

PITBOARD



OFFICIAL PUBLICATION OF THE SOUTH BEND REGION

SPORTS CAR CLUB of AMERICA

November 2021

SOLO REPORT

The solo season wrapped up on 10/17 at Tire Rack with 54 drivers in attendance. It was a chilly day which led to traction issues for many, myself included. The course was fun, and most improved throughout the day. Year end points are up to date on the SBR website. As I'm sure many of you already know, our Timing and Scoring Chief Joe Jamison is moving away from the area. He spent a good part of the season getting others trained so we will be in good shape for next season. Thank you, Joe, for all you have done with the club, you will be missed!

Several have asked why we had to cancel our September event. It was touched on in the October Pitboard, in short there was a very unfortunate accident during another club's event, that led to a young lady being hit by a car that came off course. Last update that I received was that she will recover but will live with effects from the accident for life. There is a GoFundMe setup for her if you would like to contribute: <https://gofund.me/c1b69669> Many new requirements came out of this. If you attended the October event, you saw a noticeable difference in what is now allowed from a spectator standpoint, along with a couple of new work positions to maintain the additional level of safety around the course. Course design also has some new requirements, along with new pre and post event submissions. A big Thank You to Tire Rack for allowing us to have our final event of the season!

Early this year I made the announcement that for our events to continue in 2022, someone would need to take over the operational portion of the Solo Chair position. Nick Thompson has agreed to fill that role going forward. He filled in for me at several events this year when I couldn't attend and did a fantastic job. I will continue to handle the administrative portion of the Solo Chair position. Nick and I will work together to have a Solo planning meeting in the next few months to discuss the 2021 season and what changes we would like to make for the 2022 season.

Finally, Thank You to all of the individuals that show up event after event and get everything setup, make sure the events go smoothly, and get everything packed back up at the end.

Jason

SBR Solo Co-chair

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NEW MEMBERS

The Smith family—Travis, Heidi and Hailey of LaPorte, In

Welcome to SBR/SCCA

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

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Jason Cleveland Solo Chair
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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.

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>

2021 SCHEDULE

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

**At election night instead of a buffet as in the past, each voting member will get a \$10 gift certificate for Beef O'Brady's. Don't miss out!!

IMPORTANT DATES TO KEEP FOR 2022

May 14/15—Regional race at Gingerman
July 23/24—Majors race at Gingerman

Don't forget that elections are to be held at the November meeting. Be there and vote as this is your club and your input is needed. Free food (see Report elsewhere in this edition).

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

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.

NOT A MEMBER?

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

FROM THE EDITOR

Another month has gone by. This year is almost over and though we can say it was better than last year it would be really nice to get back to a regular year without Covid. Let's all hope that 2022 will bring us as normal a year as we have known it in the past.

The wife and I just returned from a trip to Branson Mo for a week. Got to golf a round with the son-in-law on a beautiful day while the wife and daughter went shopping and sight seeing. The rains came later in the week and kind of spoiled a bit of our fun things to do. Have an upcoming trip to Texas in the Austin area in the next couple of weeks. Hope to find the weather a bit better than it is here. While there we will get to go to COTA and see the last race of the season for Trans Am. Looking forward to it.

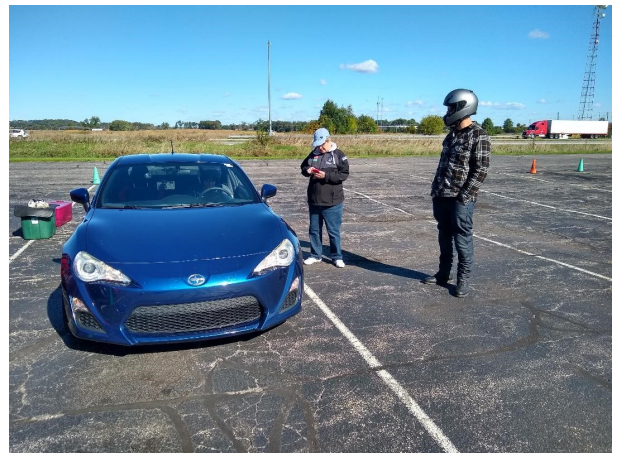
Went to the last autocross of the year for SBR at the Tire Rack last Sunday. There were 54 cars that took times which is pretty good for this time of year. Probably the best in the last couple of years. Congratulations to all the class winners. Seemed to have shifted some of the final standings for a few classes. Don't forget to keep watching for the annual awards dinner and come to get your well deserved awards. I am publishing a couple of pictures from last Sunday's event.

