)



POR Entry List

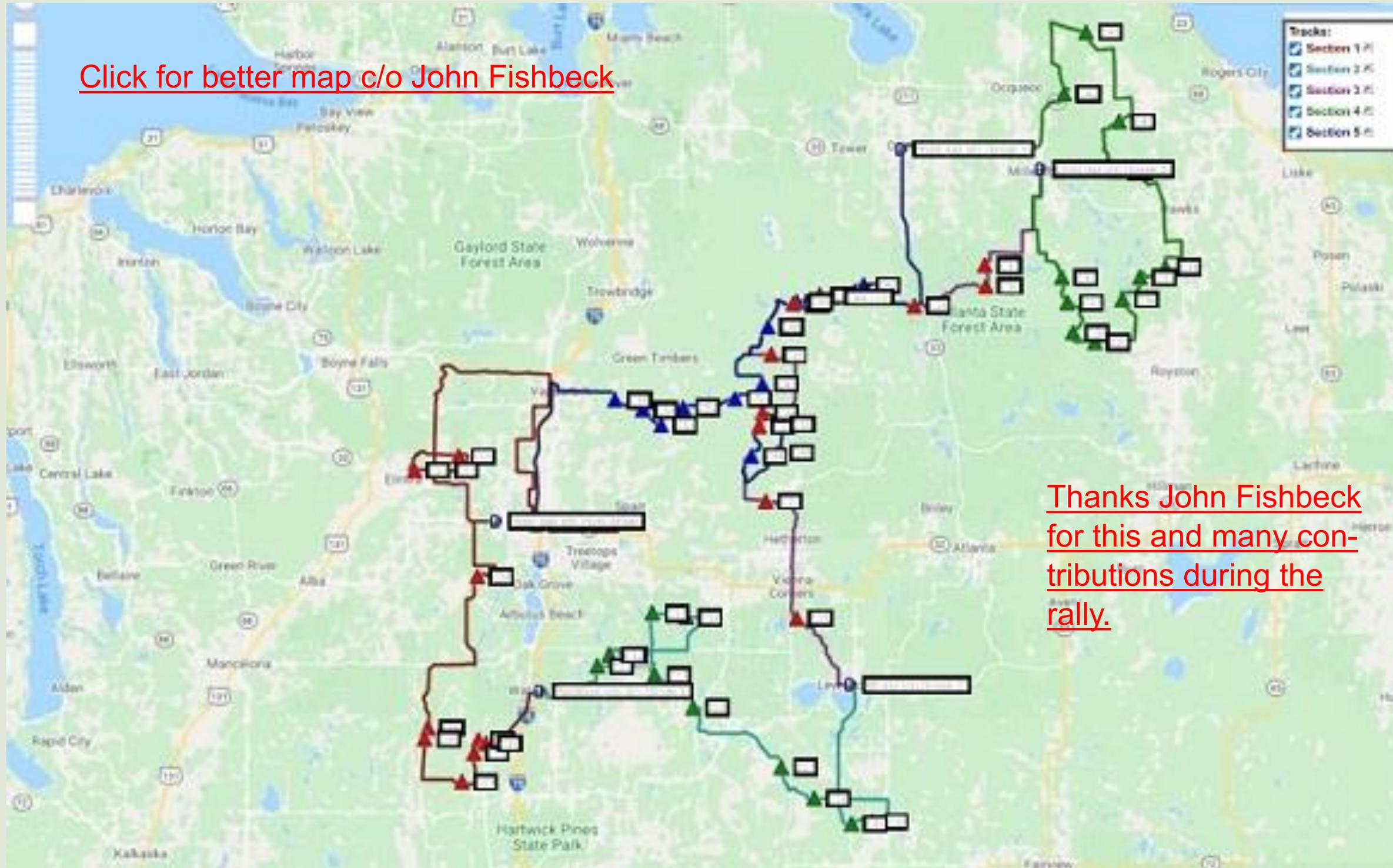


#	Driver	Navigator	Cl	Yr	Make	#	Driver	Navigator	Cl	Yr	Make
1	Harkcom, David	Harkcom, Daniel	E	2010	Saab 9-3 XWD	13	Vindua, Ryan	Koivisto, Tristan	S	2004	Mazda 3
2	Harvey, Scott	Moran, Robert	E	2001	Audi A4	14	Koganti, Chandra	Vendlinski, Rick	S	2016	Subaru WRX
3	Layton, Andrew	Layton, Joe	E	2008	Impreza WRX	15	Beyer, Cody	Ritter, Miles	S	2008	Audi A4 Quattro
4	Spieszny, Adam	Roszczenko, Piotr	L	1990	Mitsubishi Eclipse	16	Li, John	Schmidt, Kevin	S	2016	Ford Fiesta ST
5	Line, Brian	Line, Kevin	L	1996	Jeep Cherokee	17	Stone, Sawyer	Lee, Alison	S	2013	Grand Cherokee
6	Glass, Jennifer	Thorpe, R. Brian	L	2001	Impreza 2.5 RS	18	Gardam, Kent	Oess, James	S		Hyundai Tucson
7	Boris, Jeff	Boris, Nic	L	2008	Volkswagen Rabbit	19	Martin, Bob	Kloosterman, James	S	2007	Lexus RX330
8	Gopalkrishnan, Satish	D'Souza, Savera	L	2015	Volkswagen GTI	20	Rurup, Ted	Rurup, Darren	S	1979	Datsun 280ZX
9	Przybysz, Kurt	Kowalski, Gary	L	2016	Honda CR-Z	21	Klonowski, Thomas	Bouse, Cort	N	1989	Isuzu Trooper
10	White, Jim	White, Jerry	L	2013	Subaru Outback	22	Arango, George	Weyhmiller, Matt	N	2002	Mazda Millenia S
11	Kaser, Chris	Kaser, Art	L	1972	Datsun 510	23	Jones, Stephen	Mulder, Devin	S	2005	Saab 9-2x
12	Oxendine, Michael	Swarm, Ken	L	2005	Impreza Wagon	24	Mallison, Ron	Bain, Kris	N		Ford focus
						25	Burkart, Maegan	Burkart, Mike	N	2004	Audi S4 Avant
						26	Bockheim, Andrew	Bockheim, Koressa	N	2017	Ford Fiesta ST

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Course - 2020 Press on Regardless Rally

[Click for better map c/o John Fishbeck](#)



[Thanks John Fishbeck for this and many contributions during the rally.](#)

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POR - Scott Harvey (part 1). 1st Overall Driver



POR has been the one event I live for since I last ran stage rally. In fact, in 1998, I ran both POR and [LSPR](#). Of the two, POR was tougher. POR has become a bit more civilized in the years since Gene Henderson was at the helm, but the challenge and driving enjoyment have remained.

Bruce and his team have done a great job of continuing the legacy of 'the longest, oldest, meanest rally'. This year's event was no exception. Great roads, challenging speeds and just enough pouring rain to add a nice 'douse' of intensity. The only thing lacking was the socializing that is an important part of our rallies. Throw in the recently adopted virtual GPS control system, and you get a lot of new and different aspects for 2020. One thing remains consistent - the hard work and dedication by Bruce Fisher. We all owe Bruce, and his group, a huge debt of gratitude. We can only hope he will carry on for the foreseeable future.

From a personal perspective, this year's POR ranks up with many of the best. When I first learned of the Richta Checkpoint Rally app, I was skeptical. My concern was with the resolution and accuracy. When you run in E, accuracy and precision become critical. I ran Pavement Ends 2019 (the first use of the app in the Detroit Region), with my son. We made two minor mistakes that cost us about 10 points on each occurrence. Nonetheless we placed well, but more importantly we had a good time and I could see the possibilities for the future of road rally in the "Richta age". I also had the good fortune to reconnect with Rich Bireta (creator of the app) at the SCCA National Convention in January. It was shortly after my rally (Son of Sno*Drift); where I also used the app. We had a good discussion and talked of potential updates. He has made some of those changes and even if he hadn't, I'd still be a huge supporter of the concept. There are so many advantages to its use from not only a competitor's perspective, but also from a Rally-master's.

Bruce did a great job of integrating the GPS controls and providing information on what portions of the route might contain hidden controls. It was also nice to have a couple of visible controls. With so many new things to deal with, it seemed to come off very well. We're still in the early learning stages of working with this new system. It should become even more seamless as we gain more experience. Hopefully we will get the social aspect back soon; along with scoring updates. We were able to tell what our score was, but had no idea how any of the other teams were doing. In the grand scheme, it shouldn't matter. Each team should strive to do the best they can. We control only our own scores.

The format of the route instructions was much better this year. The all text format is more difficult to read and follow than the Excel style. Thanks for that, Bruce.

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Probably the most memorable part of POR 2020, for me, was when the heavy rain hit. It was either section 3 or 4 (I can't keep track). It was coming down in buckets. It was so intense, I had to focus all of my attention on seeing and staying on the road. One small lapse, and we would be in the trees. I even had to ask Rob to give me instructions only when we were within 0.20 miles from the action point. There was just too much information to process during that intense period.

I thought there was good flow to the rally. When using open controls, and the resulting short stops for each outmarker, disruption to this flow can occur. Running for 10 to 15 miles at a stretch really worked well. Adding a little extra time at each key-time restart provided for a nice way to relax and prepare for the next run. I thought it was all nicely balanced. In fact, I was less exhausted than I have been in years past. I can't say if this format had anything to do with that. Regardless, it was a nice surprise. 2:00 AM didn't seem so late.

Once again, I have to thank Bruce for continuing to put on POR. You will be hard pressed to find such an enjoyable and challenging event. An event that can be run by essentially anyone with a car and a spirit for adventure. Yes - it's an adventure. It was so nice to see a strong turn-out. We haven't seen 26 entrants for a good long time. Hopefully this will be a turn-around and entry levels will remain in the high 20s to low 30s. There actually is a happy spot between not enough and too many competitors. Those at the back of the pack, that were harassed by the local (on "his road"), get a taste of what can happen when we get large entry lists.

Finally I want to thank Rob Moran for staying on with me over the years. We have a good record together and I expect that to continue. Barring something unforeseen, we should be back again next year for another POR adventure.

