

DRIFTING

DES MOINES VALLEY REGION
of the Sports Car Club of America

JANUARY 2025



Ghost of Autocross Past Ride-Along

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2024 DMVR Autocross Season Results Class Champs and Pax Standings

DMVR											
Year End Championship Points - Tue Nov 05 16:42:03 2024											
(Qualifying Events: 5, dropped events: 3)											

Event #	Event Name
1	Event 1
2	Event 2
3	Event 3
4	Event 4
5	Event 5
6	Event #6
7	Event #7
8	Event #8
9	Event #9

Pos.	Driver	Total Points	Points W/Drops	E-1	E-2	E-3	E-4	E-5	E-6	E-7	E-8	E-9
ss - 'Super Street'												
1T	Reinhardt, Tim	120	90		15	15	15	15	15	15	15	15
as - 'A Street'												
1T	herman, lucas	105	90		15	15		15	15	15	15	15
2	Schaffer, Steve	90	78	15	12	12	15	12	12	12		
ds - 'D Street'												
1T	DenHartog, Aaron	117	90	15	15	15	15	12		15	15	15
2	Eggert, Dave	63	63	12		12		15			12	12
es - 'E Street'												
1T	Hueholt, Mike	105	90		15	15	15		15	15	15	15
fs - 'F Street'												
1T	Klopf, Ryan	105	90	15		15	15	15	15		15	15
2	Mattis, Scott	73	73	12	15		12	12			12	10
hs - 'H Street'												
1T	Fulton, Russell	73	73	12		15	15	10		12	9	
2	Caves, Collin	72	72	15	15			12		15	15	
sth - 'Street Touring H'												
1T	Atchison, Randy	110	90	15	10		15	15	15	10	15	15
2	Irwin, Eli	66	66		15	12				15	12	12
sts - 'Street Touring S'												
1T	Logan, Brian	102	90		15	15	15	15		12	15	15
2	Logan, Ian	66	66			12	12	12	15	15		

stx - 'Street Touring X'	Total Points	Points W/Drops	E-1	E-2	E-3	E-4	E-5	E-6	E-7	E-8	E-9
1T Riester, Chris	102	90	15	15		15	15	15		12	15
2 Nimry, Nadir	93	81	12	12	15		12		15	15	12
stu - 'Street Touring U'	Total Points	Points W/Drops	E-1	E-2	E-3	E-4	E-5	E-6	E-7	E-8	E-9
1T Bell, Alison	64	64	12			15	15	12			10
sst - 'Super Street T'	Total Points	Points W/Drops	E-1	E-2	E-3	E-4	E-5	E-6	E-7	E-8	E-9
1T Gilbert, Brandon	90	90	15	15	15		15		15	15	
2 Bell, Fredrick	69	69			12	15	12	15			15
camt - 'Classic American T'	Total Points	Points W/Drops	E-1	E-2	E-3	E-4	E-5	E-6	E-7	E-8	E-9
1T Hay, Chris	120	90	15	15	15	15		15	15	15	15
2 White, Mike	80	71			12	10	15	9	10	12	12
3 Pitts, Christopher	80	70	12			12	12	12	12	10	10
cams - 'Classic American S'	Total Points	Points W/Drops	E-1	E-2	E-3	E-4	E-5	E-6	E-7	E-8	E-9
1T Siegel, Eric	75	75	15				15	15	15	15	
xa - 'Xtreme Street A'	Total Points	Points W/Drops	E-1	E-2	E-3	E-4	E-5	E-6	E-7	E-8	E-9
1T Fanchier, William	126	90	12	12	15	15	12	15	15	15	15
2 Ballard, Darin	105	81	15	15	12	12	15	12	12	12	
xb - 'Xtreme Street B'	Total Points	Points W/Drops	E-1	E-2	E-3	E-4	E-5	E-6	E-7	E-8	E-9
1T Shepard, Keegan	135	90	15	15	15	15	15	15	15	15	15
2 Biekel, Nathan	72	72	12	12		12	12			12	12
smf - 'Street Modified F'	Total Points	Points W/Drops	E-1	E-2	E-3	E-4	E-5	E-6	E-7	E-8	E-9
1T Nebuda, Court	69	69		12	12	15			15		15
2 Nebuda, Dean	56	56		10	10	12			12	12	12
bm - 'B Modified'	Total Points	Points W/Drops	E-1	E-2	E-3	E-4	E-5	E-6	E-7	E-8	E-9
1T Black, Johnny	87	87				15	15	12	15	15	15
cm - 'C Modified'	Total Points	Points W/Drops	E-1	E-2	E-3	E-4	E-5	E-6	E-7	E-8	E-9
1T Logan, Ed	90	90	15				15	15	15	15	15
pro - 'ProPax Class'	Total Points	Points W/Drops	E-1	E-2	E-3	E-4	E-5	E-6	E-7	E-8	E-9
1T Dewey, Spencer	129	90	15	15	15	15	15	15	15	12	12
2 Haluska, John	86	66	12	10	10	10	12		12	10	10

Congrats to all 2024 Competitors!

BLAST FROM THE PAST

Remember when
we hosted a
DIVISIONAL?!