Also, don't forget to mark your calendars now for our two biggest events for next year. Our Regional Race on May 14/15 and our Majors Race on July 23/24. We need all your help to maintain the kind of events that we have put on in the past.



I think this goes in here someplace!

(Sam)



Joe, you need to take that turn better to beat anyone! (Susan to Joe)



Damn, left the body at home again!



There shall be no wing too big!

MEET THE CANDIDATES FOR BOARD

David Anson

I would like to be on the Board of Directors to help SBR make the decisions and planning the future path of the club. I have been Regional F & C for four years, and have Division sound Control since the Majors race 2021. I have been a member of SCCA since November 2017. I joined to be on the track with my car for members only events. Being a volunteer, you get to be a part of the actual event and see a lot of great cars and it helps with my need for speed. You meet a lot of people and are wonderful to talk with about cars. Asking for a chance for your vote on November 2.



STEVE BOLLINGER



I have been an SCCA member since 1980 and have been the one of the key team members running solo nationals' numerous times, and a core member of the Solo group in St. Louis prior to relocating to the South Bend Region. I am currently on the SBR board and am running for re-election.

Over the past 23 years I have served SBR in various capacities, both in Solo and Club racing.

While I am primarily a solo competitor having achieved a total of 6 Solo national championships, I have accumulated 6-8 hours per year of on track, wheel to wheel competition in each of the past 6 years.

Activities with the club include:

Solo:

- Event Chairman
- Equipment Chief
- Course Designer
- Tech Inspector
- School Instructor
- Worker Chief
- Street Survival Instructor
- Sourced new replacement timing equipment
 - Kept old equipment working in interim.
- Built the wireless display adapter

(continued on page 4)

(Bollinger—continued)

- Have designed courses and run numerous Solo's at Track venues.
- Chief of Course at Solo Nationals several years

Club Racing

- Corner Worker
- National Course Marshal
- Solved the Track repeater issue to provide improved communication
- Co-designed and fabricated a solution for the location of the track repeater on course (the Repeater Barn)
- Located improved headset microphone components so corner workers can be heard
- Track Night in America Coach – All levels

I plan to continue to solve problems and making improvement for the club and help to guide us in providing top level events in every activity we pursue.

MARK BUBLITZ

When I look around the room I still feel like a newbie. I have been an SCCA member since 2017. Everyone in the SBR region has been fantastic! I have had a chance to do just about everything including flags, registration, timing and scoring, but have seemed to settle into tech. My SCCA thing is Track Night in America and I figure if someone is going to stand out there and flag for me, I need to do something for others. Beyond tech, I serve as your webmaster. It's my first year doing that and I have to credit Rich Hammond for doing an unbelievable job setting it all up and following up on me when I don't get things posted in a timely manner. So, in summary, I am still learning and am doing the web site so taking on a role (like an officer) on the board would be too much. But I am a good organizer and have been told I am a good leader, so, I think I can contribute in that manner and will serve if elected.

Regards,

Mark Bublitz

H.C. Colwell

I have been a member of SBR since June of 1990. My experiences with the club have been many and varied. They include participation in Solo, Road Rally, Road Racing (driver and crew), Street Survival School instructor, Lane Automotive Events, Karting, and SBR nights at the ball park.

In a more official capacity, I have served previously on the Region Board of Directors, was the Regional Executive, club Treasurer for many years, and I currently serve as the Region's flag chief for road racing, and am the Assistant Divisional Administrator for Flagging and Communication.

Recently I had the opportunity to represent the Region at our National Convention, earlier this year I represented the Region at the Spring Training Event held in Fort Wayne. Both of these experiences added valuable insights into the workings of the club beyond the local Region.

