

DRIFTING

DES MOINES VALLEY REGION
of the Sports Car Club of America

OCTOBER 2024



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2024 Tire Rack SCCA Solo Nationals

Howdy pard! The SCCA Solo Nationals was held this past September 3rd thru the 6th at Lincoln Airpark in Lincoln NE. The Wild West themed 51st SCCA Solo National Championships crowned victors from each of the 36 car classes.

Leading DMVR's illustrious Hot-Shoes this year was none other than 4-time trophy winner and 34 year SCCA member Tim Reinhardt driving his Python Green Porsche GTS and entering his 26th Nationals!!!

The Bronson twins of Mike and Alex drove all 4 wheels off their all-wheel-drive Focus RS in B-Street.

2023 DMVR Soloist of the Year Dave Eggert was there driving his Toyota GR86 in D-Street.

Keegan Shepard was not only extreme but fast and furious in xTreme Street B driving the Lotus Exige.

In Street Touring xTreme, Asst. RE Chris Riester delivered many a pizza to starving participants in his orange-seated BMW 330i.

Josh Jones co-drove the Spencer-mobile in C-Street with Spencer Dewey finishing the two courses in 11th place in his MX-5 Miata and trophying in a very competitive class!

Ron Ver Mulm of Hoosier fame finished with a 9th place trophy in his ZL1 Camaro!

And Chris Miller finished in the trophies as well, taking 6th place in C-Prepared driving his Mustang Turbo!

Congratulations to all!



DMVR Annual Banquet

Please join us at BeerStyles Taproom and Gastropub for our annual dinner and awards ceremony. Celebrate another season in the books and socialize with fellow DMVR members for an evening of festivities.

When: Saturday, December 7th from 6:00 PM to 9:00 PM

Where: BeerStyles Taproom and Gastropub
5513 Mills Civic Parkway, West Des Moines, IA 50266

Price: \$40 per Person

Please RSVP before November 30th 2024

If you have any questions please reach out to Chris Riester at chris.m.riester@gmail.com

Please note that if you have already contacted Chris Riester and made arrangements you do not need to signup online.

The after party will be at Chris & Alison Riester's
6090 Nottingham Dr Johnston IA 50131

Blast From the Past

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FUNDAY SIT-DOWN

with John Haluska

I sit down with 6 year DMVR member Scott Mattis to discuss all things One Lap, Track Instruction and how fun it is being club Secretary!



JH

So! To begin with, what brought you to the DMVR?

SM

A friend of mine, actually. My only racing up until I joined the DMVR was drag racing, and most of that was drag racing on the streets of Des Moines! (LOL) So it was a good outlet to do some racing safely. And I had always watched Trans Am Racing and IMSA back in the 80s and early 90s. I had a lot of interest in more of the road racing type stuff. So a friend of mine was autocrossing at the time, Jason Corwin. He bought Brian Goodner's old Fox Mustang and that's what he was using to autocross with. He kind of got me into it and gave me a few pointers. So that was my start with the DMVR, back in the early 90s. My first go around with them.

JH

And then you drifted away, did you stay involved with cars?

SM

Well I ended up doing drag racing full time, basically traveling the country, doing "Heads Up" street car type racing. And I did that all over the country for many, many years. And then after that, I started having kids and other obligations so I just parked the car for a long time. And basically didn't race from 2004 up until I started back with the DMVR in 2018 or 2019 in the gray 87 Mustang.

JH

Very cool. Besides autocrossing, you've got yourself into doing some racing or track instruction?



SM

Yes. Well, I hadn't really planned it. I planned on maybe doing some track days, but it kind of snowballed when I attended a track school over at RPM, the High Rev school that they do and that was fun. I enjoyed that and I'm like, I think I might try that kind of stuff for a while. So that particular year, which would have been 2021, between doing one lap and track days and time trials and everything, I think I was on the track probably 15 times at different tracks around the country. So yeah, I kind of jumped into it. And that's when, towards the end of 2021, is when I started doing the instructing, with Xtreme.

JH

How did you get into one lap?