Scott



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POR - Rob Moran. 1st Overall Navigator



Like Scott, POR is the rally that I most look forward to every year, albeit likely for different reasons as I have never competed in a stage rally nor is it likely that I ever will. What I like most about it is that it is consistent and different every year. I'll explain that apparent contradiction. Thanks to Bruce doing the rally for 20 years now the rally is very consistent as far as what to expect each year as far as the general instructions and so forth - even with the change to the Richta app to me at least it did not feel drastically different from the other Bruce PORs I have run. The different part is that Bruce does not run the same roads every year. Even though all of the roads this year were familiar to me from previous PORs (for those who don't know I am considered the region/division road savant - I'll let others decide if they want to put idiot in front of that) they were not the same roads from last year or the year before. It's quite possible that next year and the year after Bruce may go in completely different directions still. It eventually cycles back around but if only to me that switching up keeps it interesting from year to year.

Even though the social aspect was not there this year, as far as the beginning and end was concerned, there were still the breaks to catch up with people from years past and talk to people that I had never spoken to before, so that side was not completely eliminated this year.

The rain definitely added an element that hadn't been there for many years - as a navigator it didn't really affect what I did unless a decision had to be made about taking a time allowance, but for the drivers, I can only imagine the difference it made.

I have nothing but respect and props for anyone who runs any other class but Equipped on POR, particularly Stock and Novice. I've only run POR in a class other than Equipped only once. That was the first time I ran POR - I ran in Limited and it was all I could handle as a navigator. So congrats to the class winners in L, S, and N and big ups to everyone else in those classes - without you, POR would not have had the entry numbers it did this year. To the Harkcoms, now that Ron and Jack are no longer running, when you make it to POR it's never dull, no matter who ends up ahead of the other. To the Laytons, here's to the year you put it all together and are in the mix and who knows could be on the top step of the podium, if only TSD rally had a podium.

Scott - this has become by far the best rally gig ever for me at least so I would be a fool to break this up. Thanks for putting up with me for ten years now on POR. Guess I need to thank Jim Fekete for not being available in 2011 to make it possible.

Bruce - The fact that since the return to TSD this was your 20th time putting on POR when nobody else had lasted more than five speaks volumes about what you have done and meant to POR so thank you for all these years and however more.

Shame about losing [Lost Cabin](#) - even if you hadn't put it in the route instructions that we were passing by it I recognized both ends of the road and thought I missed the BFR and remembered how one year the checkpoint crew on it was in a full-sized motorhome but those stories can be saved for another year. Since we ran [Tin Shanty](#) both directions instead of presumably Lost Cabin once I'll just bring up the fact that one year my driver at the time and I saw at least six horse trailers nose to tail ahead of us on Tin Shanty going southbound but ironically I think we turned on Lost Cabin before having to go around them. So even the "main" road in the area is not immune to the craziness sometimes.

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POR - Stephen Jones (1)



Stephen here from the driver's seat of the blue Saab 9-2x (rebadged Outback Sport/Impreza). What a great weekend! This was my first ever rally. I heard of the event from an article on Grassroots Motorsports and thought of how my brother-in-law and late father-in-law had done many rallies, including POR, which I have occasionally been reminded of by my wife wearing an old POR hoodie of her father's. So I thought I'd see if I could do it. I'd just talked my wife into us getting a winter driver and of course rally driving specs overlap with winter driving specs so a forum member, JShaawbaru, donated the AWD car to me for free. I used the funds earmarked for purchasing a winter car to instead install lights, new tires, and perform maintenance on a the free car.

My brother-in-law Devin was excited to navigate for me but usually runs a computer equipped vintage Mini, so running with a calculator and stock odometer made this POR new to both of us in some ways. Well, that's understating it for me— I had no idea what I was getting into! When I first saw the basic description I thought about driving my somewhat pampered Z4 until I saw “low ground clearance vehicles not recommended.” HA! So much is wrapped up in that warning, eh?

We had a blast! I took some good advice from [GRM](#) forum members about 3 mph over and temporarily bumping up my speed after slowdowns, and that took a number of legs to get dialed in. Meanwhile Devin had to keep adjusting to my changing driving in order to know when to use TA's.

I suppose that everywhere we went we were technically on a road, otherwise the tow truck driver wouldn't have retrieved my car, but it sure felt like off-roading at times! I have ALWAYS wanted to drive like that in *conditions* like that!

Early on after a couple of bad runs and wrong turns we realized that we weren't winning anything but kept at it to see how well we could make each section. The increasingly crazy terrain only made it more of a fun challenge. Eight miles to the end - and I thank the Good Lord for this circumstance - I finalized the process of shredding a control arm and stabilizer link while coming to a stop. Re-viewing the [dash cam footage](#), there were some clues that something bad was imminent, but I'm the kind of guy to run it 'till it dies.

To be frank, I'm not sure yet what to think of it all. Driving like that was exhilarating, to say the least, and going through the dash cam footage made me wish I was still doing it (And I agree that time flew by incredibly fast!) yet I feel like I need a better understanding of what happened to my car and how avoidable the damage was (too hard of hits? Or was it really just too rusty like it seems?) before I would risk that kind of damage again.

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POR - Stephen Jones (2)

To be frank, I'm not sure yet what to think of it all. Driving like that was exhilarating, to say the least, and going through the [dash cam footage](#) made me wish I was still doing it (And I agree that time flew by incredibly fast!) yet I feel like I need a better understanding of what happened to my car and how avoidable the damage was (too hard of hits? Or was it really just too rusty like it seems?) before I would risk that kind of damage again.

On the other side, I'm surprised at the kind of hard use cars are able to handle; I dished out more than my fair share that weekend. Then again, I pushed mine farther than it was able, to the tune of a \$1k quote for repairs after the tow truck driver had his way with it, too.

Despite masks and social distance, the camaraderie and assistance were great to be part of - from help replacing my odd front light bulb, to the floor jack Ron left with us there in the mud, to help with math and strategy.

At the end of the day, I am in awe at the amount of effort that went into putting together the course in the first place! Thank you to everyone who helped make it happen!

An update to my last email: As I've started pulling apart my car to put on the new parts, I am now fully convinced that the control arm was completely compromised by rust prior to the rally. I'm very happy to report that because I was nervous about ever doing a rally again if a standard passenger car was just too fragile for a Road Rally on unpaved roads. However, this means also that the two mechanics I took it to in the week prior to the event didn't do a very good job of looking it over so I'm on the hunt for a new shop! You win some you lose some.





POR - by Sawyer Stone



This was the first POR for Alison and me, our third rally together and second rally with me driving and her navigating. I've done the Great Race rally since 2003, where speed changes are given for every curve in the road with a warning sign and 0m15s pauses at each stop, and never driving in the dark. After a couple of Pavement Ends runs, we felt like we better understood the flow of DRSCCA rallies and how to approach them moving forward. POR was next on the schedule, we were ready and signed up.

It didn't take long into the odometer check to see that the combination of rain, sandy roads, and no-season tires on the Grand Cherokee was going to put some pressure on the driving. Once we got started in section one, those pre-rally jitters calmed down and we got back into a good rhythm...until the app's chime for Control 1 sounds and we were 32 seconds late! We found the error and made sure it wasn't carried over in any upcoming NRIs and got back to it. The roads were slick, but we were providing our own challenges. Using a stock odometer and trying to guess 0.01's of miles led to executing a turn too early, taking us off course but realizing it quick enough to get right with some T/A's. The locals in the car we met while returning from that excursion looked like they hadn't seen another car on that road ever, judging from their faces.

As the day wore on, the roads moved from "fun dirt road" to "how does anybody know this road exists?" territory. Toss in nightfall and the return of the rain and we quickly realized that this was going to be a much greater challenge than we'd faced on previous rallies. We kept on with minimal problems or mistakes, until Section 4 came. By this time we were definitely tired and the trees seemed to keep inching closer to the road. At this point I added driving lights to the mental list of prep items for the next rally. With exhaustion setting in, our second off course excursion happened as we went straight instead of left at a stop. We got our practice with time allowances this trip for sure, and finished section 4 with a big sigh of relief. All we could hope for was a little less stress in the final stretch. We couldn't tell that we'd run most of those roads already, but the last section flew by. We returned to camp and stayed up another hour or two from the excitement of the day, recounting all the fun we'd had. Suddenly 2 AM didn't seem so late.

Thanks to Bruce and everyone involved for putting on a fantastic rally, even without the typical social breaks and pre/post run events. We'll definitely have this on the calendar next year. The Richta app is a great add to these rallies as well with the instant feedback and completely hidden controls. Looking forward to the USRRC!

Sawyer Stone

Driver - Car 17

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POR - Ted Rurup

This was our first running of POR. We had three goals – 1. To start the rally (Ted drove a 1979 Datsun 280zx from Minnesota and I came from TN). 2. We would finish the rally. And 3. We would not finish last. All goals were met and then some. Ted wondered if the rally would live up to its past hype. We were not disappointed. We quickly discovered that street tires and regular lights were not adequate to be able to maintain speed. I raced a Datsun 510 in the North GA mtns for a year and a half. The only difference I noticed was that we ran the rally in GA with full vehicle prep and full safety equipment and the consequences of going off course often meant a drop off and then the trees. In the POR one time we missed a turn and Ted spun the wheel and used the emergency brake to spin us right around on those narrow roads. I didn't know he could do that...he didn't either, it was his first time. We had an awesome sometimes scary time. We had a vintage car and Bruce said that we would have a vintage class that would be scored differently as the only other vintage car this year was the Kaser's sweet 510. They had the advantage with a prepped car and non-stock odometer. I couldn't even see ours so we did a lot of yelling out mileage. This class turned into quite a competition, even though we didn't know the results until afterward. To make it competitive it was scored by legs and not seconds. The 510 pulled out to a quick lead as we tried to remember how to rally (It had been over 20 years since we ran a regular rally together.) At the end of 14 legs the 510 was beating the Z by 9 to 4. The Z finally got it together and by leg 33 it had pulled ahead by one. By leg 47 the 510 had retaken the lead by one. Then the Starbucks double espresso took affect and the Z soared ahead by winning 5 legs in a row but almost lost the whole thing by missing a turn in the fog and maxing the final three legs.....but we won vintage by one leg. Thanks to all for a wonderful rally and Bruce for making the vintage class competitive. Speaking of vintage, I am 74 this week. Who else was in their 70's?

(Me, Kent Gardam, James Oess and many more getting there—Ed).

Ted Rurup (driver) and Darren Rurup (navigator), car 20.



