



What's in this issue:

[2016 Directors and Officials](#)

[Upcoming Events](#)

[2015 Rally Season Recap](#)

[Formula SAE Recap](#)

[2015 Rallycross Season Recap](#)

[Three laps in a Ferrari](#)

[Son of Sno*Drift TSD Rally 2016](#)

[Carol Kolk, SCCA® Solo Driver of the Year](#)

[RallySprint®, what is it?](#)

[2016 Sno*Drift Stage Rally](#)

[2016 Sandblast Stage Rally](#)

[Sandblast photos](#)

[Press on Regardless TSD Rally, 2015](#)

[National Solo Report](#)

[2015 in pictures](#)

[Long Service Awards](#)

©gizmophoto

Links:

[Detroit Region Website](#)

[Facebook page](#)

[Facebook Solo](#)

[Facebook Rallycross](#)

[SCCA](#)

[MotorsportReg](#)

[Saginaw Valley Region](#)

[Western MI Region](#)

[NE Ohio Region](#)

[Waterford Hills Racetrack](#)

[Michigan Turn Marshals](#)



2016 Directors and Officials



Patrick Barber	Regional Executive
Mike Nienhuis	Assistant Regional Executive
Brian Thorpe	Secretary, Open Exhaust Editor
Dr. Jennifer Glass	Treasurer
Aaron Usher	Financial Director
Jeremiah Mauricio	Solo Director
Jerry Shiloff	Race Director
John Fishbeck	Rally Director
Jon Jareo	RallyCross Director
Jennifer Merideth	Director At Large, Chief of Solo Registration
Eric Penn	Director At Large
John Lisiecki	Director At Large
Matt Wolfe	Director At Large
Steve Balanecki	Membership Chair
Mike Burns	Webmaster
Ken Wiedbusch	Timing Equipment Specialist
Mike McClintock	Club Vehicle Specialist
John Kytasty	Club Vehicle Specialist
Mary Shiloff	Chief of Registration
Ed Arthur	Chief of F & C
Barb Steencken	Chief of Grid
Richard (Blackie) Meyers	Chief of Fire and Rescue

Region Office: Detroit Region SCCA
PO Box 401018, Redford, MI 48240-9018

Election of Board of Directors, November 2015

Only 14 votes separated all applicants. The four receiving the most votes were Jennifer Merideth, Mike Nienhuis, Ken Wiedbusch, and Matt Wolfe. Ken Wiedbusch expressed his appreciation for the support, but recused himself from serving as an elected board member, preferring to serve in an appointed position. This allowed Brian Thorpe to return to fill the fourth elected position.

Other Club Business:

The Annual Awards Banquet was held on January 16. There were 120 attendees.. The venue was good but the sound was weak in some areas.

Membership report

There are 1397 members at the end of February, up 6, 16 new, 10 non renewals).

The SCCA National Convention was held on January 20, 2016 in Las Vegas. There were 8 Detroit Region attendees. The event was much improved over last year by reducing the emphasis on motorsport vendors.

Region awards are now going to regions that support the new SCCA initiatives, and have significant increased growth.

Here is the [wrap up address by Roger Penske](#) and [others](#).

Board of Directors Meetings

The Detroit Region hold Board Meetings every second Wednesday of each month. All members are welcome to attend to see the professional way the club is run.

Information about the meetings is on our [web site](#).

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 over 1300 members. It has something for every taste, including some of the country's best organized Rallycross, Solo (Autocross) and TSD Rallies.

Membership includes a subscription to [SportsCar magazine](#), discounts and savings, schools and classes, experts and information and insurance while participating at SCCA events.

You can join SCCA [online or by mailing the Application form](#).

Photograph Credits

Many people contributed photos including Matt Campbell, Brian Thorpe, Rodney Maxwell. Many of the photos are found on the internet so if you want credit for any, please contact me at openexhaust@detroit-scca.org



Calendar of Events



March

[Great Lakes Spring Training Workshop](#)

12 March, Findlay, OH

[Road Rally School](#)

19 March, Joe's Grill and Chill, Whitmore Lake, MI

[Rallycross #3 March Madness](#)

20 March, Oakshade Raceway, Wauseon, OH

April

[Twilight Tour TSD Rally](#)

16 April, The Sports Bar, Ann Arbor, MI

[Starting Line Solo School](#)

23 April, Michigan International Speedway (MIS)

[Solo Season Opener](#)

24 April, MIS

May

[Formula SAE](#)

11 - 14 May, MIS

[After Formula SAE Solo](#)

15 May, MIS

[Rallycross #4](#)

21 May, Thistle Hill, South Lyon, MI

[Spring Sprints \[Double Regional Races\]\(#\)](#)

