

PITBOARD



OFFICIAL PUBLICATION OF THE SOUTH BEND REGION

JUNE 2020

SPORTS CAR CLUB of AMERICA

FROM THE EDITOR

Another month has gone by without being able to do much but yardwork. Bonus: the yard is looking pretty good.

I hope that we can be doing some type of racing before too long. All of our events in May were cancelled but it looks as though we will have our autocross at Grissom on May 30/31. Entry is full with a 120 car limit so it should be a great first event of the year. If you go please be certain to keep the social distancing and be safe.

I am going to a Michiana Mustang meeting tonight at Beef O'Brady's. Hopefully this means that we will be able to meet there in June. It seems to have been forever since we have met.

Also on our schedule to happen is the SBR track night on Memorial Day evening. That will be over and done by the time you receive this Pitboard. Hope to see some of you there.

Look for other event status on the website or our Facebook pages.

I want to thank our contributors for this edition of Pitboard. H.C. and Duane submitted articles that help keep us informed or let you know how exactly they got involved in sports cars. Keep the articles coming folks. I would like to hear from you as to how you got into the sport. Denny Jennings—Editor

May REmarks:

Well, I hope this note finds all of you surviving this lockdown and pandemic. As much of our society is in suspended animation there continues to be plenty going on in the background. Here are a few items currently in planning or implementation stages.

Grissom Solo – The Board in conjunction with the Solo Chairman decided to move ahead with plans for this event. It was decided to put a cap on entries. Wow, it only took about three days to meet the cap. Plans are being put in place to make the event COVID-19 compliant.

Road Racing – Just when the revamped Division schedule seems to be coming together, something changes. As it stands the Summer Festival of Speed is on. The schedule and supps are in place. With new 'Runoff' qualification criteria in place we are hopeful there will be a substantial turnout. BERT Majors have been cancelled. With schedules changing weekly there just wasn't a practical date to reschedule the event.

Time Trials/Lane Motor State Challenge – These events are on schedule as originally planned.

Street Survival – Since our TRSS was scheduled for late in the season all looks like it will progress as planned.

Remember, volunteers are needed for all our events and are much appreciated. Please continue to stay safe, enjoy your downtime and find pleasure in the simple things around us.

Paul McBride - RE

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SBR MONTHLY MEETINGS

WHERE: BEEF O'BRADY'S
12479 State rd.23
Granger, in.

WHEN: First Tuesday of the month
TIM

E: 6:00 p.m. – Board meeting
7:00 P.M. general meeting

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RACE WORKERS TRAVEL FUND

SBR members that work other regions races may be compensated for their travel expenses as listed below.

Gratten \$75.00

Mid-Ohio \$150.00

Corvette Museum \$225.00

Go to the following link, download the form and follow the instructions.

<http://www.sbrscca.org/new/club>

CALENDAR of EVENTS

MAY

30/31 – Solo#2 (SBR) - Solo#3(GLDV) Grissom

JUNE

02 – Club Meeting

18 – SCCA-TNIA – Gingerman

21 – Solo #4 – Tire Rack

JULY

07 – Club Meeting

16 – SCCA-TNIA – Gingerman

16-18 – Motorstate Challenge – Gingerman

18/19 – Time Trials National Tour -Gingerman

25/26 – SBR Summer Festival of Speed Gingerman

AUGUST

02 – Solo#5 -Hoosier Challenge - Grissom

04 – Club Meeting

13 – SCCA-TNIA – Gingerman

16 – Solo #6 – Tire Rack

20 – SBR at South Bend Cubs

SEPTEMBER

01 -Club Meeting

08-11 – Solo Nationals – Lincoln Ne.

15 – SBR Karting at MRP **

17 – SCCA -TNIS – Gingerman

20 – Solo #7 – Tire Rack

OCTOBER

06 – Club Meeting

05-11 – SCCA Runoffs – Road America

17 – Street Survival – Tire Rack

18 Solo #8 – Tire Rack

November

03 – Club Meeting – Elections – Free food

December

01 – Club Meeting

January

09 – Awards Banquet-Tentative

** - SBR Member only event

FREE DUES

We started it! Hold one of the following positions and get your dues back. R.E., National Race Worker, Race Chair, Pitboard Editor, Street Survival Chair, Webmaster, Solo Chair, Treasurer.

Half off dues for Activity Points Keeper, Divisional Race Worker License, Secretary, and various solo positions.