I would like to serve the Region, sharing with my years of experience. That being said, the region is fortunate to have many qualified candidates for BOD this year. If you think that I am the right person to serve, I would covet your vote.

Dave Gushwa

I am a lifelong motorsports enthusiast; from Drag racing, Enduro kart racing with the WKA, Autocross since 1996, and Flagging and Communication. I am the club's Track Night in America lead. TNiA targets newcomers to provide safe on track experiences to promote or inspire a future in motorsports should they be so motivated. I have a regional F&C License. I am a Solo Safety Steward, and an SCCA member since 1997. Outside of the club I have been endurance car racing the last 3 years. I look forward to the SCCA's motivation to start and endurance series of their own, and ways that SBR can be involved in another new program, that may promote growth for our club. I have been a board member for the last 10 years. Over these ten years, we have started the go-kart racing, winter trips, club track nights, and the annual Cubs game night to give back to the membership. In addition, as a club, we have joined with Lane Automotive to support the Motor State challenge, which has led to Lane's sponsorship of the club's road racing events at GingerMan. We joined with other regions to create and maintain the annual Hoosier Challenge Autocross event. Over the last two years I am proud of the actions we as a BOD took to preserve the club members safety, and the club's well-being, while the country battled COVID. As a board member it is my job to provide input and support for new ideas to grow the club, as well as to approve spending to maintain the club's assets, buy new assets or replace old assets. I wish to continue to serve the membership and club, so I respectfully ask for your vote in the November club elections.

Thank You

David Gushwa

Good Day All,

As a toddler to the SCCA, (member since 2019), I am very new to the world of SCCA. Dave Gushwa, whom I met at Whirlpool, was the original contact that opened the door to South Bend Region autocross events. That invite has changed how I look at the SCCA.

I have been participating in motorsports events for over 30 years. Only in the past two years have I pushed my personal boundaries to become a supporting part of the events. Autocross got me started in participation, required to work the track. Starting my own team, (Gorilla Greasers), and endurance racing for the past two years, opened up other desires. I took the opportunity to learn by working a corner at Gingerman, My beliefs include participation and engagement is the only real way to embed with a group. On the sidelines does not work for me, put me in the game coach.

Art L.(AJ) Reynolds

"Life is a journey, learn to enjoy the ride!"



24 Hours of LeMons

In a previous Pitboard article the 24 Hours of LeMons was mentioned. Duane Belisle and Leon Krauss spent the weekend of October 8-11 up at Gingerman Raceway just a few miles down the road from South Haven, MI supporting this event by working Flagging and Communications (F&C). For those unfamiliar, LeMons is a for-profit racing organization that puts on enduro-type races all over the U.S.A. This event is very tongue-in-cheek racing as the “race cars” are limited to being worth \$500 in value. This value being determined by a panel of not-so-judicious, easily influenced, they can even be bribed with candy, robed in black, wearing tennis shoes, Judges! This arbitrary car value is aside from the required safety equipment mandated for each and every car. Now many of these race cars are, in fact, former race cars, as in non-competitive. Some cars are probably similar to what you may have driven to work in the past or, in my case, I am still driving that 2002 Honda Accord! A good number of these cars are repossessed from a local car graveyard and given the possibility of a new life as a race car. Some of the race car teams develop a theme for their car so as to stand out significantly different from all the other competitors. This particular weekend there was a 70ish Camaro dressed up as a catfish complete with tail, gills, big thick lips and even whiskers! There was also a weather storm tracker car, a beach comber with attached roof surfboard, a 911 Pursuit Black and White, a flying pig, a barcode car, a two-seater Pontiac Solstice converted into a mini pickup, a car painted with footprints and a French Renault Dauphine with 2 white flags attached to its rear end so the other race cars would know when approached this car was really really SLOW! In other words, all types of vehicles, pickup trucks, old race cars, minis, fast, slow, old or not-so-new, all qualified by paying their entrance fees and installing the necessary safety features. And this list could go on to mention a number of cars who only managed to complete a lap or two before succumbing to mortal mechanical breakdowns.

