



SCCA
Sports Car Club of America



GREAT LAKES
Division
Sports Car Club of America

BACKFIRE

A publication for, and by, the members of the Western Michigan Region of the Sports Car Club of America.

October 2007

WMR goes to the Runoffs

Good luck to WMR's entrants in the 2007 National Championships to be held at the Heartland Park Topeka race course in Topeka, KS

Lance Knupp: T1
Chris Crisenbery: HP
Jonathan Start: SSB
J.R. Marchand: FM

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- changes made this month

To obtain a copy of the Region's corporation By-Laws, please email the editor (frameh@msu.edu) or go to the BoD page on the regional website (<http://www.wmr-scca.org/j60BoD.htm>) and download it from there.

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: Dayle & Melinda Frame, 703 Pine Ridge Drive, DeWitt, MI 48820 or to frameh@msu.edu

RE Report: Wayne's World

As most of you know by now, we have once again come to the end of another WMR race season. And although this may surprise some, there are still many activities going on in the region in order to prepare for the 2008 season. I hope we can count on your involvement in this off-season to make 2008 a success.

This past week the Board of Directors met to begin planning for our 2008 race season. The dates for the WMR race events need to be sent in to the SCCA headquarters in Topeka, and the contract with Grattan Raceway has to be worked out. In addition, we urgently need more WMR members willing to join in and help us out this year in all WMR activities in order for WMR as a region to continue meeting and hosting races. It is not acceptable that a very few members do the work required to keep WMR running and race events operating while the rest sit back and enjoy the race events. If you want to see WMR events and races continue, then you need to step up and join the rest of us and help out. This is your club, and we desperately need you...your suggestions, your creative ideas, your enthusiasm and your involvement in planning and hosting events.



Unfortunately, 2008 will be the last year for WMR if no additional members other than those that are already carrying the weight of the region do not step up and become actively involved. There is such a range of involvement that is possible, such as helping to mail out entry forms, picking up pizzas for the monthly meetings, helping to be a race chair for one of the races, or just volunteering to help others do what is needed to get us through the weekend at a race event. If you don't care about the region and do not want to actively support it, then why be a member?

In this past year, we have had a couple of members accuse our active members of not doing their job precisely by the book. Well, they were doing all right as far as I could see. The region was running in accordance with what had to be done, and they were getting those jobs done on time. Things were running smoother with their involvement than without. The operation of the WMR region (to get it going each year in the off-season and keep it running all year long) takes a lot more work than most members realize. Before we accuse others of not getting the job done perfectly, take time to realize what those few people are accomplishing in the first place with very little help. No one is perfect. We are all just volunteer members trying to get the job done the best way we can. If for some reason a job was not done exactly by the region's By-Laws, it was because it was the only way we could get the job done with so few active members.

If you are unhappy with the operation of this club or would like to become more involved in the daily operation of the club, this is the time for you to step up and volunteer. At our November membership meeting we will hold general elections for the 2008 WMR Board of Director. So far we have had only one person volunteer for any of the positions on the Board. As the old saying goes, "Either step up and do something or shut up and let those of us that care do our jobs."

I am sorry if I offended some of you with this report. I have sat back and watched this happen a couple of times in the past 35 years, and every time the ones that complain only show up to see what they can find wrong but will not volunteer to do the job that has to be done.

If you really care about your region and are willing to help out in any capacity (and I hope you do), I will be waiting for your e-mail at wrogers280z73@comcast.net.

Wayne I. Rogers
RE WMR-SCCA

May General Membership Meeting Minutes

Meeting was called to order by Asst. RE Steve Brown at 7:30pm.

Minutes of the April General Meeting were printed in the May Backfire and were accepted as printed.

Treasurer: Duane Bailey has a copy of the 2006 tax filing, and will give it to Wayne Rogers when he next sees him.

Past RE: Bruce Beauvais gave a review of the Board meeting and what was discussed for the Labor Day weekend. A PDX event is still being discussed. We are on track for the Memorial Day weekend double regional, but entries thus far are low.

