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Dog Eats Buchanan Solo!

Bowen "Bo" Kerrihard



photo-Bo Kerrihard

Bo (the human) Babs (the dog) and Protégé (the car)

I didn't run the SCCA Solo II event in nearby Buchanan, Michigan, yesterday. Oh, I went all right. And I was ready to run my off-the-floor- stock Protégé. But as a first-timer I got as many things wrong as I got right and came away frustrated if slightly wiser. Left home, with Babs, in 40-degree weather with a light rain, as forecast. Arrived at the site early and absorbed atmosphere. Sun came out. Temperature didn't rise much.

The Solo II course wandered a corporate parking lot and looked like I envisioned it would look. A fairly short, open course with one tricky tightening-up series of Esses and one first-gear corner that had me wondering how I was going to defeat the blocker in the Mazda's transmission; double-clutch, of course. Two circuits per run. Walked the course, with dog, twice. Lesson One was Lloyd Loring's advising me that default tire pressures are NOT adequate. He loaned me his compressor and I got them up into the 40s as suggested. Car passed tech once Bill Loring told me to peel the hubcaps off...a classic newcomer's oversight. Broke the Bandaid covering the stitches on my hand and substituted masking tape for it; an adequate *ad hoc* fix.

I asked for and got car #39 in homage to the Chuck Lewis/Ryan Newman midget. The old paper-plate trick. Taped INSIDE the back windows (in case it

rained)... another Lloyd Loring touch of wisdom. Dean: Lloyd wanted to know if you still have the SB Region Busted Piston Trophy. Babs, as always, demanded and enjoyed a lot of attention from random people and the two other dogs there. My plan, such as it was, was to find a volunteer to restrain her while I was out running. They divided the cars into two groups, with each group getting 3 or 4 consecutive runs (the number was hard to discern as the event progressed.) I was in the second group so I stashed Babs in the car and went out on the course to replace hit cones and critique driving techniques; some drivers inept, others ept. Mostly in the middle.

As the first session ended it began to rain. With extremely low personal expectations, slithering around in a wet parking lot didn't concern me. But what to do with my dog? Autocrossers do not bring their cars to events in closed trailers, the common gathering spots for midget and sprint-car folks in inclement weather. There was no sheltered place for Babs. My years of sailing have given me a pretty good read on rain and this was definitely not a frontal event (fronts have backs and rain does stop). This one looked like an all-day on-and-offer. So I came home. On over-inflated tires with the hubcaps in the trunk.

I was wrong. About an hour later the rain stopped in South Bend and presumably in Buchanan but by then I was in front of the TV watching Indy qualifying and an entertaining overtime Stanley Cup game and sharing the Solo II sandwiches with Babs. I trust and hope the SCCA folks got their event finished, but they did it without The Rookie. I'll try again, slightly wiser. If rain is even vaguely forecast, I'll either leave Babs at home or bring a covered trailer.

If you would like to receive *PitBoard* via e-mail **only**, contact HC at hcolwell@michiana.org By doing so, you will be saving the club a few dollars per copy. If you still want to receive *Pitboard* through the good old US Mail, no problem. Just do nothing.

MONTHLY MEETING

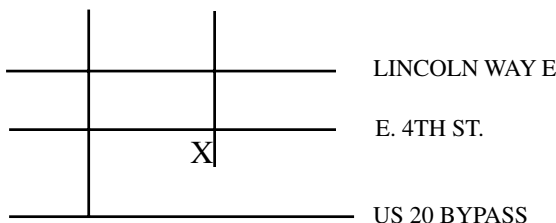
When: First Tuesday of every month.

Who: All members and their guests.

Time: Board Meeting at 7:00 pm
 Membership Meeting at 8:00 pm
 Indiana Time

Where: Mishawaka Union Station
 327 Union Street
 Mishawaka, IN

N. MAIN ST. UNION ST.



BOARD OF DIRECTORS

MORE INFORMATION

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SBR WebSite www.sbrscca.org	SCCA National Office www.scca.org 1-800-770-2055

How To Get Those Precious SBR Activity Points

<u>Activity</u>	<u>Points</u>	<u>Activity</u>	<u>Points</u>
Race Chair	400	Car Show Display	75
Website Manager	200	Solo Co-Chair	75
PitBoard Editor	200	Race Worker(Per Day)	50
Race Chief of Specialty	200	SBR Race Driver	50
Rally Series Chair	100	Pitboard Article/page	40
Solo Chair	100	Meeting Attendance	20
Event Chair	100	Rally Navigator	20
Program Director	100	Race Crew Worker/day	20
Club Officer	100	Rally/Solo Worker	20
Event Co-Chair	75	Rally/Solo Driver	20
		Pitboard Picture	10

R.E.

NOTES

Bill Howe



Well it seems that my racing season has started the way it ended.

With lots of frustration and not much track time. I am now four races into my planned race season and I only have one start with no finishes.

The first two races (Memphis and Summit Point) went by the wayside because my motor wasn't finished. At the INR National at GingerMan I think I broke a record by having the car break between the trailer and tech. At Blackhawk the car broke before practice, and I fixed it. Two laps into qualifying a stud pulled out of the head again, so I fixed it again and was able to start the race. During the race I was having a good dice with an Fiat X-1/9, only to have the brake pedal go to the floor in turn six. It seems that a mounting block had broken loose and snapped the brake line off at the caliper. The ensuing ride was not one that I'd really like to take again.

