



Open Exhaust - Fall 2019



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The official newsletter of the Detroit Region of SCCA ®



The simple controls of the 1972 Matra F1 car, driven by Chris Amon.
How times have changed.

Thanks to Ralph Thayer Automotive for supporting our Rallycross program.



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Articles always needed.

Any time you write a story on Face-



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
Aldo Parodi	Autocross Director
Pat Barber	Race Director
Piotr Roszczenko	Rally Director
Matt Wolfe	Rallycross Director
John Kytasty	Director At Large
Scott Harvey	Director At Large
Keith Armitage	Director At Large
Ray Jason	Director At Large
Steve Balanecki	Membership Chair and Worker Points Keeper
Mathew Kowalski	Webmaster
Ken Wiedbusch	Timing Equipment Specialist
Mike McClintock	Club Vehicle Specialist
Jerry Shiloff	Chief of Licensing
Mary Shiloff	Chief of Registration
Ed Arthur	Chief of F & C

Board of Directors Meetings

The Detroit Region holds Board Meetings every second Wednesday of each month. All members are welcome to attend. Information about the meetings is on our [website](#). Minutes of the meetings can be [downloaded here](#).

Membership

The Detroit Region of the Sports Car Club of America is one of the larger regions with about 1300 members. It has something for every taste, including some of the country's best organized Rallycross, Solo, and TSD Rallies.

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

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

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

Photograph Credits

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

Links

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

Open Exhaust Articles

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

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

Region Address:

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



Board of Directors Election



Election Update

A General Election shall be held by secret mail ballot once each year. The General Election ballot shall serve to elect 4 or more Board members and may bring other issues to the membership for a vote. Election ballots shall be sent to all Members, in good standing, at their address on the Region's records. Ballots must be sent in such a way that there is a reasonable certainty that Members will receive them on or before October 22 and returned to the Secretary no later than November 7.

The directors whose terms expire are:

Ray Jason

John Kytasty

Brian Thorpe

Cindy Wisner



Long Service Awards



Congratulations to the following long service members who celebrated anniversaries June through October 2019

55 Years

Peter A. Klain

40 Years

John Carriere

35 Years

Mark W. Muddiman

Paul V. Young

Jonathon Holzman

Bruce E. Wentzel

John R. Dietz

Robert M. Martin

Thomas M. Peet

30 Years

Diane Arthur

25 Years

Paola Nisonger

Michael Tierney

Bruce R. MacDonald

James Walker Jr.

20 Years

Greg Anthony

John Kip Wasenko

15 Years

Merritt Scott Collins

David Dean Pearson

Emma L. Pearson

Holly Pearson

Mona J. Pearson

Alex Thomas Jones

Brandon Abbot

Chris Dilluvio

10 Years

Dr Kevin Schmidt.

Daniel R. Assenmacher

Bruce Bannister

Marc Correa

Robert Townsend

Chris price

Jared Kreft

Joe Kristensen

David C. Schilke

Calvin Stewart

Ruth Stewart

5 Years

Scott Henry Banes

Mo Makki

Josh McDonough

Kiefer Ryan Snell

Eric Joseph McRee

Sharon L. Patke

Matthew H. Rembrandt

Taylor Colletti

Geoffrey Daniel Hegel

Marrissa Solnik

Mathew Solnik

Thomas Solnik

Christie Alexa Bagne

Robert Fitzpatrick

Barabara Hoffman

Daniel Hoffman

Patrick H. McRee

Jeremiah Packham

Josh Tavel

Meggan Tavel



Press on Regardless Rally (1) - John Fishbeck



On Friday and Saturday September 6th and 7th northern Michigan forest dwellers were treated to the sights and sounds of 13 cars roaming briskly through the woods, desperately working to stay on time while traversing a challenging mix of dirt, gravel, sand and paved roads. In celebration of the 70th anniversary of Press On Regardless (POR), first run in 1949, rallymaster [Bruce Fisher](#) put on a demanding two day event that covered 485 miles in Ogemaw, Roscommon, Alcona, Oscoda and Crawford counties.

While the roads used were often rough from the summer's ATV and ORV use, with sporadic water holes to add a little interest, the rally was not a car breaker. Rallymaster Fisher liberally used cautions and pauses in the route instructions to ease competitors through the roughest stuff. Road conditions notwithstanding, the given speeds were brisk, providing continuous entertainment for drivers; perhaps less so for navigators! Once again Bruce provided participants with a great selection of tasty roads. Gnarly, bumpy, narrow and technical segments were mixed in with relatively smooth and fast sweeping stretches. At the rally's completion all drivers acknowledged they much enjoyed driving the routes.

