

PITBOARD

OFFICIAL PUBLICATION OF THE SOUTH BEND REGION

SPORTS CAR CLUB of AMERICA



March 2021

FROM THE EDITOR

As I write this we are rapidly nearing the month of March. Hopefully this finds all of our members in good health. I will receive my second vaccination for Covid on the 23rd. Glad to have that done. Maybe I can now get my wife to go out to dinner somewhere. In this edition you will find our full solo schedule for 2021.. It looks to be full and along with our racing schedule it looks like we are ready for another great season. I hope all of you can find time in your schedule to come out and support the club by competing or working our various event. You are the heartbeat of SBR. We could not do the things we do if you weren't there to help out.

We will once again be putting on the Lane Motorstate Challenge. That is one of my favorite things that I get to do during the year. Once again we will be running both days at Gingerman along with SCCA Time Trials and Track Night in America. Makes for a couple of long days but if you can just help out one day or half a day we will welcome you with open arms.

Also on tap for this summer will be our annual visit to a South Bend Cubs baseball game in town. Watch for the date and details in coming edition of PitBoard and don't forget to make your reservation as tickets will be limited.

Hoping to be able to resume our monthly meetings soon. It will be good to see everyone in person. **NO MARCH MEETING**

I hope you all got to participate in the convention if you had a desire. There were a lot of things covered and I think that SCCA did a great job of presenting it with all of the issues that they had to overcome. Kudos to the National Staff.

Hopefully we know more on our annual awards dinner by the time this goes to print. Keep March 20 open in case it goes on.

One long time member and SBR friend has passed away. Dick Wisler who had retired to Florida had struggled with his health for some time. He lost his battle on Feb. 8. Dick was a good friend of Bert Olson and Wedge Rafferty. Patty and I had visited him a couple of years ago. It is unbelievable all the SBR history that man had in both his house and his garage. Things like that are pretty hard to just see go into the trash. Rod Markowicz is trying to get something done to get some of those old SBR things sent to us so we can go thru it. Lots of SBR history.

Rest in Peace my Friend!!

Denny

I have been told that the board will meet to discuss the possibility of having the Awards Dinner in March. Watch your email for further details.

Contents

Page1 — Your looking at it

Page 2—General info

Page 3—REport

Page 4— Lloyd's Letter

Page 5—David Gushwa

Page 6/7—Racing Report

Page 8—Solo Report

Page 9—ad

NEW MEMBERS

Andrew Howard of South Bend and **Luke Loshutoff** of Kalamazoo.

Welcome to SBR and hope to see you at events this summer.

SBR MONTHLY MEETINGS

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

Granger, in.

WHEN: First Tuesday of the month

TIME: 6:00 p.m. – Board meeting

7:00 P.M. general meeting

EVERYONE IS WELCOME!

2021 Schedule

March
2 – **NO MEETING**
20 – SBR Awards banquet (tentative)
April
6 – General meeting
May
4 – General meeting
15/16 – Double regional (Gingerman)
16 – SCCA CRE Endurance racing
June
1 – General meeting
July
6 – General meeting
15/17 – Lane Motorstate Challenge
17/18 – SCCA Time Trials
23 – SCCA CRE Endurance racing
24/25 SBR Majors at Gingerman

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.

SBR CONTACT INFORMATION

Paul McBride Regional Executive
re@sbrscca.org
Dave Gushwa Ass't R.E.
assistantre@sbrscca.org
Mark Manninen Board
board3@sbrscca.org
Steve Bollinger Board
board1@sbrscca.org
Caleb Mullauer Board
board2@sbrscca.org
Jeff Luckritz Race Chair
race@sbrscca.org
Brian Tack Time Trial Chair
timetrials@sbrscca.org
Kim Bollinger Treasurer
treasurer@sbrscca.org
Lynette Markowicz Secretary
secretary@sbrscca.org
Brandon Irwin Membership Chair
membership@sbrscca.org
Mark Bublitz Webmaster
webmaster@sbrscca.org
Jason Cleveland Solo Chair
solo@sbrscca.org
Dennis Jennings Pitboard Editor
pitboard@sbrscca.org

ANNUAL AWARDS DINNER

**Our annual awards dinner is now being set in March.
Please watch your email for more announcements.**

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.

