

DRIFTING

DMVR

DES MOINES VALLEY REGION INC.

SPORTS CAR CLUB OF AMERICA

DMVR
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CALENDAR

OCTOBER

October 1, 2019
Monthly Meeting
Smokey D's BBQ

October 12-13, 2019
Solo Auto Cross
Adventureland

October 27, 2019
Street Survival
DMACC-Ankeny

NOVEMBER

November 5, 2019
Monthly Meeting
Smokey D's BBQ

November 2019
Solo Location Meeting
Location and Date TBD
Will need support and help Formula E

DECEMBER

December 7th, 2019
Annual Dinner & Membership Recognition Ceremony
Location to be announced at a later date

AWARDS REMINDERS

This serves as a reminder that with the racing season drawing to a close is the reminder that its time to recognize the people who have made this season a memorable one. So here's a quick list of things to start doing before award season is upon us:

- If you have workers hours make sure to tally them up and get them to Joyce Hart, along with selections for worker of the year.
- Racing Awards selections need to contact Harlan Donaldson about awards be given out and nominations for award winners.
- Previous Hoskins Awards Recipients need to reach out to Joyce Hart with there selection of this years award recipient by October 15th.

If you have any questions about awards please contact the board member responsible for the racing category.

THIS IS WHERE A DRIFTING STORY COULD BE....

As the drifting editor for a little over a year I have done my best to keep the rich and important job of keeping the club informed about the happenings of the year. But recently that has become a bit difficult.

Like many in the club, while I love racing, I cannot make it to every event, every race, and every activity. While it is my job to put together Drifting, I cannot give you something I am not proud of. These past few months, since June, I have had no additional information to include in Drifting. Moving forward we will continue to have a monthly Drifting, but sometimes it may only be the schedule and meeting notes.

We need your help DMVR SCCA. We need pictures. We need stories. We need your crazy race day triumphs. We need your insane build stories. We need you. I am just one person, I can't be at every event. So I need your help to create this newsletter.

If you have a story from the past racing season feel free to submit it to me at my e-mail tbickel10@gmail.com. I can also be found in the DMVR SCCA Facebook group as well. I can only do so much as one person, with a club of over 200 paying member and who knows how many weekend members. I know this club is rich in history and this year celebrating multiple members who have been here for over 50 years. There are stories to tell each race season, let's make Drifting the outlet to share them with everyone.

Your Drifting Editor,
Taylor Bickel

FORMULA E CHAMPIONSHIP - NEW YORK CITY

BY CARL WIEMAN



Denise and I worked with SCCA Pro Racing at the Formula E Races, Rounds 12 and 13 in New York City this year. This was the final event of the series for 2019. This was held on July 12-14, 2019. This was my second year working a Formula E Race and the first for Denise.

For those people not familiar with Formula E, it is 100% Electric Racing with a formula race car. That is correct, not a hybrid, no gasoline or anything else, just battery power. Before you get upset and say that is not real racing or a real car, as the editor of our local newspaper would say, "bear with me on this one". I have never been involved with any type of electric car before. My experiences have all been with internal combustion engines, such as gasoline or ethanol. I have done experiments with ethanol in car engines while going to school at Mankato State University, as well as our youngest son had a go-kart in Solo competition for a few years that ran on E-95.

Many years before that in the 1970's, I converted a 4 cyl, Honda car engine to a 2 cyl. engine and won a SAE Mileage Competition and a few weeks later, reinstalled the original engine and won a Solo event.

Then there was the American Sedan V-8 Mustang that I crewed on for many years and going to the Runoffs. That is just some background to give you an idea that I did not think I would ever get involved with a 100% electric vehicle, let alone work at a race, and enjoy it.

I found that I love the technical side of these cars and the access that they give to spectators the most. There is much more freedom for spectators than many other series.