21-22 May, Gingerman Raceway

June

[Detroit Grand Prix](#)

3 - 5 June, Belle Isle Park, Detroit, MI

Summer Heat Solo

18 June, Schoolcraft College, Livonia, MI

[Moonlight Monte TSD Rally](#)

18 June, West Branch, MI

[Rallycross #5 - GLD Championship 2 day](#)

25 - 26 June, I-96 Speedway, Lake Odessa, MI

July

[Test N Tune Solo](#)

2 - 4 July, Wurtsmith AFB, Oscoda, MI

[After the Fireworks Solo](#)

9 July, Wurtsmith AFB

[Burt Olson \[Memorial Majors Races\]\(#\)](#)

9-10 July, Gingerman Raceway

[Rallycross #6](#)

24 July, Oakshade Raceway, Wauseon, OH

[Cast in Stone TSD Rally](#)

30 July -

August

[Rallycross #7](#)

20 August, Thistle Hill, South Lyon, MI

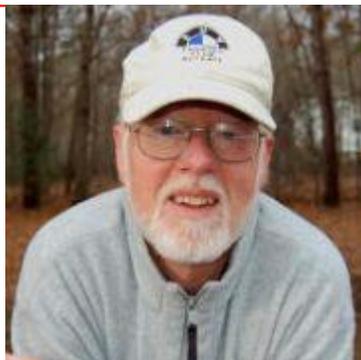
Also:

[Rally America Stage Rally Calendar](#)

[Waterford Hills Road Racing Calendar](#)

[SCCA Race](#)

John Fishbeck - Detroit Region Rally Director



The Detroit Region is one of a handful of regions nationally that continues to have an active, strong TSD (time-speed-distance) rally program. The various Region people who have supported, and continue to support, Detroit's Road Rally program can take pride. We're especially grateful to those many folks who come out time and again to register us, run our timing controls and score us. Rally doesn't work without lots of generous people contributing their time and efforts. Thank you.

The 2015 season continued this tradition. Detroit Region conducted eight TSD rally events during the season, and a rally school for beginners in the spring. Two those eight rallies were National events and drew competitors from other states.

The season kicked off with the 17th running of Scott Harvey Jr's always excellent Son of Snow Drift rally. Winter weather rally conditions were nearly perfect, and there were numerous close contests among competitors in several classes.

Ken Wiedbusch followed up with his Twilight Tour event in April. Rallymaster extraordinaire Rob Moran put on the region's two National Events, Thumbs Up and CAST In Stone, in Michigan's lower thumb region on a Saturday and Sunday in August.



On Regardless rally is the longest continuously running rally in the U.S.

Bruce Fisher once again put on a challenging and demanding Press On Regardless rally in September. Bruce has performed the herculean task of putting together these long and complex rallies for more than a decade now. He stands on the shoulder of giants – Detroit's Press

David Stone again ran an entertaining Clare Color Tour. The final section ran at night in steady rain, producing some wild mileage measuring and meaningful driving experiences to finish off the event.

The season finale was Aaron Usher's Pavement Ends rally. Aaron, an excellent Rallymaster, wrote this, his sixth instance of this rally, on many new and unfamiliar (to Detroit folks) great roads in Ionia and Barry Counties. Running in mid-November, workers and competitors alike were caught by a surprise by an early winter storm producing treacherous and challenging driving conditions.

The last weekend of March found the region's long running rally school being conducted by yours truly and Detroit rallyist and Great Lakes Division Road Rally Steward Mike Bennett. Folks attending the school learn the fundamentals of TSD rallying and run a couple of short practice rallies to help them apply what they learn. The school is an excellent way to get one's feet wet into the world of TSD rallying. This year's school will be on Saturday March 19 at CJ's Lounge in Whitmore Lake. Details will be posted on the region's website (www.detroit-scca.org) and Facebook page.

TSD Rallying is an excellent way for novices to get a taste of competition without the need for any car modifications, and so it is far more affordable than Stage Rallying. Scott Harvey Jr. has written an excellent "[Beginners Guide TSD Road Rally](#)" which can be found on our web site.

Here you can see typical route instructions which the navigator must interpret to keep on course and to help the driver maintain the correct average speed.



Formula SAE® challenges university teams to conceive, design, fabricate and compete with small formula-style, autocross race cars. Over the course of four days, the cars are judged in a series of safety, static and dynamic events.

Every May, about 120 teams from 10 countries make the trek to the Michigan International Speedway for the FSAE Michigan event. Last year's top five finishers were: 1-Oregon State, 2-Univ of Florida, 3-Graz Tech Univ (Austria), 4-Kookmin Univ (S.Korea), 5-Univ of Mich (Ann Arbor).