LIKE US ON
FACEBOOK



NEED TIRES/ HELP SBR

When you need new tires be sure to go to the Tire Rack. Go to our website South Bend Region will earn some dough at www.sbrscca.org and click on the Tire Rack link at the bottom of the page to make your purchase. By doing so, South Bend Region will earn some dough.

WELCOME NEW MEMBERS

Dave and Pat Martin—South Bend

Bill Fenech—Elkhart

Todd Green (welcome back) - Valporaiso

Heather Ingraham—Evanston Ill.

Michelle Marquis—Goshen

Milford Rossell—St Joe

Hanna and Louise Bollinger—Kalamazoo, Mi.

David Cole—Walkerton, In.

Mike Collins—Kouts, In.

Tobin Eicher— Muncie, In.

Austin Hartwell— Portage, In.

Timothy Lehman—Berne, In.

Julian Neira—Lafayette, In.

Dillon Radosevich—LaPorte, In.

Matthew Riechmann—South Bend, In.

Phillip Roswell—Glen Ellen, Il.

James Smith—South Bend, In.

Nick Strahan—Columbus, In.

Andrew Work-LaPorte, In.

Hope to see you all soon!!!!

Flagging & Communication Update

On March 7th I had the opportunity to represent South Bend Region at the Spring Training Event that was held in Fort Wayne, Indiana. The event was well attended and provided multiple training opportunities. My emphasis was on F&C so what follows are some reminders and some updates.

What's New for F&C

Not a lot has changed in the world of flagging, but here are a couple of changes to note:

1. A waving "White" flag will be displayed by the Starter/Finisher at the beginning of the last lap.
2. A standing "Yellow" flag is displayed whenever a worker is Boots on Ground (outside of a protected area).
3. When calling in track blockage – keep it simple – 50% or 100%.
4. When calling in car color – use color on front of car – rather than multi (not always possible).

F&C/Corner Stations – COVID Updates

1. Disinfect shared equipment and supplies before and after each use; this includes flags, fire extinguishers and corner packets
2. Assign a communicator for the entire session rather than rotating radio and headphones after each on track group: disinfect radio and headphones before sharing with another worker
3. Assign household members together, when possible
4. Keep corner teams together at the same station during the entire event
5. All personnel drive separately to the station, when possible; if this is not possible, do not fill the transport vehicle to capacity and have passengers wear masks

When racing starts again in June (positive thinking) we will have plenty of demand from race drivers who are anxious to compete. The need for F&C workers will be great as well. If you haven't worked F&C before, now is a good time to get ready. You can obtain a Regional F&C License by going to the SCCA website under "Membership" and "Contact Us" and simply request a Regional license. Then the fun begins.

H.C. Colwell

SBR Road Racing 2020

A Very Strange Journey

Red Flag!

Everything was ready to go for the SCCA Spring Spectacular on May 9th and The BERT Majors on May 16th-17th. Supplemental regulations were written, the schedule was set, volunteers were lined up and registration was open. Then the world entered the strange and potentially dangerous pandemic of COVID-19. After communicating with the specialty chiefs and discussing the events with the SBR Board of Directors, it was initially decided to cancel the Spring Spectacular and postpone The BERT Majors.

The hope was to find an alternate date to hold The BERT Majors. This turned out to be like completing a jigsaw puzzle and your kid sister keeps taking pieces off the table and replacing them when she feels like it. Sometimes she would replace a puzzle piece with a piece from a different puzzle. The process of finding an alternate date meant we had to find a date in the schedule that wouldn't conflict with races at Mid Ohio, Grattan, Blackhawk, and Road America. Plus, we had to find a date that GingerMan had available.

Dozens of e-mails and phone calls were made to region leaders, stewards, and other race officials for at least 6-weeks. Zach Schnitta, the GingerMan Raceway Manager tried to accommodate us as much as he could. Pro races started changing their dates at Mid Ohio and Road America and this meant that SCCA races started to get moved around. In the end, the combination of the unknown of the Coronavirus, the suffering economy and the lack of suitable available dates, it was decided that we should cancel The BERT Majors for 2020.

Green Flag!

The SCCA Summer Festival of Speed will occur on July 25th-26th at GingerMan Raceway unless the COVID-19 situation takes an unexpected turn for the worse. The weekend has a little bit of everything for competitors with all levels of experience.

