

# PITBOARD

OFFICIAL PUBLICATION OF THE SOUTH BEND REGION

SPORTS CAR CLUB of AMERICA



August 2021

## FROM THE EDITOR

It looks like we are headed into a great Majors race this weekend with over 150 cars for the Majors and another 10+ for the CRE portion of the weekend. Hopefully the weather will cooperate with us and give us a good track to play on.

Last weekend was our annual Lane Auto Motorstate Challenge event. I want to thank everyone that participated to make this event one of the best we have ever done. The cruise on Thursday night ended at Waco beach in Bridgeman after Warren Dunes Park cancelled out at the last minute. It was good to see all the familiar faces that attend this event.

Friday called for cloudy skies but the 68+ cars were anxious to get going as usual. We inspected all the cars, had a driver's meeting and were on track at 9:00 A.M.. Pretty good for having 10 people working.

The day went well with the rain holding off. Several SBR people were participating this year. Caleb ran for the second time and Jason Cleveland tried it for the first time. Both had a good weekend with no incidents. Congratulations to them.

The following people deserve to stand up and cheer as they did a remarkable job as always.

H.C Colwell; Paul McBride; Dave and Peggy Anson; Dave Bowman; Dave Gushwa; Mike Jennings and son Jeff; Duane Belisle; Leon Krauss; David Ferris; Joe Jamison and Harold Miller.

What a great group that always come to this event and kick butt. Thank you again!!

Look for a report on this event along with some pictures in this edition

Our Majors race is done and I must say that all things went well from my perspective. I was working Corner 1 all weekend along with helping out grid as I could. Look for a report and some pictures elsewhere in this edition.

See you all Tuesday at the meeting.

Denny

### Contents

Page1 — Your looking at it

Page 2—General info

Page 3— REPort and Solo

Page 4— Lane Report

Page 5/6 Mark Manninen

Story on Time Trials

Page 7—Area Report

Page 8— Merchandise

Page 9—

### NEW MEMBERS

Michael Cox, Liam Cox and Bre Hull of South Bend, In.

Ron Jenkins of Bridgeman, Mi.

Theodore Lakoski of Leesburg, In.

Mark Lohss of Niles, Mi.

Scott Romszewicz of Stevensville, Mi.

**Welcome and hope to see you at an event soon.**

## 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**

### SBR CONTACT INFORMATION

Paul McBride      Regional Executive  
[re@sbrscca.org](mailto:re@sbrscca.org)

Dave Gushwa              Ass't R.E.  
[assistantre@sbrscca.org](mailto:assistantre@sbrscca.org)

Mark Manninen              Board  
[board3@sbrscca.org](mailto:board3@sbrscca.org)

Steve Bollinger              Board  
[board1@sbrscca.org](mailto:board1@sbrscca.org)

Caleb Mullauer              Board  
[board2@sbrscca.org](mailto:board2@sbrscca.org)

Jeff Luckritz              Race Chair  
[race@sbrscca.org](mailto:race@sbrscca.org)

Brian Tack              Time Trial Chair  
[timetrials@sbrscca.org](mailto:timetrials@sbrscca.org)

Kim Bollinger              Treasurer  
[treasurer@sbrscca.org](mailto:treasurer@sbrscca.org)

Lynette Markowicz      Secretary  
[secretary@sbrscca.org](mailto:secretary@sbrscca.org)

Brandon Irwin              Membership Chair  
[membership@sbrscca.org](mailto:membership@sbrscca.org)

Mark Bublitz              Webmaster  
[webmaster@sbrscca.org](mailto:webmaster@sbrscca.org)

Jason Cleveland              Solo Chair  
[solo@sbrscca.org](mailto:solo@sbrscca.org)

Dennis Jennings              Pitboard Editor  
[pitboard@sbrscca.org](mailto:pitboard@sbrscca.org)

