

DRIFTING

DES MOINES VALLEY REGION
of the Sports Car Club of America

JANUARY 2023



Spencer Dewey and his speedy ND Miata)

BOARD OF DIRECTORS

Regional Executive:

Nathan Bickeltlbickel10@gmail.com 515-556-8437

Assistant Regional Executive:

Dan Doyleddoyey@gmail.com

Secretary:

Scott Mattisscott.mattis@yahoo.com

Treasurer:

Fred Bellfourbells1@mchsi.com 515-224-4179

Membership:

John Haluskahjc9292@gmail.com 515-689-3963

Solo Events:

Chris Hayhaychrishay@gmail.com 515-240-7217

Solo Rules:

Chris Riesterchris.m.riester@gmail.com 712-592-0176

Racing Competition:

Harlan Donaldsonhdonald234@hotmail.com 515-263-4922

Time Trials Director:

Robbie Vierhoutvierhoutrobbie@gmail.com

Race Officials:

Joyce Hartacjkhart@gmail.com

Drifting Editor:

John Haluskahjc9292@gmail.com 515-689-3963

Website Manager:

Mikael Gustafsonmtgustaf@gmail.com

**Urban Alarm
Services, Inc.**

PO Box 42384
Urbandale, Iowa 50323

Mike Hueholt
515-330-2820 Office
515-202-8044 Mobile

mike.silverd@gmail.com



2023 Time Trials Schedule

May 19-21 Heartland Motorsports Park
June 10- 11 TBA
July 1-2 Brainerd International Raceway
July 15-16. Ozarks International Raceway
August 12 Motorsports Park Hastings
September 16 Raceway Park of the Midlands
October 7 TBA

2023 Autocross Schedule

April 2nd Valley West Mall
April 23rd Eddyville Raceway Park
Tentative Merle Hay Mall
(more dates will be published as they become available)

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 the 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 your phone!

Blast From the Past

1984 was the last year for Mid American Raceway Club Racing. After Greenwood closed, MAR was considered our DMVR MiDiv "home track".



In Memoriam

DMVR mourns the passing of long-time member Mary Harrington. Mary passed away in December of 2022. She was active in many facets of our club including Drifting Editor and Race Officiating. Our deepest condolences to the Harrington Family. She will be missed.

2022 Annual Banquet

The 2022 DMVR Annual Banquet was held December 17th at Trostels's Greenbriar in Johnston.

An excellent repast was provided to 30 members and guests. Fellowship and munching ensued with an occasional adult beverage!



Dick and Diane Struve

Award winners for 2022 are:

Mike Trier - Hoskins Award
Soloist of the year - Spencer Dewey
Worker of the year - Richard Struve
Rookie of the year (club racing) - Tim Reinhardt
Driver of the year (club racing) - John Haluska

5 Year Anniversary Milestones:

Alison Bell, 5 years	Ron Ver Mulm, 20 years
Boonie, 5 years	Mike Bronson, 25 years
Will Franchier, 5 years	Sam Kranovich, 25 years,
Brian Goodner, 5 years	Daniel Wieman, 30 years
Mike Hueholt, 5 years	Carl Wieman, 40 years
Matthew Thompson, 5 years	Tracy Sandberg, 40 years
Frank Ferrari, 10 years	Scott Bowman, 45 years
Dennis Godwin, 10 years	Doug Walker, 45 years
Mike Phelps, 10 years	Fred Thomas, 50 years
Jay Sharp, 10 years	Bob Eddy, 55 years
Howard Roth, 15 years	Lyle Kreps, 55 years
Robin Roth, 15 years	Bob Maurer, 55 years
Kurtis Goertz, 20 years	

2022 Hoskins Award

The Hoskins award was originally called the Don Hoskins Award to honor the driving force behind it, Don Hoskins. And a force he was, along with wife Erna! Don was the starter, and Erna had a little stool and and easel that she'd keep timing and scoring on. When Erna passed away, DMVR changed the name to the Hoskins award.

