

THE OFFICIAL PUBLICATION OF THE DES MOINES VALLEY REGION • SPORTS CAR CLUB OF AMERICA

DRIFTING

DMVR
DES MOINES VALLEY REGION INC.
SPORTS CAR CLUB OF AMERICA

I DRIFTED OVER TO CHICAGO...

by Rick Talbot

I just returned last night from a short overnight/day trip to Chicago and a visit to the monumental Chicago Auto Show (www.chicagoautoshow.com).



Rick Talbot in the new Corvette C6 Convertible

It's an annual show each February that follows the L.A. and Detroit shows and is an opportunity to see the full line-up of vehicles from all manufacturers selling in the U.S.

You're also treated to a selection of concept cars, custom vehicles and a vendor area... where we saw that the Chicago Region SCCA had a large display of road race, solo and rally cars.

Dick Bennett and I accompanied a mutual friend for the 6+ hour drive over and back, and spent about 5 hours at McCormick Place where the auto show is held each year. If you've not previously been to McCormick, it is HUGE with a floor display area I'm guessing about the size of 6-8 football fields full of cars and displays.

This year's most interesting display was that done by Jeep. They built inside the venue a demonstration track to showcase the off-road capabilities of their full line-up

of vehicles. The Jeeps were driven through water features and up a three-story hill to demonstrate approach/descend angles and overall prowess. The visitors in line for those demo rides numbered in the hundreds and we didn't spend the time, but it was sure something to see.

Each of us had our favorite brands to check out during the day. I had my photo taken in a new Corvette C6 convertible (but don't tell Kathy!)... but I have little fear I'll have the means to get any closer than that digital photo anyway. We sat in a number of vehicles, took photos of others and overall had a very good time. Hey, how can you lose spending "quality time" with fellow car nuts looking at cars!

Since this show is an annual affair and, conveniently running over the Valentines Day celebration... I wonder if a larger number of DMVR folks/significant others, etc. would be interested in a trip next year? Driving route is straightforward... I-80 to I-55 to Chicago's McCormick Place. And underground or nearby flat look parking with shuttle service is readily available at McCormick. For the price of a \$10 entry ticket and \$16 parking, you can see everything the U.S. auto market has to offer now, as well as get a glimpse of the future.

Think about it. Perhaps we can get a group together for next year.

REPORT

by Jennifer Igou

It's like the calm before the storm... are you ready for it? The season we've all been waiting for is finally here... spring! Boy do we have a full schedule for you to get out and dust off the cobwebs. Hopefully our workers, autocrossers and drivers have started to re-hone their skills of keeping cars on course, avoiding orange and protecting those new winter paint jobs!

As I write this, we're approaching our first Solo event of the season. Jon Payne and Chris Paris are the Event Chiefs and will be conducting an SCCA-only Test-n-Tune on March 25, followed by our first DMVR Championship Event of the season on March 26, all taking place at Sandpiper Recreation Area in Saylorville. We're doing things a little differently this year, so please come out and let us know what you think. Later on in this issue, you will be able to see some of the ideas that are being implemented. If you have more ideas, please let Jon or Mike know!

The April 22/23, R/N/IT Tour event, Spring Run, is being planned at Mid-America Motorplex by Race Chairs

Marina Kraft and myself. We've been busy making sure the event runs smoothly and everyone has a good time. I know our local Spec Miata drivers are already taking bets who will come home with the first National 1st place trophy for SM at MAM. Who do you think it will be? I know I have my favorite.

Finally, I need to stress this again – we need volunteers to help. Help with what you ask?

We need someone to step up and lead a group of volunteers that will be planning DMVR's 50th Anniversary celebration in 2008. If you would like to do that, please let the BoD know. We need volunteers who want to be a Race Chair at the events at MAM. Let Marina or I know if you're interested. We need workers! Let Monica Shaw, our MVRG worker coordinator, know if you want to see the action up close. And the list could go on. Bottom line, please come out and participate!

See you at the races!
Jennifer

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MEETING NOTICE

MEMBERSHIP MEETINGS FIRST TUESDAY OF THE MONTH, 7:30 P.M.

at Noah's Ark Restaurant, 2400 Ingersoll Ave, Des Moines

BOARD MEETINGS THIRD TUESDAY OF THE MONTH, 7:30 P.M.

at Autographs, Urbandale, IA
(northwest corner of 100th St and Douglas Ave)

ALL MEMBERS WELCOME AT ALL MEETINGS!

FLAGGING AND COMMUNICATIONS

by Frank Safranek

When Patt asked me to write an article about Flagging and Communications, I tried to decide what to write about. Since most people know the basic mechanics of working turns, I thought I would try a slightly different approach.

