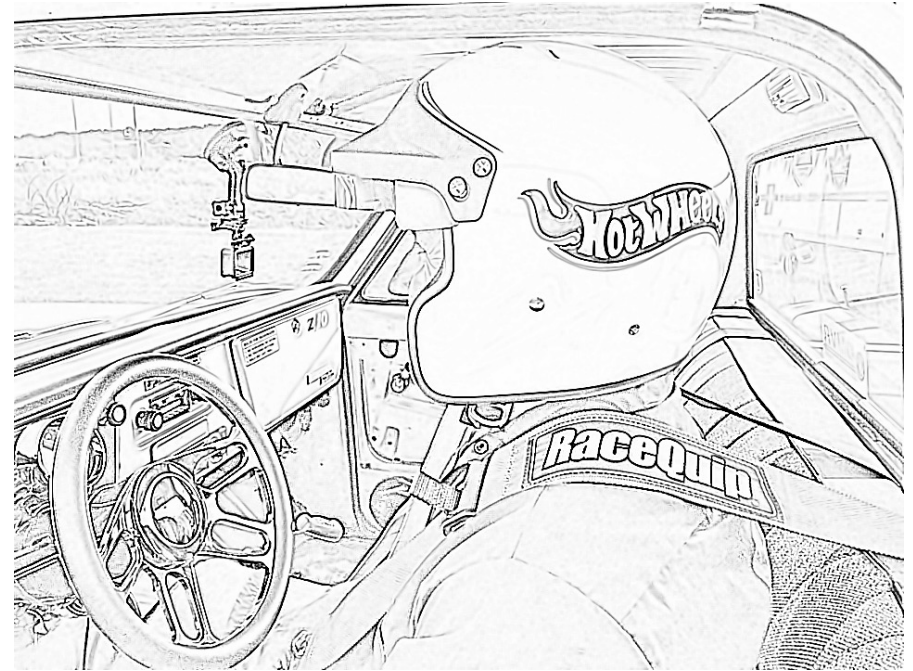




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Des Moines Valley Region
of the
Sports Car Club of America
August 2021

DRIFTING

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IowaStateFair

Fairgrounds Scavenger Hunt

Wednesday August 11 at 6:00pm

Stockman's Inn Iowa State Fair Grounds

6:00pm meet and greet, food and drinks, explanation of Rules

7:00 - first foot off

Prizes of unspeakable value! Some up to 10 dollars

This is a family fun event where everybody is invited to walk, run, skip, jump, hop, dance, and which ever other way you can think of to propel yourself with your own 2 legs along this grand adventure! We will meet and explain all of the rules, but the basis is that there is a list of things you have to find throughout the fair grounds.

2021 DMVR Autocross Schedule

- August 29th - Eddyville Raceway Paddock
- September 19th - Eddyville Raceway Paddock
- October 2nd and 3rd - Adventureland



Blast From the Past

2 points for anyone who remembers what this is!



From our Race Competition Chair

Harlan Donaldson

Golf Tour 2021 ROUND 1 BIR:

1st time out in 2 yrs, wasn't that much fun. And since a picture is worth 1000 words, follow on:



Yup, couldn't get it to run under load so started throwing parts at it. Ran practice Sat, swapped parts, ran qual, swapped more parts, ran the race to a disappointing finish 28 out of 31 as I needed 1 race for my license renewal, swapped more

parts and tried again at Sun practice, at which point I threw in the towel and we packed up for home.

Now the real disappointment of the weekend. Only car in ITB!

