

DRIFTING

DES MOINES VALLEY REGION
of the Sports Car Club of America

MAY 2022



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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!

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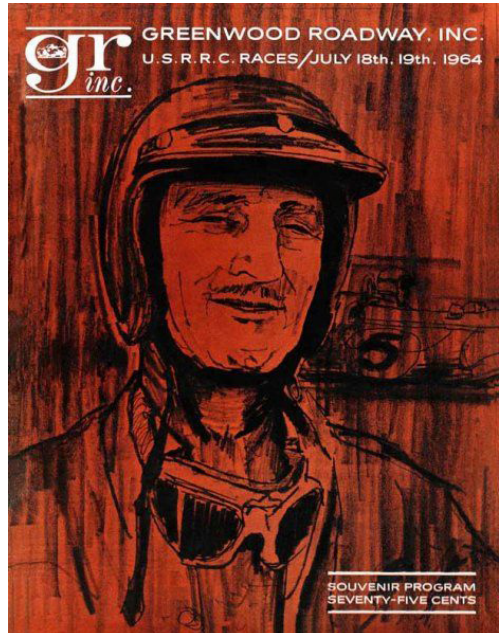
2022 Time Trials Schedule

May 21-22 Heartland Motorsports Park, Topeka, KS
June 4-5 . . Ozark International Raceway, Gravois Mills, MO
July 2-3 Brainerd International Raceway, Brainerd, MN
July 23-24 . . World Wide Technology Raceway, Madison, IL
Aug 13 Motorsports Park Hastings, Hastings, NE
Oct 15 . Raceway Park of the Midlands, Pacific Junction, IA

Tentative Solo schedule for 2022

June 12th. Eddyville
DMVR is hoping to add Dates as we acquire more sites. Our Solo Team is currently in negotiations with new locations! Dates and Sites will be announced as they become available!

Blast From the Past





SOLO News



Due to some unforeseen circumstances, we have the unfortunate news that the event on 4/24/2022 has been cancelled. Refunds will be getting issued and should be processed during the coming weeks as MSR and your banks post them. There were no incidents or injuries sustained during today's event. The issue lies with new Adventureland management and DMVR SCCA determining a safe and effective way to run events that will meet the safety standards that they feel are required to hold an event on their premises. We are moving forward with working out the exact requirements that will allow us to continue to run there and we are hopeful to return in 2023. With that out of the way I would like to remind everyone that we do have an event on Sunday June 12th at Eddyville Raceway Park and encourage everyone to come out and enjoy some cone killing there! We ask that everyone please keep any posts and comments positive so we can continue to work with Adventureland for future events.

I would also like to curb some questions about future sites and events. We are currently working on getting approval to run on 3 different sites in the Des Moines Metro area and are beginning to work on leads for a 4th and 5th site. While we don't have confirmed dates, we are hoping to hold events at 1 or 2 of the locations we are working with this year the other 2 locations will hopefully come to fruition next year. While things are looking up, we are always looking for new places to race! If you or anyone you know owns a large concrete pad that is suitable for us to come play, we want to talk!

While we work on new sites to run on, we would like to help support other Iowa SCCA clubs and remind you that Iowa Region and Great River Region hold events as well and would love you to come out and hit their cones!

Thank you for continuing to support local autocross and DMVR and we look forward to seeing you at future events!

Sincerely yours,
Solo Rules Director Chris Riester

2021 Road Racing Summary

DMVR members had some great racing action last season! We have a very talented bunch of drivers that participate, not only SCCA races but in other sanctioning bodies as well! Here is a partial list of results and an anecdote from the 2021 Race Season:



Boonie and his crew of Speed Demons ran the BMW Clown Shoe (Z3 Coupe) in two World Racing League enduro weekends. With drivers Randy, Zach, Jordan, Josh and Chad at the wheel, the year had an inauspicious start at Mid Ohio with 2 blown engines.