People who work Flagging and Communications use a variety of names – corner workers, observers and marshals are fairly synonymous. Their duties are varied, including flagging, first response and communications, but the commitment to safe racing is the same by any name.

My very first day working a turn was the day after my first driver's school at Hallett Motor Racing Circuit in March 1992. The chief instructor had all first-time students work a turn in an effort to complement the weekend's experience from both a driver's and a worker's perspective. We would spend Saturday strapped in a car learning how to interpret and react to a completely new kind of sign language, and Sunday learning how to "speak" in this language to the drivers from the workers' bunker, all via a host of different colored flags and hand signals.

When I first arrived on corner, the workers had already got the corner station prepared for the day – fire bottles had been placed in strategic positions around the station, flags had been arranged inside the bunker, communications equipment was in place, and the station had checked in with race control.

After brief introductions, my corner captain asked me what I had been driving in the school sessions. I identified my car as the black and blue AS Mustang. His next question was to ask what I had been leaking during the afternoon sessions. When I

answered "antifreeze", he quickly responded with a nod and a remark that this explained a lot. My curiosity was piqued and I asked what he meant by that comment. His explanation was that he had held up the surface condition flag after I had passed his station, but that the first and second drivers through the corner after me had not believed him. Finally, with two cars having now slid off the track, the third driver finally paid attention to the flag. This was my first indication of just how important a role the corner workers could play in a driver's successful completion of a race. In fact, I was about to learn just how much corner workers know about correctly driving a race car around a track – in one day a driver has 20 or 30 opportunities to learn a turn, but workers observe every driver and every car navigating that same turn.

After a brief rundown of how each flag is used (and what it means from the "speaker" side of the track), we discussed rudimentary hand signals such as "ambulance," "fire," "driver okay", "flat tow" and "tilt bed." It was further explained that by holding up a fire bottle and shaking it, workers are indicating, in the only way they know, that a quick stop at a station is probably in order due to the

fact that some part of your vehicle is on fire. I realized this was information I would never find in the GCR, and by the end of the day I was amazed at how much I had learned that would help me both in being a good driver and a good worker. I'd never realized that this "flag language" could indicate to a driver potential hazards impossible to see with the naked eye, that the ferocity of a waved flag could indicate the severity of an upcoming obstacle, and that certain signals could indicate dangers that were both behind and in front of the driver. Initial impressions can sometimes be difficult to change, but one day confirmed to me that these people who spent all day standing outside in all kinds of weather to make it safer for drivers they don't even know were more than candidates for a skit on Monty Python's Flying Circus. They were in many ways a driver's eyes and ears around the track. I knew I would be back on corner whenever possible.

There are several types of specialties within a corner crew, starting with the captain. Although you will rarely see enough workers at a station during a club racing weekend to allow this, the captain is supposed to keep out of the corner work rotation and oversee

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PHOTO BY MONICA SHAW

Anne Wenzel uses hand signals to communicate with cross-track safety workers.

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the rest of the workers. There are two positions for flagging. The yellow flagger works with his back to traffic and generally handles only yellow flags, the indicators of incidents on a station's designated part of the track. The blue flagger is the eyes in the back of the yellow flagger's head, working the "upstream" (facing traffic) position. The blue flagger has many duties and can often be required to handle all flags except the yellow. The role of the communicator can be included with one of the flag positions, and often is when there are too few of workers to allow three or more per station. The communicator is responsible for talking with race control, keeping other corners and specialty workers informed of what is happening at his station, and conversely informing the workers at his station of conditions at other stations around the track. Although there are many rules incorporated into each of these positions, there are always people around who will be happy to teach you anything you need to know.

One of the best "perks" of working corners is the opportunity to work professional races. Few other specialties can offer this

same opportunity, as most scrutineers, registrars, timers, etc. are hired by the track or the sanctioning body. SCCA-trained corner workers, however, are the workers all sanctioning bodies in the United States turn to when they need to man corners at a race track. Once a person has worked corners long enough to be proficient, the advancement to Divisional and National license status can open doors to the best racing in the world. I have been lucky enough to work professional races at seven different tracks and street courses throughout the United States (and at Brands Hatch in England) for British Touring Car, Trans Am, NASCAR, ALMS, Champ Cars, World Challenge and ASA, to name but a few.

I have continued to work corners whenever the lack of cash or race car allows. The work, which can often be exhilarating and sometimes a little dangerous, tends to create friendships and partnerships that are singularly close. Corner workers know how much they depend on each other, and how much the drivers depend on them, to keep an event safe and enjoyable. The stories told



PHOTO BY STEVE FAIRHURST

Hal Kemrite and Frank Safranek (right) working station 12 at Heartland Park Topeka.

by corner workers around the "campfire" can be both funny and informative (ask me about working with Tim White at Heartland Park Topeka Turn 5 during the NASCAR truck qualifying).

