

PITBOARD



OFFICIAL PUBLICATION OF THE SOUTH BEND REGION

Volume 66

SPORTS CAR CLUB of AMERICA

March 2022

REport

Would you believe 55°F in South Bend? I'm sure we haven't seen the last of winter yet. Actually, I wouldn't mind seeing one more 'good' snow (8+ inches) since I got the snowblower working properly. One thing for certain these warm days certainly get the juices flowing for another season of car fun. The Solo group had their organizational meeting last weekend. Plans continue to evolve for our race season. And, today many of you may have seen that **The Tire Rack Street Survival** program will be getting back on track. Currently there are 19 schools on the calendar across the country.

Don't forget, the next Membership meeting is March 1st. Hopefully my 8+ inches will wait until after the meeting. Be safe, keep it between the lines.

There will be an informal get together to remember Lloyd Loring at the Studebaker Museum on Saturday, March 12. from 1-3 P.M.. It will be in the second floor board room. Come visit with Lloyd's family and friends, view photos and listen to music. They would love you to have one or more of his many trophies and event t-shirts to remember him by will be on hand for you. Light refreshments will be served. The family asks that you wear a mask in consideration of others. No RSVP necessary bur if you plan on attending send a message to Elizabeth at elizabethloring@me.com to help them with planning.

The museum is at 201 Chapin Street in South Bend. 46601

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NEW MEMBERS

Raymond, Julie and Christopher Jason of St. Clair Shores, Mi
Members since 2002 but new to SBR (Interest in Solo)

Nicholas Voorhees of Culver Indiana

Welcome to SBR/SCCA

Lloyd W. Loring

Lloyd William Loring, 94, passed away peacefully in his home Friday, January 28th. Born January 6, 1928, in Lakewood, Ohio, to Kenneth Stockwell Loring and Hazel Wayne (Logan) Loring, he lived in 12 different Ohio and Michigan cities as a child, plus the summer or two his family lived in a campground in Point Pelee National Park. Through age 16 he never stayed at an address for more than four years and attended 11 schools (including a one-room schoolhouse heated by a wood stove) without graduating from any. Due to difficult family circumstances he was sometimes separated from his parents and sisters, which fostered his steadfast independence.

Near WWII's end, Lloyd served stateside in the U.S. Army Air Corps and as a conscientious objector was assigned to photography. He had thrilling tales of hanging from a DC-3 with his large view camera, taking aerial photos of land that some general wanted to buy.

After the war, Lloyd attended classes at Wayne State University and Olivet College, worked as a professional photographer, and filmed features for the 1950s documentary series "International Town" on Detroit's WWJ-TV. In 1947, he joined the Ross Roy advertising agency in Detroit producing audiovisual promotional and training materials for Chrysler. In the 1950s, he worked in sales and promotion for audio equipment manufacturer Electro-Voice of Buchanan, MI, and for the Presto Recording Corp. of Paramus, NJ. In 1960, he became vice-president and copywriter for the J.G. Sullivan Advertising agency in South Bend, IN, creating award-winning campaigns for Electro-Voice, Audio-Technica, St. Joseph Bank & Trust, and the South Bend Tribune. An early and faithful user of Apple products, Lloyd was at the forefront of the desktop publishing movement and went into business for himself in 1986, creating Loring Advertising, Inc. and taking the Audio-Technica account with him. He retired in the late 1990s.

Lloyd married Joyce Hallberg in 1956 and had two children, Elizabeth and William Loring. Lloyd and Joyce were divorced in the mid-1970s, and she preceded him in death in 2010.

Lloyd's love affair with sports cars began with his red-and-black Austin-Healy 100. In 1954, he joined the Sports Car Club of America, competing in road rallies and gymkanas, earning Central Division Rally Driver of the Year, and winning a national rally. In 1959, he began a long association with the South Bend Region of the SCCA, establishing the "Pitboard" newsletter and organizing the Central Division Roundtable. He also worked in Timing & Scoring and performed tech inspections at Elkhart Lake's Road America racetrack.

Lloyd is celebrated as "The Voice of Solo" for decades of announcing autocross events across the Midwest and at the SCCA Solo National Championships. At first, he attached his P.A. speakers to the luggage rack of his Porsche 356 Spyder, then in later years worked with his friend and assistant Jeanne Ruble in a specially outfitted Plymouth van, the nameplate altered to just read "MOUTH."

As the father of autocross announcing he set a high standard: encouraging and respectful, and always making beginners feel welcome. Even if a driver had a bad run, Lloyd could find something positive to say. Due to his extraordinary contributions both as pioneering announcer and organizational leader, Lloyd was inducted into the SCCA Hall of Fame in 2021, joining members Roger Penske, Dan Gurney, and Paul Newman.

