

JUNE 1998

OPEN EXHAUST

THE OFFICIAL PUBLICATION OF THE DETROIT REGION SPORTS CAR CLUB OF AMERICA



HTOSDI EVENT INFO • 50TH ANNIVERSARY ARTICLES • GINGERMAN NATIONALS REPORT
FIRECRACKER SOLO INFO • SEASON OPENER AND MEMORIAL DAY SOLO RESULTS



WANTED FILMS AND MORE!



The Anniversary Committee is looking for a few good films—the older the better! Actually, we are even willing to take a look at quite a number of not-so-good ones. The one catch is that they must have something to do with motorsports, and preferably have some connection with Detroit Region.

The “and more” could refer to slides, photographs, and information which could be included in articles on the history of the Region.

The “!” could refer to **you** if you have any experience with putting together AV presentations.

Please do not put off this request or the anniversary year will be history, along with all of your memories. For further information please contact the Anniversary Chairman, Suzanne Royce at (248)394-0339.

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ABOUT THE COVER

Rick Bolt (ITA) and Richard Cole (ITB) chasing each other at Grattan in Turn#3 during the last regional in 1997.

Photo by Nick Devinck

OPEN EXHAUST

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 OF THE
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Volume 45 Number 5

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LEGALS

Open Exhaust is published 10 times a year, with bimonthly issues for November/December and January/February. Views expressed herein are those of the authors and not necessarily those of Detroit Region SCCA, or of SCCA Inc. Permission to reprint any material published in Open Exhaust is granted provided full credit is given to Open Exhaust and the author. Deadline for Open Exhaust is the third Tuesday of the month prior to publication. Ideas, suggestions, comments, corrections and letters to the editor are welcome and appreciated, but Open Exhaust reserves the right to edit or exclude any submissions. Articles may be hand or typewritten, but electronic correspondence is highly preferred. Artwork should be captioned and identified for return.

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ADVERTISING

Total price of an advertisement run in consecutive issues (add 25% for the back and inside covers):

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Business Card	3 1/2"	2"	\$19	\$49	\$75	\$135

Ad must be paid prior to publication. Camera ready (STAT) black and white artwork at publication scale or most common PC/Windows graphics formats are acceptable (Windows .pcx works well).

RE REMARQUES

by Marcus Merideth

This is going to be really short and sweet. With road racing, solo events and FSAE right on top of me as I write this, I am pretty busy. Hope you took the opportunity to attend the May General Membership meeting. Andrew Craig was an excellent guest speaker. If you missed it, make plans to attend the July meeting. I am sure you will enjoy it.

Both the racing and solo driver's schools have been conducted with great reviews. Please congratulate the chairs and chiefs for these events. The Other Side Does It is coming up soon and don't forget the National Road Race August 8-9 at Graton. Help is always need. The rallye season is hot and heavy with a TSD Rallye School coming up August 1-2.

In August we are going to have a special meeting to discuss road racing in the Detroit Region. We need chairs and specialty chiefs for next year and now is the time to organize. More information will be forthcoming.

That is all for this month. Hope you value your membership and enjoy it. Now off to changing struts.

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Starting in May, the Detroit Region will charge \$75 for a three month long "banner" ad on the Region's website. Please contact me for more details. Robert Liu: 248-449-8364 or bobaliu@aol.com

Open Exhaust E-MAIL

Send articles and other tid bits to me over the internet.

bobaliu@aol.com

APRIL BOARD MEETING MINUTES

*Jervis Webb
April 14, 1998*

The meeting was called to order at 7:40 pm by Marcus Merideth.

In attendance: Marcus Merideth, Pat Pierson, Hal Goff, Chris Syfert, Gene Henderson, Jim Fekete, Jim Crider, Mike Pickett, Mark Shehan, Tom Reichenbach, Dave Dobry, Bob Liu, guests Dan Lyons, Dick Cole, and Mike Carmody .

REGIONAL ROAD RALLY PENALTY DISCUSSION

Follow-up to last month's discussion of suspension of member from organizational activities following errors with a regional road rally held on May 4, 1997. There were mistakes made by the co-chair/safety steward as well as the event chair. Procedures about applying for sanction, obtaining a insurance certificate, and license checking were discussed. Rally organizers check list exists but seems to be in need of more specific details. The rally chairman has a package of forms that go to event chairmen now to direct the steps that need to be done to get a rally started. The rally chairman is satisfied that the package will serve its purpose to get the proper steps done.

After further discussion, the penalty was reduced from three years to thirteen months from the date of the event and to include the co-chair/safety steward.

REGIONAL RACE CANCELLATION

Mike Carmody of RAOFT, Formula Mazda prep shop, explained his perspective on the regional race cancellation which was shock that this would happen in such a large Region. He also explained phoning other Regions to pick-up the date and asked why this alternative was not pursued by the Board. Turn-over with race chairmen and workers needs to be dealt with before events are at risk. He

suggested recruiting and orienting family members of newly licensed drivers. How do we get to those people? Orientations toward worker opportunities could be done at the RAOFT compound, for example.