But with Boonie back in the saddle with fellow pilots Randy, Zach, Jordan, Josh and Chad at Topeka, they managed a **1st in Class!** Even with some Trailing Arm Repairs to deal with!

We wish them “bonne chance” with their new NP01 endeavor for 2022!

Harlan Donaldson got the ITB “V-Dub” Golf out at BIR and fought through some engine difficulties and managed to finish the race!

Harlan has his Golf up for sale and will be driving his son’s TDI Rocket for 2022!

Solomon Wilharms' racing bug started in 2019 when he went to the vintage races at Road America in Wisconsin. He made a vow to race a car on that track someday. Shortly after attending the races, he moved from Cedar Rapids, Iowa to Portland, Oregon. While out there, he started volunteering at Portland International Raceway and joined a sports car club. He also joined SCCA and started working on his competition license. After participating in driving schools at Portland International Raceway, he was finally able to get enough experience to receive his novice license in 2021. It wasn't achieved in anything glamorous; he raced in his wife's 2013 Scion xD! Only once did he go off track. Don't tell her, as she doesn't know that! The one thing he has noticed is that the racing community has been incredibly supportive, both off track and on track. He has gotten many tips from drivers but is afraid that will dwindle if he ever starts becoming competitive! He is sure it will take some time before that happens.

All the while, he has been building his 1964 MGB into a vintage race car built to SVRA specs in Cedar Rapids, Iowa. His goal is to complete the car by his 30th birthday this year (2022) and get his full competition license. So far, he is on schedule! He is moving back to Iowa this February, and he's looking forward to getting more time on the track in the Midwest! See you all at the races!

John Haluska's first season back on the speedway after a 30-year absence started with the purchase of an old Tom Kraft Miata that had been parked for over 10 years and getting it road race worthy again. The car did not let him down and he passed his Midwestern Council Drivers' School and three MCSSC races to get a Full Competition License. However, the car needed more help than he could give it to be competitive and he switched horses in July and bought a nice NA 1.8 and campaigned mostly in Council SM2 races where he **finished 2nd in Year-End Points with two 2nd's and two 1st places.** John ran 8 races in all, including an



SCCA Spec Miata race at BFR and hopes to improve his speed and consistency for the coming 2022 season!

Please Send Drifting Editor your 2022 Racing results as they happen so we can spread the Good News!

Let's race!

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PYROTECT

FUNDAY SIT-DOWN

with John Haluska

I sit down with a long-time DMVR member that checks all the right boxes: Bugeye, Miata and FV! Denny Godwin and I discuss life and love, but No Cigars!



JH

It's no secret that you are one of my favorite people inside and out of the club! Bugeye racer, great Father and Grandpa, now Formula Vee Racer! And I'll never forget your help and the fun we had at the SCCA Runoffs!

DG

Thank you Johnny.

JH

How did you find out about the DMVR originally?

DG

Finding out about DMVR was not easy for me. I had to go on a search. I'd been exposed to sports car racing through my older brother in the 60s and in the mid 70s when I wanted to get involved with sports car racing, I was going to magazine stores trying to find a magazine or something that would direct me toward the Sports Car Club of America. And I can't remember, but I think it was Lyle Kreps who told me about DMVR and the meetings at Noah's Ark.

JH

How did you know Lyle?

DG

Through my older brother. He raced a Bugeye and so did Lyle. And I bought an old Bugeye from Lyle. I thought I was going to turn it into a race car but as soon as I got it, I realized that wasn't realistic. And actually, when I became involved with the club, that's when I thought that building



Denny taking the checker at Blackhawk Farms in his Bugeye Sprite

my own car wasn't realistic and that I needed to just go buy one. And so, I went down that path.

JH

I just saw Lyle last summer.

DG

Oh, out at the fair.

JH

Yes, he talked a little bit about how he had sold his car to a local collector.

DG

Yeah, yeah.

JH

Anyway, he looked just the same. Only older! (lol.)

DG

Yeah, he doesn't change a whole lot.