It also seems that my luck also carried over to my students at the driver's school at GingerMan. I was assigned two students to instruct in the finer points of driving a race car; mind you they were both production cars. Student number one had attended the classroom session and taken the written test Friday, but sometime between Friday night and Saturday morning something happened to him or the car because I never saw him. That takes us to student number two who was driving an F Production Midget, and despite numerous attempts he was never able to get the car to complete a lap without breaking.

South Bend was involved in the school along with Fort Wayne, Western Michigan, Indiana Northwest, Detroit, and Ohio Valley Regions. It went off without a hitch but was rather under subscribed with a very low turn out of students and competitors. It's not clear if this was because of the economic times, too many schools, cost, or the horrible weather.

Other than the low numbers, the school was a success and I want to thank all the South Bend members who made it possible. Along with myself, Paul McBride, Jeff Luckritz, Jim Krzyzewski, Jeff Pontius, and Chad Murfin were instructors. I also worked as a course marshal (even flat towed my student once) for the school and race as well as Duane Belisle, H.C. Colwell, and Lynette Markowicz in Grid. Becky, Amanda, and Brook Snyder held down registration while Matt worked Flagging along with Jim Desenberg, and Dan Bard. We also had Bill Farr as a Steward, Bert Olson in Pit, Rod Markowicz and Melissa Mcbride in

Timing and Scoring. We also had two students, Phil Bowman, and Zake Rupert, who successfully completed their first of two required driver's schools. They both started a little rough with numerous spins, but by day's end they were much more controlled and making full use of the track. Which is why we have schools in the first place, so the new drivers can learn and improve before they get in a race situation and if they ever go into a corner with no brakes they will be more prepared to deal with it.

On the same weekend as the school, the South Bend region was also co-hosting a Solo event with Porsche and BMW clubs in Buchanan, MI. I was able to stop by the event on my way back from GingerMan, and must say that I was impressed. Steve Tamandli set out a fun, fast course and the event seemed to be well attended.

This year is going to be a difficult year with races dealing with horrible weather, low worker numbers, and lower competitor numbers, as well as the Solo program having to try new venues after losing a tried and true lot that had served us well for many years. The performance of South Bend members at the race and solo events held so far this year show that we as a region are up to the task and will continue to be successful and professional in everything that we are involved with.

Unofficial Tire Test for Autocrossers

Chris Harvey

I had the opportunity to test the Hoosier A3S03 against the Kuhmo Ecsta V700 at a Test & Tune event last weekend and thought I would pass along my results.

The T&T was held at the Grissom Aeroplex in Peru, IN on a smooth concrete surface. Air temps. were between 55 & 60 degrees, overcast with a dry race surface. The test car used was a '99 Miata Sport with normal C-Stock mods including RB 1-1/8" Front Bar and Koni Sports. Alignment settings were 1.4 degrees neg. front, 1.5 degrees rear. 1/16th toe out front, 1/8th toe-in rear.

The course was approx. 40 secs long and featured two slaloms and several mid-second-gear sweepers. I ran 6 runs with each tire using the first run as a "warm-up" lap and then returning to the line 6 to 12 minutes between runs, roughly simulating a two driver car at a Divisional or National level event.

Kuhmos: The tires, even cold, launch and hook-up much better than the Hoosiers under acceleration. I

had to use a very aggressive launch technique or lots of clutch slipping to keep from bogging the engine off the line. The tires communicated well but, required relatively large slip angles to generate max. grip. Braking performance was also very good and the limit was easy to find.

Hoosiers: The Hoosiers need some heat in them to really launch well, and even warm, I found myself fighting excessive wheelspin with anything over 4500-5000 rpm launch on this relatively cold day. The warm-up lap was pretty dicey with lots of understeer until about half way through the lap. Starting from the second run on the Hoosiers grip level was noticeable higher and the transient response was exceptional. Because of the lower rotating mass of the Hoosier and its construction, it is more difficult to find and not exceed the tires max. braking ability. Without anti-lock brakes it is easier to lock-up and flat spot a Hoosier than the Kuhmo.

Results: OK, enough analysis what did the timer say?

Comparing the best two runs from each 6 run set, the Hoosiers averaged 1.1 seconds quicker. I was able to repeat my best times on each tire within a tenth so I feel confident the results are valid for my driving ability.

A couple of things to consider, the Kuhmos were heat cycled and run at full (6/32nd) tread depth. Hoosiers start life at 4/32^{nds} so some of the larger slip angles and reduced transient response of the Kuhmo can be attributed to this. Shaving the Kuhmo to 3-4/32^{nds} would help and probably drop the run time by a few tenths. I would also expect the gap to be narrowed on asphalt or a dirtier surface where the Hoosier's compound is generally not as effective.

Disclaimer: Your results may vary! Please use this info. as one data point in your opinion of either tire. Trent@TireRack.com

**Studebaker National Museum
Presents
CRUISIN' TO THE MUSEUM
CAR SHOW**

**Saturday, June 29th, 2002
10:00 a.m. to 3:00 p.m.**

All clubs and models invited.

Registration Fee: \$5.00 per car.

