



Open Exhaust - Winter 2021



What's in this issue:

The official newsletter of the Detroit Region of SCCA ®

Thanks to Ralph Thayer Automotive for supporting our Rallycross program.

The Club

- [About us](#)
- [Election Results](#)
- [Join the Club](#)
- [Membership Savings](#)
- [Awards Banquet](#)
- [Area 4 update—Dalye Frame](#)

- [Digital Annual Waiver](#)
- [How to use Worker Points](#)
- [Long Service Awards](#)

Other

- [Sir Frank Williams](#)
- [Hazel Chapman](#)
- [In a Roundabout way](#)
- [Alpine 110](#)
- [Members in Magazines](#)
- [Earlier Newsletters](#)

Race

- [Time Trials Schedule](#)
- [Runoffs Matt Wolfe](#)
- [GLD Race Schedule](#)
- [Competition Driving School](#)

Rally

- [TSD Rally Schedule](#)
- [Son of Sno*drift TSD Rally](#)
- [POR 2021](#)
- [POR 1981 by David Stone](#)
- [American Rally Association](#)
- [Lake Superior PR](#)

Solo

- [Solo Schedule](#)
- [Solo Nationals 2021—Pat Barber](#)
- [Solo Nationals—Andie Wolfe](#)
- [Great Lakes Solo Schedule](#)
- [Acceptable Helmets](#)
- [Wendy Allen Scholarship Fund](#)

Rallycross

- [Rallycross Update](#)
- [Rallycross Nationals](#)
- [Crystal Motor Speedway Jan 15 and Feb 5](#)
- [Ice Racing at Ross Lake, Beaverton](#)



Links:

- [Detroit Region Website](#)
- [Facebook page](#)
- [Facebook Solo](#)
- [Facebook Rallycross](#)
- [SCCA](#)
- [MotorsportReg](#)
- [Cincinnati Region](#)
- [Saginaw Valley Region](#)
- [Western MI Region](#)
- [NE Ohio Region](#)
- [Waterford Hills Racetrack](#)
- [Michigan Turn Marshals](#)
- [Grattan Raceway](#)
- [MIS](#)
- [Ralph Thayer Automotive](#)

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

Use "Ctrl + Page Up/Down to navigate the document.



About us



Director and officials

Frank Putman	Regional Executive
Andie Wolfe	Assistant Regional Executive
Cindy Wisner	Secretary
Matt Conklin	Treasurer
John Li	Solo Director
Nick Aranda	Race Director
Piotr Roszczenko	Rally Director
Matt Wolfe	Rallycross Director
Alex Dela Torre	Director At Large
Greg Valade	Director at Large
Keith Armitage	Director At Large
Cade Wilson	Director At Large
Steve Balanecki	Membership Chair and Worker Points Keeper
Ken Wiedbusch	Equipment Specialist
Jerry Shiloff	Chief of Licensing
Mary Shiloff	Chief of Registration
Cindy Wisner	Chief of F & C
Tammy Breece	Chief of Solo Registration
Brian Thorpe	Open Exhaust Editor
John Fishbeck	Website Rally Page Editor
Mathew Kowalski	Webmaster

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



2021 Election Results



The ballots were counted on Sunday November 28 by the Directors at Large, and the following were elected to the Board of Directors for two years beginning January 1, 2022:

Greg Valade
Cade Wilson
Cindy Wisner
Andy Wolfe

Alternates available to fill a position which may become vacant:

1. Matt Conklin
2. Kevin Schmidt

Thank you for voting.

Officers were selected from the Elected Board Members, both the newly elected and the carry over Members, at the December 8 Board meeting.

Scott Harvey resigned from the BOD, allowing Matt Conklin to take a position on the Board.

Officers for 2022 and 2023 are as follows:

Reginal Executive:	Frank Putman
Assistant RE:	Andie Wolfe
Secretary:	Cindy Wisner
Treasurer:	Matt Conklin

The Elected Directors not serving as officers, who are termed Directors-At-Large are:

Keith Armitage
Alex DellaTorre
Greg Valade
Cade Wilson



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 – \$40 per year..

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**](#)



Membership Savings



When you receive your Membership package, [look for the coupons](#) . There are several deals in the packet you don't want to miss.

Here are some of the discounts available to SCCA members:

1. [Tire Rack](#)

Tire Rack has been the presenting sponsor of Track Night in America Driven by Tire Rack since the beginning of the program, and in the renewal packet you'll get a \$25 off coupon to register for an event. Why register? Because they're fun and already affordable – this just helps sweeten the deal!

2. [Hawk Brakes](#)

Hawk Performance has parts for almost any street, track or autocross car. When you renew, you'll receive \$20 off any \$200 purchase – so grab those extra brake pads and go burn them down!

3. [Summit Racing](#)

Have you been to Summit Racing Equipment's website recently? You may think of them as a performance parts outlet – and they have plenty of those. But really, Summit Racing Equipment has everything you may need for your car under the sun – or even in the rain! When you renew your SCCA membership, you'll get a 10 percent off coupon for Summit, with no limit to the discount you can receive.

4. [Braille Battery](#)

Braille Battery is the place to go when you need a light battery that's going to fire up quickly – and when your SCCA membership renews, you'll get a coupon to do that even more affordably. Braille Battery offers batteries to fit your street or race car, ATV and UTV, motorcycle, truck and boat.

5. [i Racing](#). Drive Almost Any Track – In the World!

There's no closer experience to the real thing than iRacing, and when you renew your SCCA membership you'll get three months of a free membership to the sim racing platform. It's a dirty trick – after three months, there's no chance you won't renew!

[Renew membership here](#)



Awards Banquet

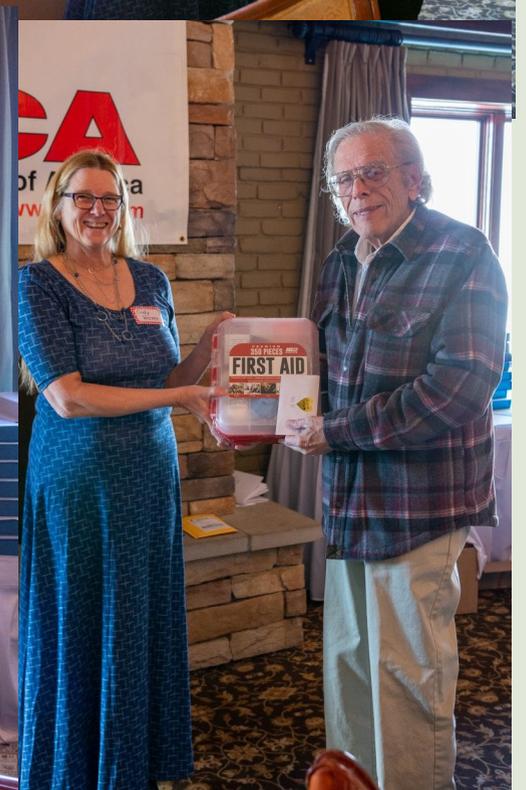


The annual Awards Banquet was held on February 6, 2022 at the [Iroquois Club in Bloomfield Hills](#).

In a departure from previous years, a buffet brunch was served, followed by awards presentations to the top 2021 drivers in Road Rally, Solo, Rallycross and Road Racing.

In addition, the perpetual awards are a long standing tradition honoring note worthy Detroit Region members.

Following are a few [photographs](#) taken by John Li:



Awards Banquet





Area 4 (GLDiv) February update — Dayle Frame



Wow.... January was quite a month for me.....so much for the “off season”. The holidays were nice as the OU Sooners and MSU Spartans both won their bowl games. In addition to the usual monthly fare, I was tasked with preparing a presentation for the SCCA National Convention on the Electrified Vehicle Advisory Committee (EVAC). As a sales rep, I’m used to speaking to folks but doing it via Zoom was different and I was nervous leading up to doing it. It turned out great and you can view the session on YouTube by [clicking here](#).