1989 MIDWEST DIVISION YOKOHAMA



**SCCA
SOLO II
CHAMPIONSHIPS**
DMVR
AUGUST, 1989

DMVR

Pax Championship Points - Tue Nov 05 16:40:34 2024

(Qualifying Events: 5, dropped events: 3)

Event # Event Name

1	Event 1
2	Event 2
3	Event 3
4	Event 4
5	Event 5
6	Event #6
7	Event #7
8	Event #8
9	Event #9

Pos.	Driver	Pax Points	Pax W/Drops	Ex-1	Ex-2	Ex-3	Ex-4	Ex-5	Ex-6	Ex-7	Ex-8	Ex-9
1	Shepard, Keegan	879.66	593.77	98.54	98.49	99.70	99.71	93.40	98.64	98.69	95.77	96.72
2	Dewey, Spencer	879.93	593.31	98.31	100.00	98.38	100.00	95.88	93.50	98.87	97.75	97.24
3	DenHartog, Aaron	782.80	591.45	98.78	98.46	100.00	98.92	95.33		98.86	96.43	96.02
4	Klopf, Ryan	686.84	590.75	100.00		99.04	96.93	98.68	100.00		96.10	96.09
5	herman, lucas	685.47	588.91		97.68	98.49		100.00	96.56	96.73	98.84	97.17
6	Hay, Chris	864.55	584.05	96.99	97.25	97.27	94.66	90.34	95.86	100.00	96.68	95.50
7	Haluska, John	765.25	576.54	97.11	97.98	95.34	95.11	95.70		94.91	95.30	93.80
8	Schaffer, Steve	667.44	575.47	96.94	96.38	96.80	91.97	94.54	94.61	96.20		
9	Nimry, Nadir	664.80	574.19	95.09	96.36	97.65		90.61		95.61	95.56	93.92
10	Ballard, Darin	754.75	572.64	95.25	97.11	96.67	94.92	95.71	92.92	92.98	89.19	
11	Fanchier, William	848.40	572.44	90.93	95.42	96.92	96.21	93.53	96.01	94.35	92.05	92.98
12	Hueholt, Mike	751.12	570.75	86.85	95.73	96.43	95.32		95.27	93.52	93.66	94.34
13	Riester, Chris	661.02	568.87	95.70	97.75		93.36	93.22	94.64		92.15	94.20
14	Reinhardt, Tim	746.58	567.17		87.18	94.78	95.46	94.25	92.23	94.83	92.49	95.36
15	Gilbert, Brandon	563.66	563.66	94.55	93.03	96.92		92.67		93.53	92.96	
16	Mattis, Scott	561.79	561.79	98.53	96.65		94.06	94.89			88.37	89.29
17	Bickel, Nathan	643.12	559.14	96.58	96.13		95.42	88.22	83.98		90.87	91.92
18	Logan, Ian	827.78	558.24	91.17	92.18	95.47	91.37	87.00	92.96	91.44	92.28	93.91
19	Logan, Brian	736.35	557.80	93.65	92.55	95.94	92.49	88.83		91.25	91.92	89.72
20	Caves, Collin	632.26	547.17	89.20	92.49	94.87		85.09		88.64	87.87	94.10
21	Atchison, Randy	702.31	532.45	86.86	87.25		93.00	84.41	87.80	85.45	89.55	87.99
22	Pitts, Christopher	614.14	530.45	91.60			88.31	83.69	86.28	89.82	87.41	87.03
23	White, Mike	606.88	522.26			87.75	86.89	84.76	84.62	87.68	88.07	87.11
24	Eggert, Dave	486.34	486.34	98.54		99.18		97.61			95.62	95.39
25	Fulton, Russell	485.38	485.38	79.84		83.18	84.28	73.99		81.30	82.79	
26	Black, Johnny	466.20	466.20				77.97	77.42	79.51	77.96	74.40	78.94
27	Logan, Ed	454.47	454.47	75.34				76.90	71.17	79.98	76.46	74.62
28	Bell, Fredrick	452.27	452.27		89.12		90.45	89.63	91.77			91.30
29	Irwin, Eli	443.61	443.61		89.88	89.76				88.35	87.95	87.67
30	Siegel, Eric	438.69	438.69	91.87				85.34	85.22	88.42	87.84	
31	Bell, Alison	438.02	438.02	89.74			87.80	88.42	86.38			85.68
32	Bump, Christopher	433.54	433.54			89.26	86.53		89.01	86.04		82.70
33	Nebuda, Court	420.58	420.58		86.49	84.24	83.83			83.14		82.88
34	Amick, Brian	383.51	383.51	77.52	75.57			77.21	73.31	79.90		
35	Nebuda, Dean	372.76	372.76		74.34	80.74	70.58			72.98		74.12

Points Method: Percentage (time#1/time * 100.000)

2024 DMVR Road Racing and MidDiv Time Trials Season in Revue

The MidDiv Time Trials series started back in 2019 with many DMVR competitors and plenty of competition in each of the five classes. This series is an easy way to just have some fun for the weekend, most any car will do.

The MidDiv series also has an HPDE session for those wanting to start in road racing and it's relatively inexpensive with no timing "transponder" unlike the Time Trial series where you are required to have one.

