

Snake Bites

A Motor City Viper Owners Publication

Volume 21 Issue 1 - Print & E-Edition



New Board Members

**Woodward Dream
Cruise**

Wine Tour

Cruise Nights

Autocross

**Past Tense Cider Mill
& Frankenmuth Drive**

Holiday Party

E-Edition Update

**Packard Proving
Grounds**

**Front & Rear Camera
Gen 3/4**

NVE 2 in NOLA

Summer Fall 2015

President's Message

Bruce Heckman

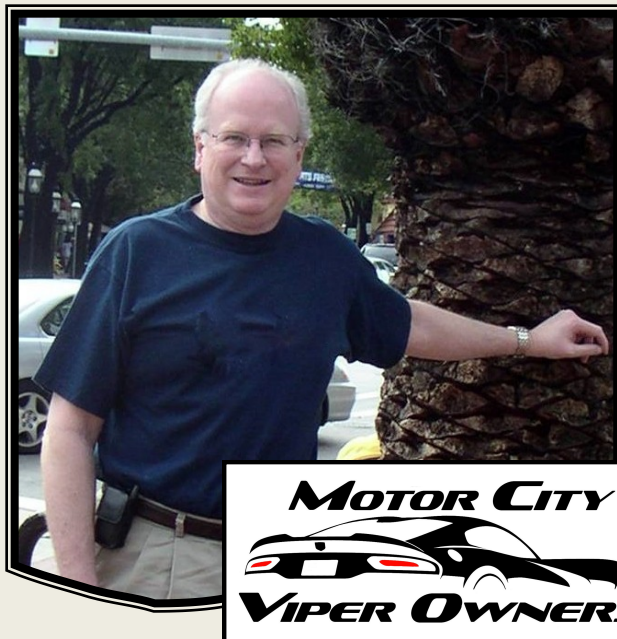
Welcome to another fun year of Viper activities. As usual, we have a lot in store for you as soon as we can get our steeds out of winter storage. Our new Board of Directors brings a load of enthusiasm and creativity. Please check out their introductory bios on the adjacent pages in case you aren't already familiar with this great crew.

For those of you that haven't had much of a chance to meet me, I'm a lifetime car nut who's owned two Vipers. I'm down to one now because my son is carrying on the tradition out in California. Like many of you, I've carried the Viper passion ever since I saw that first prototype in 1989. I've been active in the Motor City Viper Owners since 2003, including serving as your Treasurer for several years. I've attended nearly every MCVO Board Meeting since I joined. You'll see my wife Joan and me in our bright yellow attire buzzing around at most of the MCVO events. We're enjoying life at our lakefront home since I retired a few years ago as the Group Vice President, Development for the Taubman Company.

As we move forward into 2016 our club has some challenges and great opportunities before us. The challenges aren't daunting, just things that have to be done. The new Board has already begun exploring a new Code of Conduct and Ethics to be used as a guide so that members always represent MCVO in a professional and responsible way. The next

agenda item is an update to our By-Laws to eliminate obsolete references to the VCA and to incorporate the lessons we learned from the abuses that occurred in that organization. Our goal is to be able for the membership to vote on the new By-Laws at our Spring Brunch this year. Another item we have to pay attention to is our membership numbers. With the just recent turmoil associated with the VCA, there has been a bit of confusion among some local Viper owners over who we are. Add to that, concerns over the future production of the car, and we have to be sensitive to carrying a clear message and proper outreach to prospective members. Our numbers remain strong, but each of you should be challenged to welcome any Viper owner you meet to join our club if they are not already a member.

Now to the fun stuff . . . your new Board is hard at work putting together an agenda of events that incorporates the best of our traditional activities with fresh ideas that should be fun and exciting. We're looking at doing things with other car clubs and adjacent state VOA chapters. For example, the planning is underway for a "Snake Roundup" with the local Cobra Club. Please share your ideas for activities with any member of the Board, we warmly welcome them. In addition, we are always looking for volunteers to assist with events – throw your hat into the ring. We will strive to get the overall calendar of events published as soon as possible, but new concepts take time to hatch, so please bear with us. In the meantime, you can al-



ways check our website at www.mcvo.net for the latest on the event calendar.

You lucky dog, you're a member of a fiscally sound, energetic club with great people – all to go with your edition of one of the greatest cars ever! Let's have some fun in the midst of this crazy mixed up world!

Your Editor's

A few photos have been sent, but *not nearly enough* to create a publication worthy of a Viper. Please take a moment to look through your files and send a few. Current pictures or a favorite from the past; so long as it relates to the club or car we'd like to have it to feature in the magazine, web site and other club publications.

Be sure to check page 8 for current E-Edition info.

Being new at the BOD meetings has given us the opportunity to see what it takes to keep MCVO an active and enjoyable club. We are impressed and grateful that so many people have been willing to devote their time, energy and talents. To all the outgoing Directors and Officers *Thank You!*

This picture was taken on December 24th. Our cars were not yet in winter storage, we kept putting it off and the weather stayed mild and sunny. But January has brought bitter cold, snow and salted roads. The good news is there are only 3 months to go- it's almost Spring!

Gary & Ann Rappaport



Motor City Viper Club T-shirts are available, dark Gray, short sleeve and *very cool*.

It features the club logo on the front in white and a full color Viper leaving its mark on the pavement on the back.



\$15 for M-XL

\$20 for XXL & XXXL

MCVO hats Black/Gray with white piping (one size fits all) \$15 each

Mail checks or money orders to: Motor City Viper Owners, P.O. Box 311, Bloomfield Hills, MI. 48303 **add \$5 for shipping**

Upcoming Events

February 17 - Cruise Night

27 – Winter Party

March 16 - Cruise Night

April 20 - Cruise Night

May 1 - Spring Brunch

12-14 NVE2 in NOLA

18 - Cruise Night

June 11 - CEMA at WPCM

15 - Cruise Night

July 20 - Cruise Night

21 – Cruise for a Cause

August 12-14 - Mopar Nationals

18 - Viper Night FCA WDC

20 - MCVO reserved parking

for Dream Cruise

We will be having many more events than shown, please check the website calendar for the latest information. Details for club events are also emailed to members.