Elsewhere in the Division, in case you missed it last month, it bears repeating that our divisional Spring meeting will be on Saturday March 5th with a casual gathering the night before. Details will be announced as they are finalized on the [GLDiv website](#).

Last month I mentioned that there is a new path to getting your [annual waiver](#). You can now get it through the Member Account Portal (MAP). Follow [this link](#) to get the instructions. There is also a story about the program [here](#). I’ve done it and it takes only a couple of minutes. Be prepared to upload a headshot picture of yourself.

The various national schedules for 2022 are starting to coalesce and they can be found here: [Pro Solo/National Tour](#), [Time Trials National Tour](#), [Hoosier Super Tour](#), [Enduro](#).

Video Conference Meetings:

Club Racing Board (CRB) (1/4): The CRB has a new Chair this year and he wants to run things a little differently. This change in structure meant we had more time to discuss topics on a deeper level. The results can be seen [here](#).

Electrified Vehicle Advisory Committee (EVAC) (1/12): Our discussion on rules sets, track relationships and safety continued. We continued to work on the convention presentation.

BoD (1/24): Our meeting was pretty standard fare. Unfortunately, in addition to the usual stuff, we had to discuss a couple of member complaint letters that were sent to the CRB. The writers made allegations that needed to be discussed at the highest levels. As this is a sensitive topic, I cannot elaborate here. We also discussed the IT tire rule. I lead the charge against making this change. It was too broad and we asked the CRB to try again.



Digital Annual Waiver



Individuals over the Age of Majority can add an Annual Waiver digitally through the [Member Account Portal](#). Age of Majority is 18 years except in Alabama and Nebraska at 19; Mississippi at 21.

HOW TO DIGITALLY COMPLETE PROCESS

- Login with your SCCA Member # or create a guest account at <https://my.scca.com>
 - o Current SCCA Membership not needed; guest account with SCCA Member # is needed
- Go to Online Store - Licenses
- Add “Annual Waiver Adult” license to cart
- Be prepared to upload a selfie photo of yourself
- Follow the prompts at the top right of the screen
- Complete checkout Questions? Call 800-770-2055 or Email membership@scca.com

WHAT’S NEXT?

- Upon completion, watch for email confirming “under review”
- Within 24 hours (except weekends and holidays), email sent indicating status: active or terminated:
 - o Active: waiver valid through December 31 – “ready to go!”
 - o Terminated: waiver invalid, photo not acceptable; process must be restarted
 - Photo MUST be similar to a driver’s license photo and face must be visible; sunglasses and face masks are not allowed in the photo
- Membership cards are only printed when the membership is renewed. The acceptable forms of Proof of Membership include the following, as long as the ‘Valid Thru’ date is equal to or after event date:
 - o Physical Membership Card
 - o Digital Membership Card available in Member Account Portal
 - o Membership info via Member Lookup available to Registrar



How to use Worker Points



Please take a look at how many points you have and plan on using them for entry fees (including the annual banquet), your membership renewal, purchase Detroit Region merchandise or equipment. Each worker point is worth \$5.

Check out this link to see how many Worker Points you have: [2021 Worker Points 20220130](#)

Worker points can be redeemed for equipment and other items offered through Solo Performance Specialties LLC. Here's a link to their website <http://www.soloperformance.com/> After you have made your selection and determined the total price of your order, type in Detroit Region in the 'Search Our Store' box at the top of the page. Click on the 'Add to Cart' button for the Detroit Region Worker Points Redemption. Enter the dollar amount of the worker points you want to redeem for your order and add it to your cart. This amount will be deducted from the total expense of your order. SPS will verify with the Pointskeeper (Worker Points) that you have a sufficient number of available worker points to complete the processing of your order.

Worker points can also be redeemed for gear and apparel through SCCA Gear at <https://www.sccagear.com/> . Simply put the item you want to order into your shopping cart so you know the price. Select 'Continue Shopping' and input 'region worker points' in the 'Search' box on the next page. Then select 'Redeem Detroit Region Worker Points' from the drop down box. You'll need to input your SCCA Member Id and then input the full dollar amount of worker points you want to redeem, not the number of worker points. You will not be able to redeem more than the amount in your shopping cart. Once you've done this then you can move on to the billing and shipping information. Once you've chosen the shipping method and billing info, you will need to complete the order. You will not be able edit the cart to redeem worker points for the shipping. If you have questions about worker points contact Steve Balanecki at mrsteve92@aol.com.

Any questions should be emailed to membership@drscca.org



Long Service Awards - 10 to 50 years



Congratulations to the following long service members who celebrated anniversaries May 2021 through February 2022

50 Years

Michael J. Royce

45 Years

Sandra L. Cole
Lawrence J. Rehagen

40 Years

Thomas R. Woodside
Stephen Scannell

35 Years

Janice A. Roller
Erik Skirmants
Kenford R. Nelson
Larry Diemer
Lewis Cooper Jr.
Michael R. Studnicki

30 Years

Chris Pawlak
David Grudzinski
Philip W. Kingham
Gary M. Godula
Charles Rutter
Joanna Rutter
Leslie C. Sheidler

25 Years

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

20 Years

Kevin J. Robinet
David M. Sellers
Tim E. Gaffney
David Satterley
Sarah Kingham
Brian Line

15 Years

Pamela Fisher
Ted William Russell
Edward R. Arbitter Jr
Nicholas Tait Sullivan
Donald Badaczewski
Kristen Margaret Schweitzer
Thomas Filipucci
Dr. Norman John Betts DDS
Mark Kingham
Gary Rogers

10 Years

Kevin Corrigan
Adam Jacobs
Zachary Matson
Steven Schweitzer
Dan Weber Chandler
Patrick LaMontagne
Barbara J. Gilliland
Randall Shaw
Ray Price
Mark Rothenberg
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

Here are the Time Trials events within 250 miles of Detroit:



- April 23-24: NEOHIO Divisional Time Trial @ Nelson Ledges Road Course
- July 16-17: National Tour at GingerMan Raceway
- July 22: South Bend/Detroit Regions' Track Event @ Gingerman Raceway
- July 29: Cincinnati Region Trace Event/Time Trial @ Mid-Ohio
- August 26: Time Trials National Tour at PittRace
- August 27: Indianapolis Region Time Trial @ Gingerman Raceway GA
- September 2: Ohio Valley Region Track Event @ Mid-Ohio Sports Car Course

Runoffs — Matt Wolfe B-Spec

Congratulations to Matt for placing 8th in a field of 60 cars in B-Spec at the September 2021 Runoffs at Indy.

“If you told me that we'd be bringing home a top ten finish in this field, I'd have never believed you. Being able to race up front in a pack that talented, was almost surreal.”

B-Spec Top 10:

- 1, (3), David Daughtery, Rock Hill, SC, Mini Cooper, 17.
- 2, (1), John Phillips, Sealy, TX, Mini Cooper, 17.
- 3, (2), Steve Introne, Windham, NH, Mini Cooper, 17.
- 4, (8), Frank Schwartz, Ann Arbor, MI, Mini Cooper, 17.
- 5, (6), Brandon Vivian, Milford, MI, Chevrolet Sonic, 17.
- 6, (7), Kyle Keenan, Vancouver, WA, Mazda 2, 17.
- 7, (5), Rob Piekarczyk, Brunswick, OH, Honda Fit, 17.
- 8, (10), Matt Wolfe, Canton, MI, Mazda 2, 17.
- 9, (9), Charlie Valdez, Austin, TX, Mazda 2, 17.
- 10, (4), Chris Daughtery, Rock Hill, SC, Mini Cooper, 17.