His lifelong love of music began as a boy soprano paid to sing in a Detroit church choir, and later grew as he experienced big band swing in the ballrooms of Detroit and bebop in the jazz clubs of Greenwich Village. He and his friend Alice Slatton Campbell supported live music by attending every jazz and classical concert they could find, particularly enjoying the South Bend Symphony Orchestra, the Elkhart Jazz Festival, and the Toradze Piano Studio, and usually delivering compliments to the musicians afterwards.

Lloyd also was a community activist, founding the Concerned Citizens of Clay Township in the 1970s to fight a fierce but losing battle against annexation, commercialization, and ill-considered zoning laws. He also assisted his mother in her crusade for phonics education, and his niece, the founder of the Yellow Brick Road program.

Lloyd taught his children how to explain difficult concepts, to love music and cars and language, to laugh a lot, to argue civilly, to handle a vinyl record by the edges and properly coil a microphone cable, to treasure family, to stand up for what is right even when it is an unpopular cause, to send good vibes, to be a smart-aleck, and to wish peace and tranquility for everyone you meet. Whenever servers told him, "Have a nice day," he always one-upped them by replying, "And you can have a nice LIFE!"

Lloyd was preceded in death by his parents and his sisters, Jean Mehlenbacher and Patricia Lent, nephew Steven Mehlenbacher and niece Jodi Lent Beldotti, and his close friend Jeanne Ruble.

He is survived by his daughter Elizabeth Loring, son William Loring (Maureen Kennedy), grandchildren Cailin Kennedy (Bryan Cress) and Brian Loring, great-grandson Matthias Cress, niece Kathryn Claycomb (Robert), nephews Russell Mehlenbacher (Linda) and Tom Lent (Martha Crusius), great-nieces, a great-nephew, and cousins. Devoted cousin Jessica Logan helped care for him over the past year. Also left to cherish his memory is his dear companion Alice Slatton Campbell.

Lloyd generously donated his body to the Anatomical Education Program at Indiana University School of Medicine. Per his wishes there will be no services, but a celebration of life will be held at a later date. In lieu of flowers, please consider a donation to South Bend Symphony Orchestra, SCCA Foundation, or Center for Hospice Care.

The family thanks the Center for Hospice Care of Mishawaka, Home Instead, and Firefly Home Care for their compassionate service, allowing him to remain in his own home in his final days. Thanks also to treasured friend Marti Makielski for her tireless support.

Like most sports announcers, Lloyd had a trademark catchphrase, used before delivering the results after a particularly spectacular run. You knew you had arrived as a driver when you earned one of these! And so, his friends are now smiling as they imagine Lloyd arriving at the Pearly Gates to hear St. Peter loudly exclaim, "ARE YOU READY FOR THIS?!"

REST IN PEACE LLOYD

LLOYD LORING

It is with great memories that I write this article about Lloyd Loring. By now most of you are aware that Lloyd passed away on January 28 of this year after a long illness. We will miss him tremendously here at South Bend Region.

Lloyd joined SBR way back in 1959 when he already had accomplished many things in the SCCA. He originally joined the club in 1954. He was a rally driver that has won Central division "Driver of the Year". He even won a National Rally in 1959.

Just a few of his accomplishments include the organizing of the Cen-Div roundtable, becoming an announcer at Road America along with T&S and Tech there. There is not much in the club that he has not done.

As an announcer he took up the task of announcing our solo events and along with Jeanne Ruble he became the official announcer at the National Solo Championships. There he won the admiration of many solo enthusiasts around the country. He made many friends along the way. He became "The Voice of Solo" always carrying his own equipment in his Dodge van known as the ride of the "MOUTH".

Lloyd was inducted into the Central Division Hall of fame in 2013 and in 2018 received the first ever Steve Harris Award from Great Lakes Division with Jeff Luckritz. He also received the Kelly Cup in honor of his relentless efforts to the solo program. Lloyd was recently (last year) inducted into the SCCA Hall of Fame joining the likes of Paul Newman, Roger Penske, Janet Guthrie, and the list goes on.

In addition to all of those he was also awarded the Kurt Thews Award for service to SBR. He was always doing things for SBR whether it be treasurer, announcer or just being at the meetings. Everyone will forever remember his start to a meeting with the words "Quiet". His other catch phrase for solo will live forever, "are you ready for this?"

We will always be grateful for his support of SBR and will never forget his smiling face. We will miss you Lloyd but will never forget you.

The editor



SBR Monthly Meetings

We meet every first Tuesday of the month at Beef O'Brady's

12479 State Road 23

Granger, In

6:00—Board Meeting followed at 7:00 P.M.—general membership meeting

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RACE WORKERS TRAVEL FUND

SBR workers that work other region's 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>

2022 Schedule

March

1— Member Meeting—7:00 P.M.

April

5— Member Meeting - 7:00 P.M.