GETTING SBR ACTIVITY POINTS

Activity	Points	Activity	Points
Race Chair	400	Car Show Display	75
Assistant Race Chair	200	Solo Co-Chair	75
PitBoard Editor	200	Race Worker/ day	50
Website Manager	200	SBR Race Driver	50
Race Chief of Specialty	200	PitBoard Article/page	40
Associate PitBoard Editor	100	Rally/Solo Worker	40
Rally Series Chair	100	SBR Meeting Attendance	20
Solo Chair	100	Car Show Booth/day	20
Solo Series Specialty Chief	100	Rally Navigator	20
Event Chair	100	Race Crew/ day	20
Program Director	100	Rally/Solo Driver	20
Club Officer	100	Race/Solo Meeting	20
Event Co-Chair	75	Round Table/Worker – Seminar	20
		PitBoard Picture	10

RACE WORKERS TRAVEL FUND

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

Grattan	\$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>

NOT A MEMBER

Join today at SCCA.com and Choose South Bend Region as your home region

REport – February

By now many of you have seen the notice on our *facebook* page that long time member **Dick Wisler** has passed away. Dick was a driver and comedian. He had retired from active driving when I joined the club but he always had stories to tell. Dick spent his final years living in Florida. **Rod and Lynnette Markowicz** visited him several times.

I want to do a shout out to another of our members this month. As a past RE and Board Member **Erika Engler** was an avid soloist. You couldn't set down to have a conversation with her without some discussion about the next 'fix' for the solo car. Erika also supported our club racing program volunteering as 'driver information' contact at our **GingerMan** events. As most of you know Erika has been battling cancer for over a year now. She had been acting as the points keeper for the region when she got sick. It was a pleasant surprise when she contacted me to see if she could continue on as she dealt with her illness. A big **THANK-YOU** and best wishes for one of our volunteers!

As of now there will not be a Membership Meeting in March. The Board will meet next week to discuss Annual Banquet plans tentatively set for March 20th.

Stay safe, stay warm, be well.

Paul McBride - RE



This is Paul with H.C. in Tech after winning at Grattan weekend last summer. Come meet him at the meetings.



Paul and Jeff having a great time at a recent club meeting. Come and join in on the fun

More good things that are happening for Lloyd. This is from an anonymous person that does this for SCCA Hall of Fame inductees.

More good things that are happening for Lloyd. This is from an anonymous person that does this for SCCA Hall of Fame inductees.



IMRRC
INTERNATIONAL MOTOR RACING
RESEARCH CENTER

Preserving and Sharing the History of Motorsports

610 South Decatur Street
Watkins Glen, NY 14891-1613
607-535-9044
research@racingarchives.org
racingarchives.org

GOVERNING COUNCIL

John Saunders, Chairman
Laurence Kessler, Vice Chairman
Tony Parella, Vice Chairman
Mitch Bishop, Secretary
Scott Welliver, Treasurer
William Branson
Dawn H. Burlew
Nicholas Crow
Evan Fay Earle
Gregory G. Galdi
John Gorsline
Philip Henderson
Hank Kimball
Michael Printup
Archie Urciuoli
Dinah G. Weisberg
Chip Wile

CHAIRMEN EMERITI

John Bishop
Bobby Rahal
Syd Silverman

DRIVERS COUNCIL

Mario Andretti
David Donohue
Chris Dyson
Hurley Haywood
Scott Pruett
Brian Redman
Lyn St. James
Rusty Wallace

HISTORIANS COUNCIL

Don Capps
Will Edgar
Karl Ludvigsen
Doug Nye
Peter Sachs
János Wimpffen
Bill Green, liaison with IMRRC

EXECUTIVE DIRECTOR

Daniel G. DeRusha

The IMRRC is a 501(c)(3)
charitable organization

February 11, 2021

Lloyd Loring
[REDACTED]

South Bend, IN 46637

Dear Lloyd,

Congratulations, a brick is being placed in your honor in the Memorial Brick Walkway here at the International Motor Racing Research Center.

The brick says:

Lloyd Loring
Voice of Solo
SCCA Hall of Fame

Thank you for your significant contributions to the Sports Car Club of America and your enduring support of the IMRRC.