Friday's portion started off at 3 PM in gray, misty conditions. Despite the WX forecasts claiming that the precip would end through the afternoon, light rain and mist persisted through the afternoon and into the night. While visibility was impaired somewhat, the road surfaces held up well. Friday's routes took contestants from rally HQ in West Branch north through Luzerne, then southwest towards Houghton Lake, finally winding back to West Branch before ending the first day around 11 PM. Saturday saw competitors on the road again at noon, again heading north out of West Branch to start things off. This time, however, the rally routes took the teams north and east, winding around Mio, Glennie and along the Au Sable river. Still more great roads to drive, but this time in sunny and dry conditions.

In the route instructions for the seventh and final section of the rally, rallymaster Fisher made an error in the first instruction leaving the section break stop that resulted in all the teams heading out the wrong way and wandering aimlessly through the woods wondering where the hell they were. Eventually, however, everyone figured out the error, one way or another, and carried on to make it through to the rally's end back in West Branch around 11:30 PM. Press On Regardless indeed!

Overall and equipped class winners were Scott Harvey Jr. and Rob Moran, combining their excellent driving and navigating skills to accumulate just 22 points over the 38 scored controls. Second overall and in equipped was the father-son team of Ken and Dennis Wiedbusch, turning in a fine performance of 55 points. Third in equipped (but just fourth overall, nudged out by the limited class team of Brian and Kevin Line) was John Fishbeck and Laurie Dawson with 84 points.



[Continued on next page](#)



Press on Regardless Rally (2) - John Fishbeck



Limited class was the largest of the entry list, with seven of the thirteen total entries. Brothers Brian and Kevin Line, who've been missed in recent years, scored just 67 points for the event, scoring not only the win for limited class but third overall as well. Taking second place honors in limited were Adam Spieszny and Piotr Roszczenko, with 205 points. Jennifer Glass and Brian Thorpe pulled out a third in class with 605.

There were just two stock class entries. Stock class is steadily shrinking as teams move to using phone-based rally apps, either with automatic GPS-based mileage accumulation or a rally odometer and manual mileage input, either of which places the team into limited class instead of stock. Andrew Layton conned his dad Joe Layton into navigating for him at the last minute after learning that his Subaru would not be out of the shop in time to run POR. Andrew subsequently rented a SUV, and he and Joe blasted around the woods in seat of the pants mode to claim the stock class win with 963 points. Press on!

Huge thanks to rallymaster Bruce Fisher who put in a prodigious effort to organize this fantastic 70th anniversary running of POR! And, of course, to all the volunteers who pitched in to make this event possible.

Full final results are available at <https://bit.ly/2m5aGlx> .

[Ken Wiedbusch in a movie!](#)



Waiting to start the next leg on a typical forest road.



Adam and Piotr relaxing with Polish beer after the finish.



Replacing a ball joint after dark.



POR—to Hale and back by Brian Thorpe



On most of our TSD Rallies, it is relatively easy to maintain the CAST (average speed) without resorting to spirited driving. The Press on Regardless Rally, however, uses forestry roads in Northern Michigan which can be challenging, even at normal speeds. Luckily, they are very lightly travelled and provide the opportunity for drivers to have some fun.

I was navigating, with Jen Glass driving MY car, this being our twelfth POR together.

For the first day, I used the [Richta TSD app](#), which on my iPhone, requires manually inputting mileage from either the cars odometer (that would put us in stock class) or from a separate GPS (limited class) which is what I used. The app works much better on an Android phone because it will directly input mileage from a GPS.

Then on the second day, I switched to an app I have not used before, the [GPS Rally Computer](#) by Michael Young of msyapps. I used this because it automatically updates mileage received from my Garmin GLO2 receiver. The App has some shortcomings but it was remarkably accurate.

Our score of 605 was due to a couple of mistakes I made. Even without them we probably would not have beaten the Lines Bros, nor Adam and Piotr.

At one rest stop store, I was asked where are we going. I said we never know but we finish in West Branch. Then I asked “Where are we?”. “This is [Hale](#).” In my best southern accent, I said “it can’t be, we went through Hale a few miles back”. We came round a left hander on the loose sandy soil and I heard my driver sucking in so much air I thought the roof would collapse.. It was time to look up from my route instructions to see what was happening. All I could see were trees as we careened at right angles to the road direction. I hoped the lack of oxygen would allow me to pass out before we crashed. Jen must have passed out as well, which is perhaps the only way to get her to lift off the accelerator. The front wheels then gripped and the car straightened up. Disaster averted. Back to the Route Instructions.





Empire Hillclimb 2019 - Jerry Shiloff



Saturday, September 14, 2019, at 9:00 AM, 40 drivers were standing in front of the Empire Township Hall for the drivers' meeting. An hour later they were racing up the road competing in the Empire Hill Climb.

