

**RSVP**

**NOW!!**

**Annual Banquet  
November 11<sup>th</sup>  
Waveland Golf Course**

# RE Connection



The final Solo event of the season was held October 22<sup>nd</sup> at Adventureland in Altoona. We had a very respectable 91 entries and fun was had by all. The 2017 final autocross points are posted on the website (dmvrsc.ca.org). Congratulations to all the class champions for 2017!!!

Our performance driving experience (PDX)/Club trials (CT) event October 8<sup>th</sup> was a great success. We had our share of challenges in implementing the new PDX training and CT classing. We have looked at those issues and are developing action plans to correct the problems. With that said, there were 33 cars on track in both PDX and Club trials and we project to make a small profit on this event. Up to this point all profits (and Losses) were the responsibility of the track under the revenue sharing agreement. With the changes in contract strategy this year, we are handling the PDX/CT events as a track rental agreement. We are taking on more risk, but also have an opportunity to build our program utilizing the event profits. The planning for a 2018 Club trials challenge is moving along nicely. We have an initial agreement with KVRG (Kansas Race Group) to use a consistent CT format and we are finalizing the points system. The anticipated CT challenge will include events at Heartland Park, Iowa Speedway and potentially Raceway Park of the Midlands (RPM). We look forward to announcing the entire schedule before the first of the year.

2018 club race season is looking busy. The May 18<sup>th</sup> -20<sup>th</sup> date for our Majors race has been approved by the division along with dates at Hallett and Heartland Park. The entire schedule will be published soon. We are working with Nebraska region to hold two events in 2018 at RPM. The first one being a PDX/CT event as part of the CT Challenge in August and a Regional club race / CT Challenge finale to be held October 26<sup>th</sup>-28<sup>th</sup> 2018. Both these events have been tentatively scheduled by DMVR with RPM pending the final agreement the Nebraska Region.

Do not forget that the banquet will be held November 11<sup>th</sup> this year. For those of you who may not have attended in the past I would highly recommend it. It is a great opportunity to see old friends and make a few new ones. Banquet agenda includes dinner, annual board meeting, election of officers, membership awards and driver awards for Solo and club racing. Unfortunately, this year I will not be able to attend due to a family wedding. We have left the banquet in the capable hands of Chris Reister. Thank you, Chris for all you have done to make the banquet a success.

Erich

***This is your club and YOU***

***can help determine the direction.***

## Board of Directors

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# CALENDAR



## November

- 7 **Board** Smokey D's Chris Riester  
Note: 6:30 General Meeting and 7:30 Board Meeting
- 11 **Annual Banquet** Waveland Golf Course Chris Riester  
6:30 Drinks and hors d'oeuvres

## December

- 5 **Membership/Board** Smokey D's Chris Riester  
Note: 6:30 General Meeting and 7:30 Board Meeting

## January

- 2 **Membership/Board** Smokey D's Chris Riester  
Note: 6:30 General Meeting and 7:30 Board Meeting

## February

- 6 **Membership/Board** Smokey D's Chris Riester  
Note: 6:30 General Meeting and 7:30 Board Meeting

## Tentative Important Dates in 2018

**May 18-20**  
**Majors**  
**Iowa Speedway**

**October 26-28**  
**Regional Club Race and CT Challenge Finale**

## **BoD Minutes** DMVR Board Minutes October 3, 2017 Minute by Minute

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The DMVR SCCA board meeting was called to order on October 3, 2017 at Smokey D's by RE Erich Pfalzgraf . A total of 22 present.

The following board members were present:

Harlan Donaldson  
Chas Beeler  
Fred Bell  
Chris Riester  
Randy Sams  
Jerry Grogan  
Mary Harrington  
Erich Pfalzgraf

RE Report: Erich reported he participated in a scheduling meeting and DMVR has an opportunity for a Majors race May 19-20, 2018. Nebraska and St Louis Regions have not scheduled any races next year. Also, Erich advised we may have an opportunity to schedule events at RPM next year. Possibly a PDX/CTT and a Regional. Erich advised at this point we do not have a budget for an event at RPM.

