



Open Exhaust - Summer 2021



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The official newsletter of the Detroit Region of SCCA®

Scott Beutte at Saginaw
Fairgrounds RX test day.
Pic by Ryan Long



Note that there are many links expanding on the stories. Also,
some of the photos are clickable for higher resolution.

Thanks to Ralph Thayer Auto-
motive for supporting our Ral-
lycross program.



Links:

[Detroit Region Website](#)

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About us



Director and officials

Frank Putman	Regional Executive
Cindy Wisner	Assistant Regional Executive
Brian Thorpe	Secretary, Open Exhaust Editor
Greg Valade	Treasurer,
Dan Assenmacher	Financial Director
John Li	Autocross Director
Nick Aranda	Race Director
Piotr Roszczenko	Rally Director
Matt Wolfe	Rallycross Director
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
Cindy Wisner	Chief of F & C
Tammy Breece	Chief of Solo Registration

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 1400 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

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Membership



Join SCCA

What are you waiting for? It's easy. Whether you want to drive, race the clock, get your hands dirty in the pits, stand next to the track with a big yellow flag or sit in the control tower, the first step is signing up.

First Gear Membership

Special discounted membership designed to help those age 24 and under get started. Delivers all the benefits of a regular membership, including your own copy of SportsCar®, at an exceptional value of only \$50 per year.

Individual Membership

Includes subscription to SportsCar® magazine (a \$24 value), eligibility for all Club participation licenses, SCCA car decal, insurance benefits, and discounts on Club merchandise and other products and services. The cost of your SCCA membership is comprised of \$70 national dues plus Region dues ranging from \$0 – \$25.

Family Membership

For a husband and wife or the whole family (children must be under age 21). Spouses have the same benefits and privileges as Individual membership. Children also have the same benefits. One copy of SportsCar® magazine is provided per family. The cost of your SCCA membership is comprised of \$90 national dues plus Region dues ranging from \$0 – \$40 per year.

[Sign up here](#)

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Solo

Have you ever wanted to explore the limits of your car in a safe, controlled environment? All you need for autocross is a street-legal car in good working order. Autocross is a sport where drivers compete for the fastest times on a course 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. Speeds normally stay under 65mph. As a result, autocross is an excellent way to safely learn car control skills.



For all the season results, including last weekend's event in Oscoda, go to : <http://drscga.org/solo/results/2021-autocross-results/>

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Solo Nationals



After a forced year off due to COVID, the Tire Rack SCCA Solo Nationals will be back in action September 6-10 at Lincoln Airpark in Nebraska, after the [Pro Solo Finale](#).

Since it has kind of been two years since the Solo Nationals event was last held, we thought it might be good to offer a refresher on event practices for those who may be a bit rusty, or those making their first-ever trip to SCCA's largest championship event.



Before diving into the details below, one wonderful fact should be noted. If at ANY point you are confused, worried or have questions while at Lincoln Airpark, just ask for help from anyone you see. That includes volunteers, staff and fellow competitors. The Solo community is a very kind family and very open to helping others.

[Get all the information here.](#)

[Sign up here](#)

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Formula SAE — Cindy Wisner & Eric Penn



2021 Formula SAE Competition

In 2021 57 schools returned to Michigan International Speedway to compete in dynamic events after virtual competition in 2020. Forty-three schools competed in acceleration, skidpad, autocross and endurance. The Detroit region of SCCA provided more than 50 volunteers. Road Racing, Autocross and Rallycross program volunteers conducted tech inspections, set up the courses, scored the competition, provided communication and flagging for the drivers, including driver change, cone and off course penalty counts, start, corner and blue flag stations, black flag and checker flag stations. DRSCCA ensured the safety of the students, drivers and team member and the volunteers and SCCA members.

