



BACKFIRE

A Publication for and by the Members of the Western Michigan Region of the Sports Car Club of America

August 2003

August is a busy time for WMR, come out and show your support!

August 2-3 WMR Solo 2 @ Sparta High School

August 9-10 WMR Nationals @ Grattan

August 16 - 17 VSCDA @ Grattan

August 30-31 SCCA PRO / WMR Restricted Regional @ Grattan

September 1 WMR Solo 2 @ Grattan

There are a limited number of slots for the Solo, Pre-registration is required.

Go to myautoevents.com for details, or contact Matt Malicki @ goalie30@chartermi.net

Be sure to submit your worker registration for the Runoffs by the deadline of 8/25.

Real-Time Race Information



Is HERE!!!

iCard™ system is up and running and a regular feature at all Western Michigan Region events

More info inside this issue!

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The Backfire is a monthly publication of the Western Michigan Region of the Sports Car Club of America. The editor must receive items for publication no later than the 15th of the month to be included in the next month's edition, provided space is available. If space is not available, it will be published in the following month. As the Backfire is a publication for and by the members of WMR/SCCA, the editor is pleased to publish letters, articles, and opinions of its members, provided that: 1. They are signed. 2. They are edited for grammar and some expletives.

3. The content is not libelous and / or unsupportable. Articles may be reprinted without permission, provided credit is given to the author.

Submit articles to: Susan and Chris Peet, 411 Garfield Street, Kalamazoo, MI 49001 or to repeet68racing@aol.com



WAYNE'S WORLD

JULY / AUGUST, 2003



I want to thank all of you for the work and help the past couple of months at the events that WMR has been involved with. With all the help from you, we have managed to have a safe and wonderful four months of racing at these events. I was sure that you would all come through and do the great jobs you all have done for a number of years. It is always nice to see how our region comes through when there is an event to help out with. I have worked races in SCCA now for some time and it has been known through out the division that we have some of the best workers in the CEN/DIV.

I have always wanted to be able to thank each and every one of you for the work, help and pleasure of being able to work with all of you. I have to always remember that when things don't go the way we want them to, there is always those of you that come up and talk to us and that is when I realize that you are the reason why I have been coming to all of these events for so long. The national race at Grattan in June made me realize how fortunate that I am to belong to a region that knows how to run a race with our own people that we work with on a race by race system. We know what the other person or specialty is going to do and we help out before being asked. The way they are trying to make things now will only slow down what we have tried to improve over the past number of years. All of you keep up the good work you are doing now and we will still have the region that others will want to be like. "YOU ARE THE GREATEST GROUP TO WORK WITH AND I HOPE YOU WILL ALWAYS BE PART OF WMR."

Well, this is the rest of my report for the Backfire.

We have just finished up the South Bend Race at Gingerman and the weekend was just great. Everyone had a good time and the highlight of the weekend was the appearance of the new SCCA Formula Car. The day did not go to good for the driver though. The car had some problems with the transmission or something in the drive line. The car would not move when we got to it and it was to be hauled in by the wrecker. The only problem with bringing it in was the driver did not have a special tool to lift the car and I had no idea that it had to be picked up by a special bar that went through the cowl behind the drivers head area in the car. Now I know as do most of the people that were there, that this has to be looked into. The car owner is responsible for making sure that the wrecker driver knows that it requires a one of a kind tool to lift his car. We needed a special announcement in the CEN/DIV Bulletin, letting the workers know this problem will come up at any event that these cars run. I did just that the other day and I hope it makes it way to everyone soon.

And again I have had to put this off until I got back from yet another race. This time it was the Detroit/Waterford Regional Race at Waterford Hills. The weekend went along just fine and the weather there was about perfect. Looks as if everyone there had a good time and no major problems.

The next thing I want to bring up is the Pro Race at Grattan on Labor Day weekend. The Pro Race is coming along as well as would be expected, and those of us that are working on it have been busy trying to get all the arrangements taken care of as things change. As of now, WMR will be having three groups of cars. There will be two closed wheel groups and one combined open wheel group. As everyone has seen in the past, we do not have a large group of cars in the open wheel car classes. This is why we are going to run the one group and let the open wheel drivers know ahead of time that this is how it will be done for this event. More details will be posted as we get closer to the race weekend.

So as of now, we are going to be back to our regular Double Regional Race as run in the past with Lake Superior Region. This being a first time event for us and Pro Racing at Grattan, things are taking some time to get all put in place. The Pro Race groups will be interesting to watch and we hope that they have a good turnout of cars in both of the groups they will be running. We will need all the help we can get from all of you and the workers from other regions through the area. We will have a number of things to do, (as we always do) and we can't do it without the support of the workers. We did all we could for the Grand Prix downtown to make the workers party a fun thing, and I know we can do it again. With a good turnout of workers and Pro Racing's interest, we hope this can be something we can keep on doing every year. "Time will tell."