JH

You know, I remember he was a Scotch drinker. Because I used to be a Scotch drinker! He drank Cutty Sark. And I couldn't stand Cutty Sark. It's funny, that's what I remember about him when I occasionally see him.

DG

I was never much of a scotch drinker. I was always just a beer drinker. Well, kind of sad that that's gone away.

JH

When I had money, I was a scotch drinker! (lol). So, you raced the Bugeye. You got into the club, raced the Sprite and then you had a family.

DG

Yes I did. I met my wife through the DMVR. Not at a meeting, an official meeting, but one of our DMVR members had a bar back in the 70s and because it was...

JH

Really? Who was it?

DG

Was it Jack Carter? Oh no. It was Ernie. Ernie Waldron.

JH

I didn't know he had a bar.

DG

Somebody had a bar. (lol.) Over in East Gate.

JH

Oh yeah.

DG

Oh, do you remember that?

JH

Yes! But I can't remember who had it.

DG

I met her there and we didn't get together until a couple of years later. I'd see her at the racetrack and stuff like that. But once I became a father, racing didn't have the same allure that it had before. My priority was to be a dad and do that.

JH

That's awesome. And then you found yourself wanting a sports car again.

DG

Well. Back, before I started racing, I was in a garage band. And all the time I was in the band, I kept thinking, "You know, I want to go racing. But I don't want to give up this garage band stuff". And so, I finally decided that I needed to go racing and started pursuing that. How to find a car and just how to do it. But anyway, after my first experience with racing, once my kids were old enough that they didn't require so much of my attention, I started looking for something else to do. The first thing I thought about is well, I'll get another car and do something like that. But then I also was thinking about doing the garage band thing again. And so strictly for monetary reasons, I went and bought a guitar. That Martin right over there. And set off on starting another band and did that and played for like 15 years. And it was Doug Walker that got me back in the in the motor sport frame of mind. He invited me to a rallycross. And he and I and Fred Thomas co drove his Miata at a rallycross out in Adel and I had an absolute blast that day. And after that day, I started thinking, well, you know, this is something that I might be able to do again and started thinking about doing it more as a participant and finding another car. And so, Doug led me down the Miata path. I wanted to do a vintage Bugeye or a Midget, but he was the one that recommended that I do the Miata. Actually, I didn't want



Steely-Eyed Denny awaiting an auto-x run in his Miata

the Miata the day I went and bought it. I was still pretty much in love with Bugeyes and Midgets. But I knew that this was a logical thing to do and that I couldn't be emotional about it and was something that would never run, and I'd have difficulty with all the time. So yeah, a Miata.

JH

Miatas are the sprites and midgets of the next generation.

DG

Well, it truly is, and you know, once I got the Miata, I

realized that the car was built to do exactly what we were doing with it. It was built to be a club racer. It was built to be an autocrosser. And there's nothing out there that you can buy that's purpose built like that. They make the car so easy to work on. That anybody that wants to club race or autocross can work on it.

JH

So, you autocross it and you did some track days with it, right?

DG

I did a couple track days over at, IRP. No, not IRP, MAR! (lol)

JH

MAR!

DG

The one over by Council Bluffs! RPM! Yeah, RPM.

JH

(laughter) We're getting too old for this shit.

DG

That's where I did my first driver's school, MAR (Mid American Raceway in Wentzville MO).

JH

I love looking at those old pictures that are on MAR's Facebook page. And anytime I see turn one, it's just like, Oh man! I loved not only driving around turn one but watching there! You could just stand there, at the apex of the turn and look down and watch the cars hit that apex and wiggle the little weeds next to the wall.

DG

Yeah, it was a fun track.

JH

So autocrossing. You got the itch and you autocrossed for a long time but recently you sold the Miata and bought a Formula Vee.

DG

Right. I'd gotten tired of working on the Miata. As easy as it was to work on, I just I didn't want to work on it anymore and I kind of lost interest in the car and I wanted a formula car for a long time. Even from the very beginning when I was racing a Bugeye, I always wanted a Formula Ford or a Formula Vee.

JH

Me too.