Club Board Meetings are on the 1st Thursday of each month. Please check the website for time and locations. Everyone is welcome.

"MCVO wants to know"

How about a new column? Send us your question and the name of person you'd like have to answer it, we will twist arms and sweet talk our way into getting an answer for you.

Maurice Liang has graciously agreed to be our first victim. Please send us your queries and his answers will be in the next issue.

Your name will be published with your question so please keep it "family rated".

Otherwise anything is fair game!

Send your question to the club's email address with "MCVO Wants to Know" as the title.

Advertising is available in Snake Bites, please send a request for further information.

Motor City Viper Owners

Snail Mail: P.O. Box 311, Bloomfield Hills, MI. 48303

Email: viper@mcvo.net

Officers:

President - Bruce Heckman Vice President - Sam Milana

Treasurer - Tim Sutherland Secretary - John Wright

Directors:

Membership - John Begian Social & Apparel - Sandi White

Club Advisor - Maureen Hackney Social Media - Jason Pontello

Motorsports - Dick Winkles, David Colletti

Website - Zach Thompson Newsletter - Ann & Gary Rappaport

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Meet the new

Directors



Motorsports

Dick Winkles

I am your new MCVO Motorsports Director (thanks Sam!). I recently retired after 34 years with Chrysler/DaimlerChrysler/Chrysler LLC/Fiat Chrysler last March. While with Chrysler, I spent most of my career in Engine Development and Team Viper and was lucky enough to work on a lot of interesting Motorsports projects including the Team Shelby race group back in the 80's and 90's, the North American Touring Car race group (1995-1998 Stratus) and the Viper race groups of the 1990's, 2000's and to present. Since retirement I have been working "part-time" with Arrow Racing Engines in Auburn Hills and my old friend Lee Carducci on various Viper aftermarket and race programs. I am married (wife Cathi), without kids but have four "hobby" cars (including my 2008 Orange Viper convertible) that keep me busy during warm weather months when I'm home and not away for work! I'd like to get together with a few of the other local and regional clubs for events such as Drag-strip, Autocross and maybe even some Track Days at a couple of the nearby road courses. Please let me know what Motorsport activities might be of interest to you and I'll try and make it happen!



Treasurer

Tim Sutherland

I am excited about my new responsibility as MCVO Treasurer.

My wife Donna and I have enjoyed the benefits of being MCVO members since purchasing our first Viper in 2003. Thirteen years and seven Vipers later, we still have the same passion for the car and the people.

We spent most of last summer Viperless as we sold our 2013 GTS quicker than expected leaving us to wait for our 2016 - 1 of 1 Viper to be built. We finally took delivery in October, just in time to put it away for the winter.

We're excited for this year and are looking forward to all MCVO has to offer in 2016.



Motorsports

David Colletti

I am often known as "Mr. Pirelli", because I represent Pirelli tires at VOA club events. I am Vice President of Original Equipment Sales for Pirelli's NAFTA region, which means I manage the team responsible for selling and developing tires for new vehicles manufactured in North

America, including SRT and Viper.

After graduating from Santa Clara University, with a mechanical engineering degree, I went to work at Goodyear tires. In 2005, I left Goodyear to work for SRT as the chassis engineer on the Caliber SRT4 program after which I went to work for Pirelli.

In 2014, after the new Viper was launched, I started getting involved with the VOA at the national level to promote the Pirelli fitment. This involvement at the national level got me very interested in owning a Viper and becoming a member of VOA.

At the end of 2014 I purchased a blue with silver stripes 2006 Viper SRT-10 coupe and had it shipped to my parents' home in Arizona. I flew out to Arizona with my son, Taylor, and did the best thing imaginable with a Viper. I took a road trip with my son from Arizona to Michigan in my new (to me) Viper which only had 2k miles when I started the trip.

I have really enjoyed my first year of Viper ownership, attending several local Viper events and representing the Viper brand very successfully at several local SCCA autocrosses.



Apparel & Social Director

Sandi Manning-White

I live about 40 miles north of the Viper plant in Michigan where I was the seventh Chrysler employee to be hired there in 1991. I filled many supervisory positions before retiring in 2007. While I was there, I opened and operated the Company Viper Store inside of the plant.

My husband, Bob and I have been Viper club members since 2002. Having held the positions of Apparel Director and Secretary in the past, in addition to helping with many regional events, we truly enjoy MCVO, the members and the many events.

Bob and I are active in VOA, helped organize NVE1 and as you read this are working on details for NVE3. We are a "his and hers" viper household with a Red 94 RT/10 and a Blue with white stripes 97 GTS. We're also anxiously waiting for our Gen 5 to be built!"



Secretary

John Wright

Thank you MCVO, for the opportunity to serve you as secretary. I have been a member since buying my first Viper in 2004 from Joe Perry of Aerosmith, a 2002 FE GTS (the one car I regret selling...) Since then, Rhonda and I have owned 6 more Vipers, including our current 2013 White/Gunmetal striped GTS. We have been married 23 years and have been blessed with 3 children (Aidan 12, Matthew 8 and Amber 4). I have been in the mortgage business for 19 years and am part-owner of a private firm in Novi, Advisors Capital, Inc. I look forward to serving the MCVO, its members and seeing all of you at club events throughout 2016!

MCVO extends a warm welcome to our new members

Rob Austin of Macomb

Larry Kocovski of Washington

Dave Dziekan of Columbus

Jack Pasienza of Toledo



Front/Rear camera parking aid Gen3/4 Vipers

Rick Jakacki

I did not want to scrape the bottom of my front splitter on a curb when pulling into a spot. Also I wanted some assistance when backing up. As a result I researched and purchased these small waterproof cameras to aid with my parking.