The SCCA Detroit Region supports the event by planning, organizing, staging and managing Tech Inspection and all of the dynamic events. Last year, over 80 SCCA Detroit Region volunteers were onsite to have fun and help with this very worthwhile event.

This year, FSAE will take place at Michigan International Speedway on May 11-14, and as in past years we need volunteers! You can come out for 1,2,3 or all 4 days. No experience is needed; we will find a job for you based on your interests and experience.



Oregon State University - Michigan 2015 winner



Brown University



Front suspension

To find out more go to > <http://FSAE.MichiganTurnMarshals.org>

John Lisiecki & Mike McClintock
SCCA Event Chairs



Under the covers



Purdue finishes 48th at FSAE Michigan 2015

Jon Jareo - Rallycross Director



The RallyCross season runs the entire year, we run a schedule of events from January through December. We had the misfortune of needing to cancel two events in 2015 due to track conditions. So we only had the pleasure of attacking the course in nine of the twelve months, but we had 10 events with the July event being a two-day National Challenge event.

In Stock Front, the battle for supremacy was fierce between the Team Effort Motorsports duo of Matt Wolfe (4 wins) and Kiefer Snell (3 wins), first and

second for the year respectively. Jonathon Rogers showed up near the end of the year and won two of three events he entered in SF and it could be interesting to see who comes out on top in 2016, Kiefer holds the lead after one event. Stock Front saw twenty-nine drivers take the course this year representing three SCCA regions.

Stock rear saw 23 competitors face the dirt, dust and grass. Two trophies were awarded in the class, Nathan Usher in his modern era Porsche 911 took first and Sean Grogan in his '92 MR2 got second. Nathan pulled out 7 wins for a maximum points total of 72, the third and fourth place competitors, Jeremiah Packham (IS300) and Sean Murphy (MR2) tied with 33 points each, but needed 36 points for a trophy.

Jon Trudeau dominated the season after missing the first two races in the Stock All class with 8 wins on the year. Adam Spiezny followed in second with six second place finishes and Eric Anderson, splitting time between different vehicles, got third in class. Jordan Gustin was just two points shy of fourth place with only four events last year. One more event, or one more position and he might have pulled off a third place finish.

Prepared Front was underrepresented in 2015, we only showed 9 drivers and not one driver made a second trip back. I hope we see this class and these drivers make a comeback, four of these entrants had been regulars in years past.

Prepared Rear, had similar difficulties as Prepared Front, with the only drivers with repeat entries from the North East Region, in town for the National Challenge event in July. John E. England received first on Saturday and John W. England on Sunday. They tied with twenty-one points to lead the class.

Prepared All was a battle of the Subaru's after the AMC Eagle Wagon took the first event of the year. After that, Brian Arpke, first for the season, and Ian Kessler, second for the season, battled for the top spot. Brian took the championship point by virtue of his four wins to Ian's three. Scott Westfall took third even though he spent the last two events in an SR Miata.

In the battle of the Honda Civics, aka Modified Front, four drivers started the year off in a bunch of different Civics and wound up finishing the year in Burke's Civics. Hmm, RallyCross in a Rent-a-civic? Shaun Bailey took first with 5 victories under his belt, Burke Davis got second with 3 wins and Daniel Hutchison ended the season in third with 2 first place trophies. Shaun and Dan are busy getting their Hondas back together for a run at the championship in 2016.

Modified Rear, or is that Mazda rear, saw Mazda's take the first 6 points positions in the year end tally. Jon Armstrong drove the wheels off of his Mazda Miata and finished the year with five wins and a first place trophy. Kevin Schmidt came screaming in to the 2nd place trophy in his RX7, pulling off a win in the season ender at Thistle Hill.

Modified All was a convincing win for the season by Scott Banes with 3 wins and 4 second place finishes. Amanda Skelly was able to eek out second place over Matt Price. Amanda had to piece together rides to finish out her season, many of the times running a PA class car. If Matt and the fourth and fifth place drivers put together a full season, the finishing results could be interesting in 2016, since five individual drivers had a win last season.

In 2015 we had some interesting courses, venues, drivers and cars. For our tracks we venture up to Crystal and down to Wauseon, we are over to Lake Odessa and playing near the horse's at Thistle Hill. We saw the Villemures (Mike and Rene) return to Rally style) competition with their vintage Volkswagen Beetle. Bob Martin finally returned to competition in a tuner car, and, has nearly pulled off a win in 2016. Who can tell what's about to happen next. Stay tuned.



Three laps in a Ferrari at Michigan International Speedway - Brian Thorpe - Secretary



When I was a kid, I used to get handkerchiefs and socks for Christmas, mostly things I needed and not things I wanted. So it was a big surprise when last year, my daughter Alison came across a discounted coupon for 3 laps in a super car with “Extreme Experience” at Michigan International Speedway.