## 2021 SCHEDULE

August  
3 – General meeting (Beef O'Brady's)  
12- TNIA - Gingerman  
14/15 – Solo #4 &5 - Grissom (double great lakes division point event)  
28 – Starting Line School  
29 – Solo #6 – Tire Rack

September  
7 – General meeting (Beef O'Brady's)  
7-10 – Solo Nationals  
14 – SBR Karting night\*\*  
16 – TNIA - Gingerman  
19 – Solo #7 – Tire Rack  
28 to Aug 3 – SCCA Runoffs at Indy

October  
5 – General meeting (Beef O'Brady's)  
10 –SOLO #8 - Hoosier Challenge - Peru  
16 – Street Survival – Tire Rack  
17 – SBR SOLO # 9 – Tire Rack

November  
2 – General Meeting – Election night (Beef O'Brady's)  
December – 8 – General Meeting (Beef O'Brady's)

January  
8 – Awards Banquet  
\*\* Members 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](http://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](http://SCCA.com) and Choose South Bend Region as your home region

## REport

Whew.... As I write this it is the last week of July. It has been HOT! But it has also been SBR's busiest month of the year.

Long time race chairman **Jeff Luckritz** put together another well planned event. I think there were 27 members working the event. That number included our dual members. Kudos to all those who helped make the Summer Festival of Speed (.com) a success. We also had several drivers participate in the event, myself not included.

The week prior to SFoS was the Lane/TNiA/TTNT weekend. A special shout out goes to **Duane Belisle, Dave Bowman** and **Dave Gushwa** as they worked all three events.

July is truly our busiest month. It's time for this old dog to cool down a bit. Try to stay cool and keep on enjoying your cars!

Paul McBride - RE

## SOLO REPORT

If you ever thought about attending a class on Autocross, now is your chance. We will be hosting a Starting Line School at Tire Rack on August 28<sup>th</sup>. I've personally attended this school and found it very valuable. In addition to the in-car time with professional performance driving instructors, you also get:

- SCCA Tire Rack Championship Tour event (\$100 Value)
- SCCA Track Night in America Entry (\$150 Value)
- SCCA Membership (\$90 Value)
- Regional Event Entry (\$20-40 Value)
- Starting Line Hat
- SportsCar Magazine Subscription
- Grassroots Motorsports Subscription

For more information and a link to the registration page, visit: <https://www.scca.com/pages/starting-line-autocross-school>

Our next Autocross is at Grissom on August 14<sup>th</sup> and 15<sup>th</sup>. Both days are Great Lakes Divisional events as well. Hope to see you there!

Jason

## RACE REPORT

Our Majors race is now history. With over 150 entries I think we can call it a successful weekend. Friday night saw the CRE races happening. They qualified and then had 2—one hour races. I don't know the results at this time.

Saturday morning woke with overcast skies that persisted all day long. Even with that we had a full day of qualifying and 7 races with no rain. I was working as a flagger at turn 1 instead of my usual grid position. Fifteen minutes after the last checkered flag it began to rain. I guess our weather steward did a great job. There was plenty of good racing on the track all day. Dinner was served to anyone wanting it, consisting of Gyros, salad and baclava.

Sunday we saw the sun shine with heat and humidity return. Again short sessions for qualifying followed by one race before lunch (great job by Marcia McBride and Dawn Luckritz). After our mandatory quiet time the racing continued with 6 more races. All were pretty closely contested. From my station at corner 1 all the starts were uneventful (not very common) with only a couple of held calls. The day actually finished a little early as the stewards decided to shorten the races from 22 to 18 laps due to the heat. No one seemed upset over that decision. All in all it was a great weekend and I for one am happy to be back holding a Majors race after being cancelled last year.

See some pictures of the races on page 9 of this edition. Thanks to nephew Jeff Jennings for the contribution. He took over 1500 photos over the weekend.