Another idea to have articles in the OE about how to chair each of our types of events was suggested.

SECRETARY'S REPORT

Corrections to March: New budgets should read final budget for 1997 awards and Moonlight Monte Rally. Jim Crider moved to approve report as corrected. Jim Fekete seconded. Motion passed.

TREASURER'S REPORT

Showcase series has been canceled for 1998. A proposal to reinstate the program for 1999 is expected. Jim Crider moved to approve. Gene seconded. Motion passed.

New Budgets:

How the Other Side Does It
Jim Crider moved to approve. Hal seconded. Motion passed.

Registrar's Budget:

Grand Prix budget - we may need to buy the worker T-shirts. Other alternatives will be pursued.

Dawnbuster V Rally - trophy budget looked low due to purchasing in bulk.

Season Opener Solo:

Chris moved to approve the above new budgets. Jim Crider seconded. Motion passed.

National race budget was finalized.

MEMBERSHIP REPORT

Member count totals 2,128 for March 1998.

New application forms will be printed in June when the new National fees go into effect.

Suggestion was made to provide the membership chairman with an inexpensive computer to receive e-mail correspondence at home. Pat moved to allocate up to \$1500 for a computer and printer for

the membership director's use. Mark seconded. Motion passed. Hal will check into acquiring the equipment for the best price.

OLD BUSINESS

Nothing to report.

NEW BUSINESS

Marcus asked about setting-up a Region web mailing list. Mike could use it for promoting meetings. The idea was well received, but we need someone to organize and monitor the list. We will remain open to volunteers to run this.

ASSISTANT RE REPORT

Mike reserved Laurel Manor for the awards banquet for January 16, 1999.

The March meeting about how to start racing, rallying, and solo was well received. The speakers, Jim Fekete, Don Sak and Mike Burke, did an excellent job and attendance at meetings is increasing.

The May meeting with Andrew Craig as speaker will be organized to handle more people.

The Dyno Day was successful for the nine participants who took part. Feedback was that the date was too early for racers. Annual tech was held for cars that were there. Discussion of worker points for the annual tech resulted in consensus that this was not listed as a points paying event. Individual thanks will be given to those who helped with annual tech.

The problems with the OE mailing were discussed. Bob Liu reported that the printer has found a new mailing service following our feedback to the printer on this issue.

RE REPORT

One Board meeting mid-year will be devoted to a business plan for the Region for 2 - 3 years.

Race, rally and solo directors were asked to request their chiefs of specialty to write ar-

ticles about the positive aspects of their assignments and how to get involved.

SPECIAL EVENTS

There is a Ride and Drive at Ford on April 16.

RACE REPORT

Dave reported that Drivers' School is proceeding on schedule. The Regional date for May has been picked up by Western Michigan and Blackhawk Valley. How the Other Side Does It is proceeding on schedule. We still need a chairman for the National in August.

RALLY REPORT

Gene reported that the POR will be September 11 - 13, preceded by a novice rally on the 9th and a rally cross on the 10th. Insurance is required for each of these events.

Jim Fekete reported a friends of rallying meeting on Tuesday, April 21 at the Family Buggy Restaurant at Plymouth and Middlebelt.

Grand Adventure rally by Western Michigan will be August 25.

Cast in Stone rally will be May 16.

DawnBuster on June 20-21 is an all-night event.

SOLO REPORT

Solo school has 28 entries as of April 14.

Site for the Season Opener is still open.

Hal moved to adjourn at 10:07 pm.

*-Christine Syfert
Secretary*



JUNE IN DETROIT ... GRADUATIONS, GROOMS AND GRAND PRIX

by Suzanne Royce
(with assistance from articles in prior editions of *Sports Car* and the *Open Exhaust*)

No, the title is not nearly as effective as "April in Paris". I have tried putting other months with the city, and while some may trip a little better off the tongue none really flow, so June in Detroit it will remain. Ask what most people in the USA associate with June and the answer will probably come back as weddings and graduations. (On a personal note: our daughter and son-in-law chose to marry in December, far away from any conflict with motorsport, but during an ice storm as it turned out. High school graduations, on the other hand were in direct conflict with Detroit Region races, so that was fun working out the schedule of last times to leave and still make the ceremonies in time. Hmm, it seems as though a lot of the driving skills we learnt through participating in SCCA events were used to help us in reaching our desired destinations in a timely and safe manner.) Mention June in Detroit - there it goes again - and whether they love it or hate it the answer will often come back "Grand Prix".

Detroit Region was directly involved with the organisation and staffing of the Grand Prix when Formula One came to town from 1982 until 1988. Region members were also involved with the Dallas F1 race in 1984, the Curacao F3000 race in 1985, and the Phoenix F1 Grand Prix from 1989 to 1991. When F1 left Detroit in 1988 CART took over the headline position, still racing around the streets of downtown until 1992 when the Detroit Grand Prix moved to Belle Isle. But in the Grand scheme of things that is all recent history, and is just the lead-in to rest of the story.