May

3- Member Meeting—7:00 P.M.

May 13/14/15—Regional Race at Gingerman

19—TNIA—Gingerman

June

7— Member Meeting —7:00 P.M.

16—TNIA—Gingerman

July

5— Member Meeting—7:00 P.M.

14/15/16—Lane Motorstate Challenge

15—TNIA—Gingerman

22/23/24—majors Race at Gingerman

August

2—member Meeting—7:00 P.M.

11—TNIA—Gingerman

September

6—Member Meeting—7:00 P.M.

15—TNIA—Gingerman

Free Dues

We started it! Hold one of the following positions and get your dues back.

R.E.; National Race worker license; Race Chair; PitBoard Editor; Street Survival Chair; or 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 buy from the Tire Rack. Go to our website. Log onto www.sbrscca.org and click on the Tire Rack link at the bottom of the page to make your purchase. By doing so, SBR will earn some dough.

GETTING SBR ACTIVITY POINTS

<u>Activity</u>	<u>Points</u>	<u>Activity</u>	<u>Points</u>
Race Chair	400	Car Show Display	75
Assistant Race Chair	200	Solo Co-Chair	75
PitBoard Editor	200	Race Worker/per 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 Worker / 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/ article	10

NOT A MEMBER?

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



OUR CUBS GAME DATE IS SET

What: our annual free to members and a guest ball game outing. It includes 2 tickets, a ball game buffet (hot dogs, hamburgers, chips, Mac and cheese, cookies and soft drinks), and a South Bend Cubs hat.

When: Friday, June 24 at 7:05 P.M.

Where: South Bend Four Winds Field in South Bend

Our annual trek to a South Bend Cubs game has been reserved for June 24. They will be playing the Peoria Chiefs, (the St Louis Cardinals affiliate). The game is slated for a 7:05 P.M. start and will conclude with a fire-works display.

Don't miss any of the action. Reserve your spot now. Email Denny at pitboard@sbrscca.org today. There is limited seating available.

The following is a reprint from Trans Am History article. Larry Drover was a long time member of SBR-SCCA. He also raced with Larry Bock and Larry Dent. They did a great job as an independent and even better with sponsorship from Chevy and GoodYear.

Laurel Racing Camaro

History

The story of the Laurel Racing 1970 Camaro begins in 1968. In 1968 and 1969, *Laurel Racing* successfully campaigned a 1968 Camaro in Trans Am, A Sedan, and endurance races. As a result of this success, in 1970, Chevrolet Product Performance offered to support Laurel Racing's effort in Chevrolet's new "second generation" Camaro.

Chevrolet had achieved great success in the Trans Am series with its first generation Camaro. When the second generation Camaro was introduced, the "Win on Sunday. Sell on Monday" philosophy led Chevrolet to offer its top performing teams new second generation Camaros.

Based on this commitment, Larry Drover, owner of Laurel Racing offered his 1968 Camaro for sale. To sell his "first generation" Camaro, Larry placed a classified ad in *Autoweek*. The text of Larry's advertisement read:

Trans Am Camaro. Very competitive. Full roll cage, 1969 engine, all new suspension, mags, all possible factory options, extra wheels, 4 gear ratios, extra engine if desired. Preparing 1970 automobile. Laurel Racing, 3220 Rexford Drive, South Bend, IN 46615. (219) 234-2535

Autoweek, September 20, 1969



The Laurel Racing "first generation" Camaro at the 1969 24 Hours of Daytona. Note that the Camaro is a 1968, but it is sporting a 1969 cowl induction crossram hood. Later, the front body panels would also be converted to the 1969 versions. February 2, 1969. Photo: Louis Galanos.

In 1969, Chevrolet won the Trans Am manufacturer's championship. The "factory team" was Penske Racing with Mark Donohue the primary driver. After winning the T/A championship, Roger Penske announced that, for 1970, Penske Racing would compete in the T/A championship with AMC Javelins. Chevrolet transferred the "first generation" ex-Penske Camaros to Roy Woods Racing. To race the second generation Camaro in the 1970 Trans Am, Chevrolet enlisted Jim Hall and his Chaparral race team. Jim Hall inherited some of the data, data acquisition equipment, and other property owned by Chevrolet. Hall also benefited by the support of the Chevrolet engineers. In particular, Bill Howell had played a significant roll in developing the 1969 Penske Camaro. Howell was assigned to work with Jim Hall/Chaparral developing the second generation Camaro into a road racer. After working with Hall, Howell became available to other

Trans Am teams. Vince Piggins, head of Chevrolet Product Performance, assigned Bill Howell to work with Laurel Racing to develop another second generation Camaro for racing.