Erich advised the attendance for a Majors event has ranged from 40 cars to 85 cars. He advised he has worked on a preliminary budget which was \$30,000. A 45 car count would be breakeven. Iowa Speedway is in approval for a Majors race. Discussion that we would need more people trained and involved.

There was discussion about the possibility of having a Majors at RPM as this is a popular track with the drivers. It was discussed that it may be best to do a Regional at RPM before trying a Majors.

Erich advised we will need to make a commitment by November meeting for a Majors race. He advised that if we do make the commitment and get on the schedule, it will be important for us to follow through. Hallett and Heartland Park are scheduled for Majors events in 2018.

Erich reported that work is being done on next year's CTT program.

Erich reported he is soliciting nominees for 2018 officers. He advised he will be sending an email to Board members asking if they are willing to serve next year.

Solo: Randy reported the September 17<sup>th</sup> solo event at Iowa Speedway had 79 cars. He advised that we're not seeing as many weekend members as 70% of the cars were SCCA members. Everyone had fun. The next event is October 22 at Adventureland with Bob and Ed as chairs.

Jerry advised the Adventureland autocross contact has changed and that he has talked with the new contact.

Erich asked if there was interest in different formats for solo. There was discussion about different formats. Jerry advised we currently have a lot of new people right now and it may be difficult to change formats at this time.

Rally Cross: Erich advised we do not have a Rally Cross scheduled. He advised he has talked to Iowa Region and they may want to do an event in our Region. Harlan mentioned we would want to coordinate the schedules to avoid any overlaps.

Erich made a motion to allow Iowa Region to use Iowa Speedway or Indianola for a Rally Cross event if they ask. Motion passed.

Membership: Chas reported we added five new members at the end of August. We have around 360 members.

Club Racing: Harlan reported he sent a request to the drivers to "hoot their horn". He advised there has been little response.

Harlan advised Saturday October 7<sup>th</sup> is Street Survival. He reported we are good on instructors but short on volunteers. There are 24 students signed up so far. This will be a rain or shine event and rain has been in/out of the forecast.

Erich advised the PDX/CTT is Sunday October 8<sup>th</sup> with set up on Saturday after Street Survival. Currently there are 27 cars registered.

Fred asked for everyone to be on the outlook for large parking lots that may be suitable for future Street Survival events.



Membership News  
Chas Beeler

**October Birthdays:**

Chas Beeler  
Alex Bronson  
Brandon Bryant  
Jerzie Carlson  
Brian Dupuy  
Frank Ferrari  
Mustafa Hafeez  
John Haluska  
Thomas Kraft  
Bob Maurer  
Josh Meyers  
Heath Miller  
Erich Pfalzgraf  
R Shaw  
Steve Strunk  
Loi Tran  
Douglas Walker  
Denise Wieman  
Mingzle Wu



**November  
Anniversaries:**

Fred Thomas - 45 years

**New Members:**

Christopher Wilds

**Change of address:**

None

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**RSVP**

**TODAY**

**FOR THE**

**ANNUAL BANQUET**

**SATURDAY**

**NOVEMBER 11TH**

# October 7<sup>th</sup> Street Survival Another Success!



For the 1st time they're all wearing their hats, but none of them had on their Chevy shirts? Win some lose some.



Photos courtesy of Ric Johnson

## BoD Minutes Continued from page 4

Assistant RE: Chris reported the Annual Banquet will be November 11<sup>th</sup> at Waveland Golf Course. Hors d'oeuvres. Cost is \$30 per person.

There was a discussion on the awards for the banquet. Dave advised he has a couple of nominations for the Scharnberg award. Mary advised there are two nominations for the Hoskins award.