And it's been awarded every year. The way the Hoskins award works, former winners all gather together and look at nominations that have been submitted for the year. And then they discuss those nominations. Most of the time it's done in person. This year there were several great nominations and discussions and when the voting was done Mike Trier was declared the winner. Mike's been a member going back to the late seventies and now lives in South Dakota

Note from Mike:

Thank you to all the Hoskins award recipients who felt I deserved the award. It was a surprise since there are several others who've done much more for the DMVR than I have. I haven't been active in the club during the past 5 years and now live in Custer South Dakota. I'm honored and humbled that others felt I deserve the Hoskins. I remember Don Hoskins flagging the events, in rain or shine, hot or cold weather. I don't recall if I was on the board or simply at the meeting when the Hoskins Award was created to recognize service to DMVR after Don passed. I never thought of myself as a deserving recipient, so receiving the award is very special.



While I made contributions to DMVR, DMVR gave far more back to me. Many of my best long-term friends, best times of my life and fondest memories are rooted in DMVR. My son Jeff is a member. One of my friends suggested that I return for the annual meeting and I planned to attend but winter storm Elliott made travel impossible.



DMVR has been an important part of my life for about 50 years, I don't remember when I first joined. My first contact with DMVR was an autocross held on John Deere Road (no longer in existence) on the west side of the Ankeny plant. Cars drove through pylons, made a U-turn and returned. The remarkable part was that a car (I think it was a Fiat 850) rolled. I don't think I competed in that event but soon thereafter I started autocrossing in my 1965 Sunbeam Alpine. It wasn't long until I was on the board as Social Chairman, where I was responsible for social events, including the annual Christmas party that was held at Meredith Mansion. Over the years I served as Competition Chairman and event chairman for several autocrosses. I was on the original Missouri Valley Race Group (MVRG) board when DMVR and Nebraska Region joined together to host races at Mid America Motorplex (MAM). I had the privilege of being the first race car to enter the track at the first MVRG event; Iowa Public TV televised it.

DMVR and SCCA gave me so much that otherwise wouldn't have been possible. I became an avid autocrosser, including winning the MIDIV B Prepared championship in my Sunbeam Tiger and competing in the first Solo II National Championship at MAR. I crewed for Clyde Nipper, including at an event at Brainerd where we pitted next to Paul Newman during practice. I crewed for Frank Ince, including at the last Runoffs held at Road Atlanta. I've worked paddock at Road America for IndyCar weekend, F & C at the Runoffs and ran in local rally. I fulfilled my long-held dream of driving my own race car, first a Mazda RX3 and then an RX7 with which I got my first win, an IT Tour championship and set the MAM track record for IT7. There is so much that I've benefited from DMVR that I can't begin to describe it all.

So again, thank you to those who selected me for the Hoskins. I will be a DMVR member for life. Look me up if you come to Custer. I delight in showing friends the Black Hills.

Mike Trier

January 2023

FUNDAY SIT-DOWN

with John Haluska

I sit down with 55 year DMVR member Bob Eddy and we dish on Bugeyes (my fave), FF's (my other fave), Porsche's (my other, other fave) and all things SCCA!



JH

Bob, you've been a DMVR member for over 50 years. What brought you to the SCCA? How did you find out about DMVR?

BE

I joined DMVR in February of 1967. And it happened because while I was in Germany, I learned about sports car racing. The guys over there asked me one day if I wanted to go to the races at the "Ring".

JH

Oh, wow.

BE

And I said, The Ring? Thinking an oval.

JH

Yeah.

BE

And I got pleasantly surprised. We went to the Nurburgring for a race. And I thought this is kind of neat racing. Sports cars, as you know, go right, left, uphill and downhill! Not round and round and round. So I liked it. Well, then a few weeks later, that same group of guys said we're going to Hockenheim. You want to go? I said Hockenheim, what the heck is that? So I went there and that was the same thing, but a smaller track and it was quicker and so on. Well, I got into sports cars and I got into liking racing. Period. And one thing led to another and I went to a 1000 Kilometer race at the Nurburgring. And in 1966, I was fortunate enough to be

able to go to Le Mans and see the 24 hour race. That was the year that Ford came across the line, one, two, three.

JH

Awesome.