Howell helped Laurel Racing engineer their new Camaro. Bill's influence is evident in the design of the roll cage. The cage is very similar to the cage of the Chaparral Camaro. In addition to engineering support, Chevrolet Product Performance provided parts to construct

and race the car. John Pierce, who also worked for Vince Piggins at Chevrolet Product Performance, provided engineering support, and Paul Prior joined the team at the track. In addition to Chevrolet, Goodyear also had a sponsorship agreement with Laurel Racing. Goodyear provided tires for "GOODYEAR" on all four fenders.



The Laurel Racing Camaro at the Laurel Racing shop, circa 1971.

Note the clever brake ducts and the unique seat frame. Photo: Larry Drover

The finished car was painted white with red lettering and matching red wheels. The interior was light gray. Usually, the car raced with the number 11, also in red. By May of 1971, the new Camaro was well sorted. With Larry Bock at the wheel, in wet conditions at Lime Rock, the Laurel Racing Camaro qualified 14th in a field of 31 T/A competitors. The rain continued to fall making for an amusing race. The footage of the race, including views of the the documentary DVD: *Lime Rock*



Camaro at speed, appears in Park: Lost Valley of Racing.

Laurel Racing Camaro chasing the Roy Woods Javelin at Lime Rock Park in 1971.

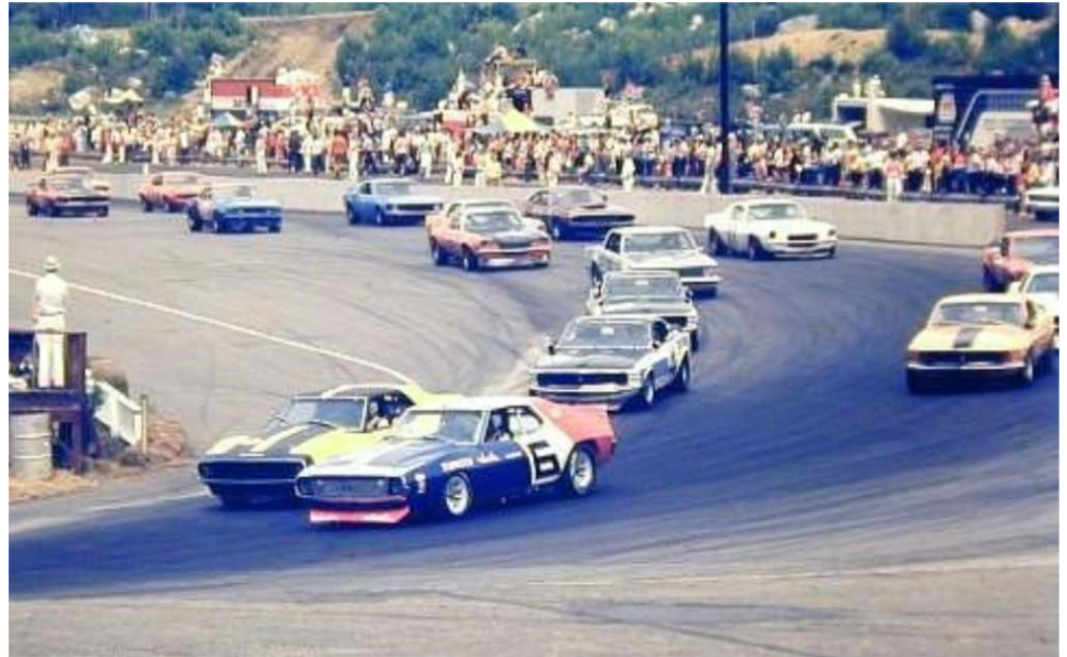
Larry Drover, owner of Laurel Racing, approaching driver, Hiroshi Fushida, in the Camaro, 1971. Photo courtesy of Larry Drover.

Later, in 1971, *Fushida Racers* approached *Laurel Racing* about the possibility of sponsoring the Camaro in the Trans Am series. The sponsorship agreement included a driver- Hiroshi Fushida. Hiroshi was an accomplished driver in many forms of racing. In addition to Hiroshi's racing accomplishments, he brought funding. Hiroshi, born in 1946, is the son of the owner of the largest kimono manufacturer in Japan.

A deal was struck, and Hiroshi raced the Camaro at the Bryar 200 Trans Am race in 1971. By qualifying eleventh, Hiroshi established that he could adapt to the car quickly. On June 19, 1971, *Autoweek* reported:

"New Trans Am contenders who appeared for the Bryar event included Japanese driver Hiroshi Fushida in the Laurel Racing Enterprises 1971 Camaro. Last year, Fushida, who has won the Japanese Grand Prix for Group 7 cars, drove in some of the L&M Continental series races."

"Fushida had never driven a big American sedan until yesterday's first practice session. 'He still feels a little insecure in the car', said Laurel crew member Jim Hablick, 'but he's already showed us that he understands it. When he comes in he just doesn't complain about poor handling; he tells us what's wrong. He is going to go places in racing'."