Competition by international teams was limited due to the pandemic. The top ten schools in internal combustion competition were:

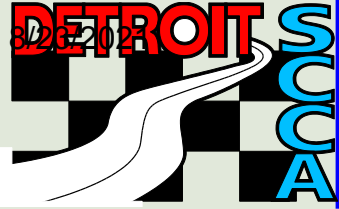
1. University of Michigan – Ann Arbor
2. University of Illinois- Urbana Champaign
3. Missouri University of Science and Technology
4. North Carolina State University- Raleigh
5. University of Connecticut

Seven schools were entered in electric vehicle competition and three competed with the order ending:

1. University of Michigan – Ann Arbor
2. San Jose State University
3. University of Akron.



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Rallycross Enthusiast of the Year - Matt Wolfe



As announced at our virtual awards ceremony, I would like to congratulate Daniel Hutchison as Detroit Region SCCA's 2020 RallyCross enthusiast of the year.

If you've been around this program for any length of time, you've no doubt run into Dan or one of his friendly dogs at an event. He's been instrumental in helping grow the program over the last 5 years and had essentially been my right hand man after I took over as director. He also puts together one hell of a taco bar and occasionally shows he knows how to wheel a Honda in anger.



Congrats to Dan and thank you for everything you've done for this program!

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New Rallycross Venue - Matt Wolfe



Detroit Region SCCA is pleased to announce that we have located a new venue to host Rallycross events. On Saturday May 22nd, a small group of the Rallycross program's core personnel conducted a site test at the Saginaw County Fairgrounds in Chesaning, MI to determine its viability as an RX site. We are happy to report that the site test was successful and that we will be able to utilize the site for events moving forward!

[Pics by Ryan Long](#)

We had been in touch with this venue since late March and ownership is very excited to have to opportunity to host our club and our events. The site itself is a flat and very smooth grass field. The surface is a layer of topsoil mixed with a sandy aggregate underneath. It is very loose and fluffy, and almost like racing on snow with slightly more grip.

The looseness of the surface means that we will have to be very active with our safety changes and that we will be somewhat limited on the number of cars we can have run at this site, which will likely be 55-60 maximum. However, site management is not concerned about the degradation we will cause and has the necessary tools to level and recompact whatever we disturb.

Our first full event at this site was Saturday, August 14, with a [link to photos by Paul Bath](#).

Next event at Saginaw County Fairgrounds is on is on September 19.



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Summer Daze Rallycross, August 28/29



Registration is now open for one of our marquee events of the season at I96 Speedway, near Lake Odessa.

Don't miss out on two days of racing at one of our most entertaining sites complete with night runs, a shawarma bar, and courses with 90+ second runs. Note, that for our two day events there is NO ENTRY CAP!!!

Camping is allowed on Saturday night

Get registered now, only 4 days left to register.



Just to fill in the page I have added links to old videos at I96 Speedway. (Ed.)

[The hairpin in 2015.](#)

[Two limey's nattering at I96 in 2013.](#)

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Rallycross Nationals, October 15-17



SCCA's national championship season is rapidly approaching, and that includes the 2021 RallyCross Nationals set to take place October 15-17 at Ross County Fairgrounds in Chillicothe, Ohio. Registration for that event will be conducted online in a "tiered" manner this year with the process beginning August 18 for a select set of competitors. The event will be capped at 125 entries.



Tiered Registration Process:

For online registration purposes, Tier 1 consists of former RallyCross Nationals champions and 2021 RallyCross Nationals event Chiefs. The Tier 2 group is previous RallyCross Nationals attendees or 2021 RallyCross National Tour winners. Tier 3 is anyone else interested in participating at this year's RallyCross Nationals. Below is additional information on the days and times when registration windows open for each tier.

- Tier 1: Wednesday, Aug. 18 at 6 pm CT
- Tier 2: Monday, Aug. 23 at 6 pm CT
- Tier 3: Monday, Sept. 6 at 6 pm CT

Detroit Region usually has a strong presence at the Nationals and often they come home with a few trophies.

[Sign up here.](#)

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Press on Regardless®

The 2021, 73rd running of the Press On Regardless Rally will be held Saturday, September 11, beginning at 12:00 Noon in St. Ignace, Michigan. This year the route will traverse the eastern Upper Peninsula of Michigan. This is an area famous for gently rolling terrain, scenic beauty, and great gravel roads! With a start/finish in sight of Mackinaw Island and stops in Trout Lake, Newberry, and Seney; even Ernest Hemingway wrote of his love of this area in “Big Two-Hearted River”.