BE

And Ferrari got pushed to the dust. (lol) I've always been a car guy and when I got back to the United States, I started looking around at road racing and who did it. And back in the late mid-sixties, there were only two sanctioning groups that did. One was SCCA and one was USAC. And USAC didn't do nearly as much as SCCA.

JH

Right.

BE

And there was no local organization with USAC, so I found DMVR. And, I don't know, hung out with them for a couple of months or so and said, this is what I want to do. And joined in February of 1967.

JH

Wow.

BE

And I've been an active member since. I've held numerous board positions with DMVR from RE on down. And I don't know, in the late sixties and seventies and probably even into the eighties, I was pretty active with the solo program and then eventually bought a car and went to a driver school and raced. The car I bought was from a DMVR member by the name of Gene Strandberg and it was a Bugeye Sprite. He helped me go through the car and and so on, learn about the car. It was a race car. He was moving up to an Alfa Romeo, a Duetto. And so I bought the Sprite and went to a driver school and thought I kind of like this stuff, but it was more expensive than I had anticipated. Not that it was like today, but it was expensive! And so I kind of held back a little bit and went back to college and got

my master's degree on the G.I. Bill. And as soon as that was over, I said, it's time to go racing again and ended up buying a Chevy Vega GT that qualified for showroom stock racing in 1973. And actually in 73 I took the Sprite out once. Then went to a second driver school in the Vega GT. And I started racing the Vega in regional racing and then got my national license. Then Chevrolet came out and introduced the Chevy Monza. And the Monza had a 262 V8 in it and qualified for Showroom Stock A.

I bought one and I raced that for one year and then ended up getting Chevrolet sponsorship to drive a Monza Spyder the next year, which was a 305 in the same car. And I drove for Chevrolet for three years with that Monza Spyder.

Bob Brown Chevrolet here in Des Moines would take care of the car between races. I had great success driving that Monza in Showroom Stock.

Well, when that contract agreement went away, I had decided that I liked these little cars that didn't have fenders on them. And I decided I kind of want to do that! So I looked around and bought a Formula Ford. A Titan. I drove that for a year and learned that Formula Racing was

pretty fun. You actually look out and see the wheels and you see the suspension work and and the engine is behind me and it's a real race car.

But the Titan was not a competitive car. And I found out that competitive cars back then were either a Lola or a Crosslé. And I went to Chicago and looked at the Lola's at the Carl Haas dealership. And



Bob's Crosslé 32F



Bob and wife Judy with Corvette

the Haas people there at that time, didn't want to give me the time of day, so to speak, because they didn't think I knew what I was doing. So a Crosslé Dealer at that time was North American Motorsports in Mason City and one of the members of that group of three was a DMVR member.

JH

Wow.

BE

His name was Keith Bowman and he lived in Des Moines. He was one of the three people at North American Motorsports, along with Dale Wilhite and John Beck. I ended up buying a Crosslé from Keith Bowman and they offered and gave track support. They had spare parts like brakes and the things you needed at the track and also helped take care of the car. And that was fantastic! And so I raced that Crosslé 32F for several years and had a terrific time with it and loved formula racing. It was a good way to go.

I raced a lot in in the Midwest and Central Divisions. Back in those days, Colorado was part of MiDiv. So the tracks out in Colorado being Second Creek and CDR, (Continental Divide Raceways) and Pueblo were all part of MiDiv. So

you'd take the long drive on Friday to Colorado, get there and hope for a couple hours asleep, get up and drive race cars, and then, of course, drink beer Saturday night.

And then Sunday you drive race cars again, and then you load them up and drive all the way back to Des Moines. The same was true going the other direction because I enjoyed CenDiv too and raced at Brainerd and Elkhart Lake and Blackhawk Farms and IRP and Mid-Ohio. And those tows were just about as far as going the other way!

JH

Right.

BE

So I had a great time with my racing in MiDiv and CenDiv and then of course, Colorado separated and became Rocky Mountain. I raced nationally for 18 years and I had a lot of success. And I had a lot of not so success! And that's the way racing is. So that was my basic racing career. After I had started my own business and got it going, it took a lot of time away from racing, so I sold the Crosslé and didn't do much of anything for a while. And then I rented a Shelby Can-Am from Steve Penske for a weekend at Heartland Park. And that was an interesting experience. It's ironic that that same car is the one Tom Kraft ended up buying later. And then the only other time I would've been on a track in a car is I rented a C5 Corvette that ran T1 and drove that a couple of times.