Friday was a practice day for the teams to discover if their “engineering” fixes actually worked. A couple teams struggled to keep their cars from smoking, as in laying down oil on the racing surface. Others, once completing a lap at speed, determined that was good enough and called it a day, not wanting to press their luck on what else might go wrong. Saturday morning, I was assigned to corner station #2 and Duane and Duane (yes, there were two of them) were securing corner #3. As the green flag waved to start that days 8-hour enduro, eventually 74 cars made it out onto the race course. A few pitted before completing a whole lap, but that is typical for those “auto engineers” who slept through their college “perseverance” classes! When the checkered flag was shown at the end of the first day only 50 of the original 74 cars were still motoring around the track. WAIT!! KEEP READING! Some real exciting stuff is coming up!

Sunday morning was a lot drier than Saturday. Did I mention we ended Saturday early, sitting in our cars at our respective corner stations waiting for the lightening and rain to subside? Alas, the weather won out and we were sent packing to drier environments. But 58 cars resumed racing Sunday morning once the green flag was shown for the next and final enduro racing day. At the end of the first lap, I had a car stop right across the track from my corner station with a broken drive shaft. Not to be outdone, just a few laps later, a second car pulled off just past my corner station with the same problem, a broken drive shaft. Over the course of the day there were numerous car fatalities. Keep in mind that this is a two-day racing enduro with questionable mechanically-abled race cars. Two cars actually caught on fire. Four cars amazingly lost one of their wheels. Two cars dropped their exhaust pipes. One car was forced to a stop with a frozen transmission. There were several smokers and one of them managed to lay down a steam of oil around the entire racing surface. Now in SCCA racing there are certain words that the F&C workers are strongly discouraged from using. One of those is the word, **rolling**. LeMons is, let’s say, a bit more casual in their radio verbiage and they use this word quite freely. At one point corner station #5 reported a car was “rolling” at turn #6. Hearing this word used throughout the three days on the radio, I just thought some car had lost electrical power and was coasting around the corner. This is LeMons after all. **NO!!** This car was rolling as in “OVER”, side, top, side and back onto all 4 wheels on the ground. Fortunately, and thankfully, the driver was not injured, but his race car, not so much! Yet one more racing enduro fatality.

As the final checker flag flew the Pontiac Solstice mini pickup won the enduro event with the flying pig coming in second a lap down. Of the 58 cars starting on Sunday only 50 took the checkered flag. Same 50 as Saturday? I don’t know, but I do know we lost 24 cars over the course of the two-day race to multiple mechanical failures. A quick side note here. That catfish Camaro had numerous issues and could barely complete a single lap before pitting for further

“engineering” adjustments. With a fast driver assured of the latest “fix” the catfish came out of pit lane and made a speedy beeline past my corner station towards corner station #3 and the two Duanes. Evidently the fix was better than the driver had expected and he managed to spin out 180 degrees at turn #3 facing the oncoming race traffic. Duane yellow flagged him and the black flag “judge” on pit row invited him into his “chamber”! We did not see much of that car after this incident, but he did finally take the checkered flag. At the end of the day on Sunday I walked along both sides of corner station #2 track and picked up 10 various sized washers, 3 nuts, one bolt, 2 screws, 1 thick spacer plus a shaved-down 25 cent quarter being used as a spacer, a socket extension arm, a steel exhaust pipe clamp, a hood hold-down pin, multiple wheel weights, 2 broken sunglass lenses, a broken metal pin clamp, broken auto lens glass, several bent metal car body parts, broken plastic tie wraps and a crushed metallic pointer pen. I believe I may be well on my way with these parts to build my own LeMons race car for next year!

Leon Krauss

P.S. The winning team consisting of numerous interested car enthusiasts and wanna-be-race car drivers were awarded for first place, \$500 in rolls of nickels! Plus, a very handsome home built metal trophy made out of busted car components.

P.P.S. Should the judges determine that the winning car may have won because it had more than \$500 worth of value at the end of the race then the winning team must sell their winning car to the judges for (you guessed it) \$500!!

P.P.P.S. Duane and I had a blast.

P.P.P.P.S. This was not an SCCA event.