- SCCA Track Event. Think track day for production-based vehicles and race cars with fenders. Passing is allowed with a "point-by" on the straights. Drivers must wear a helmet and use factory restraints, but no other safety equipment is required. Each driver will get three 20-minute sessions on Saturday morning and instruction is available for novice drivers. No competition license required.
- SCCA Club Racing Experience (CRE) Endurance Races. This is wheel-to-wheel racing in a low-pressure environment. Drivers can compete alone or as a team in two 1-hour races on Saturday afternoon. Cars must contain all the SCCA safety equipment like a full roll

“THE STARTERS STAND”

Part 1 of 2

The **Trans-Am Series** is a racing series created in 1966 by the SCCA. The first race was held on March 25, 1966 at Sebring International Raceway in Florida. Future Formula One champion Jochen Rindt was the overall winner, while the O2 class winner was Bob Tullius. A few of the era’s notable entries were A.J. Foyt, Richard Petty, Jerry Titus, and Jacky Ickx.

In 1967 Mark Donohue entered the series driving a Camaro, starting a legend and winning 29 times with Roger Penske.

Thru the years the series featured multiple classes in the same now standard 100 mile race. The multiple classes continue into this year.

Currently running with the awesome TA cars are 3 other classes. These classes are based on performance, giving some of the older production cars a chance to race.

Extreme GT (XGT) This class is focused on 2016 and earlier FIA GT3 cars like the Audi R8 LMS. Giving them a place to race.

Super GT (SGT) This is a collection of performance production cars like the Dodge Viper, BMW M3 and others.

GT class cars are production based V8 powered Mustangs, Camaros and Challengers in a technical environment that emphasizes driver talent and mechanical parity.

TA2 class is a highly cost and performance controlled class that is very popular with 30 car fields not unusual. The class has its own 100 mile race at each venue.

Here are 4 Trans-Am series cars that I have done for vintage Trans Am (VTA) radio control cars.



1966 Ford Mustang driven by AJ Foyt



1970 Firebird driven by Jerry Titus.



1970 Mustang driven by Parnelli Jones



1966 Camaro driven by Jerry Lagod

Next month will continue with more of the Trans-Am story. Mike Jennings

My First Road Rally

By Duane Belisle

I was a Senior in College (1969) and had bought a very used 1963 Austin Healy Sprite Mark II. This model was mechanically the same as the Mk I Bug Eye sprint but it had the newer style body with the head lights in the fenders. It had a 948 cc motor (54 cubic inches) and was the high compression model with 45 hp, with a 4 speed manual transmission with non-syncromesh first gear.

I had heard about road rallies from reading car magazines and wanted to try it. The Chippewa Valley Sport Car Club advertised a rally on our campus so I recruited my roommate (who did not know what a rally was) to be my navigator.

We drove to the starting point, a parking lot behind a local gas station and parked next to a couple in in a Volvo 144. I estimated this couple to be in their early 30's and appeared to have some rally experience. The couple in the Volvo were going over a check list of equipment. "Stop Watch? Check!"

"Paper? Check!" "Pencils? Check!" "Circular Slide Rule? Check!" (this is a Time, Speed, Distance calculator), "Flash light? Check!" "Flares? Check!" "Tow Rope? Check!", etc. My navigator asked me "do you have all that equipment?" I replied "I have pencils and paper". "Is that all?" he asked. "I also have a wrist watch and the speedometer on the car works". So that was all our equipment.

We were the eleventh (11th) car to start out of 13 or 14 teams. I do not recall if there was an odometer check leg or not, but if there was we did not know what to with it anyway.

The first problem I recall was an instruction that said "Right at SRIP Washington". We had no idea what that meant. [SRIP means Sign Reads In Part]. We did find a sign that said "Washington Township" and we turned there. But since we did not know what SRIP meant and this came up a few more times, we got thoroughly lost. We knew we were off course and eventually got back on course. When we got back on course we started to drive faster to make up for lost time.

Then two other rally cars caught up to us and started following us also trying to make up lost time. The other two cars were a 1966 Shelby GT 350 Mustang and 1965 Chevy Impala (probably had a small block V8). The Shelby GT 350 was named that because it had 350 hp. The Chevy probably had about 150 to 180 hp. My Sprite only had 45 hp.

As our little parade formed each of the teams wanted to be in the lead, so this soon deteriorated into an impromptu road race contrary to all road rally rules.