POR is for automobile enthusiasts who want an adventurous driving experience that winds through the scenic roads of northern Michigan. POR gives you hours of driving and navigating fun on challenging roads in a friendly competition with motorsports enthusiasts like you.

[Sign up here](#)

[More info](#)



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Detroit Grand Prix — Cindy Wisner



The Belle Isle Detroit Grand Prix is a special event for the Detroit Region of the Sports Car Club of America. Over 120 SCCA volunteers made the event a success this year. Key tasks are registration, equipment, flagging and communication (F & C) and hospitality. Jerry Shilof was the Event Chair for DRSCCA and Mary Shilof was the registrar.

It was great to be back for racing on June 11-13 after the event was cancelled in 2020 due to the public health emergency. Behind the scenes the equipment team (staffed by solo/auto cross) made sure all volunteers had water, ice, lunch (very important) and snacks. Equipment volunteers started early and stayed late to retrieve, sort and store region equipment, including flags, fire extinguishers, brooms, and other fundamentals – trash bags, zip ties, crow bars and more. The equipment team also provides transportation for F & C to the meetings, corners and where needed.



SCCA fire and emergency volunteers staffed the EVs and pit lane. Dinner (solo volunteers) on Friday and Saturday included yummy jambalaya, pulled pork and hamburger sandwiches, sides and deserts. And a variety of beverages – welcome reward after a very long day.

DRSCCA F & C was joined by F & C (and starters) from Ohio, North Carolina, Illinois, Wisconsin, Georgia, Colorado, Arizona, Western Michigan, Florida, Washington DC and New York. In past years about 1/3 of the volunteers are Canadian and they were very much missed this year.

Indy and IMSA marshal's communicator Bill Armitage thanked the region:

A BIG THANK YOU goes out to the Detroit Region SCCA for putting together an excellent event for everyone involved. They do a great job taking care of everyone involved and heard nothing but great things and was a pleasure to watch such great execution of an event.

The dates for next year are June 10-12, 2022. We would love to have you join us. Contact any DRSSCA chief for information.

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Steering “Wheel” by Brian Thorpe

What’s wrong with this picture? [See next page.](#)



Formula 1 steering wheel



Tesla Steering wheel



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Steering “Wheel” by Brian Thorpe

Why is it that many people drive with one hand at the 12 or 1 o’clock position? I have never seen a driver do that when “racing”? I put that in quotes because racing to me means racing against someone else, but it is also used for racing against the clock.

“Racing” drivers typically put their hands at 9 and 3 o’clock or thereabouts because their “wheel” looks like [this](#) and they have no choice. Some of these “wheels” are called yokes, not to be confused with yolks sunny side up, but the yoke’s on you if you want to 12 o’clock steer.

That brings up another point. Why is it still called a wheel?

Anyway, there are many reasons why 12 o’clock steering is dangerous;

1. If the airbag goes off it will push your hand and elbow through your face, not a pretty sight.
2. You will not be able to see your instruments and know that your oil pressure light is on. Luckily the engine noise will awaken you unless the radio is thumping bass so loud the doors open by themselves.
3. If you turn your body to pick up your cell phone which found its way into the back seat, you will likely also turn the steering wheel to the right. That’s OK for most people who drive slowly in the fast lane, because there are usually one or two more lanes to cross into before hitting a bridge parapet.

What are you doing with your right hand? It needs to be on the wheel to double the turning force when required. Of course, those of us with manual transmissions keep our right (left in the UK) hand on the stick at all times ready for a quick change of gear. Remember that automatic transmissions were invented to ensure we keep both hands on the wheel.



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Moonlight Monte TSD Rally (Pt1) by John Fishbeck



Dave Harkcom and Greg Lester Win a Very Hot, Dry and Dusty Moonlight Monte!