Cars, from a [Caterham](#) to some Hondas to a Gremlin to some Corvettes to a [Rolls Royce with a Viper engine](#) competed for the title of Emperor of the Hill. The competitors filled Front Street in paddock spots while spectators filled most of the other streets in Empire to come out to check out the cars. The spectator parking lot was completely full by 10:20 AM.

The racing was great with cars getting a total of 6 timed runs up the hill for the fastest single run. In the end Bob Meyer (Corvette) edged out Dan Milewski (Corvette) who was the winner the last two years, by less than .15 seconds. For a complete list of competitors and trophies, check out the attached [official results](#). Four of the seven Detroit Region members earned trophies for the event. (Their names are highlighted in the results.)

Thanks to all of the EHC Committee members, the Empire Village and Township officials and the National Park Service workers for their help and cooperation. A special thanks to the 17 DRSCCA volunteers who made their way "up North" to assist in the successful operation of the event.

Jerry Shiloff
Chief Steward, DRSCCA

[Photos next page](#)

Empire Hillclimb photos.





Detroit Grand Prix by Flagger Ed



We got in; we got out. Nobody got hurt.” Congratulations on a very successful GP event!

I would like to take this opportunity to sincerely thank all of you for insuring we had a very safe, successful, and enjoyable weekend down on Belle Isle during the 2019 Grand Prix. It couldn't have happened without you. Your professionalism, dedication, and commitment lifted our performance to new highs. I've heard from the Detroit Region Board who had nothing but accolades. And, we won JoAnne's 5 dollars back!

As you know, the group effort starts with the preparation for the event and the input from the F&C Executive Planning Committee was immeasurable. Special thanks to Steve Balanecki, Robert Duncan, Bill Thompson, and Cindy Wisner for their invaluable assistance. I know you'll join with me in taking this opportunity to also thank all of the Chiefs and workers from all the other SCCA specialties whose hard work and dedication make it possible for us to do a good job safely and to enjoy our time on Belle Isle. I know we all look forward to John Lisiecki returning as chief next year, and I must give kudos to Matt Kowalski who stepped in for John to manage the MTM website keeping us all informed throughout the process.

Although I wasn't able to capture everyone in action, there is a photo gallery available at <http://s103.photobucket.com/user/flaggingrocks/library/2019%20DBIGP>. I encourage you to add your pictures here as well to be uploaded to the MTM site.

Your comments are always welcome. So, please let me hear your feedback. Just drop me a note. It will help us in our planning for next year. Take care and thanks again for all your hard work and contributions to the success of the 2016 Detroit Belle Isle Grand Prix.

See you at the races!

Ed





Detroit GP by V. Poirier & D. Grant , Sportscar Enthusiast



SPORTSCAR *ENTHUSIAST*

Here is a short extract from the Sportscar Enthusiast mag about the 2019 Detroit Grand Prix.:

<http://drscca.org/wp-content/uploads/2019/Detroit-GP-2019.pdf>

What's so funny, Ed?





Nine 2019 DirtFish RallyCross National Champions Crowned



Sept 20-22, 2019: 13th Dirtfish SCCA Rallycross National Championship, Balloon Field, Indianola, Iowa.

TOPEKA, Kan. (Sept. 22, 2019) -- The word for the weekend was traction. Courses started off on grass with minimal footing and quickly turned to gummy, grippy dirt that became super slick mud, leaving competitors creatively trying to find fresh grass for a toe-hold once the rains set in. Those who competed at the National Balloon Classic Memorial Balloon Field in years past came prepared with mud tires in tow, while some first timers scrambled for traction solutions.

Saturday morning runs started off dry and tacky, making for some great competition and quick times on competitors' three runs. The rains came in shortly after the start of run group three, turning the clutching dirt into a layer of slick mud with hard-packed clay beneath. Stock class cars with their tire limitations were having difficulties maintaining momentum, whereas Prepared and Modified classes with better tire options were able to maintain some speed, although times certainly got a bit slower. In the afternoon the heavy rain stayed away with only occasional light sprinkles, making the fresh course a blast for many competitors. The wide-open, sweeping corners and speeds even required some drivers to grab third gear. Saturday afternoon runs made up for the slick morning conditions, though competitors only got two afternoon passes on the course since the morning session ran long as a result of deteriorating conditions.

Rains all night Saturday and into Sunday morning left questions about track conditions on the second day. But when it was offered to "call" the event at the morning drivers' meeting, the undaunted RallyCross community responded with an overwhelming cheer to keep on going! This turned out to be a great move as determined drivers started on a fresh, third course Sunday which proved to be a thrilling endeavor. Course designers did an amazing job using conditions to their advantage by including broad, sweeping corners that linked amazingly well with the slick conditions. The rain had paused at the beginning of run group one, but light sprinkles returned in the middle of run group two, slowing times slightly. Sprinkles continued through run groups two and part of three, but then subsided -- leaving the course muddy but consistent throughout the fourth and final run group.

