

DRIFTING

DMVR

DES MOINES VALLEY REGION INC.

SPORTS CAR CLUB OF AMERICA

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

FACEBOOK:

LOOK FOR DMVR SCCA

ONLINE:

www.dmvrscca.org

CALENDAR

JANUARY

January 7, 2020
Monthly Meeting
Smokey D's BBQ

January 20, 2020
Go Cart Enduro
Pole Position Raceway

January 25, 2020
24 Hours of Daytona & Chili Cookoff
Chris Riester & Alison Bell's House

January 31, 2020
2020 MIDIV Convention
Independence, MO

FEBRUARY

February 4, 2020
Monthly Meeting
Smokey D's BBQ

February 17, 2020
Go Cart Enduro
Pole Position Raceway

MIDIV TIME TRIAL & ROAD RACING SCHEDULE 2020

April 5-6
SuperTour - RR ONLY
Hallett Motor Racing Circuit
Green Country Grand Prix

April 18-19
Road Race & Time Trials
Heartland Motorsports Park

May 1-3
Road Race & Time Trials
Worldwide Technology Raceway
at Gateway

July 18-19
Road Race & Time Trials
Heartland Motorsports Park

TDB
September 4-7
Road Race & Time Trials
Worldwide Technology Raceway
at Gateway

TBD DATES TO LOOK OUT FOR

Solo Location Meeting
Location and Date TBD

Solo Award Ceremony
Location and Date TBD

Two more Road Race & Time Trial Events
Location and Date TBD

DMVR MONTHLY MEETING MINUETS

NEW NEWS:

RE:

- Robbie is the new TT Director
- Board as listed:
 - o Erich – stepping down in 2020
 - o Tara – Assistant RE
 - o Taylor – Secretary
 - o Fred – Treasurer
 - o Chris – Solo Rules
 - o Boonie – Solo
 - o Joyce – Workers
 - o Harlan – Racing

Assistant RE:

- None Given

Treasurer:

- We have money!
- Pretty successful year
 - o Solo and Rallycross bring in the most money
 - o Street Survival also brought in good funding

Members:

- Slight decline in membership
 - o Due to lack of membership signup at street survival
- Directory is now available
 - o If you need anything changed contact Chas and he will make the changes

Workers:

- None Given

Solo:

- Issues this year losing locations
 - o The IA Events Center
- Working towards the new year with new locations
 - o Eddyville
 - o Ankeny Airport
 - o The Iowa Speedway
- A huge thank you to all event participants and volunteers

Racing:

- No racetrack available for DMVR
 - o Possibility for those tracks we already use
- Not a lot of racers, actually raced this year
- Potential in with IA Speedway

TT:

- Introducing Robbie as TT Director
- Good year for our 6 events this year
- Next year 5 events are currently in the works
- Currently working on updated rules, next year's sponsors and other various tasks
 - o Apex Pro on board currently as a sponsor

Street Survival:

- Two classes this year
 - o Both at DMACC, Both very successful
- Classes will be happening again next year
 - o Still TBD on dates due to school schedules and DMVR schedule

New Business:

- Objectives with 2020
 - o Solo:
 - Need to expand locations and tracks
 - Solo will be very important in 2020 due of lack of racing events
 - o Racing
 - Looking for places and groups to help get events set up
 - Sponosrs will be key
 - Large focus to help get TT drivers interested in Racing

Erich moves to adjourn the meeting

Bob seconded

All - Aies

No – Nays

Motion passes, meeting adjourns at 7:44 p.m.

OLD NEWS:

Solo:

- Very successful event

Solo Sight Location Update:

- Iowa Speed Way President has reached back out to start a new relationship with DMVR
 - Boonie will be speaking to him sometime this month
 - He wants to get racing back at the Iowa Speedway
- We will still have a meeting about more sights and the future of solo locations
 - Eddyville meeting will go forward
- Discussion about other locations and previous locations used for other events.

