

# Open Exhaust

The Official Publication of the Detroit Region Sports Car Club of America

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The Detroit Belle Isle Grand Prix is back for 2012! Along with the IndyCar series, there will be the SCCA World Challenge, the Grand Am Rolex Series and the Firestone Indy Lights.

Photo by Scott Harvey

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## It's a New Year - Welcome to 2012

The economy is starting to show signs of recovery in the area. Houses are selling at a slightly higher rate than in recent years. Car sales are up and the job market is also looking a little better. With the exception of the Detroit and Wayne County financial scandals, 2011 was a modestly better year than in recent times. Even the local sports teams have had some good runs with playoffs or bowl births earned by the major players. A lot of that positive energy and activity has also found its way over to our little part of the world. Our major areas of the sport have continued to hold their own, if not grow. Economically, the club is on stable ground as nearly all of our events from 2011 finished in the black. Our treasurer has taken a smooth and steady course to keep the region moving in a fiscally responsible direction and the event chair-people have stepped up to the challenge and delivered by bringing in more participants and also keeping expenses reasonable.

Road Rally and RallyCross have both had good years with consistent participation at or slightly above last year. There were a few hic-ups for the RallyCross program, but steps are in place to bring things around and move forward for 2012. Two events were held at the new site in South Lyon. By all reports, the site has been well received by the competitors. It has great potential to become a first-rate venue once some earth-moving takes place to open up the infield for course use. A new site in Williamston has been located and is on the schedule for the February RallyCross. With the weather as unpredictable as the price of gas – stay tuned for this one.

The Solo program has to be the big success story from 2011. All events showed large increases in participation and they were all profitable. A huge **thank you** needs to go out to Ray Jason and all of his workers and chiefs for making 2011 a great year for the Solo program. The return of the Silverdome site has to be among the many highlights from the 2011 season.

On the racing side, our first PDX took place at Waterford Hills in June. We are looking forward to bringing it back again in 2012. The big news from the racing community is clearly the return of the Detroit Belle Isle Grand Prix. Look for lots of pictures from the 2008 DBIGP and a nice summary provided by Bob Pierson in this issue.

We have two reports from Steve Balanecki in this issue. One covers some of the activities of the Great Lakes Division Roundtable held in Indianapolis and the other on keeping your membership information updated. Rob Moran has been kind enough to provide us with his view from the navigators' seat at the 2011 Press On Regardless @ Rally. Ray Jason reports on the latter half of the Solo season and we also got a special report from a couple of distant Detroit region members, now making their home in North Carolina.

Thank you to all that have supplied me with material from which to draw. Please continue to do so. There is always room for more – so if you have something you'd like to say, photos you'd like to share – please send away.



Team Penske car #3 blasting along the front straight on the Belle Isle circuit during practice 2008

Photo by Scott Harvey

# We're Baaaaack!

By Bob Pierson

We are extremely pleased to announce the return of the Detroit Belle Isle Grand Prix sponsored by Chevrolet. The race has been announced to be run in 2012 on June 1 – 3 at the Detroit Belle Isle temporary circuit. The promotion/management of the event will again be under the watchful eye of Roger Penske.

This race will be the 23<sup>rd</sup> the Detroit Region has supported since 1982! As in the past we will be supplying F&C workers, Emergency Services Fire/Rescue support, Pit Firemen, Equipment support, Registration and any other support the various race series may request.

This year we have the return of Indycar and SCCA World Challenge. Due to the date change, ALMS who raced in 2007 & 2008 could not be available since this conflicts with the opening practice for the LeMans 24 Hour Race.

In lieu of the ALMS the promoter has lined up the Grand-Am Rolex Series (Daytona Prototype & GT) and the Firestone Indy Lights. This should make for a very full race weekend with excellent competition.

We will be sending out notices to all our previous workers from 2007 & 2008 as well as posting worker registration information on the region website. If you require any additional information you can contact the following chiefs –

Race Chairmen – Bob & Pat Pierson – bpierson46 or ppierson46@gmail.com

Emergency Services – Dick (Blackie) Meyers - blackie.meyers@yahoo.com

Equipment – Bob Martin - wz4rfv@gmail.com

F&C – Ed Arthur - flagging\_rocks@sbcglobal.net

Registration – Mary Shiloff - mshiloff@comcast.net

We look forward to another exciting and successful Detroit Grand Prix. Visit the following website for professional photos of our workers: [http://www.pointepics.com/Sports/Racing/GP-Corner-Workers/20092415\\_hpFh7#1585151724\\_WTQBT\\_ZJ](http://www.pointepics.com/Sports/Racing/GP-Corner-Workers/20092415_hpFh7#1585151724_WTQBT_ZJ)



This guy looks very official – this could be you!