The 2024 Time Trials group would consist of about thirty competitors including the HPDE group and the sites were Ozarks, High Plains, Hastings, I-29 and Hallett.

The DMVR competitors for the 2024 season included John Jacobs in PB & PC class in a Subaru BRZ finishing 3rd in both classes.

Paul Conte in PD class with his BMW 335i finishing 2nd in class.

Nick Lucches in WB class with a Honda Civic and Nick in WD class with his Porsche 944

Colten Lucches in WB class with a Honda Civic

Spencer Dewey in WB class with his Mazda MX-5

John Papendick in WC with his Porsche Boxster S

Daniel Juliano and Dave Champion in WC class with an 330ci.

Matt Thompson in WD class with the AMC Rambler

Erich Pralzgraf 3rd in PD class in driving multiple cars.

DMVR wheel to wheel road racing for 2024

Myles Goertz won a Spec Miata divisional at Road America and finished a fine 14th at the runoffs out of 40 competitors. Speaking of the Runoffs, At 15 years and 174 days old, Ethan Goulart became the youngest driver to win an SCCA Runoffs.

There is other racing out there besides SCCA and we had several DMVR members participating in different series.

Bob Maurer raced his fleet of awesome cars in Vintage and



Myles Goertz leading the pack at Road America

had much success including improving his lifetime lap time.

David Champion raced in Champcar at Autobahn in June, with Dan Juliano and John Papendick and won their class and also raced at Road America with John Jacobs joining and placed 3rd on Saturday and 2nd on Sunday. David also ran Time Trials at Hastings and Ozarks.

Brian and Ian Logan, Ryan Klopf, and Keegan Shepard raced two ChampCar endurance races at Autobahn Country club in Dave's old Miata. Also Ryan, Chad Germaine, Brian and Ian traveled to Harris Hill in Texas to race a ChampCar endurance event weekend with an 8hr race Saturday and 7hr race Sunday.

Back in the good old SCCA Racing, Mike Huelholt went to a Driver's School at Blackhawk Farms and received his Novice Racing license, racing the next day in ITA and finishing in 2nd place driving Doug and Adam Walker's Miata.

Finally, Charlene and John Haluska endeavored to run the

entire SCCA CenDiv Divisional series and he led the Division all year until their tragedy with Coco at Road America and they decided not to run the final 3 races but still hung on to 3rd place in Central Division.



Haluska at Brainerd



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DMVR Annual Banquet

The Des Moines Valley Region held their Annual Banquet this past December and it was a joyous occasion with much fun and fellowship had by all.

Here are the recipients of the 2024 year end awards:

Jerry Grogan received the coveted Hoskins Award, presented in memory of Don and Erna Hoskins.

John Jacobs - Time Trials Driver of the Year

John Haluska - Road Racing Driver of the Year

Darin Ballard - Sam and Greg Scharnberg Award

Keegan Shepard - Soloist of the Year

Joyce Hart - Race Worker - 7days

Dick and Diane Struve - Race Worker - 8 days (2023)



Jerry Grogan - Hoskins Award



Joyce Hart
Race Worker Extraordinaire!



Keegan Shepard
Soloist of the Year



Darin Ballard - Sam and Greg Scharnberg Award
(pictured with last years' winners)

FUNDAY SIT-DOWN

with John Haluska

I sit down with 10 year DMVR member Alex Bronson to discuss all things Focus (ST and RS), Hot-Shoe and Solo Nationals!



JH

So, first of all, it's been a pleasure watching you grow up and going with your dad Mike on autocross ride alongs. And then you get in the car and you start blowing everybody's doors off. (LOL) Also, your dad's been my nemesis for, like, over 25 years. I can still manage to beat him occasionally, but I don't know if I'll ever beat you again. It's been a few years!

AB

You never know.

JH

That's right, that's right! So, I've been driving Spencer's ND Miata and he finished 11th at nationals this year. But he's consistently blown my doors off too! I've only beat him once, but it wasn't in the Miata. It was in his SS.

AB

Oh, right. I remember that car.

JH

He still has it. It was awesome. That was so much fun.

AB

What class is that car in?

JH

Well, he has it in a CAM class because he replaced the springs on it or something. It was a stick and man, it was a blast to drive. And it was just on the Merle Hay lot.

AB

I feel like that site would be way too small for that high horsepower.

JH

I really only drove the course in first gear. I don't even remember if I tried second, but it was very drivable. I had a lot of fun and I don't really drive something with a V8 very often at all. So yeah,

it was fun. Our first questions are submitted by your friend and mine, Tim R.

AB

Tim's got a lot of questions.

JH

I know, he's a pain in both of our sides.



AB

Cooling down the intercooler.

Well, he'll make things interesting.

JH

Yes! Tim asks, when are you going to win your first national championship?

AB

(shrugs shoulders)

JH

Ah, you'll need a different car.

AB

I do. I think that's the unfortunate part. I think it would take a different car. My dad and I just did the interview with the Iowa Living Magazine lady the other day and I briefly touched on this part as well. I do love my RS. It's a great car, autocross and daily driving in all different weather conditions. The whole thing. But yeah, it's going to be difficult to get a championship with that car when you're up against the Supra in B Street. But even though it's going to be hard to get a championship win in that car, you can still set goals for yourself, even though it's not the car to have in the class. And so this previous year my main goal was just to get into the trophies. That's generally hard enough as it is, especially if you have a car that isn't the best one to have in the class. So I'm not sure when that will happen. Maybe that's when I get a Supra or I don't know what I'll get.