Their cars include: [Ferrari 458](#), Audi R8, Corvette Z06, Lamborghini Huracan, Nissan GT-R, Porsche 911 GT3, and McLaren. The McLaren was not available in my session, so I chose the Ferrari 458, partly because I can

drive a Porsche, Chevrolet, or Nissan any day of the week! My only Ferrari ride took place about 40 years ago when I was privileged to ride as passenger in a [Dino 246](#), a car I consider to be one of the most beautiful ever made.

After arriving at MIS and buying the “extras”, I attended the compulsory “Instruction Course”. This was pretty elementary stuff like hands at a quarter to three, do what the in-car instructor tells you or your drive is over, brake and accelerate gently (“these cars have LOTS of power and you can easily get into trouble”), and so on. Then, for another \$45 you get three laps in the Mitsubishi Evo pace car. The pace car driver is a pro and can outpace even their instructors in the supercars. I couldn't resist.

I squeezed into the Evo with two other passengers. Although the purpose of the pace car is to limit the speed of the novices in the really fast cars, this guy was practicing for the Detroit GP! We set off like a bat out of hell. The driver threw the fully loaded Evo around like it was his last ride in Neville Shute's "On the Beach", and my neck ached at the end of the 3 laps. We used the main straight and the infield; ovals are not their thing because they don't provide any cornering experience at the speeds they allow. We used all the main straight and hit 120mph before braking.

Then I lined up for my Ferrari drive. The 458 is listed as having 562 hp at 9000 rpm and will do zero to 62mph in around 3 seconds. That's good enough to push my eyeballs into the back of my head. The transmission is a 7 speed semi-automatic with paddle shifters, however, it was fully automatic for this exercise since no one would learn how to use it properly in only three laps. The brakes apply some pressure as soon as you lift off the accelerator so as to minimize the



delay in moving your right foot. My Honda van also does that, judging by the constant brake squeal.

My instructor explained all about the rough transition from the main straight onto the infield. He was very careful to make sure I accelerated late and braked early! The first half lap was sedate, then as we entered the pit straight I floored the gas pedal but in no time he told me to brake. I tried to speed up a little in the infield and for a brief moment the tail slipped a few inches, but that does not come across in [the video](#). The gearchanges were fast and on the second straight, I saw 8000 rpm but no idea in which gear. He made me brake very early so top speed was probably around 120mph. It didn't feel like it. In fact the acceleration, although good, was not as impressive as when my son-in-law took me out in a 600hp Viper and floored it in second gear!

After the next infield run we were done and headed back to the pits. The three laps were actually only two laps of semi spirited driving.

I really liked the car, and I enjoyed the experience. However, I would have had much more fun if I had been alone! Anyone expecting race car experience will be disappointed! Nevertheless, it was a fun time and I would recommend the experience to anyone who has never driven a fast car.

[Watch Top Gear's drag race between a 458 and a 430!](#)

The annual Son of Sno*Drift TSD Rally took place on January 9th, starting and ending at Captain Joe's Grill in Whitmore Lake, MI. This event counts toward the Detroit Region and Great Lakes Division SCCA Road Rally Championships.

This is the 18th running of the event, organized by Scott Harvey Jr., who prides himself on making this a straightforward Time, Speed, Distance rally with simple instructions and no tricks. As such it is a great event for experts and novices alike, this year there were 6 novice crews participating.

The roads were primarily unpaved and were run within Livingston, Washtenaw and Jackson counties of Michigan. Total distance was approximately 175 miles with two breaks. Mileages were provided with each route instruction, which included a tulip diagram and a written description.

Son of Sno*Drift is intended to be a winter rally, and usually there is snow on the ground to make it more of a challenge. However, this year, the temperatures were too high and there were a few mudbaths on the route. Average speeds were easy to achieve and consequently the scores were very low. The winners in both the equipped and limited classes scored only 10 points each in 20 controls. For those not familiar with TSD rallying, one point is given for every 1/100 minute early or late at any hidden control. So 10 points scored for the whole rally means that the total error was 1/10 minute or 6 seconds!

Awards were presented to the first and second place teams in each of the following classes:

E (Equipped) – unlimited equipment.

L (Limited) – calibratable odometer and any calculating device (not taking input from the odometer).

S (Stock) – stock odometer and any non-programmable calculator.

N (Novice) – the total number of rallies entered by the two members of the team does not exceed six.

