



July 2021

BACKFIRE

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



IN THIS ISSUE

WMR Officials
Page 2

Membership Recognition
Page 3

2021
Region Calendar
Page 4

2021
Great Lakes Division
Race Schedule
Page 5

A Call for
Volunteer Workers
Page 8

SCCA - Area 4 Director
Update
Page 12

GLDiv SCCA
Stewards Program Info
Page 14



2021 WESTERN MICHIGAN REGION OFFICIALS

Regional Executive

Lenny Basaj
4576 Clark St.
Whitehall, MI 49461
(231) 557-3694
lenny.basaj@gmail.com

Secretary and Grid

Mary Ellen Sickles
513 Ash St.
Lansing, MI 48906
(517) 449-6694
rmsickles@comcast.net

Director at Large

Karen Crider
100 W Brunswick Dr #41
DeWitt, MI 48820
(248) 981-9692
karencrider@hotmail.com

Radios and Starter

Bruce Beauvais
12974 Beardsley
Greenville, MI 48838
(616) 754-9583
bruce.beauvais@gmail.com

F&C - Flagging

Pete Hansen
12194 74Th Ave
Allendale, MI 49401
(616) 895-7661
wmr.scca.membership@gmail.com

Assistant RE and Tech (Scrutineering)

Ed Maklenburg
300 Jacole Drive
Milford, MI. 48380
(248)-685-2773
emaklenburg@frontier.com

Director (Past RE) and Backfire Editor

Jim Washburn
2385 Cedar Park Dr. Apt 310
Holt, MI 48842
(517) 242-0702
jwashburn.us@gmail.com

Competition Manager

Dayle Frame
703 Pine Ridge Dr.
DeWitt, MI 48820
(517) 575-9450
hdf3.wtr80@gmail.com

Sound Control

Carola Basaj
4576 Clark St.
Whitehall, MI 49461
(231) 557-3694
lbasaj@charter.net

Paddock and Membership Chair

Thomas Smolenski
1010 South Harbor Dr.
Grand Haven, MI 49417
(616) 842-5027
tsmolenski@yahoo.com

Treasurer, Timing & Scoring and Webmaster

Dave Ferris
6157 Nichols Rd
Mason, MI 48854
(517) 290-7128
1988irocz28@gmail.com

Director (Past RE) and Course Control

Wayne Rogers
3615 Colonial Avenue N.E.
Grand Rapids, MI 49525
(616) 238-6186
rogerswayne846@gmail.com

Solo Manager

Dan Moody
3360 Farm Ln
Middleville, MI 49333
(269) 838-4352
dlmoody268@gmail.com

F&C - Communications

Lydia Hansen
330 Watson St
Coopersville, MI 49404
(616) 633-8923
liddyhansen@gmail.com

Rally Cross Chair

Scott Beute
16261 Crowell St
West Olive, MI 49460
(616) 405-8025
scott.beute@gmail.com

Membership News

WMR welcomes our new or returning members

- Jason Bauder - Twin Lake, MI
- Thomas Bitterman - Grand Rapids, MI
- Robert Blanchard - Grand Rapids, MI
- Cory Deeds - Lowell, MI
- Jared DePouw - Wyoming, MI
- Samuel Groothuis - Traverse City, MI
- John Herman - Mason, MI
- Daine Keys - Dowagiac, MI
- Daniel Lehmann - Baroda, MI
- Nathan McCormick - Belmont, MI
- Zachary Meeuwssen - Lowell, MI
- Jeremy Moore - Lowell, MI
- Ryan Ours - Indianapolis, IN
- Khristian Perry - Fenton, MI
- Violet Townsend - Ravenna, MI
- Alanah Trudell - Jackson, MI
- Kevin Trudell - Jackson, MI
- Kirsten Trudell - Jackson, MI
- Logan Trudell - Jackson, MI
- Mark Trujillo - Lowell, MI
- Josh Van Kammen - Comstock Park, MI

From a heritage of championship race car design...