Two other organisations associated with professional racing are also celebrating their 50th Anniversaries this year -

NASCAR and The Glen.

I was going to précis parts of the following article from the July-August 1952 edition of *Sports Car*, but I could never do the writer justice. Unfortunately, the author's name does not appear so I cannot give credit where it is due. Just sit back, open the door to your imagination, and chortle along as you read the following report of a NASCAR race at the Detroit Fairgrounds.

"On Sunday, June 22, bucking a slime-slick track that grounded NASCAR's highly touted 250-mile stock car hopefuls for the second day in a row, more than 30 Detroit Region SCCA sports cars put on a slam-bang show that kept some 3500 paying customers hopping with excitement.

In the first heat for cars under-1500 cc, Max Goldman's Siata burned up the 10 miles of mud leading the other nine cars thru the chicanes with some remarkable driving skill. The second 10 mile heat for under-1500 cc cars went to Bernie Kerner's MG-TD in 13 min. 41 sec. The third 10 miler took in the first six places in heats one and two. The end of this whirl found a mud-splattered Mr. Goldman again a winner.

By the time heat number four for cars over-1500 cc was ready for the starter's flag some of the goo had been beaten off the track and the big boys had it a bit easier. After a rather slow Le Mans start, Fred Warner in his Hydra-Matic Cad-Allard ground mud to take the field and checkered flag with a time of 11 min. 31.6 sec. for the 10 laps.

The 15 lap feature bunched the six top (under-1500 cc) cars with the six top (over-1500 cc) cars. However, to win the 15 miler, the large capacity boys were required to go 17 rounds, giving the small fry a 2 lap handicap. In this last try Fred Warner got off to a better start and came within scant yards of taking the main event. His small argument with a hay bale gave the

wind-up to Ed Glowacke driving a Siata.

One of the best demonstrations of driving skill and car performance was put on by Charles Dietrich of Sandusky (O.). Driving his first race in his 1948 blown MG-TC, (38,000 on the clock), Charlie had to run against the over-1500 cc cars. Taking fifth place in the fourth heat for the big cars, he came back to lead the feature for two full laps before Fred Warner's Cad-Allard bomb could take him. Driver Dietrich not only had one of the best set up cars on the track, but proved himself to be one of the smartest drivers on the circuit.

* * * *

The Le Mans start through the mud and slime produced many a medium-sized chuckle from the stands. Norm Couty and Max Goldman demonstrated the best form of the day. Norm took a racing stance, a start, bounced to hands and knees, then to one elbow and knee, up to his feet, down on his stomach, finally into his car. After this exciting trip across the track, a few hay bales that jumped in front of him meant nothing. Max, in his baby-blue overalls, took a rather nonchalant stance and start, but halfway to his red Siata changed to a power dive via the submarine route. However, he landed right side up in the car and brought home the bacon.

* * * *

Per usual, Del Lee thrilled the customers from start to finish. Getting off to a last place start in his first heat, Del managed to take third by the end of the last lap. In the feature he pulled all the stops. After staying up among the leaders for two-thirds of the race he grazed a bale and the home-stretch fence, then burst into flames as he entered the backstretch. Quick work with the extinguisher confined the damage in the Lee Special to some bonnet paint and the carburetor, which will carb no more.

* * * *

The occasion marked the first public appearance of RE Charlie Davison's English

born Squire. Even though Prexy Davison finished out-o-the-bucks in his initial trial, the crimson Squire looked like a going concern. Complete with built-in blower plus other luxury appointments, the car drew the lion's share of crowd attention.

* * * *

The 5-race card proved Detroit Region drivers can take the worst track conditions possible and still put on a hell of a go. With many of the boys driving competition for the first time, the show was an impressive demonstration of car handling by each and every contestant."

The Glen was first run on the roads around the village of Watkins Glen in 1948. In 1952, RE Charles Davison recounted that when driving this road course in his Simca, while he was able to retain control, his car had a tendency to bottom a bit while crossing the railroad tracks at a fair clip. By 1954 the new Watkins Glen Grand Prix Race Course was built. It consisted of a 4.6 mile circuit with "seven turns...all tricky, one long straight of 1.3 miles, but with many gradient changes".

The first Grand Prix held in 1954 on the new Glen race course did not lose any of the magic which had built up around the old village venue. Thousands of enthusiasts jammed the streets, hawkers sold the usual trash and trinkets, and cars were everywhere. There were two hundred and twenty six entries, the largest entry ever received for an SCCA event. Technical inspection was held from the Tuesday through the Thursday, at the same garage as in previous years. Eventually one hundred and seventy six cars arrived and successfully passed inspection. Eleven cars dropped out during practice. The local police acted as marshals for the crowds who poured into the area.

The second race was the Collier Brothers Memorial Trophy Race for production MGs. Thirty two cars were gridded for the standing start. After the initial mayhem the group settled down with Leech Cracraft leading in a TF, with Harry Herrman in second, and right behind came Bill Long, Ralph Durbin (did you read his article in last month's OE?!) and Gus Ehrman. These last three had started from the positions of 23, 28, and 18 respectively! "On lap two, "Old Lead Foot", Ralph Durbin, took the lead with Long in number two spot, Cracraft third, Ehrman fourth and Herrman fifth".

