

# DRIPTING



July 2005

www.dmvrscca.org

## Heavenly Hazel Race Weekend

Heartland Park Topeka, June 4-5, 2005

photos by Steve Fairhurst



Tod Bertram, SRF #7



Jeff Brady, #10 SM / Stu Lehr #45 SM



Tom Kraft, #46 SM / Bart Holden #9 SM



John Martin, NER & Alan Warner, DMVR



Ray Yergler, #44 SM



Stu Lehr, #45 SM

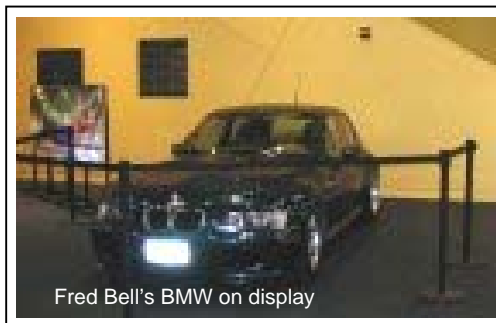
## Science Center of Iowa "Speed" Promotion

Saturday, July 9, 2005

photos by Rick Talbot



Rick Talbot's Solo Miata



Fred Bell's BMW on display



Our thanks to Rick and Fred for representing DMVR

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# REport

by Jennifer Igou, RE

We're back in business! There's been several members pull together to find new sites for our Solo program to run at this summer and for summers to come. Thank you!

First, we have rekindled the relationship with Des Moines Area Community College (DMACC) and will be hosting an event July 31<sup>st</sup>. Some of you may recognize this parking lot location on the NE side of Des Moines, as DMVR has run here in years past.

The second location found is at the Knoxville Raceway. Inside the track will be a great spot to paddock and run great events. As we build the relationships with each of these new locations, we'll be building the calendar for next year. Great Job Guys!

Our Club Racing group is in full swing. I've been busy planning the next event at Mid-America Motorplex August 20-21. We think it's going to be a big one! Come out and volunteer to help work, or hook up with one of our drivers and crew. Even if you've never been to a race, there is someone who can show you the ropes.

Don't forget the social events we have planned in the next couple of weeks...

This Saturday, July 30, we have the "Not for Labor Day" Picnic. Bring your families out to Walnut Ridge Shelter #2 at Saylorville Lake for a fun afternoon. Don't forget your pinewood derby car for competition!

Then there's the Scavenger Hunt at the Iowa State Fairgrounds on Wednesday, August 10. This has always been a fun event for your whole family and lots of great prizes. See details inside this issue of Drifting.

Half the year is over...it's never too soon to start thinking about being on the Board. If you would like to get involved and make a difference, let me know!

## 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.  
Contact any Board member for location.

**ALL MEMBERS WELCOME!**

**NOTE: The date for the September BoD meeting has changed to 9/27 to avoid conflict with Runoffs dates.**

## DRIFTING

The official Publication of  
Des Moines Valley Region, SCCA

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Des Moines Valley Region

## Being a Weekend "Techie"

by Patt Buell and Chris Safranek, Nebraska Region  
photos by Patt Buell

Formally, "Tech" workers are called Technical and Safety Inspectors or Scrutineers. How's that for a mouthful?

The usual Tech team at MAM (Mid-America Motorplex) is made up of eight Nebraska Region members – Mark Beacom (Chief of Tech), Chris Safranek (National license), Stan Aarhus, Mark Ross, Patt Buell and Andrew Anderson (Divisional licenses), and Roger Newman and Tom Gardels (Regional licenses), and one Wichita Region member, Midwest Division's Divisional Administrator (D.A.) for Tech, Frank Diring. Those licenses make us all "Scrutineers". On any given weekend you can also expect to meet scrutineers from Des Moines Valley, NeOkla, Kansas City and Arkansas Regions, all helping out to make sure the work gets done and the weekend goes smoothly.

What do we do?

Sometimes it is surprising how much paperwork is a part of scrutineering! Every one of the steps involved in Tech requires a carefully developed paper trail, designed to keep track of the race car, the rules and the driver. A scrutineer's job is not to make decisions about legality or conduct; rather we are there, first, to assist the drivers with any technical questions they may have and second, to be the Chief Steward's eyes, ears and hands.

Except for the first event of the season, most drivers arrive at the track with a car that has had an annual inspection, but if not, an "event" inspection is usually given at the track. You can read more about annual and event inspections in the GCR (General Competition Rules). At Registration, each team receives a packet of documents. Before going to Tech, the driver or his entrant fills out the tech sheet included in the packet and prepares a page in the car's logbook for the weekend's event. The tech sheet form has information about the car (class, car number, driver name, weight, track, etc.) which is found either in the GCR class specification pages or at the front of the car's logbook. The logbook is the "history" of the race car and includes current pictures of the car, annual inspection stamps and notations from each race in which the car has been entered.