That's what Road & Track[®] says about the mid-engine, large-isp Fiat X1/9. One of America's best performing sportscars, it's also one of America's best values.

Every aspect of the X1/9's performance conjures up images of Ferrari: high-revving, fuel-injected engine, quick, sure responsiveness and superior road handling. The styling, a tribute to the genius of master coachbuilder Bertone, is an aerodynamically efficient as it is visually appealing. The easy-to-remove large top provides the exhilaration of open air driving, and the stable mid-engine design contributes to excellent roadability. The X1/9's long list of attributes adds up to unbeatable value.

Test drive this revolutionary sportscar today—the automobile Road & Track calls "a car for today and for the future." And when you take your test drive, be sure to ask about Fiat Protection Plus—the three level limited warranty available at no additional cost on all Fiat models.

For the nearest Fiat dealer, call toll-free 1-800-447-4700, in Illinois 1-800-222-4400, in Alaska and Hawaii 1-907-447-0960.

*Based on 1989 model.

...Fiat X1/9: one of the 10 best cars for the eighties.



Nothing moves you like a Fiat Sportscar.

THREE CHEERS FOR THE RED, WHITE AND BLUE!



- "ONE OF THE FIVE 'WORLD'S BEST CARS.'" ROAD & TRACK, JUNE 1989
- ONE OF THE "TOP 10 NEW CAR BUYS IMPORT." MOTOR TRENDS, NOVEMBER 1989
- "AUTOMOBILE OF THE YEAR." AUTOMOBILE, JANUARY 1990
- ONE OF THE "TEN BEST CARS OF 1990." CAR AND DRIVER, JANUARY 1990

mazda
IT JUST FEELS RIGHT.™

Membership News

Congratulations to the following who celebrated membership anniversaries last month

- 37 years Robert Dalziel
- 34 years Philip Bohlander
- 32 years Thomas Smolenski
- 31 years Karen Crider
- 28 years Emily Ours
- 28 years Jonathan Start
- 26 years Susan Andrews
- 24 years Lorrie Gaunt-Wandell
- 24 years Verne Wandell
- 13 years Kenneth H. Felice
- 12 years Kevin Wesley
- 9 years Deborah Wilks
- 9 years Jeffrey Spencer
- 7 years David Brown
- 6 years David Ferris
- 5 years Jack Heideman
- 5 years Duane Darling
- 4 years Carrie Felice
- 4 years Kenneth Felice
- 3 years Kristen Cambern
- 3 years Lucille Cambern
- 3 years Philip Cambern
- 2 years A.J. Otto
- 2 years A. Wilcox
- 2 years Mel Winnie
- 1 year Nancy Crane
- 1 year Anthony Grace
- 1 year Mark Verhoeven
- 1 year Jeffrey Black
- 1 year Scott Limber
- 1 year Cody Eaton
- 1 year Lori Trbovich
- 1 year Will Anthony
- 1 year James Rains
- 1 year Kenric Rose
- 1 year David Yelinek
- 1 year Norman Johnson

THE FIRST Z.

DATSUN'S LEGENDARY Z CAR REBORN AS THE NEW 280-Z.

Behold! Our new ZK - this is not transportation... this is a love affair. This is a car you never let near the car wash. This is a car you flip the parking attendant so you can park it yourself. This is a car that runs heads as quickly as comets. This is a car you write a new license plate for. This is the sensuous new ZK... so intimate, so thrilling... you'll take the long way home.

The new ZK is a sports car with moves you've never seen. They come from a funbox fuel injected six cylinder engine, fully sensitive power steering system that keeps you in touch with the road (standard on the 2+2 Coupes), and body radicals at all four corners. The performance runs eternal... the quality runs deep. We've fitted doors to frame, buckles to body, seats to floor with many a tolerance company whose name stands for quality. Nissan Motor Company, Ltd. Buy or lease one at your Datsun dealer.