Erich advised he will not be able to attend the Banquet and Chris will fill in for him. Harlan advised he will not be able to attend as well and that Dave Champion will fill in for him.

There was discussion that the November board meeting

will be November 7<sup>th</sup> at Smokey D's and the November general meeting will be included at the Annual Banquet.

Treasurer: Fred reported we still have money. There have been a lot of good solo events this year. We are running close to breakeven for the year. Also, a late bill for golf carts has been received for the July event.

New Business: Joyce Hart advised she has a lot of timing equipment that needs to be carried in and out of events. Randy made a motion to approve the purchase of a cart up to \$50. Motion seconded by Jerry. Motion passed.

Motion made by Fred to adjourn, Seconded by Chris.

Submitted by Mary Harrington, Secretary



**DMVR -- Final Results**

**#8 - Bob and Ed's Great Adventureland - Sun 10-22-2017**

**Total Registered: 91, with Times: 90**

Pos.	Class	Driver	Times						Total
1T	as	Aiken, Aaron	54.964	52.113	51.632	51.255	> 50.217	50.25	50.217
1T	bs	Reinhardt, A.J.	50.292+dnf	48.391+dnf	48.542+dnf	49.849	> 48.602	51.218	48.602
2	bs	Cormier, Branson	53.242	52.237	51.414	51.489	51.172	> 50.691	50.691
3	bs	Walker, Adam	54.091	51.801+1	> 51.101	51.637	51.427	50.687+1	51.101
1T	ds	Phelps, Michael	49.981	48.866	49.164	49.507	48.769	> 48.430	48.43
2T	ds	Wright, Jason	52.382+2	52.349+1	51.287	51.186	50.297	> 49.905	49.905
3	ds	Mauer, Bob	52.456	52.3	52.073+dnf	52.822	53.988	> 51.038	51.038
4	ds	Riester, Chris	53.161	53.52	52.996+	52.49	> 51.302	52.506	51.302
5	ds	Johnson, Ric	56.857+dnf	56.551	55.697	55.808	54.283	> 53.493	53.493
6	ds	Quernemoen, Michael	68.533	66.435	65.054	> 62.369	62.745	63.044	62.369
1T	es	Goodner, Brian	54.213	53.297	53.177	> 52.584	53.158	52.701	52.584
2T	es	Siembieda, Tony	52.798+dnf	54.191+dnf	53.962+dnf	54.107	54.06	> 53.625	53.625
3	es	Long, Quinten	58.831	57.212	56.375	55.641	54.662	> 53.942	53.942
4	es	Smith, Bob	53.565+dnf	57.875+dnf	57.81	55.594+dnf	58.337	> 57.426	57.426
5	es	Hueholt, Stephen	89.1	70.362	66.664	> 64.197			64.197
1T	fs	Kreemer, Michael	52.068	51.119	51.262	50.989	50.435	> 50.156	50.156
2	fs	Fedder, Casey	57.95	57.364	58.504+1	56.783	56.468	> 56.115	56.115
3	fs	Whittlesey, Blake	70.546	64.047	62.889	61.103	> 60.602	60.81	60.602
1T	gs	Wheeler, Jacob	52.543	53.173	53.886	51.572	> 50.955	51.499	50.955
2	gs	Snyder, Jeremiah	53.956	52.76	52.387+1	52.918	> 51.655	53.265	51.655
3	gs	Van Sickle, Beau	60.247	57.572	56.909	57.17	> 53.052	56.75	53.052
1T	hs	jones, josh	51.817	50.858	49.921	50.002	49.787	> 49.012	49.012
2T	hs	Fredricks, Eric	51.115	51.974	51.201	51.192	50.916	> 50.039	50.039
3T	hs	Germaine, Chad	51.834	51.853	50.488	50.704	> 50.151	49.964+1	50.151
4	hs	Schaffer, Steve	53.901	52.562	52.304	53.195	> 51.710	51.825	111.079
5	hs	Leabhart, Austin	53.759	53.199	53.303	> 52.500	53.051	53.372	52.5
6	hs	Poduska, Nick	57.923	55.745	55.115	54.706	> 54.700	54.726	54.7
7	hs	Voong, Woo	59.327	59.464	57.818+1	58.283	> 57.035		57.035
8	hs	Hafeez, Mustafa	56.494+dnf	56.008+dnf	60.012	58.829	57.196	> 57.044	57.044
9	hs	Ciocan, Theodor	60.511	59.608	> 58.879				58.879
1T	stf	Brown, Trevor	52.936+2	51.734	51.62	51.961	> 50.493	50.708	50.493
2	stf	Woods, Zach	54.926	56.052	54.455	55.335	54.712	> 54.067	54.067
3	stf	Crawford, Joe	56.714+dnf	58.861	57.405	57.715	> 56.651	57.04	56.651
1T	sts	Follmann, Josh	56.439	54.734	54.057	55.201	52.771	> 52.220	52.22
2	sts	Crandall, Tim	61.719	57.767	> 56.012	57.033	56.172		56.012
1T	stx	Fanchier, William	51.709	50.344	50.534	50.033+2	49.63	> 49.329	49.329
2	stx	Beninga, Brian	57.908	55.744	55.507+1	55.787	53.991+1	> 55.061	55.061
1T	str	Uthoff, Zachary	50.984+3	50.540+1	49.667+1	50.154	> 49.461	49.575	49.461