I suggest giving Flagging and Communications a try. You will start building your own list of stories after only one weekend. I promise!

Frank Safranek and his wife Chris first joined Nebraska Region SCCA in July 1989, and put on rallies and solo events for Nebraska Region into the 1990s. Frank holds a National SCCA competition license, racing his #79 Mustang in American Sedan. He has served on the AS Ad-Hoc Committee and as AS Advisory Committee Chairman. He's also served on Nebraska Region's Board of Governors and the MVRG Management Committee, and has served as Race Chair for the MVRG Enduros held in 2004-05 and upcoming for 2006. And, Frank also holds a National F&C license, a Divisional Scrutineer license, and a Crew license. In their spare time, he and wife Chris (also very involved at both the Regional and Divisional levels) have done a lot of recruiting new members to SCCA, and have convinced a number of them that corner working is fun.



PHOTO BY STEVE FAIRHURST

DMVR's Dick Struve and NR Jeff Schweid (foreground) pull a stalled formula car to safety.

SOUND CONTROL

by Mike and Diane Ashbaugh

Sound Control – What is Sound Control?

That is the question we are asked by people when we tell them that we work Sound Control at the Mid-America Motorplex (MAM) race track. They say they've heard of crowd control, but not sound control. And then they ask "Do you have to control how loud the crowd gets?"

We explain that each competitor that is racing is required to keep their car's sound level below 103 decibels in accordance with the General Competition Rules (GCR) and SCCA Sound Control manual. We do this by the use of a Sound Control Level Meter, which meets American National Standards Institute specifications. A microphone is placed 50 feet from the edge of the track pavement, on a tripod 3.5 feet from the ground. This is attached to a cable that is run from the microphone to the sound meter, which is positioned in a vehicle located at a safe distance from the track. Our microphone has yet to be hit by a competitor, but it has come very close.

The sound meter is field calibrated before the race starts and again about every four hours. The sound meter is also sent to the manufacturer on a yearly basis to be calibrated. The ambient temperature, barometer, humidity and wind direction are all recorded before each race. The sound level of each car can vary significantly from morning to afternoon, day-to-day and track-to-track. The competitors are advised to target their sound level at least 2 or 3 decibels under the limit of 103 decibels to allow for weather conditions. If a competitor should reach 103 decibels, a call is made to race control to report each incident.



PHOTO BY PATT BUELL

MVRG Sound Control team: (from left) Diane Ashbaugh, Mike Ashbaugh, Gary Graybill

We try to get at least three sound readings on each car, which is sometimes difficult because of how closely the cars are positioned to one another. The cars need to be at least 50 feet apart to get a good sound reading. The sound readings are posted at hospitality after each race so that the drivers can see what their sound levels are and make any corrections that may be needed.

It can be very busy at times in the sound control vehicle, which is why we like to have three people working sound. At MVRG events at MAM, our current Sound Control team is myself, Mike Ashbaugh, my wife Diane, and Gary Graybill from Nebraska Region.

The Sound Control team is sometimes not the most liked worker team at the track. Hence our nickname – "the Sound Nazis." But our goal is the same as all specialties – to help ensure safe, fun and fair competition for all participants.

Mike and Diane Ashbaugh are Nebraska Region members. Mike joined SCCA in 1978, participating in Solo events and rallies for years. When MVRG first incorporated and needed someone to work Sound Control, Mike stepped up to the plate, taking on duties of Chief of Sound. While involved with Mike and his activities over the years, Diane officially joined SCCA and the Sound Control team herself more recently, a few years ago.



PHOTO BY MIKE ASHBAUGH

Sound Meters

2006 SOLO MEETING

Twenty-five DMVR members gathered at the Chicken Coop restaurant, 1900 Grand Avenue, West Des Moines, on Saturday, February 25, 2006 (1:15 pm) for the 2006 Solo season planning meeting.

Attendees included DMVR Board/staff members Jennifer, Dick, Rick, Fred, Wes, Mike, Jon and Ric. "Senior Solo Citizens (by experience, if not also by age) present were Greg Scharnberg, Jim Touet, Bart Holden, Joe Tharp, Tim Reinhardt, John Haluska, and Chris Bienert. An attendance list was passed around for names and e-mails, along with a separate list of those desiring Solo II Rule Books.

Notes roughly in order of discussion. Please note, these are not meant to be "formal" meeting notes.

Positives:

- Pre-registration helps.
- Waiver signing station at front entrance to site good idea.
- Running in heats helps event operation.