At its price, the performance, quality and luxury of the new ZK make it a fuel injected value. It is... AWESOME!

A CREATURE OF COMFORT.

280-ZK STANDARD LUXURY FEATURES: 4 Wheel Power Disc Brakes - Power Steering* - Remote Hatch Opener - Remote Control Electric Outside Mirrors - Power Windows - Quartz Sweephead Clock - Ceiling mounted Swivel Light - Rear Side Panel Carpeting - Reclining Bucket Seats with Adjustable Lumbar Support (Driver's only) - Aircraft style Buckle Instrument Panel Gauges - Air Conditioning (Optional on 2+2) - AM, FM 4-Speaker Stereo - Automatic Electric Radio Antenna

NOBODY DEMANDS MORE DATSUN WE ARE DRIVEN

*Standard on Luxury Package



OTHER CAR COMPANIES PUT THEIR RACING TECHNOLOGY INTO THEIR PASSENGER CARS. AT SAAB, WE GO A STEP FURTHER. WE PUT IT IN THE ACTUAL ENGINE.



On the top: one of the Barber-Saab Pro Series drivers bringing home the bacon with his turbocharged, 16-valve, twin-overhead cam, fuel-injected, two-liter, high-performance Saab engine.

On the bottom: one of the thousands of Saab 9000 Turbo owners bringing home the groceries with the very same engine.

An engine that, when you're getting on a parkway, can get you from 0 to 60 in a reassuring 7.6 seconds. An engine whose turbocharger allows you to "pass" with confidence.

But this kind of "active safety" isn't the only reason why we at Saab feel a car as elegant as the 9000 should have such a spirited engine. With a rallying history that dates back to Saab's birth in 1949, we've always been firm believers in the sheer joy of driving.

You see, at Saab, building cars isn't something we do just for a living. It's more of a way of life.

SAAB

The spirit of a Saab 9000 Turbo is made from 92% steel. In the 9000 Turbo, 92% of the parts are made from recycled materials. © Copyright 1988 by Saab-Scania of America, Inc.

Due To Our Usual
 Heavy Racing
 Involvement, Our
 Monthly Board of
 Director/General
 Membership Meetings
 Will Be On Hiatus For
 The Summer

 Please Join Us Again In The Fall
 At

Pietro's Italian Restaurant
 2780 Birchcrest Dr SE, Grand Rapids, MI



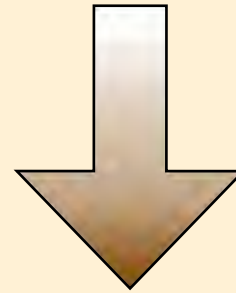
For the "off season" September thru April,
 we typically meet the 2nd Saturday of the month
 with an optional dinner at 6:00pm
 followed by the meeting at 7:00pm.

Our next meeting will be September 11, 2021.

Region Calendar

June, 2021

LET THE RACING SEASON BEGIN !
 (No Meetings until the end of the Racing Season)



September 11, 2021

General Membership / Board of Directors Meeting at
 Pietro's Italian Restaurant, 2780 Birchcrest Dr SE,
 Grand Rapids, MI. Dinner at 6:00pm, Meeting at 7:00pm

Contributors

JIM WASHBURN
 Backfire Editor

DAYLE FRAME
 Competition Manager,
 SCCA - Area 4 Director

Due to the COVID-19 Pandemic, the following events may be Rescheduled or Cancelled.