Registration begins at 9:30 a.m. day of show.
Contact Curt Thews at 289-6668
For Information Call (574) 235-9714

Show Your Car
Help SBR

**SBR Car Show At
University Park Mall
June 15-16**

Cars go in on Friday
after the mall closes
and exit on Sunday.
Contact Jeff Luckritz
at 269-429-3676

SBR SOLO STUFF

Solo II Chiefs

Solo II Chair	George Williams
Ass't Solo II Chair	Paul Stock
Announcer	Lloyd Loring
Registration	Chris Hogland
Safety Stewards	Duane Belisle
	George Williams
	Rod Markowicz
Timing/Scoring	Bill Loring
Trophies/Awards	Kim Bollinger
Event Flyers	Lloyd Loring/HC
PR	Bill Howe
Tech. Inspector	Open
Equipment	Open
Tech Inspection	Open
Event Chair	Open
Worker Chief	Steve Bollinger
Course Design	Open

2002 SBR SOLO CALENDAR

6/29	#3	Grissom Aeroplex, Peru, IN
6/30	#4	Grissom Aeroplex, Peru, IN
7/21	#5	Lake Mich. College, Benton Harbor, MI
8/25	#6	Lake Mich. College, Benton Harbor, MI
9/8	#7	Lake Mich. College, Benton Harbor, MI
9/29	#8	Lake Mich. College, Benton Harbor, MI
10/20	#9	The Tire Rack Test Track, So. Bend, IN

NEW!

Look for SBR Solo Results on the Web

Bill Loring has put together a SBR Solo II Web Site. You can find an event schedule, results, pdf files of forms, and photos. Check it out at:

<http://www.sbrscca.org>

New to Solo?

Let somebody know at registration and we'll find a SBR member to help you get started!

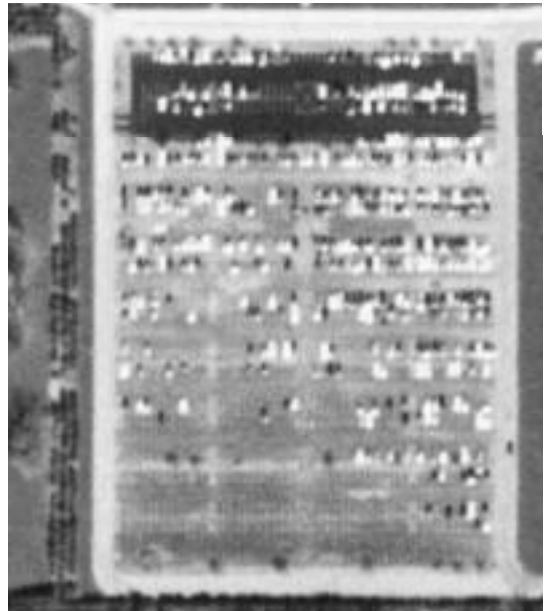
Pre-register for all SBR Solos at:

www.myautoevents.com

2002 PAX/RTP Index Factors

SS	.836	CP	.854
AS	.828	DP	.849
BS	.827	EP	.868
CS	.812	FP	.865
DS	.798	AM	1.000
ES	.802	BM	.951
FS	.809	CM	.919
GS	.785	DM	.894
HS	.779	EM	.904
ASP	.836	FM	.897
BSP	.840	STS	.784
CSP	.842	STX	.801
DSP	.820	SM	.834
ESP	.826	SM2	.856
FSP	.817	F125	.932
AP	.874	FJr	.815
BP	.867	Spec FJr	.774

Spy Photo Published!



Future Solo Site at Lake Michigan College in Benton Harbor, MI. Come to the June Meeting to offer input on using this new site available to SBR.

Leon Flags You Down *Leon Krauss*

40% scattered showers means there is only a 40% chance the surrounding area will receive rain and 100% chance the F&C workers will be wet the entire weekend. 53 Degrees is what the expected temperature would have been, but they forgot to include the wind chill factor which brought it down to a real comforting 30 degrees. Partly cloudy means you could only see the clouds the part of the time that the rain mists lifted. Bill Howe couldn't race his car—engine problems. Small gusts of wind indicates that if you didn't have your car rain canopy weighted down to the ground with your spare set of wheels, then someone 50 yards away would be the benefactor of a new canopy, albeit, upside down on top of their own. New white Dickies don't stay white, new, nor dry very long. Mud at the station turns has the uncanny ability to crawl up inside your rain pants all over the back of your new white Dickies.

The only places the track management grew mud was at the station turns, they planted grass every place else. \$5.99 clear rain outfits do not last even through the first day's events. Rain coats marketed as having heated seams only means they got hot enough to stick together. After you actually move around in them the seams come undone to allow you better movement, but at the unfortunate expense of getting wet in those specific areas. Have you ever had a rain coat where all the water ran off the front of the jacket right into the ripped opening in the crotch of your rain pants? White rain outfits are nearly impossible to find! Have you

ever tried to go to the rest room wearing rain pants that have no opening in the front? Are all race tracks designed so that the men's toilets never work? Evidently, hand towels are not required in men's toilets on days when it is raining. Always remember to ring the water out of your gloves about every half hour so that when you raise a flag to wave it, all the water built up inside your gloves doesn't run down your arm into your armpit. Long johns should not be taken along in case you need them—they should be worn!

Bill Howe couldn't race his car—engine problems. Don't bring a chair with you for relaxing between events while at an F&C station. You will be too busy doing exercises so you can continue to feel your toes and to prevent the icicles from forming on the end of your nose. Don't bother to take a handkerchief along to blow your nose. No one can tell the difference between the rain drops and the other stuff! It's a good idea to lie to your F&C partner about how much time is left in a race just so he/she doesn't have time to think about how they can steal your dry pair of socks. If you can't remember the number of the car that just spun out in front of you, don't worry. When the tower repeats the information back to you they change it anyway! And when you say, "Car spun driver's right," why does the tower always repeat it as, "Car spun driver's left?" Some corners do not have F&C personnel because not enough turn out for the event. This baffles me. Do you suppose it is because Bill Howe couldn't race his car—engine problems?