View complete results here:

http://drscca.org/.../2021_moonlight_monte_rally_results.pdf

View map of the rally route here:

https://fishbeck.droppages.com/Maps/2021_MoonlightMonte

View some photos here:

<http://drscca.org/2021-moonlight-monte-tds-road-rally.../>



Saturday morning on June 5, 2021, found West Branch MI, the starting and ending location for the Region's 2021 Moonlight Monte TSD road rally, a very warm place, and promising to get only warmer as the day progressed. Ten teams queued up to run Dan Harkcom's TSD road rally over some 200 miles of back roads stretching from north and west of West Branch over to south and west of Houghton Lake. And man, it was HOT! And breezy. And dry!

This area of southern Michigan is notorious for being sandy, and these roads drove home the point. Almost all the unpaved roads were at least sand covered, and in some cases stretches of deeper soft sand. So how about we run some cars briskly down these roads at one-minute intervals, eh? Can you say DUST?

Equipped class made up fully half of the entry list, with the long time and very skilled teams of Dave Harkcom with Greg Lester and David Stone with Rob Moran the likely contenders for the win. Harkcom/Lester emerged from the end of section 1 with just 12.3 points for the 22 controls, with Stone/Moran close behind with 15.4, amazing performances given the driving conditions imposed by wash boarded and dusty roads. John Fishbeck and Laurie Dawson managed to keep the front runners honest, scoring 20.4 for the section. The second section was more of the same, ending with Harkcom/Lester at 22.3 total, Stone/Moran at 31.6, and Fishbeck/Dawson trailing with 39.4.

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Moonlight Monte TSD Rally (Pt2) by John Fishbeck

Section 3 kicked off, and disaster struck Fishbeck/Dawson. Their Richta app, while by all appearances functioning correctly, in fact was not recording checkpoint passages, resulting in max scores for the first 11 legs of the section (a bug report and accompanying device log were sent to the Richta folks). With Fishbeck/Dawson out of the picture Rob Kay and Mike Bennett took up the torch to hold third. With the dust settled (literally!) at the end, Harkcom/Lester took the class and overall win with a total of 49.5 points for the 60 scored controls, an average error of just 0.8 second per control! Following close behind was Stone/Moran with 54.3, a remarkably close finish after some 200 miles and 60 controls. Kay/Bennett took third in class with 143.1.

Limited class saw three teams. Maegan Burkart has been quite successful at persuading available experienced folk to rally with her, and for Moonlight Monte she got Piotr Roszczenko to navigate for her, as Piotr's normal driver, Adam Spieszny, was unavailable. Rounding out the class were Sean Riddell and Trevor Council; Sean normally runs with his dad Steve, but with Steve out of state visiting family Sean enlisted friend Trevor. The third entry found POR rallymaster Bruce Fisher running with Craig Scott, who is from the West Branch area. Riddel/Council and Burkart/Roszczenko battled through section 2, but then Maegan and Piotr pulled away to claim the class win at the end with 194.4 to Sean and Trevor's 339.

Stock class also had three entries. Certainly, the stock class entry of interest was the team of Zac Hudacko and Sawyer Stone. Stone, a Great Race winning navigator, has stormed the Detroit Region's stock class since he began competing with the region a few years ago. Normally Sawyer runs with Alison Lee, but for Moonlight Monte he enlisted Zac for driving duties while he assumed navigation responsibilities. Stone again turned in an astounding stock class run, netting just 136.2 points over the six controls, an average of just over 2 seconds error per control – a remarkable stock class performance. That was not only good for first in class over the other two stock teams of Kyle Steinkamp with Ross Stapleton at second and Raven Rotsaert with Brian Johnson at third, but was third overall, beating the score of the third-place equipped class finisher.

This was one TSD rally where everyone seemed to be relieved that it was done. The third section was especially challenging, with the dust back in the field severely limiting visibility and wash boarding so severe that most folks found maintaining CAST difficult. No milk run, this 2021 Moonlight Monte!



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Corner Workers (1) — John Oreovicz



SCCA Provides Volunteers Integral to Safe Races at All Levels

You love racing, but you're realistic enough to know you're not going to make it as a driver. Perhaps you're not especially mechanically inclined, either. But you feel like you're more than just a fan and you want to get closer to the action. How do you get involved?