Mark Hill was a crowd favorite in his Mitsubishi "E-Voh." He made the slick courses look like child's play with his mud tires and extensive racing background. Hill ran away with the Prepared All-Wheel Drive Championship, leaving Mark Macoubrie -- who also made some very impressive runs -- over 20 seconds behind for second place in his Subaru WRX STI. Riley McDowell was only 2.906 seconds behind Macoubrie in another Subaru WRX STI. McDowell got a 10-second missed gate penalty on his third run that ultimately landed him in third place.

Bret Hunter wasted no time showing he meant business in his Honda CRX, laying down some very fast times and taking the lead over Andy Thomas in his Toyota Celica. Hunter added a second or two to his lead each run on Saturday.

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Dirtfish National Rallycross by SCCA



Bret Hunter wasted no time showing he meant business in his Honda CRX, laying down some very fast times and taking the lead over Andy Thomas in his Toyota Celica. Hunter added a second or two to his lead each run on Saturday. Hunter added a second or two to his lead each run on Saturday. Michael Gallant, in a Volkswagen GTI, was lurking in the shadows just behind Thomas throughout the day Saturday. However, everything changed Sunday when the Modified Front-Wheel Drive class, which lucked out with decent course conditions, got its first real taste of the mud. This became a race all about the tires. Gallant came out swinging, besting Hunter by over six seconds on his first run. Thomas got out of shape and hit a cone, dropping him back to sixth place and allowing Chris Zanis, in a Volkswagen GTI, to slide into third place. On the second and final run Sunday, Gallant bested Hunter by nearly four-and-a-half seconds, thus stealing the championship by a mere .458 seconds!

Brianne Corn came out Sunday morning with her sights set on the best time of the day with the most unlikely drivetrain and conditions to do it in. Her Modified Rear-Wheel Drive Mazda Miata, nicknamed General Wee, was all business. Corn put on an extremely impressive show, throwing some massive rooster tails and beautifully handling her highly modified Miata through the slick course, which put 10 seconds on the car's owner and dual driver, Peter Dozeman. Doug Leibman, in his Volkswagen Super Beetle, started off giving Corn a run for her money and besting Dozeman Saturday morning. But after the rains came, Leibman's time started slipping as traction went away once again, showing just how critical tire choice can be. Leibman's times continued to deteriorate, coupled with a cone penalty, pushing him back to fourth place and leading the way for Vaugh Micciche to swoop in for the third-place spot in his Porsche 924 S.

Below are provisional results. Each notation contains the Class, Winning Driver, Hometown, Car and Winning Margin.

- Stock Front-Wheel Drive: Will Geyer; Colorado Springs, CO; Volkswagen GTI; 12.698
- Stock Rear-Wheel Drive: Collin Oelkers; Dalhart, TX; Mazda Miata; 17.849
- Stock All-Wheel Drive: Josh Armantrout; Mount Pleasant, WI; Ford Focus RS; 5.247
- Prepared Front-Wheel Drive: Jim Rowland; Rogers, AR; Nissan Sentra SE-R; 4.653
- Prepared Rear-Wheel Drive: Gonzalo San Miguel; Draper, UT; Mazda Miata; 22.092
- Prepared All-Wheel Drive: Mark Hill; Lawrence, KS; Mitsubishi Evo IX; 20.158
- Modified Front-Wheel Drive: Michael Gallant; New Bedford, MA; Volkswagen GTI; 0.458
- Modified Rear-Wheel Drive: Brianne Corn; Maxwell, TX; Mazda Miata; 10.758
- Modified All-Wheel Drive: ZB Lorenc; Dublin, OH; Subaru Impreza; 1.058



Circle Track Racing, preparation - by Jon Trudeau



After racing rallycross from 2013-2017, I stepped away from driving and took on the director role for the Detroit SCCA Rallycross program in 2018. Being a family man it really bothered me to be away from Heather and the boys doing the rallycross thing. I knew that I wanted to get back racing circle track so the whole family could come with me. I sold my '68 Firebird that I restored a few months ago so the timing was right to go racing again. [Jackson Speedway](#) is just 15 min from our house and they have multiple classes for young kids up through adults all racing on the same night. I knew this was the place to get back into racing and driving. Having roots in racing sprint cars, the 600cc micro sprint class seemed like the best fit. After searching for awhile I found a complete micro sprint operation in NJ. So two weekends ago my dad, brother and I cannonballed 9 hrs. one way to go get it. It was a long tiresome trip but I was happy to spend time with them and definitely appreciated their help. Couldn't have done it without them! Long story short, I'm back doing what I absolutely love - getting dirty and racing in circles. After 3 days of getting everything prepared I was ready to sit behind the wheel of a sprint (micro) car again for the first time since 2007 and hit the track for practice this evening. I am planning to race Saturday so I desperately needed some seat time. First session was just getting to learn the car. Made some adjustments and went back out. Track was not prepped so it was dusty. Second session was better with car handling beautifully. Thankfully Drew Bailey came out and put down some water to knock down the dust tornado and give some traction. Third session was even better but now I was banging the rev limiter as I was able to carry good speed. Quick gear change and I was back out for a fourth session. Car was even faster and I turned some pretty good laps. I didn't embarrass myself and only spun it once in ~50 laps of practice. I was even aware enough to clutch it and not kill the engine. I was actually surprised I did that! I was one tired old man after that many laps so my consistency in hitting the marks was off halfway through the fourth session. Wish me and the family luck this weekend! Thanks to Mike Shellenberger for coming out tonight. Also thanks to Chipper (he was very patient as he watched me struggle with the seat belts for like 5 minutes) and the Tyler's as they stopped over to check things out.