Judi & Brian Bennett from 2008 – get those whites dusted off



OK – if I'm on fire – this looks like a good crew to call



The IndyCar circus comes to town. Paddock view from 2008

Photos by Scott Harvey

## 2012 Directors as voted by the members

**Steve Balanecki** – continues as a Director at Large and Membership Chief

**Jennifer Glass** – continues as Regional Executive | **Bob Martin** – continues as Treasurer

**Jennifer Merideth** – assumes a position as Director At Large

Thank you to outgoing Director At Large – **Brian Sumeracki**

# Great Lakes Division Roundtable 2011

by Steve Balanecki, Chief of Membership

The Great Lakes Division Roundtable was held on November 5<sup>th</sup> in Indianapolis, IN and was attended by many members of the Detroit Region. It was brought to my attention that our region was better represented than the host, Indy Region. The majority of the regions within the division were represented, as was the national office.

There was a full schedule on Saturday and I attended the Race Scheduling, Membership, and Race Workers meeting sessions. A summary of each of the sessions follows:

## Race Scheduling

The tentative 2012 schedule for all regions within the Great Lakes Division was presented, reviewed and discussed. As most everyone is aware, the Detroit Belle Isle Grand Prix is returning in 2012, scheduled for June 1 – 3. While we get many volunteers and workers from other regions, a double national has been scheduled for the Ohio Valley Region at Mid Ohio for these same days. So, each event may experience some challenges to fill vacant positions for their respective races.

We have committed to co-hosting a double national event at Gingerman Raceway with South Bend Region July 7 – 8. So, mark your calendars accordingly to either race or help with the administration and officiating.

Once the schedule is finalized, it will be posted on the GLDiv website. <http://www.greatlakes-scca.org/>

## Membership

Declining membership has been a topic at previous Roundtables, as it was during this session. There was some discussion regarding reasons some members decide not to renew their membership. While it was agreed that the economy has had an effect on the decline, other reasons were also discussed. National is reviewing the possibility of automatic renewals and possible alternatives as members move beyond competing in events.

It was mentioned that we lose many members within the first five years of joining SCCA. We discussed how we may be able to retain these newer members and it was agreed that we should ensure we are providing a meaningful experience when they attend our events. Offering assistance when they arrive at an event is one way to get them involved and keep them active in our sport.

## Race Workers

It was announced that Jim Shoemaker has replaced Verne Wandell as Division Flagging & Communication Chief for 2012, as Verne has transitioned into a Steward position. Jim is also the F&C Chief for NeOhio Region.

A concern about the size of the fire extinguishers provided at each station/turn at the Runoffs was raised and it was agreed that turn marshals could bring their own extinguisher as long as the certification date had not expired and the gauge indicated it was charged. It was also mentioned that turn marshals are only responsible for flagging and communications. They are not required to go onto a hot track to lend assistance to a driver or car.



The life of the party at the GLDiv Roundtable – Detroit region members Lorae Myers, Jen Merideth and Jen Glass

Photo by Scott Harvey

# 2011 POR – the view from one navigator’s seat

Sept 9-11, 2011 (S/F) Indian River, MI

by Rob Moran

As of the beginning of August there was no indication that I would be competing in the 2011 Press on Regardless (POR) Rally. Instead, it appeared that I would be working the rally as I had for six out of the previous seven years. The person with whom I normally run rallies, Bruce Fisher, is the organizer of POR and there had always been an unwritten agreement that if he worked CAST In Stone (my rally) I would return the favor.

On August 4 I receive an email from Scott Harvey Jr. The email said that his navigator from last year was not available and asked if I was interested in running this year.

Despite the unwritten agreement, Bruce had always said that if a good opportunity to run POR presented itself I was free to take it. However, there was an issue with rally equipment. My computer had become too unreliable in 2009 and I had not had the money to fix or replace it. Starting in 2010 Bruce and I had been running in Limited class using his equipment; but obviously Bruce would want to use his equipment in organizer capacities on POR.

I reply to Scott that I would be interested in running POR but I would have to look into borrowing or renting a computer from somebody. If that was insufficient then Scott was free to look for someone else to run with. Scott’s response was that we would run whatever equipment I brought with me to the rally.