65 SM B-Spec SPU ST/ITB/LC/SM/HP/IT Brainerd International Raceway 2.500 miles
 GSSa 21-R-20965 5/29/2021 05:00 PM
 Race (15 Laps) started at 17:33:00

Pos	No.	Div	Class	Name	Hometown	Region	Member ID	Make-Model	Sponsor	Laps	Best Tm
1	38	1	SPU	Christopher Harayta	St. Louis Park MN	LCL	623162	1995 BMW M3	North Loop Motorsport	15	1:43.190
2	19	1	STL	Justin Moser	Lakeland MN	LCL	299530	1999 Mazda Miata	TRB Autospport/ Esker-Jones Ger	15	1:43.200
3	83	2	STL	Mark Librecht	Stacy MN	LCL	152313	1995 Honda Civic		15	1:44.644
4	7	3	STL	John Elder	Bloomington MN	LCL	266227	2000 Mazda Miata	TRB Autospport	15	1:44.816
5	127	2	SPU	Chris Davis	Maple Plain MN	LCL	196305	2001 BMW 320i	Ort Autospport	15	1:47.573
6	74	1	SM	Chris Craft	Plymter MN	LCL	454442	1999 Mazda miata		15	1:47.593
7	81	2	SM	Gordon Kinsley	Saint Paul MN	LCL	512553	1991 Mazda Miata	Strat Design Impulse Performa	15	1:47.480
8	88	3	SM	Samantha Silver	Saint Paul MN	LCL	424412	1991 Mazda Miata	Interstate Truck Driving School	15	1:47.311
9	83	4	SM	Bill Collins	Iron River Wis MN	LCL	402568	2003 Mazda Miata	Interstate Truck Driving School	15	1:49.062
10	21	5	SM	Andrew Jenkins	Bocker MN	LCL	516042	1990 Mazda Miata	Buhaler Group	15	1:49.024
11	174	6	SM	Cam Ebbert	Appleton WI	MIA	418750	1999 Mazda Miata	Michael Palmer Racing	15	1:48.850
12	86	1	ITB	Jessica Zitek	Lakeland MN	LCL	518231	1997 BMW 325i		15	1:49.556
13	316	2	ITB	Joe Rungert	Shane MN	LCL	437841	1997 BMW 436i	GorillaSticker.com	15	1:49.225
14	13	7	SM	Rick Baum	Chambers MN	LCL	497067	1999 Mazda Miata		14	1:50.161
15	95	3	ITB	Mark Fitzpatrick	Duluth MN	LCL	657301	1994 Mazda Miata		14	1:50.739
16	07	4	STL	Geoffrey Youngdahl	Saint Paul Park MN	LCL	549455	1999 Mazda miata	SRG Autospport	14	1:51.147
17	42	8	SM	Greg Youngdahl	Faribault MN	LCL	170398	1999 Mazda MIAT		14	1:49.822
18	47	9	SM	Sam Nagasaki	St. Anthony MN	LCL	429721	1990 Mazda Miata	Buhaler Group	14	1:51.031
19	4	1	T4	Roger Kristason	Sibley MN	LCL	423668	2003 BMW Z4	Black Dog Auto Service	14	1:50.789
20	191	10	SM	Aaron Jungbent	St. Louis Park MN	LCL	376348	1997 Mazda miata	Jungle MotoSports/ The Alignm	14	1:52.282
21	20	7	T4	Tom Daly	MINNETONKA MN	LCL	143681	2007 Volkswagen I	LITHEX MOTORSPORTS/ VW/ ADESA	14	1:52.574
22	02	1	STU	David Daryl	Edina MN	LCL	279154	2009 Volkswagen I	Luther Westside VW	14	1:52.141
23	9	5	STL	Jack Sparks	Saint Charles IL	CHI	651563	1989 Honda Civic	HGT MOTORSPORTS	14	1:56.636
24	23	1	HP	Bob Stream	Paton IA	Iowa	124619	1972 MG Midget	Hilda's Bar	12	2:12.977
25	22	1	FP	Jeff Anderson	Zion IL	CHI				11	2:19.400
26	5	1	ITB	Harlan Donaldson	Deer Parkes IA	DMV	115461_1	1985 Volkswagen I	Ryans Automotive	5	1:59.028
27	99	4	ITB	Ben Wedge	Araska MN	LCL	460894	1995 Honda Civic			
28	133	1	OTL	Terry Orr	Lakeland MN	LCL	411533	Honda CRX			
29	11	2	HP	Brooke Fortbanks	Spooner WI	LCL	418214	1988 Volkswagen I	Race Wisconsinlity Other Close		
30	25	3	HP	Jimmy Grigg	Minneapolis MN	LCL	185088	1983 Volkswagen I	Luther Westside VW / Goodyear		