[Next page for first race](#)



Circle Track Racing, first race - by Jon Trudeau



So the first race was a mix of learning, frustration and reasonable results. Maybe I just have high expectations. Car and driver were ready, engine warmed up and ready to go. Then a 30min deluge came through and made a mess out of everything... 1.5hrs later the track was somewhat worked in. I chose to skip practice as they revised the run order to send the winged 600's out first. No sense in loading the car with 100lbs of mud and sliding around in the slop.

Went out for qualifying and got 3 laps in before the car unexpectedly spun when the LR tire went flat. Back in the pits I see the inside sidewall has a large tear in it. Apparently the car must have bottomed out hard or the thick mud shoved the chain blocker up causing one of the bolts to back out. The bolt head cut the side wall of the brand new tire. The time sheet showed I was 3rd quickest in the few laps that I ran, so at least I wasn't in a hole trying to dig out all night.

I tightened things back up, put on a new tire and had to go back out right away for the heat race. On the start of the heat I can tell something isn't right as the chain is slapping like mad so I have to pull off after just one lap. Boo. Back in the pits I replace the entire chain blocker assy and readjust the chain tension. Now with just a couple minutes to spare I choke down a chicken sandwich (haven't eaten in like 9 hrs) and jump in the car for the A-main without any time to work on the chassis set-up. No invert for starting order so I line up 3rd. Finally I can make more than just a few laps, but now the handling on the car is evil and unpredictable. This is the result of thrashing on repairing things vs. time to watch the track surface and make adjustments to the chassis. One lap it wants to spin out in the middle of the corner as the left rear shock has too much tie down, the next lap I try to keep the car from loading the left rear too much which causes it to push and jump the cushion. I hang on to 3rd for 3/4 of the race but on a late race restart it again pushes hard and jumps the cushion letting the car behind me get by. I ended up 4th which wasn't bad, but there is so much more potential in me and the car and therefore I am left frustrated. I am mostly embarrassed about looking like a squirrel on the track as I am chasing an ill handling car all over the place vs being calm and smooth.

The car is in one piece at the end of the night and at least I have one race in before the season is over. Spent 2.5 hrs washing on Sunday evening as the car, tools and trailer are a muddy mess.

So now I have all fall and winter to get ready for next spring. Going to be torturous off season with only getting a small taste.



After the Fireworks Solo - by Aldo Parodi



Solo #7 After the Fireworks July 12 to 14, Oscoda Wurthsmith Airport

What a great time we had up in Oscoda, the weather was perfect and the fun times were plentiful. A big thanks to Sean Tate for being the event Chair and making sure everything went smoothly during the event and for designing 2 fun yet challenging courses. Huge thanks as well to Tammy Breece for driving the Funmover up to Oscoda, as you all know without the FM and the equipment in it there is no event.

The registration team did an amazing job once again handling the barcodes for folks that didn't have one, I think the entire weekend we only had 2 barcodes that wouldn't scan, huge improvement from last time. The Timing team did a great job the entire weekend, including handling a busted timing head, we were only down for about 10 minutes. We had a lot of different people work timing for the first time, I know its a tough and stressful job but the more you do those jobs the better you'll get at it and it will increase the chances of providing more runs through out the day.

Some quick stats, we averaged 121 drivers across Saturday and Sunday and pumped out over 1,300 runs, most importantly zero injuries except for 1 Farmtek timing unit. Thank you for all your contributions to make this event a success.





Pro Solo - Oscoda - by Andrew Wong



Aug 2-4 was the annual SCCA Oscoda ProSolo. Its the one time during the season where National Tour autocrossers descend upon our region in the picturesque town of Oscoda to get that last chance entry into the ProFinale. Its also a good chance for the Detroit Region members to measure up against the best autocrossers in the country at our "local" site. And the results did not disappoint.