SM

Oh, that was just a pure fluke. About a month before the 2021 One Lap was supposed to start, a friend of a friend's co-driver had another obligation pop up. And so he was signed up, ready to go, but no co-driver. Well, you have to have a co-driver. And so we kind of went back and forth, discussing it all. I got permission from the wife to take off ten days to go do it. So I just ended up jumping into it through a mutual friend. So I met him at dinner with my other friend and kind of went over things, made a preliminary plan and then jumped in the car and left. We spent a week together!

JH

What kind of car was it?

SM

It was a 2021 ZL1, 1LE Camaro. So a really bad ass track car!

JH

What did you run for tires on that thing?

SM

The Michelin PS 4S. That's kind of the standard tire for one lap, because we end up spending a lot of time in the rain and they work well for that. They're not the fastest track tire, but they they do work on the track and they do amazing in the rain. They handle great. And they don't make a bunch of noise, you know. So it was a good tire to use.

JH

So you've got to get from one track to the other. Do they give you a time frame to get there?

SM

Nope! It's totally up to you. Some people really fly to get there and some people never make it. But it's close to 5000 miles, all told, from from Des Moines to South Bend to the route and back to Des Moines, just shy of 5000 miles. So it's a lot of driving. Our transit times might be a few hundred miles or it might be 750 miles. Some of those nights you're getting in at 12:30 or 1:00 o'clock in the morning. I've had some friends that were out till 6:00am because they had issues and basically doing it on no sleep at that point. That's not the norm, but it does happen.

JH

Wow! So when did you start driving your own car? After the first year?

SM

The second year I didn't have a car ready for it. I had thought about maybe using the 87, although I've kind of backtracked on that. I did a private track rental over at RPM with a couple of people from DMVR and ended up meeting Pat who had a Z06. He's pretty heavily involved in the Corvette club and when it came time to do it, I'm like, Pat, I don't have a car (LOL). Pat had expressed some interest and I asked what were his thoughts on doing this and he was all for it. So we we used his car the the next year in 2022 and did pretty well. We did have a few problems with

wheels. The C7s are notorious for wheel problems with the factory wheels. So we had some problems there that kind of took us out. I think we only ended up missing one session out of the whole thing, but it kind of hurt us there. But we had a good time and formed a great friendship. Pat ended up doing it last year with his son in his Z06.

JH

So who did you run with it last year?

SM

Last year was in my car, the Mach 1 and I did it with Steve Fuller who's a DMVR guy. Steve's mostly a time trial guy and doesn't really autocross. He had done One Lap two years prior in his own, I think, 2015 Z28. He had put it into the wall Heartland Park in 2022 and hadn't quite recovered from that, so he didn't have a car to take. But he ended up being my transit driver. Steve's a great guy to have along because he knows the drill, knows what he's getting himself into. Very competent and knowledgeable on track stuff. So a good guy to have along for sure.

JH

So you've got plans to do it for 2024?

SM

Yes, I'm signed up for 24. I don't have anybody locked in yet. I've. I've got one guy that I asked and he hasn't given me a firm answer on it yet, but he's definitely very intrigued to do it. So possibly him. But I need to get lined up here before too long because May is going to be here soon. Hopefully he'll jump in on it, otherwise I'll have to start scrambling and find someone else. So keep your schedule open just in case.

JH

So when you get to the track, is it typically a timed lap?

SM

The first day is a skid pad at The Tire Rack. A wet skid pad. And then usually we do an autocross. But this year it's not going to be an autocross, we're going to go straight to the first track the next day. So it's just the one event on the first day. You start in numerical order, one through 85 or 90 typically, and you just run in numerical order for the first event. And then, however you

finish on your first event, that's how you start for the whole rest of the event. So you want to do really well there, so you're not the person that's making his final run of the day at 4:00pm in the afternoon and then driving 700 miles. So you show up, you do your first session, coming out of the pits hot, and you do a site lap as fast as you want to do it. Then you stage at the start finish line and they flag you off from there. Then it's three laps from the start finish line from a dead stop. So yeah, you get a site lap and if you haven't been to that track before, that site lap is all you've got to go off of. So it's kind of important. I usually take it at about a 60% pace, just so I kind of get a feel for it, get some heat in the brakes and tires and then let it rip. It's a fun format to do it!