JH

Things change.

AB

Yes and I don't think I would ever want to sell my current car. I love the Focus. It's just a hoot to drive. It's got heated seats, heated steering wheel, a sunroof. I mean, it's like a luxury car with with sports car characteristics. So I don't think I could ever sell my current car, but what I really want is my dad to sell his RS5 because he kind of wants to get a different car. He wants a Porsche. Ultimately.

JH

We all do.

AB

Right. Who doesn't want one? Yeah. I think right now he should get rid of the RS5 and get a Supra because that would be a fun manual car for him to drive. Absolutely.

JH

And they look gorgeous.

AB

It is! We've sat in one before, at a cars and coffee here recently just to see if we fit in one, because if we can't fit in it, then we're never going to buy one. So we went and sat in one at a C and C, We didn't have our helmets with us, but we kind of judged the headroom and it seemed okay. It couldn't have been much worse than what I have in my car. It's not bad. So I think I would want to have a Supra and I think it'd be straight to the championship but I don't know when that'll happen.

JH

All it takes is money.

AB

Yes it does. And garage space too, which we don't have.

JH

I know the feeling. When I started racing my Spec Miata, you just sit on the floor in a Race Seat. But my head was right on the roof with my helmet. So you can legally lower the floor an inch and a quarter or something. So I had that done. And so now I've got all this headroom, but the steering wheel, it's like way up here. Now the steering wheel is up here at a weird angle, like a bus! But then once the race starts you forget about it. But it was just so odd.

Next Tim question: will you trophy this year at Nationals?

AB

Will I trophy this year? Yes, I think so. I think this past year I definitely could have gotten a trophy at the last nationals. I was a half second out of the trophies and the entire year was really just getting used to the car. I'd gotten that car back in February and so getting used to it took a while, even though I had an ST, you know, years before that. It's still a very different car. I mean, it's all wheel drive not front wheel drive. It has a little bit more power, and it just handles a lot different. It took a long time to get used to, but also at the most recent nationals, day one was really hard because I had cones on my first two runs, which meant that my third run still has to be quick! You can't mess around at nationals. You have three shots. And if you want to get into the trophies, every run needs to be fast. If it's not fast it doesn't matter. And so going to that third run I knew I needed to be fast but I couldn't push it as I didn't want to get a cone. Then ultimately it would be over, I wouldn't have any chance. So I ended up putting down a decent run, but it was a half second slower than my fastest time. And that's really where the my biggest time lost was. Because in the end, I was a half second out of the trophy's after day two. But even after day one, I knew I still had a chance. I wasn't out of it completely. I mean, you don't ever give up, right?

JH

You never know when the next guy cones or makes a mistake.

AB

Right? So they could have some trouble too. But what was really hard about day two is that was one of the faster courses with high



2024 SCCA Solo Nationals.

speed corners, more acceleration zones, which the Supra is the car to have for that. And, the guy who won the class, he posted his solo storm video and data on YouTube and you can see his top speed on some of these longer acceleration zones.

It's much higher than what we're able to get. And so that's where all the time is gained by that car. That's when we noticed we're at a significant disadvantage. We also looked at too, the supra is rated for like 380 horsepower or so. My car is rated for 350. But the supra actually gets 380 or close to 400 at the wheels on a dyno. I do not. It's not even close. We get like 280 or 290 I think is what it ends up for the car. So it's 100 horsepower difference at the wheels. So that's very significant.

JH

Do you have an electronic diff? Is it all wheel drive or four wheel?

AB

It's all wheel drive.

JH

Can you make changes to the power distribution?

AB

I can't change how much power it distributes to the rear or the front or whatever. I just know most of it goes to the front. The only thing that it can do, if I put it in drift mode, it can put more power to one of the rear wheels just to help the back end slide around. I can't tell it to put more power to the rears, or 100% to the rear or the front or anything like that. That's when we were like, okay, the Supra is definitely the car to have, and the RS does not really match up fairly to that car at all. Maybe that car could go into D Street, which I feel like that would be more competitive. The 2016 and 2017 RS is in D Street. And the only reason why the 2018 RS, which is the one I have, the reason why that one is in B Street is because it has a front limited slip differential. And that's the only difference. I don't think it's worth two classes. Plus the 2016 and 2017 RS is not the car to have in that class either. So I don't think it would hurt any to have mine in D Street if that makes sense.

JH

You would have the Toyota to deal with.

AB

There's a million of those in that class.

JH



Kansas City Region Autocross.

Tim also asks this is his last question. Will you win the the DMVR Pro PAX class going away, or should we all just get out of the pro class because we have no chance?

AB

I think it's over.

JH

Spencer might have something to say about that.

AB

That's very true. Spencer is a good driver. I mean, he's...

JH

Exceptional.

AB

And he's fairly new to autocross.

JH

Before I knew Spencer, I remember watching him running that SS and think, man, who is that guy?