Areas for Improvement:

- Knoxville Site – first year event, dirty surface, not a lot of staging area.
- Marshalltown Kart Track – issues with MIDIV Solo Safety Steward; can DMVR run events there? Jennifer to discuss with new MIDIV SSS Janice Rick (who is also St Louis Regional Executive).
- Competitors don't know their competition; need visible results posting board (4x8 sheet; perhaps to be temp. attached to side of Solo Trailer).
- Equipment – new P/A equipment ordered, new pylons ordered.
- Numbers on cars – for Timing & Scoring and to identify your competition; checked by Tech Inspector; determines run order.

- More focus on Rules/Requirements per Solo Rule Book.
- Event starting time – be consistent, start at advertised time.
- Formal worker positions – discussion of Event Chair, Chiefs of various specialties, including Registration, Tech, Timing & Scoring, Solo Safety Stewards etc.
- Discussions of 2005 multiple Event Chairs who can also compete at events if 4 or 5(?) in that role. Decision made that Event Chair/Co-Chair cannot compete; get max class points (15) and 10 SOTY points. Discussion that some additional SOTY points be earned by Chiefs of various specialties. Chief will get normal points (Class and SOTY), but are allowed to run.
- Need to welcome new people; better job of explaining event operation and expectations of all participants to work. Explain/offer training on various worker assignments – registration, course working, tech inspection, timing and scoring. In essence, a "Chief of Novice competitors."
- Capture work assignment at Registration; if don't work, not allowed to run (vs not just get a time).
- Idea of Worker Chief/Worker Coordinator for Solo events.
- Put on an autocross school; including worker responsibilities.
- Make Driver's Meeting more informative; tendency to gloss over issues familiar to old folks but "new" and perhaps unclear to first time participants. (Rick T. volunteering to re-draft one pager on How a Solo Event Works type of handout.)
- Make identification of Event Chair/Specialty Chiefs more obvious – arm bands a good start but not readily identifiable as to what colors meant.
- "Honor System" for working is DEAD CONCEPT. Must have position of Worker Coordinator who literally assigns

needed worker positions and checks in each worker (aka like that done at DIV and NAT events).

- Need to coordinate how Solo event trailer gets to event site.
- Develop a pool/database of members who have experience in various event roles – Event Chairs, Registration, SSS, Tech Inspectors, Chief of Waivers (sounds like this will become a requirement in 2007).
- "Burnouts" at/around event sites. All take responsibility to identify the guilty, SSS and/or Event Chair, Solo Rules Chair, to counsel, eject from site as required. Safety aspect as well as site use protection aspect.

Assignments for Early Season Solo Events –

Jennifer has list; will be published in DRIFTING with vacancies also noted. Jon P. will be March Event Chair w/ Chris Paris Co-Chair. Rick T. to be Solo Safety Steward.

Key "new" role of Worker Chief –

Morgan Petty volunteered to start this off for the March 26 event. The Worker Chief will be at Registration location to ensure worker sign-up is part of registration.

DMVR Solo Safety Stewards –

Jon P. We need a listing of all our qualified Solo Safety Stewards. To contact National and request same (who will do this?). Greg Scharnberg is still a licensed Solo Safety Instructor.

Discussion of possible Solo Safety Steward School to be held in conjunction with May 20 Test n' Tune day. SSS Instructor needed; either Greg S. or perhaps invite new MIDIV SSS Janice Rick?

Greg S. discussed concept of All-Iowa Solo Series event with suggestion DMVR put on one event at Waterloo. Dates discussed, with first choice selected for Aug 20 and alternate date July 16. Iowa Region has pending contract for site use this season and would likely be entity requesting SCCA sanction, we'd just put on the actual event.

Discussion of increasing social aspect of Solo events; more participation in DMVR

general membership events, such as Night Before State Fair Scavenger Hunt, Not for Labor Day Picnic, dinner at Noah's prior to DMVR Membership Events. Better promotion needed at Solo events. Idea raised of identifying a post Solo event meeting place for those interested in post event socializing, bench racing etc.

Solo School Event –

Discussed replacing May 20th Test n' Tune with Solo School. Tim Reinhardt,

Joe Tharp and John Haluska to begin planning. Need help with budget etc. Need to update DRIFTING and Web site Solo Calendar with this event (instead of Test n' Tune) once details known. Perhaps publicize immediately as no Test n' Tune and tentative Solo School w/ details to come on time, pricing, school content, etc.

Meeting adjourned at approximately 4pm.

SOLO POSITIONS

EVENT CHAIR:

The position of an Event Chair is a SUPERVISOR position. You should not/can not do everything yourself. Delegate!!! All of our Specialty Chiefs are qualified to do their jobs. Your job is to ensure all the chiefs will be there and have what they need to do their jobs. Communication is essential with all these people in the week before the event. Event Chairs are not allowed to participate in the event. Remember that this is a volunteer organization, and people's plans change.