One of the first items for a race team after arrival at the track is the trip to the Tech shed for logbook and gear (helmet) certification. This requires a completed tech sheet, the car's logbook and (at a minimum) the driver's helmet. This



Chris Safranek, Frank Diring and Stan Aarhus (center to right) assist drivers with tech inspections at Mid-America Motorplex.

certification process makes sure there are no notations due to damage to the car or the driver's race gear at previous races, and that there is a current year annual stamp included in the logbook. If there has been a damage notation, a visual inspection of repair is required before the car can be raced. We check the helmet for safety and make sure it has the current year sticker issued when the season's complete gear tech is done. We then mark the logbook's event page 'okay to race' and sign the logbook with our signature and membership number. At this point, a tech sticker is issued.

Now that the "technical" explanation is out of the way -- back to being a "Weekend Techie". On a typical race weekend at MAM or any other track we have traveled to, the schedule goes like this. Friday night tech can open anywhere from 4pm to 6pm and remains open until dusk/dark (or sometimes later!).

On Saturday morning the fun begins at 7am. Patt is not a morning person. She says, "this is very hard for me to be awake. I drink a lot of coffee. My team techies, on the other hand, are awake, especially Mark Ross. Boy, is he 'cheerie' and talkative at 7am. I just nod (he thinks I'm awake)".

If it is a National weekend, one of the first items on Saturday's agenda is to check all race fuel sold at the track for compliance with the fuel regulations. All day Saturday, and early Sunday mornings, entrants will still be coming to Tech to be certified to race. Throughout the day, teams bring up their cars to be weighed, checking to make sure the car's weight is legal according to the "official scales" for the weekend. We tend to see a lot of Spec Miatas on the scales at all times on the weekend (even during lunch!). In fact, if Miata drivers drink a cup of

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# European Vacation Idea for the Car Lover

by Rick Talbot

I've recently returned from a two-week European vacation that was subsidized by a car manufacturer and included a reduced car price, free airfares, hotel and local transport, a factory tour, free overseas auto insurance, and free vehicle shipment to my local dealer... and lest I forget, even a free lunch!

O.K. you say, "what's the catch"? How'd you wrangle this special treatment?

But before I expound about our Volvo overseas delivery experience, the possibility of such a vehicle purchase was not a "special deal", but available to anyone. It's just that the various vehicle manufacturers don't heavily promote this purchase alternative.

Since making our purchase decision, I've done a bit of research and found that a number of European manufacturers offer some type of overseas delivery. {Now, if only Mazda offered something like this for the Miata!} While each company has their specific program, they all involve some discount off the vehicle's MSRP, and various combinations of free/discounted air travel, hotel accommodations, local transportation, factory delivery, overseas vehicle insurance and possible factory tour. Those I found with these programs include BMW, Porsche, Mercedes Benz, Saab and Volvo. Jaguar will be instituting a program in the near future. Neither Audi nor VW currently have such a program. More info on each manufacturer's program is available on their respective www sites or you can contact their local dealers.

The programs are similar and obviously only make sense if: 1) you're interested in one of the brands/models available, 2) you don't need a car immediately, and 3) you can be without your new car for the time it takes the manufacturer to ship your car back to you in the U.S. – perhaps 6-8 weeks depending on ship sailing schedules etc. Of course, if you have no interest in touring parts of Europe, these programs may have little appeal to you. But I've heard you may be able to get a more favorable price on the car with overseas delivery than you can achieve "post-negotiation" with a local direct purchase... YMMV of course.

While I've only personally experienced the Volvo program, in briefly reading about the various programs, they all work similarly. You place a vehicle order with your desired manufacturers' dealer representative, along with a deposit, make your travel plans and pay for your vehicle in full prior to travel. You pick up your vehicle overseas at the factory or alternatively chosen location, and enjoy your vacation driving your new car in Europe. When your vacation ends, you return the car to the factory or other designated drop-off location and then fly home. Your car will be shipped to the U.S dealer by the manufacturer with all Customs paperwork etc. handled by them. You pick up your car at your chosen dealer, have it licensed and pay any applicable taxes (same as with local vehicle delivery). And that's it.



## The Talbots' Experience...

We were in the market last fall for the replacement of our aging minivan and were looking for something in a smaller station wagon... no S.U.V. for us. We were not in a particular rush to purchase a new vehicle. The Talbots are now happy owners of a new Volvo V50 T5 AWD sport wagon and received excellent service from fellow DMVR member Marc Mattis at Bett's Volvo who arranged for the European factory delivery.