The Sports Car Club of America (SCCA) offers several ways for volunteers to get “inside the ropes” of events ranging from local autocross competitions to regional road racing events to IMSA-sanctioned 24-hour races. Formed in 1944, the SCCA boasts more than 67,000 members who share a love of cars and competition. The club features nine geographic divisions across the U.S., encompassing 114 local regions.

Aside from organizing and sanctioning races at the professional and amateur levels, the SCCA also provides free training for corner workers, timing and scoring workers, and other officials to work at events across North America and even around the world. These are the people who serve behind the scenes as the “mechanics” who put together a race.

Corner workers are crucial to the safe operation of any race event. Their primary job is to warn competitors of hazards ahead or faster cars approaching from behind. That's especially crucial in sports car racing, where the inclusion of multiple classes can create serious traffic jams.

The role of a corner worker isn't glamorous but the rewards are immeasurable. True, the hours are long – from early morning until the last checkered flag waves – and workers endure all elements of weather. But the opportunity to be part of the action and as close to the action as possible without actually being in a race car is the primary drawing card for most volunteers.

Not to mention the camaraderie developed among the community. At some IMSA road courses, in fact, many corner workers spend the race weekend camping onsite and gather when the day's work is done to spend time together.

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Corner Workers (2) — John Oreovicz



At the recent IMSA WeatherTech SportsCar Championship weekend at Detroit's Belle Isle, their day started with a 6:30 a.m. meeting for the more than 100 volunteer corner workers, an hour before gates opened to the public and a full three hours before the first racing car turned a wheel. Their day ended with the track shrouded in darkness, activity having been delayed by a pair of incidents during the IndyCar race earlier in the afternoon.

Yet they were out there, laughing and joking, for 14 hours, on a hot, muggy day, under a constant threat of rain. As unpaid volunteers. With all due respect to the Peace Corps, being a corner worker might be the toughest job anyone could ever love.

Bob Duncan, formerly from the Lansing, Michigan, area but now residing in Florida, served as corner captain for Turns 8, 9, 10 and 11 on the street course, supervising two or three flaggers at each station.

Duncan showed interest in becoming an official when he attended an SCCA Track Day event in 2002, and he was quickly recruited.

"It was free training, and as soon as you get trained, you're in – you're doing everything," Duncan recalled. "It took about two years to get enough experience for my local administrator to write a letter that said I could work at a pro event, which was an ALMS sports car race."

He noted that things are more intense for corner workers at the professional level. "Suddenly, the cars were a lot faster than the amateur racing I had seen," he said. "Within a year or so after that, I worked the Formula One race at Indianapolis, waving the blue flag, and I remember being able to see Michael Schumacher's eyes working as he came around."

Since then, he's worked events across the country and around the world, even managing to incorporate flagging the Belgian Grand Prix at Spa-Francorchamps into a European business trip.

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Corner Workers (3) — John Oreovicz



“I build my entire relaxation around this,” Duncan said. “It’s what I do instead of vacation, though we do integrate an element of that. My wife supports me. She knows it’s my hobby and she actually comes to some races – she likes IMSA and Formula One. As corner workers, we often receive guest passes.”

Brian Sumeracki became involved with the SCCA in 1990. “I started out in club racing as a technical inspector, but I wanted to get into the racing part,” he said. “But life happened, and I got married. A friend suggested that I try flagging.”

He completed training in 2002 and mainly worked events at tracks in his region – Waterford Hills, Grattan Raceway Park and GingerMan Raceway. A longtime Chrysler employee, he also campaigned a Dodge Neon showroom stock car at SCCA events, and he also served two terms on the board of directors of the club’s Detroit Region. He now works up to eight events a year and says the SCCA National Runoffs is his favorite.

Shelby Township, Michigan, resident Jim Megel claims he’s not a car guy, yet he has worked as a flagger at the 24 Hours of Le Mans. “I just like the racing,” he explained. “Some of these folks can tell you what the drivers had for breakfast, but I just like the competition. Racing is very technical.”

He started thinking about volunteer work when Roger Penske helped bring the Super Bowl to Detroit in 2006. “I hit the wrong button on the computer and that didn’t go through, but about a year later, the Detroit Grand Prix came back to Belle Isle,” Megel said. “I reached out to the local SCCA and they just took me by the arm. I went to school, did the training.”