JH

Yeah. Awesome.

BE

When I quit driving, I decided I wanted to become a race official and give back to the sport what people had so freely given me and I earned a national stewards license, which eventually became a national chief stewards license. And I have been a race official since the mid eighties, so that's almost what, 40 years?

JH

Yeah.

BE

And I have had a license as a corner worker, starter, tech inspector and so on. But I still enjoy being a race steward and still work races for SCCA. Plus I get involved and work races for IMSA, IndyCar and I have worked races for NASCAR, but I don't do those anymore. They don't like the road courses. (lol) Well, they do. And they're doing more now than they were. I'm still active with the DMVR although I haven't done much autocrossing in the past several years. But I'd like to get back into doing a little bit more of that!

JH

Are you from Des Moines?

BE

I am originally from Des Moines, went to high school here and college at Iowa State and then Drake. And so I'm a Des Moines-ite.

I have been a DMVR member for 55 years and if somebody would have said something to me 50 years ago that I'd still be hanging around I probably would have said, are you nuts? And still playing with cars? Probably no!

I still enjoy cars. And back in the sixties, when I was in Germany, the German Highway Patrol started driving Porsches and they were white Porsches with a blue light sticking up in the back, with two people. The Germans had a saying that if the car doesn't catch you, the radio will. But none of the drivers know how to work the radio! And you'd see them out on the road. And I said Porsches, those are neat cars!

I had the opportunity going through the Porsche factory as well as the BMW factory in Germany. And I had been through the Ferrari factory down in Italy,.

JH

What's your favorite street car that you've owned?

BE

Oh, that's tough. That's hard question. I don't know. I guess they're all my favorite. Um, right now I've got several Porsches. So at this time, it would be one of them. And overall, I really don't know. I've had British cars, I've had German cars, I've had Italian cars. The first sports car I ever had was a Triumph Spitfire.

JH

What year would you have bought that?

BE

I think 1966. And that's what I had when I joined DMVR, a Triumph Spitfire. And after that, lots of things came, other Triumphs, MGs, a couple of Jaguars. I had a Fiat. I don't know. Just lots of things over the years.

JH

Funny. My first car was a Triumph Spitfire, and that's what I had when I joined the DMVR.

BE

Little Triumphs. I don't remember what year it was. It was a couple of years old, and I remember I got it when I came back from Europe. I decided that little Spitfire was what I wanted.

BEST **AUTO DETAILING**
DRIFT
100% BETTER PERFORMANCE
MORE FOR YOUR MONEY
AUTO DETAILING & HAND WASH
Complete Interior, Exterior Details & Wax
We Fix Faded Headlights
3400 6th Ave.
Des Moines, IA 50313
(515) 243-2529 
Cell: **(515) 991-4724**
Rob Ortega - President
LoganOrtega73@gmail.com
EXPRESS DETAIL AVAILABLE
Bring in your copy of Drifting for 10% off!

JH

They were sexy little cars then.

BE

Yes! The hood came up backwards. It was a neat little car. And fun. But then I got into Porsches and right now I have a 59 convertible D, which they only made 1330 of them worldwide.

JH

Wow.

BE

I bought that in 1967, and I still own it.

JH

Awesome.

BE

And I have never owned anything that long in my life. Even my kids! I still enjoy driving it but it doesn't get out other than the nice days.



A very nice group to be associated with. Bob - Chip Ganassi - Mark Rushbrook - Roger Penske at a IMSA cocktail party.

(Mark Rushbrook is the President and CEO of Ford Motorsport Inc. world wide.)



Bob's prize Super 90 and 930 Slant Nose

JH

No doubt.

BE

But it's a very fun car to drive. It's not anything exotic, but it sure is fun and it gets the looks! It's a Super 90 and it runs good and fun to drive.

JH

Awesome! What, what other Porsches do you have right now?

BE

Well, in 1985 Porsche came out with the 930 and that was built on the demand for the street because of the success Porsche was having with the 935 race car. And when it came out they made a few models of what's called the slant nose or slope nose. And I thought that car was absolutely gorgeous. And it had that big 330 horse turbo motor.