First of all, there were several small wagons of interest, but in the final analysis it was Volvo's overseas delivery program that decided it for us as we were already planning a vacation trip to visit relatives in Norway this summer. Volvo's current overseas delivery program offers two free round-trip airfares, which are a \$2,400 value. (I know... I had to purchase a 3<sup>rd</sup> ticket for Anne, but at Volvo's below market price!)

After placing our order with a deposit, we worked with Volvo's travel agency to make plane reservations via United to Chicago and connecting with SAS to Göteborg, Sweden, Volvo's worldwide headquarters and major vehicle assembly center. Volvo also arranged for our free use of the SAS Executive Lounge at Chicago's O'Hare airport during our outbound layover... a very welcome and much appreciated feature.

Upon our arrival in Göteborg, we were to be met by a Volvo representative and taken by Volvo limousine to our four star hotel, all courtesy of Volvo and included in their program. But unfortunately, a one-hour delay at O'Hare meant we missed our Stockholm flight to Göteborg and took a taxi from the airport to the Radisson SAS hotel in downtown Göteborg.

The following morning, we were transported to the Volvo factory for our scheduled vehicle delivery. After a thorough orientation to all the vehicle's functions, we were treated to a Swedish meatball lunch along with about 24 others getting their cars that day. That was followed by an informative Volvo video and interesting tour of the Volvo assembly plant. Transportation provided for lunch and factory tours were via custom-built Volvo S80 limousines.

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## Being a Weekend "Techie"

*continued from page 3*

coffee, they weigh. If they change their shoes, they weigh. If they go to the restroom, they weigh. We, at Tech, jokingly think that after three weigh-ins, they should be charged \$5. One of the SM guys didn't know we were joking and said "okay - that's fine!" He ruined the joke.

By midday on Saturday and Sunday things slows a little, so we usually get to see the start of Race One. But when the checker drops Tech becomes busy. Impound is open!

Impound is mandatory at all National races unless the Chief Steward directs otherwise. If you attend a race and there is no impound, or if only the top three (or conversely the entire field) must come to impound, that is at the discretion of the Chief Steward. Generally, the top three to five cars in each class are required to report to impound after both National and Regional races. The cars are weighed with the driver (except for one class – can you guess what it is?) and then held for 30 minutes. The only class which is weighed without driver is..... ASR (a regional- only class, consisting of Can Am cars from the 60s and 70s).

The GCR requires that cars with a maximum track listed in their rules shall have their track verified as legal at National races, and fuel testing is required to be available to both the tech staff and competitors at all National races. The Chief Steward can add items he would like checked by the tech officials during post-race impound, but he can also request items to be checked after practice or qualifying sessions. Some of these items may also be checked at Regional races.

We have all learned to do the different things that are needed in impound, but we all have our favorites. Mark Beacom and Frank Diringer oversee our group. Chris is the organizer and keeps all the tech sheets in numerical order and by race, and checks tech sheet information (you don't think we believe the weights and tracks the drivers write down, do you?). Stan likes to run the scales, but Andrew has learned to help him during Regional races. Patt likes to pull the tech sheets and check the weights and track. Mark Ross and Andrew also like fuel testing. We call them "gasoholics". Tom, Chris and Roger have spent time retrieving fuel samples, and pretty much everyone helps to push cars on and off the scales – Wheeee!

When necessary, Tom, Roger and Andrew measure track. We let them do this as they can lay down on the ground and measure and get back up again – all day long. Amazing! Patt claims if she laid on the ground to do that she'd have to stay there all day like a speed bump. Ouch!

Impound is usually open for 30 minutes after the last race group's checkered flag drops, and then the parties begin . . . On Friday and Saturday nights there is bench racing, lots of food, drinks and great conversations, making new friends and just plain fun. On Sunday night . . . the paddock, like a small town, rolls up the streets and disappears until the next race weekend.

*If you're interested in working Tech at MVRG's racing events at MAM, we'd love to have you join the crew. Contact Worker Coordinator Monica Shaw at [mjrjshaw@aol.com](mailto:mjrjshaw@aol.com).*



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## European Vacation Idea

*continued from page 4*

We elected to stay an additional night in Göteborg (at our cost but at Volvo's reduced hotel rate) so we could see a bit of the city and surrounding area before driving on to Norway for the "other part" of our vacation visiting my Norwegian relatives.

At the conclusion of our vacation, and 1,304 miles of driving our new Volvo, we'd made arrangements to drop off our car in Norway. And for a small additional fee, it was transported back to Göteborg for its seagoing trip to the U.S. In approximately four weeks later, we expect to again take delivery of our Volvo at Bett's Volvo. Where else do you get to experience delivery of a "new car" twice?!