2021 GREAT LAKES DIVISION

SOLO SERIES SCHEDULE

- June 19 - 20 Indy Region - Grissom Aeroplex, Peru, IN
- June 26 - 27 South West Virginia Region - U of WV, Parkersberg, WV
- **July 17 - 18 Fort Wayne Region - Allen County War Memorial Coliseum, Fort Wayne, IN**
- Sep 18 - 19 Cincinnati Region - Traders World, Cincinnati, OH

For more information and to Register for a specific event go to <https://www.gldscca.com/solo-series>

* * * *

2021 WMR SOLO SCHEDULE

- September 6 WMR Labor Day Event at Grattan Raceway Park, Grattan, MI
- October 24 WMR Event #2 at Grattan Raceway Park, Grattan, MI

Contact **Dan Moody** at dmoody268@gmail.com
for more information.

To Register for a specific event go to www.motorsportreg.com

2021 GREAT LAKES DIVISION

CLUB RACING SCHEDULE

- April 10 GLDiv/WHRRI Driver's School (classroom) at Waterford Hills
- April 24 - 25 GLDiv/WHRRI Driver's School (track time) at Waterford Hills
- April 29 - 30 VSCDA Drivers School (classroom and track time) at Gingerman
- May 1 - 2 VSCDA "Gingerman Spring Brake Races at Gingerman
- May 14 - 16 DET / SBR "Spring Festival of Speed" Double Regional at Gingerman
- May 21 - 23 OVR "Race of Champions" Majors Double Event at Mid-Ohio
- June 12 - 13 NEO Restricted Regional at Nelson Ledges
- June 19 - 20 WMR "Unrestricted" Double Regional at Grattan
- June 24 - 27 SVRA Vintage Grand Prix of Mid-Ohio at Mid-Ohio
- **July 9 - 11 NEO Double Regional at Nelson Ledges**
- **July 23 SBR CRE-Enduro-Track Event at Gingerman**
- **July 24 - 25 SBR / DET "Bert Olson" Majors Double Event at GingerMan**
- **July 30 - Aug 1 Cincinnati Region Double Regional at Mid-Ohio**
- August 13 - 15 VSCDA "Vintage Grand Prix Au Grattan XXX" at Grattan
- August 21 - 22 WMR "Last Chance" Majors at Grattan
- September 3 - 5 OVR "Sprint Classic" Double Regional at Mid-Ohio
- Sept 25 - Oct 3 2021 SCCA National Runoffs at Indianapolis
- October 15 - 17 OVR "Autumn Classic" Double Regional at Mid-Ohio

For more information go to <https://www.gldscca.com/road-racing>
To Register for a specific event go to www.motorsportreg.com



Come out for
“The Last Chance Majors at Grattan”

our 2021 SCCA Majors Tour Event
held by the
Western Michigan Region

August 21st & 22nd, 2021

Grattan Raceway in Belding, Michigan

- ✓ A challenging and fun 2 mile, 12 turn road course
- ✓ Approximately 50 feet of elevation change
- ✓ Garages and paved paddock spaces available
- ✓ Free on-site camping for volunteer workers
- ✓ Race Monitor live event timing for crew and spectators
- ✓ WMR’s famous “Que-It-Up” track dinner on Saturday evening for workers, drivers, and crew

ATTENTION

— Club Racing Drivers —

If you need an annual technical inspection, please contact the Chief Scrutineer, Larry Pannemann at lpanam@aol.com or call him at (734) 981-1761 well in advance of coming to the track so we can minimize your wait time and the wait time of others.

Get Involved

A Call for Volunteer Workers

for the Upcoming Racing Season

How can I help? Don't worry, there are lots of ways!

Motorsports is more than just driving, and there are a million-and-one ways to get involved. Running an event requires the talents of a wide variety of dedicated individuals. Our members enjoy serving in all types of exciting positions. If you ever thought you might like to give racing a try.. working races can give you valuable insights into driving, preparation, and the race tracks themselves. Getting involved as a race worker or an official is as easy as going to a local event and volunteering to help. There are lots of jobs to do... One of these might be just for you.

Those wanting to lend a hand are welcomed with open arms, and are rewarded with adventure, camaraderie, and friendship. Volunteers can register at any event even if they have no prior experience. We will provide the basic training and pair you up with an experienced worker. Over time you will grow into the position you like. Of course, if your first choice doesn't meet your expectations there are many more to choose from.