Announcements
 New Track Record (1:43.190) for SPU by Christopher Harayta
 New Track Record (1:47.311) for SM by Samantha Silver
 New Track Record (1:50.789) for T4 by Tom Daly
 Total elapsed time 0:28:48.4

Margin of Victory	Avg. Speed	Best Lap Tm	Best Speed	Best Lap by
0.734	85.563	1:43.190	87.218	38 - Christopher Harayta

Chief of Timing & Scoring: Margaret Gibson
 Race Chair: Emily Jenkins



The car is now sporting a new color stripe in addition to the red and white. I call it TOYO, but that's another story.

Harlan #5 ITB/STL/ SM

FUNDAY SIT-DOWN with John Haluska



I sit down with esteemed DMVR member Alison Bell and dish with her on all things Sports Cars including her love of BMW Roundel.

JH - Hi, Alison. Thank you for sitting down with me, I'm so excited to do this. I admire your level of volunteerism. You're so enthusiastic. You're always there doing stuff AND you're a great driver.

AB - Thank you.

JH - It's interesting to me when ladies do something because I think I told you this before, my granddaughter is 11. And if I see like a lady cop or anything that is just a little bit different, you know, I always like try to point it out.

AB - You can do anything.

JH - Yeah, but she's an 11 year old girl. She doesn't want to do anything but play on the phone and watch Netflix.

AB - That's fair.

JH - So. Well, what got you interested in cars. Was was it growing up in the Bell household?

AB - Exactly. Like mom's Dad, my grandpa, used to send all his old car magazines and brochures and stuff to my dad, or if we'd be at his house in the Quad Cities, we'd just read them. Whatever is, you know, you're hanging out at your grandparents, you'd read books, or if we'd run out of books, we'd start reading magazines and he'd always save those for us. So I was like really, really young looking at the pictures. And then I was reading, oh, here's the spy photo of whatever. And that just kept going and going and then my dad bought his green 99 M Coupe and Rick Talbot said, hey, you should come autocross with us. And that really just got us started. I was always kind of interested in cars, but then it just kind of got bigger from there once Dad got involved in the club. Dad also got involved in the Iowa chapter BMW Club as well. At the same time I had a high school boyfriend, and his dad was also involved in that, too. So it was kind of a combination of things. So if we were going to drive the cars that we had or that we'd inherited, we had to learn how to do all the things like change the oil. So, yeah, I guess that kind of taught my sister and I to be strong, independent women too.

JH - That's really very cool. Not so many ladies change their own oil. I taught my daughter how to do it and she's never done it since.

AB - Yeah. I do. Some days it's cheaper or less hassle to just do it at the dealership

JH - I don't like having the waste oil to deal with anymore. I used to do all our vehicles. Now I just do whatever sports car I have.

AB - It's kind of a pain sometimes, especially now times 4 cars and then to take it to O'Reilly's or whatever is a pain.



Alison and her two boys - Nigel and Dunkel

JH - So I have a question for you. I've noticed and I heard this comment by somebody that has a girlfriend that's interested in autocross. But she is nervous because she's like what will these men say, if I'm out there driving

and I'm drive slow to begin with and she feels like, I don't know, she'd be looked down upon.

AB - I get where you would think that, but, there's enough guys that are slow guys too. There's slow guys too, so everybody's got to learn.

JH - Three quarters of the filed are slow. (lol)

AB - Yeah, it doesn't matter if you're a guy or a girl, you just learn and just have somebody with you that teaches you. And I've had plenty of instructors at HPDE that have said the women are better learners and are more willing to take advice and or constructive criticism from the instructor where too many dudes are stuck in their own ego. And like, "I know what I'm doing. I drive an M3." We're better at processing and taking criticism and then applying it. "Here, let me brake a little bit later"

JH - Well, women do use both sides of their brain. Men only use a quarter of one side (lol).