Sincerely,

Daniel G. DeRusha
Executive Director

CC: William Loring
Elizabeth Loring

DAVE GUSHWA—AUTOCROSSER

My first experience with the club was when a coworker invited me to an SCCA autocross event in 1996. The Solo was at the old AM General lot where Tire Rack was once located. I was driving a 93 Firebird Formula 1LE. Scott Nardin was running an 89 or 90 gen 3 Firebird in the same class, and smoked me by about 4 seconds. After talking with him, we decided half the margin was due to race tires vs street tires. He was anxious to drive a fourth gen Firebird for a couple of fun runs and convinced me to let him run it. I rode along and realized quickly that I was not getting any where near the capability of the car. I was not using the amount of brake or throttle as he did. He was 1 second faster than my best time on his first run in a strange car, it was eye opening. I came back to the next event with the hope of closing the gap now that I saw what the car could do.

I joined SCCA in 1997 and I won the Solo Novice index that year. The next year I won the street tire index. I bought some used rims off eBay and invested in some Hoosiers, so I could get a read on how I was doing against “the pros” with tires. After learning how rare my 1LE was, one of three built in 93, I decided to park it, and bought a 2001 Ford Focus. The Focus at the time was the car to have in H-stock, and then came the Mini. I took H-stock class win at our club level for several years, but never moved very high into the Tire rack points standings. At any national level event I attended, I was getting skunked by Minis. At that point I remembered how well I was driving the Firebird when I parked it, and took it out of storage. I ran F-stock with George Williams for a while, as he helped me with setting air pressures etc. Finally, I had improved enough to take the club F-stock crown from him. Having some confidence in my ability, I went to my first Solo Nationals in 2008 with the Firebird. However, the car to have in F-Stock was the 2007-08 Shelby Mustang. My sponsor was listed as “Knife to Gunfight Racing” I think that was a comment Bill Loring made jokingly to me going to nationals with the ‘bird vs. the Shelby’s. My target was to be the fastest GM car and maybe beat 1 or 2 slow Shelby Mustangs. Sports Car magazine was impressed with my mid pack showing in a 15-year-old car, and gave me a mention in the write up for F-stock results. I was the 2nd fastest GM car and yes I did beat a few Shelby’s.

By now I was well into my engineering career and finally had some money to spend. I decided that if you can’t beat them, join them, so I bought a Mustang, but not just any Mustang, I had to have the Boss, and was anticipating it would land in F-stock. Wrong, it got put in with Corvettes and other fast cars in A-stock and would not be competitive. I was tired of underdog cars and equipment so I decided that I would try ESP and committed to myself that the money required for upgrades would lock me in the Boss for at least 10 years. After upgrading the car to ESP rules and going to nationals with it in 2012, I realized that I was in over my head. I had no idea what I was doing with all those adjustments I never had before, and I refused to cut up the car to take full advantage of the rules. In the meantime, on the club level, I have been able to make many appearances in the top 10 on the tire rack index. Lately I have been more near the bottom of the list than the top of the list. So far, my best result is to have won the Red Bud trophy twice in a row. I had to win twice because my name was misspelled the first time and I needed to repeat so it would get corrected. Just note that it has now been 10 years with the Boss . . . Hmmm.

David



From the editor:

Dave is our current assistant regional executive. Come on down to a meeting and meet him. He can tell you lots more stories about his solo experience.

SCCA Club Racing Experience(CRE)

An Alternate Path to Wheel-to-Wheel Racing

-Jeff Luckritz, Race Chair



All cars must pit for at least 4-minutes during the 1-hour race. Kim Bollinger releases the car from pit lane when time is up.

“I have heard that road racing is expensive and requires major commitment, is this true?” My answer to this is “yes,” “no,” and “maybe.” Others may have slightly different thoughts about road racing and I suggest you talk to as many people as possible to see what it takes to road race. Let’s take a look at some common questions and an alternative path to get you started in SCCA road racing.

Do I need an expensive race car?

No. Thanks to the internet you should be able to find a safe racecar that it already built for under \$5,000. It doesn’t have to be the fastest car on the track but it has to be a production-based car. Make sure it has a good roll cage, no rust and a reliable drive train. Look for four cylinder cars like Dodge Neon’s, VW Golf’s, Mazda Miata’s and the like. Like anything else, buy the most expensive car that fits your budget.