Continued next page

2	str	Boone, Nathan "Boonie"	50.932	50.812	50.117	> 49.547	50.746	50.355		49.547
3	str	Logan, Ed	51.617	50.447	> 50.369					50.369
1T	asp	Price, David	49.38	48.894	49.099	49.183	> 48.034	56.024		48.034
2T	asp	Kramer, JJ	51.860+2	> 49.311	49.368	49.230+1	49.55	50.704		49.311
3	asp	Pinon, Sergio	53.966	53.34	52.302	> 51.042	52.895	51.696		51.042
4	asp	Kothe, Ryan	55.959	53.769	52.287	51.864	51.572	> 51.435		51.435
5	asp	Leabhart, Kevin	58.261	52.745	> 51.552	53.224	51.994	52.155		51.552
6	asp	Kramer, Jay	54.187	58.268+1	52.993	53.299+1	52.7	> 51.594		51.594
1T	bsp	Bell, Alison	51.965	52.164	53.328	> 50.868	51.66	51.537		50.868
2	bsp	Sander, Kurtis	60.248	60.389	57.731	60.668	56.346	> 54.457		54.457
1T	csp	Godwin, Dennis	57.534+dnf	53.681	54.146	53.017	> 51.966	52.945		51.966
1T	dsp	Coburn, Clynt	63.138	59.445	58.055	> 56.956	58.79	57.345		56.956
1T	fsp	Boomer, Michael	57.924	57.472	56.581	56.701	> 54.823	55.368		54.823
1T	camc	Spuzello, Todd	50.061	48.913	48.959	48.129	47.368	> 47.337		47.337
2T	camc	Grogan II, Jerrald	52.484	54.264+3	50.459+1	50.266	51.278	> 50.067		50.067
3	camc	Holmes, Jack	54.481	61.067	52.119	57.594+dnf	51.118+1	> 50.328		50.328
4	camc	Sams, Randy	52.201	52.035	50.514	52.469	51.068	> 50.471		50.471
5	camc	Goodner, Steve	56.622+2	76.788	> 54.264	52.488+dnf	56.063+dnf			54.264
6	camc	Ball Jr, Steven	67.568	59.425	58.613	> 58.126	58.485			58.126
1T	camt	Hay, Chris	52.959	51.289	50.541	50.635	49.938	> 49.165		49.165
1T	cams	Denning, Scott	51.86	51.54	50.607	50.514	51.051	> 50.149		50.149
1T	xp	Beeler, Chas	61.549+3	52.948	51.743	51.357	50.591	> 49.846		49.846
2	xp	Mikael, Gustafson	52.333	51.906	> 49.938	52.279	50.436	50.325		49.938
3	xp	Waters, Will	53.551	52.569	52.067+1	> 50.945	51.634+1	51.32	51.466	50.945
1T	fp	Felts, Cade	62.197	57.574	56.571	56.334	55.24	> 54.222		54.222
1T	smf	Davila, Francisco	50.323	48.291	48.633	> 47.845	47.228+1	48.237		47.845
2T	smf	Nebuda, Court	58.331	54.039	53.231	50.872	> 50.763			50.763
3	smf	Smith, Austin	56.967	56.657	52.682	53.874	52.049	> 51.260		51.26
4	smf	Vizcarra, Randy	55.614	54.815	52.733	53.379+1	52.201	> 51.788		51.788
5	smf	Nebuda, Dean	62.353	57.851	56.711	> 54.434	55.512			54.434
6	smf	Meinders, Nickolas	68.736	60.784	58.945	59.678	56.902	> 55.805		55.805
1T	sm	Trombino, Enzo	61.336+dnf	59.793	54.29	55.01	> 52.301	52.864		52.301
2T	sm	Gatmaitan, Gabe	54.681	53.955	53.815	53.795	53.458	> 53.115		53.115
3	sm	Slage, Sam	60.782	57.821	57.725	> 56.320	56.746	56.514		56.32
4	sm	Lyle, Nick								dns
1T	ssm	Brandner, Joseph	53.672	52.995	53.188	52.429	51.909	> 51.571		51.571
1T	am	McDowell, Riley	54.799	53.746	53.128	> 52.983	54.924	53.316+1		52.983
1T	km	Sayers, James	57.021+dnf	52.882	51.083	48.298+dnf	49.050+2	> 49.229		49.229