Would we recommend this method of purchase? An unequivocal "yes" IF your circumstances are similar to ours. While I obviously can't speak for other manufacturers' programs, the Volvo plan was financially a great deal, well organized and carefree. We'd do it again in a heartbeat... and may very well do so if our next vehicle is available with this type of delivery program.

If you have any questions, I'd be happy to tell you more about our trip.

Rick



## DMVR Regional Points Solo II Sunday – July 31, 2005

**Des Moines Area Community College**  
**Lots 3-4 (south entrance to DMACC)**

Registration: 8:00–10:30 a.m.    Tech Opens: 8:30 a.m.  
Mandatory Drivers Meeting: 10:30 a.m.  
1<sup>st</sup> Car Off: 11:00 a.m.

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

Event Chairs:    Jon Payne and Mike Slater

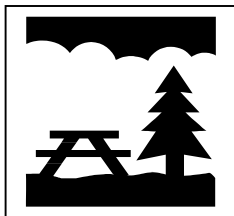
For more info:    Visit DMVR's Web site at [www.dmvrscca.org](http://www.dmvrscca.org) or contact  
Mike Slater – (515) 992-3184; [m Slater@worldnet.att.net](mailto:m Slater@worldnet.att.net)  
Jon Payne – (515) 287-3164; [dmvrsolo@mchsi.com](mailto:dmvrsolo@mchsi.com)

### SOLO EVENT CHAIRPERSONS NEEDED ... Help the club and help yourself too.

- Earn extra SOTY points (Soloist of the Year)
- Compete in the event – no entry fee (*with minimum of at least 4 co-chairs; must be member*)

To sign up, contact:    **Mike Slater at 515-992-3184, [m Slater@worldnet.att.net](mailto:m Slater@worldnet.att.net)**  
                                      **Jon Payne at 515-287-3164, [dmvrsolo@mchsi.com](mailto:dmvrsolo@mchsi.com)**

*Don't forget...*



### The Not for Labor Day Picnic for SCCA members and their families

**Saturday, July 30th**

**11 am to 4 pm (or whenever we decide to leave)**

**at the Walnut Ridge Shelter #2 at Saylorville Lake**

A printable map for directions to the shelter can be found  
at <http://www.saylorvillelake.com/index.cfm?page=13>

DMVR will be providing charcoal for the grill, as well as a variety of beverages.  
Please bring your own meat for the grill and a side dish for the potluck.

#### **Pinewood derby car competition after lunch.**

*Pinewood derby kits available at Hobby Haven, Great Hobby Adventures, Hobby Lobby, or you may know others.*  
Prizes will be given to the fastest car as well as the most creative.

**CAR SPECIFICATIONS (per Cub Scouts Official Grand Prix Pinewood Derby Kit) :**    Width – 2 ¾"    Length – 7"

Weight – Not over 5 ounces    Width between wheels – 1 ¾"    Bottom clearance between car and track – 3/8"

**RULES:** Wheel bearings, washers and bushings are prohibited. The car shall not ride on springs. Only official Cub Scout Grand Prix Pinewood Derby wheels and axles are permitted. Dry graphite is the only lubricant permitted. Details, such as steering wheel and driver are permissible as long as these details do not exceed the maximum length, width and weight specifications. The car must be free-wheeling, with no starting devices. Each car must pass inspection by the official inspection Committee before it may compete. If, at registration, a car does not pass inspection, the owner will be informed of the reason for failure, and will be given time within the official weigh-in time period to make the adjustment.

**Any questions, contact Jennifer Igou at 515-225-7947, [jennifer.igou@kemin.com](mailto:jennifer.igou@kemin.com).**

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## 2005 RACE REPORTS

### INSTALLMENT 3 FROM BHF

by Harlan Donaldson

July 8 finds us on the road again, this time to Blackhawk Farms on the WI /IL state line. We all met up at the Mitchellville rest stop on I-80. Doug Walker and Dan Harrington are sharing the #95 Miata for the weekend. Bart is there. And only Mike Trier is running late (he's on my crew pass), and tells us to press on to meet at the track. We take the scenic route that includes old IL 2 and arrive in plenty of time to get into line for registration.

Saturday is bright and starting to warm up. The old tires for session one won't bite for beans. Ditto session two. I'm gridded 5<sup>th</sup> in a class of eight ITBs.

The race starts OK, I'm on the outside going into turn 1 when a GTL comes from *behind me* and giving up the outside is the only thing that keeps me from getting hit. However, giving up the line actually puts me on the preferred line going to turn 2. Yup, he comes from behind again, and smacks me in the right front wheel on his way by. Amazingly none of the workers witnessed the smack. Everything is OK for 10 more laps, until I stick my nose under another Golf going into turn 6. But instead of *brake*, the right front *strut breaks*. Luckily we didn't collect each other or anyone else. Sadly, I get to test Dick Struve's tow straps, and come in on a hook with a ruined 11 lap old Hoosier.