Director At Large: No Report.

Backfire Editor: Dayle Frame reported that the Backfire is low on content, and maybe won't come out again before July.

Webmaster: Dayle Frame reported that the website is currently down, but he has been in contact with our service provider.

Membership: Melinda Frame was not present, but Dayle reported on the new-member packets that are going out to the 12 new members. Discussion followed on obtaining new members.

Nominating Committee: The committee is still making contacts.

By-Laws Committee: Bruce Beauvais had no report. The By-laws meeting is tabled until after the Memorial Day weekend.

Old Business: Duane Bailey had questions regarding the Past RE Board positions, and why Phil Green was not on the board as Past RE. Discussion followed on communication issues between past and present board members. Bobbe Orr moved that the issue be passed to the board for their next meeting. Bruce M. 2nd. Discussion followed. Duane Bailey read from the bylaws on the positions of the board members. Duane also asked why Steve Brown was re-appointed to the board as assistant RE. Dayle explained the events that led to that re-appointment. Duane stated his displeasure over the "selective application" of the bylaws. Dayle explained that the current board is operating in "repair mode" and the nominating committee is working to ensure a starting point to move forward.

New Business: Steve Brown stated that member Ray Barnes has agreed to review the checkbook before Bobbe Orr takes over as treasurer.

Bruce Kroll moved to adjourn. Bobbe Orr 2nd.

Meeting adjourned 8:10 pm.

Respectfully submitted
Susan Beauvais
Interim Secretary

September General Membership Meeting Minutes

Meeting was called to order by Past RE Bruce Beauvais 7:42 pm.

10 members attended.

Minutes of the May meeting will be published in the next Backfire with tonight's minutes, and so the reading of the minutes was waived.

The RE and Asst. RE were not present, so Past RE Bruce Beauvais led the meeting.

Director At Large: Dayle Frame had a discussion with Bruce Kroll about the nominating committee. Bruce Kroll is no longer an SCCA member and so has waived his committee responsibilities to Bobbe Orr and MaryEllen Sickles. Bobbe reported that each committee members was given 5 names of members to contact. The committee is supposed to have a slate ready to present in October for a November election.

Webmaster: SCCA has re-arranged its website just two weeks before the Runoffs. Our website has not apparently suffered as a result. There were 800 hits just for the PDX page.

Past RE: Bruce Beauvais had no report.

PDX Report: Dayle Frame reported that we had 14 entries on Saturday, and 15 on Sunday. The event went very smoothly even with the very low turnout, and only one entry was an SCCA member. All participants were very happy with the event. Discussion followed. The weekend was deemed to be a qualified success. If we have the event next year, we may want to look at different dates. The track rental for the weekend was \$7500.00 plus the deposit.

RE Wayne Rogers arrived and presented several items under the RE Report:

There is now another Past RE position open on the board, as Kent Williamson is no longer an SCCA member.

Race entries for the year: Memorial Day weekend- 103 Saturday, 105 Sunday; August National Race-105.

Topeka lost the first check that we sent them for the National, that check was canceled and another mailed, but after all the bills are covered, the treasury is low.

Topeka would like to cut the number of National races in the Great Lakes division by 1, from 7 to 6 races. Attendance at all races was down 50% from '06 in all regions. Discussion followed about combining with another region. Ideas were discussed on how to increase entries to our races.

Solo: R.J. Pruitt reported on the July solo event at Wings Stadium. There were 42 entries, and the event went well. R.J. has discussed with Furrin Group's Curt Rosenstengel about taking over one of Furrin Group's events. Discussion followed. R.J. also reported to Wayne that the code to our storage unit has been changed. Wayne will talk to the storage unit manager this week.

By Laws: Bruce Beauvais reported that the By Laws committee has not yet met, and still needs to gather and review all the changes that have been made before.

Old Business: None.

New Business: We need to find a new National Registrar. At least two people are needed.

Meeting adjourned 8:30 pm.