DUTIES OF AN EVENT CHAIR:

- Pick the Chiefs for the event (Tech, Registration, Workers/Waivers).
- Set up and run Timing and equipment.
- Arrange for the trailer to get to the site.
- Design course.
- Set-up/take-down of course.
- Set-up and run PA equipment.
- Hold Drivers Meeting.
- Coordinate with the SSS and Worker Chief on worker station placement.
- Write an article and take pictures for Drifting and the Web site.
- Provides results to Solo Rules Director for posting on Web site and SOTY points application.
- Write an event report for the BoD and MIDIV SSS.
- Assure everyone is in place and everything runs on time.

There will be three appointed Specialty Chiefs for each event. Duties for each specialty are as follows.

CHIEF OF REGISTRATION:

- Will be responsible for the registration of all participants.
- Integrates pre-registrants and enters registrants directly into computer.
- Ensures proper procedures are followed for entry, including, but not limited to, checking drivers license, SCCA member, \$\$, minor waivers, etc.

CHIEF OF TECH:

- Will be responsible for the tech inspection of every vehicle running in the event.
- Ensure that cars are safe per the Solo rules.

CHIEF OF WORKERS:

- Will be responsible for recruiting and ensuring every participant also works.
- Will determine how many workers are needed for every heat, in collaboration with the SSS and Event Chair.
- Responsible for appointing a Chief of Waivers (ensures every participant and spectator signed in on the waiver form).
- Responsible for Grid sheet workers (ensure correct line-up on grid).
- Responsible for Scorers (record times on time sheets).

DMVR SOLO EVENTS APRIL 29-30, 2006

Sandpiper Recreation Area, Saylorville

(Located between the marina and Caseys
outside Polk City. See map/directions on
DMVR Web site, www.dmvrscca.org)

Test n Tune Saturday, April 29, 2006

Registration: 10:00 a.m.
Mandatory Drivers Meeting: 11:30 a.m.
1st Car Off: noon

Entry Fee: \$20.00
25 Entry Maximum – SCCA
Members Only

This is not an autocross and will not
count toward DMVR year-end points.
A simple course will be set up for
practice and car set-up. Timer will
be set up.

Subject to cancellation or
postponement due to inclement
weather. Check the registration page
at www.slateracing.com for any notice
of change.

Regional Points Solo 2 Sunday, April 30, 2006

Registration: 9:00 a.m. – noon
Tech Opens: 9:30 a.m.
Mandatory Drivers Meeting: 10:45 a.m.
1st Car Off: 11:00 a.m.

Entry Fees:
Members – \$20.00
Non-members – \$25.00

Event Chairs: Morgan Petty
Chief of Tech – TBA; Chief of
Workers – Tony Siembieda; Chief of
Waivers – Carol Siembieda; Chief of
Registration – TBA; SSS – TBA

PRE-REGISTRATION RECOMMENDED!

*Help speed up registration time
pre-register online. Less time in registration ... more time for runs!*

Forms and directions at www.slateracing.com/html/event_registration.html.



SEASON PASSES:

- 9 Events, Locks in Vehicle Number, and Trophy Plaque - \$120.00
- 8 Events, Locks in Vehicle Number, and Trophy Plaque - \$110.00
- 7 Events, Locks in Vehicle Number - \$100.00
- 6 Events, Locks in Vehicle Number - \$ 90.00

For more info:

Visit DMVR's Web site at www.dmvrscca.org or contact
Mike Slater – (515) 992-3184; m Slater@worldnet.att.net • Jon – (515) 287-3164; dmvrsolo@mchsi.com

DMVR 06 solo schedule

March 25/26

Test n Tune & DMVR Championship Event, Sandpiper Recreation

- Event Co-Chairs: Jon Payne, Chris Paris
- Chief of Tech: Jim Touet
- Chief of Workers: Morgan Petty
- Chief of Waivers: Carol Siembieda
- Chief of Registration: Mike Slater
- SSS: Rick Talbot

April 29/30

Test n Tune & DMVR Championship Event, Sandpiper Recreation

- Event Chair: Morgan Petty
- Chief of Tech:
- Chief of Workers: Tony Siembieda
- Chief of Waivers: Carol Siembieda
- Chief of Registration:
- SSS:

May 20/21

Solo School & DMVR Championship Event, Sandpiper Recreation

- Event Co-Chairs: Tim Rienhart, Joe Tharpe, John Haluska
- Chief of Tech: Chris Bienert
- Chief of Workers:
- Chief of Waivers: Carol Siembieda
- Chief of Registration:
- SSS: Ric Johnson

June 18

DMVR Championship Event, TBA

- Event Chair:
- Chief of Tech:
- Chief of Workers
- Chief of Waivers: Carol Siembieda
- Chief of Registration:
- SSS:

July 16

DMVR Championship Event, TBA

- Event Chair:
- Chief of Tech:
- Chief of Workers
- Chief of Waivers: Carol Siembieda
- Chief of Registration:
- SSS:

August 20

Iowa Challenge/DMVR Championship Event, Waterloo Greyhound Park

- Event Chairs: Bart Holden, Rick Talbot
- Chief of Tech:
- Chief of Workers: Aaron Lehmer
- Chief of Waivers: Carol Siembieda
- Chief of Registration: Alex Wirth-Cauchon
- SSS: Tim Reinhardt

September 10

DMVR Championship Event, Sandpiper Recreation

- Event Chair: Jim Touet
- Chief of Tech:
- Chief of Workers:
- Chief of Waivers: Carol Siembieda
- Chief of Registration:
- SSS:

October 8

DMVR Championship Event, Sandpiper Recreation

- Event Chair:
- Chief of Tech:
- Chief of Workers
- Chief of Waivers:
- Chief of Registration:
- SSS:

October 29

DMVR Championship Event, Sandpiper Recreation

- Event Chair: Bob Maurer
- Chief of Tech:
- Chief of Workers:
- Chief of Waivers: Carol Siembieda
- Chief of Registration:
- SSS:

BoD Minutes

by Rick Talbot, DMVR Secretary

February 21, 2006, Autographs, Urbandale

The February BOD meeting was called to order at 7:38pm by R.E. Jennifer Igou.

BOD Members Attending: Jennifer Igou, Talbot, Bell, Johnson, Bennett, M. Slater, and Volante. Jon Payne was absent as he was attending a meeting that evening in Ames with representatives of ISU concerning potential use of parking lots for Solo sites later this year. MVRG President Jarrod Igou, MVRG board member Harlan Donaldson and guests Lynn Bell, Nancy Pratt, and Bart

Holden were also present. All DMVR members are welcome at any BOD meeting.

OFFICER REPORTS:

Membership – Ralph Johnson reported a total of 265 members including active, charter and dual members. He had received notice from SCCA of two new out of area members; one from Minnesota and another from Nebraska, and Ralph will follow-up / confirm with SCCA National concerning their membership status.

Secretary – Fred Bell moved that the January regular BOD meeting minutes and the special

February Board Meeting minutes be approved as previously published in February DRIFTING. Dick Bennett seconded the motion and it was passed unanimously.

Asst R.E. – Dick had no report.

Treasurer – Fred Bell discussed current DMVR financial reports previously distributed by e-mail and noted the club had no checks written in the month of January. Fred discussed the internal review / audit guidelines he has written for an independent DMVR

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MVRG SPRING RUN 2006*Regional - National - IT Tour at Mid-America Motorplex • Sponsored by Missouri Valley Race Group***SCHEDULE****FRIDAY, APRIL 21, 2006**

5:00 p.m. – 9:00 p.m. Registration Open

5:00 p.m. – 8:00 p.m. Tech Open

(tech located on North side of concession bldg)

FRIDAY NIGHT IN MIATAVILLE!

Dinner & refreshments in the paddock Friday night hosted by the DMVR drivers and their crews.

*Join us and help kick off the weekend!***SATURDAY, APRIL 22, 2006**

7:00 a.m. – 2:00 p.m. Registration Open

7:00 a.m. – Tech Opens

7:05 a.m. – Race Officials Meeting in Concession Area

8:00 a.m. – 25-minute Regional qualifying / National practice sessions for Groups 1-6; followed by a 15-lap race for Group 1.

Lunch break will be at approximately noon followed by 15-lap races for Groups 2-6.

Worker/Participant Party approximately 30 minutes after the conclusion of competition.

SUNDAY, APRIL 23, 2006

7:00 a.m. – 12:00 p.m. Registration Open

7:00 a.m. – Tech Opens

7:15 a.m. Race Officials Meeting at Concession Area

8:00 a.m. – 20-minute qualifying sessions for Groups 1-6; followed by a 21-lap race for Group 1.

Lunch break will be at approximately noon, followed by 21-lap races for Group 2-5, followed by a 15-lap race for Group 6.

The general public will be admitted to all non-hazardous area, including our paddock area. Please keep safety and security in mind.