Now the fun part begins. Out comes the strut tube. On every other weekend we've been there, at least 2 or 3 welders were somewhere in the paddock. Not today. Only one I can find belongs to the spec racers, and they can't get to me till after their race at the end of the day. The strut goes back in about the time the barbeque is starting. We do a quick toe adjustment to take out the extra inch of toe. No time for a camber adjustment. Just drive it for the first qualifying session in the morning with no camber at all and be very careful in left-hand turns.

Lousy lap times, but enuf time to set it up between sessions. At least nothing else fell off or broke, or so I thought. On the way to 2<sup>nd</sup> session grid, the car started playing the Midas Tune for me. Rattle, rattle, clatter, clatter... Dick rolls under the car and comes back up announcing that 1 of the 2 bolts that holds the A

arm on is missing. We're out of line and back to the paddock. Bolts are no problem, but the spacer we don't have. Easy fix... yank the A arm and install the arm that doesn't require a bushing. Wrong! The spare arm turns out to be junk. Of the 5 other VWs, no one has a spare. Plan C involves a stack of washers and a rat tail file to make all of the holes big enough to make the original arm work.

Our race is about to start. Dick's still putting pieces back together with the car on jack stands. I'm suited up and strapped in while Big Dan is calling back to us the # of laps we're down. Mike Trier gets the tires on and I join the race close to 4 laps down, because the race leaders all caught me in my first lap. But the car's working and I have the pink mist that drivers sometimes get... right up until turn 6.

Entering 6 a BG gets the right front *again* sending us both off track. This time the car will not continue and the mist is now a pretty dark shade of red. Thanks to the contact that the corner workers saw, we both get to go to impound. The BG driver admits that "I could've waited a little bit to pass" and I don't see any *new* dents as opposed to the fiberglass work they are going to have to do. However, Tech wants to look at the car.

Now there is a bit of humor in all of this. Like the credit card commercials say... spending \$175 on a tire, \$30 on race track weld... the tech's words were priceless. After looking at driver's side he said he didn't see anything that looked **new**. After going around to the side that got hit he simply said (**how can you tell!**)

And, there's even an epilogue to this story. No write-up in the log book; but back in the paddock Mike Trier spots the *new* dent, explaining why the spoiler was dragging the track. The car is on jack stands with the next race date TBD. The car owner is taking a voluntary refresher on tightening stuff. And I'm going back through race notes to see if there is anything left on the car that hasn't been either broken or replaced since when Chuck Hemmingson raced it. Anything that **is**, is history before we go out again.

Dan filled his novice requirement on Saturday. Doug did well on Sunday. **Bart checkered both days**, and as much as I hate to admit it Bart, I saw your incident from behind and will admit that your car's beginning to look more like a real race car. But you will have to write up your own lies. I'm out of room on this page.

### LABOR DAY WEEKEND DRIVER'S SCHOOL / REGIONAL / PDE AT HEARTLAND PARK TOPEKA CANCELLED

Wednesday, July 13, 2005

Due to the scope of the repaving project scheduled to begin on the road course at Heartland Park Topeka on July 18, 2005, the September 3-4, 2005 Driver's School/Regional/PDE event will be cancelled. No rescheduling date is anticipated.

"We are disappointed not to be able to hold the event, but we look forward to having the new track surface next season. I would like to apologize for any inconvenience this will cause the drivers in the Midwest Division and around the country who had planned to attend. It is our hope that you will return in the spring of 2006 to race with us at Heartland Park," said Chuck Clark, KVRG Board Chairman.

For additional information about the 2006 season, please contact Chuck Clark at 816/506-2107.

*The Kaw Valley Race Group, Inc. (KVRG) is a not-for-profit organization founded in 1989 to administer the Club Racing events at Heartland Park Topeka and is a joint venture between the Kansas Region and Kansas City Region SCCA.*



## Regional / National / IT Tour

August 20-21, 2005

at

Mid-America Motorplex

Sponsored by Missouri Valley Race Group

See event schedule and details on next page.

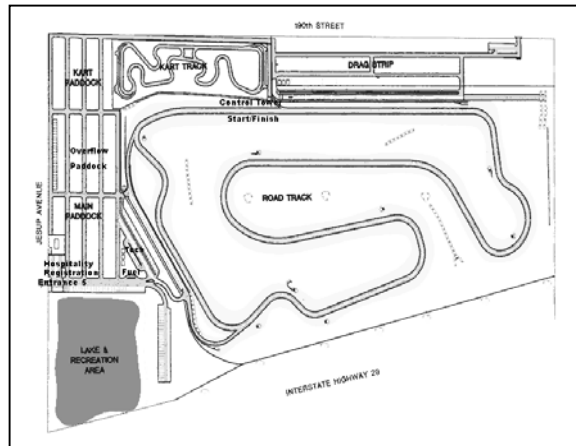
Entry forms available on DMVR Web site at [www.dmvrscga.org](http://www.dmvrscga.org).