The front installation did not require any cutting or drilling to install. The rear wiring needed one 1/8" hole to route the wiring thru the deck lid. You could raise one of the license plate lamps slightly, route the wires, then tighten the lamp back if you did not want to drill a hole. I chose to drill the small

hole to make the attachment look factory installed.

The monitor is small and compact and fits nicely in the glove box. I did not cut any wiring as I use the 12v power outlet in the top of the console. The monitor is self-energizing and only comes on once a signal is received. I plug in the monitor, then initiate power to cameras and away I go.

Marianne and I went to Tin Fish for the monthly cruise. We had a very enjoyable time. Weather was perfect and food was delicious. After a long night the sun went down and it was time to put the toy away. I entered the garage and went to plug in my monitor to verify my forward positioning. It was then I noticed the glove box has a light. I modified my design by splicing into the glove box light wiring. Now when glove box is open, monitor has power. If reverse lights or fog lights are turned on, monitor is acti-

vated and system is ready to go. Due to tight working environment, this part took the longest and was the most difficult. It makes for a seamless execution but the other way worked just fine.

Front installation was very easy. The camera is mounted right next to the hood release using the existing front fascia mounting screw. Wiring and transmitter were run behind fascia for a hidden look. I next removed front air dam screws on driver's side and ran wiring toward front tire. I turned wheel and removed access door to fog light. Jacking up the car was not necessary. I spliced my camera/transmitter power into the fog light power supply. When fog lights are on the camera is activated.

As replacement cameras are \$10 delivered, I was not concerned about burning it out during a prolonged use of my fog lights.

Rear installation was very similar. I mounted my camera using double sided tape. I then routed the power wire down to the reverse light bulb and sliced into that. The camera/transmitter is then only powered when reverse lights are on. Two (2) torx screws need to be removed on the decorative panel to gain access to rear backup light wiring.

Editor's note: links to purchase supplies for this mod can be found in this issue's E-Edition arriving in your in-box soon.



MCVO was invited back!

Maureen Hackney

This year we were again fortunate to be the guests of Dodge at the Fiat Chrysler display space which is at 13 and Woodward, the premiere location and the center of the classic car cruising action year after year. With eighty eight members in attendance, fifty two Vipers, and even some specialty Vipers brought by Prefix, it turned out to be an awesome event. This year we enjoyed a catered BBQ provided by the very popular Vinsetta Garage in our own hospitality area. Following dinner many of our members moved to the lawn to watch all of the cruising action.

Onlookers spent time looking at the cars, taking pictures and asking the owners questions. The Oakland Press was there doing coverage of our event and one of our members was even featured on YouTube. You can't say the cars don't draw attention!

Thank you to Dodge for hosting us and especially Zach Thompson and his group for an outstanding evening!



Members of the Prefix team joined Viper owners from all over the Midwest to take part in the annual excitement of Woodward Ave. The Dream Cruise turned out to be the very first opportunity for most of the attending Viper owners to see the new Gen 5 Viper targa conversion from Prefix Performance.

Prefix Newsletter - 2015 Q3



A Metro Detroit Tradition

Sam Milana



This year the Woodward Dream Cruise was on August 15th and for the first time in many years, MCVO hosted a Saturday event. Earlier in the summer MCVO member Bill Gray, who is a member at the Birmingham Masonic Temple, asked if the club would be interested in sharing the Temple space with a local Corvette Club for the Dream Cruise. After a few phone calls, we locked in the space and I very happy we did.

It was an amazing day with warm weather and not a hint of rain. We had plenty of room on the front lawn to park our Vipers and huge shade trees to sit under. The Vipers started to file in at 8am and I was one of the last to depart at 9:30pm, just as the authorities were shutting down Woodward.

I'd like to thank our out of town members and guests who drove in to support this event: Frank and Kim Berle from Traverse City MI, Bill and Diane Hodel, Mike Fargo, and David Meyer from Ohio, Mike Dupont from New England, and Andrew Bortolotti, Mark Raes, and Bob Schwarzli, (aka MoparBoy) from Canada. I would also like to thank Eric Zeile from Prefix for bringing three very special Vipers to the party.

We plan on being in the same location next year so mark your calendars for the 2016 MCVO Woodward Dream Cruise event on August 20th.

Past Tense Cider Mill and Frankenmuth drive

Sam Milana

This outing is a perfect example of why you should “like” our Motor City Viper Owners Facebook page, then actively follow the posts. A few days before this event, held on Saturday, October 10th, the extended weather forecast projected a beautiful fall weekend ahead. We posted our impromptu fall cruise to a cider mill and lunch in Frankenmuth to our MCVO Facebook page. Within days the post generated multiple comments and replies from members who wanted to join in on the cruise. By the time Saturday rolled around we had 17 Vipers participating.

The weatherman didn’t let us down as we woke up that morning to a beautiful sunny day. We met at Great Lakes Crossing, which was followed by a one hour scenic cruise to the Past Tense Cider Mill in Lapeer. This is a very busy place in the fall but the parking staff was waiting for our arrival and directed us to our reserved parking spots. Past Tense is a very unique cider mill which features a 1840’s barn, a huge country store full of antiques, collectables, holiday gifts, and home décor items. We spent the next hour wandering around the grounds drinking cider and eating some amazing Pumpkin Spice donuts with vanilla icing.

We left the cider mill and zig-zagged through some beautiful country roads to Frankenmuth. The leaves on the trees had started to change and colors were just amazing as the sunlight reflected off them. We

arrived at the Bavarian Inn Lodge where we dined in the private Lorelei Lodge. We had such a large group that they offered us the private room at no charge. After lunch some members departed but most of us walked over the huge covered bridge to Main St. to enjoy the beautiful weather and shops.