[Read the SCCA article here.](#)



[All the Runoff Photos](#)



2022 GLD Road Race Schedule (1)



DATES	DRIVER'S SCHOOL	REGIONALS	MAJORS	CRE/TE/TT, SCCA PRO or OTHER EVENTS
March 5	SPRING TRAINING - Manchester University, Fort Wayne, IN			
April 10	DS @ WH (Classroom)			
April 16-17				
April 23-24	DS @ WH (Track)			
April 30-May 1				SCR @ PIRC (ST)
				BVR @ BHF (M)
May 7-8				
May 13-15		SBR/DET @ GM (C, D)		SBR/DET @ GM (CRE/ADS)
				IMSA @ MO
				SCCA @ NCM (TT)
May 21-22				SCCA @ NL (Enduro)
May 28-29 (Memorial Day)		DET @ WH (C, D, R)		
June 4-5				
June 11-12			OVR @ MO (M)	
June 18-19 (Father's Day)		WMR @ GRA (C, D)		CHI @ RA (ST)
June 24-26				Indy @ PP (TT)
				Vintage GP @ MO

C = Champ Series Event, D = Double, M = Major, R = Restricted, ST = Super Tour, T = Tentative, TE = Track Event, TT = Time Trial
 BHF = Blackhawk Farms, GM = GingerMan, GRA = Grattan, MO = Mid Ohio, NCM = National Corvette Museum, NL = Nelson Ledges,
 PIRC = Pittsburgh International Race Course, PP = Putnam Park, RA = Road America, WH = Waterford Hiulls



2022 GLD Road Race Schedule (2)



July 1-3				IndyCar @ MO
July 8-10		NEO @ NL (7/9, 7/10) (C, D)		MIL @ RA (M)
				NASCAR Trucks @ MO
July 16-17				
July 22-24			SBR/DET @ GM (M)	SBR/DET @ GM (CRE)
				AMA Vintage Bikes @ MO
July 29-July 31		CIN @ MO (7/30, 7/31) (C, D)		CIN @ MO (TE/TT) (7/29)
August 6-7				
August 13-14				
August 20-21			WMR @ GRA (M)	
August 27-28				Indy @ GM (TT)
Sept 2-4 (Labor Day)		OVR @ MO (9/3, 9/4) (C, D)		OVR @ MO (TE) (9/2)
Sept 10-11				
Sept 17-18				
Sept 24-25	2022 SCCA National Championship Runoffs @ Virginia International Raceway			
Oct 1-2				
Oct 8-9				
Oct 15-16		OVR @ MO (C, D)		

C = Champ Series Event, D = Double, M = Major, R = Restricted, ST = Super Tour, T = Tentative, TE = Track Event, TT = Time Trial
 BHF = Blackhawk Farms, GM = GingerMan, GRA = Grattan, MO = Mid Ohio, NCM = National Corvette Museum, NL = Nelson Ledges,
 PIRC = Pittsburgh International Race Course, PP = Putnam Park, RA = Road America, WH = Waterford Hiulls



Competition Driving School - Alex Della Torre



February 1 at 11:00 PM ·

Attention Racers and Race Fans. Do you know someone who would love to participate in wheel-to-wheel racing, but doesn't know how to get started?

This is their opportunity. The Waterford Hills Competition Driving School is officially on the schedule for April 16 (classroom) and April 23-24 (on-track). The track is in metro Detroit.

No race car? No problem! There are plenty of rental options. Spread the word by sharing this post and/or [registration link](https://msreg.com/2022-WHRRI-School) (msreg.com/2022-WHRRI-School). DM with any questions. Here's to a great 2022 racing season!





2022 Solo Schedule



Date	Event	Location
April 24, 2022	Season Opener	Michigan International Speedway
May 28, 2022	Tire Rack Street Survival	Schoolcraft, Livonia MI
May 29, 2022	Memorial Weekend Solo	Schoolcraft, Livonia MI
June TBD, 2022 (T)	Solo Practice and Test N Tune (T)	Oscoda Regional Airport
July 3, 2022	Summer Heat Solo	Schoolcraft, Livonia MI
July TBD, 2022	SVR/DRSCCA Summer Solo (T)	Oscoda Regional Airport
August 5-7, 2022	SCCA Oscoda Pro Solo	Oscoda Regional Airport
August 20-21, 2022	Before Nationals (T)	Oscoda Regional Airport
September 18, 2022 (T)	Autumn Colors Solo (T)	MIS (T)
October 9, 2022	Season Ender	MIS

(T) = tentative

Nationals Recap Part 2 - "My Driving" or "Unless you are in the trophies, you are not satisfied with your driving."

As I was not in the trophies, I was not satisfied with my driving. Until I looked to my past performance.

My first Nationals in 2015, I drove Ido Waksman's STR Miata; finished 53rd out of 60, 10.1 seconds behind the 1st place car. Coned all my runs on Day 1. Clearly I was not happy.

In 2016, I built my own STR car, a 2010 MX5. Finished 45th out of 64 cars. 6.22 sec behind the 1st place car. Grumble, Grumble, Grumble...

In 2017, I sold the MX5 and purchased my 84 Reynard FF. Took it to Solo Nationals in 2018. The car broke 500 ft into Run 1. Cost Michael Nienhuis a run and got me upset. Finished 23rd of 30 cars and 6.26 sec behind 1st place.

Now in 2021, I am in yet a different car. The 2004 KBS Invader FMod owned by Keith Roberts. This year finished 10 of 22 and only 3.82 sec behind 1st place. Clearly an improvement.

I sit back and ponder the reasons for the improvement. Working with Keith over the last 5 weeks to understand the car and make it faster helped. I think I have a much better appreciation for the surfaces, grip levels, bumps, on and off camber turns and trusting the car will stick. Looking through all the data we collected also shows that I need to slow my hands down more and stop stabbing the throttle.

Luck, there is also luck. I drove each course in anger 4 times. The East course was due to me center-punching a cone, that cone jamming up my steering, and me taking out a wall of cones which resulted in me being red-flagged. Since I did not DNF the run, I was offered a re-run. I didn't benefit from the re-run, but my last run on the east course was good enough for an 8th place for the day. (Video is of me center-punching the cone)

For as much as luck favored me on Thursday, it was my enemy on Friday. My 2nd run was nullified due to a timing error. I think it would have been my fastest as it felt like I made the fewest mistakes. I will never know. That is the way these things work.

[Video of cone crushing](#)



Congratulations to Andie Wolfe for first in class in FMod ladies.

Here is her account at the time:

“The 2020 Doofwagon really isn't a fan of this event. We kind of forced her into submission though and came away with two ProSolo trophies, two Nationals trophies and one REALLY COOL trophy.

I'm exhausted. For those who just thought I looked like I'd partied too hard all week, I've been fighting with allergies/head cold all week. The symptoms got really bad Monday morning and I immediately went to get a COVID rapid test. Let me tell you. That was a long 15 minutes waiting. Tuesday was the worst. Thursday I finally felt human-ish, but ran out of meds in the evening. I just want to sleep... which has been hard.

We. Had. The. Motor. Out... Twice. Brad won two of our five trophies. He deserves recognition for all of them. We would have been SOL without his determination yesterday, and probably sooner had we not done the proactive motor swap Tuesday night. He landed just out of the trophies at Nats... driving a car down on usable power with some brand new frame cracks. I'm still proud of you Smitty.

To all of FMod. Thank you. Matt immediately suggested a pizza party on site last night and took care of the order so that we could fix broken cars. Jason didn't leave site last night without offering up his car for my runs this morning. Jeff did the same. Geoffrey gets a "thank you here" for always being there when things were needing done, beer was needing drank, or runs were being taken. You are honorary FMod. Will congrats man! Now you need to buy another one!

My family. Matt has been working on the marketing team all week and rocking it. While I've been pretty distant from his work, the praise he's received speaks for itself and he's been a vital member of our team. Dad and grandpa stayed up with us last night and wrenched on the car when Brad needed a break. Mom has several of my dogs and even took care of Boy Wonder last night when he wasn't feeling well. Thank you. Your help is vital to making these things happen.

Finally, Kristina and Sarah, I could not be more proud of you both. Your confidence and energy are contagious and I really hope to have you both in FMod next year!