1T	nsm	Anderson, Gregory	51.158+dnf	44.884+dnf	53.979	52.25	52.464	> 51.668		44.486
2T	nfs	Mead, Michael	62.093	58.426	57.887	> 55.772	56.286	56.471		44.84
3T	nsmf	Meyer, Jacob	57.197	54.627	53.783	65.881	56.517	> 53.662		45.505
4	ndsp	Christensen, Broc	56.479	55.33	> 54.851					46.184
5	ncs	Bickel, Nathan	64.565	59.91	60.679	59.346	59.486	> 57.504		46.578
6	nsm	Kramer, Ryan	59.202	56.114	54.415	54.983	> 54.405	66.558+dnf		46.842
7	nes	Hueholt, Stephen	63.584+1	62.487	60.746	60.233	59.534	> 59.322		47.101
8T	nhs	Landreth, Nick	74.011	> 68.279	69.433+dnf	68.288+dnf	56.461+dnf	64.484+dnf		53.667
9T	ndsp	Coburn, Jaycob	89.132	78.282+1	> 71.107					59.872
1	vfsp	Enloe, Jim	56.871	53.837	54.279	55.115	54.979	> 52.805		43.775
1T	pes	Haluska, John	50.814	50.222	49.68	50.153	48.641	> 48.458		38.475
2T	pcp	Miller, Chris	52.158	48	46.935+4	47.416	45.713	> 45.567		38.914
3	pcs	Bronson, Mike	49.447	49.465	48.903	49.214	49.411	> 48.322		39.14
4	pcs	Bronson, Alex	51.334+1	50.22	49.913	50.557	48.818	> 48.427		39.225
5	pfs	Meyer, Mark	59.949	58.367	58.12	58.297	> 58.067	58.101		46.685

