



Open Exhaust - Spring 2018



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The official newsletter of the Detroit Region of SCCA ®

Thanks to Ralph Thayer Automotive for supporting our Rallycross program.

No, it's not Mars. It is [Bundy Hill Offroad Park](#), site of our recent [Rallycross event](#)



RALPH THAYER
AUTOMOTIVE

Links:

[Detroit Region Website](#)

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[Facebook Rallycross](#)

[SCCA](#)

[MotorsportReg](#)

[Cincinnati Region](#)

[Saginaw Valley Region](#)

[Western MI Region](#)

[NE Ohio Region](#)

[Waterford Hills Racetrack](#)

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About us



Director and officials

Frank Putman	Regional Executive
Cindy Wisner	Assistant Regional Executive
Brian Thorpe	Secretary, Open Exhaust Editor
Dr. Jennifer Glass	Treasurer,
Dan Assenmacher	Financial Director
Jeremiah Mauricio	Autocross Director
Pat Barber	Race Director
John Fishbeck	Rally Director
Jon Trudeau	Rallycross Director
John Kytasty	Director At Large
Scott Harvey	Director At Large
Keith Armitage	Director At Large
Matt Wolfe	Director At Large
Steve Balanecki	Membership Chair and Worker Points Keeper
John Li, Pat Barber	Webmaster
Ken Wiedbusch	Timing Equipment Specialist
Mike McClintock	Club Vehicle Specialist
Jerry Shiloff	Chief of Licensing
Mary Shiloff	Chief of Registration
Ed Arthur	Chief of F & C
Richard (Blackie) Meyers	Chief of Emergency Services (Fire and Rescue)

Board of Directors Meetings

The Detroit Region holds Board Meetings every second Wednesday of each month. All members are welcome to attend. Information about the meetings is on our [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 1400 members. It has something for every taste, including some of the country's best organized Rallycross, Autocross, and TSD Rallies.

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

Long Service Awards are listed at the end of the newsletter.

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

Photograph Credits

Many of the photos were found on the internet. If the photographer was known, credit was given. If you want credit for any of your photos, please [contact us](#).

Links

Remember to click on all the links in Red for videos and still photos on the web. Some of the photographs are also clickable for more detail.

Open Exhaust Articles

Articles are always needed and members will get one worker point for every article published. They can be about anything automotive but a priority will be given to articles about Detroit Region events and/or members. The Editor reserves the right to trim articles to fit the available space!

Comments about the newsletter are also welcome, particularly about article accuracy, distribution method and readability.

Region Address:

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



Calendar of Events



[Click on this link to the Detroit Region online calendar](#)

Autocross Calendar

Autocross School, April 13, 2018

Season Opener, April 14, 2018

Both above are at Schoolcraft PSTC, Livonia, MI

Drive Into Spring Autocross, May 5, 2018. Schoolcraft College.

Memorial Day Autocross, May 28, 2018. MIS

Summer Heat Autocross, Jun 9, 2018. Schoolcraft College.

After the Fireworks Autocross, Jul 13–15, 2018

Wurtsmith Air Force Base, Oscoda Twp., MI

Oscoda Pro Solo, (SCCA National Event), Aug 3 – 5, 2018

Before Nationals Autocross, Aug 17 – 19, 2018, Oscoda

Rallycross Calendar

April Bunny Hop RallyCross, April 29, 2018. Oak Shade Raceway.

RallyCross #5, May 26, 2018. Thistle Hill Farm, South Lyon

RallyCross #6, June 24, 2018. Oakshade Raceway

TSD Rally Calendar

Twilight Tour TSD Rally, April 21. Aubree's Pizzeria, South Lyon.

Moonlight Monte TSD Rally, July 28, 2018. Aubree's, South Lyon,

Press On Regardless TSD rally, September 8–9, 2018, Indian River, MI

Race Calendar

Spring Time Trials, April 21–22, 2018 @ GingerMan Raceway

CR Drivers School, April 28–29, 2018 @ Waterford Hills Raceway

Spring Sprints, May 19–20, 2018 @ GingerMan Raceway

Gingerman Majors, July 7–8, 2018, Northern Conference Majors

Empire Hill Climb, September 15, 2018

Board of Directors Meeting

Second Wednesday of every month

Next meeting: April 11, 2018 at On the Border Mexican Grill,
Haggerty & 8 mile, Novi

Also:

SCCA Race

American Rally Association

SCCA Autocross

Rally America

SCCA Rallycross

Waterford Hills Racing Calendar

SCCA Road Rally



Our Website



It's pretty straightforward!

The top row here is where you get most of the info about the club.

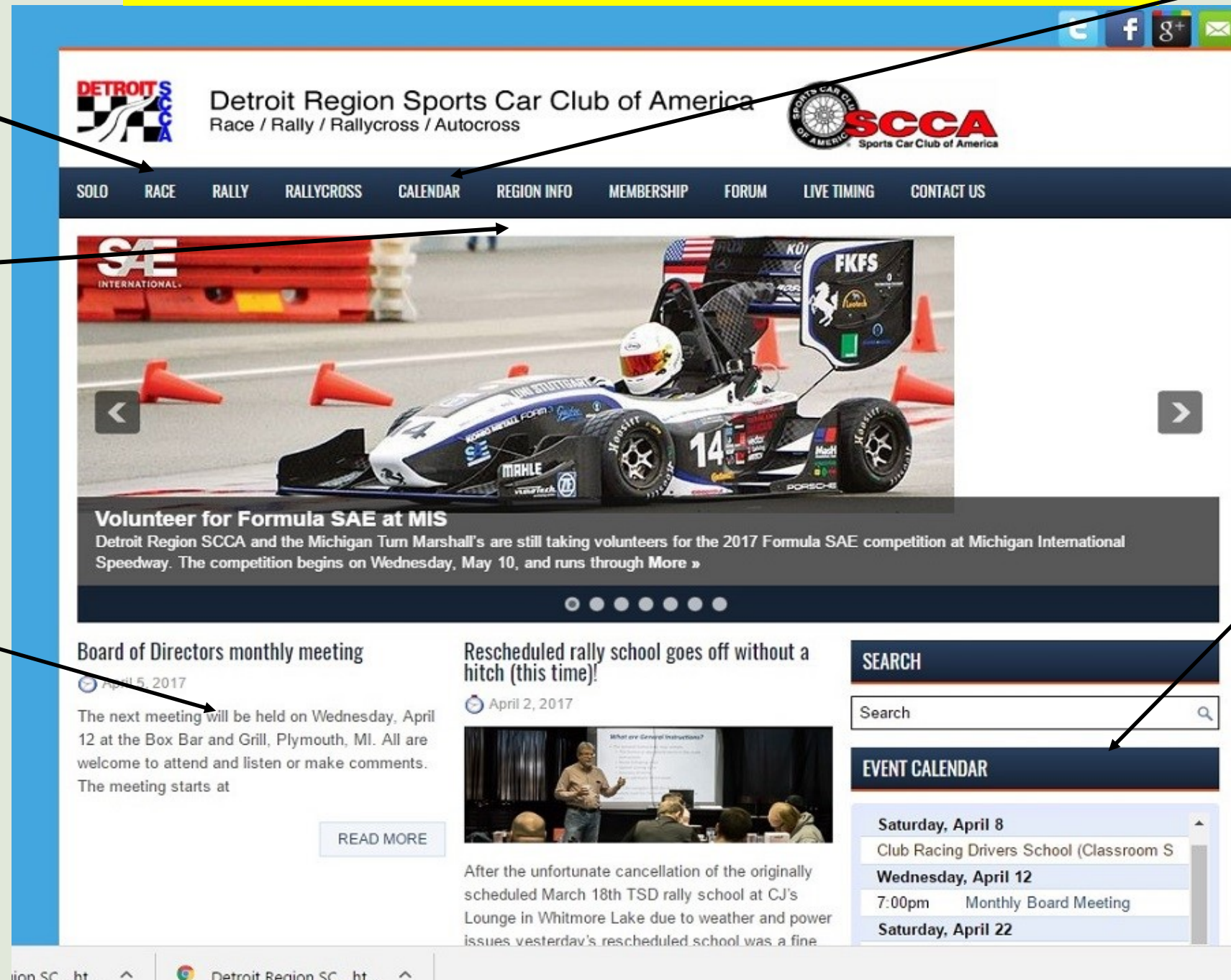
Go to drsecca.org and you will find our new website.