**Workers – Register now with Worker Coordinator Monica Shaw**  
at [mjrshaw@aol.com](mailto:mjrshaw@aol.com), 515-277-4047

### Mid-America Motorplex

2.23 Miles - 40 feet wide  
15 Turns - 10 Corner Stations

Directions: 12 miles south of Council Bluffs.  
Exit I-29 at exit 35; turn west. Turn left at the  
T intersection (190<sup>th</sup> St). Turn left on Jesup  
Avenue and enter the facility at Entrance 5.  
Registration is just inside the gate.



### NEW for 2005!

Mid-America Motorplex has installed and has operating a radio frequency for you to capture all of the PA announcements. Just tune in to FM frequency 105.1 and you won't miss a thing! Hear all of the PA announcements within a 2-mile radius of the track. NEVER miss your call to grid again.

### FRIDAY NIGHT IN MIATAVILLE!

Join the DMVR drivers and their crews in the paddock Friday night for dinner and refreshments.  
This event... featuring barbeque by a friend of SM driver Steven Johnson from Kansas City.

Join us and help kick off the weekend right!

05-RS-70-S

MVRG *More Fun in the Sun* Regional National

05-RS-254-S 05-N-24-S

August 20-21, 2005  
SCHEDULE – OFFICIALS  
Mid-America Motorplex

This event will be held under the current SCCA General Competition Rules and amendments, except as modified by the Supplementary Regulations for this racing event.

**RACE GROUPS**

\* Regional Only Class

- 1. AS, T1, T2, T3\*, SSA\*, SSB, SSC
- 2. GT1, GT2, GT3, SP\*, EP
- 3. FF, CFF\*, FV, F5, DSR

- 4. GTL, FP, GP, HP, SRF, Legends\*

- 5. FA, FC, FS\*, FM, S2000, ASR\*, CSR, CC\*, FSCCA\*, SRSCCA\*
- 6. ITS\*, ITA\*, ITB\*, ITC\*, ITE\*, IT7\*, SM\*

**SCHEDULE**

**Friday, August 19, 2005**

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)

**Saturday, August 20, 2005**

7:00 a.m. – 2:00 p.m. Registration Open  
 7:00 a.m. – Tech Opens  
 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, August 21, 2005**

7:00 a.m. – 12:00 p.m. Registration Open  
 7:00 a.m. – Tech Opens  
 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, and a 15-lap race for Group 6.

**ENTRIES**

Entry Fees: Saturday (only) Regional\*: \$210  
 Sunday (only) National\*: \$245  
 Sunday (only) IT Tour: \$210  
 Sat/Sun Regional/National\*: \$285  
 Sat/Sun Regional/IT Tour: \$275  
 Each Co-driver: \$60  
 Late Fee (walk-ins): \$20

Make checks payable to Missouri Valley Race Group.

\*SRF, FSCCA and SRSCCA send an additional check made out to SCCA for \$10.00 (compliance fee) for each event entered. The deadline for permanent numbers is August 10th at 10:00 p.m.

Send Entries To:

Kelley Huxtable  
 5136 SW 110<sup>th</sup> Street  
 Augusta, KS 67010-8485  
 316-775-7627 – **BEFORE 10PM PLEASE**  
 Fax 316-652-8713  
 Email: kellyhux@yahoo.com

A separate entry form and fee is required for each automobile/driver entered.

**RACE OFFICIALS**

Race Chairman	Jennifer Igou (515) 225-7947
Asst. Race Chair	Marina Kraft (515) 287-5205
Chief Steward	Jack Kish
Chairman, SOM	Barrett Braun
Stewards of Meet	Keith Bowman, George Starch, Mark Walker
Asst Chief Stewards	Bob Eddy, Buzz Fisher, Bill Johnson, Duane Rost
Safety Steward	Anne Wenzel
Chief Registrar	Kelley Huxtable (316) 775-7627
Chief Scrutineer	Mark Beacom (402) 250-3136
Chief Starter	Nancy Mandt
Chief Timing/Scoring	Candy Gerber
Asst Chief Timing/Scoring	West Pierce
Chief Paddock Marshal	Eric Salem (402) 212-6449
Chief Course Marshal	Kenny Ragan
Chief of Pits	TBA
Chief of Grid	Rick Talbot
Chief Sound Control	Mike Ashbaugh
Chief of Hosp / Entrant Serv.	Diane Wright
Chief of F & C	Ron Shaw
Chief of Emergency Serv.	Kris Mandt
Chief Radio Tech	Dick Struve
Worker Coordinator	Monica Shaw (515) 277-4047

Any car that never enters the course may receive a refund. Requests for a refund must be submitted in writing to Hospitality or Registration before the completion of competition Sunday.