Workers are issued a license just like the competition drivers, and can work their way up through the four levels of licenses by participating at different events and gaining the knowledge and experience necessary to hold a National License. In addition to local events, SCCA licensed workers help staff most of the professional motor-sport events held in the United States including SCCA Pro Racing, IndyCar, IMSA, NASCAR, and Formula One.

If you are still unsure about which type of volunteer work you would like to do, just contact one of our Specialty Chiefs. The brief summary below is aimed at shaping your impression of what may fit your style and desire.

Registration

The Registrar is the intake person for our Club Racing events. The Registrar is responsible for checking in drivers, crew and workers for the event. The registration team work just outside the track



entrance at a registration station or desk where race credentials are verified, insurance waivers are signed, entry fees are collected, and information and schedules for the race weekend are distributed. Be the first official face they see, point them to where they need to be and make sure everyone gets started on the right track. If you have good organizational skills this could be the place for you.

For more information on this Specialty please contact: Marilyn Russell, Chief of Registration, at (rotaryracer@comcast.net) or call her at 260-338-0134.

Scrutineer / Tech

If you have interest in inspecting race cars and poking around under the hood, this might be an ideal place for you. There are two primary functions of tech. The first entails a complete pre-race visual inspection of all the safety equipment including driver suits, helmets, seat belts, shoulder belts, the roll cage, the fire system, and the general integrity and race worthiness of the car.

The second function is to impound cars at the end of a race to determine their legality with respect to the General Competition Rules and the specifications for their class (often times, the car's minimum weight). The Scrutineer is also responsible for post-race inspections possibly including mechanical teardown's due to a competitor protest

For more information on this Specialty please contact: Larry Pannemann, Chief Scrutineer, at (lpnam@aol.com) or call him at 734-981-1761



Start

All eyes are on the Starter holding the flag at the beginning and the end of the race, but waving the green and the checker flags is just a small part of what Starters do. The Starter communicates the Chief Steward's instructions to the drivers through a series of colored flags, beginning with the green flag to start the race. In addition, the Starters maintain the lap count, the elapsed time for the session, and must follow the race order by charting the race as it unfolds. Throughout the race, the Starter also uses other flags, including: blue, black, red, yellow, white, and of course, the flag every leading driver eagerly awaits, the checkered flag! For more information on this Specialty please contact: Mark Henry, Chief of Start, at (bluezracer@yahoo.com) or call him at 269-720-1493.



Timing and Scoring

If you want to have the best viewing seat on the course, stay out of the weather and have first hand knowledge of whose who and whose winning, then, Timing and Scoring is for you. The function of Timing and Scoring (T&S) is to report the race by recording each competitor's speed, scoring him/her according to the number of laps completed and the order in which the car crossed the start/finish line; and to produce accurate results of the race. In earlier days stopwatches were used to track driver's lap times. Each timer was assigned one or more cars to record lap times on time cards. Things have changed a lot since then and now this is tracked electronically with computers and in-car transponders.

Join us and be a part of a great team that documents and generates the official results for the race. You will find working in Timing and Scoring is both fun and rewarding.

For more information on this Specialty please contact: Dave Ferris, Chief of Timing and Scoring, at (1988irocz28@gmail.com) or call him at 517-290-7128.



Flagging and Communications

Workers in F&C are the eyes, ears and hands of those in charge. One of the most visible specialties, these are the corner workers whom you see dressed in white at every race track in the United States. This specialty is actually made up of three subspecialties. Flagging, Communications, and Safety. The F&C worker takes a position along the course and uses flags and hand signals to communicate track conditions to each driver. They use an array of colored flags to communicate to the drivers about the condition of the track, and radio's or land lines to communicate with Race Control about incidents on the portion of track for which they are responsible. The third part of this specialty is Safety and as such they are the first responders to most incidents on the track. They are the first ones to arrive at an incident and help the unfortunate driver get out of harm's way. They also lend a hand and assist in cleaning up the mess left behind.