Being electric, these cars accelerate faster than any gas engine race car. It is instantaneous. This also requires the driver to know how to accelerate without burning the tires off of the car, but still accelerate faster than their competitor. And this is on a version of street tires, not soft racing slicks. The race was also held on old asphalt, with no rubber laid down from previous races. The race was at the Red Hook Harbor in Brooklyn, NY.



The weekend starts on Saturday morning with two Practice sessions, then 4 groups of Qualifying, and a Super Pole Qualifying.

This year there were other activities in between the FE sessions. Harley Davidson had about 12 E-Bikes there that took to the track a few times.

The Jaguar I-PACE cars were also on hand with a race on Saturday and Sunday. Every vehicle on track this year was electric, except the tow trucks. The pace car and safety cars were all electric as well. BMW did have one large SUV as a safety vehicle that was a hybrid, as in gas/electric.

All of these electric vehicles made for a fairly quiet weekend of racing. Normally I wear a headset, but this weekend I used only my ear piece in one ear hooked to my radio. Each of the Race Staff have a whistle so that when we see a car coming, we blow it to warn everyone down pit lane. When the cars are coming into the pit/garage area especially, they are fairly quiet while letting up, making it hard to hear them. These cars have a high pitch electric motor whine when they accelerate. When the cars are in a group, some people said they sound like the storm troopers from the Star Wars movie as they go by on the straight in front of the Garages. In the Garage area when going slow, they are quiet. There is no Whoomah sound like an A Sedan race car.

On Saturday, Race #12 was held at 16:04 for 45 laps, which takes about 1 hour. There is no work done in Pit Lane. If a car needs any work or adjustments, they come into the Garage. While in the Garage, a large fan is blowing on the batteries, with dry ice dumped into the hopper on the fan to help cool the batteries quicker.

On Sunday morning there is one Practice session and 4 groups of Qualifying again followed by the Super Pole Qualifying.

This year they put all the cars on the track a few times each day, before some of the sessions and opened the gates to allow spectators to walk next to the cars for photos with the cars and drivers. Sunday's race started at 16:04. I am not sure why the races start at what some people would think are hard to remember times, such as 16:04, and not 16:05 or 16:00.

I worked with the Pit Lane/Garage Team at Pit In. I was on the inside corner as the cars came off the track towards the garages. My main job was to watch for problems in the Garage area, and warn the driver with a yellow flag as well as warn everyone that a car is coming with my whistle.

This year there was a large screen across the track from me, so I could look at it and watch some of the race as it happened in other parts of the track as well as some very interesting information displayed. This was also very helpful for me to know when cars were coming into the garages so that I was ready for them.

Being these are electric cars, sometime the screen would show the kilowatts being used by the car at the moment. If the driver was accelerating, the kw went high, and during decelerate, it would be low to negative sometimes.

Last year, they had Gen1 cars and had to change cars about half ways through the race. The Gen2 cars this year made the whole race without changing cars for lack of battery power.

Denise worked in Worker Registration and as a Steward's Runner. As technical as this series is, there is still a need to have some forms, such as penalty sheets taken to the teams during the session. Luckily there were not a lot of penalties, so her job was a little boring, but very much needed. This did however give her the opportunity to get up very close to the teams and cars in each garage.

We flew into New York on Wednesday and flew out on Tuesday. Denise and I spent a few days before and after the races to do some site seeing of the area. We took a tour of the Ellis Island, Statue of Liberty, as well as the Twin Towers Memorial. That is a very somber tour. No photos are allowed and nobody is laughing and joking. But it is very informative and worth the visit when in the area.

This was a brief explanation of the Formula E Race in New York. I hope everyone enjoyed the insight and look forward to watching a Formula E Race next season, which starts on Nov. 22, 2019 at Diriyah, Saudi Arabia. The New York City Race is Jul 11, 2020, the only Formula E Race in the US at this time. This will be with the same Gen2 car which will have the larger battery capacity that will not require a car change mid-race, like in 2018.

For more details on Formula E Races and cars, check out www.fiaformulae.com.

