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Sports Car Club of America



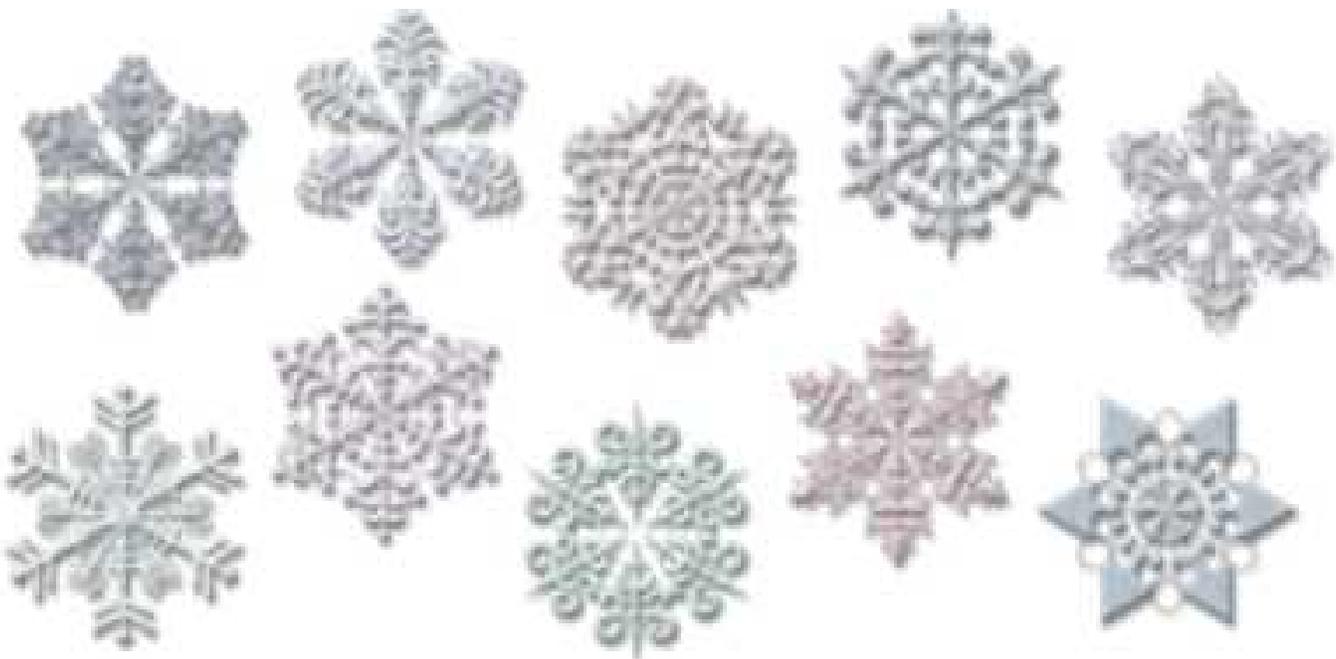
**GREAT LAKES**  
Division  
Sports Car Club of America

# BACKFIRE

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

**November 2007**

Now that the schedule is over, its  
time for the off-season.



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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.

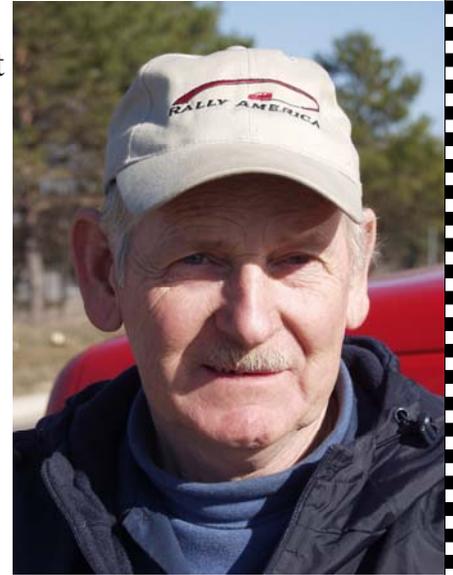
The Backfire is a monthly publication of the Western Michigan Region of the Sports Car Club of America. The editor must receive items for publication no later than the 15<sup>th</sup> of the month to be included in the next month's edition, provided space is available. If space is not available, it will 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

I first of all want to thank all of you that let me know your opinion of my last letter I put in the Backfire. Now I at least know that some of you really do read this.

As of this time to night I am sure that the Round Table in Ft. Wayne was a success as far as the 2008 schedule was worked on. I was not able to be there because of an earlier engagement.

I was informed that Bruce Beauvais and Dayle Frame were going to attend this all mighty happening and that our F/C Chief and T/S Chief were going to be there also. I have not heard anything yet from any of them. I am sure that we all will hear about some of it from Dayle as he has pen in hand and just likes to do all this writing.