After emailing Bruce to tell him that I had a chance to compete in POR this year (his response was “Go for it” – thank you Bruce!) I sent out some emails to people I knew who had computers but might not be running POR. Chuck Hanson, with whom I was going to run a couple of national rallies later in September, agreed to loan me his Timewise 798 and we agreed to a price. Over Labor Day weekend I went to Indianapolis and picked up the computer from him – came attached to a nice double clipboard to boot!

I saw the entry list for the first time when I returned home on Labor Day. Even though the overall number of cars was down – one entry loomed largest on the list – Ron Johnstonbaugh and Jack von Kaenel, the team that owned POR (and the division, for that matter) since teaming up in 2001. Add to this the facts that this was the first time I was running equipped in two years, a 798 in six years, and with Scott in seven years. Cap it off with the possibility that anyone else could win as well and this was not going to be easy, not that it should have been.

The morning of the rally’s first day I left home several hours later than expected and thus had to drive straight to Indian River to the start, which goes against my norm of leaving way early and taking in some scenery or a hike along the way. This may have been a blessing in disguise as this meant there were no distractions before hand.

As the rally started Ron and Jack were car 1 and Scott and I were car 2. From the very first control Scott would go to the control car to get the sticker and slip and when he got back to our car he would tell me our score as well as their score. For the first seven controls we had two more points than them. Then, on the eighth and final control of section 1, we got a one and they got a four so we ended the first section one point ahead of them (five to six). At this point there was another car four points behind us but, after that, this car fell back out of overall contention.

On the first control of the second section Ron and Jack took a time allowance and we were in front of them for the rest of the section. Thus, we could not see their scores at the controls for the rest of the section. In that section we thought we did pretty well by getting three points for seven controls only to find out that they had one point for the section so now we were down one point, seven to eight. Oh great, I thought; that’s the sort of thing that usually happens where they start pulling away from the rest of the field.

In the third and final section of the first day, though, we had three points to their four on the first five controls and we had the same score (all zeroes) on the remaining three controls. So, after the first day of 23 controls we were tied with 11 points. Bruce had a tie-breaker procedure in place and they apparently won the tie-breaker for the day. No big deal, I thought; they (especially Jack) may be running for the division championship where the two days were scored separately but I was not in championship contention. The big prize for me (and presumably everybody else) was the two-day overall POR win.

Nevertheless, if someone had told me beforehand that we would be tied or near the lead after the first day, I would not have believed it

At the start of the second day I was as nervous as I had ever been on a rally, which is saying something – so nervous, in fact, that at the end of the odd leg I had to run into the woods and leave some byproducts of this nervousness. At least, if it had to happen, it happened at the beginning of the day.

In the first section of the second day there was a break after six controls and at that point we had two fewer points than Ron and Jack, two to four. My God, I thought, is this really happening? Don’t screw it up. For the remaining five controls of the section we had four points to their three but it still meant we had a one-point lead after the section.

Starting with the upcoming second section, the remaining three sections of the rally were in the Upper Peninsula, whereas everything prior to this had been in the Lower Peninsula. In the Upper Peninsula there are few signs or hard references to compare mileage which can be crucial in Equipped class for comparing mileages and factors. So basically you have to be dialed-in, or lucky, if you see it that way, right from the outset.

There were six controls in the second section and we were apparently dialed-in because we had one point for the six controls. Meanwhile, Ron and Jack had seven points so all of a sudden we had a seven-point lead. Somebody wake me up, or better yet - don’t wake me up. However, rumblings were afoot that Jack was

extremely unhappy with the fact that they got a four on one control due to a water hole in front of the checkpoint and he considered this an organizational issue due to the wording of the general instructions. As coincidence would have it, this was the same control that we got our one point for the section. At this point Scott and I did not consider this to be our problem, at least not yet.

There were nine controls in the third section and for the first eight controls we had the same score of four. Then, on the last control of the section, the thing that I had been fearing for two days happened. I made a mistake with the odometer and thought I had corrected it but I had not corrected it. So, as a result we got a four on the control to their one and this reduced our lead from seven points to four. OK fine, we still had the lead but I was still unhappy that I gave them an opening to get back in contention. So we get to the break and as we get there Jack is still grumbling about the checkpoint from the previous section. As I saw it we had given back the three points from that checkpoint on the one checkpoint in the section we just completed and said something to this effect in a way that was ruder than it should have been. A few unpleasantries were exchanged for which I apologized for my contributions and Jack accepted. I went to sit in Scott's car and when he got in he was trying to calm me down which took a while but by the end of the transit zone to start the next section I was back to the here and now.