TT:

- Schedule to remain the same as last year
- Dates are still TBD, they will be released later this month.
- Meeting for Rule, more information to come.

Race:

- No racing booked, no location
- No racing trophies are presentable as of this year
- Discussion had on how to make awards presentable

Hasting:

- Has been sold
- Will not try to have a race, will discuss later in board meeting

Schedule:

- No schedule as of meeting
- Attempts have been made to create one

Street Survival:

- DMACC was a great location
- People were impressed with DMACC, desire to race there someday
- Every student showed up
- Channel 13 did a feature on their News and is available on the website to watch.

Membership:

- Working on getting Master Copy of all members and contact information printed and distributed at annual meeting
- \$375 for pins for all members anniversaries who have been missing for all year; not including shipping
- 17 members who have 30th anniversaries this year

Workers:

- Only one e-mail for worker days that they've put in
- Two e-mails for worker of the year
- No races scheduled so no need for workers

Treasure:

- We have money
- Very quite year
- We are up on the year

Annual Dinner:

- Get in touch with Tara to RSVP and get payment
- Last day to RSVP for Nov. 25th via e-mail
- Not getting responses for awards

Go-Cart Enduro:

- Chris has gotten pricing from Pole Position
- Monday Night's December-March
- 1-2 hour enduro races
- 1 Hour: \$100
- 2 Hour: \$200
- Do 3 throughout December, January, February, with a final in March
- "Le Mans Start"

ANNUAL MEETING

Thank you to everyone who joined us for our Annual Meeting in Decemeber. As the club begins to start a new decade, it's great to award the special people who have done so much for the club. Here are a lovely award winners.

Thank you for a great year, and here's to another decade of racing in the midwest!



Soloist of the year - John Haluska



Sam and Greg Scharnberg Award
Tara Box Walker



Driver of the Year - Bob Maurer



Rookie of the Year - Robbie Vierhout



Winged Bitch - Team Zr3surrection

Worker of the Year - Rick Talbot
Not Photographed due to leaving celebration early.



Hoskins Award -
Diane Struve

All Hoskins Award
Winners at
celebration.



THE RETURN OF GO-KART ENDURO

Attention all racers!

I announce the return of go kart enduros!

We plan on hosting a 3 race championship starting in December and running to February. The championship will include a 1 hr enduro in December and January and if we have enough interest a 2 hr enduro in February. We are currently confirming the requested dates from the track.

These are the days we see who the true champions are. The February enduro is scheduled as a 1 hr enduro but if the interest is there we can change it to a 2 hr enduro.

Now get your teams together and get them to me! We need at least 6 teams each event to make this work. Don't fail me like you fail to drive your cars fast every event. Teams can consist of as many or as few people as you would like. If somebody wants to iron man it I'll support it and maybe even give you a special prize.

THE RACES WOULD UNFOLD LIKE THIS:

Schedule:

6:00-6:30 PM Sign-in

6:40 PM Drivers' Meeting

6:50 PM Qualifier

7:00 PM LeMans Start

SAVE THE DATE:

January 20th

February 17th

Six racing teams or individuals per prevent guarantee/maximum

PRICING, PLUS TAX:

\$100 per spot on 1.0 hour,

\$200 per spot on 2.0 hour.

Fees paid on the day of the event

ANY QUESTIONS? WANT MORE INFORMATION? CONTACT CHRIS REISTER OR VISIT THE DMVR SCCA FACEBOOK GROUP FOR THE MOST UP TO DATE INFORMATION!

DECEMBER 2019 GO-KART ENDURO



Pre-Race meeting with all teams participating in the Enduro.

The winners podium of all of our teams from Decemeber Go-Kart Endruo.



WHY I LIKE BEING AN SCCA MEMBER

By Carl Wieman
20 year DMVR Member
Owatonna, MN



Carl & Denise Wieman

And for the past 11 years, I have been working at SCCA Pro Races as part of the SCCA Pro Racing Field Staff. This has included the Mazda MX-5 Cup, Pirelli World Challenge, Trans Am, Formula 4 Series and recently the new Formula E series.