Angelika and I have friends who live about a mile north of downtown Frankenmuth so we decided to decorate their driveway with Vipers on our way out of town. They were amazed as one Viper after another completely filled their long driveway. Our friend Jeff is a car guy and he was delighted to show us around his property including his huge garage with a couple of nice old Buicks.

I want to thank Bob and Sandi White for helping me organize this cruise. They drove the route a few days earlier to pick out the perfect roads and they printed detailed maps for everyone. Sandi also contacted the Bavarian Inn to make the arrangements for us to use the private room. I would also like to thank Jason and Fawn McHenry who drove all the way over from Portland MI to spend the day with us.

This was such a popular outing that we’ll definitely make this an official club event and add it to the MCVO calendar next year.



September and October

Cruise Nights

Maureen Hackney



Our September cruise night was held at Gilbert's in St. Clair Shores. While we had only a small turn out that night of 16 members, there was still lots of conversation, some great food and fun times. As always we are looking for a spot to hold a cruise night. If you have any ideas, just email the Board and we will take it from there.

Our October cruise night took us back to one of our favorite spots, 5 Tavern in Bloomfield Hills. They take very good care of us there with our own room, and reserved parking. With 30 in attendance and an awesome line of Vipers out front including a new ACR, it was a great night. Anytime we can all get together, fun just happens. My husband always says you could put us all in a large cardboard box and we would have a good time!



The SUV parked so closely that Larry Kocovski had to use the passenger door in order to get into his car.



Editor's photo picks



Rappaport's Gen 1



Steve & Sue Nelson's
Steel Grey Beauty!



Lost in the crowd: Mike Kelly, Bob & Sandi White, Herb Helbig, Mike Stephens

Occasionally Snake Bites will issue a companion E-Edition to the hard copy newsletter containing spotlighted articles, electronic links for the club and links which are referenced in the hard copy edition.

WOW!

Watch your in-boxes for this newsletter's E-Edition containing Bob Swartz wonderful article about "Viper Days II" with Skip Thomas and NARRA at Virginia International Raceway as well as the links for supplies to the Front/Rear Camera mod. found on page 5.

Volume 21 E-Edition Issue 1

FREE

COMING TO YOUR IN-BOX SOON!
More Viper Club news
Offer good for MCVO members only



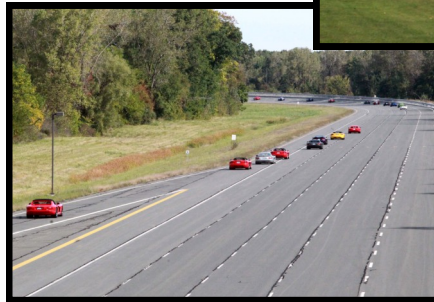
Chelsea Proving Grounds Autocross

Sam Milana

On September 20th, we held our annual Chelsea Proving Grounds Autocross and just like last year we were blessed with an amazing late summer day with partly sunny skies and comfortable 70 degree weather. I want to thank our members who took the time out of their busy schedules to help me set up on Saturday: Jim Bielenda, Zach Thompson, Ed Gatt, John Began, Bill Corbit, Ken Nowak, Bob White, Mike Kelly, Rick Jakacki, Garry Tripp, Pat Combs, and Wil Thorne.

A big thank you to Maureen Hackney for making an awesome macaroni salad and for delivery/set-up of the food. Thanks go out to Frank Berle for manning the BBQ between runs and to all the members who helped clean up at the end of the day. It sure goes fast when everybody chips in.

This year's course was long and challenging with a fast straightaway at the end that directed you to the half oval cool-down loop and back to the paddock. We had 25 Vipers with a total of 28 drivers.



Classification winners:

Gen I – Ed Gatt - 77.942

Gen II – Stephen Tripp – 77.780

Gen II w/ABS – Jerry Carrico – 78.541

Gen III – Pat Combs – 74.510

Gen IV – Zach Thompson – 74.126

Gen V – John Wright – 76.926

Fastest Time of the Day – Ralph Gilles – 71.691

Fastest Female Driver – Rhonda Wright – 81.385



Your editors had to choose Autocross pictures for this issue, not an easy task as there are many excellent ones taken by Jim Bielenda, Jason Pontello, and Gary Rappaport. Add to the dilemma, there were far more participants/cars than space allowed. The common theme below is burning rubber—enjoy! *Ann & Gary*





Women-Autocross-Vipers!

On September 20th MCVO held the annual Autocross at Chrysler's Chelsea Proving Grounds. This is a special location MCVO has been able to offer members. If you have considered attending, please do it's a GAS!

♦ ♦ ♦ ♦ ♦

September brought my 2nd trip to the Chelsea Autocross but included a special surprise this time – I was able to drive the Viper on the 2.5 high-bank oval – what a thrill!!! John and others have talked about the excitement of being on a track that has seen cars hit over 200 mph, but driving a car that could actually do it was exhilarating! I learned you really have to experience it to get the whole feeling.

We left the oval and went right back to the autocross track. It was apparent how much time and effort had been spent organizing this fun event so thank you to all who volunteered their time!

It was great to see so many models/years and colors of Viper represented, including

not being the only female driver. Ann TORE IT UP in her hot-red Viper, while Gary enjoyed the other family snake, their Gen 2 GTS! Seems like the only problem with owning 2 Vipers would be deciding which one to drive!

The autocross was really well organized and structured for drivers of all levels, from a novice like me who needed to start slow and gradually build up to the rockets driven by Zach and Ralph! Wow – they really showed us all just what our cars can do!!

I would highly recommend EVERY MCVO member/owner to try next year's autocross, ESPECIALLY the ladies! Where else can you drive a world class supercar to its potential on a small race track without worrying about damaging the car or yourself??!! As a mother of 3, I can tell you that next to a nice glass of red wine in the evening, I may have just found my second favorite way to relieve stress.. ;o) Mark your calendar for next year ladies – I PROMISE YOU WON'T BE SORRY!