POR - Chris Kaser

My dad and I run the Datsun 510, this was our 7th year after a 5 year rebuild of the car. We don't really care about times or places, its just a special father and son time. My dad, Art Kaser used to run POR back in the early 70s in a identical 510. I value this every year more than anyone will ever know. It means the world to me because I know it wont last forever and neither will we. We have so much fun, I don't even like sports or follow rally/racing but this event is like heaven for me. Thank you to Bruce and Mary for all the hard work, we super appreciate it! To all the competitors, y'all rock and was great to see so many new and old faces! Till next year my POR friends, keep it on the road!



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POR - Kevin Schmidt



Kevin—driver; John Li—navigator

It has been great to read everyone's reviews, it was hard to pick peoples brain without a social aspect of it which I can see everyone struggled with. For me it was my first TSD but I have done several stage rallies and to echo some of the comments here, having a 40mph CAST on some of those wet sections is a challenge in those conditions! I have had some podium level stage times in class for those conditions and only do it with a 43-47 CAST gives perspective. We had our learning hurdles with the software and overall concept but my Co-Driver, John Li, was an experienced navigator. I am still gracious for having him let me drive his car as I would be totally clueless, especially after all the FWD bashing people know me for, it was a hoot to drive!

This event has always been on a bucket list for me and I love the back roads and the history it has with Michigan rally that I really appreciate, so it was extra cool to see the Datsuns battling it out! If there was any TSD to be my first, I'm glad it was this one, not to mention catching up with RallyX friends. I had tons of coffee and had a blast, it was a real challenge and very enjoyable, I will be back!

Kevin

That's the POR spirit!

We saw Tom Kalinowski's efforts to get new lighting while we (by "we" I mean Brian and Kevin) were figuring out why ours had stopped working. Many thanks to Kevin Schmidt for the use of the voltmeter and for donating a relay to our cause. We got the lights working and were thus able to see the trees we narrowly missed. And all of the frogs hopping across the roads in the rain.

Jen Glass

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POR - Bob Martin



Team Klusterfu..., er, Team Kloosterman had several instances of clearing 30 years of cobwebs out and polishing the rust off our game but we successfully kept defeat well away from the jaws of victory all evening long! No last minute dramatics for this team, let me tell ya!!!

We started by mysteriously adding an extra minute in to our bought time between checkpoints 2 and 3 that gave us a nice cushion of a max to start the rally! How it got there, we are clueless, but that goes without saying!

In the second section, Jim says to me, Mister Precision Driving, "you are 30 early". To which I replied, with all due respect and sensitivity to ones self esteem, "bullsh..., er, horse hockey!". Jim agreed that that we probably had a calculation error so we went with my seat of pants estimates and, well, my pants aren't what they used to be!

At the end of section three it said to buy gas, but it also said to buy gas at the end of section 4 and that they were staying open late for us so I decided to wait to give them the business. Then section 4 picked up the pace, I burned much more gas than on the first three sections and I was on fumes at the end. 17.2 gallons into a 17.0 gallon tank!

In section 5 we lost our clock so we had to use the SECONDS READING CLOCK while our calculations were in HUNDRETHS! Let's just say that our ability to mentally go from hundredths to seconds left much to be desired!

Otherwise an uneventful, but VERY FUN event! I loved the rain which made it feel like a real old time rally (not that I am old enough to have gone to real old time rally - not me - I'm MUCH younger than that - honest - I swear).

Thanks to Bruce and his team for putting on another great Press on Regardless Rally!

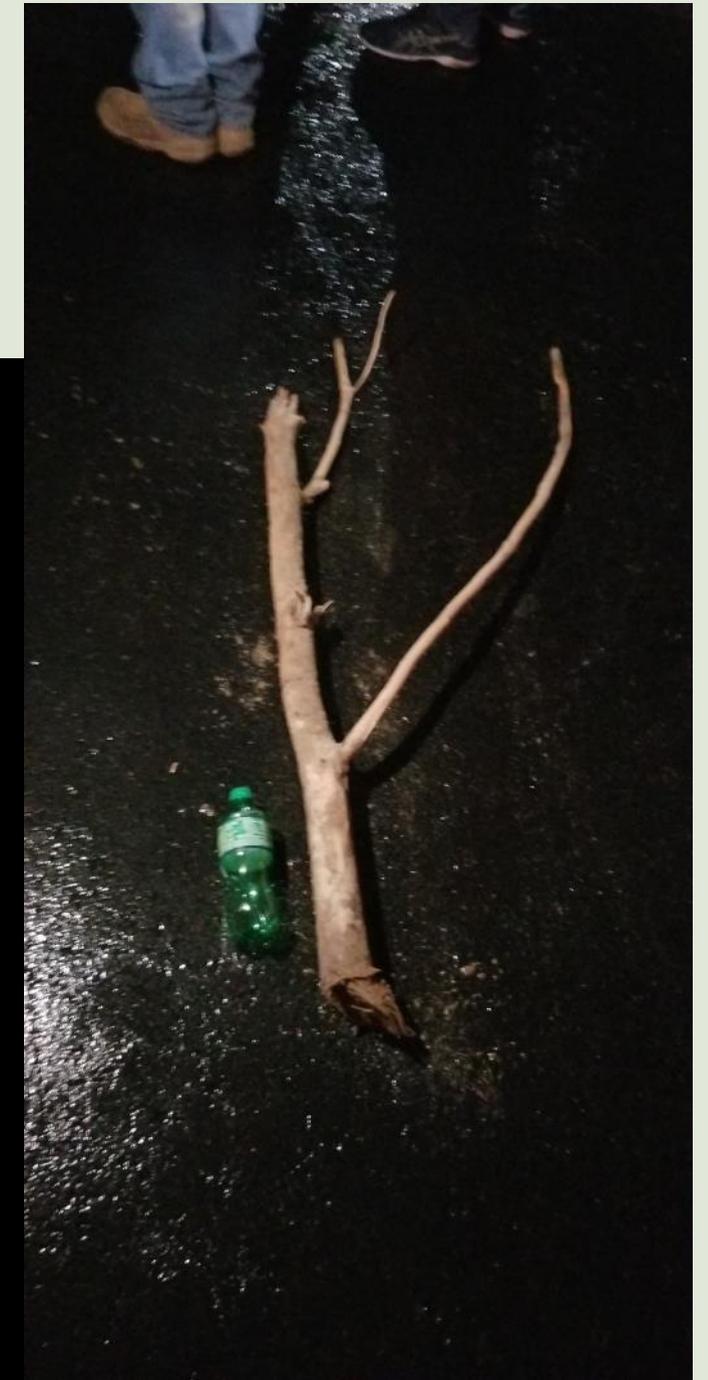
Bob Martin

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POR - Ryan Vindua + Tristan Koivisto

Somewhere along the last couple sections, I picked up a log stuck in my exhaust tunnel. The smaller branch was wedged in the cross braces so the log was dragged along for the ride. See attached. Bottle for scale — Ryan

Based on the thumping I heard on the floorplan I'm pretty sure that log was displaced from Atlanta to Gaylord (and then to Roseville as a trophy)- Tristan



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Entering the final section of stage three, the [Disciples of David Leisure](#) discovered just how badly set up the lights on their 89 Isuzu were. Between the Hella 500ffs aimed low for fog, and the glass headlights that likely hadn't been aimed since the 80s with the driver's side cracked, exactly one light provided proper forward visibility for the pace of stage 3.

The driver, forgetting to switch into 4wd, set off early on command from his co-driver. As the team soldiered on through the increasingly tightening trails, a time allowance was taken to compensate for the Isuzu's inability to regain momentum after aggressive application of the brakes and general constant lateness to checkpoints. Pace, however, was kept up.

As the team burst from the tree line, their efforts paid off. They were now within 20 points of second place, having kept their scores in the final stretch of stage 3 to under 30 points each. Immediately, planning began for how to amend the issue of poor visibility. Being in the middle of nowhere, Michigan, and rapidly approaching 9pm on a Saturday, the team would have to find a store still open selling auxiliary lights.

Pulling in to the next fuel stop, the team announced their need of additional lighting. Much to their disappointment, the fuel station did not carry sufficient lighting solutions, and a local claimed there would be no auto parts stores open within sensible driving distance. It seemed like the team would have to reduce their pace and take significant time allowances to compensate, or drop out for safety reasons.

To their fortune, a fine sir in a Saab 9-2X Aero willingly donated a pair of magnetized LED pod lights and wire nuts to their cause. Sacrificing the 500ffs, the co-driver set to work expertly installing the lights with as much precision as one could with wire nuts and electrical tape.

Simultaneously, a red LED reading light was procured from another fine sir in an Outback Sport. The team could now see the road ahead and the notes in front of them. They were back in the game.



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POR - Adam Spieszny



This particular one just finished the first POR. I had previously another red Eagle Talon for 10 years finishing all my previous rallies.

Do the math. Or not!

Press On Regardless challenges teams to arrive at a given place at just the right time. Teams work best with a little math, or not. The POR route instructions give you distance and speed. With a little math you calculate travel time. For example, the CAST speed is 39 MPH. The distance you will travel is 2.521 miles. 2.521 (round as you like) multiplied by 60 and divided by 39 equals 3.87 minutes. This is decimal minutes, so this is roughly 3 minutes 53 seconds. Given your start time of the leg you can add all your time/speed/distance calculations to know exactly what time you should be at what distance. If math is not your thing, forget about it. The first most important thing is navigating on route at average speed without a wrong turn. The math can come later.

The 2020, 71st running of the Press On Regardless Rally will be held Saturday, September 12, beginning at 10:30 AM in Gaylord, Michigan.

POR is for automobile enthusiasts who want an adventurous driving experience that winds through the scenic roads of northern Michigan. POR gives you hours of driving and navigating fun on challenging roads in a friendly competition with motorsports enthusiasts like you.

POR is Famous! Since 1949.

Press On Regardless is America's longest running road rally. POR began as a sports car rally, was a pro rally race and even a World Rally race, and has returned to its roots as a TSD rally. There is an entire book about POR – Andrew Layton's "Press On Regardless". America's most successful rally racer, John Buffum, speaks at length about POR in Tom Grimshaw's book "In Like a Lamb, Out Like a Lion". You may have seen pictures of Gene Henderson's "Moby Dick" which he piloted to win POR when it was an FIA-World Rally race – in a Jeep Wagoneer! The POR trophy is named after him. Scott Harvey Sr. was a top rally driver, the first Pro Rally champion, and former Rallymaster of POR. Since 1949 POR has been making history and stories to remember. Come make your own POR story. Only 3 days left to register!

The 2020, 72nd running of the Press On Regardless Rally will be held Saturday, September 12, beginning at 10:30 AM in Gaylord, Michigan.