AB - But like driving especially, you get so in your own ego about it, oh you know, everything. And yeah. Well when you have somebody sitting in that other seat that says, hey, no, try this differently, you think "Oh that can't be right".

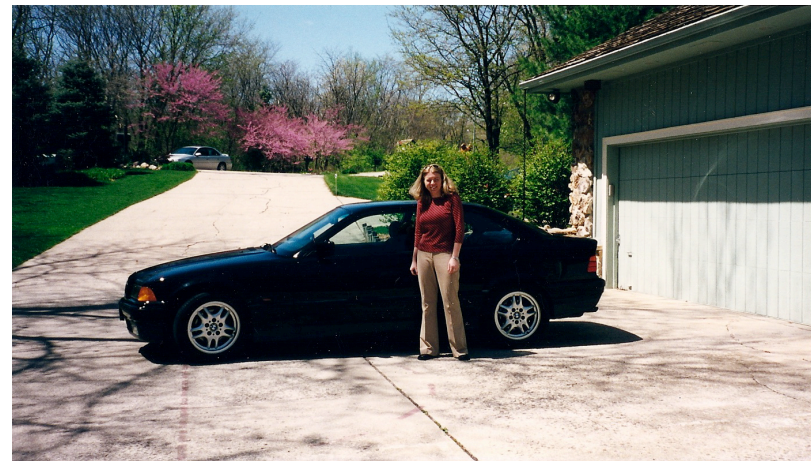
JH - So what was your first car?

AB - I had a '94 Saturn SL. With the plastic body panels and you know, Made in Springhill, Tennessee kind of

thing that was inherited from my grandparents in California and it was a manual and all it had was power door locks and power windows and an AM FM radio, so we had to learn how to do car stereo a little bit. And if we were going to drive that car, we had to learn how to drive a stick. When you're 14 or 16 you think "This is a Dog". But now there's only 3 cars I've had since then that haven't been manual's, so I guess my dad was maybe right. (lol)

JH - So what's your favorite ca you've ever owned?

AB - Probably my M3.



JH - Your current car?

AB - Yeah, that's why it's still here.

JH - No doubt. So what got you interested in the DMVR?

AB - Well, like I said, Rick introduced us. Rick Talbot introduced us to autocross back in 1999. And I sometimes co-drove my dad's car, the green M coupe, and then also the former boyfriend car, but it was a 318 TI and it was super slow. Yeah, I did that for a while, a couple of years until I got my 325, which was in probably 2001 or 2002, I think, when I got that car and then kind of just kind of fell out of autocross and just kind of I don't know that I was really having as much fun or getting as much out of it as I thought I could and then got back in the last five, six years and here we are.

JH - So what's your what's your favorite memory of of an event or DMVR or anything else?

AB - I don't know. That's kind of a hard question because there's a lot of really good memories.

JH - Do you have a worst memory?

AB - Oh, yeah, worst memory is probably when we were at Heartland Park, my dad and I, for my high school graduation birthday present, we're both doing an HPDE down there and, first run of the day on Saturday, we had a little car trouble. And we were supposed to co-drive the car. Luckily, two other BMW guys stepped up and said, hey, you guys can drive our cars the rest of the weekend.

JH - Nice! Do you have like a Driver hero?

AB - Sabina Schmidt, because I mean, obviously, she is amazing. We've got a Nurburgring picture on the wall and Autobahn sign and stuff too. And a little bit also Christina Nielsen, she was one of the Ferrari IMSA teams that got pushed off by Cooper McNeal because Cooper McNeal has Weather Tech money because his dad runs Weather Tech. So he pushed her out by having more money to bring to the team. And it's just the fact of the matter. It's harder for women to get sponsors. And she's now running with Patrick Long's team. There's another a second Porsche squad and that she and I think Catherine Leger running with. You know, they're out there trying to win and winning championships. She did win a championship with the Ferrari team before Cooper McNeill came along and. He hasn't done that so far.

JH - So did you grow up in Des Moines?