The [Calendar](#) shows all events but more detail is given in each of the event types, [Solo](#), [Race](#), [Rally](#) and [Rallycross](#).

Region Info has links to Worker Points, Open Exhaust issues, Downloads of forms and Meeting Minutes etc.

The latest news is shown here with the most recent at the top.

More event dates are shown here:





Annual Members Meeting



Highlights of the Detroit Region SCCA annual members meeting

The DRSCCA annual members meeting was held March 21, 2018 at [Kart2Kart in Sterling Heights](#), Michigan. Invitations were posted on the DRSCCA website, in the forums and via email.

The purpose of the annual meeting per the Bylaws is "to allow the members to hear annual reports by officers and committees concerning business conducted during the previous fiscal year as well as other business that may come before the meeting."

[Click here for the presentation.](#)

Among the meeting highlights:

Mission statement: To consistently provide fun, fair, and safe activities through diverse opportunities for the automotive and motorsports enthusiasts.

2017 statistics: 33 events and more than 1700 entries

Added a John Deere Gator ATV

Membership as of 12/31/2017 – 1,400 with 277 new members in 2017

On Dec 31, 2017 Current Assets \$159,316 Fixed Assets \$146,458

Plans for 2018 include :

Formula SAE competition May 9-12, 2018 at MIS

SCCA is Building a Women's Initiative: Women on Track

Autocross

Detroit Region Autocross School

3 events at Oscoda and 7 local events

MIS events using interior road course

Rally

6 TSD road rallies are scheduled for 2018

Continued growth of participation, especially novices/newcomers

Continuing successful rally school program

Added Moonlight Monte in July to round out schedule to full 6 events

RallyCross

Continued "at capacity" event participation

New Sites – Bundy Hill for February and March Events

Potential event at Gingerman Raceway during Race Majors weekend in July

Planning 3 race GLDiv challenge event with WOR/OVR regions

Race

Expecting large numbers for Drivers School

New Time Trials Format and Rules

Many Detroit Region SCCA members at Detroit Grand Prix

Contact the Officers and Chiefs with suggestions and questions at:

<http://drscca.org/>.

Cindy Wisman

Assistant Regional Executive





Board of Directors Annual Election



Our By-Laws specify that four Directors shall be elected, for two year terms, by the membership, each year. Additional Directors may be elected for one year terms as necessary. No Director shall serve as a member of the Board for more than six consecutive fiscal years.

Officers shall be selected annually from the Elected Board Members, both the newly elected and the carry over Members. The Elected Directors not serving as officers will be termed Directors-At-Large. The Officers of the Region shall be: Regional Executive, Assistant Regional Executive, Secretary and Treasurer.

Five Directors shall be appointed annually to serve in the positions of Directors for Race, RallyCross, Road Rally, Solo, and Financial.

While most of our previous directors are still in the same positions they were in the previous year, we have a few new faces on the board as well as some old ones in new positions. **Frank Putman** has inherited the Regional Executive position from the outgoing **Jennifer Merideth**, while **Cindy Wisner** will fill Frank's previous role as assistant Regional Executive.

Our former RE, **Patrick Barber**, will take over the Race Director position this year from the longstanding stewardship of **Jerry Shiloff**. Though Jerry has chosen to step away from this position, he is still staying on as Chief of Licensing for the region. **Jon Trudeau** will step into the RallyCross Director role previously held by **Jon Jareo** for 2018. Finally, we have a new Financial Director, **Dan Assenmacher**, who graciously volunteered his time to the region.

Now that you have understood all that, we are pleased to announce that ballots from our recent Board of Directors election have been tallied and that a new board has been elected.

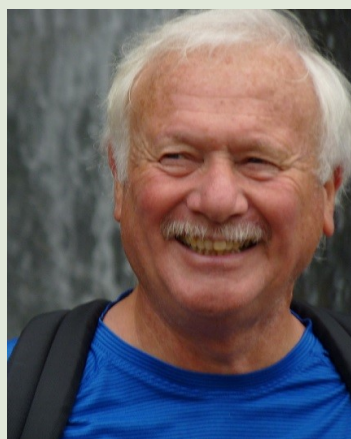
We congratulate the members who have been elected to the Board of Directors by the DRSCCA membership:

Directors elected for 2 year terms:

Matt Wolfe



Brian Thorpe



John Kytasty



and Cindy Wisner.



Director elected for a 1 year term:

Keith Armitage



Annual Banquet

The 2017 Awards Banquet took place on February 3rd at the Eagle Tavern in Greenfield Village. Members gathered to celebrate the achievements of competitors, workers, and volunteers. In addition to the awards presented for the autocross, rallycross, road rally, and road racing disciplines, there were Hot Wheels races and door prizes for attendees.

[Here are the photos of award recipients.](#)





Spring Time Trials, April 21—22



Gingerman Raceway

DESCRIPTION OF EVENT:

- **Untimed Sessions.** These sessions will give drivers an opportunity to learn the track and to earn their Time Trial Novice Permit.
- **TrackCross Day 1.** One car versus the autocross timing lights. A standing start will be used and plenty of empty track will be allowed for the driver to cool down after the finish lights. After completion of the lap, drivers should continue safely and slowly to the false grid to get in line for another run. The number of runs will be determined on the day of the event and communicated with the drivers. The fastest time will count towards the driver's overall time for the weekend.
- **Timed Laps.** The best lap counts towards the driver's overall time for the weekend. Transponders must be used and will be available for rental for a fee of \$25.
- **TrackCross Day 2.** Similar format to Day 1, but it will be a different portion of the track or track configuration.
- **Best Time** = Best Time TrackCross Day 1 + Best Timed Lap + Best Time TrackCross Day 2
- **TIME TRIAL NOVICE PERMIT:** Drivers that successfully complete the Saturday sessions will be eligible for a Time Trial Novice Permit. There is no charge for your Time Trial Novice Permit (Special Deal!).

RESULTS: TrackCross 1: Best time counts
 TrackCross 2: Best time counts
 Timed Track Session: Best time counts
 Overall Time = TrackCross 1 + TrackCross 2 + Timed track session best time

CLASSES: Level 1-Sport S1,S2,S3,S4,S5,S6
 Level 2-Tuner T1,T2,T3,T4,T5
 Level 3-Max M1,M2,M3
 Level 4-Unlimited U1,U2

Schedule of events

[Sign up here](#)



Detroit Region Autocross School

by John Li



Detroit Region is excited to announce the return of its local Autocross School at Schoolcraft PTSC in Livonia.! The drivers school is tailored to novice autocross drivers with two years or less of autocross experience, and is limited to 60 students.