JH

It sounds like a blast. What's your favorite track?

SM

Probably Road Atlanta. Barber was my favorite prior to that. But after running Road Atlanta last year, that was just a killer track. It's fun.

JH

Didn't they change the configuration in the last few years?

SM

That's the only time I've run it, so I'm not 100% sure. I think it might be coming off the long back straight. There was some area there that maybe looks like they changed a few things, but I'm not 100% sure.

(editor's note: removing the Dip in 1996 and creating a chicane at the end of the long back straight brought the track up to FIA standards, so that international events could be held)

JH

I love Road Atlanta. Of course, I haven't ran there since like 1990 or so.

SM

That long back straightaway was just a complete white-knuckler.

JH

I mean, everything everything about it was.

SM

Oh yeah, coming down the hill and...

JH

Going up the hill.

SM

Oh, yeah! Pat, who I did it with last year in his Z06 the year before, I guess his son went under the bridge and instead of kind of going to the right, had a little too far left and did a little off track excursion and tore up a splitter and stuff. But, you know, it's it's that blind stuff that makes it fun. A little terrifying, right? But fun.

JH

The the year before I bought my little bug-eyed sprite, Frank Ince was at the Runoffs at Road Atlanta. There was big crash on the other side of the blind turn and they had everybody stopped on the course. And so some guy who struggled to get his car going comes flying over that thing, and everybody's stopped and goes wham! Right in the back of Frank's car! Luckily there was a fuel cell and there was no fire. And if you looked at the back end, that car always just was a little off, just a little funky. And I could never get it symmetrical. I took that car and completely disassembled it, had it sandblasted, did bodywork all winter and, and it looked pretty good... From 5 five feet away! But it was just a little race car. So the first race that spring, my ex-wife took it to a driver's school at MAR, an old track in Wentzville, Missouri. And, she could not not keep it on the darn track, driving too aggressively. She would just spin, spin, spin. So finally she spins at turn one. Which was notoriously fun, but also the craziest freaking turn of any turn I've ever seen. It was super fun to watch because you could stand right on top of the apex with only a chain link fence between you and the action.

And then there was a hill on the outside of the turn. So if you apex too early you'd hit that hill. Two or three cars abreast and boom, go for a ride up the hill! And there were weeds growing at the apex, between the track surface and the concrete barrier. You could just stand at the apex, look down and see how close the cars were coming to the wall and running over the weeds! I mean, it was a crazy! It was so much fun! So anyway, she finally got T-boned there by Showroom Stock Rabbit because she spun in front of him and my car was suddenly much skinnier!

Anywho, you've got the One Lap to look forward to and you're going to do some autocrossing and instructing with the Mach 1.

SM

Yep.

JH

What year is it?

SM

it's a 2023.

JH

And how big is the motor?

SM

It is a five liter, just the regular, naturally aspirated, 480 horsepower.

JH

Which that's probably all you need.

SM

I did better last year at one lap with with 480 horsepower than the two previous years with 650 plus horsepower. Horsepower as much as I love it, isn't everything.

JH

It's not everything. But when you're racing a spec Miata, horsepower is everything.

SM

Yeah, one one horsepower will go a long way. (LOL)

JH

So what's the favorite car that you've owned?

SM

I really love the Mach 1. It's just so nice to be able to get in a car and cruise cross country, and it's comfortable, relatively, but it's got Magna ride, so if you're not in track mode, it's pretty soft. I wouldn't call it supple, but it's not going to break your back like a car with hard springs and stuff. I really love that car. The most sentimental one is my 87. Probably just because it's been the family since 1987. So I probably won't sell it and it'll take a lot for me to get rid of that one. So, I'd have to say probably one of those two, but the Mach 1, if I had to get in and go do something, it's

probably the choice right now. It's just a good looking car, it's fun and does what it needs to do.