Soon the race lead was changing be-

tween Durbin, Long and Ehrman, who were making a spectacular show for the spectators. "...on the tenth lap, with one to go, "Old Lead Foot" was off with Long a close second and Ehrman an equally close third. As they came 'round the bend heading for the finish line both Durbin and Ehrman appeared together, both completed a spectacular slide and Ehrman took the checkered flag a few feet ahead of Durbin. Ehrman's average was 61.2 mph, Durbin 61.1 mph and not far behind, Long with a 60.8. Needless to say, the spectators really appreciated this one to the very end."

Twenty four cars competed in the Grand Prix. The first six grid positions were: Briggs Cunningham, Cunningham 4.5 Ferrari; Bill Spear, 4.5 Ferrari; Sherwood Johnston, Cunningham C4R; Jim Kimberley, Ferrari; Jack Ensley, Kurtis; and Phil Walters, Cunningham C4R. Detroit Region's Rich Lyeth, in his 2.9 Ferrari, came round at the end of the first lap in tenth position. Soon he was dicing with Lloyd and Cunningham for seventh place. Bill Spear set the course record on the eighth lap with a time of 3:10.8 ... an average speed of 86.6 mph.

The rain started as the cars were on their ninth lap, and things became even more interesting. Spear retired on the 10th lap with rear axle problems. As the cars experienced more difficulties with negotiating the corners, crews were dispatched to the worst turns and dry cement was spread on the road surface, during lulls in the traffic. This helped quite a bit with driving the cars around those turns, but any following driver was on the receiving end of a face full of dry cement mixed with the accompanying rain!

Phil Walters finished first, with an average speed of 83.3 mph, and became the first driver to win the Grand Prix twice. Kimberley was second with an 81.4 mph, and Johnston finished third at 81.3 mph. Rich Lyeth finished in eighth spot.

Capt. George E. T. Eyston, the Chief Steward, in his "Epilogue of Watkins Glen" in Sports Car, critiquing the new race track made several observations, suggestions and compliments. The following is a synopsis of some of the more interesting ones. The Watkins Glen Road Circuit should, in a short space of time, compare very favourably with the shorter Courses across in Europe. Work should be done to harden the road surface and make it non-skid under wet conditions. All soft shoulders

should be eliminated, and the road widened where possible. The tops of some of the hummocks should be cut off to give the drivers better visibility of the track. There should be an upper limit on the size of engines or there could be a major pile up on the long descent. "What is needed is a Corps of Flag Marshals, under the auspices of the S.C.C.A., who could be situated at some points where the slower cars must give way to the faster. They would be ex-drivers of experience and would operate the blue flag. Obviously this has to be used with proper discretion, and only for a very definite purpose, but the blue flag is in the interest of the sport and definitely promotes safety". An office, to serve as the nerve centre for the control of the entire course, should be at the start/finish line. No vehicle should be allowed on the track without first obtaining permission to be there. Spare straw bales should be stacked on every prominent corner, to replace those hit during the race, and brooms should be used to sweep up spilt straw.

It is often difficult when watching modern-day racing to remember the roots that it grew from. Most of the machinery that was raced 50 years-or-so ago was also driven to the track, whereas very few classes now could even be licensed to drive on the road. The thought comes to mind - that was real racing! It certainly all sounds very romantic now. In my research of Detroit Region and SCCA there have been very few mentions of serious accidents, but in the world of motorsport they certainly were there. One of the things which we must all be thankful for is the evolution of safety in motorsport, both for drivers and workers. I wonder what people in another 50 years will think of racing today? Will there still be motor vehicles running on road courses? But to return to the present - for all of you who will be doing the annual trek to Belle Isle, to spend hours working in all of the elements that June in Detroit can throw at you, smile. After all, to those spectators who spend their money to attend the Grand Prix, or watch it on television, you may be a romantic figure. Well, that should bring a smile to your face!



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TROPHIES

Dust off those old trophies in the basement or attic. We can put them to good use. Detroit Region's 3rd Annual "How the Other Side Does It" will take place July 10-12, 1998 at the Waterford Hills Road Race Course. The weekend includes fun and games for the kids too. We want to make certain every child enter in the Kid's Events get a trophy.

That's where YOU can help. Contact Sandy Cole at (248) 685-2853 and recycle those old trophies now.

TIMING AND SCORING

by Louise Siegmund

TIMING AND SCORING has come a long way, baby. Imagine, if you will, one person keeping one lap chart while another balancing on a crumbling building foundation yelling out the numbers of passing cars at her! Not terribly efficient or accurate but when T/S had only a few people this was better than nothing. This on a DIRT track. It seems to me there were two others timing with stop-watches. This at North Bay early on.