Corner workers are really honored for the work that they do. They are given a fire extinguisher so they can join the ranks for the day of our heroes, the real firemen. They are also given a tube full of flags so they can inform the drivers of why they are losing. At lunch time, each day, all the workers are provided a huge feast of fried chicken, turkey and cheese sandwiches, chips, salad, cookies, and a cold drink. I think this explains why I blew out the seat of my rain pants. On Saturday evening another spread was laid out before us of prime rib, hot turkey, red potatoes, corn on the cob, steamed veggies, rolls, and various forms of your favorite dinner beverages.

All this in a Mardi Gras decorated atmosphere complete with noisemakers and confetti. Everyone was sure having a good time, but if the truth be known, I believe they were just glad to be in out of the rain! Each course worker was given a GingerMan pin to adorn their hats and the tower expressed its appreciation for all the wet (I mean hard) work that we had done. Even the drivers showed their adoration, some by raising their hands as they drove off the course, others simply raised a finger.

I can fully appreciate how valuable the corner workers are for each of these events. They provide information to the tower on conditions of the track, spin outs and fender benders. They make requests for a wrecker, flatbed, or an ambulance. They give visuals on the cars themselves, even if the drivers are complying with helmet visor rules.

Con't on p. 8

Leon Keeps on Flagging

Leon Krauss

“Control, turn One.”

“This is Control. Go ahead One.”

“Novice on the radio.”

“Roger, novice on the radio turn One. Thank you One.”

And thus began my second worker’s training event at the Driver’s School/Regional Race at GingerMan Raceway this past weekend. Because I am just learning Flags and Communications (F&C), I am adorned with the eloquent title of “NOVICE.” At first, when I heard that word, other words came to mind like, amateur, dummy, learner’s permit, wet-behind-the-ears, elementary, inexperienced, and untrained. As I quickly found out, after I hid my ego in a safe place, all of these terms do apply to me the “NOVICE.”

When Bill Howe and Jim Desenberg convinced me that F&C was a good place to start building on my vast non-existent knowledge of SCCA races, I thought, “What could be so hard about waving a yellow flag whenever I determined there was an incident worthy of my bother? Heck, basically, you just stand at one of the turns and watch the race. Right?” WRONG!!!!!!

Another word comes into play at this point and that is the word “WORKER.” This word has four very special letters in it that spells out the noun, WORK. Webster says this word means, “something produced by mental effort or physical labor.” Well, guess what folks? One of the very first things I learned is that an F&C Worker must be mentally alert to what is transpiring in

front of them every moment of the race. Car numbers and colors need to be memorized both in the front and the rear of the race packs; track conditions must be observed; positions and speed of the race cars in the field must be noted; physical conditions of the cars and their drivers must be reviewed; status and location of your two fire extinguishers must be known; your flags must be aligned at your station so that you can practically reach for one without looking at its colors so as not to take your eyes off the incident occurring in front of you; make mental notes in case Control desires a written account of the incident you observed after the fact; and you need to do all of this while listening on the radio for other conditions in other turns which may affect you in only a matter of moments.

The physical aspects of working a turn can be just as demanding. The location of your stance; the way you hold the flags; the weather conditions (would you believe it was May 19th and we were standing in snow flurries for a short period of time!); can you withstand the numbing cold, the biting wind, and the stinging rain; do you have bladder control for long periods of time; are you able to push a car out of the wet grass by yourself; can you run to a disabled driver and back again and remain safe; do you know how to properly use a fire extinguisher on a burning car; can you perform the necessary hand/arm signals in a stressful situation; can you walk the track checking for debris; can you handle these duties, jumble the flags, and train a novice

at the same time?

Yes, being a corner worker as an F&C person is work!! Add to that the knowledge you need for which flag to use pending conditions of the racing event; situations that must be reported to Control and the proper way to report them; what to report and what not to report, which turn stations only report certain events and which turn stations can only expose certain flags; how another turn station’s condition affects you and how yours affects still other turn stations; what emergency vehicles are available and which one is correct for a specific situation; knowing not to use the word “Tire” over the radio as it sounds too much like the dreaded racing word “Fire!”

Then there are the flags themselves. Waving yellow, holding yellow, or holding a double yellow all mean different things. White flags do not mean only one lap to go!! When do you wave both a yellow flag and a white flag at the same time? How is a black flag applied (and I don’t mean the bug spray)? When is a “meatball” flag required? Why can’t I throw a red flag just at my turn? If my turn is reported “Green,” why don’t I show a green flag? Why is a yellow striped flag called the “Blue” flag? There are, undoubtedly, other conditions, as well, that could apply.

Those who have much F&C experience or who may even be licensed for Regional and National events can provide a broader spectrum of what to expect and how to handle specific situations. I

Con’t on p.8

THE UNDER SIXTY DAY REPORT

Jim Desenberg

The racing season is off to an unusual start. The conditions at the INR National were probably the worst I have ever worked in: rain, cold, and windy. The VSCDA School was drier, but just about as cold and windy. The Area Four Driver's School was slightly warmer but still windy. Having camped the weekend of the VSCDA School (27°) I decided to drive up both days of the Area Four School. There was frost on the roofs at the track when I got there at 7 AM. The wind dropped off somewhat on Sunday, and the ultimate outer layer (Carhartt overalls) was not needed. As we broke for lunch, a few clumps, not flakes, of snow landed on my truck. Duane Belisle worked grid and I spotted twenty South Bend members help-

ing put the on the event. I would like to thank all the members for taking part. I feel that we worked well with the other regions, and made a good contribution to the joint effort. As a race chair I cannot attend an event without comparing it to our race, and thinking of ways to make our race a better one.