RACE GROUPS:

1. EP, GT1, GT2, GT3, AS, T1, SP*
 2. GTL, FP, GP, HP, SRF, Legends*
 3. T2, T3, SSB, SSC, SM
 4. FA, FC, FM, CSR, S2000, FS*, ASR*, CC*, FSCCA*, SRSCCA*
 5. FF, FV, F500, DSR, CF*
 6. ITS*, ITA*, ITB*, ITC*, ITE*, IT7*
- * Denotes Regional Class Only

DRIVERS

For complete driver entry info go to www.dmvrscca.org or www.nrscca.com. Or contact Registrar Kelley Huxtable
5136 SW 110th St., Augusta KS 67010-8485
(316) 775-7627 (before 10 pm please) • Fax (316) 652-8713
kellyhux@yahoo.com

WORKERS

Register now with Worker Coordinator Monica Shaw at mjrjshaw@aol.com, 515-277-4047.

RACE OFFICIALS

Race Chairman..... Marina Kraft (515) 287-5205
Asst. Race Chair..... Jennifer Igou (515) 225-7947
Chief Steward..... Bob Eddy hm (515) 964-3579
..... wk (515) 267-9166
Chairman, SOM..... Buzz Fisher
SOM..... Keith Bowman
..... Duane Rost
..... Bill Johnson
Asst Chief Stewards..... Mike Dickerson
..... Jack Kish
..... Mark Walker
Safety Steward..... Anne Wenzel (Saturday)
..... Ed Smith (Sunday)
Chief Registrar..... Kelley Huxtable (316) 775-7627
Chief Scrutineer..... Chris Safranek
Chief Starter..... Nancy Pratt
Chief Timing & Scorer..... Candy Gerber
Asst. Chief Timing & Scorer..... West Pierce
Chief Paddock Marshal..... Eric Salem (402) 212-6449
Chief Course Marshal..... Kenny Ragan
Chief of Pits..... TBA
Chief of Grid..... Dick Bennett
Chief Sound Control..... Mike Ashbaugh
Chief of Hospitality/Entrant Services..... Judy Eddy
Chief of Flagging & Communication..... Ron Shaw
Chief of Emergency Services..... Kris Mandt
Chief Radio Tech..... Dick Struve
Worker Coordinator..... Monica Shaw (515) 277-4047

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member review of the Club's financial records for 2005. Jennifer will be soliciting DMVR member volunteers to perform the review. Ralph Johnson moved that the Treasurer's report be accepted, Dick Bennett seconded the motion and the motion was passed unanimously.

Racing Competition – Dave Volante discussed the upcoming MIDIV club racing schedule with the first event being in Memphis March 11 & 12th. The annual DMVR competition driver's meeting was held Sunday, February 19 at Dave's house with a good turnout of drivers as well as two of DMVR's Stewards, Jack Kish and Bob Eddy, in attendance. Dave will be looking into the possibility of having a DMVR competition vehicle display later in the year at Porkies to help promote DMVR and upcoming events at Mid-America Motorplex.

Solo – Mike Slater indicated that Jon Payne was meeting that evening with the ISU Formula SAE group to discuss the possibility of DMVR/SAE jointly sponsored Solo events being held at ISU later this year. In addition to Solo events in the spring and fall at Sandpiper Recreation Area, Mike and Jon are working on arranging possible Solo events at Ames, Knoxville and DMACC. The Solo P.A. amplifier has been repaired under warranty. Mike discussed the need for the club to purchase new public address speaker horns. They are available at Radio Shack for approximately \$35.00 each. Mike moved DMVR purchase 4 PA speaker horns. Rick seconded the motion and it was passed unanimously.

Mike asked if in his absence at past meetings the Board had approved purchase of new pylons. The purchase had been approved and Mike will follow-up and place the order.

There was discussion concerning the purchase of Solo II Rule Books for members. The topic was deferred for discussion at the upcoming Solo Meeting to be held 1pm Saturday, February 25th at the Chicken Coop Restaurant in West Des Moines. Mike will be sending out an e-mail reminder to the Solo participant mailing list of the Solo Meeting.

Bart Holden mentioned that Tim Reinhardt was looking into the possibility of holding a DMVR Test n Tune event at Winnebago's location in Forest City.

Race Officials – Wes Krause discussed the recent DRIFTING article that provided an overview of the various race worker specialties. Wes added that we need to be generating

interest now for returning and new race workers for this year's SCCA Runoffs to be held this fall at Heartland Park Topeka.

The MIDIV Crash, Fire, Rescue (CFR) School is to be held Saturday, March 4th in Topeka, followed by an evening worker appreciation party for all those who worked a race at Heartland Park during 2005. Wes mentioned that there was an entry form in the February issue of DRIFTING. Another CFR School will be held March 18th in Central Division at the Milwaukee Mile race facility. Wes has more details for anyone interested.

Wes discussed upcoming MIDIV SCCA races; the first of which is at Memphis, March 11 & 12th.

R.E. Jennifer mentioned that MVRG is looking for some new Race Chairmen for the 2006 racing season at Mid-America Motorplex.