Respectfully submitted

Susan Beauvais

Interim Secretary

Solo Event Report

WMR hosted a Solo II event at Wings Stadium in Kalamazoo, MI on 7/28. It was a warm, sunny day as 43 cars hit the course. As the region's trailer was at GingerMan raceway to help support Fort Wayne Region's Brat Bash, Wounded Turtle Racing volunteered our trailer to act as a base of operations for the event. This came in very handy as the day got warmer and the sun shown brighter.

The course was set up with the help of many of the participants including Steve and Lee Brouwer (in town on vacation). R.J. Pruitt (emcee) registered the entrants while Steve teched them. Once the registration and tech were over, R.J. held a driver's meeting. The entrants were divided into two groups, the track was open for competition and with that the first group was off and running. Each group got four runs through the course. After both groups were done, many competitors stayed for a series of 'fun runs'. In the end it was a great day and much fun was had by all.

On a personal note, this was the first Solo I'd ever been to and I enjoyed it very much. Many thanks to R.J. and his crew for putting on an excellent event. I encourage all or our members to participate in this discipline in the future. Contact R.J. Pruitt (contact information on page two of this edition) for details on how you can be come active in Solo II.

Results and photos can be found on the following page on the WMR website (<http://www.wmr-scca.org/j20solo2.htm>).



PDX Event Report

WMR held its first PDX on the Saturday and Sunday of Labor Day weekend. As Race Chairman and Lead Driving Instructor, I was responsible for many facets of the operation of the event....none of which I'd done before. It was a steep learning curve but in the end, it turned out all right.

The WMR crew arrived at the track Friday night and we setup for the weekend event. The PDX rules do not allow for collecting times of the entrants so there was no need for a T&S staff. In addition, a minimal F&C crew would be needed (again by rule). We reconvened on Saturday morning and got the cars teched in preparation for the days activities. Only a few of the entrants had ever been on a race track in any fashion, so it was paramount to insure that they understood the rules and behaved themselves. We wanted everyone to have a good time but not at the expense of safety.

Once we explained things to them, it was off to the track with instructors driving the students around (one instructor, multiple students). This would be a low speed session to point out the corner stations, guardrails, ponds, etc. Next, it was into the student's cars (one instructor, one student) with the instructor giving the technical guidance the students needed. For the rest of the day the students would be doing the driving. Sometimes with an coach, sometimes not. The instructors were chatting amongst themselves and watch the students while they were on track. It was obvious that all the students were taking the technical coaching to heart as all of them were markedly quicker with each passing session. Soon it became a 'my student is better than yours' situation among the instructors. Things were going very smoothly.

At the end of the day, I convened a drivers and instructors meeting. I wanted to thank everyone involved because everybody had contributed to an exciting day. The instructors had coached the students very well. The students listened to the instructors and drove well on track without a single incident. The workers kept everything moving smoothly while trying not to be bored to death. It was a total team effort and I was very appreciative of everyone's efforts. The best compliment was that all of the students had HUGE smiles on their faces that we couldn't pry off with a crowbar.

The good news is that Sunday was a carbon copy of Saturday and everything, again, went off without a hitch. Other than having a low car count, the weekend was fabulous and I look forward to WMR putting on another one of these events next season. I know our students are also looking forward to the next event as well.

Thanks for everyone's support,
Dayle Frame



The WMR PDX: An Entrants View

Holy PDX Batman!

At the Wings Stadium Autocross in July, I heard about this event called a PDX. I was interested to say the least. I had been to an AutoX at Grattan and figured the full out track time would be a great new adventure.

I was a little nervous going to the event. I didn't really know many WMR members and had never done a track event. I read through all the SCCA rules about everything which made me more nervous. The day of the PDX I remembered my helmet, printed directions and packed a lunch for the day. I arrived and everyone was friendly and explained to me how everything would work. I prepped my car and got it teched, which was easy and painless.