There is a classroom session on Friday, April 13th that covers the basics of event operations, safety considerations, and car control basics.

The next day, Saturday April 14th, students will be paired up with instructors to practice and develop their driving skills for the entire day. Lunch will be provided.

Cost of the drivers school is \$65 for SCCA members, and \$75 for non-members.

There will also be a safety steward class running in parallel with the Solo School. If you'd like to become a solo safety steward, would like to renew your solo safety steward credentials, or would like to become a junior kart steward (which has new requirements that go into effect this year), there is a classroom session on Friday, April 13th. Those who complete the class may elect to work as deputy safety stewards for the Solo School drivers school and the Season Opener autocross and fulfill their provisional safety steward requirements in one weekend; the Region can complete the paperwork and send it off for sign-off at the end of the weekend, making it possible for new safety stewards to become fully credentialed after a single weekend.

The cost of the safety steward class is free. You must be an SCCA member to take part in the class.

[Click here for online Registration.](#)

Follow the Friday and Saturday classes, on Sunday, April 15th, is the Season Opener autocross. Registration for that event is separate from the school and can be found [here](#) and on the [next page](#).

For more information about event dates and locations, check out the Solo schedule of events. We want to see you there!

- For future events and information, go to <http://drscca.org/solo/>
- For our calendar of events, got to <http://drscca.org/calendar/>





Autocross Season Opener



The Season Opener Autocross will be held on Sunday April 15 at Schoolcraft Public Safety Training Center in Livonia.

This is a great way to put into practice some of the things you learned at the Autocross School the previous two days.

[Register here!](#)

If you like to drive hard, then Autocross is for you! You will explore the limits of your car in a safe, controlled environment on a hard surface. All you need for autocross is a street-legal car in good working order, and a helmet.

During autocross competition, drivers compete against the clock as they navigate technical courses marked by cones. There is only one car on a section of the course at a time, with courses laid out in open areas with few obstacles. Competition is broken down into a number of classes so that virtually any car can be competitive. So whether you own a Corvette or a Civic, you can be sure you'll have a great time.

Each driver is given several chances to post their best time. It's fast, it's fun, and nearly anyone can afford to participate.



Haven Hillclimb—1959 & 1956

HAVEN HILL CLIMB, 1959

Saturday dawned wet and nasty but undaunted, a small crew of enthusiasts made the trek to the Highland Recreation Area with the avowed intention of seeing just how fast it can be done. The rain stopped for a while and practice runs started. Due to the small turnout on Saturday morning we had three or four cars that had 17 practice runs on Saturday. The timing equipment was acting up but Del Lance with the able assistance of Don MacKenzie finally got things operating. Our good friend, Dr. Pete Prosser appeared with his little black bag and then the action was continuous.

The only incident on the hill was Lt. Les Morriset tried (successfully) to remove a tree with his bulldozer, (I mean Corvette). The Park Ranger, after surveying the damage was heard to say, "That's nothing, you ought to see what the Boy Scouts do with their hatchets."

Unfortunately, the timing equipment could not time the Lotus driven by Posselius-Kilburn so they had to be hand timed. At the very best, this method is grossly inaccurate, but it was about the only choice. Bob Clift, who has had fastest time of day for the past three years, exhibited more of that quality we call Sportsmanship than we have seen around here for many years. He had, in many peoples' opinion, a legitimate protest, but chose not to do so. Jack Easons crew of qualified volunteers combined to make this one of the best Hillclimbs put on in the area.

SEDAN CLASS 1. Dick Dittus GT SAAB 31.60

UNDER 1600 CLASS F 1. Scott Harvey 2. Gary Geister 3. Harry Keeler 4. Dave Lawson 5. Nick Hartman 6. Bob Barsantee 7. Jack Hargreaves 8. Art Subberra 1. Les Morri.sett 2. Glenn Baldwin 3. Bob Gubbins 4, Gordon Harrison 5. J.C. Kilburn 6. Ernest Davis 7. Marcel Dupont 8. John Posselius 9. Fred Hall 10. Alex Azary 11. Bill Akerman

communications was precise, tech inspection was thorough, timers and scorers were accurate. Chairman was Harold Lance, one of the founding members of the region, and the originator and developer of Haven Hill Climb.

Following are the final results of the assault on Haven Hill:

OFFICIAL RESULTS HAVEN HILL CLIMB

July 22, 1956

Class "A" Up to 1300 cc Production
Up to 750cc Modified

Place	Driver	Car	Time (Seconds)
1	Ken Askew	Alfa Romeo	28.30
2	Harry Keeler	MG TD	28.34
3	Dick Dohmen	MG TD	29.16
4. Bob Barsantee, MG TF, 29.26; 5. Harold Lance, MG TC, 29.28; 6. Tom Gahman, MG TC, 30.15; 7. Joe Donahue, MG TC, 30.16; 8. William Mundus, VW, 30.29*; 9. Harry Constant, MG TD, 30.76; 10. Peter Owen, MG TD, 30.81; 11. Edward Dietz, Simca, 30.84*; 12. James Grady, MG TD, 31.28; 13. Richard Jones, MG TF, 31.38; 14. Forbes Howard, Simca, 31.48*; 15. Anatole Lapping, VW, 31.51*; 16. Bill Wells, VW, 31.67*; 17. Pete Dawson, Crosley SS, 31.95; 18. Tom Featherstone, MG TF, 33.35; 19. George Durbin, Renault 4CV, 33.79*; 20. Phil McFarland, MG TD, 33.94; 21. John Vlossak, Hillman Husky, 38.90*.			
*Petit Turismo,			

Class "C" 1601—2700cc Production
1301—2000cc Modified

Place	Driver	Car	Time (Seconds)
1	Max Goldman	Abarth	25.19
2	Don Kennedy	Porsche	27.30
3	Charles Sherman	Porsche	27.37
4. Lee Beck, Porsche, 27.39; 5. Tom Hallock, MG TF 1500, 28.32; 6. Norm Appleman, Porsche, 28.38; 7. Don Black, Siata, 28.57; 8. Eugene Annabel, Porsche, 30.45.			

Class "C" 1601—2700cc Production
1301—2000cc Modified

Place	Driver	Car	Time (Seconds)
1	Ed Hebb	Morgan	25.50
2	John Cook	Arnolt Bristol	25.52
3	Bill Bradley	Siata 208R	25.71
4. Trant Jarman, Austin Healey, 26.36; 5. Bob Knoll, TR 2, 26.70; 6. Len Karber, Arnolt Bristol, 26.76; 7. John Woodhouse, AC Ace, 27.56; 8. Marcel DuPont, TR 2, 27.83; 9. Charles Davison,			



Max Goldman drives his Abarth to a Class "B" win in the Haven Hill Climb.

Lancia, 28.26; 10. Orlie Ward, Austin Healey, 28.38; 11. Dick Kennedy, Morgan, 28.39; 12. Norm Miller, Alfa Romeo 6c, 29.36.