Meals, services and personal attention, are those special things that make an event more fun to race and work at. My view is often limited because of where corner workers are when they are at the track. The term "outstanding in his field" has been used more than once. Our race committee brings together almost all of the specialties and helps fill in the gaps in my education. A problem was brought up at the last meeting, and we will be working on the congestion in the Course Marshal/Grid area. I didn't realize it was a problem until it was brought up. Now we can handle it.

Some problems, we need the track manager solve. I mentioned to the track manager that at some of the

corner stations the flaggers were standing in mud puddles. They will handle that problem. GingerMan has been very interested in our input, and has done everything we have asked. The track is in the middle of this year's improvement. A new shower/bathroom is under construction near the front gate. The main road and the pits are being widened. Even the road to the spectator area looks like it will be paved.

How to put on a race, and opportunities to help.

FRIDAY: we need help setting up the track. A new item on the list is a shelter at the end of Grid, if we cannot get the end garage as cover for the grid workers. Duane sets up traffic markers, signs and blocks off areas for official parking. We have to clean out registration and the tower and help Becky and Betsy (Timing and Scoring) get set up, and get operating. Becky runs registration from 5 PM to 9 PM. I would like to keep

Cont'd on next page

Leon Flags You Down, Cont'd

They push cars stuck in the grass or the kitty litter and generally look out for the driver's safety. The F&C people really are key to the success of these racing events.

I worked as an understudy to Jim Desenberg at turn 11 and was very impressed with his knowledge of the race course, the event, and the professionalism he applies to a sport he obviously loves. I am appreciative of him allowing me some hands on experience so I could learn from my mistakes. I really had an enjoyable time in spite of the weather and I

whole heartedly encourage our SBR members to sign up for one of these events as a worker or driver. Where else but in racing will you ever get a chance to hear these now famous words, "Gentlemen Start Your Engines." "Mario is slowing down." "Bill Howe couldn't race his car—engine problems!"

Keeps On Flagging, Cont'd

have had some very experienced and knowledgeable trainers and I am thankful that our own Jim Desenberg was one of them. But they didn't write this article. I did. Did I leave some obvious and important things out? Well, I probably did. After all, I am only a novice!

p.s. Bill Howe could not race. Engine problems!

60 Day Report Cont'd

the entrance to the track open until midnight Friday just to sign people in. I know how maddening it is to get to a track after registration closes, and not be able to get in. I also understand that we HAVE to make everyone entering the track sign an SCCA waiver, and collect for the extra crew members that people bring. We also have to make sure that workers are not charged for camping. We need help staffing this operation. I will be camping at the front gate and will be able to let anyone out that needs to leave the track. The South Bend cook-out has been unofficially renamed "Tailgate Party" and help is appreciated setting up, cooking, eating and cleaning up. I would like this to become our South Bend Summer Party. Everyone is invited, workers, drivers and crew.

SATURDAY: Between 6:00 and 8:30 A.M. we have a lot to do. I will have a coffee pot brewing at the base of the tower as soon as I get up. Jeff Luckritz has volunteered to pick up essentials (donuts and ice) and bring them to the track Saturday and Sunday mornings. We have to fill coolers with water bottles and ice, and deliver them to Grid, Pit, Corners, Registration and each floor of the tower. We set out cones marking off areas in Pit and Grid, and make sure they have fire extinguishers, brooms and oil dry. There are the usual last minute details that have to be handled. All workers have to be in place and ready to go all because, cars are on track at 8:30 for practice and qualifying. We need a person to be the runner for driver information. This person needs to be able to bring results from Timing and Scoring

(third floor of the tower) to the Driver Information board outside tech. They can also keep the coffee pot at the tower filled and running. By mid-morning we need two people to tidy up the pavilion (sweep up and wipe off tables) and set up for lunches. After lunch the pavilion again needs to be set up for dinner. Becky closes registration at 1:00 PM. I would like to have two people at the gate to check people entering the track to make sure they have registered. We will probably close the gate at 10:00 PM. During the afternoon we will need someone in driver information helping either Jeff or I hand out trophies and keep track of everything. Some one with a truck or van needs to pick up the beer for the party. Nelson's Golden Glow usually arrives with dinner between 4:30 and 5, and it takes two people to set up the buffet line. After the final race we collect all the coolers.

This year we will serve dinner and hold the drawing for worker prizes as early as possible so people can enjoy South Haven, and one of the prettiest sunset coast locations around. After dinner, there is usually a campfire by the lake, and everyone relaxes. At 10 PM we close the gate for everything but emergency exit.

Sunday: is a repeat of Saturday's schedule, with a few things left out. After the races are over we have to take down everything we have set up, pack up, clean up, and haul it home.

I hope the list has opened up possibilities for you members to come and help, all of the activities I have mentioned requires people power to do. Every thing I have mentioned can be done better with a

few more people, and you can have fun doing it.

Being part of a race organization is fun. Planning, organizing, and then making it happen. Seeing everything come together, people doing their part, having fun, becoming part of the whole operation is challenging but very rewarding. Putting on a race is truly a team effort, and we have a very good team, please join in, even if it is for one or two days.