Because of my involvement with SCCA, I have been able to go to all of these different events and races without paying the spectator admissions, and, get into many areas that are restricted to spectators.

The following story will high-light some of the path that allowed me to experience the roar of the race car, and the smell of race fuel and the hot brake smell up close. And, now with the Formula E Series, I have been experiencing the great technology of these cars.

SCCA is also a family club, and our whole family has been involved. Much of these travels were done as a family, many times involving my wife Denise, and our two sons.

Sit back, relax and read how we did it, and how you can enjoy the fun of SCCA also.

I did not know how to get started and did not think I could afford to get involved in any type of motor-sports competition. I then discovered that to enter a Solo II event, all that was needed, was the family car, not a race-only car. The entry fee was about \$5.00, which included as much practice as I would like, and 3-4 times runs. And, if I did well, I would earn a trophy. WOW, how could I go wrong?

I am a 38 year member of SCCA. 40 years ago, it was only a dream to be able to go to a race to watch, let alone to compete in some form of auto competition.

Since joining SCCA, I have been able to travel throughout the USA and Canada, seeing many different race tracks, and make many new friends. This has allowed me to meet many drivers that later became famous drivers, as well as current famous people and drivers. Many of those drivers started the same way that I did.

Most recently, at the Formula E Race in New York, Emerson Fittipaldi asked me to allow him to go into the garage area where I was at the Pit In area to the Garages. I had to politely inform him he could not go through at that time, being he did not have the correct badge, but later he could. He understood, and we then had a nice conversation until the time came that he could enter the area.

I have been able to compete in Solo II events, in seven states, plus the National Solo II Championships. Now called Solo Championships. I have been to many SCCA National Club Races, as a crew member, including the Runoffs Championships many times. I have also had the opportunity to work at a SCCA Pro Rally.

This all started, while I was attending Minnesota State University, Mankato, MN, at night, while working full-time at Mankato Honda during the day. Kirk Ready, one of my instructors suggested that I enter a Solo II event. I put on a set of used tires and wheels on our 3 month old 1981 Honda Accord and entered. This was a very tight course. The Honda and I finished 3rd, in a class of about 10 entries. This was all it took to get me hooked on Solo II.

I entered a few more events that year and made some good friends and enjoyed the competition even though I did not always have a good finish.

The following year, I bought a 1976 Honda Civic and competed in Solo II events from Duluth, MN to Sioux Falls, SD, to La Crosse, WI and places in between. Kirk provided some coaching on improving my driving as well as walking the course to learn the correct lines to take.

In 1982, I competed in my first Solo II National Championship at Gurnee, IL. I went to have fun. I had fun. And, I did not finish last. I was in the top 90%, in my class. Guess that sounds better than being in the bottom 15%.

For several years, I competed in 8-10 events per year throughout the MN-WI-SD-Iowa area. We moved to Owatonna, MN in 1986 and started helping Harvey and Sharon West with their Mustang in SCCA SSGT National Club Racing. I had met Harvey and Sharon at the local car club, Basso Presto Sports Car Club, a few years earlier.

Crewing for Harvey and Sharon took us to Texas, Colorado, Michigan and many places in between, chasing those national points.

Many of our friends find it hard to believe that we would go to Southern TX for a race, and drive back to work, all in less than a week. If you like to drive to tracks across the country, and crew for a racer, you can travel to these places, and you will also get in free to the race. Just being around the sounds and smell of racing is exciting. Plus, when not working on the car, (showroom stock classes do not need a lot work) you can watch other races, or just visit with the racers. Many of our best friends were met through racing.

When not crewing for Harvey and Sharon, my wife and I still competed in Solo II events. Yes, my wife, Denise decided, with a little convincing to try Solo II. After a few events, she also entered a 2-day Solo II Drivers School. We then had two Solo II competitors in the family. In Solo II, you can have more than one driver per car.

