

SEPTEMBER

PIT BOARD



1963

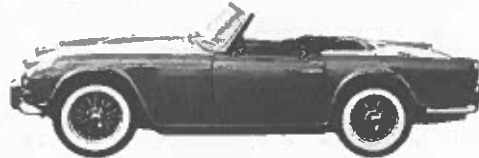


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PIT BOARD

Published monthly by the South Bend Region, SCCA
Editorial Office: 59004 S. Clover Rd., Mishawaka, Ind., BL 5-7461
Closing Date: 20th of each preceding month

Volume 9, Number 9

September 1963

- October 4 SBR-SCCA Monthly Meeting - 8:00 p.m.
Irvin's, 602 S. Walnut, South Bend
(nomination of 1964 SBR officers)
- 4-5 Put-in-Bay Road Races (NOT sanctioned by SCCA)
Registration Friday noon till 10 p.m. at Parker's
Garage. Practice--Saturday 9 a.m., 1st race at
11 a.m. (courtesy WOR Rev Record)
- 10 Last day to enter SBR-SCCA OKTOBERFEST--all entries
must be postmarked no later than midnight, October 10.
- 12-13 Indianapolis Region - Divisional Race - IRP
- 19-20 SBR-SCCA OKTOBERFEST - TSD Rally - Entry blank
and details of rally elsewhere in PIT BOARD

**Oct. 19-20 OKTOBERFEST
TSD Rally**

A film has been scheduled for the October meeting. Program
Chairman Ray Hayes has scheduled another in the series sponsored by
the Shell Oil Company. This time we will view Part I of the History
of Motor Racing, "The Heroic Days: 1902-1914".

PIT CREW

Editor - Marilyn Fry
Staff - R. Runeman
C. Thews, J. Runeman
F. Essex, P. Riedel

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BATTERY CARE.....Dick Williford, J. Walter Thompson Co.

Premature battery failure is usually due to some type of abuse. If proper electrolyte level is not maintained in each cell or the battery is allowed to remain in a discharged condition, or become over-charged, the battery's service life will be considerable reduced.

According to engineers at Champion Spark Plug Company, the periodic addition of water to the battery cells is probably the most important single battery service you can perform. Normal gassing of a battery produces a loss of pure water (in the form of gas) from the electrolyte. If water isn't replaced, electrolyte level falls below the tops of the plates. Hard sulfate crystals then form on plate surfaces exposed to the air and these can't be broken off by charging.

Such damaging plate sulfation, which permanently reduces a battery's capacity and performance, also occurs if a battery is allowed to remain in a discharged condition. A fairly high charging rate applied to a battery with large portions of its plates sulfated, results in an over-charge to the undamaged (still effective) plate area, which can also corrode the lead grids and cause the plates to disintegrate.

When adding water to the battery, the level in each cell should not exceed the split-ring, triangle or other marker of any cell. A voltage regulator with charging rate set too high will accelerate electrolyte boiling, but will never cause the battery to boil-over, unless the cells have been filled above the proper level.

Keep the battery top clean to prevent charge loss and corrosion of metal parts. If moisture, acid and dirt are allowed to accumulate on a battery top, this provides a path for current leakage from one battery post or connector to another or to ground. (Although such a discharge is small, it is continuous and a major factor in cases of discharged and sulfated batteries.)

Battery hold-down clamps should be kept tight enough to prevent movement during operation of the car, but not tight enough to place the battery case under severe strain.--courtesy Champion Spark Plug Co.

ATTENTION: SBR Members and Immediate Family

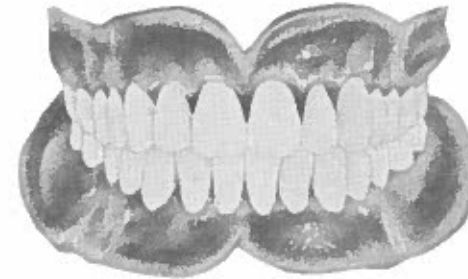
You are eligible for the 1964 SCCA European Trip--28 days, starting May 15th--roundtrip airfare (New York to Frankfurt, Germany) tentatively \$250.

Complete tour--\$821, including airfare. Arrangements can be made for new car purchase or rental. (Savings from new car purchase will cover travel expenses!)

Five plans offered:

1. Complete seven country tour by DeLux motor coach and accomodations
2. Car rental service
3. New car pick up
4. Unirail travel plan
5. Scandinavian tour

For more details, contact Dick Wisler.



