

**IN THIS
ISSUE**

SBR Sprints

Contact
Information

SBR
Activity
Points

Retired
from
Solo

Official
Race
Report

ITS Win
at GingerMan

Solo Results

GingerMan
Survey

Activity Points
thru July

Classifieds

SBR
Calendar

SBR
Announcements

Solo Flyer

South Bend Region Camaraderie

Dick Wisler

I'm often asked by year around residents in Florida why I bother to travel up north for the summer when I don't even have a home here. True, It's a bit of a hassle searching for a new lodging every year. But it can be interesting such as the three summers I lived aboard a 33-foot sailboat in New Buffalo.

However, it would be difficult to explain to non sports car enthusiasts how the activities of the South Bend Region and the SCCA can keep an old timer coming home each summer. For instance, our SBR Sprints at GingerMan keep getting better every year.

The new innovations are already becoming traditions that are increasing our entrants from a low 100 the first few races, that left us in the red, to our high of 151 this year that has catapulted us to a profit for the last 5 races. From Paul McBride's stirring rendition of the Star Spangled Banner and the Friday Night Jambalaya to the workers cash drawing and the \$25 vouchers for our next year's race to this year's entrants; the whole program seems to work. That and our hospitality and efficiency keeps bringing the drivers and workers coming back.

I was impressed to see sidelined drivers Jeff Luckritz and Paul McBride pitching in together, from setting up the banquet Saturday night to pushing race cars thru the tech line. New Comp. driver, H.C. Colwell was working pit lane with veteran Bert Olson and his protege Jeremy. Jeff Pontius was assisting when not racing his Vee. Bob Gregory's wife was working in timing and scoring most of both days. Non-driving Ray Reimer helped me on Sunday hustling and posting the track results



photo-J.Luckritz

Jim Krzyzewski climbs into his "Benneton" SRF

from the 3rd floor timing and scoring base. These are just a few of the SBR workers I was aware of. The family groups were there doing their thing as always.

Our two SBR Formula Mazda drivers did well with the exception of an altercation in the first turn of Saturday's race. Charles Gruner ran out of the track and off the course while running next to Doug Campbell for the lead. He fell back and Campbell lost his brakes and also dropped back by the end of the race. On Sunday, Gruner started from Pole in FM and took a Second Place finish overall. Campbell took a third Place in the FM and Fourth Place overall. Bob Gregory struggled with his tired-out Spec. Ford and finished mid pack on Saturday. However, he was involved in a multi-car off track altercation in turn 2 on Sunday that caused enough damage to end his race. Jim Krzyzewski finished 11th of the 22 car field on Sunday which was about where he ran on Saturday.

Jeff Pontius fought for a 3rd place finish in Formula Vee on Saturday and a fifth place on Sunday. New SBR driver Vic Richter from Monticello, IN got a ninth in Vee on Sunday and we didn't get his finish on Saturday. Menard Murfin from Warsaw, IN finished 11th

See Camaraderie p. 4

MONTHLY MEETING

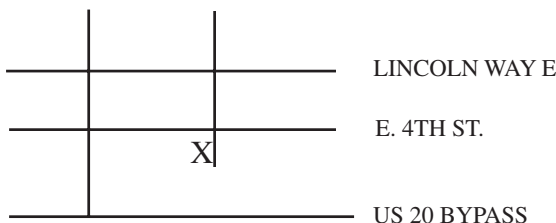
When: First Tuesday of every month.