We competed in the same car. Denise would ride with me in Practice Runs and I would ride with her as she drove. The two of us were coaching each other, with no big fights.

I was an Event Master at an event in Mankato and took only 1 timed run, which had me in 1st place. After the entire class made 4 runs, Denise was in 1st place, I was 2nd. After the razzing of many fellow competitors, to take another run, I said I would only take 1 run, even if it did not beat her fast time.

It was a faster time, but, I hit a 2 second cone. I kept my word, and did not take another run.

I was reminded by her for a long time, how she beat me by less than 2 hundreds of a second, which is not very much, but enough to win.

About that time, we were competing in 10-14 events per year, we had a winning streak of either Denise garnering 1st in class, or me with 1st. This string continued for about 1-1/2 years in 18 events in the 5 state area. You can say, we kept the 1st places finishes in the family.

After four years of SSGT with Harvey and Sharon's Mustang, he decided to turn it into an American Sedan Class car. Now we were able to tinker more on the "race only" car, always looking for a way to go faster.

This class was new at the time and has evolved with many rule changes through the years. We were also chasing for points, by driving to Colorado and Texas, and many other places so that Harvey could earn the right to compete at Mid-Ohio at the SCCA National Championship Runoffs. Harvey also loved to race at different tracks.

Our hard work paid off. The Mustang with Harvey driving made it to the Runoffs, 12 times at Mid-Ohio, and twice at Topeka. Harvey passed away less than 6 months after competing at the 2007 Runoffs.

The trips to these tracks for a week of Runoffs Racing did not mean we spent all day every day at the track. There is always some free time to do some local site-seeing. Even hard core race fans have other interests.

When our two sons got old enough to drive, they joined us, competing in Solo II. Now we had the whole family competing.

Dan and I co-drove a 5 HP Go-Kart the first year Dan was eligible. Denise and Matt co-drove a 1993 Dodge Shadow ES with a 3.0L V-6 and ABS. Denise found that the ABS fit her style of driving, and helped her with her best finishes

The following year, Denise won 1st place at the Mid-Div Solo II Championships in GS-L at Topeka with a '99 Ford SVT Contour, our daily driven family car.

Denise, Matt and I competed at the '99 SCCA Solo II National Championships, with Matt placing the highest of us. Matt was 18 years old, and being his first National competition, he was a little intimidated by the competition. In a class of over 40 entries, he placed in the top 40%, with a 4 door sedan. This was the highest placing 4 door in the class. The cars finishing ahead of him, were, sports car types, some AWD, and lighter with turbos also.

On the way home, we talked about how much fun we had and also wondered how well Matt might have done in one of the front running cars.

But, no matter how we finished, we went for the excitement of being able to compete in a safe environment with our family street car.

In 2009, I had the opportunity to work four weekends as Field Staff for SCCA Pro Racing, at the Playboy Mazda MX-5 Cup Races. These races were support races for many different race series, from California to New Jersey, and tracks in between.

Usually we would arrive on Thursday afternoon. Friday's were for two Practice sessions, with Qualifying on Saturday with the Race later in the day. Some weekends were double races, which added another day of Qualifying and the 2nd Race.

F4 Pre-Race Grid



The time at the track was spent assisting teams with weighing their cars, swapping computers, and many other tasks before the Qualifying sessions. After each session, we weighed the top 6 cars. Before Qualifying, we marked the tires that are required to qualify and race on. During each session, that the MX-5 cars were on the track, we stood in the Hot Pit Lane, to assist the cars into their pit stall, and to make sure they performed a safe pit stop. After the race, we Impounded the top cars for inspections of compliance.

If you like to be up close to the action, this is the place to be. The only place that is more exciting is driving the race car, or riding in the race car back to the Impound area after the race, which I had done many times. The drivers have a hard time trying to drive slow after the 45 minute race at speed, so it can get exciting without a passenger seat.

During the weekend, there was usually a driver's autograph session, with the Playmates joining the drivers to sign autographs. I did get an autograph from the Playmates at one of the races. It was not for me, it was for our son Dan, who was in Afghanistan at that time. Isn't that what Dad's are for?