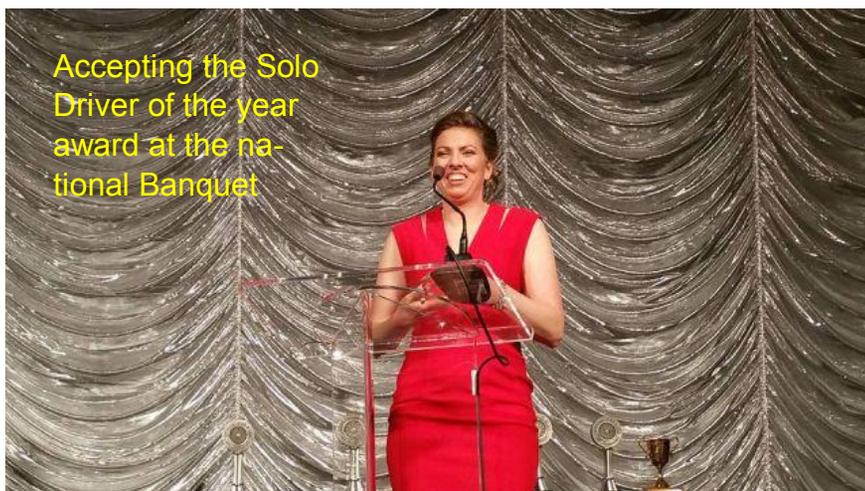
Results				
Car #	Car	Driver	Co-driver	Points
Equipped Class				
2	Saab 9-2	Dave Harcom	Daniel Harcom	10
1	Subaru WRX	David Stone	Robert Moran	13
6	Subaru Impreza	John Fishbeck	Laura Dawson	17
5	Toyota MR2	Jeff Boris	Nic Boris	25
4	Subaru Impreza	David Sellars	Janis Ford	27
Limited Class				
7	Subaru Outback	Nathan Usher	Aaron Usher	10
9	Chevrolet Cobalt	Kenneth Wiedbusch	Dennis Wiedbusch	23
8	Subaru STI	Ryan Baldi	Eva Arnes	303
17	Pontiac Grand Am	Gary Kowalski	Kurt Przybrsz	1153
Stock Class				
12	Eagle Talon	Adam Spieszny	Piotr Roszczzenko	91
11	Ford Focus ST	John Li	Connor Cole	335
10	Ford Explorer	Gary Sanford	Kevin Dille	491
Novice Class				
15	Saab 900	Christian Borchert	Eddie Borchert	323
14	Subaru Impreza	Matthew Rebant	Ryan Harris	387
13	Mitsubishi Evo	Bob Dice	Paul Evans	563
19	VW Golf	Erik Henderson	Riley Henderson	894
18	Subaru STI	Mike Engle	Lauren Engle	964
16	Subaru Legacy	Emily Schumacher	Arthur Schumacher	1497



Overall winners in Equipped class, Dave and Daniel Harcom, being congratulated by event organizer, Scott Harvey Jr.

Billy Davis, Carol Kolk and Grant Reeve were the finalists for the 2016 SCCA Solo Driver of the Year after taking home national titles at the Tire Rack Solo National Championships. Carol was the winner and she was honored at the SCCA National Convention as part of the Hall of Fame and Awards Banquet presented by Mazda on the evening of Jan. 23, 2016 at the South Point Hotel and Casino in Las Vegas.

Read about Carol's [Life-Changing Accident and Recovery](#)



[Here is a video of Carol at the Solo National Championships, day 1, run #3](#)





RallySprint[®] - What is it?



Here is an extract from the SCCA RallySprint Rules

Purpose

RallyTrials are intended to allow for an experienced RallyCross competitor with an increase in safety equipment to move up to a higher level of RallyCross, without the expense of big entry fees and preparing for full stage rally.

RallySprints are intended to be a middle ground between RallyTrials and stage rally, and as such, will require an even higher level of safety preparation than RallyTrials. RallySprint courses allow for higher speeds and more-challenging driving conditions than those allowed in the current RallyCross and RallyTrials Programs. RallySprint is intended to appeal to RallyCross or RallyTrials drivers who want to move to the next level of the sport and to current stage rally drivers who are seeking alternate venues to compete in their rally cars.

Definitions

RallySprint and RallyTrials are motorsports events in which one vehicle at a time navigates a clearly defined course, with elapsed time plus penalties for course deviations being the determining factor for awards. Although side-by-side competition is not allowed, more than one vehicle may be on course at the same time provided they are separated on course by adequate time and distance to eliminate any possibility of a passing situation.

RallyTrials are similar to a RallyCross event, but, with the addition of more safety gear, they allow for longer courses and higher speeds. Like RallyCross, RallyTrials events are run on primarily flat, expansive dirt or gravel surfaces with minimal fixed objects, exposures and hazards on the course site. Examples include large dirt/gravel parking areas or other appropriate open areas such as fields or off road parks. Also like RallyCross, the entire RallyTrials course is delineated by upright and pointer cones. The additional safety gear aligns with Time Trial and Hillclimb series, thus allowing competitors to participate in a wide variety of events.