AB

I met a guy in Kansas City, his name is Adam Barksdale. They had an autocross school down there that I volunteered for. And one of my students was him He's your age, just got into autocross, had done a few track days and whatnot. So he's not unfamiliar with going fast or driving cars and whatnot. So, he was a really good student, and he ended up going to quite a few events afterwards. He has a the new Civic Type R, and was doing pretty well at the end of the season. At one of the last events he got fifth in PAX

in Kansas City which is pretty good. And he was only like a half second or a second away from first in PAX which I wasn't first in PAX that day. It was Mark Hill, who's fast. Adam's another example of somebody who just started out and really, really took off. Getting some new Bridgestones helped him a lot too.

JH

That's good car.

AB

Yeah, it's a very good car. And I was just thinking, you were talking about when I'll get my championship win. I don't think I'll be able to do it in my car. But if I know someone who has a Supra or a Civic Type R, which is also a pretty competitive car in B street, maybe I could co-drive that car. And maybe that's how I could get a championship win in B Street without selling my car.

JH

Back in the old days, Tim, Joe Tharpe and I would go to Kansas City to run their local events. We were autocrossing all the time. I ran several of their local events. I remember driving down early, leaving at O-Dark-30 and getting down there Sunday morning. Sometimes I would stay overnight on Saturday, just make it easier.

AB

There's a lot that autocrossers will do just to go to a good event!

JH

Once for a divisional, I was working somewhere, got off at midnight and I had my car loaded up and I left from work. Drove three hours to Lincoln. Got there at, you know, 3:00 in the morning or so, and slept in my Pathfinder, parked at the event main gate. That's the only time I ever bought one of those little energy drinks at the Quick Trip. I don't think it worked very well, LOL.

So tell us, what do you do for a living?

AB

I currently am a civil engineer and work for McClure engineering. I had done a couple of internships with them through college, and that's kind of how I got started. I knew I wanted to work for them full time after graduation, and they offered me a job in Kansas City. That's where I went after graduation, and that's when I first started going to the Kansas City autocross events and everything. I just moved back to West Des Moines not too long ago to live at home and still work for the same company. Saving money and not paying rent and stuff.

JH

There's nothing like mom's home cooking and she'll do your laundry if you mow the lawn, right?

AB

That's right.

JH

Exactly. So what's a civil engineer do?

AB

They deal a lot with city infrastructure. I know, super boring, right? In our company, they have a bunch of different departments and they do a bunch of different aspects of civil engineering and whatnot. We'll deal with roads and transportation and structural things like bridges. I'm on their site development team, so typically we're given a building footprint and a property that the client or the owner wants to put their building on. And we'll lay out all the utilities, the grading and the earthwork and, lay out all the parking lots, drive, the whole thing outside of the building essentially is kind of what I do.

JH

Sounds like a lot of fun. LOL!

AB

It's fun enough for me, I think.

JH

You're smart and it's a good job. I could never get a job like that.

AB

Don't forget your wrist-band!



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Did you sign the waiver?

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When arriving at the event, please remember to sign the waiver!

Thank you!

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Well, you could go back to school.

JH

Yeah. So growing up in the Bronson household, where you always a Ford man and always into cars, or did it take a while?

AB

Well, I was always into cars.

JH

I know your Dad loves a Mustang.

AB

Yes, he had a mustang. That was one of his first cars, which was a 65 Mustang. But he was always a mustang guy. He had a Fox 302 for a while. So I think he's kind of always been a Ford guy somewhat. And then eventually he's kind of turned into an Audi guy.

But yeah I've always been in the cars. I'm sure that came from him. You know me, going to some of the autocross events way back in the day, just watching him race and stuff.

But I had Hot Wheels, tons of Hot Wheels growing up.

JH

I remember you had a radio controlled car with you at an event a time or two.

AB

I had an RC car. Yeah, so I loved cars. I played a lot of racing games on the PlayStation and computer and all that stuff. Lots and lots of cars growing up and I don't know if I was truly a Ford guy or a Ford kid, I guess I should say growing up. But, when I got my first car, the Focus ST, I think that's where it all started. Having that car for so long and kind of getting attached to that car and and stuff, but yeah.

JH

I ask people some of the same questions like, what's your favorite car movie?

AB

What's my favorite car movie? My favorite car movie is one that came out recently. It's Gran Turismo. It's also a game. I liked the movie I think it's because I played the game.

JH

It's loosely based on reality.

AB

Right, it's somewhat based on reality. It's based on a true story, obviously. And I had played GranTurismo a lot as a kid. And so I was like, oh, that's really cool. They made a movie out of this. So it was kind of cool to see that show in the theater. It's a young kid like me wants to get into racing and stuff. And so I somewhat relate to that.

JH

I paid money to see it.

AB

I don't pay to go see movies at a theater very often. That was one of them that I did end up going to. But that's one of my favorite car movies right now. I would say.

JH

They're supposed to be a new thing on Netflix about Ayrton Senna. Tim said it was pretty good. I haven't seen it yet. Well, besides the Focus and Supra what car would you like to own? Like, what's your dream car?