POR is for automobile enthusiasts who want an adventurous driving experience that winds through the scenic roads of northern Michigan. POR gives you hours of driving and navigating fun on challenging roads in a friendly competition with motorsports enthusiasts like you.

http://drscca.org/rally/press-on-regardless/?fbclid=IwAR3_6xqn_

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Since POR is usually the only TSD rally we enter each year, the first section of the rally is where we get used to running again. This year the Jeep decided it would also participate. We had a momentary loss of power towards the end of the odometer check. We weren't sure what it was and continued on since the Jeep continued running. When we got to the start of the first section we were without power again. I opened the hood looked around and didn't see anything out of the ordinary. After closing the hood, the Jeep restarted and we were able to start the rally. We made it through section 1 and only had one major mistake, a missed pause which got us a double digit score. The loss of power issue continued throughout the rally. I initially thought it was the Crank Position Sensor. However, I also started to think it might be ignition coil related since wiggling wires seemed to get it to start again. With the rain and muddy conditions we chased our mileage throughout the third and fourth sections of the rally. We had another missed pause on the last control of the rally, after stopping to buy time to get the Jeep running again. After reaching the finish of the rally in Gaylord, we continued on to our nap stop in Fairview. We had to stop one time on the way to get the Jeep running again. It's dark and peaceful on the side of the road in northern MI around 3am.

After our four hour nap Sunday morning, we picked up a new CPS, just in case, before our breakfast stop late Sunday morning. The Jeep then died pulling out of the parts store! Got it started after breakfast and continued down M33. After we stopped for fuel closer to I-75, I grabbed a spare coil I had out of the toolbox for the trip down I-75. It stumbled a bit leaving the fuel stop and I was finally able to pull a P0351 on the code scanner, confirming it was ignition coil related. Had to stop 4 more times on the way home to get the connection to cooperate. Felt like I was still Pressing On Regardless...

Thanks Bruce for another great POR! The rain and slippery conditions made it even better. Thanks John for your timely scoring updates. The writeups on the DRSCCA Website & Facebook page were really nice too.

I was impressed with the accuracy of the Richta app. T/A's are also easier. I also like not having all the restarts like we would after a conventional control. Being able to pull up the Richta competitor app while running the rally is really cool too.

Brian Line



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POR — Megan Burkart



POR was the second TSD ever for my husband and I. Although we did understand the importance of staying on course and following the notes, we had no real idea of the math involved which could have improved our score dramatically. Now that we are starting to learn things, I am ready to go again! When is the next one?!

We started off the weekend with our intended car (mk5 VW GTi) not being ready. At the last minute, we decided to take our beloved, slightly delicate beast, (although these were not the first rough Michigan roads she's seen!) our Audi S4 wagon. We found so much enjoyment on the slick, damp but mostly smooth and curvy roads of sections 1 and 2. At one point, we encountered a grizzled, cranky man in a large truck, blocking the public county road we were on, claiming that we were on "his" road and he was not going to let us pass. This female driver was expecting him to pull out a shotgun or something and so I waited and tried to talk it out. Luckily, being a novice team, we were close to the end and sweep soon pulled up and diffused the situation, placating the man with the news that we were the end of the group. I would never want to upset residents, so I was glad it ended peacefully.

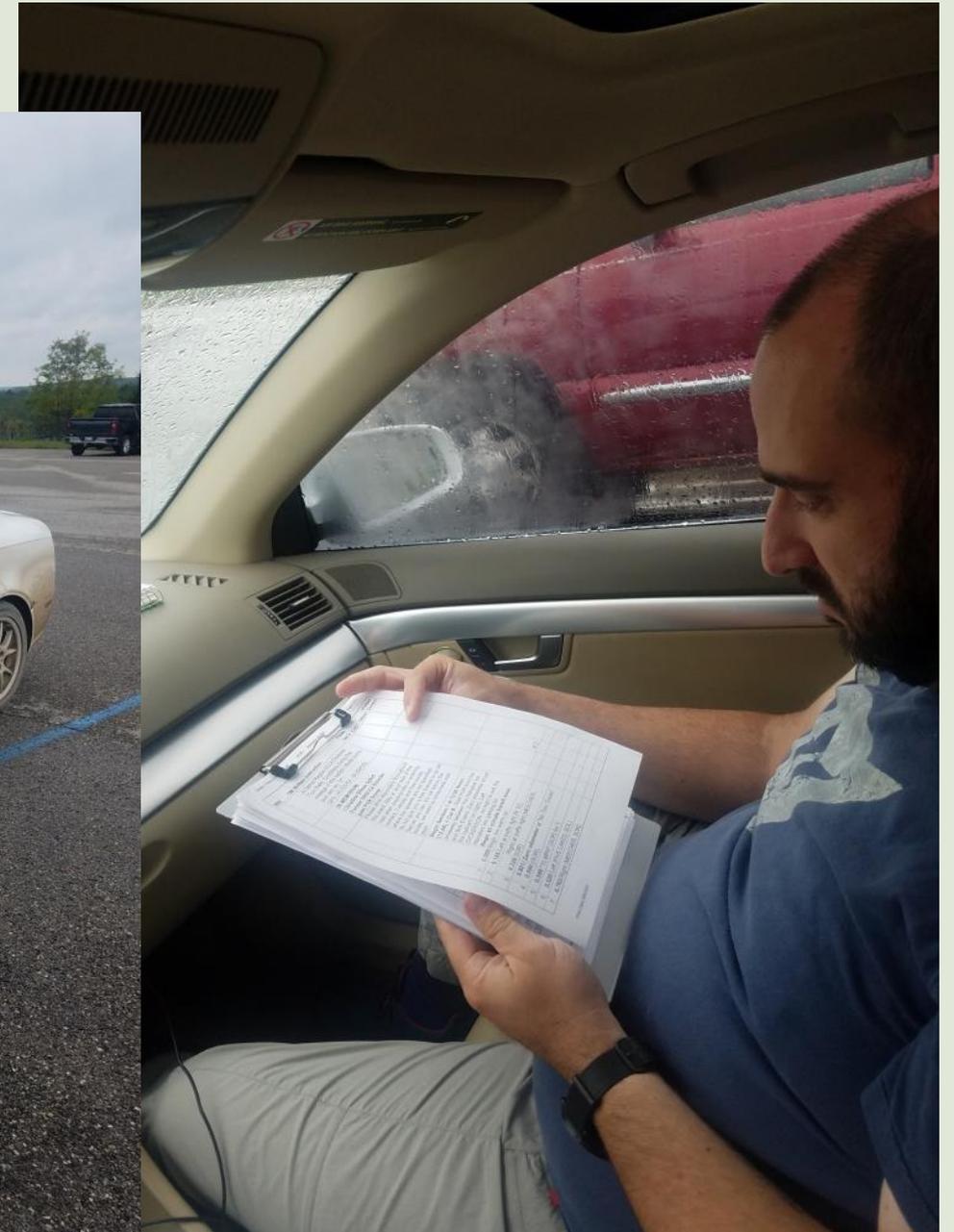
Learning the ropes and how and why people are able to get low scores was starting to happen for us. Then we encountered the rough and pitted terrain of section 3. It was here where we left part of our left front spring, which we could not justify running the rest of the rally without. At the next rest stop, after many tried to help and support us with our poor, lowered vehicle, we threw in the towel and slowly limped the hour back to our hotel to try to wash off the disappointment and make a plan to get the car home the next day, to southern Indiana. Sunday we were able to secure a truck and trailer rental and make the long trek home, defeated. As each day passes, though, my longing to drive those mean, beautiful roads again grows stronger. I cannot wait to return, learn more and compete better! Meeting some of the other competitors was a pleasure and I can't wait to see them again. POR was an incredible rally experience!

Maegan and Mike Burkart, car 25

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POR — Cody Beyer

This year was fairly uneventful for us. It was my first time back after being away from tsd for a while and Miles Ritters (my codriver) first TSD rally. Learned a lot, had a good weekend couldn't ask for much more. Youre welcome to use what few photos I was able take.



Kent and I (car 16) are both in our seventies. We both worked service crews, etc for the P.O.R.s in the early 1970's. I still have the badges from 72 and 73.

Jim Oess

Jim Oess and I were active on the National and Divisional TSD rally circuit back in the early 70s, got involved with performance rallies through the 70s, I competed in the [73 POR](#) when it was in the World Rally Championship, and then largely got away from active participation in the sport after 1978 although I co-drove performance rallies for a number of people [including Scott Harvey Jr.](#) in the 2000s. Jim and I had run one TSD together since, Son of SnoDrift around about 2008, so when the 2020 POR came around we decided it might be a fun adventure. It was! We took my wife's Hyundai Tucson SUV, perhaps slightly larger than ideal but it proved a decent ride. I dusted off my [Curta calculator](#) (those gears still sounded as sweet as they had over 40 years ago) and tried to resuscitate our brain cells. Closed/hidden controls were a new concept for us (and I suspect many others) but they worked well. The roads were as expected and challenging. Rain made it even more so. After the first two sections we decided to put away the Curta, run seat of the pants, and just enjoy. We did! Our scores were no threat to the class but that didn't matter. (But we did manage one 0.1)! It was a fun event, very well organized and a worthy challenge. Congrats to Bruce Fisher and everyone involved in organizing and putting on POR 2020. I highly recommend it.



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Kent Gardam

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POR—Brian Thorpe



The POR rally of 2020 was the 13th time Jen Glass and I have competed in this awesome event. Jen has always driven and I have navigated, initially in her 2000 Subaru RS until it rotted away, and then in my identical Subaru.

This year I was concerned that the Subaru engine had been showing lower oil pressure. However I changed the oil and filter and there was some improvement, so we decided to enter the rally.

The event was tough because the average speeds were set in dry weather and it rained during the rally, sometimes quite heavily, making the dirt and sandy logging tracks very slippery. Of course Jen blamed the tires, which I admit have seen better days. However, her beau, Scott, blamed her slithering on lack of left foot braking, with which I agreed.

We only had a couple of “moments”, once when we were seriously sideways, and once when on max brakes we stopped within a foot of a [big tree](#). Strange to see so many trees in a forest! There were other moments when the navigator was not trusted (with some justification). Inevitably, when I told Jen to slow down she speeded up and vice versa. I think she could do very well without a navigator. On the other hand I am reminded of Stirling Moss beating Juan Manuel Fangio on the 1955 Mille Miglia by having a good navigator and Fangio was alone.