Speaking of the next (last) section I noticed that much of it, or at least the first half of the section, repeated, albeit in the opposite direction, several roads from the second section of the day where we had one point for the section. Well, this is good, I thought, we just need to duplicate what we did before. And so we did – for the four controls on these same roads we had one point to their two so we even got the margin widened from four to five. On the last two controls of the rally we matched scores with them and after the last control Scott and I figured out that we had won the 2011 POR even if they tried to file a claim for the control with the water hole because the margin was five points and if that checkpoint was thrown the margin would be reduced by only three points. Scott and I congratulated each other after the last checkpoint and even though not much was said it was still a happy thirty-plus mile drive back to the finish.

So when we got back to Indian River the scoring was completed officially and everything we had thought was confirmed. Trophies were presented, people were congratulated and thanked, and POR 2011 came to a close.

Congratulations to Brian Line, Kevin Line; Adam Spieszny, Piotr Roszczenko; Joey Navarre, and Larry Navarre for their class victories.

Thank you to all the workers and most of all to Bruce Fisher for putting on the best POR that I have been involved with as a competitor or worker, as well as again giving me the green light to run this year.

And, of course, thank you to Scott Harvey Jr. for giving me the opportunity of a lifetime – this is my second POR win but it had been eleven years since the first one in 2000 with Dave Parps. I had contented myself for years with that one win and didn't think it was possible again, especially after many years bar one of not competing. Congratulations to Scott as well for his third POR victory.

**Ed: Thank you Rob – first for being a willing and capable partner in what I truly believe was the best POR I have ever been a part of (not just because of our result) but also for submitting this interesting perspective on the event.**



Early on day two of the 2011 POR – somewhere in Michigan's Upper Peninsula. Winning "Partial Eclipse" of Harvey/ Moran in the foreground, followed by Usher/ Usher- Subaru and Line/ Line – Jeep. Photo by Scott Harvey

## 2011 Solo National Champions – Congratulations to the following Detroit Region members

### SS

1<sup>st</sup> **Matthew Braun**

11<sup>th</sup> Albert Chan

### ESP

2<sup>nd</sup> Jason Kolk

### XP

7<sup>th</sup> John McIver

### GS

2<sup>nd</sup> Kevin Royce

3<sup>rd</sup> Jonathan Rogers

### FSP

4<sup>th</sup> Brandon Hagaman

### CM

1<sup>st</sup> **Don Elzinga**

### BSP

6<sup>th</sup> Alex Jones

7<sup>th</sup> Aaron Miller

### F125

2<sup>nd</sup> JT McClintock

3<sup>rd</sup> Larry MacLeod

9<sup>th</sup> Christian Hubbell



## News from North Carolina

Burke Motorsports, Inc. of Asheville, NC proudly announces that on Sunday, Oct. 23, 2011, the Team secured the 2011 Carolina Cup Pro Series' SpecRacer Ford class championship at Virginia International Raceway! In a car driven by Asheville resident, Mike Burke, and sponsored by CYCLO Industries of Jupiter, FL, this is the Team's fourth Carolina Cup Class Championship in the past six racing seasons. The 2011 edition of the Carolina Cup Pro Series, sanctioned by the Sports Car Club of America, included ten professional road races involving multiple classes of sports cars conducted at Carolina Motorsports Park in Kershaw, SC, Charlotte Motor Speedway in Concord, NC, and Virginia International Raceway near Danville, Virginia.

Additionally, the Team fields a CYCLO Industries sponsored Miata, modified for autocross competition, a form of motorsports requiring precision driving on temporary and reduced scale road race type courses. During the 2011 season, the Team's drivers, Mike Burke, Amy Burke, and Curtis Metten competed in 23 events throughout the Carolinas and Eastern Tennessee earning three season Class Championships and three season Class Runner-up placings.

**Ed: Congratulations, Mike and Amy. Thanks for keeping us updated on your successes.**



Mike Burke (left) and crew, after another successful season in the Carolina Cup Pro Series

Photo submitted by Burke Motorsports

# THE SOLO REPORT

by Ray Jason

In June our Region was very active with three different events. On Saturday, June 11<sup>th</sup> we worked together with the Michigan Electric Auto Association (MEAA) in providing their members an opportunity to try out their electric vehicles in a Solo event. This was held in conjunction with an Electric Vehicle Show and Information Event at Schoolcraft College in Livonia. The participants were shown the necessary procedures in order to play - everything from Tech Inspection through a mandatory course-walk; before they were allowed to run. There were many different vehicles that participated, even some that you will not find at a typical Solo event. We had cars, pick-up trucks, station wagons, a kart, and even an electric motor driven cycle. Everyone received a fair amount of runs and all had a great time. This looks like it will become an annual event for our Region to help with. Special thanks to Christopher Jason, Eric Penn, and Bryan Danielson for helping me out with the event.