Denny

## *“The Starters Stand”*

Finally made it back to Indiana and Gingerman Raceway after a year off due to the pandemic. The Lane Automotive 13<sup>th</sup> Annual “Motorsports Challenge” was the first event of the trip. As always, a fun event, awesome cars, cool temperatures, and lots of friends to visit with. And lastly? Flag waving!

Next up the regions’ Majors event at Gingerman. I get to work with Bobbe Orr and her team of starters. As of this writing 160 entries, making for some good racing and flag waving. Some pictures from the Lane event, courtesy of my son Jeff, who finally made a trip back.

Mike Jennings

Photos © JMJ Photography



## Trying Something Different

By Mark Manninen

I have been doing autocross events in SCCA for almost two decades competing in Regional, Divisional and National events and having fun every step of the way. I always enjoy the people and the cars as well as blasting around the cones as fast as my skill and car will allow. In addition to working in the Road Racing program as a licensed Course Marshal, I have ventured into a few track days with my Modified Super Seven race car. Prepping and hauling a single purpose race car takes time, money and effort and I was on the lookout for more seat-time opportunities with our club to balance the significant prep time investment I have put into my car. Fortunately, SCCA has recently made a push to offer more competition programs to give us better opportunities to have "Fun with Cars". One of the newer offerings is the revitalized Time Trials program. I had been paying close attention to the development of the revised rule set thinking this might be another place I can play with my race car. I even let my voice be heard during a live webcast on Grassroots Motorsports a while back when they were developing the rules. I wanted to make sure that I could have a class that I could run in without significant additional prep. The SCCA guests of the webcast were Heywood Wagner and Jon Krolewicz, who indicated they were planning a very limited rule set allowing creative development of your car while maintaining safety and fair competition among the participants. This sounded like a possibility of significant fun and I was all in.

The next step was to see the final rule set and prep my car. The SCCA Time Trials team kept to their philosophy and issued a rule set in 2020 that was fairly open. I found a spot in "Unlimited 1" class that I could easily fit into. Mainly the rules in all classes deal with safety equipment and safety set up of your car. The competition rules are pretty clear and not too complicated. Classes are pretty basic: Sport, Tuner, Max and Unlimited with a few sub-groups within the main classes based on modifications, tires, and engine sizes. Fewer classes than the Solo and Race Programs to be sure. Fortunately, my car was built with the intention of track duty and Hillclimb capabilities from day one. The only upgrades I really needed to start were additional safety equipment. Even though we are not racing door to door like the Road Racers, we are on track with other cars all having varying performance levels and at very high speeds. I have a strong self-preservation instinct at my age and safety is important. Speeds in TT can exceed regular road racing speeds in equivalent classes due to the fact we run spaced out on a fairly open track and everyone on the track is cooperating to allow the fastest possible hot lap time. If you are familiar with Formula One qualifying, that is how the game is played. My upgrades included full Nomex multilayer gear, HANS device, new harness set, a new ATL fuel cell, suspension, tire, and brake upgrades to deal with the speeds. I also added some aerodynamic improvements that seem to help at speeds significantly over 75 mph. I was ready to hit the track and find out what works and what needed fixed.

Two weeks before the first TT event at Gingerman, I traveled up to Grattan Raceway to participate in an open track day event hosted by another club. I worked gradually up to speed on the first few laps paying attention to what the car was doing. Gaining confidence, I pushed my car pretty hard at full throttle for the entire 3,200ft straight where I promptly lost my left front fender, running over it in the process, and leaving it quite destroyed. My first lesson learned was that track aerodynamics were significantly different than autocross aerodynamics. I removed the other fender and went on with my day with no further loss of parts or issues. The car was handling exceptionally well and very predictable. I got lucky with my design and improvements. Confidence was building.