Standouts include Jimmy Vajdak who maintained his excellent form all year only narrowly losing out to Tony Savini in ultra competitive SSC class. Aaron Miller who beat out some impressive machinery (including a Lamborghini Huracan Performante), to claim S2 class victory. Matthew Braun who is always competitive in the SSR class lost out narrowly to Sam Strano. Neil Britton who staged a comeback in the last session to claim 2nd place in the 16 deep S4 class. Reining KM National Champ Larry "Lefty" MacLeod claimed a dominant win in R1 class. Phil Mitchell and Brandon Hagaman who traded leads all weekend to ultimately finish what must be a disappointing 2nd and 3rd in HS. And Kenneth Tsang who on the strength of his last runs to overtake the car owner Kevin Gu to finish 2nd in STS.



The event itself is receiving rave reviews from the National competitors as the vacation town vibe coupled with the excellent welcome party (featuring catfish fry) and smooth and early ends to the competition runs. For some this has become a must-attend event on the tour calendar despite what is a pretty remote location for most.





Before Nationals Solo (Aug 17-18) - by Pat Barber



Had a decent weekend at Autocross in Oscoda. Finished 14th on PAX today. I was 23rd on PAX on Saturday. It was a decent showing for me. While the car is always fast, I have good days and not so good days. This was a good day. Felt like I was firing on all cylinders.

The weekend was not without some setback. A stone punctured the right rear tire on the first run on Saturday. The leak was too large to continue running and I had to resort to the backup tires. They are of a harder compound (R35B) and did not perform as good as the compound I started the day with (R25B). Many thanks to [Chris Pruett](#) for the tire plug kit (and for the great competition all weekend).

It is our 2nd excursion with the Grand Villa. This rig is shaping up to be a good replacement for our Holiday Rambler. It is quiet, and fairly easy to drive. I have to work out the oil leak I found. It has what looks like a failed front crankshaft seal leak. This may be a bit of a

chore to replace as Ford decided to put the seal inside the chain cover which means removal of the timing chain cover to replace. Usually I would just let it leak, but it is spraying all over and it is going to need attention when I get home.

Thanks everybody from the Saginaw Valley Region SCCA for hosting a great event.





Solo Nationals, Lincoln Airpark, NE

Sept 2 –6 - by Ido Wacksman

(page 1)



I am very disappointed in my performance and find myself questioning what to do next year. Congrats to [Tony](#) on a deserved FS jacket won on his own driving merit and not super special sauce tires.

So I came into Nationals (and the Pro Finale) looking to implement a system of mental preparation that was working for me and giving me good results in the second half of the season. A particularly long course walk with [D.J. Alessandrini](#) at Bristol was a real eureka moment for me and my results since then were trending up. I felt that if i implemented what we had talked about and what i had practiced at Peru and Oscoda, i would be successful. I set my goal to be in the mix in the top 5 since I felt that I was capable of keeping up with top 5 guys, one of whom has been driving my car all year. Additionally, i felt like I had been making strides throughout the year and improving my pace in transitions as I was trying to catch Tony's pace there.

With that in mind, the Pro Finale came and went and despite only finishing 5th in S4, I was setting times comparable to BS in cars running on dyno juice. I felt good about that. I felt like I prepared how I wanted and reaped the results and I felt like I was ready to do the same for Nationals.

I spent much of Monday and Tuesday morning doing all the necessary prep work to be ready for East course runs 5th heat. Seeing what Tony was running, I felt confident I could do the same. 1st run, I go out there and the brakes feel weaker than they had ever felt, I blew pretty much every tight 90 degree corner and turnaround, but I felt that if I fixed those mistakes, the time would be there. So I went out on my second run and felt like I put together a relatively solid run, but the time was not much faster than my first run. I looked over the data, compared my runs to Tony's and determined that I needed to plan better for the early 90 degree corners and give up more in the transitions to hit my marks. As I approached the finish on my last run, I felt like i accomplished what I set out to do...and it was 1.8 seconds slower than Tony. I was devastated. All that hard work I had put in over the year was for nothing, in fact, it was the biggest gap I had given to Tony all year.

[Part 2 next page](#)





Solo Nationals (page 2)- by Ido Wacksman



I was pretty depressing to be around that night and Wednesday morning, but by the time Wednesday afternoon rolled around, I felt like I was back in a good mental state to try and keep up with Tony on Day 2 and maybe jump up a couple trophy spots. Well...that's not what happened. I ended the day 1.2 seconds back from Tony, for a total of a 3 second deficit over two days.

Now, at this point, I have to admit, I was a pretty bad sport when I got out of my car that 3rd run. I didn't congratulate Tony on his win, I didn't shake any of my fellow competitor's hands and told them what a fun competition it was to go up against them. I sulked. And I got angry. I packed the car and kicked around a fuel jug while everyone grouped around Tony and congratulated him. I was so angry. Not at Tony, or the car, but at myself. It was immature of me but I have never been one to be able to hold back my feelings. I just tried to stay away from everyone, nothing I would say would be positive to anyone.