JH

Right.

BE

And I thought, I want one! Well, it took me 20 years to be able to buy one that was right. So I have a 1987 930 slant nose.

JH

Wow, awesome!

BE

And then after that came, oh, I've had a 912 and a couple of others short term. The other ones I still have is a 1968 Targa Soft Window, Long Hood. And then I have a 2008 Carrera 4 GTS Cabriolet, and a 2015 Cayenne. So I guess I got five of them right now.

JH

Not too bad...

BE

Not too bad. And I like them all. They're all different. Driving the 930, when you get that thing up above 2800 R.P.M. and you push the pedal down to the floor, it's like a shot out of a rifle. Back in those days when the 930 came out, the press labeled that car "The Widowmaker". (lol) Because it's very lightweight and 330 horses. Turbocharged. Get up and go. In 1987, that car had a window sticker price of \$81,000.

JH

So, what's your favorite SCCA or DMVR memory?

BE

Well, 55 years of it! 55 years! I mean, it goes on and on and on. And I said, if somebody would have told me when I quit driving a race car or back in the seventies that I'd still be doing this, I'd have said, What? It's the people.

JH

Yeah, exactly.

BE

I keep saying you go to the racetrack and see a lot of people and all of a sudden a race breaks out. And it's just the people, the friends that I have gotten to know over all of the years.

Both professional and amateur. It just keeps surmounting higher and higher and more and more. I heard yesterday from a gal in Columbus, Ohio, that I've known for many years. A Christmas greeting and I hadn't seen Jude in a long time. But it's like going to the DMVR party, the Christmas party the other night and seeing a lot of the people that are only five and ten year members. But you're treated to them and them to you, just like we've known each other for 25 years.

And the camaraderie is just outstanding. So I don't know. There's lots of good moments. I remember the year I was solo champion for the year, and I remember when I was racing, I was Driver of the Year a time or two and I've been race official. I looked at Dick Struve's Trophy and I'm on it three times you know, earning the wing bitch once and the Hoskins award is just everything. There isn't any one real moment and they just go on and on and on.

One of the people that I have become very good friends with over the years is Chip Ganassi. Chip and I raced Formula Fords together. Bobby Rahal went to driver's school with me in 1973, and we raced, not the same cars, but we raised at tracks like Saint Louis, the old MAR, IRP, Blackhawk Farms and Mid-Ohio. And we're still acquaintances. When I see him, he says he remembers me but I think it's probably "give me a minute and I'll place you". But Chip Ganassi, he's a good friend. And many more. So people, that's part of it.

JH

Since you've been an active member all these years, how would you compare the local club (DMVR) or nationally (SCCA) then as it is now or through the years?

BE

It changes. It goes up and down. Back when I joined, there was a big autocross clan. The same with racing drivers. Back in the seventies, we probably had 35, 40 licensed drivers, maybe more than that at times. And the autocrossing was

big. The club was big. We had a lot of rallying going on and social stuff. And then I think maybe in the early eighties, I don't know, mid eighties, it kind of dropped off a little bit. The number of drivers dropped off and solo kind of went downhill a little bit. And rally kind of went away. And then in the nineties, it built back up again and then it kind of dropped off again after the turn of the century. And and now it seems to be climbing back up. We had a lot of drivers, you know, back in the 2005, six, seven, eight, nine when Mid America Motorplex or MAM was going strong. And we had great fun over there. The autocrossers would come over and help work, it was a fantastic weekend of fun and racing. And it's good to see that the young people are starting to get back into automobiles again. And I see young the ones in their thirties and so on come up. I went to the after party at Chris's the other night and it was all young people. I used the word young, like thirties and so on and I had a great time.

JH

Yeah, awesome.

BE

And here's somebody that's 50 years their senior. (lol) But it was a good time.

And I enjoyed that just like most other SCCA events.

JH

Is there anything that we didn't discuss that you'd like to bring up?

BE

You know, it's been interesting sitting here and I've thought about this for a week and SCCA is a real part of my life.