AB

Ah, dream car, I Always like to say there's a realistic dream car and then there's an unrealistic dream car. My realistic dream car or one of them, at least I would say, is a Honda S2000. I've driven one before and I loved every second of it. I mean, it's not a fast car. It's not a very flashy car. It's a 25 year old car at this point. But it is just so fun to drive.

JH

So Tim, Joe and I all bought S2000s at the same time.

AB

And you forgot to buy me one.

JH

Yeah well, you were, you know, only this tall.

AB

Yeah.

JH

There was a little thing that in the clutch, slave cylinder that would not allow you to hard launch, like at a Pro autocross. So one night, we all went to Tim's house in Ames and we took them all out at the same time in Tim's garage. And I tell you what, everybody

ran Hoosier DOT race rubber back then and I didn't have a set of wheels for it right away. So I just ran the Dunlop Direzza which had just came out and was a decent street tire back then. That actually helped me learn the car, because by the time I got Hoosiers on there, I would come to a local autocross and that car would win everything. I'd have top time of day.

AB

That car is so light. You put on Hoosiers on that thing and it's just going to be awesome.

JH

The only thing I did was put a front sway bar on it. That was it. No shocks, no Borla, no nothing. Just that front sway bar. Some lightweight wheels of course. And locally, I blow the doors off everything. I did okay divisionally with it. The best I ever did at nationals was with my 1990 Miata, where I just came, like, this close out of the trophies. That's the best I've ever done at Nats.

AB

So when are you going to get a championship?

JH

Never. LOL. I'm too old and too slow...

That's why I like to do road racing. Because you have a long time to think about what mistake you're going to do. The mistakes are a little more impactful. And other people's mistakes are too. There's nothing like when you're driving down the straight and you're waiting for the very last second to put the brakes on, and then someone goes wham!

They send a Hail-Mary and your head goes forward and your mouth shuts real fast, LOL.

AB

Yeah, I can imagine.

JH

Tell us, what's your unrealistic dream car?

AB

I don't think about this one too much because it's so unrealistic. You know, I do like Porsches. I think the GT3 RS is a really fun one.

JH

A lot of fun for \$250K

AB

Yeah. That's an easy choice. Because I feel like Lamborghinis and Ferraris, that's too easy.

JH

Right. I like Ferraris, the Ferrari handles. In my opinion, the Lambo does not. They sound fantastic, but they don't handle. I used to love them but now I don't even think about them any more. I've driven a 458 Italia Ferrari at a autocross and I didn't even use the paddle shifters, the thing could read my mind. I just like I don't paddle shift so I just like left it in automatic and it was awesome. And they sound pretty good.

AB

Have you ever see those ads where you can go some place and rent a supercar and take it on the track. I think that'd be kind of fun to try out.

JH

That's what Scott Mattis and Brian Logan are doing right now. They fly all over and sit in the car and instruct while people go fast on the speedway, which I could never do. I'd be too scared.

AB

Yeah. It's crazy.

JH

However, Scott told me people are usually so intimidated after they put their right foot down the first time.

AB

They don't get up to anything super crazy.

JH

I've seen people on autocross courses that have never done it before and I'm telling them to slow down a little and It's like they're pointing a loaded gun at everyone.

Finally, what do you like about SCCA in general or the DMVR in particular. Besides Tim and I of course.

AB

Obviously you guys are my favorites.

JH

We are pretty cool for senior citizens, LOL.

AB

I think what I like the most, well the people is a big thing. I mean, you meet a lot of people at really any event, and you don't have to know anybody to get along with them. I really noticed that especially in Kansas City when I moved there. I didn't have any autocross friends there or knew anyone really. So kind of starting fresh, it's interesting and kind of cool to see that everyone there seems to be a genuinely nice and kind person. And then you start to become kind of close buddies with the people in your class too. Adam Barksdale, the guy I mentioned earlier, he's in D Street with the Type R and I became a pretty good friends with him and another guy. We're talking about going to a Lincoln event at some point early next year, and they want to go to nationals. So it's just that you meet a lot of cool people and it's nice that there's regions and events, kind of all over the country. It's really awesome that we're so close to Lincoln and close to nationals.

JH

Well listen, we are at the end. Is there anything that you'd like to mention that we didn't touch on that you'd like our fans to know?

AB

Oh. I didn't know I had so many fans.

JH

Well, Tim and I are your biggest fan, right?

AB

So that's why you guys are my favorites.

JH

Exactly.

AB

Well, if anybody knows anyone who has a Supra and wants a co-driver at nationals...

JH

We'll put our feelers out.

AB

Maybe I'll go to a Toyota dealership and just go for a test drive the same day as nationals.

JH

And swing by Discount Tire on the way!



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A Bugeye Story

by John Haluska

Damn kids these days. I mentioned racing a Bugeye at the SCCA Runoffs to my buddies Brian and Ian L. at an autocross recently and they smirked that a Bugeye to them was a SUBARU!

The audacity! LOL.

So, let's set the record straight right here and right now! And set the Wayback Machine to another time and place in Haluska's Improbable History, (beep-boop-boop-BeBop...)



John and Sophie entering
the Wayback.

'Twas the winter of 1978 and buddy Frank Ince was selling his Group 44 built Austin-Healey Sprite.