Rhonda Wright

♦ ♦ ♦ ♦ ♦

Something Ronda and I have experienced is the nervousness of driving in a traditionally male event. In past Autocross events women have driven, but it was hit or miss if you wanted to drive and know another woman would as well.

From my personal experience my concern was completely, and totally unnecessary. I've attended the Alfa Romeo Autocross and it was no different. In fact 3 senior Viper Team members were waiting for me after each run with tips and suggestions for better technique. In the end we all had a really good time, forged friendships and had a lot of laughs. I think the most memorable tip I got that day was from Herb Helbig "Ann you should really keep both hands on the wheel.....all the time". I didn't tell him that a time or two I had no hands on the wheel!

This year Ronda came and handled her beautiful white with Gun Metal stripe Viper like a pro. I have gotten to know someone and made a new friend in the club. We look forward to sharing fu-

ture MCVO activities together.

We'd love to see the MCVO 2016 Autocross have a record number of women drivers. Wouldn't it be a change if the guys had to wait to get onto the course because women were out there buzzing around and having a blast?

If you think "that looks like fun, but I'd be the slowest or run cones over" this is your chance to boldly grab the keys and burn some rubber. Think of your Viper like a Dodge Caravan, that you're on Woodward Ave and have had enough with the slow traffic.

It's not that much different, hit the gas, use the brakes, watch the road ahead of you, and don't hit pedestrians.

Best of all no tickets are issued!

Ann Rappaport





Fall Wine Country Tour

Frank and Kim Berle

September 11th was the first beautiful day for the semi-annual MCVO Wine Tour.

This year we returned to Boyne City as requested by many from the 2013 event. The small town on Lake Charlevoix is a great place to host our fun weekend. We stayed at the Waterstreet Inn again. It's a wonderful condo complex on Lake Charlevoix. The people that run it are very accommodating and were happy to have us back. When we arrived at the condo we saw a 2016 ACR Extreme parked on the grass at the condo! What a great surprise! Thanks to Mark Malmstead and Tim Kuniskis for providing us with this beautiful car to dream about and drool over all weekend!

Friday night we walked to the new Northern Table restaurant for dinner, drinks and an auction of this year's crystal trophy. While Frank was in the middle of trying his hardest to auction off the trophy, a "real" auctioneer stepped up and took over. He really got the crowd going! It was a big surprise to

all of us and was the talk of the evening. The food and atmosphere were great and some of the group stayed after dinner to continue the party. It was a great evening

Saturday was a sunny day for a drive to our first winery. This area of northern Michigan has some great roads with beautiful scenery and not a lot of traffic. Crooked Vine is a small winery in Alanson MI that offers wonderful wines and views. After parking and lots of picture taking, owners Geoff and Gail Frey split us up into two groups to tell us about their vineyard while we tasted several of their wines. The stories behind each wine and the labels on each bottle were very interesting! Soon our lunch arrived and was set up in the winery. Julianne Tomatoes of Petoskey catered our lunch and it was delicious! There were picnic and other small tables outside which allowed us to enjoy the beautiful scenery while we had lunch. Thanks to Geoff and Gail for having us!

Even though some would have liked to sit at Crooked Vine for the remainder of the day, we headed to our next winery.

Petoskey Farms is another small winery on a back road in Petoskey. Owners Andy and Tracie Roush had a dream of owning their own winery. They bought the 22 acres in 2012 and opened the doors in June of 2014. Their winery also offers beautiful views, wonderful wines and cider. They have a nice outdoor porch where you can relax and enjoy a glass of wine while looking at the views! Thanks to Andy and Tracie for having us at your winery!

Our next stop was Mackinaw Trail Winery. We have visited this winery before but they've added a brewery so we thought we should stop for a quick taste of what's on tap. After everyone got their taste of either beer or wine and a few purchases were made, we headed back to the condo to relax before dinner.

We walked to the Café Sante restaurant. Manager Don Ryde sat most of us on the patio with a few people sitting inside where it was much quieter! The food and service was fantastic! It's not a large restaurant so to accommodate 45 people for dinner says something very positive about that establishment.

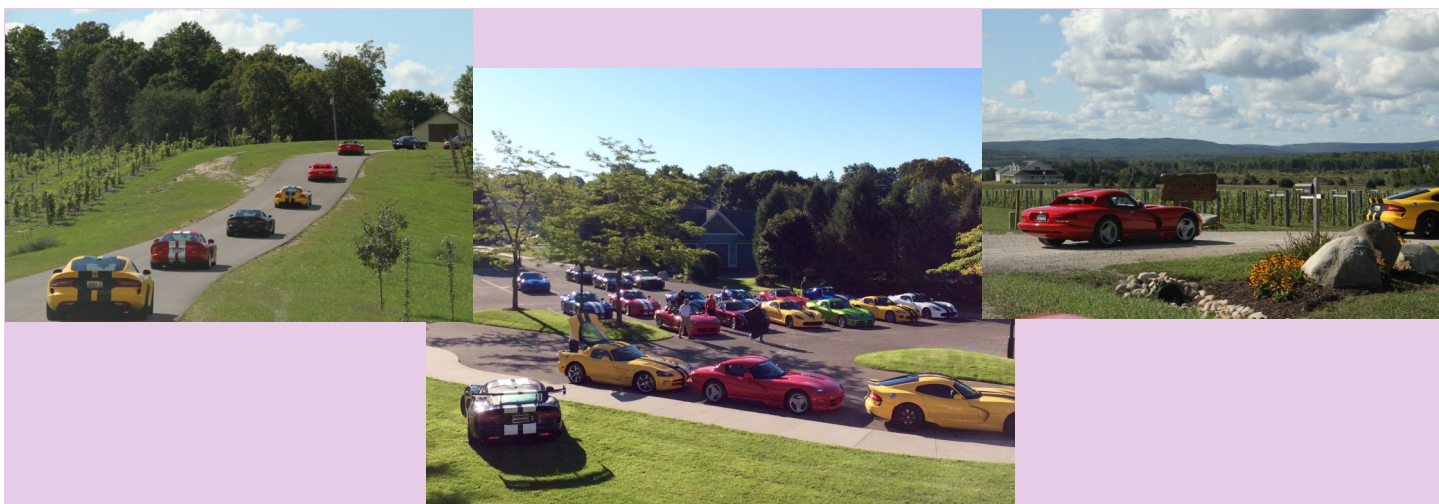
After we walked back to the condo for the rest of our evening. Parties got started in several rooms and you could hear laughter just about anywhere you went! I'm not sure what time the last party ended but it seemed like everyone was having a great time!