AB - Yep, my dad's from California. And so I spent a year and a half out there before we moved here, but otherwise been here since 1985.

JH - Oh, where in California?

AB - Palo Alto, Silicon Valley. Mountain View specifically. There's all kinds of fun tracks there.

JH - Yes!.

AB - Like Laguna Seca! A good time, but I've only got two days on it.

JH - That would be an awesome track. My gosh, what was the corkscrew like?

AB - It's a little bit of a roller coaster. You just have to have faith. You just have to faith that when you turn left that the track is are going to be there and you just kind of find this rhythm through it. And it's really freaking cool. It's just one of those things you have to experience. Yup. Check that one off the list. Nürburgring - check that.

JH - How about, like, racing movies? What is your favorite racing movie?

AB - Right now, I think it's Ford versus Ferrari, but I really like Rush, also Senna. And Cars one, two and three, are just great movies. I mean, the little twin fans that look like Miatas. How cute are they!

JH - And Paul Newman is in it.

AB - Yeah. Paul Newman and David Hobs doing voices and Schumacher was in the first one. Lewis Hamilton was on the third, I think second or third, they've had like so many different cameos.

JH - So what car would you like to own if you could own any car?

AB - Maybe a Ferrari FF or GT4 Lusso. The hatchback coupe one that looks like the practical Ferrari, nobody would ever know what it is.

JH - It's kind of similar to a to an M coupe.

AB - Yeah. That would be really cool.

JH - Those are awesome. I love those.

AB - Yeah, I think that's why I like that one. I mean, it would be cool to have a Ferrari or anything like that. Like an E63 wagon, it'd be cool just because nobody would ever believe you've got a 600 horsepower wagon. Kind of cool. But It's not really race car, especially unless it's like a drag race, but it'd be cool.

JH - Yeah, excellent. So if you could go to any race anywhere you go.

AB - To watch? We talked about going to the 24 hours of Daytona, we talked about trying to get on with Patrick Sandusky and working Daytona. Also, I think probably the 24 hours of Nürburgring or something really cool, anything Formula One would be awesome and Le Mans would be awesome too. It's a good racing movie, Le Mans. My favorite one has James Garner. That's Grand Prix, isn't it? That was a good one too.

JH - Yeah. No doubt. That's old school.

AB - I know my mom loves James Garner.

JH - He was pretty good racer.

AB - That was a good movie too. I like that one better than Le Mans just because there's more dialog. But they're both cool.

JH - What's your favorite track?

AB - Laguna Seca. I like Road America too. Road America is a lot faster, but also a little scarier. Also, the Nürburgring is a little scary in that there's a lot of wrecks that happen and then they still leave it open while they're trying to clean up for the GT3 RS that's bent up over on this turn. You just have to know that there's stuff coming up and you have to get out of the way. And it's very intimidating, even when you go in April and it's 40 degrees and kind of misty, it's still very, very intimidating. I wouldn't say we conquered it.

JH - Was there a lot of traffic when you were there?

AB - No, we were in the off season, we were there right before Easter. And so there wasn't a lot of traffic just because it's kind of off season for tourism there. But also it was cold. It was a holiday weekend. It was kind of misty. So you didn't have a lot of the bikes out yet. So you don't have the bikes you have to worry about. You didn't have a lot of other traffic until later in the day. We got our six laps in and we were like, oh, OK, now it's getting busy. Time to go. Yeah. And we had to go on our next for whatever destination was for that day anyway.

JH - I'm very jealous.

AB - It's totally worth the trip. We were there for a Mercedes tourist delivery because working for Mercedes, they let your store do like so many number of tourist deliveries that are cars just for the dealership. And so we're there picking up a CLS, that big four door coupe they do. If you screw that up, that would maybe be a career altering decision. But obviously we're not going to drive a car we don't like. So my dad found this rental race car outfit that you could rent like anything from like a Clio Cup to like a Porsche or something. And it just depends on how much you want to pay. And if you wreck it, here's how much your deductible is going to be. And some of it's like twenty five grand deductible. I don't remember how bad ours was, but we ended up with a Clio Cup, a little front wheel drive thing. But it still has a cage. You still are provided helmets and it's still a very real situation.