Each driver shall have at least one crewmember. Paid entries include three free crew passes. Passes for additional crew shall be available through Registration for \$5.00 each. No crew passes will be handed out unless the person's name appears on the entrant's crew list. All drivers, crew, and additional personnel MUST sign in at Registration personally. Crewmembers who arrive after Registration closes must make prior arrangements with driver to obtain passes.

All drivers must be SCCA members. Proof of membership, as well as Competition License or Novice Permit must be presented at Registration. Confirmation from the Club Racing Licensing Department will be required for those whose license are pending and are the responsibility of the Entrant. Confirmation by the Registrar must be requested by 12:00 Noon, Wednesday August 17, 2005 and may incur a \$5.00 charge.

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

Mid-America Motorplex offers tuning and testing on Friday before the event. This Friday event is not an SCCA nor MVRG sanctioned activity. Call 712-622-8122 for more information and reservations.



## COME JOIN US FOR THE 2005 DMVR IOWA STATE FAIR SCAVENGER HUNT

Test your knowledge of fairgrounds trivia!  
Sample what the fair has to offer –  
from corn dogs, cotton candy and just about  
anything on a stick to a preview of exhibits and entertainment.

**Date: Wednesday, August 10, 2005**

**Time: Registration opens at 6:00 pm at Stockman's  
First foot off is at 7:00 pm**

**Where: Iowa State Fairgrounds, Stockman's Inn**

**Cost: \$5 per person / children free (no admission charge into fairgrounds)**

**Hosts: Last year's winners – Terry (Sharp) McLaughlin and family**

**Come early / stay late, and join others for dinner at Stockman's.  
This is a fun event for the family and a good time to walk the fair before the crowds arrive!**

*No parking inside fairgrounds that night (unless you know someone with a press pass or other special permit).*

### Memorandum

To: Competitors, Stewards, and Scrutineers

From: Jeremy Thoennes

Re: SRF Tire Rule Change

Date: July 18, 2005

During the Board of Directors conference call on July 14, 2005, the following item was approved. The Board requests that GCR Section 1.2.2.C be utilized for notification:

Effective immediately, insert new section:

#### **17.1.5.C.12. Tires**

- a) A competitor shall start the race on tires used in a qualifying session for the race as identified by markings made on the tires by a race official. It is the responsibility of the competitor to ensure that his or her tires are appropriately marked prior to (e.g. on the false grid), during, or immediately after (e.g. as the car leaves the track) a qualifying session.
- b) For races with more than one qualifying session, a competitor shall start the race on any marked tires from any qualifying session for the race.
- c) If a competitor chooses to start the race on any tires that were not used in a qualifying session for the race and not appropriately marked, the competitor shall forfeit his or her grid position and start from the back of the grid. This forfeiture of grid position shall not apply if all qualifying sessions for the race were run under rain or wet conditions.
- d) A complete set of four (4) rain or wet track tires may be used at the competitor's discretion for any race. Rain tires may be in new or used condition and require no special marking if used as a complete set of four.

Renumber subsequent sections accordingly. This revision supersedes the previous changes.

Thanks,  
Jeremy Thoennes  
Technical Manager, Club Racing

## CLASSIFIEDS

**FOR SALE:** 1-2-many canopies. With the acquisition of Mike's trailer, we now have 3 canopies. One's for sale. 10X20. Includes PVC piping for trailering the poles. \$125 complete, with all good poles (i.e. ones not backed over in paddock). Call Dick Minnich @ 515-263-4922.

**FOR SALE:** After installing a new radiant heater in the garage (plus, heating not required anymore) would like to sell a self-contained, kerosene heater. Contractor quality, Master brand 50,000 BTU model with base tank which worked well when last used. Will throw in a kerosene can and some kerosene free. \$180 new; will sell for \$80. Or make offer. I might get desperate; racing season has started you know. Scott Bowman, 515.334.9906 (wk) or 515.334.5183 (hm).

**WANTED:** Recondition / paint job needed for DMVR Solo equipment trailer. 4' x 8' steel trailer. Clean-up and remove existing decals; white paint job. Contact Mike Slater, 515-992-3184, mslater@worldnet.att.net, or Jon Payne 515-287-3164, dmvrsolo@mchsi.com.