Sunday morning we packed up and headed to brunch at the Somerset Pointe Yacht Club. We were a little early but the servers did a great job of setting up our delicious buffet. There was a wide variety of tasty food to eat while enjoying the views of Lake Charlevoix and the marina. The staff was very friendly and easy to work with. We thank everyone for having us again this year and look forward to going there in the future.

After brunch the Wine Tour came to an end and most of our group headed on their long drive home. We want to thank everyone that joined us for our Wine Tour weekend and hope you had as much fun as we did!





What do you do when the weather is sunny and 76 degrees during the first week of November in Michigan?

Sam Milana



If you're a MCVO member, you plan a Bonus Cruise! That's exactly what we did and it turned out to be one the most attended cruise nights of the year. With a near summer forecast for Nov 4th and no salt on the roads, the Viper Gods had delivered quite an opportunity.

Our monthly cruise nights are always the third Wednesday of the month, but every once in a while a beautiful day pops up and an extra cruise can be added.

Cindy, the manager at the Utica Red Ox was quick to work out the details.

MCVO has had cruise nights there in the past and they were very excited for us to return. We expected approximately 6 - 8 cars and maybe 20 people. To our surprise we had 19 Vipers show up and 36 MCVO members!

Reserved parking was extended to accommodate the additional cars and more tables added in the dining room. It was nice to see two of our newest members attend: Dave Dziekan with his red 1996 RT/10 Roadster and Larry Kocovski with his amazing white 2016 ACR. This was also the first opportunity for Tim and Donna Sutherland to show off their beautiful 2016 "1 of 1" Viper. Who would of thought that in Michigan the weather would be so mild and dry in November?



Packard Proving Grounds Open House

Gary Rappaport

Sunday, October 18 was a cold sunny day, with a high of about 50°. I was perusing the *Cruis'News* and saw a small entry for the Open House at the Packard Proving Grounds. Various car clubs will hold events there, but I had never attended any functions there, myself.

On a whim, I decided to take my coupe for a nice drive and swing by the show. You can imagine my surprise when I arrived to find hundreds of classic cars, lined up throughout the grounds. There was something there for everyone to see, from antiques to rat rods. This was the actual Proving Grounds for the Packard Motor Company during their heyday and is now being restored to its former glory. I didn't know much about the car and company, but was impressed by the sheer size of the show, the Packard vehicles on display, and the beautiful buildings.

After the show, I began to research the company and Proving Grounds and found some interesting facts. The renowned architect Albert Kahn had designed many of the factory buildings for Packard, so it was logical he design the buildings at the Proving Grounds. His brother, Julius, was known for being one of the first to use concrete reinforced with metal rods. The Tudor Revival lodge building also had garage space for eight

cars, plus dormitory rooms for visiting engineers. The garage building contained experimental and engineering laboratories allowing the testing of engines, chassis, electrical components, fuels, and lubricants under a variety of conditions.

Opened in 1928, Packard operated the Proving Grounds until 1956 when dire finances forced them consolidate.

Noteworthy events:

1927 – Leon Duray sets world speed record at Proving Grounds

1929 – Charles Lindbergh flies Packard-powered plane from Proving Grounds

1942 – Chrysler leases Proving Grounds for World War II military testing

1953 – Universal International studios leases the Proving Grounds to make movies

1954 – High speed endurance was run on Proving Grounds track, which consisted of a non-stop high-speed run of 25,000 miles

I could go on but if you're a car buff, you need to go see this landmark for yourself. Next time there is an open house or car show, I strongly recommend, you take your snake, and immerse yourself in history, right in your own backyard.



Holiday “BLING” Party

Maureen Hackney

This year's theme for our Holiday Party was “Holiday Bling” and our members took it to another level. From a green shiny jacket with ornaments, to a couple decked out in purple bling even down to the shoes, a sport coat with shiny lapels, pants with bling and every piece of jewelry she owned, to a Christmas suit complete with light up shoes and hat to eyelashes with jewels and lots of others, it was a “blinged” out night!

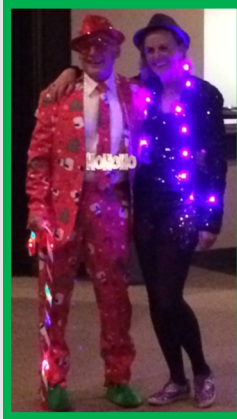
We had 48 in attendance and enjoyed an array of appetizers consisting of glazed sausages, chicken tenders, meatballs, shrimp, rolled sandwiches, crackers with cheese and spinach dip to a dessert table, no one left hungry!

Our prizes for the best bling female went to Joanne Gray and best bling male went to Ken Krupansky. They each received a bottle of champagne (what goes better with bling!) and a \$25 gift card. We drew for the winners of the centerpieces which consisted of a wicker snowman hat holding a poinsettia and a Santa hat.

Gary Rappaport also brought us some Cruis'News magazines, bumper stickers, one year subscriptions to the magazine courtesy of Cruis'News and DVD's of the 2015

Dream Cruise Woodward event which we raffled off.