Class "D" Over 2700cc Production
Over 2000cc Modified

Place	Driver	Car	Time (Seconds)
1	Bob Cubbins	XK 140MC	25.10
2	Bob Clift	XK 140MC	25.12
3	Ed Anderson	Nash Healey	26.20
4. Ken Dunn, T Bird, 26.72; 5. Parker McLean, XK 120, 26.94; 6. Wallace Chandler, Corvette V8, 27.36; 7. Burton Jones, MG V8, 28.12; 8. Harry Cushing, XK 120M, 29.55; 9. Joe Wilson, Corvette 6, 30.38; 10. William Mullaly, Corvette 6, 31.22.			

Ladies Class

Place	Driver	Car	Time	#
1	Jenette Krebs	VW	33.17	116
2	Audre Kennedy	Porsche	31.23	117.5
3	Inka Furst	Porsche	32.24	119
4	Marge Sherman	Porsche	32.68	123
5	Dolores Runkle	Corvette 6	31.84	125.5
6	Margaret McFarland	MG TD	36.57	128
7	Dorothy Annabel	Porsche	35.45	133

Performance factor obtained by relating time to average of 3 fastest men's times in respective displacement class.



Bundy Hill Rallycross



The second event at [Bundy Hill](#) was held on March 11, with a full complement of 60 entries. Expectations were high for a great event in the disused aggregate mine, now used as recreation grounds for ATV's, ORV's, bikes, etc.

The ground started out frozen for several runs, but as the temperature rose, the course became rutted and quite rough, necessitating frequent changes as can be seen in the course diagram. Several cars suffered minor damage and many suspensions bottomed out.

Matt Wolfe: "As for our future at Bundy...while we were able to get everyone their 8 runs and ownership is still happy to have us back, [Daniel](#) and I were pretty disappointed with how poorly the surface held up to our type of abuse.

Had the ground stayed frozen, we likely wouldn't have had as many problem areas as we ended up with. The results yesterday were probably better than what we would have had at any of our other sites, but we're not huge fans of hosting events that are as hard on cars as the course was in the afternoon.

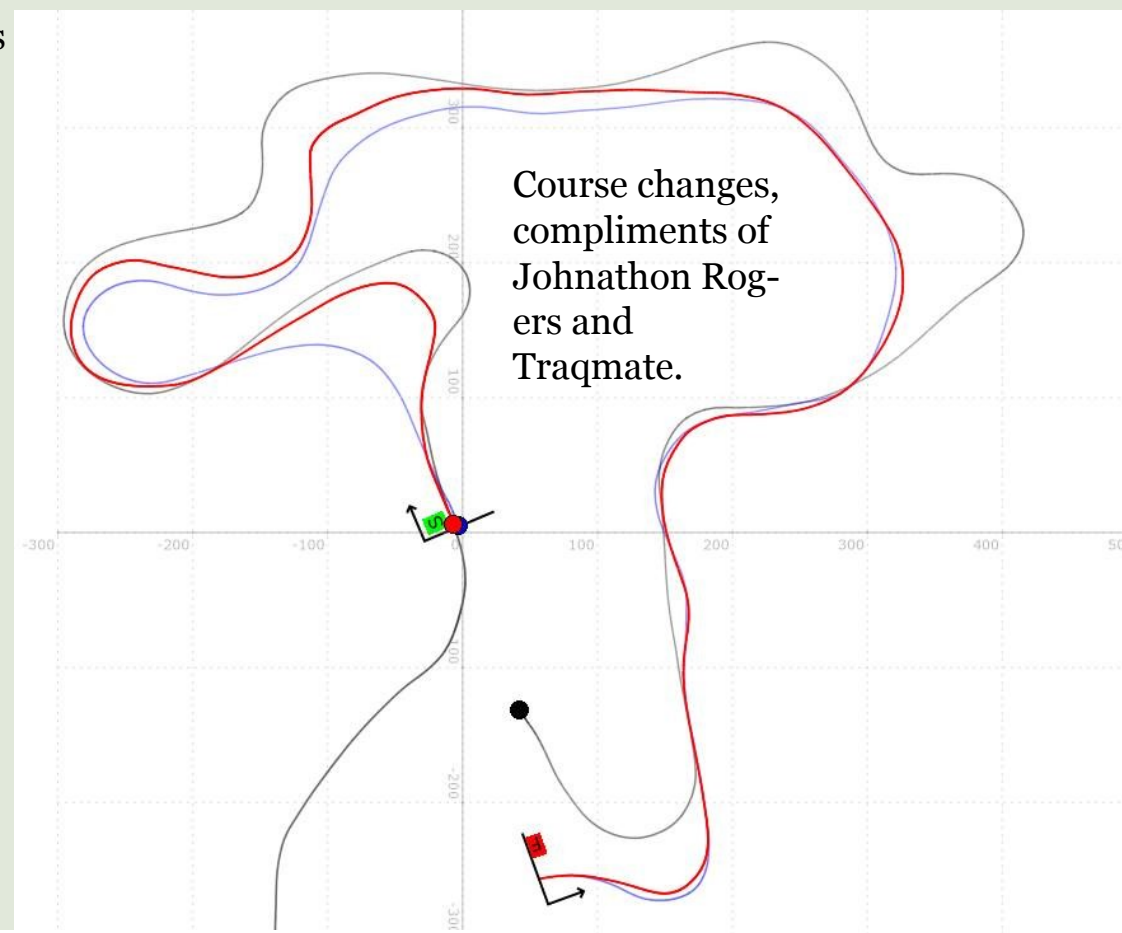
Our overall assessment is that we'd be willing to schedule another event there, but only if we're certain the ground will stay frozen, as yesterday proved the site is not as weather-proof as we originally thought.

We're also going to work on becoming more proactive as a safety team about moving corners/courses around where we know problem areas will form."

Eric Heinze: "Despite the Proving Ground level of vehicle punishment, the course was awesome and the elevation changes are one of the best parts of that place! It seems the vehicles that had the worse time were those like me with low ride heights. My front lower fascia is kaput and my intercooler has the bottom half of the fins so packed with mud I can't get it out even with a power washer. From mud witness marks, my car was shoveling dirt with over the lower 4 inches of the front fascia.. I think controlling the ruts to maintain ground clearance is the biggest thing."

Despite the tough treatment of cars, everyone had a great time and most said they hope to be back at Bundy Hill.

[More photos on the next page.](#)