RallySprint is similar to a rally-type stage but with a relatively short stage length and lower speeds than typically encountered in stage rally. RallySprint events are run on sections of dirt, gravel or snow-covered roads or trails that are closed to the public. The course is primarily delineated by the roadway, with upright and pointer cones placed at key locations for way-finding and hazard-warning purposes. RallySprint events are typically run on off-road/rally school sites and short sections of dirt/gravel roads

The [Sno*Drift Rally](#) is the first stop on the [Rally America National Championship](#) calendar and it is a full-on battle that takes place over snow and ice across the back roads of northern Michigan without studded tires! It's a slippery and extremely challenging event that demands full concentration from the driver and co-driver in keeping the car from getting stuck in snowbanks. This dedicated snow and ice event is the most unique on the Rally America National Championship calendar promising plenty of sliding in even the worst weather conditions. The Sno*Drift Rally is a performance rally that features prepared 2 wheel and 4 wheel drive cars attracting more than fifty domestic and international teams as well as legions of dedicated rally fans. This year Sno*Drift featured 17 stages that run a total distance of 130 miles.

Detroit Region members Nathan Usher, Aaron Usher, Santiago Inglesias, Marianna Langosch, Brian Thurgate, and Kyle Steinkamp were all on the starting grid for this year's event

Here is an account by Nathan Usher:



"Sno*Drift went pretty well for us this year, 4th in class on Friday and 2nd Saturday. We had a couple mishaps, but didn't break anything too expensive. Going into stage 4 we were sitting 2nd in class, but screwed up a note and went off on a tight corner after a fast stretch. I chose going onto a big snow bank rather than going into the trees and it took us 20 minutes to get out, which dropped us to 4th in class. On Stage 2, ([see video](#)) I seemed to have a real issue making left turns onto side roads on this stage. The worst (best?) one is at about 8:15 where I do a 3/4 spin the wrong direction to make the turn, then a few hundred yards later got into a snowbank for no particularly good reason.

[Stage 3 hood cam](#). Pretty good stage for us. We did bump a berm pretty hard at 10:50, which got enough dirt in the wheel to cause a slow leak. It didn't slow us down, but the tire was flat when we got back to service.

On SS12, we just tried to avoid the big bumps as much as possible since our left rear strut was completely toast by this point.

OnSS13, we came a little too fast around a corner, went wide and got sucked into a snowbank. The double impact sheared the lower mounting pins on the radiator, completely blocked it with snow, and pushed it far enough back that both fan connectors came unplugged. We overheated on the transit leaving this stage. The motor felt fine the rest of the day so I'm hoping we didn't do any permanent damage.

[SS15 was a very difficult stage](#). The rough sections were terrible because we had a blown strut and there were a bunch of spots that were a lot more slippery than they looked - 3:00, 3:20, 3:50, 4:25, 10:20.

On the second day, we stuffed it into a snowbank on Hungry 5. At first we thought there was no damage, until the car overheated on the transit to the next stage. We had crammed so much snow into the grill that it broke the radiator mounting pins and shoved it back toward the engine, unplugging both fans and leaving the radiator completely blocked with snow. We got one of the fans plugged back in and topped up the radiator with water and were able to continue without slowing down.

In their BMW 328, Santiago and Marianna were able to move up from 7th place, Friday, to 4th place on Saturday. Just 3.9 seconds away from landing a spot on the podium! They can't wait to see what the future has in store for them.





Sandblast Stage Rally 2016



[The Sandblast Rally, organized by NASA Rally Sport](#), was run on 5th March, 2016, and was headquartered in Chesterfield, SC. It runs through the Sand Hills State Forest of SC and as the name implies, it is quite sandy, as can be seen in some of the photographs.

The Detroit Region was well represented by six teams this year. It was a long way to go but this illustrates their dedication to the sport.

[Dan Finn/Teena Hauxwell Finn \(car 32\)](#) **First in OAL Class, 11th overall!**

We're absolutely thrilled with how Sandblast Rally went. The new 2.5 motor proved to be a massive improvement over the 1.8 we had before. Huge thanks to our amazing crew, Nathan & Marianna. Open light has great competition, and we loved sharing the podium with such kick ass teams. 2nd place, Jeff Berlin Rally - JBR, and 3rd place, Tachyon Racing. Congratulations, guys.