Yes, we actually timed cars with watches. You would generally time at least two cars. If you goofed and missed the time as the car went by that was OK. It usually came by again. Each car had a number and a lap card. On the left column you wrote the time the car passes the start/finish line; minute, seconds, and hundredths, keeping in mind there are 60 second per minute, You then subtracted this time from the previous time to give you the LAP TIME. Are you still with me? This time was written in the right-hand column. If you were timing four, sometimes five, cars at the same time, this was great fun.

Timing TOWERS per se were not as fancy as today. The Grattan "facilities" come to mind....a broken down flat-bed trailer parked at an angle pitching everything forward, papers, clip board, pencils falling. At least there were "shelves" and a canopy of sorts. Just enough room for some ancient, splint-filled chairs, which had to be folded up if anyone wanted to move anywhere. Try timing three or four cars with a watch (no computer) the wind blowing lap card, papers, hair, dust and debris everywhere.

At Waterford we sat again on cold, metal folding chairs on the inside of the track facing what is now the timing tower semi-covered by a parachute! Hearing Pete

Lewandowski calmly saying "Keep timing" whenever a spinout or other crisis occurred in front of us.

At Steel Cities I remember the one time I was there, it was so cold. I was helping out at registration in a cold, cold barn My legs were frozen up to my knees. The word went out to man the timing stand. I arrived there but my brain was so cold I couldn't even guess what the watch was for. There was one other person besides me there who hadn't been at registration so all was well?

The first year of the Grand Prix was fun, too. The timers sat on the rocky, glass strewn river bank on folding chairs using clip boards. No Johnny-on-the-spot on the area. So, in order to use one, you first had to climb over the barricade, cross the track, climb over the second barricade, enter the pits, make your way to the extremely crowded exit. If you were desparate, and we usually were, you found another way to get over the eight-foot fence. I made the acquaintance of an Italian group, climbed the stack of extra tires and wiggled through a small opening in the fence and jumped down. I got used to saying "Gratzie". Occasionally a foreign driver would come to the river edge and relieve himself.

And when it rained. Ah, yes, when it rained!! We were expected to keep track of things even though sodden. With the help of Wayne Zitcus treasures of SCCA at that time, we hung opened garbage bags from the timing edifice using racing tape. This was supposed to shield us from the elements. Ha! Papers that didn't get soaked blew away. On days of sunshine we'd arrive home with one side of our face and one arm sunburned.

Nowadays the computer records the passing of each car and the time it passes. But not the number. This still must be done by "tapers". A tape is made of each lap by



car numbers. The computer figures out each lap time. This is fed into a printer, and later copies are made for each driver. How times have changed! The equipment is more technically better but not the drivers. They still bitch and moan when the results are slow getting posted. They're lucky to get them the same day!

Timing consists of timing each car on the track regardless if there are five or 50. Scoring consists of listing each car in order per lap. This record is called a LAP CHART. After a race the drivers are then able to see how each did lap by lap. This is posted as soon as possible. Lap charts are easy to keep unless the lead car(s) passes the slower car(s), in other words this car is "lapped". This makes for loads of fun.

Not everyone can "tape". This consists of writing down the number of each car at the time it crosses the start/finish line. Often more than one car does this at the same time...at great speeds. More fun. Chris Syfert is good at this. So is Marge Wulf. I'm not. The taper then hands the tape to an "auditor" who compares the tapes, usually three or more, corrects if necessary, and hands a corrected tape to the charter and the computer operator.

The areas set aside for the timers/scorers today are so much cleaner, more comfortable and now air-conditioned than in the past. But you know what? I wouldn't have missed it for anything!!!

SEASON OPENER SOLO II

DID YOU COME TO THE RIGHT SITE?

by Jay Pistana

Yes, the 1998 SCCA Solo II season is underway. Detroit Region hosted the Season Opener on Sunday May 3rd at the Renaissance Center in downtown Detroit. The event site changed many times as it was originally scheduled at Willow Run Airport. Then it was to happen at Chrysler's Sterling Heights lot, then got bumped back to Willow Run, then finally a last minute change to the RenCen lot. Apparently this is the last year for this site as a parking structure is planned, though its been the "last year" there for many years as previous plans have changed. Sounds like our site selection process!

Sunday started out with very threatening weather, but prayers by the event co-chairs Eric Kaufman and Kevin Howell paid off. Dense fog and light rain turned to overcast skies, which turned into sunshine and a very nice Spring afternoon. Those scheduled to race in the afternoon figured we would be all wet, but instead had superb conditions.

Dennis Grant with sponsor Bushur Racing started off the Detroit SCCA solo season in his white Eagle Talon. Following

him were the other 120 or so entrants divided in four heats. Everyone got four runs. The event ran smoothly after a delayed start waiting on slight course modifications and the huge challenge of getting all the participants entered into the computer for the year's first event. The only other delay occurred at the start of the fourth heat when Alan Shielder in his red Dodge Colt dumped several quarts of oil on-course. Unaware of the spill, Mike Burke could not understand why his car felt so slippery and wondered how his co-drivers (most of his family and friends) had done so well. Once the hour long cleanup was complete, I'm sure he felt better with improved traction.