So before I finish out this summary, I wanted to formally apologize and congratulate everyone in FS on a great year of competition. [Tom](#), [James](#) and [Jake](#), it was a pleasure running against you guys, I hope that I pushed you to improve as much as you did me.

[Tony](#), congratulations on your FS jacket, your driving earned it. NOT THE TIRES, not the car, but your driving. Tony created a lot of hub-ub online about the Yokos being the new 200TW king. But I want to say unequivocally that the tires only played a minor role here. Tony has been driving lights-out for a long time now, it's just that few people paid attention. I will tell people that I think the Yokos were maybe, mayyyyyyybe half a second of that 1.1 second margin of victory. Tony drove his ass off, and he deserves more credit for that than he is getting.

As for me, I am still pretty ashamed of how I drove at Nationals. I have no interest in sharing my run videos publicly and I can barely gather the motivation to look over my data and compare myself to the FS champion. I know that many people congratulated me on my trophy and would be happy to be in my position...but I am not. It's hard to look at all the time and money I have spent this year trying to get better, see what resulted from it, and be happy about it. I had let the pressure of the event get to me and I didn't drive the way I think I could, hell, maybe I just cant drive that way. I am not sure what I am going to do for autox next year. I love the car, it's the best car I have ever driven...but it's very serious and stressful. Part of me wants to sit back next year, drive something lighter and cheaper to maintain and/or repair and just have fun. We'll see.



Fall into Autumn Solo - by Chris McCarthy, Event Chair



Now that we're all dried out I wanted to thank everyone for a great (but wet) event yesterday. Sorry we didn't get out sooner but the wet weather slowed down everyone's runs. I'm proud that we got 5 runs in with us 100% packed up and rolling well before 6pm.

Once everything is processed we'll update the group on how much we donated to The Children's Hospital of Michigan Professional Nurse Council Cereal Drive. Thank you for those who took Pam and Wendy on ride-a-longs yesterday. They had a blast!

Overall the event ran very well but I feel that it's important to document issues/lessons learned so I'll start with that.

1. Specific cars were not tripping the finishing lights during the first heat. Eric Penn was one we noticed right away since one would assume the safety steward would always cross the finish line! After some troubleshooting (thanks Andrew Ramos and the corner workers for spotting) we found that moving the timing light a bit farther from the cone and extending the timing light tripod to max height fixed the issue.
2. The only other slowdown/timing issue we saw was from a couple folks getting a bit lost on the course. Two folks I rode with noted that losing the chalk line really messed with them. This isn't surprising with how late in the season it is (more complex (but fun!) course. If we expect rain it may make sense to add a couple more pointer cones to assist the newer members.
3. On the last heat the timing laptop locked up on us and Kenneth Tsang had to manually enter in data (friggin rockstar). This isn't the first time this has happened and we're looking into it. I personally think the laptop can't handle processing the Pro index class that late in the day but that's just my guess. Hopefully we'll have a beefier laptop next year to address this.

So I'm going to thank some folks here but the entire group did great yesterday. Thanks for making my job easy yesterday!

Kevin Gu for designing a great course and running the novice walk. Jeremiah Mauricio for grabbing generator gas and his daughter for being a rockstar and hot lapping her kart runs (that kart may have been the only vehicle harder to drive in the wet than my exocet). Rob Kliffel for helping in too many ways to count on setup day and the day of the event. Your chalk line was great and helped a bunch of folks until mother nature said no! Tammy Breece, Gregory Valade and Julianne Krawciw registering everyone and making sure all our wait-listed and walk-up people knew what was going on. In the end we had 170+ folks sign up and we ended up with about 146 drivers. Krysta Wierzbicki in herding the cats and getting the workers transitioned very quickly with how nasty it was out. Eric Penn for keeping everyone safe as always. Patrick Barber and Rob Gibbons in getting everything setup and then packed up and Rob in general for his help co-chairing the event.



Summer Sno*Drift Stage Rally by Scott Banes



We had a bit of fun at [Summer Sno*Drift Rally](#) (August 3, 2019). It was great to see all of my rally friends. My crew and family that came to support me were awesome.

My navigator Brian Arpke, was incredible as well. We didn't get lost, and no time penalties.

On stage three of eight, I lost the road in the dust cloud left from the car in front of me. The road went left, and I did not. I turned and laid on the brakes, but it was all too late. We left the road at a high rate of speed. Hit a dip, went through two 4" diameter pine trees, flew over a 3 foot high pile of dirt without touching it, landed about 30 feet later, and slid another 100 feet before coming to a stop on top of many logs. The car had stalled, probably from me standing on the brake pedal mid-air with the car in gear. We both communicated that we were ok. Brian did his job and ran back to the road with the "OK" sign and triangle.