[Matt Peterson/Ian Kessler \(car 81\)](#) **First in O2L Class , 28th overall.**

On the very first stage the left rear strut damper blew, and at every hard impact the fuel pump was cutting out. On stage 5 we holed our radiator at a culvert with a massive dip. It was near the end of the stage so we made it through with the leak, but stalled shortly into transit. Thankfully James Bass towed us to service with his Merkur. During that service, we swapped out the broken radiator with the spare, but it also needed some JB Weld. On stage 6, Ian's microphone started cutting out. He had to scream the pace notes at me for the rest of the rally. On one of the last stages my lightbar vanished, maybe on the culvert that we crossed again. I had been in survival mode the entire day just sawing away at the wheel trying to keep us out of harm. Amazingly we finished FIRST in our class of 2wd Light!

[Todd Tortorelli/Drew Rosek \(25\)](#) **6th in OAH Class, 8th overall.**

Friday we drove the Shakedown Stage three times. It was the first time Drew and I were able to get in the car together. It was smooth from the start. Saturday was the most comfortable I have felt in the car. And with conditions that seemed to change from corner to corner, that was a great feeling. The only hiccup of the day was bending the control arm on Stage 4. In the fuel only service we decided on running the car through the 14.71 mile stage that followed and return to the hour long service right after. Almost 35 miles of driving, stage and transit, on the bent arm, and we were only overtaken by one car on stage. After the final service, we ran stage 6 and half way through there was a strange feeling again. I was pushing but cautious and in the end, we felt it was just the softness of the sand moving the car about. Stage 7 was a blast. Flat out. We made up time to move from 9th to 6th in class and 8th overall. It was after the final stage that we realized we ran half of 6 and all of 7 on a front left tire with 12 psi in it.

[Amanda Skelly/Elizabeth Cordara \(car 65\)](#) **5th in OAL Class, 21st overall.**

My shakedown in the RallyRental was SS1 where we were within seconds of our competitors. SS2 was transited, and when pulling up to our service spot the car stalled. I thought it was my fault, but it turned out we had fuel cutout. Liz and I pushed the car and the crew worked hard to get it sorted. Fuel cut on and off the whole way to SS3, but made it after a 19 mile transit. The car responded flawlessly to being driven aggressively and brought us through both stages with no issues. We managed to survive Campbell Lake with its gnarly culverts, deep ruts and muddy spots. The stages were fast and fun with some gnarly ruts in places. On SS6, while at the top of 4th, we had a scary moment when a turkey frantically ran across the road. Liz read notes perfectly, we had a ton of laughs, and some of the smoothest services yet! We ended up 5th in class, with a 3 minute lead in front of the car behind us. Many thanks to our crew - Billy, Levi, Matt, Sam and Andrew, and sponsors, Broken Motorsports, Turtle Gloves, Team Illuminata Motorsport (BRAID wheels).

[Dmitry Martinov/Molly Disend \(car 68\)](#) **3rd in OAL Class, 15th overall.**

[Brian McNamara/Nathan Werner \(car 69\)](#) **DNF due to electrical problems.**

[See photos on the next page](#)





By Rodney Maxwell



By Rodney Maxwell





Rallymaster Bruce Fisher always works tirelessly to put on the best TSD rally of the year. Starting and ending in West Branch, it features some gorgeous Northern Michigan sweeping forest roads and even a bit of non-car-breaking two track. Included are some iconic stages like Mosquito Alley, East Fireline, Sterling Truck trail (the smoothest parts!), and a section of old Northern Lights stages thrown in as well.

The rally is split into two segments, with each one being scored separately, but the big prize is for the combined score. Section 1 ran Friday (FPOR), while section 2 ran Saturday (SPOR).

Congratulations to Ron Johnstonbaugh and Jack von Kaenel for the overall win for POR and first place in Equipped Class with 16 points over 29 controls. They had a very tight battle with Scott Harvey, Jr and Rob Moran who ended up with 21 points. Scott and Rob won FPOR after tying Ron and Jack with 11 points, they had 6 zeros to Ron and Jack's 4 zeros for the tie breaker.



In Limited, Nathan and Aaron Usher won POR with 57 points. Brian and Kevin Line had 60 points and Ken and Dennis Wiedbusch has 69. Interestingly Nathan and Aaron were second in both FPOR and SPOR, while Ken and Dennis won FPOR with 21 points and Brian and Kevin won SPOR with 13 points.

Adam Spieszny and Piotr Roszczenko won Stock class POR with a total of 242 points, but split the wins with Jennifer Glass and Brian Thorpe. Adam and Piotr won FPOR while Jennifer and Brian won SPOR.

We had two novice teams this year. Mark Partlo and Kevin Dilley won both FPOR and SPOR and finished POR with 923.