Nancy Pratt updated the Board on the 2005 Worker awards and their cost. Awards consisted of worker recognition plates, 2 new National License holder DMVR jackets, and an appreciation plaque for the WDM Fire Department for hosting the 2005 DMVR CFR School. The plaque for the WDM Fire Department will be presented next week.

Nancy moved and Wes seconded a motion for DMVR to donate \$250.00 to the WDM Fire Department in recognition of their excellent support of the 2005 DMVR CFR School. This issue was previously discussed at the October 2005 Board meeting. The motion passed unanimously.

OLD BUSINESS:

Dick discussed the 2006 DMVR Annual Meeting. The event will be held December 9, 2006, at the Raccoon River Park Nature Lodge. The site has been reserved, and Christiani's will again cater the event. Cost to rent the lodge was stated as \$320.00, and a \$75.00 clean-up fee is also charged.

Jennifer discussed DMVR's upcoming 50th Anniversary that will be early in 2007. The following members have volunteered to serve on the planning committee: Harlan Donaldson, Jean Sharp, Dick Bennett, Bob Eddy, Ric Johnson and Marina Kraft. Any DMVR member is welcome to help plan this significant anniversary in our club's history.

NEW BUSINESS:

Nancy Pratt provided a report of her research into the possibility of DMVR having an on-line store where DMVR logo merchandise could be purchased. This is a follow-up to Ric

Johnson's initial suggestion of a similar site last fall. There was much discussion of the vendor's available merchandise and minimum order requirements. To be of most value to the Region with no inventory risk, it was felt such a site should offer a broad selection of items and allow individuals to order items directly with no DMVR inventory costs. Nancy will be checking with another possible vendor to see if a similar service is available with them.

Dick Bennett led a discussion of possible March and April DMVR membership meeting sites. Due to a recent fire at Noah's, the club's membership meeting will need to be changed for March, and possibly the April meeting. Several locations were discussed and Dick will make the final arrangements. DMVR membership will be advised of the location by e-mail, Web site and special mailing.

Jennifer discussed with the Board an offer by club member Tom Kraft to provide a used bread truck he owns for use by MVRG at Mid-America Motorplex and possibly other DMVR sponsored events. There was much Board discussion concerning the proposed vehicle acquisition by DMVR. The main issue the vehicle would address would be to serve as a MVRG equipment storage and transportation vehicle at MAM. Related to this objective, the Board discussed the possibility of renting a temporary storage container to be kept at MAM during the racing season. This would keep equipment secure and on-site, eliminating pre- and post-race weekend transportation. Jarrod volunteered to speak with MAM official regarding the possibility of MVRG having an on-site trailer during the racing season. Discussion was concluded with the Board voting not to accept Tom's offer of providing the used vehicle due to licensing, maintenance and liability issues. Jennifer will discuss the issue with Tom.

Next Board meeting – Tuesday, March 21st at 7:30pm at Autograph's at the northwest corner of 100th Street and Douglas Avenue in Urbandale.

Meeting was adjourned at 8:59p.m. by R.E. Jennifer Igou.



313 59th Street
Des Moines, IA 50312

CALENDAR OF EVENTS

APRIL

4
MEMBERSHIP MEETING
Des Moines Valley Region
Noah's Ark Restaurant, Des Moines

8-9
REGIONAL / NATIONAL / IT TOUR
Ark Valley Race Group
Hallett Motor Racing Circuit,
Hallett OK

9
TEST & TUNE #1
Iowa Region,
Waterloo Greyhound Park

18
BoD MEETING
Des Moines Valley Region
Autograph's, Urbandale

22-23
REGIONAL / NATIONAL / IT TOUR
Missouri Valley Race Group
Mid-America Motorplex, Glenwood IA

23
POINTS EVENT #1
Iowa Region,
Waterloo Greyhound Park

29
TEST N TUNE
Des Moines Valley Region
Sandpiper Recreation Area,
Saylorville

29-30
MIDIV SOLO SERIES EVENT #1
Kansas City Region,
Truman Sports Complex, Kansas City

30
REGIONAL SOLO 2
Des Moines Valley Region
Sandpiper Recreation Area,
Saylorville

30
RALLCROSS SERIES EVENT #2
Nebraska Region,
Lincoln, (see www.nrscca.com)

MAY
6-7
REGIONAL/ NATIONAL/ IT
St. Louis Region,
Gateway International

7
POINTS EVENT #2
Iowa Region,
Waterloo, Greyhound Park

MVRG CLUB RACING SEASON OPENER:

Regional / National / IT,
April 22-23 @ Mid-
America Motorplex.

Details page 10

TEST N TUNE:

April 29
Sandpiper Recreation
Area. Details page 8

DMVR SOLO EVENT #2:

April 30
Sandpiper Recreation
Area. Details page 8