The evening ended with lots of hugs and wishes for a Merry Christmas and Happy New Year. I hope everyone has a wonderful Christmas, Hanukah and New Year and we all look forward to 2016.



Don't miss the biggest Viper party on the planet as we head to New Orleans on May 11-14, 2016, for 4 days of Viper partying and fun! Dodge is on board with us, and will be providing thrill rides in the ACR and Hellcat, a Viper simulator, SRT engineer roundtable discussions, and more! And of course, you'll have a better than 1/1000 chance to win a brand new 2016 Viper!

(Better than 1/500 if you bring your spouse!)

The Ohio Viper Club is planning a convoy to and from NEV2.

If you are interested please

contact :

Jason / Stretch at

Jason.Mattinson@gmail.com

A special thank you to Cari Lambert for her beautiful photos from the Wine
Tour and those featured on the front and back cover

Additional photos provided by Sam Milana, Steve Nelson & Ann Rappaport



MOTOR CITY



VIPER OWNERS

Following is the companion E-Edition to our printed newsletter

In order to include all the articles, pictures and club news a special E-Edition (electronic) was created.



In this issue we are able to focus on a great driving experience all club members should take advantage of if possible.



A special thank you

BOB SWARTZ

for taking the time to write this up and collect the photos.

Also Rick Jakacki for sending in additional photos.

Some of the photos were taken with cell phones and may lack some quality, but in the end if there's a MCVO member, a Viper and smoke or water flying off the tires then we are more than happy to publish them!

Snake Bites

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“Viper Days II” with Skip Thomas &
NARRA at Virginia International Raceway

Gen 3/4 camera supply links

Volume 21 E-Edition Issue 1

More Viper News from MCVO





In the current print issue, Rick Jakacki, shared his solution to parking his car in tight spaces and being able to see clearly while backing up. These are the links to purchase everything for this Front & Rear Camera Gen 3/4 mod.

[System](#)

[12v Power Supply](#)

[Extra Camera/transmitter](#)

[Rear Camera](#)



Please refer to page 5 of Volume 21 Issue 1 (hard copy) for complete directions of this useful and inexpensive mod.



“Viper Days II” with Skip Thomas and NARRA at Virginia International Raceway

Bob Swartz

Photos: Rick Jakacki and Bob Swartz

Executive Summary (you may translate some of the “F” words as you see fit):

The car was FREAKING AWESOME !!
The track was FREAKING AWESOME !!
The program was FREAKING AWESOME !!
The training was FREAKING AWESOME !!
The weekend was FREAKING AWESOME !!
The whole trip was FREAKING AWESOME !!

More than that, and there will be a temptation to use stronger language, at least that’s all totally true for a couple of down-to-earth MCVO guys, Bob Swartz and Rick Jakacki with our experience this past June.



Additional information about North American Road Racing Association (NARRA), the Skip Thomas “Viper Days II” activities and other scheduled events can be found here: [Narra on Facebook](#)

This “DMS” (Dodge Motor Sports) series is kind of a club racer thing. With its relaxed schedule and street car classes most anybody can participate and it’s ideal for all Vipers. It’s sanctioned by NARRA (North American Road Racing Association) and includes “performance drivers education” class, which can be a stepping stone to the actual racing.

Viper Days is first and foremost a training school to enhance the owner/drivers’ skills with a particular emphasis on safety of both the people and machines. Believe me, performance doesn’t suffer as a price for

safety. At least not where Vipers are concerned.

Some of the names you may recognize from NARRA coverage are Justin Price and Paul Koczur who moved from our student group to the TT class. You might remember Paul from some track days at Waterford Hills and Gingerman. Anyway, “TT” means “time trials”. Classes are ranked according to ability of the car and driver, like bracket racing in drag races. New drivers usually start out in TT3, but our fellow students got approval for the move to TT. Other than asking to give it a try, it’s usually not the official process. That’s not to say the sanctioning is loose, but rather the whole process is open and focused on drivers improving their skills and having opportunities to improve as much as they want and can accomplish.

Viper Days blends short class sessions of 20-minutes with similar times on the track. These are really intense so Skip keeps them well focused; not too much at one time so he can drive home his points. Another feature to keep the classes fresh, fast, and valuable is the Driver’s Manual is furnished in advance to all the attendees. It is really helpful with its good tips, descriptions and strategies that us Viper folks can easily put to use.



At the end of the first class session before we proceeded to the Skid Pad, Skip made the announcement, ‘suck it up, your Vipers are going to get dirty’ which they did thanks to the irrigation sprinklers and a tight circle of orange cones. The whole object of the skid pad is to get the feel of the car as it starts to spin-out from ever increasing speed and power. Then, how to regain control while maintaining as much speed as you can. On Gen V’s it’s necessary to turn off all electronic nannies and anti-skid controls to fully experience the cars behavior. Several folks didn’t know how to do this but that was quickly remedied. After just a few short sessions of almost dizziness many of us were getting the car to “drift” for

significant amounts of time. This was reinforced by the courage of Skip Thomas and Jon Brobst (of Parts Rack) as they coached us from the center of the circle. “More power, more speed, more power, that’s good, try it again”. From there it was back to the class setting for another session (that always started on time!) and then out to our first TRACK session.

As you can expect, the first outing on the 3.26 mile long “Big Track” at VIR was; you guessed it, FREAKING awesome! (Of course I gave you some hints about that earlier). In all truth the first laps were more of a parade than race-like speeds. Indeed, we needed to get to know the track layout as well as how our cars felt. We also learned the routine of the “leader follower” technique which has 3 or 4 students’ line up behind an experienced racer/trainer. On each lap, exiting out of the “Oak Tree” hairpin turn onto the straight away the front student would hold to the right allowing the next





student and the rest of the pack to pass and move up on the leader. That way we each got to closely follow the leader and observe and copy their line and moves. This relaxed pace in the first session served to build familiarity with the track and set the pattern for the rest of the weekend. Our next class session was to get more serious and focused on those driving, handling, and track characteristics we were experiencing.