Frank had decided to build himself a "right-hand drive" Bugeye race car. I had been going to SCCA races with Frank, Ray Yergler and Ron Sharp (my Heroes!) from the age of 16 or so and would have walked over my own Mother (sorry Mom) to get my hands on that car.

But before I get into this whole enchilada, maybe we should whet everyone's appetite and start with some interesting Bugeye facts. We Americans referred to the Mk.I Austin-Healey Sprite as "Bugeye" Sprites while those across the pond in Healey's native land fondly call them "Frogeye" Sprites. The Mark I was produced from 1958 through 1961 and sported a whopping 43 hp, 948 cc OHV engine from BMC's Austin A35 and Morris Minor 1000 models and the Sprite came with upgraded, twin 1 1/8 inch SU carburetors. You damn kids probably don't know what a Carb is either and hint, it's not something you count while picking out a light beer!

BMC (British Motor Corporation) was a UK-based vehicle manufacturer formed in early 1952 to merge the Morris and Austin car businesses. The Sprite was designed by the Donald Healey Motor Company, and built at the MG factory at Abingdon England. It first went on sale for £669 (UK) or \$1,795 (USA) and used a tuned version of the afore mentioned Austin A-Series

engine and also using as many components from existing BMC cars as possible to keep costs down.

Later the UK Government encouraged the merger in 1968 between British Motor Holdings (BMC/Pressed Steel/Jaguar) and the Leyland Motor Corporation (Leyland/Triumph/Rover) hoping it would strengthen what remained of the British motor industry against the increasing competition coming from both Europe and Japan

When the Mk. II Sprite was introduced in 1961, it was joined by an MG version, the Midget, reviving a model name used by MG from the late 1920s through to the mid-1950s. Enthusiasts often refer to these later Sprites and Midgets collectively as "Spridgets." The MG-badged version of the car continued in production for several years after the Austin-Healey brand ceased to exist.

When I started going to races at Mid America Raceway with the DMVR small production gang, I admittedly did not know a ton about Sprites or Midgets. And cars from 1959 seemed ancient to a 17 year old in 1974. However, now most of the cars I desire now are at least 10 years old or older! LOL.

When initially designed, it was intended that Sprite headlights would be retracted, with the lenses facing skyward when not in use, similar to the arrangement on the Porsche 928. But cost-cutting by BMC led to the flip-up mechanism being deleted with the headlights fixed in a permanently upright position, giving the car its distinctive Bugeye/Frogeye look.

The Sprite's chassis design was the world's first volume-production sports car to use unitary construction, where sheet metal body panels (apart from the bonnet) take many of the structural stresses.

In late 1961, a much less eccentric-looking sports car (at the expense of some 100 lbs of extra weight) was introduced. In contrast to the "Frogeye/Bugeye" moniker, the later cars are often collectively referred to as "square-bodied" Sprites by (again) enthusiasts such as myself.

My buddy Ray Yergler raced a square-body Sprite in H Production and was SCCA National Champion in 1987. Ray also built and raced an F Prod Spridget later in his racing career.

Back to our Origins Story about Frank and our Bugeye. Before racing himself, Frank had crewed for Bruce Burkland when he raced a Formula Ford. Then around 1973 and before Frank or Ray even had a race car, Frank, Ray and Bruce went down to Road Atlanta for the SCCA Runoffs. Some of the H Production action



SCCA HP Runoff's action with the Mike Dale car in 2nd place.

Frank remembers included watching long-time Sprite driver Randy Canfield lose it going under the bridge and rolling down the hill, as well as see Mike Dale win the 1973 SCCA National Championship in our soon to be car.

Frank introduced himself to Mike Dale and Mike shared about how the car was built by Bob Tillius' Group 44 and his partner Brian Fuerstenau around 1971. Mike was a VP at British Leyland and had been supplying Bob with cars from BL to develop into racers. Brian set the car up originally and told Mike "its fast, don't change anything, learn how to drive it that way" and he did.

Group 44 was the brainchild of Bob Tullius and Brian Fuerstenau, both racers. They developed a three-pronged approach to their business, they raced their own cars, built racing cars for paying customers, and ran an extensive marketing and sponsoring department for vehicle manufacturers and racing teams. The company originally used white with black striped cars, but changed the color scheme to include a green stripe when they arranged sponsorship from Quaker State motor oil.

Group 44 was exclusively associated with vehicles from British Leyland, initially fielding Triumph TRs and Spitfires and later campaigning models from MG and Jaguar. When Group 44 entered two Jaguar XJR-5 cars in the 1984 24 Hours of Le Mans, it was the first time a Jaguar had raced at Le Mans in 27 years. When Group 44 cars traveled to an event their cars would be displayed at the local British Leyland dealers and the team would be promoted through local media. For a time almost all of British Leyland's marketing in the United States went through Group 44.

Group 44 continued to operate until 1990, closing shop when the last of their sponsorship contracts expired. The team won 14

SCCA national championships and three Trans Am titles. Among the more than 300 race victories they also had much success in IMSA GTP championship races.

So Frank told Mike that if he ever decided to sell the Group 44 built car, he would buy it. At the time, Mike was working as Vice President of sales for all British Leyland cars in the US and had his eye on becoming President/Director of Jaguar Cars Ltd and was afraid he might not have much or any time for racing. A call about a month later from Mike had Frank and Ray heading to New Jersey to purchase the car.