What's next? Brad's already talking about Doof 2.0. I believe this frame is done... or at least needs major surgery to be brought back to life. There have been several ideas, but it's too soon to tell what the offseason will bring. What I can promise is that Brad is about to do something amazing and I'm already proud of him.”



GLD Solo Schedule – Ray Jason



2022 Great Lakes Division SOLO Series

- June 18th & 19th Indianapolis Region 2 day, 2 events
Grissom Aeroplex Peru, IN
- June 25th & 26th Southern West Virginia Region 2 day, 2 events
WVU-Parkersburg Parkersburg, WV
- July 10th Northwestern Ohio Region
Toledo Express Airport Swanton, OH
- July 23rd & 24th Fort Wayne Region 2 day, 2 events
War Memorial Coliseum Fort Wayne, IN
- August 6th South Bend Region
Saturday Grissom Aeroplex Peru, IN
- Sept. 17th & 18th Cincinnati Region 2 day, 2 events
Traders World Monroe, OH
- October 8th & 9th Fort Wayne/ Indiana Northwest 2 day, 2 events
Grissom Aeroplex Peru, IN

Best 8 of 12 for Year End Awards Must run 5 events to Qualify

Special Award(s) for TOP PAX Points Average minimum 8 events

Rules will be posted on www.gldscca.com under SOLO Series



2022 HELMET CERTIFICATION LABELS

accepted at Solo & RallyCross

SNELL SA2020		SNELL M2020D M2020R	
SNELL SA2015		SNELL M2015	
SNELL SA2010 SAH2010		SNELL M2010	
SNELL EA2016		FIA 8860-2018 8860-2018-ABP 8859-2015 8860-2010	
SNELL K2020			
SNELL K2015		SFI 31.1/2020 31.1/2015 31.1/2010 41.1/2020 41.1/2015 41.1/2010	
SNELL K2010		NOT VALID AFTER 12/31/2022 ECE ECE 22.05 ECE R22.05	



2022 TSD Rally Schedule



Date	Event	Location
April 16, 2022	Twilight Tour	Aubree's, South Lyon
May 14, 2022	Milk Run (Divisional)	Dover, OH
June 4, 2022	Moonlight Monte (T)	West Branch, MI
September 10, 2022	Press on Regardless (1)	Gaylord, MI
September 11, 2022	Press on Regardless (2)	Gaylord, MI
October 1, 2022	Cadillac Color Tour (T)	Cadillac, MI
October 22, 2022	Johnny Appleseed (Divisional) (T)	Bolivar, OH
November 4, 2022	Hell and Back (USRRC)	Whitmore Lake, MI
November 5, 2022	Are you territorial (USRRC)	Whitmore Lake, MI
November 6, 2022	Pavement Ends (USRRC)	Whitmore Lake, MI

(T) = Tentative



Son of Sno*Drift TSD Rally 2022



Son of Sno*Drift is always intended as the Detroit Region's only winter TSD road rally. But Michigan weather being what it is, coupled with climate warming, makes the rally's actual conditions anybody's guess. This year, however, competitors did indeed get a chance to experience winter weather, complete with some entertaining driving experiences on slippery surfaces.

This year saw Son of Sno*Drift transitioning to a new rallymaster. After 23 years (wow!) of running Son of Sno*Drift, Scott Harvey Jr. handed the rallymastering reins over to Sawyer Stone. Sawyer, who has been a Great Race winning navigator and a fierce and successful Detroit Region rallyist, took on this task and did a fine job, with 16 teams competing in Sawyer's inaugural SoS*D rally mastering job. Well done Sawyer. And huge thanks to Scott for all of his years of providing great rallying experiences for Michigan TSD rallyists.

The overall win went to Adam Spieszny and Piotr Roszczenko, who ran as the only entry in the new for 2022 GPS equipment class. Spieszny/Roszczenko beat out the two equipped class entries, snatching victory from Rob Kay and Mike Bennett by the slim margin of only 1.3 points!

Results



POR® 2021 (1)

The 73rd consecutive running of Press On Regardless®, the longest continuously run rally in the U.S., successfully concluded in the early morning hours of Sunday, September 12, 2021. This year saw another great turnout for this legendary rally, with 27 teams participating. Competitors spent approximately 16 hours traipsing over 375 miles of tasty Upper Peninsula roads, testing their time keeping and driving skills against 135 scored time controls.

[All results are here.](#)



Kaser and son



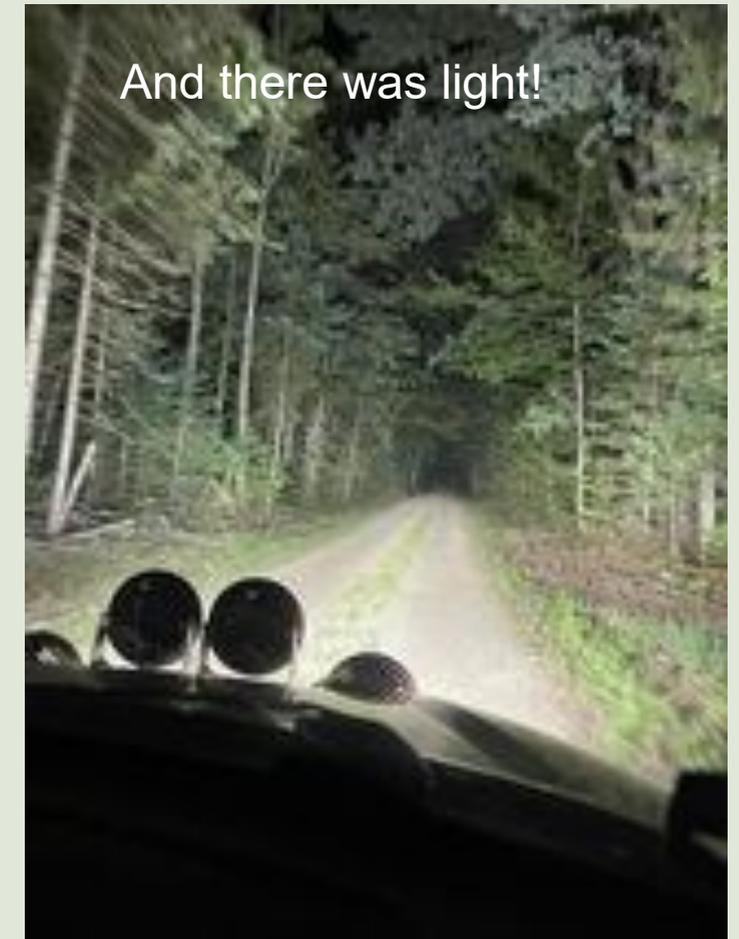
A classy pair.

“I had a great time this past weekend running Press on Regardless with Devin Mulder. The roads were amazing. My Outback did very well although I was a little nervous, because I had only about 160 miles on the engine since replacing the shortblock 2 weeks before hand. We turned some very good scores but the competition was tough to beat. Thanks to Bruce Fisher, for spending all the time putting this event together, especially with all the changes to make it possible while not clashing with the mountain bike race. But I can't forget all the other workers David Stone, Matthew Fisher, Tom Woodside, Mary Shiloff, Bob Martin. I did manage to get 2 wheels in a ditch and was saved by Steve and Sean Riddell.” - *Nick Boris*



“Thanks to all for an amazing time! We didn't fair as well as we wanted, but zero issues with car, and we learned so much this time around. David Stone, Bruce, and everyone who helped, outstanding job! And to the ones we may have blinded, sorry!”

- *Ron Mallison*



40 years ago this month I had the opportunity to codrive at POR in one of three Ford Escorts that were brought over from Norway. This was a picture taken on the Black Sands stage in Houghton and it was the only action shot of this car as we broke an axle on the next stage (Donken Tapiola) and rolled the car into a creek bed. The other two cars did finish. Erik Aaby and Tom Bell finished 2nd and Jan Poverud and Bruce Fisher finished 9th. 40 years ago seems like a long time ago but I still have some great memories.