(Another political announcement)

Mark Manninen

Hello All SBR Members. My name is Mark Manninen and I am running for re-election as your Board Member for South Bend Region SCCA. I want to emphasize the word "your" board member as this is your club, not just my club or the Boards club. It is your club. That is why I take this position seriously and with the understanding that I am to represent the interests of all members and all programs that our members participate in. My experience in the club includes being a past board member, solo chair, auto-crosser, Solo Safety Steward, F&C race worker, Road Race Chief Course Marshal, Street Survival Instructor, special event coordinator, Track Night in America worker, and Time Trials competitor. I feel I have an understanding of what our club is about and I will always try to keep a broad perspective when making the decisions representing all the members of our Region. My goal is to support programs that you want, be inclusive, encourage participation, and most of all, have fun with cars. If you feel I can do this for you, I hope for your vote.

Mark "Marko" Manninen

RAFFLE

This piece of art is being raffled off at the meetings. Created as one-of-a-kind, it is a fine tribute to SBR for your office, garage, man cave, or wherever. It is being offered at \$1.00 per ticket or \$5.00 for 6 tickets.

Winner will be drawn at the December meeting so come to the November Elections meeting at Beef O'Brady's on November 2 at 7:00 P.M. to get your chance at winning.



REmarks:

It's that time again. Election '21! We have a full ballot of Board nominees. Voting can be done at the meeting or digitally. Your vote is important! Also, November is 'free food' month. All attendees will receive a \$10.00 coupon to use toward your food and beverage purchase.

Do you have interest in the National Convention? Do you have suggestions for the convention? If so this may be for you. There is a 'topics' survey for the convention. The link is: <https://forms.gle/ocazRgKe4vuBxdQq6> . Here is a link for the Convention Plans: <https://www.scca.com/articles/2015351-2022-scca-convention-plans-take-shape>. Remember the 2022 convention will again be virtual.

Plans are being made for the resumption of our Annual Banquet. Watch for updates.

Hope to see many of you at the November meeting. Remember, STAY SAFE!

FROM MTM

Hello Everyone,

We've completed another season of road racing and I have to admit that I'm not quite ready for it to end. While many events were cancelled in 2020, I was very happy to see events on our calendar this year with appropriate protocols to keep everyone safe and healthy. We all missed seeing our Canadian friends the past two years and look forward to spending time with them next season as border travel restrictions ease.

While there were many challenges this year, we were able provide sufficient staff to safely allow road racing events to return to some semblance of normalcy. Thank you to everyone who volunteered your time and efforts. Whether you only attended local events or traveled to events farther away, your participation was much appreciated.

I'd like to thank Lynn Bertin for her past leadership of this organization for many years. As the baton has been passed to me, I look forward to working with you, other members of the executive committee, flag chiefs, and volunteers for the future of Michigan Turn Marshalls. To wrap things up there's one nearby event at Nelson Ledges on Halloween weekend. And don't forget the banquet at Waterford Hills, scheduled for November 13th (see below).

As we clean our gear and store it until next season, stay safe and healthy everyone.

Regards,

Steve Balanecki—President of Michigan Turn Marshalls

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 November, 2021

I apologize for not getting an October edition of this out to you, but I was REALLY busy at the Runoffs (see more details below). I was a reserve pace/safety car driver, I crewed for a few drivers (we had six in our compound), I had some BoD meetings, I gave away some trophies in Winner's Circle and I actually got to watch a few sessions and races along the way. Our group also hosted the Prod/GTL party and raised almost \$2000 for the Worker Corps. If nothing else, the Runoffs is the one place where you can see your racing friends each year. The folks that, due to distance, you only see once a season.

First off the bat, I have a couple of quick announcements:

1. GLDiv Spring meeting will be on Saturday March 3rd with a casual gathering the night before. Details will be announced as they are finalized on the GLDiv website. Mike Cobb will have his next Presidential address on 11/3 at 8p. More details can be found her.