The next event was brought to us by Marcus Meredith and really let us showcase our Region to all involved. It was an SCCA National ProSolo held at Wurtsmith Air Base in Oscoda, MI. We had a total of 126 participants from around the country. Two days of intense competition took place on a set of "Mirror Image" courses. Everyone had a chance to perform their best on both courses in their respective classes. At the end, all of the Class Winners and a few others were involved in an "Elimination" event until one person was crowned Champion. Most of the bigwigs from the SCCA National Office were in attendance and were very pleased with our Region and the efforts of all involved. One of the highlights of the weekend was the "Catfish Fry" put on by the Meredith's. I saw a lot of smiling faces in the dining area. Hopefully we will be able to continue to offer our Region members many more events like this in the future. Big thanks to Norm Anderson and Ray Jason to step up to fill some demanding Chief positions for this event without participating. Shows what great members we have in our Region.

The final event in June was on the weekend of the 24<sup>th</sup> through the 26<sup>th</sup>. It was a Great Lakes Solo Series Divisional, held at Wurtsmith Air Base in Oscoda. Detroit Region co-hosted this event with the Saginaw Valley Region. The co-chairs were the Solo Directors of each respective Region. We offered a Test N Tune on Friday followed by one event on Saturday and another on Sunday. We had 94 competitors with splendid weather awarded to all that attended. On Saturday morning each entrant competed in four timed runs, after which we broke for a provided lunch that was enjoyed by all. After lunch, everyone went back out for four more timed runs. The total of the best run from the morning and the afternoon were used to decide class positions. On Sunday, all the competitors received four runs for that day's event. The course designer for the weekend was Al Chan. We have decided to utilize one of Al's layouts for future use since it was greatly enjoyed. Big thanks go out to Al Chan and Dennis Bay for handling the courses over the two days, Jennifer Meredith for all of her "extra" work in making sure we had results for the event, and to Keith Jason for providing everyone with lunch for not just one, but both days. We had trophies dispersed and all were packed up and headed home around 2:00 p.m.

In the month of July we co-hosted a Regional event at Wurtsmith Air Base with the Saginaw Valley Region again. This event also had a Friday Test N Tune followed by a Saturday and a Sunday event. On Saturday we ran a "ProSolo" style event with all of the competitors receiving four timed runs on each course. We even had an elimination style event at the end and all involved really enjoyed themselves. On Sunday we had five timed runs on a typical Solo course and used the basics of the "Circuit de Chan" for the course layout. The 66 entrants that participated enjoyed a wonderful sunny and warm weekend in northern Michigan. Again we were finished early on Sunday and everyone was headed home before 3:00 p.m. Thanks to Larry MacLeod and Christian Hubbell for handling the "ProSolo" style event and to my co-host Sean Tate for another job well done.

The "Summer Heat Solo", in August, saw us back at the paddock area on Belle Isle. It was a damp and dreary day that saw 63 entrants come out to play. Even though the day started out very wet, the competitors in both heats ran in almost identical conditions on a fantastic course layout from Marcus Meredith. We waited a little before starting, to let the rain to subside. We also allowed for a 30 minute "lunch break" between the heats and still finished the event early enough to offer the participants a chance for some Fun Runs at the end. I am sure that a great time was had by all who attended.

The "Fall Into Autumn Solo" co-chaired by Frank Putman and Mike Riddle on Belle Isle, in September, saw 91 entrants work their way around a course designed by Mike. Everyone received six timed runs and we ran the event in a two heat format again. These two have been putting on the event for us for the past few years and each year it seems to get better. Lots of new faces volunteered to fill the Chief positions to gain valuable experience and step up to help out. Thanks to you all.

**Ed: Thank you Ray – the solo community owes you a great big Thank You for all you have done this year. The program has shown great signs of resurgence and much of that can be attributed to your hard work and dedication.**



At left: One of the youngest solo competitors from the Detroit Region – Christopher Jason.

Photo provided by a very proud father (Ray Jason).