JH - Oh very cool.

AB - Yeah. Playing it in the video games doesn't do it justice. There's just so much elevation.

JH - It's very green there too.

AB - Yeah. Oh yeah. Because it's in the forest and...

JH - Jackie Stewart called it the Green Hell you know.

AB - Yes it is. Yes it is.

JH - What would you say is your biggest life lesson?

AB - I don't know that I've learned enough or lived enough for that. Yeah, sheesh. That's kind of...

JH - Tim didn't answer that either, but I thought I'd ask.

AB - He's got a lot more experience than I do. Um I don't know. Really, it's particularly like, for autocross stuff, don't be afraid of it, just get out there and try something new. You don't have to be fast or whatever, just as long as you're having fun, that's all that really matters. You don't have to win your class or even if you're in a class of one that's fun, too, sometimes.

JH - So do you have any plans to change it up? New cars, different cars.

AB - Not really. My car has gotten to a point where I like where it is and I don't know what I would change if I did. We put a new radiator and oil cooler in last summer and then didn't do any track days. So I really don't know if it helped its overheating problem because it doesn't do it at autocross, it only does it if you're in like a 20 minute track session and about 15 minutes in, it starts to get a little hot and then you can slow down, drive around the track for a little bit, a little slower. Then it cools down that you can just get back after it. But we don't really know. Thanks Covid. We don't know if it's better or not. Otherwise, no, I don't know that I would ever get. It'd be cool to go to like a V8 M3 or something, but they're just so much bigger. Stuff's more expensive, tires are more expensive. Brakes are bigger and more expensive. Mine is expensive enough as it is. To buy brakes, it's already like two hundred bucks for a rotor, each corner. Pads are another like a hundred and fifty an axle. Everything gets more expensive when you put an M in front of it.

JH - Yes.

AB - I don't know, I like it. It seems to work ok.

JH - Anything that you would want to tell our DMVR readers that I didn't ask?

AB - I guess going back to the if you're afraid to come out and do something, just do it. You know, it's not like it's going to be scary or maybe it might be a little difficult at first, but just come out. You meet lots of cool people and have fun and perhaps do something in your car that you

never thought you could do or thought your car could do and Yeah.

JH - Well, that's great! Thanks, Alison! Thank you.

AB - You're very welcome.

Don't forget your wrist-band!



Have you signed
the WAIVER?

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!

Now Online or on you phone!

Sharing Your Passion - Scott Mattis

My first real passion with cars came about in 1987. Prior to that, I had the typical school kid car crushes. I had the obligatory '69 Camaro posters (including RJ Gottlieb's infamous Big Red, the Silver State Challenge car). I also had Lamborghini Countach posters and even the Vector W2 along with ALF posters. I spent long hours drawing cars, watching SCCA Trans Am and Showroom Stock, Formula One, Group B Rally, IMSA GTO/GTU, NHRA Drag Racing, some of the 24 hours races and even NASCAR when they did the Bud at The Glen road course.

1986 and 87 were when things got more serious. My older brother took me with him to Quality Ford (might have been Chuck Fletcher's still at this point) to look at a red 86 Mustang GT. He didn't pull the trigger though. Rumor was the 87's would have more power and a new aero look so he decided to wait.

Fast forward to the summer of 1987. He ended up buying a new Mustang GT. Gray and silver with a red stripe and a bright red interior. I absolutely loved riding in the car as an impressionable 15 year old. The first contest of speed I ever participated in was on 22nd Street in WDM, a few blocks away from where I grew up. We were at the lights just South of what is now Jethro's and alongside us appears a 1964 GTO convertible with a 4 speed. The light turned green and they were both off. I got the thrill of a lifetime as we edged out the legendary muscle car with my brother's pride and joy.