We finished 4th of 9 in class which is quite respectable, considering we have rarely beaten the top three.

The Subaru consumed 3 quarts of best synthetic oil in 400 miles and another on the way home. Either I have to rebuild the engine (again) or start using cheaper oil.

Just one more project sitting about number 8 on the list!

POR continues to be the most demanding TSD rally and just to finish is an achievement.

Many thanks to Bruce, John and others who put in many hours to organize this awesome event.

Just got the results of the oil sample from Blackstone Labs. I am glad I kept the rest of the oil because I will be extracting all the metals from it. Aluminum, copper, iron and chromium were all 5 times the recommended level. Lead was 18 times normal. So it looks like the whole engine is shot. Just one more project added to the list!

Many thanks to Kevin Schmidt for the use of the voltmeter and for donating a relay to our cause. We got the lights working and were thus able to see the trees we narrowly missed. And all of the frogs hopping across the roads in the rain.—Jen Glass

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Here are all the [photos collected](#) from various cameramen. Thanks to all for doing this but if you want credit you will be whistling Dixie. Too much research needed. Also click on these photos for direct link.





POR — Recap by Bruce Fisher (1)



Thank you to everyone involved in POR 2020, you helped make the 72nd consecutive POR a great event! Without the workers, the rally just couldn't happen. The following folks contributed to the success: Mary Shiloff – Registration, Speedwaiver, and promoting POR with emails to potential competitors that had registered in MotorSportReg for other events; Tom Woodside – Safety Steward, pre-check, and course opening; Peg Woodside - pre-check and course opening; John Fishbeck – scoring and pre-check; Laurie Fishbeck – pre-check; Larry Navarre – Promoting the event using Facebook; Mark Vojtisek - Promoting the event using Facebook, working the visible controls, and helping sweep monitor the competitors so we didn't lose anyone in the woods; George Smith – working visible controls; David Stone – final mileage, sweep, and trophies; Bruce Beauvais – sweep; Mitch Fisher – course opening; [Andrew Layton – promoting POR with his book and Facebook posts.](#)

With 26 entrants the 2020 POR had the strongest field of competitors since before 2000. After all the dust (mud?) has settled and scores worked out, here are the trophy winners in the 2020 Press On Regardless® rally:

Overall winners:

Driver: Scott Harvey Jr. / Navigator: Rob Moran

Equipped class:

1st place: Driver: Scott Harvey Jr. / Navigator: Rob Moran

Limited class:

1st place: Driver: Satish Gopalkrishnan / Navigator: Savera D'Souza

2nd place: Driver: Brian Line / Navigator: Kevin Line

3rd place: Driver: Adam Spieszny / Navigator: Piotr Roszczenko

Stock class:

1st place: Driver: Sawyer Stone / Navigator: Alison Lee

2nd place: Driver: Ryan Vindua / Navigator: Tristan Koivisto

3rd place: Driver: Bob Martin / Navigator: Jim Kloosterman

Novice Class:

1st place: Driver: Andrew Bockheim / Navigator: Koressa Bochheim

2nd place: Driver: Thomas Klonowski / Navigator: Cort Bouse

3rd place: Driver: Ron Mallison / Navigator: Kris Bain

Vintage Class:

1st place: Driver: Ted Rurup / Navigator: Darren Rurup

Vintage class was an interesting contest. Ted and Darren Rurup, in their '79 Datsun 280ZX, and Chris and Art Kaser, in their '72 Datsun 510, indicated interest in running in a vintage class. But because of disparities in equipment and navigation they agreed to be scored on basis of whom won the most legs instead of total score. And that turned out to make for a close contest indeed, with the lead swapping back and forth before the end, where Rurups took it by a single leg win!

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POR — Recap by Bruce Fisher (2)



Through the generosity of multiple anonymous donors who wanted to encourage participation in POR, and especially to encourage novices to give it a try, we had free shirts and prize money awards to grant in several categories. This is the first year we have had shirts since 2011. Here's how the cash prizes shook out:

For any team (both people) new to POR (never competed), \$50 for the highest placing team in each class (E, L, S, and Novice), and \$25 to the second highest placing team in each class.

Equipped class: No eligible competitors.*

Limited class: Satish Gopalkrishnan / Savera D'Souza - \$50 (#8, '15 VW GTI)
No eligible second place competitor.*

Stock class: Sawyer Stone / Alison Lee - \$50 (#17, '13 Jeep Grand Cherokee)
Ted Rurup / Darren Rurup - \$25 (#20, '79 Datsun 280ZX)

Novice class: Andrew Bockheim / Koressa Bockheim - \$50 (#26, '17 Ford Fiesta ST)
Thomas Klonowski / Cort Bouse - \$50 (#21, '89 Isuzu Trooper)
Ron Mallison / Kris Bain - \$25 (#24, Ford Focus)
George Arango / Matt Weyhmiller - \$25 (#22, '02 Mazda Millenia)
Maegan Burkart / Mike Burkart - \$25 (#25, 04 Audi S4 Avant)

1. Because there were no equipped class eligible competitors, and only one eligible limited class competitor, the money not awarded there was instead distributed to the novice class, in the spirit of the award intended to encourage POR newcomers.
2. A special award was directed to the souls who came in dead last, but nonetheless finished – truly in the spirit of press on, regardless! George Arango / Matt Weyhmiller - \$50 (#22, '02 Mazda Millenia)
3. For all classes, the best (lowest) score for the final section:
 - Equipped class: Scott Harvey Jr. / Rob Moran – \$50 (#2, '01 Audi A4)
 - Limited class: Satish Gopalkrishnan / Savera D'Souza - \$50 (#8, '15 Volkswagen GTI)
 - Stock class: Sawyer Stone / Alison Lee - \$50 (#17, '13 Jeep Grand Cherokee)
 - Novice class: Andrew Bockheim / Koressa Bockheim - \$50 (#26, '17 Ford Fiesta ST)



POR — Piotr Roszczenko



Thanks to everyone for making this event happen and making it so remarkable.

Thanks to Bruce the Rallymaster for pioneering the first Detroit Region SCCA Road Rally in the COVID-19 era. It takes several months to prepare a large rally like that so it was a challenge to plan several months in advance and navigate ever changing rules and orders related to the pandemic. Bruce dealt with it by having Plan A, Plan B and (I'm sure) Plan C. He drove the course at least five times!

Thanks to the workers who helped Bruce prepare and run the rally.

And thanks to all competitors for supporting the rally by their participation. This is the new way of running the rallies and we will be learning from it and improving upon.

Please send Bruce or me your comments, what was good, what was bad, what could be done differently.

You can relive the rally here: <http://drscca.org/category/tsdnews/por-news/>

Regarding the POR merchandise, if anyone is interested in buying additional tees or other stuff, please let me know and I'll check with our vendor if it's possible to reopen the store for a short time. Any profits would go towards supporting future POR editions.

We are inviting everyone back for the 2020 USRRC weekend. Registration is open and you can read more about it here: <http://drscca.org/2020/09/registration-is-open-for-the-us-roadrally-challenge-usrrc/#more-7516>

Regards
Piotr Roszczenko
Rally Director, Detroit Region SCCA



2013 POR (1) - Brian Thorpe



The 2013 POR®, sponsored by Thayer Automotive and Team Harco was held on September 6 and 7, 2013, with headquarters in Indian River, MI. It was won by the team of Edward Schowalter and Daniel Harkcom with Ron Johnstonbaugh and Jack von Kaenel finishing a close second. This was the first overall win for Schowalter and the third time for Harkcom, earning their names on the Gene Henderson memorial trophy that has all of the overall winners' names since the beginning in 1949. Their score, for 53 controls over 2 days/ nights and 620 miles, was 27 points to Johnstonbaugh/von Kaenel's 34, a pretty amazing feat.



The Press On Regardless® first ran in 1949, with entries including an [SS100 Jaguar](#) and a [1936 Duesenberg](#), and was won in a 1949 Studebaker. POR has evolved from an SCCA-sanctioned National Rally, becoming the first World Rally Championship Rally in the United States in 1972. Then finally, in 1994, the Detroit Region returned the event closer to its roots, and it once again became a TSD event.

SS100 Jaguar

The challenge of a TSD rally, such as POR, is to follow a set of route instructions, which describe both the route to be followed, and the speed at which the car should be traveling. Periodically, competitors encounter checkpoints, unknown in advance, where the car is timed precisely. The difference between the actual time the car arrives and the time the car should arrive, based on the route instructions, becomes the competitor's score. A perfect score is zero, indicating the car arrived exactly on time. Cars are penalized for each hundredth of a minute they arrive early or late.

Three new teams were welcomed to this year's POR. They were Mike Thompson/Fred Rosevear in Equipped, and Nic Dimond/Gregory Altman and Kyle Steinkamp/Colin Ravenscroft in Stock. Steinkamp/Ravenscroft received the "Dead Last but Finished" award, which is an accomplishment in itself to finish this classic event.

The event started out on a pleasant Friday afternoon with a trip directly to the UP (Upper Peninsula) of Michigan and back.



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The weather was good except for some intermittent rain during the second section, but this helped reduce the dust. The route covered various well known stages such as [Castle Rock](#), [Koskie Pond](#), [Black Creek](#), and Lone Pine, which are some of the best rally roads in Michigan, if not the country.

The equipped class competition was very tight and after the first section with seven controls, the top three were Schowalter/Harkcom and Harvey/Moran both with 1 point, and Johnstonbaugh/von Kaenel with 3 points. This continued in the second section until Harvey/Moran had an alternator failure before control 10, ending their run for the night. Unfortunately, the spare was back at the hotel. (Best place for it, thought the competition!) The course closing car is called “Sweep” because they sweep up the debris left by the competitors! This time they towed the stricken Partial Eclipse to the next control. Except when they arrived and commented on their prize, the control crew was baffled because there was nothing in tow. The line had broken a few miles back leaving Harvey/Moran stranded. Scott was up until 5am fetching his car back from the UP on the trailer. This effort, and that they completed the Saturday event, earned them the “Press On Regardless” award for this year.

At the end of the first night (Friday) with over 240 miles and 19 controls, Schowalter/Harkcom with 8, led Johnstonbaugh/von Kaenel with 14. The battle resumed on the second night (Saturday) and with 34 controls and 380 miles. It ended with Schowalter/Harkcom on 19, Johnstonbaugh/von Kaenel on 20, and Harvey/Moran on 31.