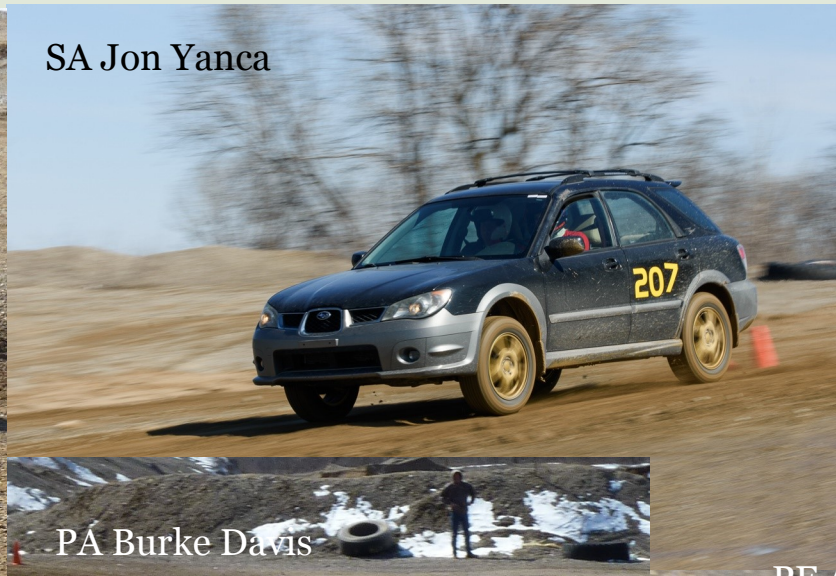
Bundy Hill Rallycross—Class Winners



SR Eric Anderson



SA Jon Yanca



SF Eric Heinze



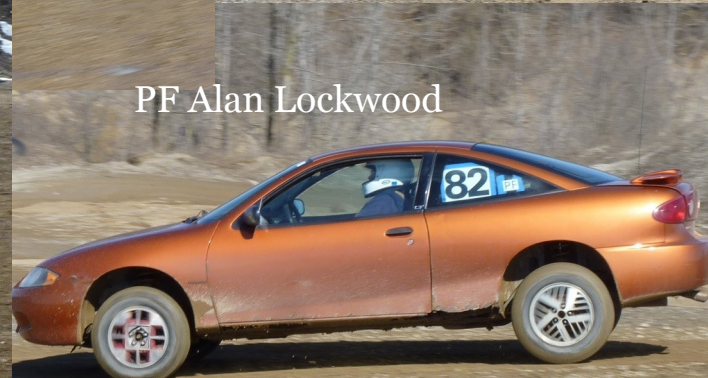
Jennifer fully extended.



PA Burke Davis



PF Alan Lockwood



Bump!



MR Sean Murphy



MA Matt Price



[Click here for BT photos.](#)

[Here for John Li photos](#)

[Some videos](#)

[More videos](#)

MF Johnathon Rogers (by 42 seconds from Doug Harvey)





Pavement Ends TSD Rally - November 2017



The Pavement Ends TSD Rally was organized by Rallymaster, John Kytasty, with help from Adam Spieszny and Piotr Roszczenko, and was held on November 18, 2017, starting and finishing at Aubree's Pizzeria in South Lyon.

It was an afternoon through evening event conducted in Livingston, Washtenaw, Ingham and Jackson Counties, with simple instructions. The goal was for teams of two (one driver and one navigator) to traverse a rally course using the given instructions and maintain "timeliness" through 150 miles of primarily unpaved roads. The rally was in three sections with rest stops between.

There were timing checkpoints at unknown locations where you were scored based on your arrival time vs the ideal time you should be there. If you were early or late you incurred a penalty.

Kytasty sneaked in one timing trap, even though he promised there would be none!!! In a special instruction given at control 17, a transit was declared. Everyone caught the instruction except for the very experienced team of Woodside and Fisher. However they still won limited class being the sole entry!.

Congratulations to class winners:
Fishbeck and Dawson, E

Fisher and Woodside, L

Vindua and Koivisto, S and

Godin and Houghton, N

Car #	IC	Class	Driver	Co-Driver	Total
5	1	E	John Fishbeck	Laura Dawson	10
4	2	E	Dave Sellers	Janis Ford	20
1	3	E	David Stone	Robert Moran	62
3	4	E	Kenneth Wiedbusch	Dennis Wiedbusch	73
2	5	E	Paul Eddleston	David Allan	831
6	1	L	Bruce Fisher	Thomas Woodside	102
16	1	S	Ryan Vindua	Tristan Koivisto	84
7	2	S	Jennifer Glass	R. Brian Thorpe	92
9	1	N	Levi Godin	John Houghton	338
11	2	N	Steve Riddell	Sean Riddell	455
15	3	N	Chandra Koganti	Rick Vendlinski	456
13	4	N	Alexander Ferencz	Alyssa Ferencz	891
12	5	N	Aaron Elliott	Nicholas Moore	919
8	6	N	Trey Koehler	Hannah Piper	958
14	7	N	Jake Dudek	Frank Dudek	1017
10	8	N	Aaron Toth	Amanda Geeck	1193
17	9	N	Nicklas Brueggeman	Billy Brueggeman	1578

Ryan and Tristan accepting 1st in Stock



Paul and David—who is more scared?

Gathering after the event at Aubree's





Son of Sno*Drift TSD Rally, part 1—Scott Harvey



Son of Sno*Drift XX

January 13, 2018 Start/Finish: South Lyon, MI

Twenty years! What is that the aluminum foil anniversary? With the exception of it taking up most of my Christmas vacation each year, it doesn't seem like it's been twenty years. I guess I've forgotten how nice a trip to warmer weather could be. We did get a break from the cold, though. On the Thursday and Friday, before the rally, we had highs in the mid-50s. But worry not – by Friday night we were back in the teens and got about two inches of snow, which was preceded by sleet and freezing rain. Perfect.

There were nineteen entries that had preregistered for the rally on-line. I also received a couple of phone calls from people interested in knowing more about the rally. One was a chap whose number indicated he was in Pennsylvania. He mentioned he wanted to come run the rally, but that his navigator could not make it. He wanted to know if I might be able to match him with a partner. I questioned him on which class he would run in. His answer was not quite what I was expecting. He indicated he was planning on renting a Toyota, or something. Eventually....I was able to gather he would be in Novice. I suggested that coming all the way from Pennsylvania, with no guarantee of a navigator, it would be best to find a partner first before making the trip. He then said he was actually, in "Jersey". "Oh", I said – "that's even worse".

The other call was from a fellow I have met before; through a gathering of Porsche 928 owners – "Sharks in Hell". It turns out he did not show; for whatever reason. Most likely he was unable to convince his friend how much fun navigating would be on slippery roads. I don't think he realized who I was even after I asked him if his 928 (track car) had a heater and windows. He said it did not, and that he would be using his Porsche Cayenne. I let him know he'd be the class of the field in that vehicle.



Interestingly, the rally goes right through Hell, and when we went to the gathering last year, I recognized a lot of the roads in the area. They do look a lot different, however, without snow.

We did lose one pre-entrant. He cancelled because he was worried about ruining his winter tires on dry asphalt or on sharp gravel. My guess is he may not have understood that the roads selected were expected to be, and actually were, slippery. In my email replies to him, I stated the roads would be slippery. He claimed the roads in his area were clear. The first section of the rally actually ran not far from where he said he lived. As I was performing my "course opening" duties, I found the roads to be exceptionally challenging. There was even consideration of going to reduced – emergency – speeds. Luckily, as I got further in to the course, the road maintenance crews started making their way out as well. In many places I was able to take advantage of the freshly dropped sand in the slippery turns. Excellent timing!

(Not had enough yet? [Continued on the next page.](#))



Son of Sno*Drift TSD Rally, part 2—Scott Harvey



We also lost an entered competitor very early on. The veteran team of Sellers/ Ford, from Ohio, slid into an intersection near the end of the tire warm-up and made a slow-speed impact with a furniture delivery truck. No one was injured, but the car #5 Subaru was damaged enough that it could not continue. Right about this time, I also discovered how exceptionally slippery these early roads were. There was a team stopped short of the point where the tire warm-up ends and the odo check begins (my driveway). As I slid to a stop behind them, I wondered why they were not a hundred feet further up the road at the instruction. It turns out, that instruction had been cut off and did not include a piece of valuable information necessary to properly locate from. I was about a mile down the road when I finally found the truncated instruction. When returning, I flagged down all the competitors to check if they were able to locate the outmarker. Many had, but some had not. Those that had not, returned to make the adjustment. I had no way to fix the route instructions so I took one of my spare checkpoint signs and scribbled a message and placed it at the location of NRI #6. So we're off to a flying start!