DG

And so, finding a formula car just kind of became an obsession for me. I knew about Dick Minnich's car. But I was actually looking for a Formula Ford. But then again, the economics played into the whole scheme. Plus, finding the right car, I had a couple of Formula Fords that I really wanted, but they're kind of rare and hard to find. And so, the chances of ever finding and getting one were slim.

JH

What were they?

DG

It's a '79 Dulon. I think that's how you pronounce it.

JH

Yeah, I think so. They kind of came in and made a huge splash in FF and then they kind of went away.

DG

Yeah, but that car is just incredibly sexy.

JH

Yeah, absolutely.

DG

So, I wanted one of those. I knew about Richard's Formula Vee and we'd talked about it a couple of times he and I. And I finally just kind of pulled the trigger on it, basically to stop the bleeding. I wanted to quit fantasizing about

a car and actually buy one. I wanted to have one in my possession and start working on it!

JH

How long did Dick own it?

DG

I think he owned it about maybe 20 or 30 years.

JH

Didn't somebody else have it in the club before Dick got it?

DG

Davey Hornocker owned it. I'm not sure how long, probably just a few years because he went from Formula Vee to Super Vee fairly quickly. But he had a couple of nice cars, he had a nice little Lola that went to Colan Arnold as kind of a backup car or a spare car for him when he was autocrossing. But I'm thrilled to have the Vee. It's a lot of fun to work on and I haven't been this excited about a car at a long time.

JH

Excellent. Autocross or Track or both?

DG

Well, I certainly will autocross it and I don't know if I'll ever make it to vintage racing, but certainly a track day or two will be in store.

JH

So, what do you like about the current DMVR? Compared to the old days.

DG

Well, I don't think there's any comparison. It's nothing like it used to be. But I don't know what it is. The club, back in the old days, everybody couldn't wait to be together.

Plus, I think what you had back then is, you wanted to be together not just for the camaraderie, but also for the sharing of sharing of information. That's where you got all

of your information from. Now you get it off of Facebook or other places. The personal interaction seems to have gone away and now you get it off the computer which is not as much fun.

JH

Good observation.

DG

I was going over to Ronnie's all the time. I'd go over to Franks on occasion, but I got most of my information and stuff from Ronnie. That was that was a lot of fun.

JH

Do you follow racing? As we have racing on the TV currently (lol).

DG

I don't watch a lot of races on TV. But what I do like to

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watch are club racers on YouTube, and I like to do ride alongs. And so, when I'm riding my exercise bike in the morning, I usually watch a 30-minute race from Watkins Glen or some other track, riding along with the Formula Ford or Formula Vee driver.

JH

That's cool! I should look into that!

DG

Yeah, I really enjoy it. It's a lot of fun to watch a race from that vantage point.

JH

What was your favorite track to race on?

DG

Well, I had my biggest success at Blackhawk Farms, and I like that track a lot. I liked MAR but I only ran there a couple of times. But I really enjoyed that track. I enjoyed the elevation changes there and just the layout of the track. Blackhawk Farms and MAR are my favorites.

JH

I usually ask what your favorite car movie is and things like that. So, what's your favorite car movie?

DG

Well. I generally don't like car movies because I don't think they portray the sport the way it truly is. They're usually a little bit hokey.

JH

Yeah, a little Hollywood.

DG

Yes. But if I had to pick one, it would be the "Ford vs. Ferrari" movie. And the reason being is my ex-wife called me one day and said, "have you seen the Ford vs. Ferrari movie?" And I said, No, I haven't. And she said, "Well, who was Ken Miles?" And I said, well, he was like a club racer

who progressed up through the ranks and became a fairly successful road racer. Why? And she said, "Because he acts just like you!"

JH

Yeah (laughter)

DG

Uh huh.. So, I guess it was his quick temper... And his inability to take criticism! So yeah, I watched that one and did enjoy it!

JH

And I enjoyed our little chat today as well! Thank you Denny!

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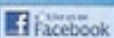
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