JH

What's a car that you'd like to own?

SM

Oh, I think a Lamborghini Huracan Evo. I just think those are a fun, fun car.

JH

I don't think the Lambos handle that well.

SM

Yeah, it's really easy to push the front end on one of those because they run like a 245 tire on the front and obviously you're going pretty fast into a corner with them and with the all wheel drive, they definitely push, but the sound is just a oh...

JH

Yes, the sound is spectacular. I've never driven a four wheel drive one though.

SM

They work. What they lack going into the turn, they make up for coming out of it. Because you can get the power down real early. Kind of like I can in the Mach 1, get the power down real early, and the thing just rips and goes. Other than that, like maybe the

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GT4 RS. We're getting one of those in the Xtreme fleet this year, a couple of them. And I'm really looking forward to that because the GT4 is a great car. It handles so well, but it just is down 100 horsepower or more from a lot of the cars. But that car with 500 horsepower has just got to be a blast to drive around a track. They handle so good. The balance is so crazy good on those cars, though. It'll be a fun car to drive. I'm looking forward to it. I won't get to do that till June.

JH

So what got what got you interested in cars?

SM

I watched IMSA and stuff as a kid, but probably the main thing is when my brother bought the 87 that I own now. Just riding with him and we had some impromptu contests of speed here and there (LOL). I remember vividly, I don't know how long ago now, 30 years ago maybe, racing a GTO in that car when he was driving of course and racing a Lamborghini Countach down the interstate. Steve Pruett used to live around Des Moines and a big car guy, racing that car too. And that was so fun. I was like, wow, this is pretty impressive. You can go out and spend 12 grand on a car and do this. They're a little more than that now, but back then it



was pretty cheap. So yeah, that's probably what got me into this, just me riding in his car, experiencing that early on.

JH

How about favorite car movies, do you have a favorite?

SM

So fun fact about Scott is when I was four years old, my parents took us to the movie theater to watch Gumball Rally. I was born in 72. That movie came out in 76. I distinctly remember sitting in a theater watching the beginning of that movie. I don't think I made it through the whole show, but I remember watching that movie. And so that's still probably my favorite car movie.

JH

It's pretty good, actually.

SM

It's fun. The spirit of it too.

JH

Lapchick on the little Kawasaki, LOL.

Have you seen the new Ferrari movie yet?

SM

No, but it is available for rent so I might go home and watch that.

JH

It's pretty good. While not totally focused on cars, it's more of the guys life. But it's very good, very interesting.

SM

I watched the Lamborghini movie that came out last year.

JH

I haven't seen that.

SM

It's atrocious.

JH

Oh, too bad.

SM

It's got the dumbest racing scenes.

JH

Then I won't.

SM

You're not missing anything. Leave me the Ferrari movie. I'm looking forward to it because I've heard good things. But the Lamborghini movie? Save your money.

JH

Wrapping up, how about your favorite DMVR moment or memory?

SM

Favorite DMVR moment? You know, probably the very first event that I showed up to, just because I showed up to a bunch of strangers, my friend that autocrossed at the time didn't make it to that event, so just showing up and jumping in and doing it for the first time because it's like nothing I've ever done. And it was just cool to be able to jump in a car and ring it out like that. And back then Sam and Greg were running everything. So you just walk up to the trailer like an idiot and say hey, what do I do? And they just jump in and get you going and doing what you need to do.

JH

They were amazing.

SM

So incredible. So that's probably my favorite moment. I think if I remember right, that was Ed Logan's first event, too, long, long ago. With his Nova that he had, so it was it was fun just to experience that. And there was a bunch of people there. Stan Sherwood was there with his old police car that he used to autocross in, which was cool to see a cop doing that. So it was quite the experience, kind of a little mini circus to start off my DMVR life with it.

JH

Very cool. What do you think about the current state of the DMVR? Anything you particularly like or you'd like to see changed?