## Gene E. Henderson - Inducted into Sports Car Club of America - Hall of Fame



Mark Henderson, son of the late rally legend, passed along the news that his father has been inducted into the SCCA Hall of Fame. Please join us in congratulating the entire Henderson family on this monumental honor.

At left: Gene Henderson and Ken Pouge on the way to victory in the 1972 FIA Press On Regardless Rally®

Learn more about Gene Henderson here: [http://www.moparmagazine.com/2009/jan-feb/press\\_on\\_regardless.html](http://www.moparmagazine.com/2009/jan-feb/press_on_regardless.html)

## 2011 Detroit Region RallyCross Champions – Congratulations to the following

### Stock Rear

1<sup>st</sup> David Schilke

### Stock All

1<sup>st</sup> Kevin Robinet

2<sup>nd</sup> Adam Spieszny

3<sup>rd</sup> Melissa Yenshaw

### Prepared Front

1<sup>st</sup> Alan Lockwood

### Prepared All

1<sup>st</sup> Mike Ryba

2<sup>nd</sup> Scott Westfall

3<sup>rd</sup> Nathan Navarre

### Modified Front

1<sup>st</sup> Doug Harvey

2<sup>nd</sup> Sean Murphy

3<sup>rd</sup> Jon Armstrong

### Modified Rear

1<sup>st</sup> Jay Anderson

2<sup>nd</sup> Kevin Schmidt

3<sup>rd</sup> Eric Anderson

### Modified All

1<sup>st</sup> Nathan Usher

2<sup>nd</sup> Matt Price

3<sup>rd</sup> Scott Harvey



David Schilke – the 2011 Thayer Automotive 2WD Champion

## Has Your Contact Information Changed?

By Steve Balanecki, Chief of Membership

We continue to receive returned mail (the Open Exhaust and annual ballot) with notification from the United States Postal Service (USPS) that our member has moved and left no forwarding address. We have also attempted to contact members via email and had them returned due to an incorrect or closed email address. We use the membership information provided to us by headquarters to send you mail via USPS, occasional emails, and to provide our membership directory.

We also realize that if the mail we are sending to you is returned then any mail sent to you from headquarters is being returned to them also. Mail from headquarters includes your issue of *SportsCar* magazine and your annual membership renewal notice.

Whenever there is a change in your contact information, we would appreciate it if you would also notify headquarters of the change. It is very easy to update your contact information on line through SCCA Headquarters or by calling Membership Services (800-770-2055) whether you have a change in your mailing address, your email address, or your telephone number. You can also correct any spelling errors that you may have noticed printed on your membership card.

When you log onto SCCA.com the Member Home page is the first page displayed. Clicking on the "Edit Contact Information" link will display all of your information maintained at headquarters. You can edit any of the information on this page and save any corrections made. If you have never logged onto SCCA.com, just click on the link to open the instructions on how to log on. Everything you'll need to complete the log on process is on your membership card; simply follow the instructions.

## Upcoming Events (check the website or contact event officials to confirm dates and times)

- Jan 7 – Season Opener RallyCross – Calhoun County Fairgrounds – Marshall.  
Contact: Burke Davis. [Burkemdavis2@yahoo.com](mailto:Burkemdavis2@yahoo.com)
- Jan 14 – Son of Sno\*Drift XIV – Road Rally – Waterford, MI. Contact: Scott Harvey
- Jan 21 – 2011 Annual Awards Banquet – Farina's - Berkley. Contact: Patrick Barber
- Feb 7 – Ground Hog RallyCross – Williamson, MI. Contact: Jerry Shiloff. [jshiloff@comcast.net](mailto:jshiloff@comcast.net)
- Mar 24 – Road Rally School – Zuckey Lake Tavern – Pinckney.  
Contact: Mark Henderson. [markdhenderson37@wowway.com](mailto:markdhenderson37@wowway.com)
- Apr 7 – Moonlight Monte Road Rally – Chelsea. Contact: Dave Harkcom. [rallyedad@aol.com](mailto:rallyedad@aol.com)
- May 9-12 – Formula SAE – MIS – Brooklyn, MI. Contact: Mike McClintock. [glht@att.net](mailto:glht@att.net)

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# Open Exhaust



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## Announcing: The 2011 Awards Banquet

- When: Saturday, January 21<sup>st</sup>, 2012  
Cocktails 5:30, dinner 6:30, awards 7:30
- Where: Farina's Banquet Center  
2485 Coolidge Highway, Berkley 48072
- What: Major Awards presented
- Why: Good food, good people

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