SCCA Trans Am race, Bryar, 1971

Hiroshi Fushida driving the Laurel Racing Camaro

Similarly, in his book Trans Am Racing 1966-1985, Albert Bochroch made note of Fushida's T/A debut. Bochroch wrote:

"New faces at Bryar included John Paul, Sr., in a Challenger, and Hiroshi Fushida, a well regarded Japanese driver, in a 1971 Camaro."

Two months later, Fushida raced the Camaro again at the 200 mile Trans Am event at

Road America, in Elkhart Lake, Wisconsin. This event ended poorly for all concerned. Just after the half-way point in the race, Hiroshi wrecked the car spectacularly. He went through a guard rail and hit a tree. He was trapped in the car for two hours. After being removed from the Camaro, to nearby Sheboygan Memorial Hospital. Two days after his arrival, the

Issued this press release.

Fushida 'Good'; Released Soon

SHEBOYGAN, Wis., July 19 — Japanese driver Hiroshi Fushida, injured when his '70 Camaro crashed into a tree during the 26th lap of the Road America TransAM race last Saturday, is listed in good condition at the Sheboygan Memorial hospital here.

Fushida suffered a broken collarbone, a broken ankle and four broken ribs in the accident.

Fushida is expected to be released from the hospital within a week.

tree. He was Fushida was taken hospital



SCCA Trans Am race, Road America, 1971.

Hiroshi Fushida (driver), Larry Drover (owner), and the Laurel Racing crew: Jim Linger, Jim Hablick, & Paul Powell. Photo courtesy of Larry Drover.

Hiroshi never raced in the Trans Am series again. However, he did make a successful return to racing. He raced in Formula 1 Grand Prix and in the 24 Hours of Le Mans. He was also a Toyota works driver. After retiring as a driver, he stayed active in car construction and racing. Hiroshi worked as operations director at Racing Technology Norfolk, Ltd. At RTN, he spearheaded the return of Bentley to Le Mans in 2001. The *Laurel Racing Camaro* was repaired and returned to racing. For those of us passionate about the Trans Am series, there is a silver lining to Hiroshi's spectacular crash. In 1971, a Japanese race driver in the U.S. was unusual. In fact, Hiroshi was the first Japanese driver to compete in the T/A series. This event generated stories in the press. The wreck itself was so spectacular that many photos of the car were taken. These stories and photos have contributed to the accurate restoration of the car.



The Laurel Racing Camaro sported this red, white, and blue livery during the 1972 season. For 1973, the Camaro returned to its original red on white motif. Watkins Glen, NY, 1972. Photo courtesy of Larry Drover.

Laurel Racing continued to race the Camaro with the SCCA in T/A. In addition, Larry Drover raced the Camaro in the SCCA A/S class. For example, Larry Drover finished third in the 1973 June Sprints. Laurel also competed in endurance races such as the 24 Hours of Daytona. The Camaro made its first, of six, appearances at the 24 Hours of Daytona in 1972.



Laurel Racing Camaro at IMSA Camel GT race at Mid-Ohio July 15, 1973 Photo: Mark Windecker



Larry Drover and Larry Bock driving at the Mid-Ohio 6 hour IMSA endurance race July 15, 1973

In 1974, Laurel Racing retired the Camaro, and decided to sell the car. Larry Drover placed a classified advertisement in *Autoweek*. The text of that ad is:

1973 Camaro. Super car for SCCA, Trans Am, or IMSA. Full cage, Freon, Minilites. Many more extras, this car weighs 2900 lbs, w/o ballast. With or without 305 engine. Must sell, no reasonable offer refused. Call or write Laurel Racing, Larry Drover, 54365 Venita Court, Osceola, IN 46561. (219) 679-4993.

Autoweek October 12, 1974

Carmon Solomone, then living nearby in Illinois, purchased the Camaro. Carmon fabricated an integrated front valence / front air dam. Carmon retained the seat and the light gray interior color scheme. However, he repainted the car green with yellow lettering and wheels. Carmon elected to race with the number 80, also in yellow.



After purchasing the Camaro, Carmon Solomone painted the car green with yellow trim. This photo was taken in 1975 prior to Carmon's first race. Photo: Carmon Solomone

Carmon received sponsorship through a nearby Chevrolet dealership, Carl Motors Inc.. Carmon entered the 12 Hours of Sebring, held March 21, 1975. Mechanical problems during qualifying prevented Carmon from starting the 12 Hour race. Although, the good news is that a photo of the rear of the Camaro, in its new green livery, was taken at the event. Carmon extended the Trans Am history of the car by racing in the July 26, 1975 event at Road America. The engine failed before the checkered flag, but Carmon earned \$100 prize money. At this point in 1975, the appearance of the Camaro was substantially unchanged- other than the paint scheme. Carmon decided to focus his efforts on IMSA racing. First, box flairs were added. Then, fiberglass front fenders designed to produce down force were added in the front. Similar down force style flairs were added to the rear. Even with all these aesthetic changes, the stock tub was not touched. Photos of the car, from that era, clearly show the stock tub intact. With this set-up, Carmon ran the 24 Hours of Daytona three consecutive years: 1976, 1977, and 1978. In addition, Carmon ran numerous other IMSA events, including the 12 Hours of Sebring in 1977. In 1977, Carmon considered selling the Camaro, and placed a classified advertisement in *Autoweek*.