For more information on this Specialty please contact: Pete Hansen, Chief of Flagging, at (hansens@altelco.net) or call him at (616) 895-7661. or contact: Lydia Hansen, Chief of Communications, at (liddyhansen@gmail.com) or call her at (616) 633-8923.

Grid Worker's and Pit Marshal's

Grid worker's line up cars at the beginning of each session and are responsible for insuring that the race cars are placed in the proper order for the beginning of the race. They also check the driver's safety gear, and make sure they have their belts fastened, their helmet strapped, their gloves on, their window net is up, their arm restraints are on, and that they're ready to go. Lastly, they are responsible for traffic control as cars are released to the track.



For more information on this Specialty please contact: Mary Ellen Sickles, Chief of Grid, at (rmsickles@comcast.net) or call her at 517-449-6694.



The Pit Marshal's control action in the Pit lane... they serve as traffic cops and fire control personnel during practice, qualifying, and the race. They ensure that conditions in the Pits are safe at all times and make sure all personnel in the Pits follow the rules and procedures outlined in the General Competition Rules book. During the racing event, the Pit Marshal's are there to ensure the competitor's entry to and exit from the Pit area is done in a safe manner and to oversee the safety of car crews servicing the car.

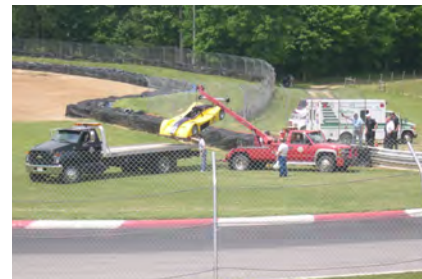
For more information on this Specialty please contact: Duane Belisle, Chief of Pit, at (mazdaman86@msn.com) or call him at 574-875-9868.

Course Control

The Course Marshal's main responsibility is the clearing the track of disabled and stopped vehicles. Some of these cars may have a mechanical problem or they may simply have run out of gas and they need to be towed back to their paddock area. Course Marshal's may also assist in clean-up of the track during and after events in the event of fluid spills or other situations that may leave debris on the track surface.

In addition, the Course Marshal's may assist in the distribution of corner equipment and the maintenance of corner equipment, including fire extinguishing equipment between events.

For more information on this Specialty contact: Wayne Rogers, Chief of Course Control, at (rogerswayne846@gmail.com) or call him at 616-238-6186.



Sound Control

Want to get close to the action, but don't want to be in the action? If so, Sound Control could be for you. Those who staff Sound Control get to be out near the track and the action, but since their duty is to read the sound meter, they don't go out on the track like the F&C workers do.



Racing noise may be music to a fans ears, but to the nearby landowner it may not be so pleasant. On a race track with noise regulations, SCCA Sound Control officials monitor the sound level of passing race vehicles during all practice, qualifying and race sessions. The sound output of the cars is recorded during practice, qualifying and the race to ensure compliance with a set level, usually 103 decibels. These readings are logged by car number and class every lap when the car is clear of traffic that could interfere with the reading. Cars that exceed the maximum allowable level are reported to the operating Steward so that appropriate action can be taken to correct the problem and allow the car to return to the track.

Regular sound level meter calibrations as well as various weather conditions such as temperature, humidity, wind speed and direction, and barometric pressure, are checked and recorded. As weather conditions change, they are again recorded and adjustments are made as necessary.

For more information on this Specialty contact: Carola Basaj, Chief of Sound, at (ibasaj@charter.net) or call her at 231 557-3694

We are asking all volunteers to sign up in the (workers) section at (wmr-scca.motorsportreg.com) before coming to the event.