Because we were running in a part of the County that I had been to before I was a little bit familiar with the roads. I was able to stay in the lead because we were able to anticipate the turns by having my navigator read a few instructions ahead. A few times we approached the turn too fast, so I would drive to the shoulder of the road and stop fast. The other two cars would zoom past me as I was backing up to make the corner. This is how I stayed in the lead even though I had substantially less horse power. We were driving as fast as we could on these twisting, narrow county roads. Fortunately no one would past on a curve or a hill. This went on for 10 to 15 miles. We thought we were on the route but we were never sure. Finally the route (or what we thought was the route) left the county roads and turned onto a state highway. The Shelby GT 350 passed me like I was on jack stands and a minute later the Impala passed me also. We never saw either of these cars again.

We never found any of the check points, although we did see one from the wrong road. By reading ahead in the instructions I figured out where the rally ended at a local Bar & Grill. Since we were so late, I drove the most direct route to the Bar & Grill. As we approached the Bar & Grill on a state highway we saw the final check point on a side road about 100 yards from the state highway.

We finished about a hour late and since we missed all the check points we did not get any actual score. However, the Volvo never made it to the finish and neither did the Shelby GT350 or the Chevy Impala.

GOING IN A STRAIGHT LINE OR CIRCLES AIN'T RACING

MEETING NOTICE

As of this printing there is no news on our June meeting. Watch Facebook and our website for info to come.

cage, racing seat, race harness, window net and a fire extinguisher. Drivers must wear full SCCA safety equipment from head to toe. No competition license required.

- SCCA Regional Racing. This is traditional SCCA road racing for everything from formula cars to tube-framed racing machines. Drivers will practice and qualify on Saturday afternoon and will race twice on Sunday. Each race is a SCCA Runoffs qualifying race and all drivers will need a SCCA competition license.

The weekend will be hosted by South Bend, Indiana Northwest and Fort Wayne Regions. The SCCA as put together some guidelines for social distancing and we will be using the experience of other regions as they attempt to keep everybody safe. We will need volunteers to help in all the specialties; registration, tech, grid, flagging and communication, timing and scoring and sound. No experience is necessary. Show up for one day or two. For now, put the event on your calendar and look for details as July 25th-26th approaches.

MEMBER PROFILE

Dennis Jennings

After belonging to the local Fiat club, brother Mike and I decided to get more involved in SCCA. The attraction for road racing was strong and we immediately became part of the SBR Tech Team. We did all the races at Road America in the 70's including June Sprints, Trans-Am, Can-Am and then eventually Formula 5000.

As a newer member I became the Pitboard editor (ran with a mimeograph machine) and eventually became R.E. Th club was putting races on at Blackhawk farms at that point. I also was Race chairman for races at Grattan.

I also was running gymkhanas and rallies. My first regional was in Patty's 1970 SS Camaro at Lake Geneva, Wisconsin. Friends of ours then took us to the Playboy Club there. We then went to a night club and saw the funniest comedian in B.B. Benson. What a riot.

I eventually purchased my 1977 Camaro Z-28 with which I ran my first Nationals. Being a local hot shoe here didn't equate to doing well there. Those California people had some pretty awesome cars. Who knew that the stock class really wasn't so stock? During my ownership of the Z-28 I have come to meet and keep long term relationships with people from around the country. That is the most I like about SCCA.

In the 90's I got introduced to Trans-Am racing as Mike was the head starter for the series. I would drive to as many of the local events as I could so Mike and I could visit as he was now living in Arizona. I became part of the Tech team for Trans-Am and was able to travel around the country with the series. It was a great time and again made some life long friends. I really still love that series and Pro Racing as a whole. Great experience.

After that I kind of drifted away from being active in the club. But alas, I got involved again by working races at Gingerman. I got involved with auto-crossing again and even put on a couple of rallies. Once again I was voted onto the Board and eventually became R.E. again. I am now the editor for Pitboard bringing my life in SBR full circle.

I also hold a National license in Pit and Grid and I am a rally safety steward. I don't do too much auto-crossing anymore as my poor little Bullitt doesn't run with the newer cars very well. I enjoy working at Gingerman for track nights and also doing grid for our races there. I also am the Chair for the Lane Automotive Touring Cars. Again a chance to meet many great people.

I can truly say that since joining the club in 1972 I have had the full SCCA experience. If you think you don't get your moneys worth from SCCA then you just aren't looking at all the opportunities it has to offer. Come to a Solo, a rally, a race or just a meeting to meet all the great folks that make South Bend Region what it is. We hear about how our region is one of the best in the country. Jeff may be a little prejudice but I agree.

Denny