That is it for this issue. Hope to see all of you at the next three races. Have a good and safe summer and come out and have fun with us at Grattan.

Wayne I. Rogers RE WMR SCCA

	DATE	SCHOOLS	REGIONALS	NATIONALS	PRO / OTHER	NATIONAL SOLO	REGIONAL SOLO
AUGUST	2 - 3		FTW @ MID - OHIO		CART @ RA	MIL @ MILLER PARK	WMR @ SPARTA H.S. 8-3
	9 - 10			WMR @ GRATTAN	CART @ MO SPEED W/C T	PRO SII @ GRISSOM AFB	
	16 - 17		CHI @ ROAD AMERICA		VSCDA @ GRATTAN	CENDIV CHAMPIONSHIP @ GRISSOM AFB	
	23 - 24				CART @ MONTREAL		WMR @ TBD 8-23 DET@COMPUWARE ARENA 8-23 t SBR @ TIRE RACK 8-24
					ALMS @ ROAD AMERICA		
	30 - 31	Labor Day Weekend	WMR/LSR @ GRATTAN #1	NEO @ MID - OHIO	SCCA PRO @ GRATTAN	NWOR @ BAX GLOBAL	WMR @ GRATTAN 9-1 *Pre registration only*
SEPTEMBER	6 - 7		OVR@MID OHIO d				
	9 - 12	SCCA TIRE RACK SOLO II NATIONAL CHAMPIONSHIP @ TOPEKA					
	13 - 14	WMR CLUB RALLY @ CADILLAC currently on hold					
	15 - 21	SCCA VALVOLINE RUNOFFS @ MID - OHIO					
	20 - 21				VSCDA @ ROAD AMERICA		SBR @ LAKE MICHIGAN COLLEGE 9-21
27 - 28						DET @ THE PALACE 9-28 t	
OCTOBER	4 - 5		WOR @ MID - OHIO c			CIR @ CHANUTE AFB	
	11 - 12	NEO @ NL	CHI @ BLACKHAWK c				SBR @ TIRE RACK 10-12
	18 - 19	VSCDA@ MID OHIO					
	All Regional events are Doubles except where noted below #1 - Double Restricted Regional, Closed wheel cars , Two groups, to be run with the SCCA Pro event. d - Double Regional, Non-Champ series event c - Single Regional, Champ series event						

VINTAGE SPORTS CAR DRIVERS ASSOCIATION ANNIVERSARY CELEBRATION AT GRATTAN RACEWAY AUGUST 15-17, 2003

105 YEARS OF RACING
40 YEARS – GRATTAN RACEWAY PARK
25 YEARS – VINTAGE SPORTS CAR DRIVERS ASSOCIATION, LTD.
40 YEARS – FORMULA VEE

VSCDA WOULD APPRECIATE YOUR SUPPORT IN STAFFING VINTAGE GRAND PRIX AU GRATTAN XVII

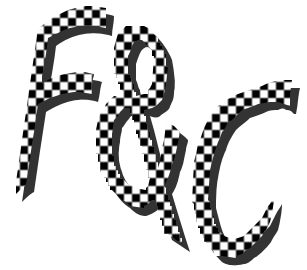
PARTIES FRIDAY AND SATURDAY NIGHT, LUNCHEAS AND WORKER GIFTS/PRIZES

Worker's Corner

Verne Wandell

RA of F&C, WMR.

Comments: flagchief@valleyedit.com



We all know that August is a VERY busy month in WMR. We have racing at Grattan for three weeks in a row and can use all the help we can get at any of them. The national is always a great event, well attended by drivers. This year it is to be held on August 9 and 10. The second event occurs the following weekend. The VSCDA summer party Au Grattan is one of the best races of the summer with some great historic race cars, a wonderful group of drivers and the best worker give-aways. Additionally, you don't need a license to work this one so bring your friends along to show how you spend your summer. Finally, I would like to announce that the rumors are true, professional Sports Car racing is returning to Western Michigan. During our annual Labor Day weekend event, SCCA Pro is going to be holding races for Formula SCCA, SCCA Pro Sports Racer and Pro Spec Miata at Grattan. WMR will add at least two restricted regional groups to it. The regional groupings have not been finalized so look to our website for updated information and a workers' application as they become available.

We have had a clarification by the national competition board that settles all of the questions that have bandied about by various regions and flag chiefs. When they re-wrote the GCR this past year it was their intention to change the conditions under which a white flag is displayed for slow moving OR emergency vehicles. We will display the white ONLY for vehicles that are MOVING and are ON THE RACING SURFACE. When the vehicle is stopped or pulled off the track it should be covered by the appropriate yellow flag and the flag and update should be called in on the radio.