In the limited class on Friday, four teams had very close scores until the team of Jim/Jerry White took 100+ points in the first leg of the second section. Friday night was won by Brian/Kevin Line on 27, with Ken/Dennis Wiedbusch on 39, Nathan/Aaron Usher on 55, and the White’s on 140. Saturday saw the Usher’s win with 47 to Line’s 74 with Line’s taking 36 points on control 6.



Wiedbusch Vette in 1976

On Saturday, the Wiedbusch’s (of Corvette fame from the 70’s) retired while running 1st in class. Around control 16 in the 3rd section they developed engine problems which proved to be terminal. The Usher’s comeback on Saturday would have given them the two day POR overall win in Limited had control 13 not been cancelled (see later horsey explanation). As it was, the Line brothers won by 1 point. C’est la vie.



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2013 POR (3)



Stock class had 4 teams competing, with two teams in their first POR. On Friday Adam Spieszny/Piotr Roszczenko lead the first two sections but took 85 points on control 16 to lose to Jennifer Glass/Brian Thorpe 236 to 263.

Saturday saw Spieszny/ Roszczenko again take the lead after the first section but Glass/Thorpe took it back in the second section. In the third section Spieszny/ Roszczenko took a couple of maxes to open the door for Nic Dimond/Gregory Altman to take second place. At one point a couple of horse riders were spotted in the distance. When Glass/Thorpe rounded the bend they found about 30 more horses blocking the road right at Control 13. They managed to cross the timing hose and took a well guessed half minute time allowance (TA), giving them a 4 for the leg. The horses were well behaved but some of the riders were quite rude about the annoying cars getting in their way! The leg was cancelled because some of the cars had an issue getting across the timing hose.



On leg 30, Thorpe realized they were 20 early, having forgotten about a 20 pause. He yelled at Glass: “Stop”; (this time she obeyed!), then he counted quickly to 10 allowing for the decel and accel, yelled “Go” and arrived exactly on time at control 30. Sometimes you have to get lucky in Stock class. Saturday results were: Glass/Thorpe 320, Dimond/Altman 739, and Spieszny/Roszczenko 826.

The Overall Stock POR result was a clear win for Glass/Thorpe on 556, with Spieszny/Roszczenko on 1089, and Dimond/Altman on 1169.

POR 2013 was once again a great rally and only marred by a low number of entries. The roads, workers, and organization are among the best in the United States. Plans are already underway for the 2014 version of Press On Regardless®, however, the format has yet to be decided. Interested parties are invited to make recommendations to increase the number of entries. The 65th running of POR would not have been possible without all of the dedicated workers that keep coming back year after year to help!

Registration and Scoring: Mary Shiloff/Renee Fisher (Sat); Final mileage: Bruce and Matt Fisher; Course Opening: Bruce Fisher/Mark Henderson & Tom Woodside (also safety steward)/Mark Vojtisek; Sweep: Rich and Linda Line; Control crews: Friday/Saturday: Chris Bargman/Ben Vallerand, Terry Palmer/Jim Kloosterman, Matt Fisher/Nick Kuutila, Mitch Fisher/Ron Tebo, Dave Stone (also trophies)/Tyler Bell, Jeff Boris/Kathy Ericksen. Saturday: Tom Hudak/Judy Hudak, Dave Parps/Chuck Binder. Thanks to the sponsors; Thayer Automotive for \$300 in cash that went to the workers in the form of gas cards, and Team Harco (Scott Harvey Jr. and Jennifer Glass) for providing food and beverage at the end of the rally.

Thanks to Ken Wiedbusch for maintaining the timing equipment that worked flawlessly over the 2 days. And finally, a special thank you to Bruce Fisher, supported in various ways by his family, for once again putting on the best TSD rally of the year.



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Season Opener Rallycross - Jan 2, 2020



Crystal Motor Speedway, 8315 E Sidney Rd, Crystal, MI 48818

This event has been **postponed** until further notice due to expected soggy terrain.



Old Rally Photo

Here is a friend from the UK on a stage rally back in the 70's. He was crossing a disused railway line somewhere in Norfolk.

Although the photo is poor, it clearly shows his Mk1 Ford Escort is on the way to the moon. After he landed, neither of the doors would open.

Driver used to be 6' 1" but after landing he was 5' 7".

Below is the editor navigating in the same same car but different rally.



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There – you can see it, right there in that photo. The road to Hell. And as you can clearly see, it's paved. With good intentions? You'll need to run the first of the three 2020 USRRC rallies, Hell and Back, to determine that for yourself!

Hell and Back, the first of the three rallies comprising the 2020 USRRC, kicks off the weekend of rallying on Friday November 13. With the first car starting out at 12:01 PM from the USRRC rally headquarters at the Days Inn in Whitmore Lake, Michigan (9897 Main St, Whitmore Lake), Hell and Back will take the rallyists on a tour of some of south central Michigan's favorite rally roads, including a trip through Hell.

OMG – so it turns out that this is really what Hell is like?

Rallymaster for Hell and Back is Scott Harvey Jr. Scott has decades of experience in rallying, in both stage and TSD forms. For the past 21 years Scott has put on the Son of Sno*Drift in early January, which has been an enormously popular winter rally with experienced and neophyte competitors alike. Scott's rallies are intended as a challenge for both driver and navigator, with moderately brisk speeds over demanding roads requiring the driver's full attention, and plentiful direction and speed changes to keep the navigator on his or her toes. But his rallies are novice friendly as well, accounting for the always strong novice turnouts for his events. Route instructions include mileages, tulips and text to help even the least experienced ensure that they stay on course.



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‘PAVEMENT ENDS’ For the ‘normal’ motorist this sign may signal some sense of disappointment, reluctance, even trepidation. “What? No more pavement? Am I on the right road? Good god, where am I going?” Ah, but for the intrepid Detroit Region rallyist, that sign is an announcement of a forthcoming good time! For those unpaved back roads that crisscross south central lower Michigan are the fun roads. They will offer up scenic vistas through Michigan farmlands, meadows and forests, with twisty bits sprinkled about to offer a bit of driving entertainment and challenge. And we’re not talking the forest roads, two tracks and truck trails that are more characteristic of the Region’s famous Press On Regardless rally. Instead, these roads are graded, improved and maintained county roads – even those vanilla rental cars will traverse these unpaved byways with ease.

Pavement Ends, the second of the 2020 U.S. Road Rally Challenge’s (USRRC) three rallies, will have the first car starting out at 12:01 PM Saturday, November 14 from the USRRC rally headquarters at the Days Inn in Whitmore Lake, Michigan (9897 Main St, Whitmore Lake) and finishing approximately 8 PM.

John Kytasty is the rallymaster for the USRRC Pavement Ends rally, which is a straightforward SCCA Tour rally. Pavement Ends is a regular Detroit Region rally run in November, so it was a perfect candidate to be included in the USRRC’s three rallies. John has been the chairman of this rally for several years now, and has consistently put on an event that’s been enjoyed by novices and old hands alike. John also has the distinction of being the first Detroit Region rally chair to put on a rally utilizing the Richta timing and scoring apps (last year’s Pavement Ends, as a matter of fact), with able assistance from current Detroit Region Rally Program Director Piotr Roszczenko. Like the preceding day’s Hell and Back rally, Pavement Ends is a novice friendly event, with mileaged instructions and clear text to keep even noobs on the rally course.



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Territorial Road in southern Michigan dates back to the state's earliest pioneering days.

Approved in 1829 and carved out over the next 10 years, the road stretched from Detroit all the way over to St. Joseph on the Lake Michigan shore. A significant portion of the easternmost section of Territorial Road still exists, running east-west from Plymouth, about 22 miles WNW of Detroit, 54 miles to an intersection 12 miles WNW of Jackson. It is along this route that rallyists will find themselves on Sunday, November 15 when running in the third of the 2020 U.S. Road Rally Challenge's (USRRC) three rallies, 'Are You Territorial?'

Launching out at 8 AM from the USRRC's headquarters at the Days Inn in Whitmore Lake MI, this rally's contestants will begin to work their way through the rally course, finishing up back in Whitmore Lake by 1:40 PM. Unlike the previous two Tour rallies, 'Hell and Back' and 'Pavement Ends', 'Are You Territorial?' is not promoted as being 'novice friendly'. Matter of fact, it won't even be all that friendly to experienced rallyists. 'Are You Territorial?' is a Course (also known as a trap) rally. Like a Tour rally, contestants work to follow the rally course while also maintaining correct timing. In a Tour rally the rallymaster works hard to make the route instructions clear and unambiguous to keep rallyists on course.

Ah, not so much the Course rally rallymaster. Instead, in a Course rally the rallymaster is pitting his wits against yours, trying to trick you into going off course. Those instructions that attempt to mislead you into going in the wrong direction are called 'traps', and 'Are You Territorial?' will have one in each leg of the rally. This is an event that pairs bopping around in cars while attempting to solve puzzles! The key to running a Course rally is to carefully study the General Instructions (GIs), which you receive in advance of the rally, to understand the route following rules there. Then when actually running the rally you will apply those rules as appropriate as you come to intersections, hopefully correctly! And here's the cool thing – if you fall for the trap, you don't then automatically become lost. Instead, the Route Instructions (RIs) are written in such a way that you'll wind up being back on course without even realizing you were off – until you arrive at the next checkpoint and see that your time is wildly off, in which case you'll realize you fell for the trap.



Rallymaster for 'Are You Territorial?' is Bruce Fisher, who has stage and TSD rally experience going back to the 80s. For the past two decades Bruce has been rallymaster of the Detroit Region's famed 'Press On Regardless' rally, for which he has received many accolades from those who've run his PORs. Bruce brings his experience, knowledge, attention to detail and insistence on accuracy to his task of rallymaster for 'Are You Territorial?', guaranteeing an engaging and challenging event.

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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.

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.



[Continued on next page](#)

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.

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Son of Sno*Drift TSD Rally—Jan 16



Date: Saturday, January 16, 2021

Son of Sno*Drift is intended to be a winter rally. As such, it is hoped that the challenges of winter driving will be a part of the fun. Son of Sno*Drift is a straightforward Time, Speed, Distance (TSD) Road Rally with simple instructions and no traps. NOVICES Welcome!

Roads used on Son of Sno*Drift will be primarily unpaved and run within Livingston, Washtenaw and Jackson counties. Total distance will be approximately 175 miles with two breaks. Mileages will be provided with each instruction, which will be by tulip diagram and written description.

NOTE: We will be using the Richta GPS Checkpoint app.