Wiedbusch father and son in 2nd place

From there things seemed to go pretty well. All of the controls were set and ready. I quizzed a few of the competitors at the first break on the speeds. They all felt the speeds were just about right, but were happy to have the sand that was thrown on many of the roads. So was I.

There was some question about control #1. It turns out the mileage for the start of the rally may have been off slightly as there were two signs with identical text within about 125 feet of each other. Calling out the first of two, rather than the second of two, accounted for the calculation error. We were able to readjust at the end, and the scores looked much better. Especially to those that collected a zero. Section two was relatively uneventful. But while waiting for cars to come into control #12, Rob Moran pointed out a leg slip error for his next control, in section 3. He worked out the correct leg time and made a note of it. All competitors would be reassured that the leg slip is incorrect but the error had been found and would be corrected when scored. Then I noticed an error on the leg slip for the one we were waiting on! A mileage from one row was not transferred to the next row for the calculation. Rob worked this one out and got to pass the news on to the competitors for this control as well. There's always one or two like this. Fortunately it's not that difficult to see the mistake and correct it. Usually the competitors find them first and you find out pretty fast.

As always it takes a lot of work, behind the scenes, to put together a rally. From deciding which roads to use, which direction to run them, where to locate controls and what speeds to use; a lot of work takes place up front. Then the safety check has to take place. Again this year, Tom Woodside volunteered to perform this. He was assisted by Bruce Fisher. Bruce has been the event chair and Rallymaster for the Press On Regardless Rally, closing in on twenty years now. I presented Bruce with the "Son of Sno* Award" this year for his help at my rally, but also for what he has done for many years to promote our sport. Bruce also worked three controls with Rob Moran. Registration and scoring were professionally executed by Mary Shiloff. Jerry Shiloff helped with registration and also worked controls with Jon Jareo. The other control crews included my lovely wife, Jennifer Glass (who also helped with the definition of the route), along with Brian Thorpe. Other control crews included: Steve Balanecki and Mike Bennett; Ben Vallerand and Dan Fryatt; John Kytasty and Tristan Koivisto. Sweep was handled again by Rich Line and son number three, David. There were no major issues reported by the workers. Although, at the very first control, one team, drove around the timing hose and then kept going. They eventually returned, but they may have missed an important part of the novice briefing.

[\(Yes, he's still talking, so go to the next page\)](#)



Son of Sno*Drift TSD Rally, part 3—Scott Harvey



I did not hear of any issues reported by the competitors either; other than the roads were slippery. There were also no unusual stories to tell from the time allowance slips. A few missed turns and a few encounters with slower traffic. Car #14 claimed two instances of “slick roads”. Then there was car #17: “Stuck in snow bank”, not just once, but twice! Finally, car #18 “got stuck a lot – hills suck”. By the end, everyone made it to the finish and were quite ready for a cold beverage and something to eat. This is our second year at Aubree’s Pizzeria and there is plenty of space to comfortably fit everyone. Additionally, the staff is very friendly, the food is good and we have a large TV to display scoring in real-time (as input by the chief of scoring). It has become a popular place for other rallies in our series as well, with Pavement Ends headquartering there in November.

With the luxury of checking scores on the big screen, we were able to hand out awards quite quickly. There were very few scores questioned (after the previously mentioned adjustments) and we were barely into our second beer when scores were considered final. We had eight teams in Novice. In second place were Alvin Deming/ Calvin Lentz with 546. First in Novice were Levi Godin/ John Houghton with 456 points. Second in Stock was a team that almost didn’t make it to the rally. Their original vehicle broke down on the way to the rally. They called to let us know they were going to be late. We accommodated them by moving them from their original slot as car #8 to #20. Kevin Loughlin/ Jordan Nizza scored 321 points. Winning Stock were a team we haven’t seen for a few years. Richard Worden and Richard Robinette have lost little in the interim. The winning score in Stock was 163. Limited was taken by Adam Spieszny and Piotr Roszczenko by default. Their score of 124 was good enough for fourth overall. This is Adam’s twentieth Son of Sno*. He’s the only competitor to be at every one.

The battle in Equipped was close. Fishbeck and Dawson came home in third with 35 points. Second were Ken and Dennis Wiedbusch at 25. Dennis is getting better at operating an “A” box with every rally. Now if he could only get that old man to listen. Winning E and overall were another father/ son team. Jeff and Nic Boris accumulated only 23 points for their first win at Son of Sno* and, most likely, their first win in their new rally car.

Overall things went well this year. I scaled back on the number of planned controls as it’s difficult to be sure I can get enough workers. As it almost always happens, things fell nicely into place. Thank you to all the workers that helped – we can’t do it without the workers. Also thank you to the competitors for coming out to run our winter rally. And most of all, we were given just about the best road conditions we could hope for. We’ll have to see if we get lucky again next year.

Scott Harvey
Chief cook and bottleneck – Son of Sno*Drift Rally

[Results are here.](#)



Jeff and Nic Boris accepting first place prize from Scott Harvey



Twilight Tour TSD Rally – Mike Bennett



SATURDAY APRIL 21, 2018, SOUTH LYON, MICHIGAN

2018 DETROIT REGION RALLY CHAMPIONSHIP EVENT

2018 GREAT LAKES DIVISION RALLY CHAMPIONSHIP EVENT

A "DIVISIONAL LEVEL" RALLY QUALIFYING FOR SCCA NATIONAL POINTS

The TWILIGHT TOUR is a late afternoon thru evening SCCA Road Rally event conducted in compliance with the SCCA Tour Rally rules. It is a straight-forward Time-Speed-Distance competition with no complex instructions, traps or other unfunny stuff. All significant turns will be clearly identified and mileaged. Rest stops will be provided. The goal for all beginners and experts will be to keep “on time” through 150 miles of secondary roads in Washtenaw County and surrounding areas. Your car may get dusty.

START: Aubree's Pizzeria & Grill 21775 Pontiac Trail, South Lyon, MI 48178 **ENTRY FEE:** \$ 40 /car, Early Entry (by 16 April 2018), regular SCCA Member
(248) 437-8000 www.aubrees.com \$ 45 /car, At Rally, regular SCCA Member

SCHEDULE: 16 April 2018 Early entry deadline \$ 5/car, additional fee for two non-SCCA entrants
18 April 2018 Draw car numbers Checks: payable to DETROIT REGION SCCA

E-Mail General Instructions to entrants

21 April 2018 1:00 pm to 2:00 pm, Registration & Tech

2:00 pm, Car #1 Starts Rally

9:30 pm, (approx.) Car #1 Finishes Rally

10:30 pm, (approx.) Award presentations

REGISTRATION: MotorsportReg.com (www.motorsportreg.com)

Info: Mary Shiloff, SCCA Registrar (586-725-3057)

[mshiloff at comcast.net](mailto:mshiloff@comcast.net)

Please notify Mary if you intend to register at the event.

CLASSES: E – Equipped: (Details on Attachment to this flyer.)

L – Limited: (Details on Attachment to this flyer.)

S – Stock: (Details on Attachment to this flyer.)