I grabbed a fire extinguisher and opened the hood. I only saw steam from a radiator puncture, no sign of fire. I grabbed the other two triangles, and two water bottles and phone, then joined Brian back at the road to wait for the sweep car to come by.

Sweep gave us a ride back to service area to hang out with our crew until the rally was over, and we could recover the car. It took about an hour and two trucks to get the car out of the woods. It didn't help that all four struts were bent, dragging all 4 tires.

Once the car was back on the road, the car fired right back up like nothing happened. The [P2P Racing engine](#) had good oil pressure, I wasn't sure if I had damaged the oil cooler or lines, so that was a great sign. Took about 10 minutes, but I was able to drive the car into the trailer.

When we got home today, I put the car on jack stands and removed some parts to survey the damage. The tube chassis in the front end held up great. Looks like one lower tube bent and one upper tube had a weld crack. Not bad for the number of impacts the front of the car had. It also wiped out both fenders, hood, bumper, grill, skid plate, 4x struts, one control arm, 2x lateral links, one inner tie rod and outer tie rod, the radiator had multiple holes in it, intercooler looks mangled but no leaks, a intercooler coupler sheared in half. The floor has some fresh dents but nothing bad. All of my under body armor did its job. I got very lucky that none of the hard parts to replace, like quarter panels, were damaged.

I think I have all of the parts I need to get it mechanically ready to race again. Just need an inner tie rod. Just some bolt on parts. Might have it rolling by the end of the week.

Thanks for everyone who checked in on Brian and I. We'll be back on stage/track in no time.

[Results](#)



Thistle Hill Rallycross Photos

September 28 Rallycross at Thistle Hill, South Lyon. Photos by Jeremiah Packham, Devon Eyer-
man and Matt Pionk.





Season Ender Solo - MIS Oct 12.



Solo #11: Season Ender
October 12, 2019

Michigan International Speedway, 12626 US-12, Brooklyn, MI 49230

[Sign up here](#)

We will run rain or shine, so be prepared to run and bring appropriate clothing!

We are looking for help in all specialty areas, so please don't be afraid to step up and help out if there is something you are interested in learning!

Recommended Checklist:

- Water / Gatorade (plenty of it)
- Lunch (No lunch vendor on site, approx. 30 minute lunch break depending on event flow)
- Sunscreen
- Sunglasses
- Bug spray
- Rain gear / umbrella
- Hat / cap
- Folding chair
- Tire pressure gauge
- Tools, jack, jack stands (please protect the site and use stands that don't dig into the asphalt)
- Paper and a pen



Octoberfast Rallycross - I96 Speedway



Rallycross # 7. Octoberfast
October 19, 2019

I-96 Speedway, 3823 Portland Rd, Lake Odessa, MI 48849

[Sign up here](#)

\$50 entry fee. 60 entrant entry limit. Membership required but weekend memberships can be purchased for \$15 (applicable to your full membership if you join). All vehicles must pass tech inspection. **NO STUDDER TIRES**. All drivers and passengers must wear approved helmets and seatbelts. Loaner helmets will be available but please return them when not in use. All drivers, passenger, crew and spectators must sign a waiver.

Runs start after the conclusion of the driver's meeting. There will be a morning and an afternoon session with a lunch break in between. There will be 4 runs per entrant in each session, time permitting, with all runs counting. Run order and work assignments will be announced at the end of the driver's meeting. When you are not running, you are required to be at your worker station or you will be disqualified. There will a trophy presentation after course clean up has concluded (so, the faster the cones get back into the trailer, the sooner we can all go home!).

Event Schedule

8:00 am - Course setup begins.

9:00 am - Tech and onsite registration opens.

10:00 am - Tech and registration closes.

- Course open for walking.

- Novice orientation. Required for drivers who have never competed in a rallycross event. An optional track walk with an experienced driver will follow.

10:30 am - **MANDATORY DRIVERS MEETING**

11:00 am - Start of first run session.

2:00 pm - Break for lunch. 30 minutes.

2:30 pm - Start of second run session

5:30 pm - Teardown and pick-up. It is highly encouraged that all participants lend a hand in packing up equipment as the staff putting on the event are all volunteers!

6:00 pm - Trophy presentation.



November and December Rallycross



**Great Lakes Division RallyCross Championship Round #2/
Day/Night RallyCross .**

(2019 DRSCCA RallyCross #8 & 9)

November 16, 2019 - November 17, 2019

**Oakshade Raceway, 12985 County Road 14-2, Wauseon, OH
43567**

Season Ender RallyCross (2019 DRSCCA RallyCross #10)

December 7, 2019

**Thistle Hill Farm, W 8 Mile Rd Eight Mile Rd, South Lyon,
MI 48178**

[Watch our website for details and signup.](#)