The Dale Bugeye came with three Huffaker Motors. Joe Huffaker was the West Coast British Leyland arm and was contracted to build engines and initially field cars for the Jag/Rover/MG group then British Leyland cars that included Healey and Jensen-Healey, Jaguar, MG and Triumph.

Huffaker cars won many National Championships as well as competed in CanAm and IMSA and winning the 1982 TransAm Championship with Elliot Forbes-Robinson behind the wheel. (Ed. note: I got to watch EFR up close and personal at a Formula Atlantic race at Le Circuit Mont- Tremblant in 1976).

Frank had a lot of success with our Sprite at SCCA National races and qualified for the Runoffs 16 (wow!) times driving various



The Huffaker mill in our old Bugeye.

Bugeyes. At Frank's first Runoffs with our car, Frank was hit by a back marker after a first turn melee had everyone stopped on track. The car took a big hit in the back end and put Frank out of the race. Back home in Des Moines, DMVR member Jeff Carter helped Frank repair the car and make it track-worthy again.

Frank remembers being on the podium at Brainerd with Paul Newman at a National race there. PLN had been paddocked close to Frank and began hiding from the paparazzi by hanging out with Frank and crew. On the podium, the cameras were clicking and the

flash bulbs flashing and Paul told Frank it sounded like a Cricket Factory!

I bought the car from Frank sometime during the winter of 1978.

I remember going to Frank's house on Grand Avenue, the one with all the Sprites parked in the basement. Frank helped me load the car on to the little yellow, single axle-tilt-bed trailer and taught me about chains and load binders (no straps and ratchets back then). He also recommended a set of Craftsman 1/2 inch drive sockets and ratchet. I remember receiving the air tank I ordered in the mail at my little Beaverdale home and felt like a real race car driver. I took that tank all over the midwest to races and autocrosses for over 50 years and finally replaced it by a little hand-held affair a couple of years ago and felt sad when I retired the tank. I brought the car to it's new home, my little house on 36th Street. I had a small single car garage with old- fashioned swing open doors. It had a gravel floor that was soon to be replaced with concrete to facilitate a floor jack.



Welcome home!

As car No 90, Frank had replaced his Zero with a Two and I've been the 92 car most of my life. It's my favorite number, LOL. Previously, when Frank sold his first Bugeye race car to good friend Danny Eppley, he changed the number to 91 for Dan.



Back when Frank and Ray first got their race cars, they asked MiDiv what numbers were available and wanted something close together. Ray got 87 and Frank got 90. And that's the story behind our numbers. (I love this story about the numbers and can remember so well Danny racing the 91 car).

Skinny and proud owner.

I raced the the Bugeye for a little over a decade. Seemed long at the time but a decade is small potatoes now. Many adventures over that decade, but this story is really about the Sprites' origin and what happened after I sold it. In 1992, I was bitten by the the Knoxville bug and bought a Sprint Car from Bob Trostle and didn't race the Bugeye much after that. I went to the Runoffs with Frank to crew but never raced a Runoff again. Sprint Car Racing twice a week for a few years took its toll on my bank account and we ended up selling the Bugeye back to Frank and selling the Trostle Sprint Car to someone but don't remember who.

Mike Dale was retiring from Jaguar USA around the year 2000 and Bob Tullius had called Frank and asked if he still had the car. It was always a special car to Dale (Mike even worked for the Donald Healey Motor Co. in 1956) and Bob said he would love it if Frank would bring it out to New Jersey for Mike's retirement party. Frank still had the original windshield, seat, gearbox, and Huffaker motor and painted the car similar to when Mike raced it. Frank also put Dale's name on the door. Frank and Ray took it to New Jersey and Bob paid for everything.

All good things come to an end and Frank eventually sold the car to Collector Steve Myers of Ames and it's still painted in the Mike Dale livery, a time capsule dating back to 1973.

Looking at the car in Steve's shop, my finger prints are all over the it and I'm glad



New home.

the Bugeye has found a home with a collector as it has such a pedigree.

My Bugeye has been gone now for over 30 years. It made it's way back to the people that loved it before me. Frank Ince and Mike Dale. And now in the hands of a collector, just 45 minutes away from me. Frank has said to me recently, "a lot of water over the dam since then", but those days and memories with Frank Ince, Ray Yergler, Ron Sharp and other DMVR racers like Mike Engstrand and Tom Kraft are woven into the fabric of my being. I mention Frank and Ray together a lot in this story and it's hard not talking about one when talking about the other. They are still best buddies and both have played a huge part in my life, offering help and encouragement, on and off the track. Ray has even visited me on race weekends, racing Maxie at Blackhawk Farms. I could talk all day about the times we had at the track, the tows to the track and home again, the bench racing in Ray and Ron's garage and the unselfish help, good natured ribbing and camaraderie we all had back then.

We three play golf every now and then, Frank, Ray and myself (along with long time DMVR member Fred Thomas) and it's like we are 30 years younger.

Except for the sound of our bones creaking when we get out of the golf carts!



SCCA Hall of Famer Mark Weber used to call us
"Frankie and Johnnie"



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