N – Novice: Same as stock, less than 6 rallies experience (total)

CHAIRPERSONS: Rallymaster: Ken Wiedbusch Co-Chairman: Dennis Wiedbusch
[twilighttour at wowway.com](http://twilighttour.wowway.com)

Nearby Hotels: Best Western, 9897 North Main St, Whitmore Lake, MI 48189

(734) 449-2059

[Important new definitions of classes on next page.](#)



TSD Rally Class Definitions — Mike Bennett



ATTACHMENT TO 2018 TWILIGHT TOUR RALLY FLYER

[SCCA RoadRally Rule Book](#)—2018 Edition (Page 14)

ARTICLE 11 CHAMPIONSHIP CLASSES

For the purpose of DTR, NTR, DCR, and NCR competition, organizers shall provide for the classification of contestants into three classes, known as Class E (Equipped), Class L (Limited), and Class S (Stock).

A) Class E (Equipped)

There are no restrictions on calculating equipment in this Class. Typical calculating devices in this Class include: Alfa, Chronar, Timewise, and Zeron rally computers.

B) Class L (Limited)

If distance information is derived from any of the following: the vehicle's electronic system, the vehicle's speedometer cable, or pulses generated by the movement of the vehicle (e.g. magnets mounted to the drivetrain), then calculating devices are limited to those that require manual entry of the distance information (e.g. Curta calculators, tables, laptop computer, electronic APP, programmable and non-programmable electronic calculators). If the distance information is derived solely from GPS signals, then any electronic APP may be used.

C) Class S (Stock)

Any distance information used for timing calculations must be visually acquired from the vehicle's stock, non-adjustable odometer in the stock location. Any calculating device may be used as long as the distance information from the vehicle's stock odometer is manually entered into the device. GPS odometers may be used in this Class only if their information is NOT used for any timing calculations or for any determination of earliness or lateness.



Sno*Drift Stage Rally – Nathan Usher



The couple weeks leading up to the rally had me really worried about tire choice for the event. Building Marianna's car so quickly so close to the event stretched our budget a bit and we didn't have enough cash to get wheels for her car yet. I decided early that a new set of Blizzak WS80s for my car would work well for most conditions, and with Marianna starting at the back of the field, my old X-Ices would probably work well for her after mounting those, we had 4 wheels left, which I put an older set of Blizzak WS80s on to use as spares for both cars. It seemed like a good choice until about a week before the event when the weather warmed up and it looked like it might be muddy. We loaded up my car Tuesday afternoon and with the snow Atlanta received on Monday, I decided to stick with the tire selection I had already mounted. Luckily, the forecast held and it ended up being the correct decision.

Aside from a sidewall puncture on our recce car, recce went well and we saw that the roads would be icy as expected and the forecast indicated there would be a layer of water on top of most stages to make things extra slippery. I still planned to push on the fast parts, so we tried to add "brake" notes near the end of each of the long, fast straights.

Day 1 of the rally started well. I checked what tires the other cars had on at Parc Exposé and was happy to see that most of the other fast cars had the same or similar tires to what I had selected, so we wouldn't be at a disadvantage.

We started stage 1 at what I thought was a somewhat conservative pace and I gradually picked up the pace and pushed harder toward the end of the stage. [Zachary Jacques](#) was right on with his pacing on the notes, the whole stage felt okay, and we didn't have any scares. Unbeknownst to us at the time, we won the stage by 3.6 seconds and beat the next open light car by 27.0 seconds.

<https://www.youtube.com/watch?v=YxRrzLoREVo>

Stage 2 felt pretty similar to stage 1, and we pushed just as hard. All was well until about 2/3 of the way through when we got to a big clearing that had seen more sun than the rest and was icier as a result. We understeered part-way off on a left and then slid part-way off on a right. Both times we kept a couple wheels on the road and kept going without slowing down much. We backed off a bit for the rest of the stage, but still won the stage by 1.3 seconds and were 16.2 seconds ahead of the only other open light car to complete the stage before it was red-crossed. When we arrived at the ATC for stage 3, we found out that we had a flat right front tire and hadn't even noticed it driving. From watching spectator videos, it was clear that it had been flat for at least the last third of stage 2. I was either caused by understeering off the left, or it was flat even earlier and was what caused us to understeer off.

<https://www.youtube.com/watch?v=Oj9IjgpRFIc>

Stage 3 was cancelled, so we went to stage 4 next. Because of delays from the red cross on stage 2, it was already dark when we started stage 4. Since I have my Diode Dynamics light bar permanently mounted in my grill, this wasn't a problem and we had lots of light for the stage. The stage felt even better than the previous stages until we reached a long straight over some jumps where we forgot to add a "brake" before the final jump. I didn't brake until after we crested the final jump, which was too late and because the car was still light, I locked up the wheels and briefly stalled the motor. I was able to get the car rotated for the corner, but the entry speed was still too fast and we climbed the outside bank and hit a stump, which rolled us back onto the road on our roof.

<https://www.youtube.com/watch?v=LApHojkOCvk>

Heavy sweep was able to roll us back onto our wheels and after a few tugs to straighten the driver side front control arm, we were able to drive the car back to service. We had broken several parts that we would have a hard time finding overnight and the super rally penalty for 5 stages would have been large enough to knock us out of a good finish position, so I decided not to stay up all night fixing the car and instead help service for [Marianna](#)'s car on Saturday instead. We plan to have the car fixed up and ready for Southern Ohio Forest Rally as our next event.

[Photos on the next page](#)





100 Acre Stage Rally -

Nathan Usher
Marianna Langosch



On Wednesday March 14, Sneak Attack Rally headed southwest to Salem, MO to participate in "[Rally in the 100 Acre Wood](#)". We arrived to warm and sunny weather giving our Michigan spring fever a bit of a reprieve. Staying at the beautiful Huzzah Valley Resort (also the location of a super special this year), we checked-in and then headed to recce registration. Our fellow race teams staying at the resort, Mad Cheshire Racing and Lake Effect Rally Team, arrived a little bit later in the evening. Thursday was another warm sunny day with temps in the 70s! We spent the majority of the day running recce and then took our recently repaired car to tech. Although we ended up explaining our dimpled (previously damaged by hail) hood to a number of people, we think of it as added aerodynamics, we passed tech with flying colors. Our trunk monkey, Max, even made it into an Open Paddock photo opp. Due to our limited budget for this event as a result of building a second car and repairing the blue car, we opted to run the event without crew. We managed to park our trailer at the service park overnight both days, in what was generally our spot.

Thursday overnight rain was predicted; however, we woke Friday to just a few water spots on the windshield. We headed to parc expose and the rally was underway! On the first stage, just a mile in, we passed car #194 already out of the rally due to a mechanical problem. Hopeful to not have a similar problem, and redeem ourselves after last year's mechanical DNF, we took it one stage at a time. We were perhaps a little cautious as another wreck two events in a row would really hurt our chances of continuing the season. We made it to the first service without issue and started to get a little bit of a rhythm going. At this point we had not seen any times other than #660 from stage 1, and we figured we were slightly behind.

Stage 4 was a shorter stage which was followed by the dreaded Southern Loop. During recce the stage was rough, washed out in places, with deceptive corners and several water crossings. The stage also proved to be just as rough on many rally cars. For us it resulted in a flat tire several miles in, which eventually came apart entirely. With 2.7 miles left in the stage, we opted to continue on the bare wheel. At the end of the stage, the impact wrench died while changing the tire and the whole process took us nearly 6 minutes. We made the right choice continuing the stage, losing perhaps only 30-45 seconds. Second service was immediately following our flat, so we were able to swap all the wheels and replace the spare with a good one. Still nervous about additional flats, stage 6 was another stage where we were careful not to get too sideways.