I served on the SCCA Competition Board as chairman of an ad hoc committee and a Showroom Stock committee. And I have served in various other positions with MiDiv and SCCA Inc. Right now I'm one of the board of directors on the SCCA Foundation, and that is very rewarding because the foundation of SCCA gets money donated because it's a 501c3 corporation, and then we turn around and allocate money back to SCCA regions and programs to help them fund themselves. And it's very rewarding to work on that board and be able to see help go back around out and through and over and so forth. One of the things that we did this year is the foundation purchased, I don't remember exactly, I think it was 400 helmets, brand new SFI helmets. And we sold them to the regions for a \$100 bill. Now here's a full SFI helmet that's good for ten years. For a100 bucks and the foundation paid all the rest. And that was wonderful!

And doing things like this and being part of the foundation



pole position
RACEWAY
INDOOR KARTING

Let's race!

TICKET GOOD FOR
BUY ONE GET ONE

Des Moines | 1350 SE Gateway Drive | Grimes, IA 50111 | 515-986-2442

This ticket is good for one free race with the purchase of one regularly priced standard race at Pole Position Raceway in Des Moines, IA. Ticket does not expire. See store for details. Some restrictions may apply.

Pole Position has Pyrotech Helmets for all your Motorsports needs, including Snell SA Rated!

PYROTECT

and the fundraising has been beneficial. Right now I'm working with Jeff Gordon, putting a package together for next year for a fundraising campaign that is going to include him and a lot of other neat stuff that's going to happen over a several day period. And Jeff has been super to work with. I did the same thing with Dale Earnhardt Jr. I was instrumental, along with some others in doing one where we got a day tour through Jay Leno's garage in California! But doing things like that and seeing it go back to SCCA in-house programs is wonderful.

The other thing that I have gotten involved in with the SCCA Foundation is working with the IMRRC, that's the International Motor Racing Research Center and museum. They are handling all of SCCA archives. And I'm the chairman of the committee that works with the Archives program and that has been phenomenally interesting. To be able to go to Watkins Glen and see everything there and what they're doing and how they're progressing, putting everything together is special. When it originally went out there, there were two semi loads of material. And I have personally delivered over the years probably 500 or 600 cubic feet of material that has been picked up not just from MiDiv but other sources. And that's a phenomenal deal.

And working with the Street Survival program and the kids, I enjoyed doing that with the DMVR and we got some assistance from other clubs. You know, working with people is fun, especially teenagers through the street survival.

JH

Bob, thanks so much for spending some time with me this morning and sharing your life in our club with us!

BE

It's my pleasure!

Here is a short list of Bob's Podium Finishes

2nd place at Road America June Sprints (Wisconsin)

1st place at MAR Gateway Nationals (Missouri)

1st place at BIR UnCola Nationals (Minnesota)

2nd place at HMS Nationals (Oklahoma)

2nd place at CDR Rocky Mountain High Nationals (Colorado)

1st place at BFR Nationals (Illinois/Wisconsin)

3rd place Lake Afton GP Endro (Kansas)

(This was a 200 mile endro race on the park roads.

Track was 1.93 mile, with 10 corners.

Race length was 104 laps and required two drivers and at least one pit stop with co-driver and DMVR member Pete Winberg).



Painting commissioned by Judy Eddy of all Bob's Race Cars and painted by DMVR' member, Tony Siembieda



John Haluska

Realtor®

IOWARealty®

Iowa's Largest

165 S. Jordan Creek Pkwy #155

West Des Moines, IA 50266

(515) 689-3963 Cell

(515) 453-6800 Office

johnhaluska@iowarealty.com



MLS™



www.johnhaluska.iowarealty.com

Merrill Axle and Wheel

THE Experts since 1932!



We walk it, talk it, live it, eat it, even wear it. You just can't find this kind of knowledge anywhere else!

Our Family business, Honesty that's built in!

So when the potholes of Polk County get you down.

You better take it to Merrill. Right Down Town!

515-288-2131 | 1403 Walnut St. Des Moines, Iowa



2500 Fairlawn Drive
West Des Moines, Iowa 50265

STAY CONNECTED:

FACEBOOK:

Look for DMVR SCCA

ONLINE: www.dmvrscca.org