Now that all of my racing is done for the year turning right and left and going around in circles I have lots to think about. I will tell you that I will be back to do the races at Grattan and the VSCDA Races if asked to do so again. The rest of them will depend on other things that will be going on this winter and early spring. I also will be involved with working with my Sportsman Car and Crewing for the same Late Model car again for 2008. I think there will even be 2 of them next year. We finished up in 5<sup>th</sup> place in points, we took the most improved Driver of the year in Late Models and we even got the sleeper of the year award for coming out of nowhere and beating a lot of good cars all season.

I will be doing some traveling out of the USA and taking in the sights in China. I can not race there because they do not have our kind of sport there. So I will be doing something else. There will be more to come on that later on in the months to come.

I do plan on putting some kind of article in the Backfire if there is room for it once I retire from the RE job. And then I will share some pictures of my adventure over seas.

I hope to see a lot of you at the next General Membership meeting. Those of you that do not make it I will wish you a Happy Turkey Day and Christmas if you get lost out there and do not show us you are still doing something other than pushing snow.

I will find more to talk about before the next Backfire. Until then I hope you all stay healthy and safe. It is only 5 months and \*\*\*\* days before the race season starts again.

Wayne I. Rogers  
RE WMR-SCCA

## Wounded Turtle goes to the Runoffs

Back in August, I was approached by Joe Walker and asked to crew chief for him and his son John when they went to the Runoffs. Wow! I thought two things. One, this was quite an honor as Joe was one of the favorites to finish on the podium at the Runoffs. He had a great car and he was a fine driver. The combination was certainly capable of winning the race. And two, what was he thinking? I've never done this kind of thing before and it this would be a lot of pressure. We struck a handshake deal and, with that, we were off.

It started on a Saturday afternoon (9/22) when I went over to Duane's to pick up my trailer (part of the deal was to use my truck/trailer so we'd have a larger canopy, a golf cart, gas grill...you know...all the junk that goes to the track with me. Anyway, I brought the trailer home so I could carry the MGB (driven by John) with me down to Topeka. We had to empty the trailer before we could put the MGB (a much larger car) in it. Meanwhile, I had volunteered to carry some parts to Topeka for friends. So on 10/1, I went to Detroit to pick up a pair of Rabbit fenders (for Rick Root), a Sprite windshield (for Joel McGinley), two Sprite transmissions (one for Craig Chima and one for Gary Whitman) and Sprite motor for Don Walsh. The last major piece of the puzzle that we had to load and take with us was the prod part requirements. I was hosting the party and would need hamburgers, brats, buns, etc. to feed roughly 150 people. I picked all of this up on 10/4 and stored it in several coolers I had borrowed for the duration. Once the trailer was empty we could go get the MGB on 10/3 (Joe would tow his Lotus Super 7 in his trailer), filled it up with our debris (spare parts and party stuff) on 10/4 and get ready to go on a 820 miles drive that would begin on 10/5. I've never seen this trailer so full. The anticipation was great. This was going to be an exciting event.



The trip down was uneventful except for one small incident. As one might guess, a 48' tow rig just doesn't park anywhere. When I got to my hotel, due to the layout of the parking lot, I was forced to park in six or seven spaces. And as luck would have it, with 20 or 30 empty spaces left in the lot, some MORON had to park right in front of my rig so I could not get out. This made me very unhappy. The hotel did not collect license plate data on the guests so we could not figure out to which room the car belonged. Just as I was about to call the police to find out who owned this car, a vehicle that had parked behind me (it was there first) left the lot and I was free to finish my journey to the track.

Once at the track, I was able to register, find our paddock spots and set up shop. It was very

## Wounded Turtle goes to the Runoffs (cont'd)

windy and I took ten people to put up the canopy and to hold it down as we anchored it to the trailer and to my ballast drums. Once the canopy was up and secure, we could unload the car and the golf cart, set up the tables and chairs and generally get the paddock space ready for the week. Once the car was out of the trailer, that freed up floor space. This would allow me to organize things inside (spare parts boxes, tires, etc.) for easier access. I also set up my laptop computer from work. It had a broadband wireless card in it so we could get the internet. This was important as we would need to keep an eye on the weather during the week.



By now it was noon on Saturday and there was schmoozing to be done. Joe had not arrived yet (he was scheduled to get there late Saturday afternoon) and I needed to go see some folks. There are a lot of racer friends that I only see once a year. I needed to find out where everyone was paddocked, deliver the parts I brought down, arrange for storage of the perishable food items for the prod party and lots of other minutia. I wanted to get this kind of thing out of the way before Joe showed up so that we could concentrate on prepping the two race cars for the week. It was going to be a long week keeping two cars on track.

Joe arrived late Saturday and we got his area set up. He informed me that John was signed up for the Sunday practice day. We would get his car ready in the morning for three sessions on Sunday. As for the rest of Saturday, it was time to set up the grill and have a nice dinner before the week got going. Several friends came over and we grilled burgers and hot dogs and did some bench racing as we looked forward to the week.