Those familiar with the RenCen lot were challenged with driving the course in the opposite typical direction. The course consisted initially of smooth flowing sweeper turns and a 4 cone slalom. It ended with a dragstrip thinly disguised with a left dogleg and some slight offset gates. Much excitement and strategy occurred in this area of the course. Those drivers with nerve and "guts" drove this section flat out and experienced occasional vehicle lift at the midway crest. Suffice to say the course was fun.

FTD was set by Mark Shehan in his red Toyota MR2 Turbo with a time of 31.174 seconds. Many other very fast times were recorded by drivers in DS, ES, FS, GS, CP and ESP classes. In fact ESP had 15 entrants with the top TEN drivers finishing within one second of class winner and Regional Executive, Marcus Merideth. Various other Detroit muscle cars duked it out with a Ford Mustang winning this round.

For the first event considering the weather and site changes, the turnout was very good. The power of the computer paid off once all the runs were completed. Within five minutes, the trophy presentation began with printed out final results! This is a major accomplishment as the nice T-shirt trophies were awarded and results went out in the mail shortly afterward.

Event co-chairs would like to thank all those that helped run the event including: Jim Crider: timing/scoring, Gary Godula & John Tak: safety, Julie Kaufman & Heather Stickney: registration, Don Elzinga: worker chief, Mike Burke: novice walk, Mike McClintock & Bob Martin: tech, and Mark Shehan: truck driver. The Opener was a great start to the solo season, hope to see you at an upcoming event.

1998 MEMBERSHIP DIRECTORY

New membership directories are available. Each Region household is entitled to pick up one directory while the supply lasts at no cost. They will be available at the membership meetings, Driver School, Solo School, and other selected events.

Extra copies will be sold to Region Members for \$3 each. There is a \$2 charge for mailing a directory.

Contact: Tamara McDaniel @ 248-374-9305

INDIANA NORTHWEST REGION 1998 SOLO SCHEDULE

<u>Date</u>	<u>Event Name</u>	<u>Location</u>
May 16th	Air Strip Tease	Merrillville H.S.
May 17th	Spring Fling	Merrillville H.S.
June 27th	McKamey Phase I	Merrillville H.S.
June 28th	McKamey Phase II	Merrillville H.S.
July 11th	Evening Fun Event	Merrillville H.S.
July 12th	Some Like It Hot	Merrillville H.S.
Aug. 23rd	When Pigs Fly III	TBA
Sept. 20th	Classic Challenge	Gary Airport
Oct. 11th	Trick or Treat SOLO	Merrillville H.S.
Nov. 1st	Fokkers Everywhere	TBA

For more info: 219-769-0915 or 888-INR-SCCA

RESULTS:

STOCK CATEGORY

A Stock

T 1	Mark Shehan	31.174
2	Heather Stickney	31.763

B Stock

T 1	Patrick Kernahan	33.881
T 2	Benjamin Haynes	34.163
3	Lee Walker	34.345
4	Michael Bodnar	35.328
5	Vance Johnson	35.364
6	Jack Haynes	35.924

C Stock

T 1	James Netherland	33.616
2	Gary Gloceri	34.155
3	Bruce Jones	36.638

D Stock

T 1	Bill Watkins	32.530
T 2	Larry Macleod	33.149
T 3	Jeff Brummer	33.658
4	Robert Liu	33.863
5	Tom Young	34.596
6	Anthony HooSang	34.695
7	Adam Dettloff	34.857
8	Rick Bohn	35.269
9	Gregory Croft	38.080

E Stock

T 1	Dave Pearson	32.401
T 2	Alan Shielder	32.475
3	Pete Uller	33.824
4	Carol Goins	35.965
5	Steven Bodnar	37.601

F Stock

T 1	Chris Lindberg	32.280
T 2	Donald Elzinga, Jr.	32.866
3	Rick Bissell	33.156
4	Jeff Grabowski	33.224
5	Keith Knudsen	33.830
6	Eric Haiss	33.993

F Stock Ladies

T 1	Kathy Van Winkle	33.629
2	Lisa Britton	35.064

G Stock

T 1	Tom Birchard	32.292
T 2	Frank Aiello	33.260
T 3	John McIver	33.586
4	Jim Crider	33.679
5	John Penoyer	34.456
6	Dennis Grant	36.544
7	Glen Ruczynski	37.248

G Stock Ladies

T 1	Karen Genslak	39.890
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H Stock

T 1	Benjamin Horste	35.911
2	David Furchak	36.038

STREET PREPARED CATEGORY

C Street Prepared

T 1	Christopher Berchin	32.351
T 2	Dave Aucott	33.015
T 3	Chris Berube	33.127
4	Mike McClintock	33.711
5	Gregory Few	34.351
6	Steve Guth	36.016
7	Steven Thiel	36.401

D Street Prepared

T 1	Guy St. John	32.182
T 2	Kyle Smith	32.507
3	Jim Fleming	32.912
4	JB Lewis	33.365