IMSA Trans Am Camaro. Shafer body panels. Excellent chassis. Super 355 engine. Race ready. Sure money winner. Truck, trailer, spares included. Will separate. Details on request. Carmon Solomone, 237 ½ West Burlington, Clarendon Hills, IL 60514. (312) 325-5553

Autoweek, May 7, 1977

A suitable buyer was not found. So, Carmon continued to race the Camaro in IMSA events. Carmon's final race was the 1985 IMSA Camel GT race in Miami. Competing against purpose-built race cars, the Camaro was slightly off-the-pace. However, the aging Camaro finished the race, taking the checkered flag on a fifteen year racing career. The car was retired.



SCCA Trans Am race, Six Hours of Endurance Watkins Glen, June 21, 1978 Photo: Jan Hettler

Carmon Solomone and Fred Lang finished 18th in group II (still running a 302 cid engine)



Daytona International Raceway, IMSA Daytona Finale, November 26, 1978 Photo: Dave Kutz

Carmon, and the Camaro, moved to Florida. The engine was transplanted from the Camaro into Carmon's Corvette. The Camaro sat idle from 1985 until 1998. In 1998, Neal Karolek followed the trail of the Camaro to Carmon's residence in Florida. Karolek was thrilled to find the brass tag still affixed to the roll cage and the stock tub intact. Enthused, Karolek informed David Tom, a car broker in Arizona, of the find. David Tom brokered the Camaro to Curt Kallberg, of Oregon. Curt Kallberg and Jon Bibler began restoring the Camaro. Kallberg chose 1971/1972 as the point-in-time for the restoration. With guidance from the Historic Trans Am group and from numerous photos of the Camaro from that era, Kurt and Jon brought the Camaro back to how it was raced by Laurel Racing. Curt and Jon completed the restoration in time for the big events in Monterey in 1999. The Camaro debuted at the 1999 Monterey Pre-Historics. The following week, the Camaro raced again at the Monterey Historics.



HMSA event, Thunderhill Raceway, May 2000

In March of 2000, Kurt sold the Camaro to the current owner. The Camaro has participated in HMSA and General Racing events.

GENERAL RACING LTD PRESENTS: Wine Country Classic • Monterey Historic • [Other Events]



2003 DODGE-CHRYSLER-JEEP WINE COUNTRY CLASSIC AWAF

The Chrysler Classic Cup
Awarded for overall Performance and Presentation
Noel Park, San Pedro, CA 1955 Corvette

Race Awards: Chrysler Cup
Awarded in each race for Presentation and Presentation within the group.

Group 1: 1914 – 1954 Sports and Racing Cars
Peter Giddings, Alamo, CA 1932 Alfa-Romeo 8C-2600 Monza

Group 2: 1955 – 1962 GT Production Cars
Michael Malone, Seattle, WA 1957 AC-Bristol

Group 3: 1961 – 1965 Sports Racing Cars
Steven Read, Berkeley, CA 1963 Lotus 23B

Group 4: 1963 – 1968 GT Production Cars
Jim Herlinger, Portola Valley, CA 1968 Corvette L88

Group 5: 1957 – 1963 Formula Cars
Carl Moore, Alamo, CA 1961 Lotus 20 F-Jr.

Group 6: 1947 – 1955 Sports Racing Cars
Mike Heffernan, San Francisco, CA 1954 Jaguar XK-120 SE

Group 7: 1955 – 1960 Sports Racing Cars
Herb Welanson, New York, NY 1959 Lola MK 1

Group 8: 1964 – 1975 Sports Racing Cars
Rob LaRoque, Los Altos, CA 1967 Lola T-70 Can-Am

Group 9: 1966 – 1972 Historic Trans-Am Cars
Dan Walters, San Bernardino, CA 1970 Camaro

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In June 2003, the Camaro won the award for best "Presentation and Performance" at General Racing's Wine Country Classic.