Speaking of the radio, communications have gone so well during the first the beginning of the season that I thought I'd throw a wrench into the works for the last few. No, honestly, they have been going really well. As a matter of fact they have been good enough to lead me to believe we can rectify something that occurred during the Memorial weekend regional at Grattan.

Here is what happened:
During the first lap of one of the races a couple of cars got together leaving one car stalled on track at turn one and the other continuing. We went to full course yellow to attend to the stalled car. The car that continued decided he needed to go to the pits to have his crew check over the car, passing several cars on the way. Since we were holding radio silence the witnesses held their calls as has been requested.

The result was that there was no time entry in the log for the pass under yellow. When we finally took the call there was a huge discrepancy in the log between the time the full course yellow was displayed and the time the pass under yellow was called in. The driver of the car that did the passing said that the yellows had just come out when he made the pass and the stewards had no ammunition to prove him wrong. He was penalized but not as much as he should have been had we created a stronger case.

In the past we have tried to solve this problem by asking the corner worker to record the time locally and reconcile the times later. Unfortunately there are other things going on at the stations all too often, and too few workers dealing with them, resulting in no time log. Here is how I would like to solve this problem for the remainder of the season. If you have contact between two cars or a pass under yellow when we are observing radio silence for a NON-EMERGENCY, I would like you to make a 'blind call' to control. Simply say "nose to tail, nose to tail at (station X)", "side to side, side to side at (station X)", or "pass under yellow at (station X)".

I believe this solution will make the correct information available while keep the airwaves relatively open. Of course, if we are responding to an actual emergency, please write down the time locally and we will deal with it later.

See ya' at the track,
Verne

Un-Wounding your Turtle: Part 1

By: Dalye Frame

Let's bring everybody up to speed on this topic shall we? I crunched my car into the guardrail at turn 5 and really did wound the Turtle. I'd only been in this gig for a while and hadn't hit anything with car. It came as quite a shock. After I was checked out by the medical staff, it was time to assess the situation. Yes, it could be fixed and off we went. An electrical issue took us out of the race after we had thrashed to get the car put back together; very unfortunate.

As a famous writer once said, "it was the best of times and it was the worst of times". This situation had developed into the best and worst on a variety of levels. It was the worst of times for several reasons. It was going to take a lot of time, effort and money to fix this thing. I had resigned myself to no more racing before the incident but this eliminated the test and tune days I was planning at Gingerman. The up side....well lets just say you find out who your friends are when the rubber hits the road....or in this case the car hits the guardrail.

After the Runoffs were over (late September) and I had time to start getting things organized, I removed all the body panels and took out the motor. I decided that now was the time for a new paint scheme. I had wanted to paint the car but really didn't have the time. Now I was going to have to paint at least the front half of the car. Why not paint the whole thing? At this point, Phil Green suggested that he could do the job. He has a rather large pole barn behind his place and we could use part of it as a paint booth. Fine I said and the deal was struck. He also volunteered to hang the new fenders. The old ones had to be attached to the valence in order for the whole assembly to be anchored to the chassis. With a new valence attached very securely to the car (unlike the last one) I could now use Dzus fasteners to hold the fenders in place. Phil said this would be easy. He says that a lot. I also wanted to redo the dash. This too would be a piece of cake. Let's bring everybody up to speed on this topic shall we? I crunched my car into the guardrail at turn 5 and really did wound the Turtle. I'd only been in this gig for a while and hadn't hit anything with car. It came as quite a shock. After I was checked out by the medical staff, it was time to assess the situation. Yes, it could be fixed and off we went. An electrical issue took us out of the race after we had thrashed to get the car put back together; very unfortunate.

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Removing the motor meant taking all the ancillary parts off first. Carbs, exhaust, oil cooler, drive shaft, starter, distributor, oil and fuel lines, etc. You get the idea. Now the garage was a mess and I had too many irons in the fire. I took the hood and air dam to a friend (John Thon) who had lots of fiberglass experience. He repaired those two items for me before Thanksgiving. The now trashed radiator was going to be a headache. Stock VW radiators (that a lot of Spridget driver use) would not fit. I eventually took it to a radiator shop here in Lansing and had them guess as to what might fit in the same shaped spot. The result was fantastic. He looked at it for a minute or two and then said that a radiator from a 1982 Subaru GL-10 would work. He thumbed through a catalogue that was hundreds of pages thick and, sure enough, there it was...a perfect match for the Turtle. I returned home and installed it and it fit like a glove. Minor modifications on the chassis and we were home free.

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See Septembers issue for part 2, ed

Timing and Scoring now in Your Hands Within Seconds with iCard™

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Accounting :
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Western Michigan Region of the Sports Car Club of America

Next Meeting:

- Oct 11, 2003
- Site: To Be Determined...

Don't forget to visit the WMR web site at <http://www.wmr-scca.org>

WMR-SCCA Backfire

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