Thanks to SBR Members at the Cendiv Area 4 Driver's School at GingerMan

Duane Belisle	Grid
Phillip Bowman	Student
H.C. Colwell	Grid
Zake Rupert	Student
Lynette Markowicz	Grid
Dave Bowman	Crew
Rod Markowicz	T&S
Medard Murfin	Crew
Becky Snyder	Regist.
Amanda Snyder	Regist.
Brook Snyder	Regist.
Matt Snyder	F&C
Paul McBride	Instructor
Jeff Luckritz	Instructor
Jeff Pontius	Instructor
Chad Murfin	Instructor
Jim Krzyzewski	Instructor
Bill Howe	Instructor
Melissa McBride	T&S
Dan Bard	F&C
Jim Desenberg	F&C
Leon Krauss	F&C
Bert Olson	Pit
William Farr	Steward

Holding The PitBoard

Jeff Luckritz



Smart people wear seat belts. I am about to offend all you who choose not to wear a seat belt. Believe it or not, I have pretty strong feelings about certain topics; and seat belt use is one of them.

Simple high school physics explains it all... "an object in motion tends to stay in motion, unless acted upon by an outside force." Meaning: when your car hits a tree at 25 mph, your body will hit the steering wheel, dash and windshield at a rate of 25 mph. I know what you're thinking, 25 mph is not that fast, how much could it hurt? My response is this; I

want you to run as fast as you can, face first, right into a brick wall. Hell, for some of you top speed is only 8-10 mph, now tell me that wouldn't hurt. I'll even let you put your hands up in front of you just before your face impacts the wall. Think you can stop yourself before your head becomes implanted with mortar and brick particles? Think again.

What's even worse are those parents who don't put their infants and small children in a car seat designed for infants and toddlers. Those kids



Jeff Luckritz's SSB Miata

aren't old enough to decide for themselves. Parents have to be smart enough to buckle those kids up safely and properly. Remember, child buckled to seat, and seat buckled to car. Please be sure to read the installation

instructions on the child-safety seat and the car manufacturer's installation instructions also.

On a completely different subject. I would like to thank all those people who have submitted articles, pictures, or both. It's great to see other members contributing to the club. Bo Hoosier has written another article and Leon Krauss (I mention these two, because I haven't met either one of them) has submitted two articles. Both men offer humorous and witty perspectives on motorsports.

The nice thing about working at the Cavalcade of Wheels was the opportunity to meet different members of the club. Heck, I've heard enough stories about Bill H. in California and Paul M. complaining about FV drivers (just kidding!). Everybody's got a story, and I really enjoy hearing them.

So, when you get an opportunity to help out the club at a Solo, Race or Car Show, take a chance, and try something different. You might actually have fun, meet somebody new, and help out the club.

Summary of April Meeting

Present: Bill H, Jeff L., Jeff P, Duane B and Susan W.

Treasurer's Report: Still have money.

Membership: 202

Solo Report(George W.) Grissom Event on April 14. Clark Engineering Event in Buchanan, MI. Sites: No news on the old Tire Rack Site.No news on the Starcraft site.Lake Michigan College Site Going to make improvements to the

lot this summer. Some LMC people are concerned about our effect on the lot. Lane Automotive-too many light poles.

Race Report (Jim D) 7 weeks from Driver's school 14 weeks from our race. Need two more stewards.

Old Business and New Business Calvacade of Wheels: More successful than car shows at Scottsdale Mall. Many people signed up to receive SBR information. New WRX members came out to help at the booth. Would like to see more SBR cars there next year...both solo and race.

University Park Mall: Cost is

\$50 per car with \$25 being paid by SBR. June 14-16. Same as usual, in on Friday, out on Sunday. Looking to have 8-10 solo and race cars.

Merchandise: Lynnette got the go-ahead to order more SBR merchandise.

Program: Jeff P. introduced the speakers for the evening from Kaley Motor Services. They gave a summary of work they can do building performance and street engines. Could even offer contingencies for drivers using their motors.