**WANTED:** Event Chairpersons for DMVR Regional Solo II events. Help the club out and help yourself too. Earn extra SOTY points, compete in the event – no entry fee (with minimum of 4 co-chairs; must be a member). To sign up, contact Mike Slater, 515-992-3184, mslater@worldnet.att.net, or Jon Payne 515-287-3164, dmvrsolo@mchsi.com.

**FOR SALE:** 1937 Bentley 4 ¼ Litre. Show condition. Very rare; only 1100 produced. Coach built by Vesters et Neirink, Brussels, Belgium. 2-tone gray exterior; gray leather interior. Teakwood

dash and trim interior. All original. Right-hand drive. 4-speed. 3-passenger back seat. 40,000 kilometers. \$89,000. Contact Mrs. Takeko Albright, 515-244-7691



*Have an ad you'd like to run? Send info to Monica Shaw at mjrjshaw@aol.com. No charge. Classifieds for members only please; no commercial advertisements. Ads will be run based on information received as of print date. Ads can also be sent to Webmaster Ric Johnson for placing on DMVR's Web site at www.dmvrscca.org.*

### Bummed because you won't see all your friends on Labor Day?

#### Come to the Worker Picnic!

**When?** Saturday, August 27<sup>th</sup> at 5:00 p.m.

**Where?** Prather Racing ... just a few miles from Heartland Park

**More details to come...**

**We haven't nailed everything down just yet, but we want you to mark your calendars for the event!**

Please RSVP to Alex at [sccaclark@hotmail.com](mailto:sccaclark@hotmail.com) or call 913/558-1698 and leave a message.

Motorhomes welcome!



### Membership Updates

*by Ralph Johnson*

#### New Members

Dupuy, Brian  
3307 Brookview Drive  
West Des Moines, IA 50265-3151  
515-267-1676  
[blDupuy@juno.com](mailto:blDupuy@juno.com)

Senne, Todd  
1400 S. 52<sup>nd</sup> St., Unit #76  
West Des Moines, IA 50265-5277  
[Tsenne@trilixgroup.com](mailto:Tsenne@trilixgroup.com)

#### Returned Member

Kreps, Brian  
10835 Lincoln Avenue  
Clive, IA 50325

#### Change of Address

Mandt, Kris & Nancy  
5801 Vista Drive, #8011  
West Des Moines, IA 50266  
515-221-2993  
[kbmandt@cs.com](mailto:kbmandt@cs.com)  
[nlmandt@cs.com](mailto:nlmandt@cs.com)

*Please send updates to:  
Ralph Johnson, 1817 Merle Hay Rd,  
Des Moines, IA 50310-1050;  
[RNB5364@mchsi.com](mailto:RNB5364@mchsi.com)*



313 59<sup>th</sup> Street  
Des Moines, IA 50312

<b>CALENDAR OF EVENTS</b>			
	<b>EVENT</b>	<b>REGION/SPONSOR</b>	<b>LOCATION</b>
<b>JULY</b>			
30	Not for Labor Day Picnic	Des Moines Valley Region	Saylorville Lake, Walnut Ridge Shelter #2
31	Regional Solo II	Des Moines Valley Region	Des Moines Area Community College
<b>AUGUST</b>			
2	Membership Meeting	Des Moines Valley Region	Noah's Ark Restaurant
6-7	Regional/National/IT	St Louis Region	Gateway International, St Louis
7	MIDIV Solo II Series	Kansas Region	Topeka, KS
	Divisional Championship		
10	State Fair Scavenger Hunt	Des Moines Valley Region	Stockman's Inn, State Fairgrounds, DSM
16	BoD Meeting	Des Moines Valley Region	Autographs, Urbandale IA
20-21	Regional/National/IT	Des Moines Valley Region	Mid-America Motorplex, Glenwood IA
21	Regional Solo II	Des Moines Valley Region	Knoxville Raceway
28	IA Challenge Regional Solo II	Iowa Region	Waterloo Greyhound Park
<b>SEPTEMBER</b>			
6	Membership Meeting	Des Moines Valley Region	Noah's Ark Restaurant
27 *	BoD Meeting	Des Moines Valley Region	Autographs, Urbandale IA
*NOTE DATE CHANGE			

July DMVR Solo II: Sunday, July 31<sup>st</sup> at DMACC, Lots 3-4 (south entrance of DMACC). Details on page 6.

NOT FOR LABOR DAY PICNIC: Saturday, July 30<sup>th</sup> at Walnut Ridge Shelter #2, Saylorville Lake. Details on page 6.

State Fair Scavenger Hunt: Wednesday, August 10<sup>th</sup> at Stockman's Inn. Loads of fun. Plan to be there! Details on page 10.

Labor Day Event at HPT Cancelled: September 3-4 Regional/National/PDE cancelled due to track construction. See page 7.