My first competition TT was the Time Trials National Tour at Gingerman on July 17<sup>th</sup> & 18<sup>th</sup>. I entered in the Novice Run Group having no illusion with my experience with full track competition. The last thing I want to do was ruin my weekend or someone else's. Our Novice group had about 20 participants covering most of the various classes. Some of the drivers had never been on a full track and that made me a little nervous in a fairly open car. My concerns were diminished after the very thorough Novice driver briefing by Tom O'Gorman, our Novice coach for the weekend. Tom outlined how the weekend was going to go, the run groups, and the concept of Time Trials vs track days or road racing. Cooperation as a group was key. Watch your mirrors, get your spacing and understand the speed differential between you and the other cars on course. Any lack of point-by or holding up the group would result in a public shaming at the driver debrief. He actually did not say that, but it was clear that if we played nice, all would get at least 2 to 3 hot laps per 20-minute Time Attack track session. To start the track sessions, Tom did paced laps at 40% speed. We all followed like a big snake around the track using his preferred driving line and we did another debrief after the paced session to make sure we all understood the concept. Later in the morning we all lined up in grid with our best guess of our performance expectations compared to the other machinery around us. All groups got two 20-minute practice Time Attack sessions, and everyone played nice with good point-by's. As novices, we were only allowed to pass on the straightaways. Other groups could pass anywhere with a point. At the end of each track session, we had to enter Impound for a debrief. This was true for all groups from Novice to Advanced. I will note that we were praised as a group for our level of



cooperation and spacing during our sessions. The Novice group got the most hot-laps the entire weekend of all the groups. Some other groups were less fortunate and had to spend more time in the Impound debrief. Our times were noted and when the competition sessions started, we were assigned grid spots according to best lap times with the fastest first. I felt pretty good and was slotted in the top 10, right in the middle of the group which seemed to work well.

The scoring for the weekend was as follows: One best time from the two Time Attack sessions on Saturday, one best time out of three Track Sprint runs Sunday morning, and one best time from the two Time Attack sessions Sunday afternoon. The three times were then added for your total weekend score. The Track Sprints were like an autocross with a standing start at Corner 3 and the finish lights were just after the short chute at 10. That short chute was a challenge as it was not regularly used and had quite a bit of grass growing in it. This caused me to do some impromptu "Drifting" on my fastest run. Others had the same challenge so no excuses here and I ended up 67<sup>th</sup> out of 84 drivers. I could have done better in this part. As far as the Time Attack, I just got slower throughout the weekend and never matched my 1:50 during my last practice session. I ended up having an FMP (Fuel Management Problem) by not putting enough gas in the fuel tank. The motor kept cutting out in the turn #10 on the first competition runs. When I got back into paddock, I found the tank virtually bone dry. I was lucky I made it back off course and avoided major embarrassment and the ire of my fellow competitors. After that issue was solved, I started having ignition problems after a black flag and heat soak of my motor. We sat in pits for about 10 minutes waiting for the track clean-up from some other driver's problem. This is something I will have to diagnose and fix as power was down significantly. In the very last session of the weekend I lost my exhaust tip, keeping my record of losing at least one part at each track event. Fortunately, no one hit the part as it made its way off the track. I will have to continue power development on my car as Unlimited 1 is definitely at the deep end of the classes. These are the fastest cars and drivers. Many think that doing 1:40 around Gingerman is fast. The fastest Unlimited cars were doing 1:31. This is Prototype/Formula car range. Heck, I was ONLY 18 seconds off the leaders in my class! Talk about a reality check. I definitely left more time out there, but I am please I'm running similar times to the faster Production Car/SM qualifying times for my first time out with a car that only has a 1.4L stock motor.

I still count my first experience in TT as a significant success and I will be definitely shifting my competition focus to this program. I am also keen on trying Hillclimb events after I get more experience with TT. There is a particular piece of road called "Tail of the Dragon" in North Carolina I want to try. I hope you consider participating other programs in SCCA at least once. You might like it.