Sunday morning started out fine. I got to the track and we got John's MGB warmed up and ready for the morning session. But when the car got on track it wouldn't run right. No power over 5000RPM. We dragged the car back to the paddock and started looking into the situation. Several others helped out (Sam Halkias, Craig Chima, Gary Martz, Bill and Jamie Blust) but we were stumped. The ignition appeared to be doing the right thing. The settings were correct (as far we could tell). So we swapped the Electromotive ignition system for another identical unit. But, again, when the car got on track it misbehaved. Back to the paddock for more inspection. With many eyes upon the system, we discovered a minor switch setting was incorrect. In addition, we made another ground to make sure it was grounded properly. It was tested in the paddock....well as well as you can test a race car in the paddock anyway. So we were ready for Monday's first qualifying session. But the forecast was for a lot of rain Monday and both Joe and John decided not to go out if it was raining.

But it was raining....and raining HARD when I got to the track. FP was first on Monday at 8:00 and I was there at 6:30 to get ready. But as it was raining, the Walkers decided not to

## Wounded Turtle goes to the Runoffs (cont'd)

show up and they did not go out. The forecast for the rest of the week was for dry weather so this was probably a prudent decision.

By Tuesday we were anxious to get both cars on track and make sure that everything was in good working order. But this was derailed by a balky Lotus that wouldn't start. The Electromotive crankfire trigger was improperly positioned and this forced us to change it just before the session. We never did get Joe's car started. John's MGB lit right up and we pulled it down to the false grid for the session. FP was grouped with GTL for this session and, with so many cars in the group, it was decided to split the session with each class getting 10 minutes of open track time. This was fine as all we wanted to do with John's car was to make sure she ran well across the whole rev range and let him get comfortable with the track. The car worked finer and John worked his time down to a 1:52. Very respectable for the situation.



By the end of the afternoon, we had solved Joe's starting issue. This was a new motor and it was behaving differently and, as such, would want to be treated differently. Once we figured out a starting procedure, we could replicate it time after time without incident. Now we were ready for both cars to be on track on Wednesday morning.

Ah but this would have been too easy now wouldn't it? Both cars gave us hassles as it was cold in the morning. We did get them started and warmed up in preparation for the session. This was another split session with GTL so they would get 10 minutes of open track time. Joe did very well getting his time down to a 1:47. John was not as lucky. He had a lifter break and blew the motor. Since the lifter in question was ceramic, this meant that the whole motor was affected and could not be repaired. Now what? Well Joe went scouring the paddock to find another MGB driver. Jerry Lamb volunteered that he could loan them his spare motor. But he couldn't do that until after Thursday's session as he may need it for his own use if things did not go well. So it was out with the broken motor so we could prepare the car for putting in a new one.



That's enough for now. The week was half over and so is my time. Part Two will be next month.

Dayle Frame

## WMR goes to the Roundtable Meeting

Bruce Beauvais, Verne and Lorrie Wandell and I went to Fort Wayne, IN to attend the Roundtable meetings. The Town Hall meeting was first on the agenda. Area 4 Director Larry Dent, Executive Steward Steve Harris and Howard Duncan from SCCA headquarters answered questions from the audience on a myriad of topics. We learned from them about changes in the licensing requirement for SCCA events, Runoffs site acquisition topics and race officiating issues. Larry reported on BoD items and will have a letter to the membership coming soon.

Other special topic meetings included (among others) Worker Issues, Race Chair 101, Solo Safety Steward training, Racing Scheduling, and Regional Champ Series. During the course of these meetings the representatives from the various regions ironed out the race schedule for next year (it will be published on the GLDiv website soon), got trained as Solo safety stewards, arranged for the Regional Champ series season in 2008 and were trained on how to be a Race Chair.

There was too much information to relay here so I will go over the details at our November meeting.

If you haven't been to one of these, meetings we highly recommend it. It's a great learning experience. Its useful for drivers, workers and officials alike. Everyone can learn from the event. There is a spring training meeting in Toledo, OH on March 3<sup>rd</sup> and that will be equally informative. Registration information will be posted in a couple of months. Contact me if you would like to attend.

Dayle Frame  
Director at Large

## Welcome to Our New Members

Please welcome our newest members to WMR family, joining in October:

Rich Sheldon

## Anniversaries

Congratulations to the following WMR members who celebrated membership anniversaries in October:

One Year: Francis Kuligoski; Brad Hulings; Jason Washegesic

Five Years: Gary, Alice, Glen and Chad Burnside

Ten Years: none

Fifteen: none

Twenty Years: none

# Western Michigan Region of the Sports Car Club of America

## Next Meeting:

- Date: November 10<sup>th</sup>, 2007 at 7:30PM
- Site: Corner Landing
- Location: 128 West Grand River Avenue / Ionia, MI 48846 (northwest corner of M-66 and Grand River Avenue; on M-66 just north of I-96) / 616.527.2169
- We'll supply the soda pop and snacks; come on out for the fun and visit with your friends.

## Happy Thanksgiving

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

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