## Top Time Of Day

Raw time: 45.567    pcp 134    Miller, Chris  
 Pax: 38.475    pes 219    Haluska, John  
 Street: 48.430    ds 66    Phelps, Michael  
 Touring: 49.329    stx 142    Fanchier, William  
 Street Prepared: 48.034    asp 261    Price, David  
 Classic American: 47.337    camc 10    Spuzello, Todd  
 Prepared: 49.846    xp 63    Beeler, Chas  
 Street Modified: 47.845    smf 40    Davila, Francisco  
 Modified: 52.983    am 32    McDowell, Riley  
 Kart: 49.229    km 69    Sayers, James  
 Novice: 44.486    nsm 888    Anderson, Gregory



# F4 United States Championship Powered by Honda

Rounds 16-18

Circuit of the Americas (COTA) September 14-16, 2017

By Carl Wieman, Owatonna, MN



Observation Tower at night

This weekend the F4 cars were part of the World Endurance Championship (WEC). This was the only WEC Race in United States this year, with 8 others worldwide. COTA has a 133 foot elevation change to turn 1, making it exciting to see the standing start and then watch them make that big climb. COTA also has a 251 Foot Observation Tower that can be accessed for a fee with an elevator to the top, but you need to walk down the steps. The whole circuit is beautiful, but not very friendly when it comes to teams and paddock area, if you are not one of the feature races. We had our paddock near tunnel 1. It took us 8 minutes to get to pit in area with a golf kart. But, we could see some of the racing on the track from our paddock area.

Thirty two F4 cars took to the track on a warm humid day for two Practice sessions on Thursday. Qualifying was on Friday morning, with Race 1 early afternoon and Race 2 scheduled for 6:30pm. With the task of trying to teach these young drivers to stay within the limits of the car and track, they were informed at the Drivers Meeting that if they are caught exceeding the track limits, that is four wheels over the white lines, would result in a drive through penalty. At COTA, there are a few places that you can make some time if you cut the corner, but may result in damage with the low

clearance of the car as well as when you come back onto the track, you may hit another car. It is all about learning car control and safety.

As a result of the drive through penalty, in the 30 minute session, we had 33 drive throughs, with some of those were more than once. By the next session, it was much better with only a few penalties. For the qualifying session, the penalty was upped to a drive through and lose of your fastest lap time. Do it twice, and make it two drive throughs and 2 fastest laps lost, and so on. It seems that these young drivers need some harsh penalties to help them learn, and it worked.

The first two races of the weekend had 28 cars finish on the lead lap. The drivers have progressed well this season in F4. Benjamin Pederson of Copenhagen, Denmark won both races. This was the highest finish for Pedersen in his first two years of competing in the Formula 4 United States Championship Powered by Honda. Braden Eves of Gahanna, Ohio, and Kyle Kirkwood of Jupiter, Florida, flip-flopped finishes in the first two rounds. Eves took third in Race 1 and second in Race 2. While Kyle Kirkwood of Jupiter, Florida, claimed second in Race 1 and third in Race 2, which was just enough to clinch the season championship.

The second race was scheduled to start at 6:30pm, for 30 minutes. But, the Ferrari Challenge was a bit messy at the end as one of the cars dropped fluid coming into corner 20, before the front straight to the finish. As we sat waiting for the race to end, we saw many Ferrari's slide in the fluid, and collect each other on the front straight. This caused the F4 race to start over 20 minutes late with the cleanup of the mess, with many cars that had to be towed or hauled away on a flatbed. Then they brought out the blowers to clean the track of any other debris. COTA has some good equipment for cleanup and lots of it, when they have these big races.



If that was not enough excitement, about 10 minutes from the end of the F4 race, the red flags came out. COTA has several big screens on the

front straight, when I say big, I mean they are about 30 feet across, and one is over 50 feet across. We could see from pit lane the corners showing red flags, but nothing on the radio yet. Then we got the announcement and saw it on the screen, a yellow school bus had entered the track with cars roaring by. They are not sure why the bus was on the track. They finally got the bus off the track and restarted the race, after we had all cars in pit lane and re-gridded them. Nobody was hurt in the incident, but we are all hoping that she no longer drives a bus, even at the track.