But I don’t have \$5,000 laying around, now what?

Share the car with a buddy. At SBR’s two CRE events you can share your car with a friend or two so that immediately cuts your purchase price and all your expenses in half.

How do I get the car to the track?

Most people trailer their cars. If you don’t want to buy a trailer you can always rent one at places like U-haul and the like. You can even use a tow dolly in a pinch. Most mid-size SUV’s and minivans can easily tow a couple thousand pounds so you may not even need a pick up truck.

What kind of personal safety equipment is needed?

Approved helmet, Head-and-neck restraint, drivers suit, fire retardant gloves, socks and race shoes. The safety equipment in the car would include race harness, window net, race seat, and fire extinguisher. Complete details can be found in the SCCA General Competition Rules.

Now that I have the racecar and all the safety equipment, how do I get on track and race?

The easiest way is to sign up for one of the CRE Endurance races at Gingerman Raceway in South Haven, MI. We will be racing on May 16th and July 23rd. Each team will get just over two hours of track time each day. To help keep costs down you will get all the track time in a single day so you won't have to foot the bill for a hotel and lodging.

Will I get any instruction?

Yes. You will be required to complete an online module that will guide you through most of the SCCA safety guidelines. There will also be a required meeting where we will discuss on-track strategy and skills.

Is racing dangerous?

Yes, it can be. But, the CRE program is intended to be an "experience," not a win-at-all cost event. Car-to-car contact will not be tolerated. Think of a CRE this way...most people who golf or ski on the weekend do it for the fun and social aspect of the activity. Nobody is "winning" anything. CRE racing has a similar goal but in a racecar. We will have winners but you will be racing wheel-to-wheel for the fun and thrill of it.

Will I earn a SCCA Competition License by running a CRE?

According to the CRE rules, once you have logged 3-hours of track track time in your *SCCA Track Participation Log*, you may be granted a SCCA Novice Permit. The SCCA Novice Permit allows you to compete in SCCA Regional races all over the U.S. After successfully completed three SCCA Regional races you will receive your SCCA Competition License which allows you to participate in SCCA Majors and the SCCA Runoffs.

Initial Cost to Get Started	Cost on Your Own	Costs If Sharing Car
Used race car ready to go	\$5,000	\$2,500
Personal Safety equipment	\$1,000	\$1,000

Daily Cost to Race a CRE

Rent a trailer/dolly	\$ 200	\$ 100
Entry Fee's (per team per day)	\$ 425	\$ 215
Used race tires, brakes, gas, fluids	\$ 400	\$ 200

Useful Links

[SCCA CRE Home Page](#)

[SCCA SBR CRE Q&A](#)

[SBR Road Race Home Page](#)

[Find the General Competition Rules \(GCR\) Here](#)

Please feel free to contact me (Jeff Luckritz) if you have any questions: race@sbrscca.org.

SOLO REPORT

Spring is near, or at least I hope that's the case! Autocross season will be here before we know it. Below are the dates for this season. The Tire Rack dates are pending confirmation from Tire Rack. Grissom events are confirmed.

April 25 - Tire Rack
May 23 - Tire Rack
June 13 - Tire Rack
August 14 & 15 - Grissom, double Great Lakes Division points events
August 28 - Starting Line School at Tire Rack (Tentative)
August 29 - Tire Rack
September 19 - Tire Rack
October 10 - Grissom, Hoosier Challenge (Indy Region Host)
October 17 - Tire Rack

If you have any ideas that you think would improve our events, please send me an email at solo@sbrscca.org.

Thanks,

Jason

SOLO ANYONE?



MERCHANDISE FOR SALE

T-Shirts

New white or blue (all sizes) \$8.00 ea.

Old colors (sizes limited) \$5.00 ea.

Sweat Shirts (sizes limited) \$7.50 ea.

Polo Shirts (limited) XXL in red \$12.00

Hats \$5.00 ea.

These are special prices for clearance. Colored t-shirts are in Med and large sizes in pink, green or tan with SBR logo on front.

Blue and white shirts have SBR logo on front and "Fun with Cars" on back. All sizes

Sweat shirts are gray or blue with logo in sizes med and lg. Polo shirts have new logo and are long sleeve in large and 2xl.

You can email Pitboard with an order and I will get the merchandise to you somehow.