At our kick off meeting, I enjoyed hearing the driver instructions, track regulations, course tips, and information about road racing. We learned about flags, hand signals, and passing. Then we hit the track. I am glad that, at first, our instructor (Dave Savage) was driving. He showed me some tips and how to run the correct line at the course. Explained about course visual clues for turns and the proper way to apex each turn. I wasn't sure I'd be able to keep it all straight, but I was trying to take it in... I felt like I needed a clipboard to take notes as we drove!

We took a lunch break and then it was time, my time to drive. I headed out on the course and took turn one... then two... then three, four, five....AH....the first lap flew by so fast I barely remember it. I just listened to my instructor, turn now, downshift, let it out, lift up, let the throttle out, more, turn now, brake straight....argh....I didn't get it all, of course, on the first lap, but lap after lap I got better and felt more comfortable until the flag, time to come in.

After my first attack on the track my legs were a little shaky. I so was excited, worried if my car was okay, wondering how everyone else did, very hot and mostly importantly quite thirsty. Within five minutes I was pacing waiting for my turn again!

My second session was amazing. I was feeling comfortable and getting faster. My instructor got out half way through the run and said he would watch the rest from outside. Then I really started hitting the track and now I was passing people nearly each lap. Once again, the flag came sooner than I wanted and it was time to head in.

The final attempt I asked my instructor to come along again. I pushed the car really hard again and he noticed my improvements. After a couple laps I was really feel good and pushing it harder. By now my tires were getting too hot, my arms were getting tired and man I was thirsty. I took a few turns badly and called it quits a few minutes early. My bone stock 2002 Nissan SE-R SpecV handled her role as a road racer better then I had thought she would.

No broken parts, five empty Mt. Dews and a little sunburn later, I rode off. It was a great event. I'll be back next year....and I'll be bringing some friends. Thanks WMR!

Sam Centellas
PDX Entrant



Wounded Turtle's Off Season

Although I didn't know it at the time, it all started at Rob Futcher's workshop last September. My off season would be derailed into a year and a half long rebuilding project. A once in a life time experience....with highs and lows to match.

Rob and I were both headed to the Runoffs and he wanted to set up his car for the Heartland Park Topeka track. As he had been so helpful to me, I was eager to volunteer to do this with him. It would also be a leaning experience for me, so I wasn't being entirely altruistic. This setup involved camber, castor, corner weights, ride height, toe in, etc. I was under the impression this would take all day long. At least that's how long it would take on my car. I was wrong. It took us just four hours....tops. This was the first domino in Team Turtle's project....and Rob had toppled it. Clearly this was all his fault.

Domino number two was that my car wouldn't turn worth a crap at the Runoffs. Here I had all the power Duane Bailey and George Bauchman could give me, but the chassis was a mess. Adjusting my chassis would be a painful, time consuming, arduous, pain in the butt. But if I put a full prep suspension on the car, then I could adjust it as easily as Rob's. I was already paying the weight penalty (do not insert joke here), so why not?

The chassis had other issues (wiring was 'interesting' in some places, the fuel lines meandered a bit, the brakes lines were tired, etc.). So, if we're going to put a full prep suspension on the car, why not take her down to the chassis and redo it from the ground up? And so it began....

Shortly after returning from the Runoffs, I started the dis-assembly. In addition to the motor, transmission, suspension, fuel system, brakes, we got every fastener, piece of wire, piece of tubing, etc. off the chassis. But this was only the beginning. A friend had recommended a sand blasting facility in St. Charles, MI. They would sandblast and prime the chassis so we could start the rebuilding process with a clean slate. To get it to the shop, the car would fit in the truck bed but how do I get it in there? After much consternation, I used a block and tackle anchored to my garage ceiling and lifted high enough to back the truck under it. Then lowered it into the truck. I took it up to the shop. On the way, I realized that it might be interesting to know how much crud they knock off the chassis. I took a minor detour and stopped on the way to the shop to have the truck weighed. This would give me a 'before' weight. A few days later they called and the car was done. I went back and picked her up and once again stopped at the grain ele-



Wounded Turtle's Off Season (cont'd)

vator. Now I had an 'after' weight. The difference was 50 pounds. We were all shocked that there was that much paint, bondo, etc. on there. They told me that not only was there a blue and red layer of paint but there was a white and yellow layer as well. Who knew?