A little research produced the following:

[David's driver, Ingar Olsen](#)

[Results](#)

[Write up by Rally Racing News.](#)

[Scott Harvey and Randy Graves](#)



American Rally Association 2022 Schedules



Thanks to Nathan Usher for this chart. Sorry, links don't work.

2022 ARA Full Schedule

Last updated: Mon, 08 Nov 2021 18:04:57 GMT

Dates	Rally	Type	Region	Location	Website
4-Dec-21	Nemadji Trail Rally	Regional	East	Duquette, MN	
Feb 18-19	Sno*Drift Rally	National	East	Atlanta, MI	Website
Mar 18-19	Rally in the 100 Acre Wood	National	East	Salem, MO	Website
Apr 23-24	Olympus Rally	National	West	Shelton, WA	Website
May 20-22	Oregon Trail Rally	National	West	Goldendale, WA / Dufur, OR	Website
Jun 9-11	Southern Ohio Forest Rally	National	East	Chillicothe, OH	Website
Jul 15-16	New England Forest Rally	National	East	Bethel, ME	Website
Aug 19-20	Ojibwe Forests Rally	National	East	Detroit Lakes, MN	Website
Sep 16-17	Susquehannock Trail Performance Rally	National	East	Wellsboro, PA	Website
Oct 14-15	Lake Superior Performance Rally	National	East	Marquette, MI	Website



Lake Superior Performance Rally, 2021



The [Lake Superior Performance Rally](#) was headquartered in Marquette, MI, on October 14 – 16, 2021. The 2-day event was Round 7 of the ARA 2021 National Rally Championship. The Friday event ran on stages in the [Ottawa National Forest](#), centered around Kenton, MI, with the cooperation of the US Forest Service, Ottawa National Forest and the Kenton Ranger District. Saturday stages ran in Marquette and [Baraga Counties](#) with the cooperation of various agencies within those counties.

This year marked the 27th Anniversary of a Lake Superior Performance Rally, which first ran in 1994. LSPR was founded after the [Press on Regardless](#)® Rally returned to its TSD roots





LSPR, 2021 – Robert Kassel (page 1)



Lake Superior Performance Rally is a special and sentimental event for me. I first spectated in 2015, my second time ever spectating a rally. I was on a family vacation to visit and tour Michigan Technological University, and somehow, I talked them into driving over an hour into the woods to watch cars fly by. Fall of 2016, I began my first year at Michigan Tech as a student. I found someone looking for service crew on Facebook, his name was Santiago Iglesias. I quickly messaged him, and he brought me aboard. After crewing for 2 years, I craved more. I read a book, asked a lot of questions, and found my first seat at CUP rally in 2018. 17 rallies later, I'm at 2021 LSPR with the same driver I started crewing for.

This year was my 6th time attending Lake Superior Performance Rally and my 3rd time competing as a codriver. Every year so far, both as crew and codriver, we have not finished a Friday. 2016 and 2017 were full of mechanical issues, both with a Friday DNF and all-nighter to fix the car. 2018 LSPR started off well but a fuel pump failure ended our night early, but we were able to super rally and finish Saturday. 2019 was our best year yet, and everything was going very well. Santiago and I had a few events together and had gelled a little more. On the 7th stage, we went into the woods on the first corner. The damage was minimal, but it was another Friday DNF and super rally Saturday.

But this year was going to be our year. 2020 LSPR was cancelled, so we were excited to be racing in the UP again. I've done 9 more rallies since the 2019 LSPR, and I've been able to develop my codriving substantially. Our crew is rock solid, and the car has never been more reliable. I graduated from MTU this year too, so getting the time off was a little easier, and we wouldn't need to worry about stopping recce early so I could go take an exam (2019). The competition was strong this year, with a lot of fast cars in our class. We enjoy having a friendly and competitive relationship with the other teams in our class, so this just added to the fun. The buildup to the start was going a little too well though, and some LSPR misfortune was due. Just before we got in the car to start, I was stung on my left hand by a yellowjacket. I'm not allergic, but it immediately swelled up. No big deal though, we have racing to do.

[Continued next page](#)



LSPR, 2021 – Robert Kassel (page 2)



We arrived to the first stage, only to see the entire field of cars in front of us. The stage was stopped because a competitor was injured. At this moment, Santiago realized he did not have an intercom because he had taken it out of his helmet. He forgot his intercom at the hotel, an hour and a half away. So we started discussing hand signals, since he would not be able to hear my calls. We completed stage 2 by hand signals, which went better than expected. But it would have been a lot easier if my hand wasn't swelling. By stage 3, I had taken my intercom out of my helmet and given him one of the earpieces. The microphone had just enough wire to get it close enough to me to speak into, so we finished stages 3 and 4 with notes that he could hear, I just couldn't hear him. We were able to get a spare intercom from Al Dantes to finish out the night. It was exciting to finish the 8th stage. We finally finished a Friday. The competition was very close, but we seized the class lead on stage 6 and ran with it. By stage 8 we had a lead of 23 seconds, and the difference between 1st and 5th was a little over a minute. It was still anyone's race.

Saturday was going to be bittersweet. We knew sleep was going to be limited, but we managed to get more than we ever had. The first stage of the day was one of my least favorite stages ever: Silver Arvon (SS9&SS12). Its usually okay through some sections, but very rough in specific spots, and each year it breaks several cars. While this year was no different, it was better than usual. The historically bad spots weren't as bad, but the entire stage was rougher than I remember. We made it through our first pass okay, but we were only 4th fastest in our class. Then on Herman (SS10) we were 5th fastest. Our lead had shrunk to 13 seconds. But the 11th stage was our chance to get ahead. Stage 11, Menge Creek, is one of my favorite stages. Its fast, flowing, and beautiful. Santiago is also fond of this stage, and we were confident we could be fast. Our run was flawless, the notes were perfect, and Santiago's driving was smooth. Upon crossing the finish, we both knew that was our best stage together to date. I looked up the scores as soon as I had cellular service, during our transit to our second run of Silver Arvon. At first I thought there was a mistake in scoring, but I compared the time online to the timecard and it was correct. Not only did we conquer Limited 2wd, we were second fastest of overall 2wd, only 3.1 seconds behind Tim O'Neil. I'm still thinking about it today.

[Continued next page](#)

We proceeded to bend a wheel on Silver Arvon, just before service. We weren't as competitive, but we were trying not to break the car. We swapped the wheel out at service and inspected a tie rod that had been contacting the wheel, but otherwise everything was in good shape. We enjoyed our last forest stage and made our way back to Marquette for the last 2 stages. To our surprise, we repeated our speed on stage 14, matching Mike Hurst and tailing Tim O'Neil again by only 1.5 seconds this time. With the biggest grins, we completed the 15th and final stage, where we ascended and then descended a ski hill. We accomplished our goal of finishing the rally and we brought home 1st place in Limited 2wd to go with it. I now had enough points to win the Limited 2wd Eastern Regional Co-Driver championship for the 3rd year now. But still, our run on Menge Creek will be the highlight of the event for me. I can't wait to see what next year has in store for me.



[Next page](#)



Rallycross Update



We are pleased to announce the confirmation of two RallyCross event dates at I-96 Speedway for 2022.

On July 2-3, Detroit Region SCCA will host the Freedom Rings RallyCross. The second event hosted at I-96 Speedway in 2022 will be the Summer Ends RallyCross on September 17-18.

Both events will be day/night events with Saturday evening runs taking place under the lights. There will also be a Test & Tune session on Saturday in the early afternoon.

Rallycross Schedule can be found on the [DRSCCA website](#). Note that Matt Wolfe is very active in looking for new sites. Any ideas will be welcomed by him.

[Get your reserved numbers here.](#)





Rallycross Nationals, Ross County Fairgrounds (p1)



Congrats to our 2021 RallyCross National champs! Detroit Region took home two championships this year thanks to Brad Legris and Sean Grogan, and numerous podiums/trophies. Daniel Hutchison, Tom Klonowski, and Jason Meyer all brought home 3rd place hardware, while Scott Banes came home 4th in MA. Josh Remmetter and Phillip Bunker finished 5th in PF/SF respectively.