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

Regional Executive (RE) Bill Howe howephoto@skynet.net 574-266-4324	Competition Chair Paul McBride bluerace44@aol.com 574-289-1398
Assistant RE Duane Belisle dsbelisle@aol.com 574-293-5704	Solo Chair George Williams ghenryw@aol.com 574-825-5565
Secretary Susan Williams millweaver@aol.com 574-825-5565	Race Chair Jim Desenberg jhdesenberg@qtm.net 269-695-5987
Treasurer HC Colwell hcolwell@michiana.org 574-291-6756	Points Keeper Bill Loring webmaster@sbrscca.org 574-675-0641
Board Member Larry Dunville ldunville@dearbonecrane.com 574-259-6232	Membership Co-Chairs David & Tami Bowman mom161822@aol.com 574-255-7600
Board Member Jeff Luckritz jluckrit@remc11.k12.mi.us 269-429-3676	Program Chair Jeff Pontius jeff_pontius@hotmail.com 574-273-0268
Board Member Jeff Pontius jeff_pontius@hotmail.com 574-273-0268	Webmaster Bill Loring webmaster@sbrscca.org 574-675-0641
Club Merchandise Lynnette Markowicz LAMarksSBRGrid1@netscape.net 574-232-4206	PitBoard Editor Jeff Luckritz jluckrit@remc11.k12.mi.us 269-429-3676
SBR WebSite www.sbrscca.org	SCCA National Office www.scca.org 1-800-770-2055

How To Get

Those

Precious

SBR Activity

Points

Activity

Race Chair

Points

400

PitBoard Editor

200

Website Manager

200

Race Chief of Specialty

200

Associate PitBoard Editor

100

Rally Series Chair

100

Solo Chair

100

Event Chair

100

Program Director

100

Club Officer

100

Event Co-Chair

75

Activity

Car Show Display

Points

75

Solo Co-Chair

75

Race Worker/day

50

SBR Race Driver

50

PitBoard Article/page

40

Meeting Attendance

20

Rally Navigator

20

Race Crew/day

20

Rally/Solo Worker

20

Rally/Solo Driver

20

PitBoard Picture

10

Retired from Solo, but Still Competitive *Dave Looman*

Since our departure from the solo scene four years ago, we have enjoyed our new home in Alden, Michigan. Never having sawed a board or felled a tree and Joyce never much success at gardening was a challenge as we began to carve out our woods. After a few years of hand-sawing trees, I bought a chain saw. It was like not knowing there was more than first gear in a race car!

Joyce began planting a few things, which sort of grew. It was not until a few years back those things began to take real shape around the yards. We began creating structures and gardens and ponds that rivaled the best in town. Our five acres, which overlooks Torch Lake, began to take on the appearance of a retreat of sorts. It was kind of nice taking our morning walks through the arbors of maple and paths of chopped cedar. The vines began to bloom as they crept their way over the arbors and gateways.

Last year there was a flower show in our little town. Nearly a hundred exhibits were on display in the town square. Joyce entered an old tree stump which she had filled with tomatoes and other eatable plants. We did pretty well for our first try. Last October we started thinking about the up-coming show in 2002. I started to think competition, and did not like it a bit. I recalled racing and realizing what it took to win. The time, the effort and the cost.

We decided to build something that would be nice and not expensive. Not only for the flower container contest, but a project for the winter. We recalled racing again.

What would it take to make a creation that would not only be fun, and use up some of the long winter days, but would stand a chance at defeating the many master gardeners that would be competing?

We thought of last year's contest and made a list of what won and what was popular. We started with making miniatures of our garden structures. Joyce would spend many hours researching miniature plants and flowers that would be planted alongside the structures. By spring we had created what we thought would surely stand a chance at first place.

However, neither of us cherished the thought of hard competition. We recalled how nerve racking it was to spend the winter building the very best race car, only to get beat on its first time out in the spring. Yet we proceeded with the project as it began to take shape.



By early May our creation was really looking good. It was about three feet high, three feet wide and five feet long. Its wood body could hold eight inches of good soil. Joyce had just finished her master gardener training and was able to locate some really nice plants. The plants, however, could not be planted until the first of June. The structure had a

creek running through it. It took some thought, but by using a Toyota Supra windshield washer tank and pump, a Ford 12 volt battery, a lot of tubes and fittings and the dash dimmer switch from my daily driver, I was able to make water flow through the creek into a small pond.

The day we brought it down to the town square was like pulling in to Nationals registration at Topeka. That same feeling of being studied by the other competitors. It was not that good a feeling. We wanted to take part but yet we remembered the feelings of wanting to win so bad that you worried about other people's cars (or pots). We were warmly welcomed as the display was set up. People began to gather around to see the tiny creek, the gazebo, arbor and miniature bench.