Clearly, for all the hard work that goes into being a volunteer, there’s plenty of payoff. And not just the legendary corner worker parties that traditionally cap a race weekend.

“It’s a volunteer thing so there is a satisfaction doing something for the racing community,” said Duncan. “You have that interaction with the drivers, and you are connected to the race in a different way than just sitting in the grandstand watching them go by.

“You get to be in absolutely the best seat in the house.”

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2021 Runoffs at Indianapolis



The SCCA's crown jewel event is the annual "Runoffs" and serves as a gathering for the top SCCA racers in the country to go head-to-head and prove who is best.

Throughout its 50+ year history, the Runoffs have been held at legendary tracks including Daytona, Road Atlanta, Mid-Ohio, Laguna Seca, Sonoma, VIR and Road America.

The SCCA National Championship Runoffs returns to the famed Indianapolis Motor Speedway for the second time (the first was 2017). Qualifying and championship racing for the 58th running of the most prestigious amateur road racing event will be held Sept. 28-Oct. 3, 2021.

Single-car paddock and Gasoline Alley garage reservation process opens at 10 a.m. Central Time on August 25. Watch the event page for more details and a link to the form on MotorsportReg.com.

The National Championship Runoffs, which caps the Summit Racing Equipment SCCA Road Racing program each year, has evolved into what is now commonly agreed to be the pinnacle of amateur road racing in the United States. Since 1964, SCCA has crowned champions through the winner-take-all, single race Runoffs format conducted over three days. This year, the 58th annual SCCA Runoffs will see winners crowned across 26 different car classes.

Of course, there will be a lot more going on at the 58th Runoffs. Track walk sessions are tentatively planned for the evenings of Sunday, Sept. 26. and Monday, Sept. 27. Additional information about dinners, Tire Rack Pole Awards, the Worker of the Year presented by Mazda celebration and other activities will be announced at a later date.

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2022 SCCA Convention Plans Take Shape



Save the date for January 21-28, 2022 — the 2022 SCCA National Convention is coming back to help you, the members, lead this Club into the future.

The 2022 Convention will build on everything we've learned in the past year, including the reality that it's very hard to plan large indoor activities — especially ones that bring together folks from across the country — at this stage of the pandemic.

With that in mind, this year's SCCA Convention will once again be 100% virtual, and free to attend.

The week-long convention will open on January 21 with a kick-off from SCCA President and CEO Mike Cobb, followed by all of the traditional elements: program direction sessions and town halls, leadership and how-to seminars, and a virtual celebration for the 2022 SCCA Hall of Fame class. We will also recognize perennial awards for Woolf-Barnato, Member of Excellence and many others.

More details about the 2022 virtual convention will be announced in the coming weeks:

November 18: Registration information, key dates and sneak peek at the schedule

November 30: Registration opens

December 1: Complete convention schedule released

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Area 4 (GLDiv) update – August 2021 by Dayle Frame



Boy oh boy was July busy....and it's not even done yet. I write this just before heading off to Kansas City for my first face to face meetings with the Club Racing Board (CRB) and the Board of Directors (BoD). This will be the third consecutive weekend that I've been away from home. The good news is I have a very understanding wife.....I'm sure I'll find out what the bad news is once I buy it for her.

Video Conference Meetings:

CRB (7/6): Once again, mid-season, pre-Runoffs CRB meetings can be very mundane. This one was no exception. In addition to the regular agenda, we had time to discuss agenda items for the meeting in Kansas City on 7/30.

Electrified Vehicle Advisory Committee (EVAC)(7/14): Our meeting had to be cancelled for a variety of minor reasons.

BoD (7/26): Our regular Zoom meeting was cancelled as we will be meeting in person on 7/31. I'll report about that meeting next month.

Rally Cross Board (RXB) (7/27): Due to some staff changes in Topeka, RXB is now under different management. The group discussed these changes and went over preparations for the National Championships, rules changes for 2022, etc.