The rally will be a Time-Speed-Distance rally using new technology for timing the event. It works using a free APP on the contestant's Android or iOS device.

Look for "Competitor Richta GPS Checkpoints" app on Google Play Store or Apple App Store or click on the appropriate link:

https://play.google.com/store/apps/details?id=com.richta.cpa2&hl=en_US

<https://apps.apple.com/us/app/competitor-richta-checkpoint/id1448298019>

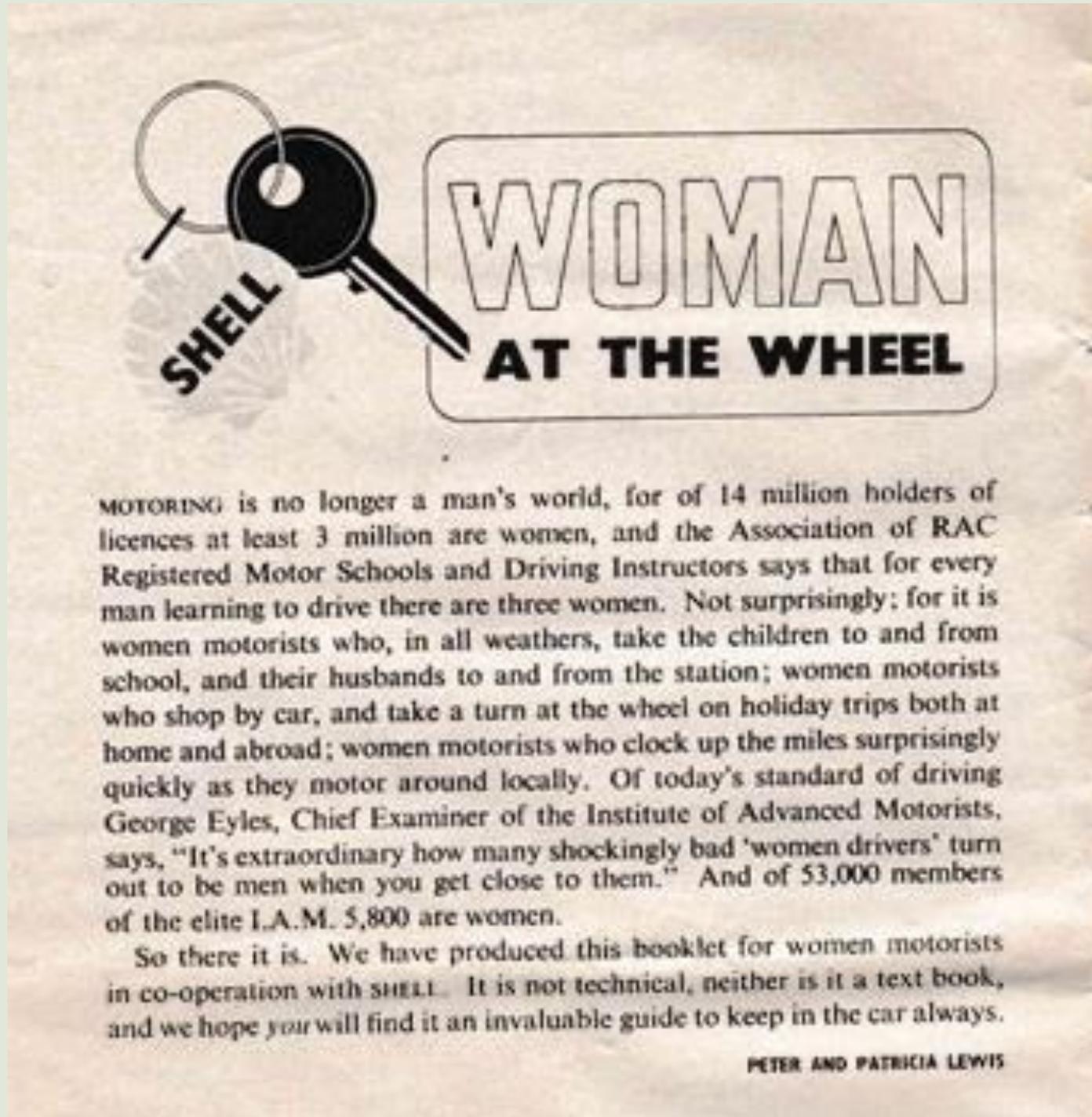
Prior to the rally, all the checkpoint information (locations by Latitude and Longitude and the correct arrival times) is loaded onto the internet by the rally master. People who register for the rally are given a car number and the password for the app. Each Rally Team then goes to the site and downloads the information for their car. The contestants will NOT be able to view Rally Master information. During the rally, when each car reaches a checkpoint, the contestant's device will signal a checkpoint has been reached with a "bing-bong" sound. The device will then display your time entered and your score and say "early" or "late". Your total score for the rally to that point will also be displayed.

With very few exceptions, this rally will run to the SCCA tour rally rules. This event will count toward the Detroit Region, Great Lakes Division SCCA Road Rally and National Championships.

Likely Start/ Finish: Aubree's Pizzeria & Grill 21775 Pontiac Trail, South Lyon, MI 48178 Approx. 0.7 miles north of 8 Mile Rd on the west side. (248) 437-8000 www.aubrees.com. Start and finish location may be subject to change.

Check this [page for more details](#) as they come available,

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“It’s extraordinary how many shockingly bad “women drivers” turn out to be men when you get close to them”

Don't blame me. This is from Shell a few decades ago.

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Road Rage, is it just me? — Brian Thorpe

I have concluded that anytime I see road rage that I am the cause. It is a combination of the vehicles I drive, and me.

1. 2002 Honda Odyssey - apparently this was the worst year for their transmission failures. If I floor the gas pedal when the light turns green the transmission respectfully waits for me to finish my sandwich before engaging with an almighty explosion and squealing tires and we are doing 40mph before we cross the intersection but not before the young lady behind me in her Lincoln Navigator blasts the horn in her hurry to get to the 40 car line up of late model SUV's at Amerman Elementary to pick up her kids! I now gently feed in the power to avoid the mechanical nightmare but it takes just as much time to move and I still get honked at.
2. 2007 BMW 530XI 6 speed. Everyone reading this knows the procedure required to get a stick shift car away from the lights. This is for those who don't know. Left foot on brake pedal, light turns green, shift left foot to clutch, depress clutch, engage first gear, sometimes I have to do it twice for some unknown reason, slowly release clutch until the bite point is found, depress accelerator then let the clutch go a little more. Car stalls sometimes due to geriatric slow motion. Do it all again and with luck we start moving. By this time, Amerman Elementary has started classes and all the kids are still behind me. I now use earplugs whenever I am near that school! I refuse to sit at the red light with car in gear due to sympathy with the clutch and crankshaft thrust bearings. Many decades ago I had a crank thrust bearing fail in my [1964 Lotus Cortina](#) due to insufficient clearance on the clutch bearing. It wore the crank thrust face which I had metal sprayed and reground. It was still good when I sold it for 400 pounds sometime around 1971. Wish I still had it.
3. Me. My advancing years have "allowed" me to slow down. I used to drive pedal to the metal, partly to hear the roar from the pair of unfiltered [40DCOE's](#) and partly because in those days 100bhp was all you could get in England. Now I saunter around like an old man, causing much consternation for everyone around me and especially my passengers.
4. Fast lane hogging. You would think that 80mph in cruise control is enough to justify hogging the fast lane on I75, especially when towing the Waverunner. Switching lanes seems more annoying than hogging the fast lane. But we were the slowest car on the road most of the time. We only had one rude finger as he overtook us on the inside. Everyone else seemed happy to undertake without gestures.

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My Road Rage — Brian Thorpe



There are many things I see that annoy me almost to the point of gesturing, but I have been forbidden from doing so ever since someone in a pickup truck followed us into a Sears parking lot with the intention of teaching me a lesson (I assume). Anyway, here is my list:

1. Fast lane hogging. I know I just said we do it, but the worst is when they are below the speed limit. One of the problems of leaving the fast lane is that those who were following us for miles, seemingly content with our speed, now want to close the gap so we can't get back in.
2. Roundabouts. I grew up with roundabouts, and it is so annoying when people stop at the entrance to an empty one. I have nearly rear ended the stopped car because I am looking to the left for cars on the island instead of at the car in front.
3. Refusing to Right turn on red. You don't have to turn right on red but it annoys many people if you don't. This is a little like entering a roundabout, and waiting till the light turns green, even with no cross traffic.
4. Slowing to 65 when a cop is sighted. It has been my experience, not having been stopped for many years, that you will not be stopped unless going over 80 on a freeway. How many times have you seen people doing 72 slow down at the sight of a cop? Where's the logic?
5. Heavy traffic. They say traffic flows best when all lanes are filled right up to the constriction. Nevertheless, I still get annoyed when people try to jump the queue forming in anticipation of the blocked lane. Some truckers even deliberately block the free lane so as to stop this annoying practice by holier than thou privileged persons. Maybe they just know about best traffic flow.
6. Not using cruise control. I think the most unreliable item on cars of all ages is the cruise control. Either that, or people don't know how to use it. When you drive for 1200 miles on I75, which we did a few days ago, cruise control is essential to rest your right foot and to keep your sanity. There's no fun in having to dip out of cruise because the guy who just overtook us slows down in front of us. It must be tough to be a passenger in that car. The few times when everyone around us is in cruise mode, traffic flows well and is a sign that autonomous vehicles can work if you get the idiot behind the wheel out of the way. But that means all of them not just a few.