By the time the race was over, and then 1 hour of Parc Ferme', we had some pizza delivered to the track and headed back to the hotel arriving after 9pm. Saturday morning we left the hotel by 5:45am for the 8:10am race. It was a short night, but it was also a short day at the track on Saturday, with only one race, and then pack everything up in the SCCA hauler, which takes about three to four hours.

The 3<sup>rd</sup> race of the weekend, on Saturday morning was won by Braden Eves of Gahanna, Ohio. Braden won in only his 6<sup>th</sup> start in F4. He scored a P1, P2 and P3 finish for the weekend. His front wing was damaged in a first lap incident. He stated after the race that he needed clean air to make the car handle, and once he got in the lead, he stayed there, and finished with a 2.439 second lead.

Denise and I drove to Texas, taking 9 days with some of it for seeing the sites. We visited the Hill Country near Fredericksburg and Kerrville. When the race was over, we drove for 7 hours to McAlester, OK for the night and then another 12 hours on Sunday to get back home to Owatonna. That made for another long day for me, and we enjoyed it.

In the last issue, I stated that several drivers were donating their earnings from the race weekend at VIR to the hurricane relief. Since that time, a few more have donated money as well as Baltazar Leguizamon of Buenos Aires, Argentina has now pledged his season winnings.

For more details and full results on the F4 US Championship Series, see [sccaproracing.com](http://sccaproracing.com) or [f4uschampionship.com](http://f4uschampionship.com).

# F4 United States Championship Powered by Honda

Rounds 19-20

Circuit of the Americas (COTA) October 20-22, 2017

By Carl Wieman, Owatonna, MN



This weekend, the final weekend of the season, the F4 cars were part of the support races for the F1 Race at COTA. The normal two Practice sessions, one Qualifying and three Races per weekend was shortened to one Practice, one Qualifying and two Races, for the weekend. The Drivers were there last month, and it was decided that they did not need as much track time. The races were also shortened to 25 minutes from the normal 30 minutes. The Drivers were still excited to be able to be at COTA the same time as their heroes in F1 that they aspire to race with in the future.

The first several days of the weekend were warm, in the high 80's to lower 90's. Less than a week later,

back home in Minnesota we had snow and 30 degree weather. Sunday morning that all changed with heavy rain coming down about 7:00am, shortly after most of us got to the track, and under the awnings. A few of the other Officials left later from the hotel, and either waited it out in the tunnel, which it lasted for about 30 minutes, or they got soaked in the over 1.5 inch downpour.

Thirty one F4 cars took to the track for the Practice session on Friday morning, followed by the Qualifying session later in the day. Saturday about noon time we had a 30 minute Driver Autograph session at the SCCA Trailer. I assisted with the Autograph session which was attended by over 200 people. The Drivers autographed sheets that had their photos on. We started with 200 copies and all were gone within the first 20 minutes, thanks to the large F1 crowd. The Drivers were autographing everything from SCCA decals, their own Drivers Hero Cards to even a girl's leg. A young girl put her leg on the table in front of each driver and had all 31 of them sign it with a marker. See photo.

Race #1 of the weekend was later in the day on Saturday, with Benjamin Pedersen of Denmark, taking First place, followed by Kyle Kirkwood of Jupiter, FL. Third went to Dakota Dickerson of San Diego, CA. Benjamin made the pass for the lead in the final moments of the race.

On the podium, Benjamin made these comments. "The fan support here at COTA has been amazing. I could hear the fans cheering through my helmet over my Honda engine," said Pederson, who has won three of the last four races at COTA. "To hear the Danish national anthem play after my win was amazing and to be on the top spot of the F1 podium was even better."