This gives us a better idea of staffing levels for each of the specialties and allows us to better plan for the provided lunches, worker gifts, and the Saturday dinner party.

However, volunteers, especially first time volunteers, can alternatively sign up at the Registration desk at the race event.

Dayle Frame
Area 4 Director
Great Lakes Division
517.889.1117 (h)
dframe@scca.com



Notes from the Director's Chair

Area 4 Director Update for July, 2021

Much like any other GLDiv member, as we march towards summer, we all get busier. June was no exception for me. There were quite a few virtual, video meetings (for the administrative side) and a pair of race events to go to (for the fun side).

Video Conference Meetings:

- EVAC Charter (5/27): With so much at stake, the EVAC is “moving” from a sub-committee under the Club Racing Board to a group that reports directly to the BoD. The moving of the EVAC within the SCCA hierarchy means that the EVAC Committee would need a formalized charter for the committee.
- CRB (6/1): There weren't any earth-shattering rules changes discussed as this was a fairly routine meeting. In fact, we were finished early enough to start preparing for the “in person” meeting in Kansas City on 7/30.
- EVAC E-Spec rules (6/2): A few of us met to walk through a rule set based on the BSpec class. Jeff Luckritz and Paul Messier had prepared the document and we drew up some changes paragraph by paragraph. We would present this to the full committee at the 6/9 meeting.
- EVAC (6/9): A few days earlier, I had been told that the committee would be moved within the SCCA organization chart. We walked through our production-based, car rule set. There's still some work to do but we have the basics for a class (or two) for EVs.
- BoD Board Effects (6/21): The BoD is moving from one management platform to another, so this meeting was a training session for new software system which manages our votes, agenda, documents, etc. Kinda boring but a necessary evil so we can do our jobs properly and efficiently.
- RXB (6/22): I did not sit in on this meeting as my sinuses went haywire that day and the last thing the RXB needed was a meeting interrupted by a “gesundheit” every 20 seconds.
- BoD (6/28): Wowzer.....the shortest BoD meeting during my tenure.....47 minutes! Once again, Jeff Dahnert has done a great job managing our funds. We had another good month and are well above our projected budget. We worked on increasing our effectiveness by having a third party review the BoD's policies and procedures. We'll do this over the winter months.

On a down note, we've had so many "members behaving badly" incidents lately that we have had to start a program to codify rules to oversee management of the incidents. We need to protect whistle blowers and victims of bad behavior. I'm sure I'll have more on this as the plan gets implemented. We also worked on an agenda for our "face to face" BoD meeting at the end of July (7/31) in Kansas City. All of us are really looking forward to seeing each other in person. Like a lot of you, we're all sick of video conference calls.

SCCA Events:

- Road America (6/4 to 6/6): This was the Chicago Region hosting the June Sprints. I decided to go to this race at the last minute. Technically, I was a crew member for a friend, but he had other crew and I would be able spend some time "working" as Director. In addition to utilizing the weekend to see old friends, I needed to chat with the technical folks from Topeka (Rick Harris, Scott Schmidt) and I would use the trip to meet Peter Jankovskis (Area 5 Director and BoD Chair). While we'd sat in on a dozen video meetings during my tenure, I had not actually met him in person. As luck would have it, Mike Cobb (SCCA President) was at Peter's paddock and the three of us had a nice, long chat (I hadn't met him either....two birds, one stone situation). The good news was my driver won the Saturday race and had a very good weekend.
- WMR @ Grattan (6/19, 6/20): This weekend I took off my Director's hat and put on my F&C worker hat to support the WMR "Original Unrestricted" Double Regional at Grattan Raceway. There were 80-ish cars in attendance. This was the first SCCA race since the Waterford Hills Drivers School, so the field was populated with quite a few rookies. Some damp weather on Saturday made for some interesting track conditions for them to deal with. Grattan dries quickly, so the surface was changing by the minute. Sunday was a bit warmer with no rain. It felt really good to get back to "normal" and work an event.