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My video links - Satisfies my ego



1. [Go pro attached to steering wheel at Rallycross](#)
2. [Pelicans attacking fisherman](#)
3. [Fast sail on trimaran on Lake Erie](#)
4. [Twilight Tour TSD control before Richta App](#)
5. [Dancing with the cars](#)— Teena and Dan in blue BMW
6. [Helping ducklings get out of pool](#)
7. [Ferrari 458 at “Extreme Experience”.](#)
8. [Subaru Piston balancing DIY with \\$14 balance.](#)
9. [This list would not be complete without Burke’s Civic Rallycross cone annihilation.](#)
10. [Sloppy Crystal Motor Speedway, 2013](#)
11. [Is your Subaru knock bearings or timing belt tensioner?](#)
12. [2012 POR with Glass and Thorpe](#)
13. [My first Bayview Mackinac sailboat race videos.](#)
14. [Pics from May 2020 Milan Rallycross](#)
15. [Collier Collection, Naples, Florida](#)
16. [Ice Racing, Beaverton.](#)
17. [Aston Martin Centenary, 2013, London](#)

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Long Service Awards - 20 to 50 years



Congratulations to the following long service members who celebrated anniversaries June 2020 through December 2020

50 Years

Ann K. Burke

45 Years

Francis L. Miller

40 Years

Amy Frances Burke

Mark Silverberg

Jon DePentu

35 Years

Susan A. Eckel

Russell J. Ruedesueli

Douglas B. Mitchell

Robert A. O'Brien

Tim Gavula

30 Years

Gary Arvan

L. Fank Kamish

Brian P. Sumeracki

John Armstrong

Robert L. Nisonger

25 Years

Rosemary Bayer

John Lisiecki

Philip H. Michaud

Jim Ceruto

Ellen Silverberg

William James Brown

Lawrence Webster

20 Years

James Davies

Sandra Grant

Jon Armstrong

Scott Mathews

15 Years

Rosemary Buttermore

Steve Baumbach

Mary Bires

Michael J. Bires

Walt Rogowski

Matthew Fisher

Renee Fisher

Piotr Roszczenko

10 Years

John Li Thomas

James Schreiber

Dominick T. Sumeracki

Matt Henry Wolfe

Sean Robert Duncan

Jonathan Rogers

Eric Anderson

Leo Capaldi

Sandra Capaldi

Lance R. Leonelli

Susie Small

Nicholas Vardis

Melissa Robinet

Paul Walte

5 Years

Dean Baker

Charlie Brown III

Marc Robert Mendes

Jennifer Tarrien

Robin Warner

Clayton Robert Yocom

Mark William Hall

Artur Stepanov

Richard L. Stockton Sr.

Carol Clemens

Erika Joslyn Westfall

Linda L. Dicks

Daulton Hurst

Mohammad Salehi

Natalino John Scappaticci

Nick Ladocsi

Krysta Wierzbick

Roger Affeldt

Susie Cooper

Ryan Michael Long

Christopher Charles

Majba Safadyn Ramahi



Press on Regardless Book - by Andrew Layton



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

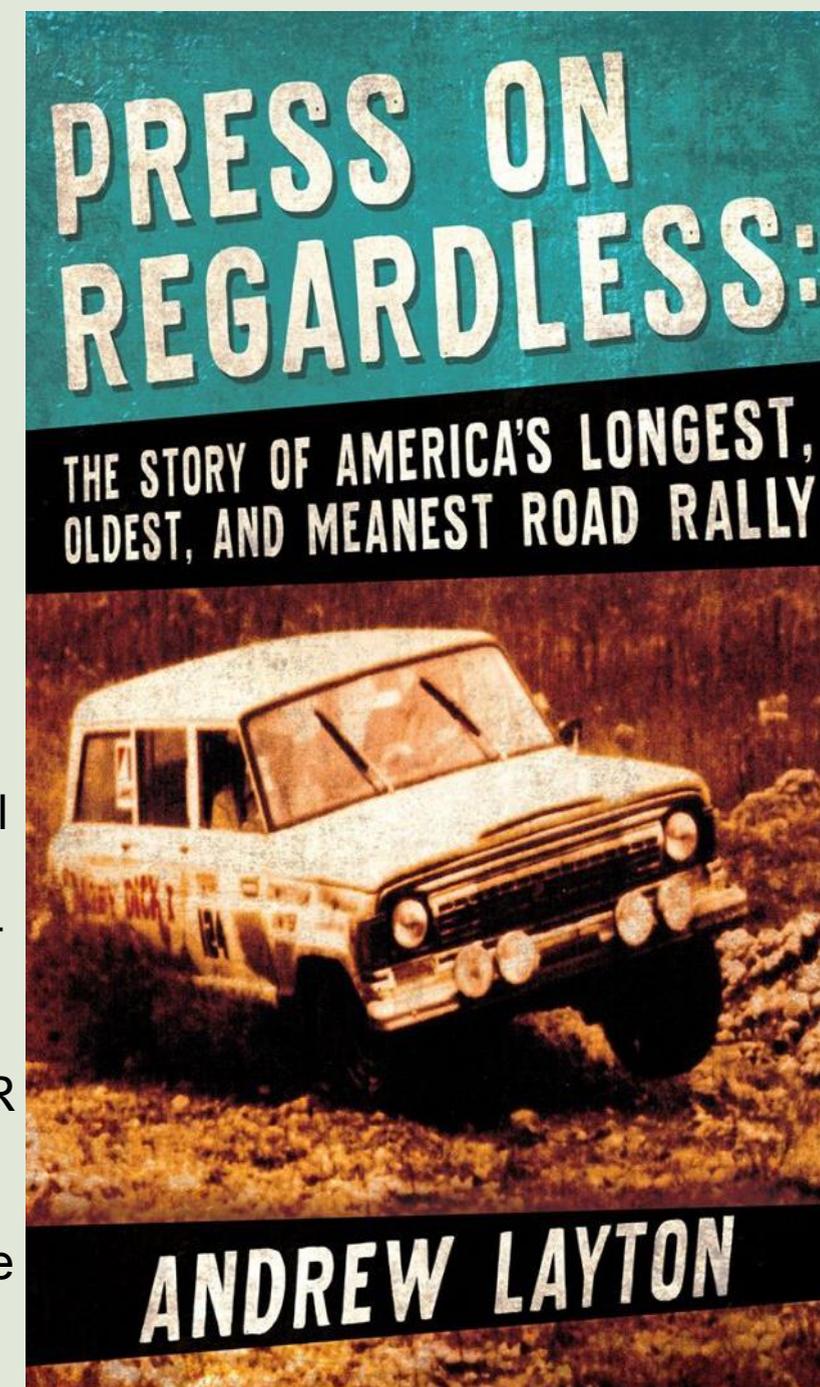
The complete history of the legendary Press On Regardless Rally's first 70 years;

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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Answers to the last Quiz

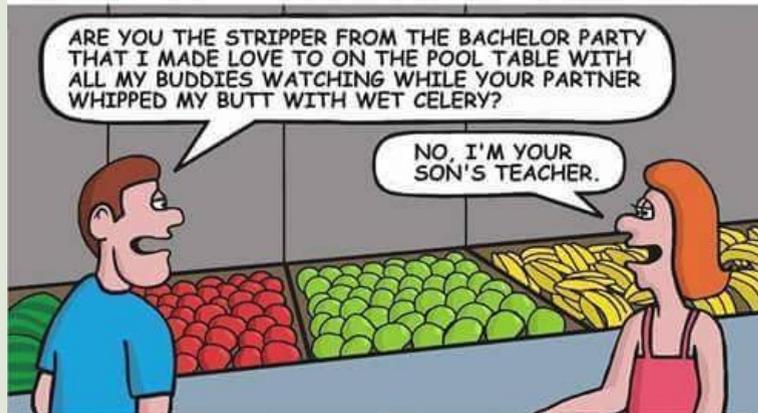
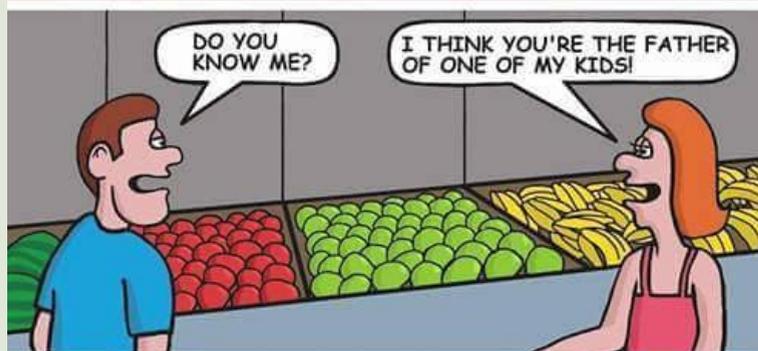
1. Complete this sequence: 1-7-4-10-2-8-6-12-3-
2. Which team will have Sebastian Vettel in 2021?
3. What is common rail diesel injection?
4. Who will be the 2021 F1 World Champion?
5. What was the 0 to 60mph time of the Jaguar XK120?
6. What size engine does the Geo Storm GSI have?
7. What is the bore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

11. Firing order of Lambo Diablo
Now we know—Aston Martin
Electronically controlled direct FI over 2000 bar
Let me guess—LH
9.7 to 11.9 secs depending on year
1.6l
49.53mm
Several, Bernoulli, Newton, but read [this](#)



12. Answers should be written on a \$20 bill addressed to the Den-
ner will receive \$20.

troit region secretary at the PO Box. Win-



Why men shouldn't write advice columns

Dear John,
I hope you can help me. The other day, I set off for work, leaving my husband in the house watching TV. My car stalled, and then it broke down about a mile down the road, and I had to walk back to get my husband's help. When I got home, I couldn't believe my eyes. He was in our bedroom with the neighbor's daughter!
I am 32, my husband is 34 and the neighbor's daughter is 19. We have been married for 10 years. When I confronted him, he broke down and admitted they had been having an affair for the past six months. He won't go to counseling, and I'm afraid I am a wreck and need advice urgently. Can you please help?
Sincerely, Sheila

Dear Sheila,
A car stalling after being driven a short distance can be caused by a variety of faults with the engine. Start by checking that there is no debris in the fuel line. If it is clear, check the vacuum pipes and hoses on the intake manifold and also check all grounding wires. If none of these approaches solves the problem, it could be that the fuel pump itself is faulty, causing low delivery pressure to the injectors.
I hope this helps,
John

— Forwarded by Steve Sanderson,
Gilbert, S.C.

Recently I went to see my shrink.
Shrink: What's your problem?
Me: One day I think I am a wigwam. The next day I think I am a teepee.
Shrink: I know your problem, you are too tense.

I want to tell you about a girl who only eats plants.
I doubt you've heard of herbivore.



Council Estate KID 11 hrs · 🌐

A Nottingham woman (pictured here) has lost her case at Nottingham magistrates court today, after she tried to sue "NUH Queens Medical Centre" after her husband went in for an operation which left him unable to have sex with her afterwards.
Mrs DeMinger of Bulwell aged 67 said to reporters outside court this afternoon "Me and me 'usband Fred 'ave 'ad bangin' sex till 'e went ta 'ospital and 'ad 'is operation, now 'e's not interested 'n me and it's all down to them twats" !
The surgeon who performed the operation and attended court to give evidence said "all we did was removed Fred's Cataracts" !

My boyfriend tried to make me have sex on the hood of his Civic. I refused. If I'm going to have sex it will be on my own Accord.