Dayle Frame

Great Lakes Area 4 Director

517.889.1117 (h)

dframe@scca.com

---

## Notes from the Director's Chair

### Area 4 Director Update for August, 2021

Boy oh boy was July busy....and it's not even done yet. I write this just before heading off to Kansas City for my first face to face meetings with the Club Racing Board (CRB) and the Board of Directors (BoD). This will be the third consecutive weekend that I've been away from home. The good news is I have a very understanding wife.....I'm sure I'll find out what the bad news is once I buy it for her.

#### Video Conference Meetings:

- CRB (7/6): Once again, mid-season, pre-Runoffs CRB meetings can be very mundane. This one was no exception. In addition to the regular agenda, we had time to discuss agenda items for the meeting in Kansas City on 7/30.
- Electrified Vehicle Advisory Committee (EVAC)(7/14): Our meeting had to be cancelled for a variety of minor reasons.
- BoD (7/26): Our regular Zoom meeting was cancelled as we will be meeting in person on 7/31. I'll report about that meeting next month.
- Rally Cross Board (RXB) (7/27): Due to some staff changes in Topeka, RXB is now under different management. The group discussed these changes and went over preparations for the National Championships, rules changes for 2022, etc.

#### SCCA Events:

- GingerMan Raceway (7/16 to 7/18): Friday was a Track Night in America (TNiA) event and the rest of the weekend was filled with a Time Trials National Tour event. While I'd attended a couple of the TNiA events before, this one was the first where I was there just to watch and see how the event was put on. On the other hand, I had never attended a Time Trials event and was really looking forward to seeing how that was operated. The good news for a guy trying to learn how these events work is that Jon Krolewicz and John Hunter (Time Trials Managers) were both at the track for this one. They were very helpful and took time to walk me through their system. They clearly know what they're doing as the event went off without a hitch and everyone who attended had a great weekend. This program fills a slot on the racing continuum between Solo and Club Racing. If you like to tinker with your car and go fast on a race track but not in a "wheel to wheel" format, this is the program for you.
- Pro Solo @ Toledo Airport (7/23 to 7/25): Once again, I was faced with attending a type of event that I had never been to before. While I had participated in several Solos over the years, this was a different type of critter. They use two, mirror image courses and drag strip style start lights (Christmas tree). Drivers run twice on both courses during each of three heats. The best times from each side during the 12 runs determines the winners in each class.

Way back in March, I reached out to Charina Jones (Northwest Ohio Region RE) and asked about attending so I could observe the process. She pointed me towards Scott Dobler. He and his team operate out of Topeka. They schlep the trailers from place to place to support the events. I arrived Friday afternoon at about 2p, checked in and met with them as they explained the event details. The event went off pretty well with only a couple of minor hitches. Scott's team and the locals from NWOR could not have been more gracious hosts. They answered all of my questions and were very helpful. Scott even asked me to hand out the trophies on Sunday. I will investigate entering one of these next summer. It looks like too much fun to pass up.

Just as July was very busy with lots of trips, August will be a bit more relaxing. I only have one trip planned and that's to Grattan Raceway to support my local club (Western Michigan Region) and work our Major Club Racing event. After that, September and October have me going to a Solo at Grattan Raceway on Labor Day (9/6), the Runoffs (9/24 to 10/3) and the RallyX National Championships (10/15 to 10/17).

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*

# MERCHANDISE FOR SALE

## T-Shirts

New Gray (all sizes)	\$10.00
Old colors (sizes limited)	\$5.00
Sweat Shirts (sizes limited)	\$7.50
Polo Shirts (limited) in red	\$12.00
Hats	\$5.00
Beanies	\$10.00

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. Ask about sizes

Sweat shirts are gray or blue with logo in sizes med and lg. Polo shirts have new logo and are long sleeve. Ask for sizes

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



Long Sleeve – L–X L-  
2XL— 3XL

Short Sleeve—M \_ L

(1 each)



All Sizes



Hats



Limited Sizes



Beanies



Limited Sizes