The way to summarize how Skip Thomas and our racer/trainers handled things is based on experience they have a great knack for knowing the issues and which lessons we could learn in one class/track cycle. Examples would be; our

seating position in the car. While not comfortable, but secure, steady, and ready for whatever happens. Hand position on the wheel; WHAT to look for in the corners (no technical jargon that assumed we all knew the terms and what they looked like at speed, among others). Further, they would continue to hammer in the very basic issues like: keep your head and eye focus point up, pick some landmarks you'll remember in turns and hills, and how you exit the turns. We also got exposed to some new and more detailed concepts ranging from corner apex to what the steering wheel and car feel like as our speed increases.

Once our initial track session was complete, that pattern continued throughout the weekend getting more FREAKING awesome and intense each time. We did get to experience a couple of exceptions. First was an extra "parade session" on Saturday at noon. It was a chance to carry a passenger with us as several of the participants had friends or significant others along for the weekend as well as give us a little more relaxed seat time in our short VIR careers. I'm guessing that since it was "just a parade session" of a few laps, John B borrowed a Chrysler 300 to use as the lead car for the first group which also set the overall pace. Talking to him afterwards didn't clarify any specific reason, but each turn and each lap seemed to go at a noticeably quicker. By the end of our "parade session" we had gone from relaxed tourists to smiling pilots of supercars! The poor 300's brakes were smokin' at the end!!! True, thanks to the 300's modest power the trip up the main straightaway was kind of pokey, but otherwise we were flyin'! There were some seriously squished passenger side grab bars too.



The other exception started on Sunday's 3rd from the last session. For those runs somebody decided to separate us students so that cars/drivers of somewhat similar performance would be grouped together. What it really boiled down to was putting the Gen IV and V cars together, must be that the higher HP and torque could not be denied. Anyway, from those laps and a little pit lane discussion some of us grouped ourselves together for the upcoming 2nd to last track session.

That brought us to an interesting coincidence of events. First, the 4 of us had noticed that we were very similar in the way we were keeping up with our racer/trainer. So we made sure we would be together, besides that and unbeknown to us our racer/trainer was going to be Richard Sewell. He runs in TT1 class and gave us a FREAKING GREAT run with some serious speed. He just kept kicking it up a notch going faster and faster at each turn. The Pirelli's were screamin' and the big Viper V-10 was barkin' this time for sure. When we got back to the pits, we couldn't get to Richard's spot fast enough as we were jumping up and down with excitement. We were now getting to some serious racing speeds with no shortage of goose bumps and adrenaline flowing! He said he was really glad that we liked it and told him. He said he had been worried that he might not do a good job since this was his FIRST TIME doing the "leader thing". He said he just kept kicking up the speed as long as we could keep up with him. Now that was a big Woo Hoo!



For the last run our little ad hoc group stayed together and we definitely requested Richard and a couple of other "students" who we felt were similar to our abilities. Then we were off! Being in one of the faster groups though had us catching up to other groups and no passing was allowed. But that run was even faster, holy

track. The chicane seemed to just straighten out thanks to a couple quick tweaks of the steering wheel, and I even hit the Rev limiter on a couple short straights. We rocketed up the main straight (Richard said he topped out at 165 mph just in front of me) but I was way toooooo busy to look at my speedo. I know I hit the rev limit in 4th and was getting a good run into 5th. Oh Baby!! It felt like we were going airborne just before we had to jump on the brakes for the mild corners approaching the tight “roller coaster” series of corners. A few of our fellow students had transponders and were getting 2:45ish times. That stacks up pretty well to what the folks in the TT3 class were doing so we were close to real racing speeds and nothing to be too awfully ashamed (humble?) about.



Good Gosh! This is an adrenaline rush just writing this. Do I look a little flushed? Whew! Anyhoo, other tidbits from our experience included; Richard’s wife, Beth, is also a TT racer. Richard is 6’ 7” tall so he has modified the floor-pan of his car to permit him to fit it better. Sewell’s are from Texas (you might have noticed their names in a recent VOA article); and are the most likable, fun-loving, personable, enjoys most everything in life type of people and obviously loves his Vipers and racing passionately!



Oh one other tidbit; one of the participants in their early Gen car got a, thankfully safe, refresher course on one of Skip’s Viper specific lessons. Skip had told us of a concern to beware of on early Gen cars with regards to the composite power steering pump pulley and that the Archer Racing folks were at the track and could provide the updated parts and technicians to replace it before anything happened. Yup, on Sunday morning the early Gen Viper while being right in front of me was entering the “roller coaster” corners when I saw a puff of smoke, followed by a little pop of orange flame that came from under his car. Just that fast he was off into the weeds. Again, nothing damaged except ego, lap times, and a pulley. Within an hour the Archer folks had a new aluminum pulley in place and the car back on the track, better than before the agricultural side trip.

The weekend concluded with a little “Graduation Ceremony” in the classroom and everybody’s smiling faces (including MCVO members Rick Jakacki and Bob Swartz) have now been published in the VOA magazine, “Viper Quarterly” along with some more beautiful car and track photos. Did I mention this experience was Freaking Awesome?

If you EVER get the chance to join in on a Viper Days experience, I highly recommend it for the lessons, the friendships, and the thrills of our cars on the track - they were born for it and they love to RUN!

Yours in FREAKING AWESOME CARS,

Bob & Rick



Here's one more of me on the skid pad. Nice cause it shows some speed, sprinklers, Jon B in the center, & Maurice in the background taking his



It's the Timing Tower at VIR and where our "classes" were held. The nice car in the pic is a '13 Viper. Also, there's a grocery getter McLaren in the background ;)