As I've mentioned before, July will be very busy for me. Personal and SCCA trips will eat up every weekend this month culminating in my first face to face CRB and BoD meetings in Kansas City on 7/29-8/1. I'm really looking forward to that.

Thank you for your time and I look forward to hearing from you soon. Please feel free to contact me with any questions or comments you may have about any facet of the GLDiv. I want you to make the most of your membership and I will help out in any way possible to make that happen.

Dayle Frame

JOIN THE STEWARDS PROGRAM!

Most weekends, you go to the track, you prep your car, you run your sessions, and you go home with a big smile. If you ran well and without incident, you never saw those people with notepads and clipboards wanting to talk to you – the stewards.

Or, maybe you are a volunteer, working a specialty, and you want to do more or something different.

Who are the stewards? We are responsible to the event region, SCCA, and the entrant to make



sure the event runs smoothly within the rules (per the GCR and event supplemental regulations).

It is a tough, thankless job, but somebody has to do it, so it might as well be YOU. Are you ready to help with the operation of an event, give back to the SCCA community, and be part of the leadership of Club Racing? Then contact us!

Duane Harrington, Executive Steward Great Lakes Division
(216) 990-5855
doubledlhtwo@yahoo.com

Lauri Burkons, Deputy Exec, Training Steward Great Lakes Division
(330) 338-7064
lburkons@neo.rr.com

The Hoosier Shop Manual Series

B-Spec, B Street, American Sedan, Classic American Muscle, Prepared All-Wheel Drive, E Street Prepared, GT-1, Touring 1 Admittedly, participation options within the Sports Car Club of America® can be varied, confusing and daunting for newcomers. Be it road racing, autocross, RallyCross®, RoadRally or other SCCA® activity, the immense complexity of motorsports itself sometimes acts as a barrier to entry.

But thanks to support from Hoosier Racing Tire, the SCCA is producing the Hoosier Shop Manual series -- a set of videos taking a quick look at some of the ways Club members have fun with cars. Each short video provides a glimpse into a competition activity and a specific way to get involved. Videos will be rolled out early in 2018 and can be viewed at SCCA.com.

Mike Cobb, SCCA President and CEO, said the videos are being created to help automotive enthusiasts gain a better grasp of the SCCA member experience. The first set of videos focus on specific car classes across several Club. In the future, the Hoosier Shop Manual series also hopes to explore various volunteer specialties.

"We want SCCA Regions to use these Hoosier Shop Manual videos as a tool for explaining just what this Club is all about and what we offer to those who want to have fun with cars," Cobb said. "I'm sure many current Club members have experienced a time when they've tried to explain the SCCA lifestyle to someone outside the Club and it just becomes a little confusing. With these videos, regions now have an online destination where prospective members can learn more from those actually taking part in specific SCCA motorsport pursuits."

The first Hoosier Shop Manual video is now available for viewing [here](#) and focuses on Beth Aquilante and her SCCA road racing American Sedan Camaro. Check back to SCCA.com frequently as new videos are uploaded in the coming months.

Inside:

Membership Recognition,
2021 WMR Calendar, 2021
GLDiv Racing Schedule, A
Call for Volunteer Workers,
Area 4 Director Update



facebook.wmr-scca.org



twitter.wmr-scca.org

WHATEVER YOUR MARQUE...



Backfire is publication of the Western Michigan Region of the Sports Car Club of America.

The editor welcomes letters, articles and opinions of our members to be included in this publication provided that

1. The items are edited for grammar and improper expletives.
2. The content is not libelous nor unsupportable. The items must be received no later than the 15th of the month to be included in the next issue when and where space is available.

Submit articles to: Jim Washburn, 2385 Cedar Park Dr. Apt 310, Holt, MI 48842. Microsoft Word documents, PDF files and pictures can be emailed to:

Jwashburn.us@gmail.com