Curves at Clark

Sunday May 19, 2002

Class	Driver	Home Town	Club	Car	Best Time	Points
AS						
1	Bob Colburn	Portage, MI	WMR	99 BMW M Coupe	60.409	100
BS						
1	Tony Lipscomb	South Bend, IN		01 Audi TT	61.592	100
CS						
1	Phil Pankeiwicz	Crown Point, IN	INR	92 Toyota MR-2	64.184	100
DS						
1	Peter Jacobs	Walker, MI	Detroit	02 Sub. WRX Wag.	58.616	100
2	Lee Brouwer	Grand Rapids, MI	SBR/WMR	02 Audi S-4	60.599	69.55
3	Steve Brouwer	Rockford, MI	SBR	00 Audi S4	60.787	66.67
4	Damon Edwards	Bridgman, MI	SBR	02 Subaru WRX	64.393	11.3
FS						
1	George Williams	Middlebury, IN	SBR	95 Chevy Z-28	60.775	100
GS						
1	Adam Locsi	South Bend, IN	SBR	92 Acura Integra	63.828	100
2	Don Sappington	South Bend, IN	SBR	93 Acura Integra	66.031	68.94
HS						
1	William Loring	Osceola, IN	SBR	90 Honda Civic Si	58.859	100
2	Lloyd Loring	South Bend, IN	SBR	90 Honda Civic Si	66.157	10
3	Phillip Corporon	Granger, IN	SBR	95 Geo Prism Lsi	66.939	10
4	Greg Tkachyk	South Bend, IN		74 MGB	70.235	10
ASP						
1	Eric Baker	Elkhart, IN		91 Toy. MR2 Turb0	61.764	100
BSP						
1	Jeremy Gleason	Elkhart, IN	SBR	91 Dodge Stealth RT	60.293	100
CSP						
1	Jerry Martin	Logansport, IN	SBR	67 Datsun 2000 Rds.	59.165	100
2	Tim Dordon	Holland, MI	SBR	87 Honda Civic	63.491	34.19
CSPL						
1	April Dordon	Holland, MI	SBR	91 Honda CRX	64.762	100
2	Kathy Martin	Logansport, IN	SBR	67 Datsun 2000 Rds.	67.137	66.99
DSP						
1	Jeff Harrison	South Bend, IN		98 Dodge Neon ACR	60.439	100
ESP						
1	Lonnie Bright	Cassopolis, MI	SBR	94 Chevrolet Camaro	59.533	100
FSP						
1	Brian Barrett	Hudsonville, MI	SBR	84 VW GTI	63.722	100
2	Paul Stock	Mishawaka, IN	SBR	77 MG Midget	64.653	86.85
FSPL						
1	Stacey Mulder	Hudsonville, MI	SBR	84 VW GTI	68.35	100
FM						
1	Scott Nardin	Grandville, MI	SBR	86 Werks SoloVee	51.923	100
2	Ricardo Gonzales	Miller Beach, IN	SBR/CHI/INR	65 Solovee Bobsy	54.102	62.23
STS						
1	Thomas Smith	Lansing, MI		83 VW GTI	59.936	100
2	Joey Graves	Holland, MI		91 Honda CRX DX	61.493	76.62
3	Justin Huddleston	Hamilton, MI	SBR	90 Honda Civic	62.565	60.52
4	Atif Goodman	Rockford, IL		88 BMW M3	63.432	47.5
5	Ryan Steele	Holland, MI		91 Honda CRX	64.37	33.42
6	Steve Coram	Valparaiso, IN	INR	01 Ford Focus	65.344	18.79
7	Mike Zimmerman	South Bend, IN		94 Mitsubishi Eclipse	67.254	10



Membership Application

Dear Prospective SCCA Member:

To apply for membership in the Sports Car Club of America, the world's largest member participation automotive organization, please complete the form below *in full* and return, with payment, to the SCCA Membership Department, 9033 E. Easter Place, Centennial, CO 80112-2122, or to the South Bend Region, SCCA Membership Co-Chairs: David & Tami Bowman 3807 Fern Hill Dr, Mishawaka IN 46544-6267 (574) 255-7600

PLEASE PRINT OR TYPE

Applicant's Name _____ Birth Date _____ / _____ / _____
Month Day Year

Address _____ Telephone (____) _____

City _____ State _____ Zip _____ E-Mail: _____

Married Single Spouse's Name _____ / _____
Member Number if spouse is current member

IF APPLYING FOR FAMILY MEMBERSHIP (husband/wife & children) list names and ages of children **under age 21**:

03 Name _____ Birthdate _____ / _____ / _____

04 Name _____ Birthdate _____ / _____ / _____

05 Name _____ Birthdate _____ / _____ / _____

06 Name _____ Birthdate _____ / _____ / _____

Have you been an SCCA member before: No Yes Year _____ Previous Member No. _____

PRIMARY INTEREST(S) IN SCCA:

Please send me a free Crew License (*check box to left*)

Please indicate the area(s) of SCCA in which you plan to participate, or which interests you most. Your response will be used to allocate your National dues to the areas you indicate. Thank you.

- Club Racing Pro Racing ProRally RoadRally Solo

Membership in the Sports Car Club of America is dual — both National and Regional. Dues are for one (1) year from date of payment. Make one check/M.O. for the total amount, payable to SCCA, Inc.

Annual Dues (as of 6/1/02)	National	+ SBR Regional	= Cost	Total
01 Regular Member	\$55.00	\$15.00	\$70.00	\$ _____
03 Spouse Member	15.00	5.00	20.00	\$ _____
10 Family Membership	85.00	20.00	105.00	\$ _____
			Grand Total	\$ _____

Spouse must be regular member's legal spouse.

Speed FreakzSM Membership (you must be under age 26)			
Birthdate ____/____/____			
	National	Regional	Total
15 <input type="checkbox"/> Regular Speed Freakz Member	\$25.00	\$5.00	\$30.00
16 <input type="checkbox"/> Competition* Speed Freakz Member	\$45.00	\$5.00	\$50.00

*Can hold any SCCA Competition license.

NATIONAL OFFICE USE ONLY	
C- _____	\$ _____
C- _____	\$ _____
C- _____	\$ _____
C- _____	\$ _____
C- _____	\$ _____
Source	<input type="text"/>

Enclosed is my check or money order for \$ _____ U.S. Do not send cash.