After a soggy start, the 2021 SCCA RallyCross National Championships concluded with 10 new National Champions crowned — under sunny skies and dry course conditions at the Ross County Fairgrounds in Chillicothe, Ohio.

The total times from Saturday’s six runs and Sunday’s four were combined to set each driver’s score and determine who would take the title of National Champion in each of the event’s 10 classes. In addition to the combined times, each cone hit added two seconds to the driver’s time, while missing a gate resulted in a 10-second penalty.

Here are a few notes about our Detroit region successes:

Stock Front

At the start of day one, Chang Ho Kim found himself in unfamiliar territory. The wet and wild conditions Saturday nearly sent him for a spin in the final turn of the second course, which helped [Jason Meyer](#) keep his scant 0.181-second lead in his Honda Civic. Also looking up at Jason in the standings was Josh Armantrout in a Mini Cooper S. Meyer put down quick times on day two, but Chang and Armantrout began to claw their way past him with each passing run. When the dust settled, it was Chang who emerged victorious to claim his third National Championship in his Acura Integra Type R.

Stock Rear

Stock Rear was the [Sean Grogan](#) show from start to finish. The multi-time National Champion from Detroit Region pulled out an early lead and never looked back, setting new fast times on each run in his Porsche Boxster. Grogan was the defending National Champion in SR, but brought home the win last year in a borrowed car after the Boxster’s clutch failed. This year, the car ran flawlessly both days and helped him claim the Championship by an impressive double-digit margin.

“It was great to have the car work the whole way,” said Grogan. “Last year I almost packed up and went home when the clutch exploded, but a couple different people convinced me to stay, and John Voegeli let me jump in his car. I was worried the courses were going to be real slow and tight because some people complained after last year, but they were all a lot of fun and very challenging.”



[Continued Next page](#)

Stock All

This year's Stock All winner seemingly came out of nowhere in a car not many would have picked to win. [Brad Legris](#) put in an impressive drive to claim his first National Championship in his first attempt at the title. Legris' car of choice — an all-wheel drive Lexus RC 350 — has been a regular at Detroit Region events for the past two years, and has proven quite capable in the right hands.

"It feels good," said Legris after bringing home the win. "A few people have definitely commented that they're surprised about the car's speed and that it's a sleeper car. I've raced pretty much every local event for the last two years getting ready for this event. So, it feels very rewarding to do well here. Even with a tornado and having my tent collapse in on me in the middle of the night on Friday!" Legris also pointed out the significance of his car's number. "I lost my dad to cancer a few years back. He was a firefighter, and truck number was 53. So, after he passed away, I started running that number to honor him."



Jon Yanca

Modified All

Modified All was the largest class in attendance with 28 drivers, and was a battle royale up and down the order. 2020's MA champ Austin Dowda led the way after Saturday morning, but started clipping cones in the afternoon. Those cones opened the door for Jess Moeding who took the day one lead by 2.8 seconds. When the dust finally settled after a flurry of fast final runs on day two, it was Jess Moeding who claimed his first National Championship.

Former champ Scott Banes returned to the MA grid this year and was the fastest Subaru, earning him a fourth-place finish.

Former champ Scott Banes returned to the MA grid this year and was the fastest Subaru, earning him a fourth-place finish.

[All results are here.](#)



Josh Remmetter



Andie Wolfe

Rallycross—Crystal Motor Speedway, Jan 15 & Feb 5



Scott Beutte



Matt Price

Results:

Season Opener, January 15

#2 on February 5

Photos by Josh Remmetter

Photos by Zander Cesari

Photos by Jennifer Reyes

Achieving Tarmac-Level Grip on Ice

Photos by Xander Cesari and Jon Yanca

As racers, we are always in search of more speed. Whether it be from more power, a better suspension setup, improved driving techniques, or other go-fast goodies, the pursuit never ends. But often the conditions and the surface in which we race can be the great equalizer. When grip is low, all that power you have on tap doesn't mean much without traction. Racing on ice is an ultimate equalizer.

Each year, Mother Nature permitting, the SCCA's Saginaw Valley Region puts on a series of ice races on Ross Lake in Beaverton, MI. The course is Rally-Cross-style with wide gates and typically 1.5 - 2 miles in length. Times are not cumulative; your best run is what is scored. I've been racing with SRV on and off since 2008 and not only do they put on a very well-run event, but it's the perfect venue to practice your car control and get in some much needed sideways-shenanigans (did someone say shenanigans?).

A good set of winter tires is all you need to go ice racing, but as we know, there's only so much grip that can be achieved on snow and ice with the typical set of Bridgestone Blizzaks. We ran on Blizzaks for many years until 2018 when fellow Detroit Region member and friend, Scott Westfall, built a set of winter tires with Kold Kutter studs (commonly used on ATVs and dirt bikes). Unfortunately, his car broke before the event, but I had an underpowered, naturally-aspirated Subaru that the wheels would fit. Off we went and I got my first taste of more grip, and more speed, on the ice. I was hooked!

We were only able to run the studded tires once in 2018 and another time in 2019. While they offer a lot more traction than non-studded winter tires, the stud length is not much more than the typical bolt hex head. This proves to be a problem if there's any amount of snow on the lake surface (and there usually is). After I looked with envy at Dave Feighner's VW "Schrabbit" fitted with snowmobile studs in old rally tires, I decided I wanted to build a monster set of studded tires.



To the internet I went and came to find snowmobile studs are not cheap. A little while longer into the depths of the internet, I found exactly what I was looking for. A blog from guys in Wisconsin that make their own studded tires with bolts and a snowmobile stud sharpener.

Off to good ol' Craigslist I searched for a used, but good condition set of Ultra High Performance Summer tires for the project. Yes, summer tires for the winter because you actually want the stiff sidewall as opposed to the soft sidewall of a winter tire. I found a set that would fit my 2006 Mazda MX-5 for \$100.

Next, I sourced the hardware of 1,000 5/16" bolts, Nyloc nuts, and some 3,000 washers (note, the guys in Wisconsin were snapping 1/4" bolts and Version 3 was made with 5/16). Marking off the tires with a paint pen, I began drilling holes with a 1/4" bit. Ever drilled through a tire? It's not easy and really painful trying to get through the tightly wound steel belts. They also dull the drill bit very easily.

After drilling one tire, I realized that 1,000 studs was not going to be enough to evenly install over four tires, so I ordered another 250, plus washers. Hey, go big or go home, right?

We then took our own twist from the instructions I was following, and I decided to add a butyl rubber tape inside the tires, rather than use butyl in a caulk form. Realizing I was in too deep and the process was so painful, we set up a bit of an assembly line with my lovely wife, Emily, and friends, Matt and Andie Wolfe. Drilling, taping, eating pizza, poking tape, bolt insertion, swig of beer, and securing the nuts, Henry Ford would have been proud.

Sharpening is the final step in the process, which we didn't complete until this past January after all of the 2021 ice race events were cancelled. We used a Woody's snowmobile stud sharpener, and remembered why we didn't touch them over the summer like we promised ourselves. This process is so much more painful than you can ever imagine! Well, it *is* 1,250 bolts and it's necessary to go over everything twice! First the initial cut, then the second cut to get a nice point.



Xander Cesari

Ice Racing at Ross Lake, Beaverton — Jon Yanca

The results are magnificent! Something that looks like it's out of a *Mad Max* movie. The rears have more studs in them and came in around 48 lbs, mounted to stock MX-5 wheels. Good thing I had upgraded my engine to a 2.5L!
 2022 Mother Nature cooperated, and we finally got to run the monster studded tires. So, how'd they work? Simply amazing! The level of grip is astonishing. The car will go wherever you point it. It's so easy to control and predictable. On our AiM Solo, we recorded a maximum of 0.91g. Interestingly enough, *Car and Driver* recorded 0.90g on tarmac in 2006 when the MX-5 was new. We could not stop laughing and giggling the entire time we were driving the MX-5 and the smiles lasted days later. Our MX-5 only has upgraded sway bars, so now it's time to pony-up for a set of coilovers, for... more speed!
 Creating these tires was certainly a task. Overall, there is weeks worth time invested and as I've said numerous times, a *lot* of pain. Would I do it again? Never. Was it worth it? Absolutely!