SCCA Events:

GingerMan Raceway (7/16 to 7/18): Friday was a Track Night in America (TNiA) event and the rest of the weekend was filled with a Time Trials National Tour event. While I'd attended a couple of the TNiA events before, this one was the first where I was there just to watch and see how the event was put on. On the other hand, I had never attended a Time Trials event and was really looking forward to seeing how that was operated. The good news for a guy trying to learn how these events work is that Jon Krolewicz and John Hunter (Time Trials Managers) were both at the track for this one. They were very helpful and took time to walk me through their system. They clearly know what they're doing as the event went off without a hitch and everyone who attended had a great weekend. This program fills a slot on the racing continuum between Solo and Club Racing. If you like to tinker with your car and go fast on a race track but not in a "wheel to wheel" format, this is the program for you.

Pro Solo @ Toledo Airport (7/23 to 7/25): Once again, I was faced with attending a type of event that I had never been to before. While I had participated in several Solos over the years, this was a different type of critter. They use two, mirror image courses and drag strip style start lights (Christmas tree). Drivers run twice on both courses during each of three heats. The best times from each side during the 12 runs determines the winners in each class.

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Area 4 (GLDiv) update – August 2021 by Dayle Frame



Way back in March, I reached out to Charina Jones (Northwest Ohio Region RE) and asked about attending so I could observe the process. She pointed me towards Scott Dobler. He and his team operate out of Topeka. They schlep the trailers from place to place to support the events. I arrived Friday afternoon at about 2p, checked in and met with them as they explained the event details. The event went off pretty well with only a couple of minor hitches. Scott's team and the locals from NWOR could not have been more gracious hosts. They answered all of my questions and were very helpful. Scott even asked me to hand out the trophies on Sunday. I will investigate entering one of these next summer. It looks like too much fun to pass up.

Just as July was very busy with lots of trips, August will be a bit more relaxing. I only have one trip planned and that's to Grattan Raceway to support my local club (Western Michigan Region) and work our Major Club Racing event. After that, September and October have me going to a Solo at Grattan Raceway on Labor Day (9/6), the Runoffs (9/24 to 10/3) and the RallyX National Championships (10/15 to 10/17).

Thank you for your time and I look forward to hearing from you soon. Please feel free to contact me with any questions or comments you may have about any facet of the GLDiv. I want you to make the most of your membership and I will help out in any way possible to make that happen.

Dayle Frame

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Long Service Awards - 20 to 50 years



Congratulations to the following long service members who celebrated anniversaries May 2021 through August 2021

40 Years

Stephen Scannell

35 Years

Lewis Cooper Jr.
Michael R. Studnicki

30 Years

Larry Diemer
Gary M. Godula
Charles Rutter
Joanna Rutter
Leslie C. Sheidler
Philip W. Kingham
David Grudzinski

25 Years

Donald R. Elzinga Jr.
Douglas Harvey
Vance Johnson
Patrick Kernahan
Kevin K. Taylor
Jeremiah T. McClintock
Eric Vickerman
Leslie A. Littel
Michael A. Ray
Andrea Wolfe

20 Years

Brian Line
Sarah Kingham
David Satterley

15 Years

Dr. Norman John Betts DDS
Mark Kingham
Gary Rogers
Thomas Filipucci
Kristen Margaret Schweitzer

10 Years

Tammy Breece
Craig Anthony
Capaldi Henry Jason
Keith M. Jason
Christopher R. Kiczek
Matt Price
Matthew Joseph Saylor
Christopher James Scafero
George A. Thornton IV
Mark Rothenberg
Ray Price
Barbara J. Gilliland
Randall Shaw

5 Years

Sonja Karavla
Manoli A. Katakis
Laura Klauser
Tristan Joseph Koivisto
Alyssa Summer Myers Stroup
Gary Osley
Alexander Bearudin
Stefano Marcel Del Serrone
Michael E. Hurley Jr.
John Sakamoto
Jennifer Lynn Scappaticci
Jeffrey John Carter
Kevin L. Howell
Brian Long
George Long
Craig C. Allen
Mason Colletti
Kyle Rosselle
Brian B. Smith