Visa MC No. _____ Exp. Date _____

*I hereby apply for membership in the Sports Car Club of America, Inc., and its **South Bend Region #35**, and agree to abide by the bylaws.*

Applicant's Signature _____ Date _____

CLASSIFIEDS

For Sale: Old SBR Laptop: Gateway Colorbook, circa July 1994, 486 processor, unknown speed, 20 MB RAM, 775 MB Hard Drive 1.4 MB Floppy Drive, NO CD drive. Built-in trackball, but you'll want a mouse for serious use, 640x480x256 color display, good for indoor use, hard to see outdoors. Ports: Keyboard/Mouse, Parallel, Video, PCMCIA (I think). Software: Windows 95, Microsoft Access 97, Not much else. The battery in this computer is shot, it must be plugged into the power adapter to function properly. Everything else seems to work fine, although I did notice that the system settings were reset after the machine sat in my basement unplugged for the last 10 months or so. I've fixed this, so it all works well now. Best Offer. Contact Bill Howe (W) 574-875-5376 (H) 574-266-4324

For Sale-1992 Chevy S-10 Blazer. 4 x 4. 2 door, 4.3 L V6, AT,PW,PL,PS,Reese Rec.,ABS,Pioneer CD, 166 k miles,Some Rust \$3300 OBO.
Call David Bowman 574-255-7600

For Sale -- 81 Fiat X-1/9

Fun 'D' Stock solo car. 5K on new motor. Two sets of wheels. One mounted with street tires and one with used Yokohamas. Newer shocks and front sway installed. Car runs well (runner up in '99 Australian Pursuit) but in need of some TLC body work. Going racing, so need a good home for the solo car and space in the garage. Call H.C. at (574) 291-6756.

FREE to a good home – 2 Yokohama 250/590R15 race slicks and 2 Goodyear 22.0X8.5X15 race slicks. Too large for Datsun Roadster fender wells, and are aprox 1/2 to 3/4 original thickness. Bill Howe (W) 574-875-5376 (H) 574-266-4324

KALEY MOTOR SERVICE, INC

116 E. Tutt St.
South Bend, IN 46601
574-287-9355/800-994-1331
Since 1947

Complete Machine Shop	Competition Engines
High Performance Engines	Classic Car Engines
Driveshaft Service	Porting and Flowbench Testing

SBR thanks the folks at Kaley Motor Service for their presentation at the March Meeting!

SBR CALENDAR

June 4	SBR General Meeting at 8:00 pm(Indiana Time)
June 29-30	SBR Solo at Grissom
Date Change July 9th	SBR General Meeting at 8:00 pm (Indiana Time)
July 13-14	SBR Sprints at GingerMan

CLASSIFIEDS

Classifieds are free to South Bend Region SCCA members; non-members may advertise for \$5.00 per ad month. Ads submitted by members will be run for 2 issues unless the editor is notified. Non member ads will run based on payments received. To place a display or classified ad, contact the PitBoard editor.

PITBOARD SUBMISSIONS

Send e-mail, or personally deliver your articles, photos, classified ads, comments and ideas to the PitBoard editor by the 15th of each month. I do not have Microsoft Word, so, please don't e-mail Word attachments. Send text instead. Include your name, phone number and e-mail address with your submission, just in case the editor needs to contact you. No anonymous submissions will be printed. When sending photos (which will be returned) include the who, what, when, where, why, and how information.

For Sale- Porsche 914 2.0 L parts. Mostly disassembled engine and transaxle stuff. Starter, alternator and fuel injection. Removable top and instruments. Javier 219-532-9166

For Sale: 1992 Plymouth Laser 1.8L engine, 112K miles, 5-spd manual transmission, sun roof, A/C, AM/FM Cassette, Blue exterior, Gray interior, New exhaust system, new alternator, and new engine belts. \$1,800 or best offer. Call Duane Belisle at 574-293-1398.

A weekend at Grissom

June 29 and 30, 2002

Join us at Grissom Aeroplex in 2002 for SBR's 3rd & 4th regional solos. It's not a Divisional, Tour, or Cendiv Series event so you can concentrate on just having fun. The Grissom Aeroplex is about 15 miles north of Kokomo, IN and just south of Peru, IN on US 31. Great, clean concrete and plenty of room for safe fun. One of the best autocross sites in Cendiv. Use the new entrance to the Grissom Aeroplex solo site at the foot of the water tower 1 mile south of the Air Museum. Take the first right after entering and follow the SCCA signs.

Standard SCCA classes. (2002 PAX/RTP factors will be used for the Tire Rack, Street Tire, and Novice Championships.)

Saturday June 29	Saturday	At least 4 runs planned! (This is the 3rd SBR points event)
	8:00 am - 10:00 am	Registration and tech
	8:00 am - 10:15 am	Course open for walking
	10:30 am	Drivers meeting
	11:00 am	First car off
	5:00 pm-ish	SBR Awards presented to top finishers.
	5:00 pm - 6:00 pm	Sunday registration and tech
	6:00 pm	Sunday course open for walking
Sunday June 30	Sunday	At least 4 runs planned (this is the 4th SBR points event)
	7:30 am - 8:30 am	Late registration and tech
	9:00 am	Drivers meeting
	9:15 am	Workers for heat 1 report
	9:30 am	First car off
	4:00 pm?	SBR Awards presented to top finishers.

All times shown are Eastern Standard (Indiana) Time

Registration Entry Fees

Saturday only	\$15 for SCCA members, \$20 for non-members
Sunday only	\$15 for SCCA members, \$20 for non-members
Both days	\$25 for SCCA members, \$30 for non-members

YOU MUST PRE-REGISTER.

Entries must be received by June 25.

For more details, entry blanks, and to pre-register on the Web, go to <http://sbrscca.org>

Due to the anticipated large entry, *no on-site entries accepted on either day of the event.*

SBR General Membership Meeting
Tuesday, June 4th
8:00 pm (IN time) @ Union Station Restaurant
327 Union Street in Mishawaka

Guests Very Welcome

(More Information Inside)