There was an estimated over 200,000 spectators on Saturday with between 300,000 – 400,000 on Sunday, by the time the F1 race started.

29 cars finished on the lead lap, with no red flags or full course yellows, which has not always been the case this year. Every session this weekend was without red flags or full course yellows, which made for some great racing, with these young drivers. What made this especially exciting and is that this is a developmental series, with most of the drivers under 20 years old. Many of these drivers are in their first year of racing a car, coming from karts. Karts do not have mirrors, which was a learning experience in itself for them to learn to use mirrors, with sitting so low in the F4 car. And many don't have a driver's license for the street, which means they have not been taught how to drive with mirrors or how to pass with a large car.



Engine Gearbox Assembly  
Going for Inspection

Race #2 of the weekend started at 10:50am on Sunday. All cars were required to start on rain tires, as the track was still very wet, even though the rain had stopped about 30 minutes earlier and the Masters Vintage F1 cars had been on track for a race just before the F4 race.

Two cars decided to come into the pit to change tires after the Formation Lap and start from pit lane, after changing to dry tires. They had to wait for the green flag, before they could start changing tires, while all the other cars had a standing start on the front straight. Those two cars found out that it was the wrong thing to do. The track stayed wet in many areas with the high humidity through the entire race. Neither car was able to make up for the time lost changing tires.

This race was won by Kyle Kirkwood, making this his ninth win of the year, followed by Dakota Dickerson and Braden Eves, all three of the USA.

On the F1 podium, Kyle was quoted as saying, "It's a surreal feeling being on the top step of the F1 podium. Taking that parade lap with thousands of fans  
Continued next page



Steve Oseth presenting  
Trophy to Kyle

cheering, confirms even more, this is what I want to do for the rest of my life. Thank you F1 for allowing us to share this awesome experience with you.”

The Formula 4 United States Championship Powered by Honda race weekend of the 2017 season concluded with the Championship Banquet on Sunday night. Many awards were presented, along with Kyle Kirkwood taking the Championship, followed by Raphael Forcier and Dakota Dickerson.

The F3 race car was introduced at COTA during the weekend. It is the next step for these young drivers. F3 races will be held on the same weekend as the F4 races next year.

The F4 U.S. Championship 2018 season kicks off the last weekend in April with Pirelli World Challenge and the new F3 Americas at Virginia International Raceway.

For more details and full results on the F4 US Championship Series, see [sccapracing.com](http://sccapracing.com) or [f4uschampionship.com](http://f4uschampionship.com).

Until next time, keep the pedal down...on the track.

Carl



Girl with Autographs  
On Her Leg



F4 Drivers on  
F1Podium

# ***DMVR Annual Awards Banquet & Business Meeting***

**6:30 pm Saturday November 11, 2017**

**Waveland Golf Course  
4908 University Ave, Des Moines, IA**

**The banquet this year will be a buffet with two meat choices (Parmesan Chicken and Penne Pasta with Meat Sauce).**

**\$30 per person**

**2 Free drink tickets included as well as a cash bar**

**RSVP by November 3rd**

**RSVP to:** Chris Riester at [chris.m.riester@gmail.com](mailto:chris.m.riester@gmail.com) (preferred) or 712-592-0176 and leave a message. You may also mail the bottom portion to DMVR's PO Box.

DMVR  
Attn: Annual Banquet  
PO Box 65176  
West Des Moines, IA 50265

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Names of attendees: \_\_\_\_\_

Total # attending: \_\_\_\_\_

Amount Sent: \_\_\_\_\_

Phone or email: \_\_\_\_\_





Chas Beeler  
708 East 12<sup>th</sup> Pl N  
Newton, IA 50208



## Have you signed the WAIVER?

Race Season has started! Did you sign the waiver?

Reminder: To be eligible for coverage under the SCCA Plan, one of requirements is a person must have signed the proper event waiver release. When arriving at the event, please remember to sign the waiver!

## Thank you!