2005 Jaguar Wine Country Classic
Presented by Bank of the West
OFFICIAL GRID for SATURDAY RACE

Date 05/04-05/2005

2005 Jaguar Wine Country Classic **GROUP 9** **Infineon Raceway** **Track Length 2.52 Mile**

POS	#	CLASS	DRIVER, HOMETOWN	SPONSOR	REG.	MAKE	#LAPS
O/A			-POS				
1	11	0	Dan Walters, San Bernadino, CA			1970 Camaro	5000cc
2	1	0000	Jim Click, Tucson, AZ	1969 Boss		302 Mustang	4999cc
3	64	0000	Chad Reynal, San Jose, CA	1969		1969 Camaro Z-28	5000cc
4	30	0000	Steve MacDonald, Puyallup, WA			1967 Camaro	4998cc
5	7	0000	Terry Miller, Simi Valley, CA	1967		1967 Camaro Z/28	5000cc
6	106	0000	6-Jim Hague, Santa Clara, CA			1969 Camaro	5000cc
7	70	0000	John McClintock, Olympia, WA	1969 Boss		302 Mustang	5000cc
8	116	0000	16-Jamey Mazzotta, Newport Coast, CA	1970 Boss		302 Mus	5000cc
9	2	0000	Scott Rubin, Santa Clara, CA			1971 Javelin	5000cc
10	102	0000	2-Phil Gallant, Oceanside, CA	1969 Boss		302 Mustang	5000cc
11	16	0000	Dan Lipetz, Vancouver, CANADA	1970 Boss		302 Mustang	4940cc
12	115	0000	Brian Ferrin, Monte Sereno, CA	1970 Boss		302 Mustang	4998cc
13	22	0000	Gary Goeringer, Los Osos, CA			1968 Mustang	5000cc
14	23	0000	Michael Eisenberg, Northridge, CA	1968		CAMARO Z-28	5000cc
15	67	0000	Forrest Straight, Mt. View, CA	1970 Boss		302 Mustang	5000cc
16	113	0000	13-Ed Dwyer, Los Angeles, CA			1970 Camaro	5000cc
17	108	0000	8-Linda Mountanos, Ukiah, CA			1970 Firebird	4949cc
18	16	0000	Vic Edelbrock, Torrance, CA	1969 Boss		302 Mustang	5000cc
19	101	0000	1-Mark Mountanos, Ukiah, CA			1970 Camaro	4949cc
20	206	0000	6-Tom McIntyre, Burbank, CA			1968 Camaro	5000cc
21	58	0000	Jon Norman, Berkeley, CA	1971 Alfa-Romeo		GTV	2000cc
22	72	0000	John Kiland, Henderson, NV			1969 Camaro	4949cc
23	46	0000	Craig Jackson, Paradise Valley, AZ	1970 Barracuda			4949cc
24	42	0000	Harry Lipetz, Vancouver, CANADA	1970 Barracuda			4950cc
25	78	0000	Jim Francios, Northridge, CA			1967 Cougar	5000cc
26	91	0000	Carl Stein, Carmichael, CA			1966 Shelby	4736cc
27	86	0000	Kerry Hootor, Menlo Park, CA	1970		Camaro Z-28	4949cc
28	7	0000	Gordon Gimbel, Roseville, CA	1969 Boss		302 Mustang	3020cc
29	63	0000	Allen Denson, Orange, CA			1966 Mustang	4736cc
30	59	0000	Camee Edelbrock, Torrance, CA			1968 Camaro	5000cc
31	13	0000	John Linfasty, Santa Monica, CA	1968		Camaro SS/RS	4949cc
32	61	0000	John Hildebrand, Sausalito, CA			1967 Cougar	5000cc
33	14	0000	Chris Liebenberg, Schwenkville, PA			1971 Javelin	5000cc
34	6	0000	Tom Armstrong, Issaquah, WA	1965		Camaro Z-28	5000cc
35	8	0000	Nick Devittis, Sammamish, WA			1968 Mustang	4949cc
36	28	0000	Don Tribble, Roseburg, OR	1967		Camaro Z/28	5000cc
37	66	0000	Tomy Drissi, Los Angeles, CA			1967 Camaro	5000cc
38	77	0000	Ken Epsman, Saratoga, CA	1970		Challenger	5000cc
39	3	0000	Hruce Canepa, Santa Cruz, CA			1970 Javelin	4952cc
40	10	0000	A. Ross Myers, Worcester, PA			1965 Mustang	5000cc
41	31	0000	Walt Boeninger, Saratoga, CA			1967 Mustang	5000cc