E Street Prepared

T 1	Marcus Merideth	31.424
T 2	Mike Liubakka	31.447
T 3	John Tak	31.704
T 4	Mark-Tami Hotta	31.756
5	Kevin Howell	31.838
6	Eric Kaufman	31.863
7	Don Perlick	31.906
8	Dean Martin	31.907
9	Giovanni Greco	32.255
10	Jay Pistana	32.436
11	David Kyte	33.297
12	Steven Munsell	33.458
13	Mike Popovic	33.999
14	Rob Tarrien	34.216
15	Trenton Munsell	35.646

E Street Prepared Ladies

T 1	Julie Kaufman	34.364
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PREPARED CATEGORY

E Prepared

T 1	Paul Maitre	37.053
2	Scott Johnson	37.832
3	Curtis Schlak	38.698

MODIFIED CATEGORY

A Modified

T 1	David Lister	34.048
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OTHER CATEGORY

Street Tire - SS

T 1	Steven Carlson	36.085
2	Tony Chen	39.198

Street Tire-BS

T 1	Scott Ellison	35.128
2	Sean Clay	37.175

Street Tire-CS

T 1	Brad Wager	33.551
T 2	Mike Burke	34.702
3	Jeff LaVoy	35.921
4	Andy Brown	36.310

Street Tire-CSL

T 1	Amy Burke	36.784
2	Carrie Burke	37.488

Street Tire - ES

T 1	Chris James	36.444
T 2	Stefano Frascaroli	36.760
3	Andrew Duthie	37.917
4	Carol Golanski	38.130

Street Tire - FS

T 1	Gene Lukiana	34.405
T 2	Dave Moore	35.018
3	Stephen Couture	37.297
4	Meco Hagler	40.172

Street Tire - GS

T 1	Richard Altherr	37.164
T 2	Theo Hoag	37.212
3	Sean Mullady	37.509
4	Gary Klein	37.741
5	Jason Kindlimann	38.384

Street Tire - ASP

T 1	Brian Smith	34.576
T 2	Jose Sinibaldi	36.595
3	James Austin	39.472
4	Liana Austin	40.038

Street Tire - CSP

T 1	Zach Zwilling	35.515
T 2	Faisal Ahmad	35.701
T 3	Jeff Gale	35.744
T 4	Matthew Jensen	36.190
5	Michael Eggleton	36.730
6	John Palazzolo	37.173
7	Audley Brown	37.305
8	Danielle Brown	37.401
9	Daniel Boik	37.985
10	Nick LaPensee	41.044

Street Tire - ESP

T 1	Ron Shemet	35.944
2	Michael Eggleton	36.730

SCCA Central Division

1998

Solo II Divisional Championship

August 8 & 9, 1998

Grissom Air National Guard Base • Peru, IN
(60 miles North of Indianapolis, IN)

***Hosted by the combined efforts of your
SCCA Central Division Regions!***

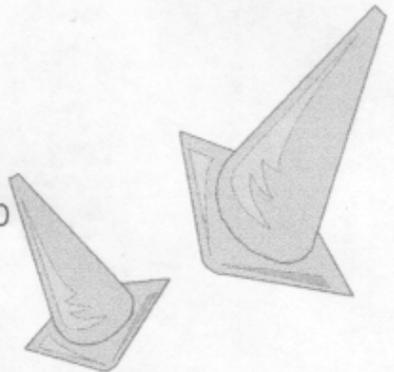
Exceptional Concrete Site! ● National Caliber Course!
Awesome Trophies & T-Shirts by Riffle! ● Saturday Night Party!

Featuring: Lloyd Loring 'The Voice of Solo II'

HOTEL INFORMATION

Knights Inn \$45 - 3 miles from site - Peru, IN 765-472-3971
Shelton Inn \$40-\$46 - 5 miles from site - Peru, IN 765-472-1925
Yogi Bear Camping \$18 - 12 miles from site - Peru, IN 765-472-4342
Best Western (new) - Peru, IN 765-473-8800
Econo Lodge \$42-\$47 - 15 miles from site - Kokomo, IN 765-457-7561
Miles Signature Inn \$73 - 15 miles from site - Kokomo, IN 765-455-1000
Motel 6 \$38-\$50 - 15 miles from site - Kokomo, IN 765-457-8211

*Please Note: This is a active Air National Guard Base, no overnight
camping is permitted.*



For more information or questions: Debbie Fessler 419-882-1089 or Marlene Obenour 219-637-2009

OFFICIAL SCCA Central Division Solo II Divisional Championship Entry Form

August 8 & 9, 1998 ● Grissom ANG Base ● Peru, IN

(Please use one entry form per driver)

DRIVER INFORMATION

Name _____ Occupation _____
 Address _____
 City _____ State _____ Zip _____
 Phone: Hm (_____) _____ Wk (_____) _____
 SCCA Member No _____ Exp _____ Social Security No. _____
 Driver's License No. _____ State _____ Exp _____ SCCA Division _____ Region _____
 Emergency Contact: Is this person at event site? YES NO Relationship _____
 Name _____ Phone: Hm (_____) _____ Wk (_____) _____

PRODUCT INFORMATION

Year _____ Make _____ Model _____ Color _____
 Brand of Tires _____ Size _____ Wheels _____
 Mufflers _____ Shocks _____ Spark Plugs _____
 Oil _____ Other _____
 Sponsors/Team Name _____

DRIVER BIOGRAPHY

Finishes You Are Proud Of: _____

Worker assignments will be on a first-come first-served basis. If you have a specialty you would like to work, please indicate below.