The plants were PERFECT! By stooping down and peering through the gate, it looks VERY real. We had installed a starter button on the side. When the button was pressed, the power would go to the washer pump. The pump pushed the water through a small tube to the rock pile atop the display. The people's eyes would light up with glee as the water cascaded down the creek to the pond. By using the push button, the pump would only run as long as it was held in. This keeps the battery charged for about two weeks. The pond has a small tube hidden near the top, where the fresh water is taken back down to the washer reservoir.

The plants began to grow but not out of hand. Joyce's choice was perfect. The miniature creeping zinnias looked like sunflowers. The English

See "Retired on p.10"

The Official Race Report *Jim Desenberg*

The weather was sunny and warm on July 12, 13 and 14th. The racers and workers decided to come out and play at our race. In a year when other events are seeing a drop in car count, we saw an increase of about 10%. The worker count was about the same, just distributed a little different. Flagging and communications picked up workers, but Timing and Scoring dropped. Lloyd Loring even made announcements asking for volunteers.

For the record, South Bend Region had the largest turn out of workers ever, twenty six. Thank you all for helping. West Michigan was a very close second (25), followed by Detroit (13). Workers came from 11 regions to help at our race. It is a fact of racing life that NO region fields enough workers to fully staff an event. All of the racing regions rely on one another for help. The race committee would like to thank our workers: Duane Belisle, (Pace Car Driver and Grid Worker), the Bowman family, David (F&C), Philip, Tami, and Kim (T&S), H.C. Colwell (Pits and control of the radios), Scott Desenberg (F&C), Damon Edwards (Tech), Bill Howe (Chief of Course), Dennis Jennings (Grid), Leon Krauss (F&C), Jeremie Lawson (Pits), Lloyd Loring (Announcer), Jeff Luckritz (General running and Tech), Lynnette Markowicz (Chief of Grid), Rod Markowicz (Chief of Tech), Paul McBride (Tech), Bert Olson (Pits and Cook for Friday night dinner), the Snyder family, Becky (Chief Registrar), Matt Snyder (F&C), Amanda and Brooke (Registration) and I probably should count Adam as a worker, Paul and Melanie Stock and Marion Gregory



Rod Markowicz, "the sheik," of tech



Duane Belisle led every race in the Pace Car



Bill Farr ran the tower



Brooke Snyder helped with registration

(T&S) and Dick Wisler (Driver Information). Boy, I hope I didn't leave any one out. I did miss two very important people, my Assistant Chair, and next year's Chair, Jeff Pontius,

and the man who kept reminding me of what I had to do, and when to do it, Bill Farr our Chief Steward. From me, a personal thanks to all of you, and well done.

Racers came from 26 regions / organizations. Detroit provided the largest group of competitors, with Chicago second. WMR and Indy were third and fourth and South Bend tied with Milwaukee. South Bend Drivers were; Rotem Gill (ITB), Doug Campbell (FM), Charles Gruner (FM), Bob Gregory (SRF), Jim Krzyzewski (SRF), Chad Murfin (ITS), Jeff Pontius (FV), Vic Richter (FV),

We owe thanks to West Michigan and Detroit for the use of their Timing and Scoring and Sound equipment, we actually we owe them a contribution for the maintenance and calibration.

I would like to thank everyone who helped organize and put on the race. It was fun working with you.

Camaraderie Cont'd

in his Neon on Sunday and we assume he did as well on Saturday. SBR driver Rotem Gill from Royal Oak, MI did not start his Volvo 142 on Sunday and we don't know how he did on Saturday.

The weather was perfect as usual for our race and all the racing was clean and unprotested as far as we know. The only downer for next year's sprints is the fact that race Chair Jim Desenberg will not be returning. Let's hope we can maintain the high standard that Jim set.

South Bend Region Team Wins ITS Class at 10 Heurse du Man 2002

Hugh Murfin

GingerMan Raceway

31 August/ 1 September, 2002

South Bend Region's own Murfin Racing Team 1995 Neon won the ITS Class at the 10 hour enduro race held by Midwestern Council of Sports Car Clubs at GingerMan Raceway, South Haven, Michigan over the Labor Day Weekend.