POR ended abruptly when a water hole swallowed several competitors vehicles

and then the rallymasters' Jeep when he went back to help guide the competitors a different way out of the woods and to the next break. After losing more than an hour trying to get the Jeep out of the hole, it was decided to skip the last section and head back to the finish. Sweep led them out an alternate way after multiple attempts to pull the Jeep out. The hole had been marked with a triple caution, but it never had any water in it anytime over the summer during the route planning.

Many thanks go to all of the workers, because without them we wouldn't have an event:

-Mary Shiloff with registration and scoring. In the second half she also acted as a go between when cell service made it impossible to directly talk to other workers in the woods.

-Tom Woodside was the safety steward and did the Safety Check and course opening. He also made phone calls and found additional workers.

-Ken Wiedbusch for maintaining and bringing the timing equipment.

-Mark Vojtisek for course opening and helping a stuck competitor.

-Matt Fisher for assigning all of the timing equipment. Matt navigated for me as we checked the control locations and made sure the clocks were still in sync.

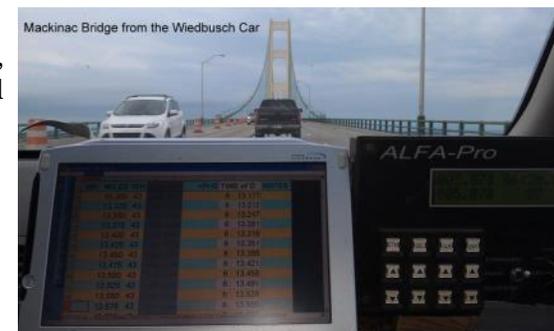
-Rich and Linda Line were sweep for FPOR.

-Dave Parps and Chuck Binder worked controls for FPOR and sweep for SPOR.

-David Stone did the trophies and worked controls.

-Controls workers: Chris Bargman, Ben Vallerand, Jon Wickens, Pete Padden, Renee Fisher, Jim Kloosterman, Jeff Boris, Al DeRose, John Fishbeck and Laura Dawson.

[Ralph Thayer Automotive](#) provided sponsorship.



Randall Prince — National Solo Communications Manager



I want to start out with [congratulations to 2015 Solo Driver of the Year, Carol Kolk](#). Anyone who heard Carol's story regarding an injury that took her away from Solo and her recent return will understand why Carol was this year's Driver of the Year. With the 2016 season quickly approaching, registrations have started to open and a number of important stories have come out regarding Starting Line, the CAM Challenge and our first story about the 2016 Tire Rack SCCA Solo Nationals (run days). There's still plenty of time to get your car out of winter storage, start wrenching and get it prepared for the 2016 season.

Event Registrations

[Dixie Championship Tour](#)

Important Solo News

2016 Tire Rack SCCA [Solo Nationals Presented by Garmin Virb Run Days have been released!](#)

Did you sign-up for the ProSolo bundle this week? If not, there are still open "bundle" spaces at most Pro events.

Here's some [more information regarding ProSolo this year directly from Howard Duncan](#).

[Nominations for the 2016 Wendi Allen Scholarship are now open](#). It's a great way to get women in your region involved in Solo at a National level.

2016 SCCA Starting Line Schools are starting. 4 schools are open, but more are coming soon. [Click here for a continually updating list of 2016 schools](#).

[CAM Challenge is back for 2016!](#)

[Solo Podcast #2 has been released](#).

- Here is a collection of random stories from this year's National Convention, including induction to the SCCA Hall of Fame of Randy Pobst!

One last thing... if you love having fun with your car at an autocross, look into the [2016 Track Night in America program](#). It's a low impact, non-competition way to get your car on-track and have some fun at some higher speeds than a Solo event. There are opportunities to save some money by working the events and best of all, it's a great way to demonstrate to non-SCCA members the cool stuff you can do with your car. Check out a list of tracks for 2016 and reach out to your region leadership (or email jack@tracknightinamerica.com) for more information about events in your area.

Thanks and see you at Dixie!

Randall Prince

SCCA National Solo Communications Manager





Service Awards



Congratulations to the following long service members:

50 years

Peter W. Quenet

45 years

Ann K. Burke

40 years

Suzanne M. Royce

Thgamas R. Nesbitt

35 years

Thomas C. Abbott

Amy Frances Burke

Mark Silverberg

Jon DePentu

30 years

Tim Gavula

Krystal R. E. Wingett

Edward C. Arthur

Cheryl Bondie

Ted Bondie

25 years

Stephen Barth

Richard S. Bolt

20 years

Lawrence Webster

Robert Moran

Col. Gregory Few

15 years

Rebecca Chan

Matthew Braun

Christopher J. Childs

Juergen Gemnich

Raymond Kach

Bruce Alan Fisher

Rita Heinrich

Jon Armstrong