SM

I think we are headed in a in a great direction. I'm really looking

forward to Newton being available for autocrosses and time trials. I'd really like to see RPM getting sold and hopefully get some improvements. You know, I've kind of geared myself up more towards track stuff, so I'd love to see more time trial places in the Midwest versus having to drive so far. Now, with Heartland Park gone, that's not even an option. It would be nice to have a couple different options that are somewhat close by. So I'm kind of looking forward to that. But I mean, it seems like we've got a good group steering things and pretty good participation with everything. So no real complaints there.

JH

What drove you to become the club secretary? That's a horrible job. (LOL)

SM

I can't even read my own handwriting! (LOL) So maybe not the best choice. Maybe I should record it all. But I just want to stay involved. I don't have lots of time with with work and everything I do so I don't think I have the time to donate, to jump into a bigger role, but it could happen someday. I get to stay involved with what's going on and, and just stay up with the group rather than just through autocross season. You get to see the people year round and they see you at every meeting. Whats better than that?

JH

Exactly. speaking of work, what do you do for a living?

SM

I sell commercial fencing. We do everything from little screen walls and trash enclosures to multi-million dollar data centers all over central Iowa. So, it's something I kind of stumbled into by pure luck. It will be ten and a half years and it's the longest I've ever stayed at a job because it doesn't get boring and it's something new and exciting and challenging every day. It's really been a good fit.

JH

Oh! What about your track instructing? Anybody ever scare you out there?

SM

I don't get scared too easily. and I'm a little more accustomed to it now from when I first started. I've been doing that for three years

now. The first time I ever really kind of had an uneasy feeling was at the Kansas Motor Speedway, going down the back straight in a 488 GTB, and we were doing 135, 140 on the apron of the banking and I just for some reason looked over at the banking and I thought, you know, if this guy takes a right turn here, this is going to be bad. I normally don't ever get car sick. I've never really had anybody scare me. Even the people that come in with kind of a chip on their shoulder ready to set the world on fire and set a track record. Generally, once they get in one of those cars and hit the gas pedal, they're instantly afraid of the car. So that kind of goes out the window.

JH

Yeah. Okay.

SM

So it sets them straight. It's a lot of car to jump into off the street.

JH

Yeah, I can't imagine driving something like with that much horsepower.

SM

Especially the, the Lamborghinis. When you hammer it, they really set you back. And so people I thought were just going to be a handful, as soon as they hit it, they're letting off the gas early. It's pretty fun to watch.

JH

That's funny. When I got into my sprint car and even at 550 horsepower.

It's just a 350, well, 360. They call them a 360.

SM

And weigh something like 1,000 pounds.

JH

They don't weigh anything, right? And a big wing.

SM

The big wing.

JH

And so I hit the gas pedal hard and I was instantly nauseous. I'm

like, oh my. I've got to kind of work up to this a little bit.

SM

Yeah. (LOL)

JH

Scott, it has been wonderful, thanks!

SM

My pleasure!

(note: Scott has competed in 4 One Laps in a row and is signed up for the 2025 event next May. In 2023, Scott finished 38th out of 85 cars driving his Mach 1 and doing all the track driving. In 2024, he split the track driving with his co-driver in a 1,000 horsepower ZL1 1LE and finished 54 out of 80 but had many issues with overheating.)

Don't forget your wrist-band!



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

Thank you!

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Some times when you are in the misty state between consciousness and REM sleep you see or imagine things from the past that seem real at the time, but are they, or is it your imagination. Let's go there for a while. Think of the sensual things, the soft touch of your lover, the sensual curves of a fine ladies form or a gleaming sports car or the excitement of driving really fast in that fine sports car.....follow along and let's have some fun.....

Here's the road! Turn here, but watch out for the Peacocks. They're always here this time of day. Travel north a few miles and turn in at the sign. There's the barn. Stop and register. Cross the bridge and head back to the south to your favorite paddock area. Unload the race car, warm it up, you're in the next group.

As you head to the marshalling area you see Paul and Fitz standing next to the Grey Eagle Racing rig. Hey, there's Dorsey suitin' up. I see Jerry has a new Lola this year and Jeff's Wynnfrust is here, as well. I see the small bore guys talkin to 'Mother Nipper'. Frank, Ray, Ronnie and Clyde are laughin' it up pretty good. All of these guys are just waitin' to 'Light the Fusz'. Enough of that stuff, time to concentrate. This track requires your full attention.