2005 Jaguar Wine Country Classic
 Presented by Bank of the West
 OFFICIAL GRID for SATURDAY RACE

Date 05/04-05/2005

2005 Jaguar Wine Country Classic GROUP 9 Infineon Raceway Track Length 2.52 Mile

POS O/A	#	CLASS	DRIVER, HOMETOWN	SPONSOR	REG.	MAKE	#LAPS
			-POS				
1	11	0	Dan Walters, San Bernardino, CA		1970	Camaro	5000cc
2	1	0	Jim Click, Tucson, AZ	1969 Boss	302	Mustang	4999cc
3	64	0	Chad Reynal, San Jose, CA	1969	Camaro	Z-28	5000cc
4	30	0	Steve MacDonald, Puyallup, WA		1967	Camaro	4998cc
5	7	0	Terry Miller, Simi Valley, CA	1967	Camaro	Z/28	5000cc
6	7	0	Jim Hague, Santa Clara, CA		1969	Camaro	5000cc
7	106	0	John McClintock, Olympia, WA	1969 Boss	302	Mustang	5000cc
8	70	0	16-Jamey Mazzotta, Newport Coast, CA	1970 Boss	302	Mus	5000cc
9	116	0	Scott Rubin, Santa Clara, CA		1971	Javelin	5000cc
10	102	0	2-Phil Gallant, Oceanside, CA	1969 Boss	302	Mustang	5000cc
11	16	0	Dan Lipetz, Vancouver, CANADA	1970 Boss	302	Mustang	4940cc
12	115	0	Brian Ferrin, Monte Sereno, CA	1970 Boss	302	Mustang	4998cc
13	22	0	Gary Goeringer, Los Osos, CA		1968	Mustang	5000cc
14	23	0	Michael Eisenberg, Northridge, CA	1968	Camaro	Z-28	5000cc
15	57	0	Forrest Straight, Mt. View, CA	1970 Boss	302	Mustang	5000cc
16	113	0	13-Ed Dwyer, Los Angeles, CA		1970	Camaro	5000cc
17	108	0	8-Linda Mountanos, Ukiah, CA		1970	Firebird	4949cc
18	16	0	Vic Edelbrock, Torrance, CA	1969 Boss	302	Mustang	5000cc
19	101	0	1-Mark Mountanos, Ukiah, CA		1970	Camaro	4949cc
20	208	0	6-Tom McIntyre, Burbank, CA		1968	Camaro	5000cc
21	58	0	Jon Norman, Berkeley, CA		1971	Alfa-Romeo GTV	2000cc
22	72	0	John Kiland, Henderson, NV		1969	Camaro	4949cc
23	48	0	Craig Jackson, Paradise Valley, AZ		1970	Barracuda	4949cc
24	42	0	Harry Lipetz, Vancouver, CANADA		1970	Barracuda	4950cc
25	78	0	Jim Francois, Northridge, CA		1967	Cougar	5000cc
26	91	0	Carl Stein, Carmichael, CA		1966	Shelby	4736cc
27	86	0	Kerry Hoctor, Menlo Park, CA		1970	Camaro Z-28	4949cc
28	83	0	Gordon Gimbel, Roseville, CA	1969 Boss	302	Mustang	3020cc
29	89	0	Allen Denson, Orange, CA		1966	Mustang	4736cc
30	13	0	Cameo Edelbrock, Torrance, CA		1968	Camaro	5000cc
31	57	0	John Linfesty, Santa Monica, CA	1968	Camaro	SS/RS	4949cc
32	14	0	John Hildebrand, Sausalito, CA		1967	Cougar	5000cc
33	6	0	Chris Liebenberg, Schwenksville, PA		1971	Javelin	5000cc
34	8	0	Tom Armstrong, Issaquah, WA	1968	Camaro	Z-28	5000cc
35	28	0	Nick Devitis, Sammamish, WA		1968	Mustang	4949cc
36	66	0	Don Tribble, Roseburg, OR	1967	Camaro	Z/28	5000cc
37	66	0	Tomy Drissi, Los Angeles, CA		1967	Camaro	5000cc
38	77	0	Ken Epstein, Saratoga, CA		1970	Challenger	5000cc
39	3	0	Bruce Canepa, Santa Cruz, CA		1970	Javelin	4982cc
40	10	0	A. Ross Myers, Worcester, PA		1965	Mustang	5000cc
41	37	0	Walt Boeninger, Saratoga, CA		1967	Mustang	5000cc

In 2005, the Camaro posted the fastest qualifying time at the Wine Country Classic.



Laurel Camaro at General Racing's Wine Country Classic in 2005.

The Historic Trans Am group was invited to participate in the Amelia Island Concours of 2008. The Laurel Camaro made the long trip from coast-to-coast and back again.



*The Laurel Camaro on display on a fairway of the Amelia Island Golf Club during the Amelia Island
Concours. March 9, 2008.*

Later in 2008, the Laurel Camaro was invited to participate in General Racing's 35th running of the Monterey Historic Automobile Races.



Laurel Racing Camaro in the Corkscrew at Laguna Seca. Monterey Historics 2008.



In August 2008, the Laurel Racing Camaro won the coveted award for *Best Presentation and Performance* at the **Monterey Historics**.

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