Later years Playboy was no longer the series sponsor, so we did not have the Playmates at the races. It was fun while it lasted, even the Year End Champion would receive a smoking jacket from Hef. The later years the series sponsor was Battery Tender.

The MX-5 Series was a supporting race series. We might have been racing with the Historic Cars, ALMS, Grand Am Cars, Mustang Challenge, or in a Pro Mazda Weekend with many other Mazda classes of cars. In later years, the series grew to 40 cars in the series on track at one time making for some great races.

The MX-5 cars all had sealed engines, making this a Drivers Race. This was some of the best racing that can be found, to see 35-40 cars, all evenly matched, except for the driver's ability, and how they set-up the suspension for their car. And, the drivers are all very determined to win.

At a few races, with over 35 MX-5 cars, all of them qualified within 3.5 seconds from the fastest qualifier to the slowest.

At Road America and Road Atlanta, we saw a lead pack of 10 cars break away and stay together for the whole 45 minute race, each lap changing the lead as they came across the line. Sometimes the lead would change in the back section also. There was one race at Road America, where three cars came across the finish line side by side. Each of the crews on the wall thought their car won. It was so close that the crew could not tell from the different angles that they were watching from on the wall. The winner was determined by the transponder it was so close. And to think that this went on for 45 minutes, with all the long straights, hills and curves of that track.



Road Atlanta Front Straight

After one of the first Practice sessions, that I was working that first year, the Mustang Challenge cars were lined up in Pit Lane, waiting for the MX-5 cars to all come in from their session. The Mustangs got the green flag from Pit Lane. It was a sweet sound to hear 24 identically prepared cars, all with the same V-8 sound coming from identically designed exhaust systems. I took my head set off, to hear and enjoy the V-8 sound of the Mustangs.

That first race that I worked was at Mazda Raceway Laguna Seca, now Weather Tech Laguna Seca. During a break from our sessions, a few of us went and watched the Koni Challenge cars go down the Cork Screw. This is a 200 foot drop in elevation, in a race car at speed, through the corners.

TV does not do the Cork Screw justice. If you are a race fan, this is a must see. There is nothing like it. I could only imagine what it must be like the first time someone drives a race car down the Cork Screw, at speed.

When I got home, I was telling a friend about that experience and he said that is where he took his first road course driving school and it was scary in the beginning. His name is Johnny Parsons III. His grandfather, Johnnie Parsons I, won the 1950 Indianapolis 500. His Dad, Johnny Parsons II raced in the Indy 500 several times. With a family like that all involved in racing, and Johnny III having raced Sprint Cars, you would think it would not be scary to him. But, he said he loved it.

During the past 38 years, I have also had the opportunity to help the SCCA grow the Solo II program. My wife and I were Solo II Co-Chairs for the LOL Region for 5 years. We were also Solo II Safety Stewards and I was a Solo II Safety Steward Instructor for over 20 years. I was also the Region's Top New Member Recruiter for 5 years in a row.

For more of my adventures with the MX-5 Cup, Formula 4 and Formula E Series, see previous issues of Drifting from 2010 - 2019 that I have written.

I hope you enjoyed reading, Why I Like Being an SCCA Member. SCCA gives me a chance to travel to different parts of the country, to many different tracks, meet many people, and be around race cars. The SCCA gives you that opportunity at an affordable cost.

You can also have the opportunity to pass on your knowledge, experiences and passion to others, as well as your family.

If you are not an SCCA member, now is the time to join.

(This story was first published in the Oct, 2010 Drifting issue and has been updated)

This story is dedicated to the Memory of Harvey West.





Mazda Raceway Laguna Seca - 4.28.2016

*The Best Value
in Sports Car Racing*



Mazda Raceway Laguna Seca May 2016



Dan & Carl Wieman



F4 Pre-Race Grid Homestead



Standing Start at COTA