Xander Cesari

[How to stud your tires for ice racing.](#)

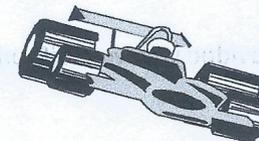
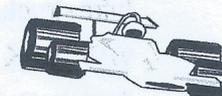
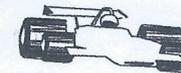
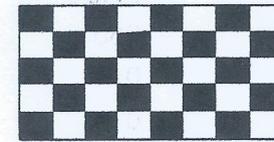
Ice Racing Schedule at Ross Lake, Beaverton

Saginaw Valley Region is the long time organizer of ice racing in Michigan. Originally it was on Saginaw Bay, and more recently on Ross Lake. With warming temperatures, it has not always been cold enough for the necessary ice thickness to support vehicles, but this year we lucked out.

Early in January, issues with the Beaverton Dam threatened the Ice Race events. Fortunately the dam was fixed and two events have already taken place.

Ice Thickness.

4 inches is the general safety depth for walking. Ice more than 5 inches thick is possible to hold a snowmobile or ATV and ice more than 8 inches thick is likely to support a small vehicle or pick-up truck. If you plan to drive an 18 wheeler on ice, the ice needs to be at least 40+ inches!



Tentative Schedule:

- Sunday, January 23 (Day)
- Sunday, February 6 (Backup for 1/23) (Day)
- Saturday, February 12 (Day)
- Saturday, February 26 (Night)*
- Sunday, February 27 (Day)
- Sunday, March 6 (Backup for 2/27) (Day)

Location:

Ross Lake, Beaverton City Park
Exit U.S. 10 @ M18
Go north through Beaverton, park is on your left just over the bridge.

Pre-Registration:

Registration: 8:30 a.m.

Cost: \$35 Member, \$55 Non-Member

Practice Runs: Until 10:15 a.m. Night 5:15 p.m.

Timed Runs: 11:00 a.m., Night 6:00 p.m.

Tech Inspection, Seat Belts & Helmets Required

No loaner helmets available

*Night event details TBD

For Further Information Contact:

Ashley Dupree: 616-443-4529 (brian_dupree@hotmail.com)

Restaurants

Beaverton – Beaverton Bowl (1/4 Mile North on Right)
Delena's Restaurant & Subway, 4 Gas Stations with Restrooms.



Wendy Allen Scholarship Fund



Submissions Open for 2022 Scholarship

[The Wendi Allen Scholarship Fund](#) — benefitting female drivers wishing to compete or grow involvement in autocross — is now accepting applications and nominations for 2022.

Nominations or applications are due by March 1 and should include what makes someone a good nominee, how they got started in autocross, competitive background, SCCA involvement and plans for the 2022 SCCA Solo season.

Three women will be chosen to receive \$1,500 each to assist with travel to Tire Rack National Solo events and the Tire Rack Solo Nationals Championship.

[Nominate/Apply Now](#)

Sir Frank Williams 1942-2021

Sir Frank Williams, the legendary founder of the Williams F1 team and one of the most important figures in the history of the sport, has passed away aged 79. Williams was admitted to hospital on Friday night and passed away on Sunday morning surrounded by his family. After starting his career as a racing driver himself, Williams founded his first team, Frank Williams Racing Cars, in 1966. After purchasing a [Brabham](#), he ran the car for his good friend [Piers Courage](#), until the young British racer died in 1970.

Despite being devastated by the passing of Courage, Williams continued racing, providing a car for future Le Mans legend [Henri Pescarolo](#) in 1971, before producing the first ever car under his name in 1972.

Constantly searching for funding, Williams would eventually sell his team to Canadian oil magnate [Walter Wolf](#), but he and engineer [Patrick Head](#) would almost immediately create a new race team: Williams Grand Prix Engineering, the team that competes to this day.

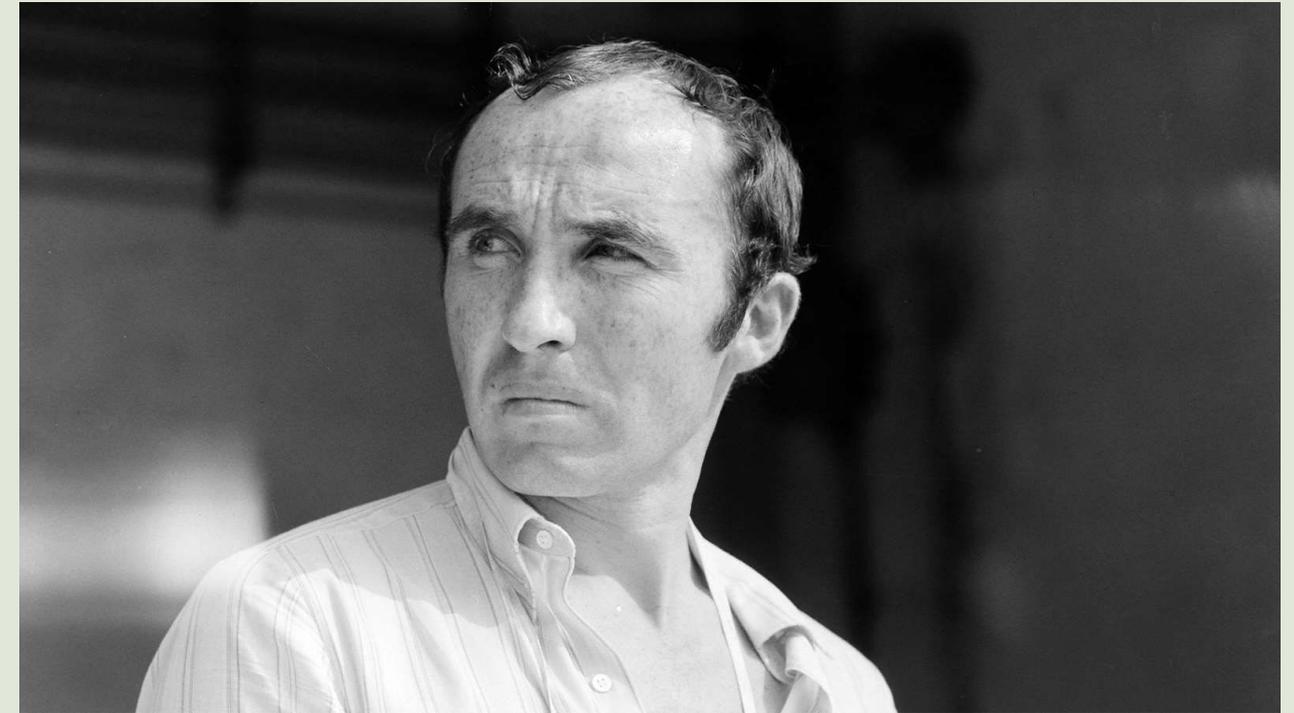
Just two years after leaving his original team, Williams achieved his first victory in Formula 1, as [Clay Regazzoni](#) drove a Cosworth-powered FW07 to first place at the British Grand Prix in 1979. The team's first world Drivers' title, for [Alan Jones](#), came the following year as well as a first Constructors' crown.

Over the next forty years Williams would rack up 114 Grand Prix victories, nine Constructors' titles and seven Drivers' for racers including Nigel Mansell, Damon Hill, Keke Rosberg and Nelson Piquet.

In 1986 an accident in a road car near the [Paul Ricard circuit](#) in France would leave him permanently in a wheelchair after he broke his spine. Despite his injuries, Williams continued to lead the team until 2012, when he stepped down from the role, with his daughter [Claire](#) taking his place. Claire would remain in place until 2020, when the Williams family stepped away from the sport, selling the team to Dorilton Capital.