By now, I had driven to Cleveland to get a front and rear suspension package. It came off an ex-national champion car (sort of...it won on track and was DQ'd in impound...how'd that work out for you Rick?) and would be just what we needed. Mounting it to the car would be two very different tales. The front would just bolt on. The rear would be another story. Major modifications to the chassis would be required to anchor these parts to the car.

Now the 'fun' part would begin. The plan was to mock the suspension on the and make all the repairs to the chassis. Then we put all the parts back on the car to make sure all the fabrication was complete. Once everything was done, we would remove all the components so the chassis could be powder coated. We could then re-attach all the components to the chassis again. It's a long process but the end result would be worth it.

As you may remember from other Team Turtle reports, I don't have the equipment necessary (or the know-how) to do this kind of work, so it was off to Phil Green's place. He had all the welders, machine lathes, etc. that were required for this gig. His knowledge about this kind of fabrication always astounds me. Half the fun of this sort of thing is watching him in action. Throw in Rob and you have two completely exacting, Type A personalities who want to do the job PERFECTLY. Of course, I didn't mind as it was my car that was the beneficiary.

I took the car over to Phil's on January 14th. He and I started the ball rolling by getting a plan together and then figuring out how we were going to execute the plan. We had a 'build off' scheduled for February 3rd, but a huge blizzard but a damper on the festivities as Rob couldn't make it. We started on the rear suspension as that was the hard part. Phil, Jon Craig and I got as far as we could and called it a day. A week later we finished the rear suspension mounts. Now the entire rear suspension had been mounted to the chassis and all parts had been mocked up on the car.



Wounded Turtle's Off Season (cont'd)

On March 31st, we continued the project. Rob, Phil and I worked on several facets of the project. With the front and rear suspension in place, we could concentrate on the some other chassis repairs. The panels in the engine bay and foot wells were so riddled with holes that Rob and Phil wanted to replace the panels in their entirety. Phil had purchased a bead roller and now was a perfect time to use it.

The last portion to be completed was the trunk floor and the rear firewall on May 19th. To mount the rear suspension, we had to cut away all the horizontal surfaces in the rear of the car. Now we had to replace them..

Now the ball is in my court. We've moved the chassis and all the removed parts to our house. Its my turn to work on the car. I have to mount the various components (fuel system, brakes, etc.) on the chassis. Then the real work begins. It will take a lot of man hours to finish the body work before the paint can be applied. This will take a while but, again, the end result will be well worth it.

Dayle Frame

Welcome to Our New Members

Please welcome our newest members to WMR family, joining in May, June, July and August:

Eric Christrup; Brett Ford; Robert Thomas; Bryan Leslie; Matt Gulch; Mark Strehlow; Bruce and Bobbie Lang; Jack Money; Douglas Start; Henry and Pauline Keiser; Matthew Huizing; Steven Volpp; Adam Daly

Anniversaries

Congratulations to the following WMR members who celebrated membership anniversaries in May, June, July, August and September:

One Year: Michael Voss; Ronald Lourigan; Matt Sickles; Cal Fulmer; Stuart, Jessica, Daniel, Anyssa, and Hazel Mullen; Dan Raleigh; Thomas Baker; James Kutz

Five Years: Tim Frey; Lance Knupp

Ten Years: Lorrie and Vern Wandell; Michael Fellmer

Fifteen: Jason Gyulay; Ron Mack

Twenty Years: Mary Ellen and Rod Sickles; Bruce and Sue Beauvais; Craig Weidner

Western Michigan Region of the Sports Car Club of America

Next Meeting:

- Due to the Runoffs, there will be no October meeting
- Date: November 10th, 2007 at 7:30PM
- Site: Days Inn
- Location: 3825 28th Street, SW / Grandville, MI 49418 / 616.531.5263
- We'll supply the soda pop and snacks; come on out for the fun and visit with your friends.

Happy Halloween

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

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