When I turned 17 I bought an...ahem... 84 V6 Camaro. I drove it for about a year until I decided I had to have a V8 Mustang. Working full time as a pizza cook allowed me to buy an 86 Mustang GT in March of 1990. I drove the car everywhere and started doing a little racing with it. Hanging out with the street racing crowd, I mostly just watched, but I met a lot of amazing people. Car enthusiasts tend to be very friendly and helpful toward other car nuts.

One of the guys I met was a gentleman named Jason. He had a white 87 5.0 Mustang LX. It was stripped down from the factory with no options and no AC. It had the V8, 5 spd and the same suspension as the fancier GT. Most intriguing though was that it has a full roll cage in it. That's wasn't factory...

Jason explained to me that it was in the car to stiffen it for autocrossing with the SCCA. I had heard about the sport, but had never seen one or knew much about it. Sounded fun though. I learned that the previous owner of the mustang, a gentleman named Brian Goodner, had sold the car to him after he moved to a different car (I believe a white 1990ish 1LE Camaro).

Jason invited me to attend the next AutoX that was being held in the Norwest Bank parking lot downtown. I believe it was just South of where the DM Social Club and West End Salvage are located. I didn't enter this one, but had a blast watching all of the different cars. There were little race cars(Mods), lots of sports cars including a legendary green Saab Sonnet and even a late 80's square body Crown Vic police car. It was a "take home" car driven by

an actual policeman named Stan Sherwood. I went from intrigued to "I must do this".

This was prior to the internet that has so completely spoiled us, so I had to depend on fellow car nuts like Jason to tell me when the next one was. I attended that one, racing in F Stock and attended almost all of the autocrosses for the next 5 years. Progressing from F Stock to E Street Prepared and eventually my drag racing modifications (yes I still did that in both sanctioned and non-sanctioned events) pushed me into C Prepared running on slicks and having 400 plus HP under the fiberglass hood and hatch. Eventually my drag race-oriented car was outgunned by the smarter and better engineered C Prepared builds by the likes of Ron(Big Orange Camaro #1), Steve (65 Shelby Mustang Clone) and Eric (84? Capri). So I went drag racing full time!

Prior to that however I was able to indoctrinate several fellow enthusiasts. First was my brother and his 87. Paul in his Mustang 5.0 LX. Kevin and his 86 Mustang. Soon after that, another gentleman named Scott and his Mustang. I believe He invited one of his good friends, Todd who may have co driven Scott's Mustang to begin with. Another who followed was Steve in his Mustang. (Are you seeing a theme). Steve raced in F Stock, then ESP and eventually C Prepared. Steve's car is currently being campaigned by another friend of mine from Nebraska (whom I met on FB through a car group) in CAM T named Chris. My childhood friend Kyle did it a few times in his 87 Camaro.

Another fast forward to about 5 years ago. My brother was moving to Arizona and was not going to take his baby with him. Thankfully, he gave me first right of refusal on the car. I bought it for about what he paid in 1987 for the now 30-year-old car. A bargain given the history, condition and modifications that had been done over the years.

I attended my first AutoX in almost 25 years in 2019 at the Events Center. I only attended Sunday, but was able to eek out a narrow win in my 4-car field. It was the best AutoX result I have ever had. Needless to say, I was hooked again! I immediately told my then 18yo son Elik that he needed to come try it out. He didn't. I worked on him for well over a year. He had driven the Mustang a few times and loved it, but I just couldn't get him motivated to come wring it out (I don't get it either). I worked on him off and on until he finally relented and agreed to sign up for the last race of the year at Adventureland on 2020.

He rode shotgun with me so I could give him some pointers. He stayed very quiet through the whole run, but once we went through the traps he started letting out exclamations that I can't print in a public forum!!! Then it was his turn. Elik took over driving with me riding shotgun and made a great first run. He's an excellent listener and responded very well to the mediocre advice I gave him. Shaving second after second until he got down to a time that put him in the top half of an 80-car field. Not too bad for his first time out. Guess what? He was hooked and I was elated to be sharing the time with him!