Stage 7 was a repeat of Southern Loop, only the conditions had deteriorated further. About halfway through the stage, the road was blocked, and the remainder of the stage was transited. End day 1, we were about 0:30 off the lead for Open Light.

Day 2 started cold and windy, while the expected rain never came, the wind helped to keep the dust down. Stage 8 we had times from 2017 we wanted to improve on, we ended up being 4 seconds faster.

Stage 9 was the infamous KP to **Ollie stage** with the cattle guard jump. While we didn't take it as flat out as some teams, we still got airtime and took a bit of a hard landing. Thankfully, no damage and it was on to the Huzzah Super Special. If you [watch the in-car video](#), you'll see us lock up the wheels and somehow miss a few trees.

After an easy service and some hot dogs from the boy scouts, we were back out to some of the stages we ran in 2017. This time we knocked off nearly 10 seconds. Another short super special in Potosi, service, and the same loop again, and we were headed back to Salem to see how it all played out. The Rally America National Open Light podium ended up, with us in **1st place**, followed by Chuck Surdyke/Colin Vickman in 2nd (who beat us at Show-Me on some of these same stages), and Arek Bialobrzewski/Aris Mantopoulos in 3rd (his first national podium/champagne spray!). Best of all we brought the car home with minimal damage. We are looking forward to one of our favorite rallies next, Southern Ohio Forest Rally, with Nathan driving and Marianna in the codriver seat. We have also decided to run the #221 car at Central UP Rally. Sitting in for that event will be rookie codriver, [Emily Schumacher](#)! Emily has some great TSD experience and should pick up codriving like a pro. We are excited to get some more friends involved as competitors!

[Photos on the next page](#)

100 Acre Stage Rally -

Nathan Usher
Marianna Langosch



Congratulations to Nathan and Marianna for first place in Open Light class, and seventh overall.

You guys are awesome!!



A man was stopped for speeding, and then failed a DUI test.
Later, in the interrogation room, he told the policeman: "I will not say another word until you get my lawyer present".
The cop said: "But you are a lawyer!"
The man said: "Yes, so where's my present?"

I am addicted to brake fluid; but I can stop any time.

When I die, I want to die like my grandfather -- who died peacefully in his sleep, not screaming like all the passengers in his car.

As an old man was driving down I-95 in Florida, his car phone rang.
Answering, he heard his wife's voice urgently warning him, "Herman, I just heard on the news that there's a car driving the wrong way on I-95 - please be careful!"
"Hell," muttered Herman, "It's not just one... It's hundreds of them!"

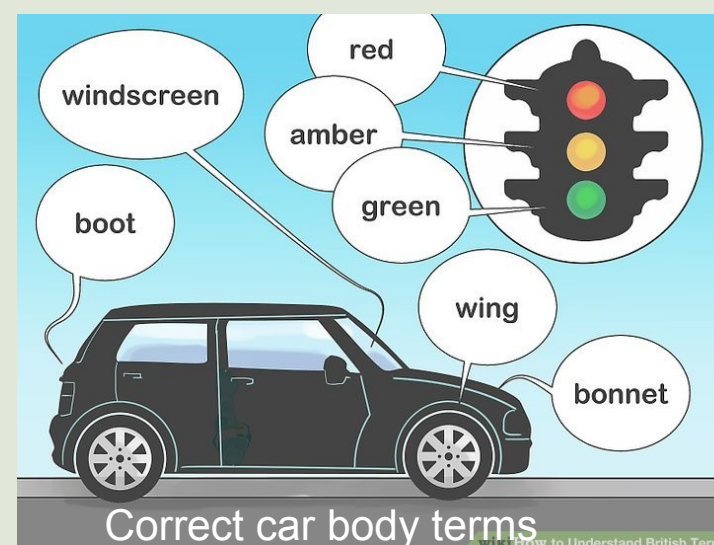
What has four wheels and flies? A garbage truck.

A blonde pushes her BMW into a gas station. She tells the mechanic, "It died." After he works on it for a few minutes, it's idling smoothly. She says, "What's the story?" He replies, "Just crap in the carburetor." She says, "How often do I have to do that?"

IF MY BODY WERE A CAR...

If my body were a car, this is the time I would be thinking about trading it in for a newer model.
I've got bumps and dents and scratches in my finish and my paint job is getting a little dull ...
But that's not the worst of it.
My headlights are out of focus and it's especially hard to see things up close
My traction is not as graceful as it once was. I slip and slide and skid and bump into things even in the best of weather.
My whitewalls are stained with varicose veins.
It takes me hours to reach my maximum speed. My fuel rate burns inefficiently.
But here's the worst of it --
Almost every time I sneeze, cough or sputter, either my radiator leaks or my exhaust backfires!

So a snail is really tired of being slow, so he goes to the nearest Renault dealer and buys a car. He has them paint a big red S on the side, (for Snail) so everyone will see him and, exclaim "Sacré bleu! Look at that S-car-go!"



British Leyland Special Service Tools (and their modern equivalents)...



Long Service Awards



Congratulations to the following long service members who celebrated anniversaries during November and December 2017, January, February and March of 2018!

70 Years

Dean Bedford

55 years

Douglas A. Innes

45 years

Patricia A. Turley
Charles M. Henry
Christine E. Syfert
Gerald R. Tack

40 years

Henry L. Krolkowski
Richard L. Cole
Roberto Luiz Boffi
Grant Wilcox

35 years

Donald Sak
Martha Sak
Kathleen Nesbitt
Aaron S. Miller
Dennis J. Bay
Albert W. Chan

30 years

Diane Averill
James C. Demmer

Allison Bondie

Paul Fernandez

Carol Uller

Thomas F. Wallace

25 Years

Dr. Jamie S. Houseman
Thomas A. Diehm
David B. Keep
J. D. Layson
Amelia Bondie

20 years

Joe Moser
Robert Moser
Sharon Moser
Amy Jessica Linberg
Dennis G. Lex Sr.
Rob Tarrien
Timothy Piontek
Charles Schenk

15 years

Michael J. Burns
Arthur Beneker
Jason Kolk
Jason Myers
Justin Myers
Lorae Myers

Angela Dallas

Sandra Harmison

Don Leckey

Elizabeth Leckey

10 years

David Browning
Gregory K. Leede
Kenneth Tsang
Ralph John Provitz
Nathanael R. Usher
Burke Davis
Kurt Dost
John Kytasty
Pam Brothers
John Fishbeck
Phi Harper
Christopher J. MacKay
Sean E. Murphy
Andrew Ted O'Neill
Andrew Schembri

5 years

Alex Berger
Alvin Henry Berger
Aubrey Dunn
Garrett Dunn
JoDee Dunn
Pete Dunn

Kimber Lee Huffmaster

Ryan Scott

Kristoff Robert Matthews

Jon Paul Trudeau

Carl H. Jarema

Cindy Jarema

Christine A. Riley

James Edward Riley

Benjamin Sak

Elizabeth Sak

Alan Sheets

Jordan Daniel Smart

Patrick Burke

Edward Landon Hessell

Paul Richard Darling

Justin Hille

Hideki Hada

Elena Houseman

Beth Hand

Donna Janos

Dr. Kenneth Hand Jr.

Thomas Janos

Larissa Heap

Steven Thompson

Aurelia Hessell

Mark Robert Wajda

Ayrton Hessell

Patrick James Waligore