Registration Tech Grid Timing & Scoring Course Impound Safety (license required)

Please read and sign: I agree to compete under the current SCCA Solo II rules, and the supplementary rules pertaining to this event. I am a Member in good standing of the Sports Car Club of America, Inc. I agree to permit the SCCA, the promoter/organizer of the event and their assigns, the use of my name, voice, and/or likeness for news, publicity and features use in ANY AND ALL MEDIA FORMATS in connection with advertising and for purposes of trade. I will always have fun!

Driver's Signature _____ Date _____

ENTRY FEES

Driver - \$40 (includes Saturday Night Dinner & Party) _____

\$10 - Extra Tickets for Saturday Night Dinner & Party _____

\$7.50 - Tickets for Dinner & Party (kids 12 and under) _____

Late Fee - \$10.00 postmarked after July 31, 1998 _____

Total Amount Enclosed: \$ _____

**Mail Completed Entry Form
with Check or Money Order to:**
(Make Check or MO out to: FWR-SCCA)

**Robert & Elaine Christmas
CenDiv Divisional Registrars
75B Naugatuck Way
Waterville, Ohio 43566
419-878-2342**

TENTATIVE 1998 SCHEDULES

BOARD MEETINGS

The following are the dates the Detroit Region SCCA Board of Directors are scheduled to meet. Generally, the dates correspond to the second Tuesday of the month. All members are welcome to attend. The meetings start at 7:30 pm. Please contact a board member for location. (see inside back cover)

~~February 10~~
~~March 10~~
~~April 14~~
~~May 12~~
 June 9
 July 14
 August 11
 September 8
 October 13
 November 10
 December 8

RACE SCHEDULE - NATIONALS

Date	Region	Location
April 25-26	Indiana Northwest	GingerMan
May 2-3	Blackhawk Valley	Blackhawk Farms
May 16-17	Milwaukee	Blackhawk Farms
May 30-31	Ohio Valley	Mid Ohio
June 19-21	North East Ohio	Nelson Ledges
June 27-28	Chicago	Road America
July 11-12	Indianapolis	Indianapolis Raceway Park
July 25-26	Milwaukee	Road America
Aug 8-9	Detroit/Western Michigan	Grattan
Aug 22-23	North East Ohio	Mid Ohio
Sept 5-7	Land O'Lakes	Brainerd Int't Raceway
Oct 5-11	Runoffs	Mid Ohio

RACE SCHEDULE - REGIONALS

Date	Region	Location
April 4-5	Indianapolis	Indianapolis Raceway Park
April 25-26	Chicago/ Blackhawk Valley	Blackhawk Farms
May 9-10	Chicago/ Blackhawk Valley	Gingerman (Double Regional - Champ)
May 23-25	Land O'Lakes	Brainerd Int't Raceway (Double Regional - Champ)
	Western Michigan	Grattan (Double Regional - Champ)
May 30-31	Milwaukee	Road America
June 6-7	Milwaukee	Blackhawk Farms (Double Regional - Champ)
June 13-14	Indianapolis	Indianapolis Raceway Park (Double Regional - Champ)
July 3-5	Cincinnati	Mid Ohio (Double Regional - Champ)
	Blackhawk Valley	Blackhawk Farms (Double Regional - Champ)
July 11-12	Detroit	Waterford Hills (Restricted Regional)
July 25-26	Milwaukee	Road America (Restricted Regional)
	Fort Wayne	Mid Ohio (Double Regional - Champ)
Aug 1-2	North East Ohio	Nelson Ledges (Double Regional - Champ)
	South Bend Region	GingerMan (Double Regional - Champ)
Aug 29-30	Chicago	Road America (Double Regional - Champ)
Sept 5-7	Western Michigan/ Lake Superior	Grattan (Double Regional - Champ)
	Land O'Lakes	Brainerd Int't Raceway (Champ)
Sept 12-13	Ohio Valley	Mid Ohio (Double Regional - Champ)

RACE SCHEDULE - PRO EVENTS

Date	Series	Location
May 16-17	Vintage	Road America
May 30-31	CART	Milwaukee
June 6-7	CART	Detroit
June 13-14	AMA	Road America
July 11-12	CART	Cleveland
July 18-19	Vintage	Road America
Aug 8-9	CART	Mid Ohio
Aug 15-16	CART Vintage	Road America Grattan
Sept 19-20	VSCDA	Road America
Oct 3-4	VSCDA	Indianapolis Raceway Park