Why am boring you with my stories? Because whether you have been involved with the SCCA for 40 years or 40 minutes, sharing your passion with others and inviting them to events is what grows our sport and organization. A chance meeting with my friend Jason and his caged Mustang back in 1991 lead to at least 20 new members.

Inspiration happens within the group too. I had no idea what Time Trials were a year ago. Since I am now Secretary and have been attending all of the Board and Member Meetings, I learned through our TT and Road Race gurus that it is something I definitely need to try out! If you aren't familiar, TT is kind of like qualifying for a road race. You're against the clock along with other cars in your class. There is a lesser chance of banging up your car than you have in wheel-to-wheel racing. Not risk free, but neither is crossing the street. I participated in the TT Dyno Day, figured out my class (Production D) and took a driving school at RPM last weekend! A few safety items and I will be ready for my first TT. Currently shooting for the September RPM event.

So please, keep sharing your passion for cars with all of those around you. Friends, family and strangers alike! Invite people to autocrosses and if they don't want to drive the first time, let them watch and take them for a ride. I don't know anyone who has done it and didn't want to do it again. My wife screamed like a school girl on her first rides last year. There is a place in the DMVR for all types of enthusiasts.

Scott Mattis

Your humble DMVR Secretary

DMVR 7/6/21 Minutes SJM

Member/Board Meeting Combined

Call to order @ 7:03

Solo

- Boonie to confirm chairs and stewards for next event.
 - Bob and Ed will probably close out at Adventureland.
 - John and Patrick can do July
 - Scott can do August
 - Nathan will do September
 - Chris was contacted about Minnesota Club wanting us to host an autocross event for them on October 1st as part of their road rally. 50-60 cars in the morning. Would need to be set up by Friday morning. Boonie to contact Adventureland to confirm cost.
 - Chris will respond and confirm if we need to supply workers, how much they will pay, schedule, waivers, insurance, etc. before committing to anything. Thoughts are expenses plus at least \$500.
 - Iowa Challenge 31st of July and 1st of August in Waterloo.
- TT
- Event on weekend of July 10th at Heartland Park
 - Next Event is Hallet on August 24th
 - Stand alone events at RPM and Hastings in works. Need to finalize contracts.
- Extension on deposit requirement until contract finalized.
- September 19th event at RPM
 - October 9th event at Hastings
 - Track approval forthcoming by John Hunter. Needs to be

completed prior to deposit.

- Working on officials. Will need to get a Road Racing Safety Steward for both events.
 - Timing and scoring is done for both events.
 - Will need to do timing and scoring from Nebraska Region trailer due to health concerns with RPM facilities.
 - Erich to get contracts to Fred once available.
 - Nathan screen shared pit lane video. Pit out looks rough but useable. Pit out is new pavement. Track to cleanup grass and weeds and knock down high spots.
 - John hunter will be back within next two weeks to finalize approval.
 - Using Orbits 4 timing decoder.
- Membership
- Weekend memberships have been turned in to National. Should be current.
 - Des Moines Concours. Set up booth for \$200-250 fee. Might be free for club. Sept 11th and 12th. Do we want to move forward?
 - Drifting will be out soon. Working on more sponsors.
- Treasure
- Fred says we have money.
 - Financials sent out. Solo up \$2,400. Membership up due to John's hard work on newsletter sponsors. Waiting on check from to cover most of dyno day.
- Workers
- No updates on workers
 - Nathan authorizing Harlan to buy from SCCA National to get needed patches ordered.

Street Survival -October 10th is date at DMACC. Pending availability of classroom rental.

- Harlan sent out email detailing changes.
 - Tara to work on setting up worker registration
 - Fred and Harlan to work on needed supply list
 - Need to start advertising
 - Joyce and Becky will help with registration and check in.
- Assistant RE
- Working on live timing capability and will test at July Eddyville event.
 - Live timing will be accessed through DMVR website
 - Working to streamline registration, etc.
 - Next month's meeting may be at Peace Tree. Open to other suggestions. Smokey D's?
- RE
- Nothing additional

Member Meeting Adjourned at 7:57pm

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