RIP Frank Williams

Courtesy of [Goodwood Road & Racing](#)



Hazel Chapman 1927—2021

Hazel Chapman’s contribution to motorsport and the motor industry in the latter half of the 20th century should not be under-estimated. To describe her as merely ‘Colin Chapman’s wife’ is to do her an incredible disservice; in reality she is the co-founder of Lotus, a successful racing driver, a shrewd businesswoman and the rock upon which the Lotus foundations – since 1948, when the very first Lotus car was made – have been solidly built.

Hazel Williams was born on the 21 May 1927 in North London. She met [Colin Chapman](#) at a dance in 1944 when he was just 16 and she a few months older. They immediately hit it off and Hazel could immediately see something special about her new boyfriend.

While Colin was studying at University College London, he would regularly give Hazel a lift to her place of work in nearby Warren Street. Colin would always try to set a new course record for the journey.

As the couple’s relationship developed, Hazel’s parents allowed Colin to build what became the first [Lotus – the Mark 1](#) – in their lock-up garage at the back of their house in Hornsey. Electricity came via an extension lead stretched between the two.

Colin had by then gained a commission into the Royal Air Force, so Hazel continued with the building of the Lotus Mark 1 and then the [Mark 2](#). He left her a list of jobs he thought could be completed by his next period of leave.

Competition success in races entered by Hazel and Colin resulted in new commissions for their automotive services. With Hazel’s commercial acumen, their first Lotus business was formed on 1 January 1952. It became a limited company later in the year, funded by payment of £25 from Hazel herself.



Hazel with the 100,000th Lotus



[ContinuedNext page](#)

Hazel Chapman 1927—2021

Hazel and Colin married in 1954 and as the business grew Hazel took a seat on the board of a number of their companies, including Lotus Cars, Team Lotus and Lotus Components. She was not only an astute businesswoman but took on a matriarchal role within the organisation, the epitome of the phrase ‘Behind every strong man is a stronger woman’. She prided herself of working with or meeting almost every Lotus Formula 1 driver right from the start, iconic motorsport names from [Cliff Allison](#), [Innes Ireland](#) and [Alan Stacey](#) through to Jim Clark, Graham Hill, Jochen Rindt, Emerson Fittipaldi, Mario Andretti, Nigel Mansell, Ayrton Senna and more recently Kimi Raikkonen.

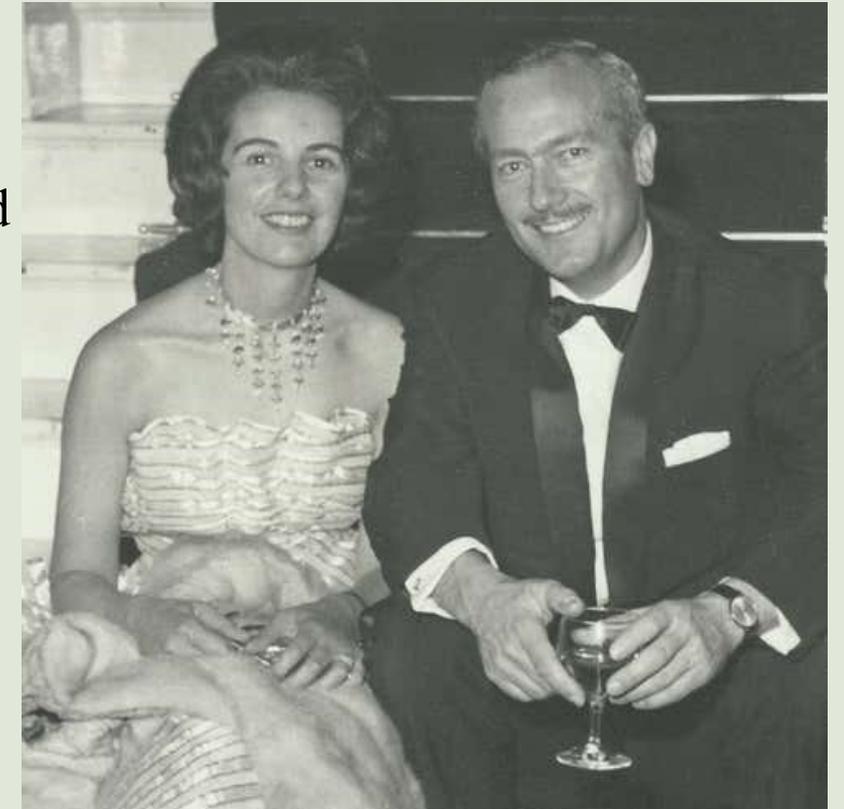
In Team Lotus’ F1 racing heyday during the 1960s and 70s Hazel was often photographed with a stopwatch on the pit wall at Grands Prix around the world, seen with [Betty Hill](#), [Nina Rindt](#), [Helen Stewart](#) or Sally Stokes (Jim Clark’s girlfriend). *{Drivers girlfriends}*

While that was an important job, she was far more than a lap-timer. Her contribution to Lotus, and motorsport more generally, is often underplayed. She was a founder of The Dog House women’s motorsport club (the current chair is Jodie Kidd). Her involvement in the development of the Lotus business was almost without equal at the time, in a world where women so often played second fiddle to their husbands.

Widowed in 1982, Hazel recognised that Lotus Cars needed new ownership to secure its future and played an instrumental role in its sale. She became a Director of Classic Team Lotus, the Chapman family business which preserves the cars and legacy of the brand’s global racing success.

Hazel maintained a close interest in all things Lotus, for example, she ‘signed off’ the 100,000th Lotus road car in 2018. Tradition dictated that Hazel was always shown the latest Lotus road car prior to it being unveiled to the public. That wonderful custom continued into the modern era, and she viewed the [Lotus Evija](#) with her son Clive Chapman two weeks before its debut in July 2019.

Hazel Chapman died on 13 December 2021, aged 94.



Traffic lights have strict rules, which require no thought or judgement. Stop at red, go at green. That's good for most people but running a red light, not uncommon, can lead to serious high speed accidents.

Roundabouts, on the other hand, require thought and judgement, requiring different behavior by drivers. It seems people are still not used to them in the US. How many times have you nearly rear ended someone who stops at the entrance to an empty roundabout? I have, several times, but that's because I grew up with them in England and I plan to take them as fast as possible. Sometimes you have to take some kerb and ignore lane discipline!

One of the more complicated US roundabouts is at [US23 and Lee Rd](#), in Michigan. This does require some local knowledge to get in the correct lane before entering.

A few roundabouts in England allow two way traffic, which would cause havoc in other countries. In [Swin-](#)
[don](#), they call it the "[Magic Roundabout](#)", with five smaller clockwise roundabouts, one central counter-

clockwise roundabout, and the overall circle of the entire design. The reason they work in the UK may be due to there being much less road rage than in the US. Let's not try those here!



Alpine A110

[Alpine A110 - Wikipedia](#)

Jean Rédélé, the founder of Alpine, was originally a Dieppe garage proprietor who began to achieve success in motorsport with one of the few French cars that were produced just after the Second World War, the Renault 4CV. The company has been closely related to Renault through its history, and was bought by it in 1973.

The Alpine competition department merged into Renault Sport in 1976 and the production of Alpine-badged models ceased in 1995. The Alpine marque was relaunched with the 2017 introduction of the new Alpine A110. In January 2021, as part of a company revamp, Renault announced Renault Sport would be merged back into Alpine to form an Alpine business unit.

Then



And now.



This great looking car was a regular in the 60's and 70's Stage Rallies.

[Randy Graves](#) has documented some of its history as well as a [huge number of rallying photographs and stories](#).

Here are some of the early [Press on Regardless](#) rallies.

Members in Magazines



Scott Beutte in "Stang Magazine".

John Li, Solo Director, in "Sports Car", the SCCA magazine