Video Conference Meetings:

- Club Racing Board (CRB) (9/7): The last meeting before the Runoffs was uneventful as no rules changes can occur. Most of them would be at the event so they could observe the fruits of their labor. The results can be seen her.
- Electrified Vehicle Advisory Committee (EVAC) (9/8): Our first document (SCREV) was sent up the food chain for review. We viewed this as a major step forward and were proud to be able to develop something of this caliber so quickly. We continued with rules review and policies concerning interaction with tracks, regions, etc.
- GLDiv BoD meeting (10/7): I was more than happy to sit in on the GLDiv BoD meeting so we could focus on budget, rules, schedules, website, etc. We also worked on the Spring Training meeting. It'll be scheduled for 3/5 and details will be announced on the GLDiv website soon.
- EVAC (10/13): We continued work on other rules sets and had several wide-ranging discussions on several topics (car prep costs, battery safety, etc.).
- CRB (10/19): Due to the Runoffs, we slid back our regularly scheduled meeting from 10/5 to 10/19. As most of the advisory committees had not met since the Runoffs, the agenda was fairly thin but was completed. In addition, a broad discussion about policies and procedures in post session and post-race impound were examined.
- BoD (10/25): We had more good news about the financial position. Once again, we are ahead of the curve. Our Track Night in America, Time Trails and Solo events are hosting record entries. Unfilled positions are also helping keep costs down. As for me, I gave an EVAC update and reported on my visit to the Rally Cross national Championships. We also decided to cancel our November meeting (11/22) as we would be meeting in person a few days later (12/4).
- Rally Cross Board (RXB) (10/26): As this group just held their Championship event, they did some "post mortem" on the event and started looking forward to next season (events, rules changes, etc.).

SCCA Events:

- WMR Solo @ Grattan Raceway (9/6): I competed in this event in my new 2020 Chevy Bolt EV. I decided to stay in the H Street class and not classify myself in the EVX class so I'd have some competition. Other than one run, I got faster with each run and had a great time. I finished 8th of 13 so I didn't feel too bad about that. The video is on my YouTube channel page.

Continued on next page

- SCCA National Championship Runoffs (9/24-10/4): Boy was this a busy week. As Director, I had a few responsibilities during the event. I had volunteered to give away trophies in Winner's Circle ceremonies for three races (HP, BSpec, EP), I had a few meetings (both scheduled ahead of time and some that were impromptu) and I was a reserve driver for the Pace/Safety car team.
As a "non Director", I had some stuff on my plate too. My group of friends have always thought that the mantra "there's safety in numbers" was true at the Runoffs, so we've generally set up compounds with several drivers. We've been doing this for years. This year we had six drivers all paddocked together. We shared meal prep, living quarters (Air B&B), infrastructure (power, compressors, welders, etc.) and generally worked together to help each other out. We had cars in HP (5), BSpec (1) and GT3 (1). In general, it was a pretty good week but a couple of DNFs and a visit to the hospital cast a bit of a cloud over the event.
- SCCA Rally Cross National Championships (10/15-10/17): I went to this event purely as an observer. I was not an official in any way. I wanted to see how they made their sausage, as it were. It was a blast and I had a great time. This event reinforced that notion that I need to try this type of competition to understand it better. Now if I can only find someone who will let me co-drive their car.....
- WMR Solo @ Grattan Raceway (10/24): I had usually entered my Bolt EV in Solo events in the H Street class. But I decided to help the EV national numbers by entering in the EVX class this time. Would have finished 7th of nine in HS.

November has me, once again, driving to Kansas City, MO for another BoD meeting (11/30-12/6). I'll use the trip to visit some family who lives nearby in Lawrence, KS.

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



This is a picture from 1960/61 of a group of SBR members doing an auto safety check. No idea who they are. Maybe someone can help.

MERCHANDISE FOR SALE

T-Shirts

New Gray (all sizes)	\$10.00 ea.	
Old colors (sizes limited ask availability)	\$5.00 ea.	
Sweat Shirts (sizes limited)	\$7.50 ea.	
Polo Shirts (limited mostly long sleeve)		\$12.00
Hats	\$5.00 ea.	
Beanies	\$10.00	
Grille Emblem (show your colors)	\$25.00	

You can email Pitboard with an order and I will get the merchandise to you at an event or a meeting.



Long Sleeve – L–X L-
2XL– 3XL
Short Sleeve—M -L
(1 each)



New Gray
All Sizes



Hats



Limited Sizes



Beanies



Hardware Included