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This page is for your contribution to the three remaining issues of 1963 PIT BOARD. All contributions are due on or before the 20th of each month. Mail your contribution to 59004 South Clover Road, Mishawaka, Indiana.

Road America.....always the same....always different.....does this sound confusing? Road America is always well-organized and well-attended--no official figures, but I'm sure there were no record attendance figures this time. Most of the differences were in the competing cars themselves.....and the winners!

The were just a few changes at the track--the most noticeable being the addition of a guard rail at turn 5, as well as slight relocation of corner workers at this turn.

The night race previously publicized did not materialize.

The first race of the week-end comprised the Juniors and Formula Vees. The Vees started in a pack--and finished in a pack.

Next on the agenda was G and H production, along with H modified. Ed Walsh's H-Modified took the checkered flag on this one. Leading the field in the next race--all production--were the big, bad, noisy COBRAs. (They even do well on just three wheels!)

Practice does not always make perfect! --at least, not when it concerns racing....I was anxious to see Bud Gates' new Genie compete in the "500", but after working all night to replace the engine, luck was not with this team--the car and trailer came off the tow vehicle on the way to the track, rolling into a drainage ditch.

Another "new" car which did not compete....the Corvette-powered Lola GT.

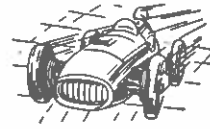
Meanwhile, back at the races,--the "500", that is--that new little yellow car kept going round and round--in first place, too! Ahead of all the big, bad, noisy machines, too! ...it was Ollie Schmidt's Porsche-Elva, driven by Bill Wuesthoff and Augie Pabst....engine displacement doesn't always determine winners!!

We welcome new SBR members Stan Brown, who drives an Arnolt Bristol--which he plans to race; and Joe Dawkins, who drives a Saab. Joe's interests center on rallying--especially the national type!

NOMINATING COMMITTEE APPOINTED

Skip McGee has been appointed chairman of the nominating committee. This committee, which also includes Gerry Straf and Paul Riedel, is to present candidates for 1964 directors of South Bend Region to the membership at the October meeting.

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TROPHY HONORS TECH INSPECTION TEAM

South Bend Region's technical inspection team was honored by the Chicago Region with the presentation of a trophy to the team.

Harry Lydick announced that all names of the tech team had been placed into a "tech team lottery". After a drawing by Phyllis Crowel, Elgeva Crowel presented the trophy (a Lucas lamp) to the winner--Ray Hayes.

WHEELSPIN????...."Kas" Kastner, who prepared the Sebring Triumph team cars, has been appointed S-T's Competition Manager...Lord Nuffield, co-founder of BMC who died (at 85) recently, gave more \$ to medical science than perhaps any man in history--more than 84 million \$. ...Look for a new FORD sports car based on the "Allegro" dreamboat this spring; also a new SIMCA sports coupe with Bertone body, and a sleek 1500cc (78 hp) four door with Frua body by GLAS, heretofore a builder of very small cars....England has anti-rallye clubs that get together to stone competitors' cars as they come through certain villages!....FERRARI will build no more convertibles...More than two-thirds of BMC production now front-wheel drive vehicles.

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O F F I C I A L
ENTRY BLANK
O K T O B E R F E S T
October 19-20, 1963

Driver
Name _____

Address _____

Navigator
Name _____

Address _____

Club Affiliation _____

Car Year _____ Make _____ Model _____

Owned by _____

Insurance Company _____

PL/PD coverage limits valid during this event

Signed (owner)
=====

Entry Fee \$16.00 per car (two people, two days)

Make checks payable to: SBR-SCCA

Return entry blank to: Maddox 5¢ to \$1.00 Store
Cassopolis, Michigan

Entries must be postmarked no later than midnight, October 10, 1963
to be accepted.

ESCC Gymkhana

Bob and Joyce Runeman and Ray Hayes attended Elkhart Sports Car Club's recent gymkhana. This event was held September 15th at the A&P Parking lot in Elkhart.

Competitors were divided into three classes: sports, sedans and ladies. Bob, driving the Porsche, placed first in the sports class. Joyce, driving her MGA, placed fourth in the ladies division. And Ray Hayes????--first in class (spectators, that is!).

The course--based on last year's "MAD" gymkhana (whereby competitors traveled a course of pylons which spelled "MAD")--wound its way through the letters of the club: "esc".

According to Ray Hayes, it was an excellent event--with both weather (perfect) and entrants (over 40 cars!).



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