Rollin' out on the track is feelin' good. Let's get the tires warm before any hot laps. We've made the warm up lap and the green is out, so let's rev it up and push it to the limit!

Turn one is right here. The most intimidating of any track we run. The inside is a concrete abutment right at the apex and the outside is a hill that can eat your car. Could make you feel a little under Paar if you don't execute the turn precisely. Here we go, on the brakes, start your turn to the right, slide the car a bit, aim at the concrete wall. Momentum gets you past the wall, on the gas, feel the slight dip right at the apex. Now you're on the gas to the floor, drifting out to the outside of the track. On to turn two.

Turn two is a high speed right hander very similar to the kink at Road America. Keep your foot all the way down and drive through it. The track starts to fall away in the middle of the turn so the car feels light. Stay with it and head downhill to turn three.

You're really flyin' now and three is coming up fast. Brake hard and get the car sliding to the right, get the car pointed at the apex and gas it as soon as you can. You may have been going downhill but right at the apex is the start of the uphill grade to turn four. Forget about the eminent danger to the outside of the turn and drift the car all the way to the edge of the track, you'll need all the speed you can carry for the uphill coming up. That done we're off to turn four.

Turn four is the first lefty on the track. The secret here is to miss all of the rough areas on entry to the turn and then remember it tightens up on the exit, carry as much speed as possible for the short run to turn five.

Turn five is the second lefty and it is really something. You enter by braking just enough and turning just enough to slide the car through the apex, then back on the gas hard. Right at the apex the track really falls away quickly, feels like a roller coaster. What a rush! Sounds like fun and really is, but don't get carried away.

Turn six is right there waiting to mess up your day. It is best if you try to keep the car to the left on the short downhill run to six. The left to right transition is a tough one and I've seen cars on their roofs and Brown everywhere. On the brakes big time for six and get the car ready for what seems like a very tight right turn. Turn six continues running downhill throughout the entire turn and feeds you out to turn seven.

Turn seven is a fairly high speed right hander and basically flat so let it hang out and carry lots of speed to eight.

Turn eight is a left hand carousel turn. But is generally driven

as a double apex and has a slight turn to the right at the exit, (keep the car on the track here, there's stumps out there that will really tear up your car) you can carry quite a bit of speed through the turn. Then you're off to turn nine.

Turn nine is a very fast flat turn. I usually drive this with my right foot on the floor and about a second worth of left foot braking just at the turn in. Use up all of the road and you're really flyin' to turn ten.

Turn ten is the most important on the course. You are going nearly as fast as you can go and you must brake a little earlier than you would like to ensure a good launch on to the main straight away. You are going to be headed uphill and it is quite a hill. Very steep and there is little room for error on the exit of ten because of the abutment for the bridge you drove over to get to the paddock area. Going up the hill you get a couple of seconds to chill before you get to the flat part of the straight. The car is going top speed and start/finish is ahead. Get ready for turn one again.....

Hope you have enjoyed ridin' with me, BCN Ya!

This special place is jut a memory now, gone forever, except in the minds of the competitors, workers and everyday fans that were fortunate enough to witness this stuff first hand. Those were some GREAT DAYS.

Memories from "Ghost Writer in the SKYY".

(note: Point Prairie Rd story reprinted from previous Drifting with permission from "Ghost Writer in the Skyy", 52 year DMVR member Fred Thomas. Fred said that Point Prairie Rd was the road we traveled to Mid-America Raceway in Wentzville Mo. in the '70s and '80s. The "small bore" people he is referring to are Clyde Nipper, the first winner of the Hoskins Award in 1973 and racing an FP Midget. Also mentioned are HP National Champ Ray Yergler, SCCA Hall of Famer Ron Sharp racing his GP Midget and multiple Runoffs invitee Frank Ince driving his HP Sprite - all heroes of mine. -ed.)

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