The team consisted of four drivers. Chad and Hugh Murfin from the South Bend Region, Dick Meldrum from Fort Wayne region, and Steve Best from the Indy region, SCCA. The pit team staff included Phil and Dave Bowman, Jake Rupert, all SBR members and Tim Renz. Stevie Best, Ellie Goble, (Jake Rupert's friend), Terri Best, (Steve's wife), our chief cook and bottle washer, and Vonnie Murfin, Chad's wife.

It seemed as if it was going to be a trying weekend. Starting with a flat tire on our support vehicle during transit to the track, Chad missing his wallet for quite a period of time, and just minor problems that add up into mountains of frustration. Not to mention, the notification 10 minutes be-

fore Sunday morning's practice that you could not run antifreeze in the car. And guess who still had antifreeze!

We were upset at the antifreeze notice. Though, had it not happened, and we had not gone back to drain the antifreeze and put in water, we would not have found that our alternator belt was missing. We hurriedly replaced the belt avoiding being dead on the track early in the race.

Our planned strategies of consistent lap times, making no silly mistakes, and regularly scheduled pit stops worked flawlessly. We dueled with the Zanshin Porsche team for the top spot in ITS during the first seven and one half hours of the event. Leads changed back and forth several times before one of their drivers took a trip into the tulies flat spotting the tires. They then lost a couple of laps in the process of changing tires and drivers.

A few laps later, their next driver, trying to make up time, spun and sent their car bouncing severely off turn six. Resulting damage kept them in the pits off and on the rest of

the race.

The Mazda team, having started as if they were running a sprint race, had broken down completely by the third hour. And interestingly, they were the ones that claimed years of enduro experience on their team biography.

The only disappointment was not having the Porsche team racing competitively with us at the end. We had established a good relationship with their team, even trying to help them through their problems. And it would have been a close race to the finish.

We did represent the club well, and received many compliments on our professionalism, track etiquette, and driving skills from stewards and corner workers. A special thanks to Dave Bowman who was superb as Team Representative and Pit Chief. And to our little Neon with over 123,000 actual miles on the motor. It's still finished every lap of every race in which it has been entered.



photo-B. Olson

Mike Siade checks out a REAL Cobra



photo-B. Olson

Tom Mittler's OSCA

6th SBR Points Solo at LMC

Mid-Term Exams Results

	Driver	Hometown	Club	Car	Best Time	Points
SS						
1	Kent Parkinson	W Lafayette, IN	SBR	99 Chevy Corvette	46.618	100
SSL						
1	Susan Parkinson	W. Lafayette, IN	SBR	99 Chevrolet Corvette	58.428	100
BS						
1	Daniel Snow	Muskegon, MI	SBR	01 Chevrolet Camaro	52.984	100
CS						
1	Tim Gaisford	Warsaw, IN	SBR	74 Porsche 914	48.785	100
DS						
1	Peter Jacobs	Walker, MI	Detroit	02 Acura RSX-S	50.992	100
2	Chris Cramer	Elkhart, IN	SBR	02 Mini Cooper S	51.044	99.08
3	Damon Edwards	Bridgman, MI	SBR	02 Subaru WRX Wagon	53.451	56.6
4	Peter Fritz	Bloomington, IL		02 Subaru Impreza WRX	53.886	48.92
FS						
1	George Williams	Middlebury, IN	SBR	95 Chevy Z-28	46.626	100
2	Josh Harmon	Elkhart, IN		98 Chevrolet Z28	50.987	15.82
GS						
1	Jeff Luckritz	St. Joseph, MI	SBR	95 Dodge Neon	49.576	100
2	Josh Luckritz	St. Joseph, MI	SBR	95 Dodge Neon	53.262	33.08
3	Paulis Austrins	Okemos, MI	Wmr	89 VW GTI	53.971	20.21
HS						
1	William Loring	Osceola, IN	SBR	90 Honda Civic Si	49.35	100
2	Roger Booth	East Lansing, MI	WMR	00 Honda Civic	55.875	10
CSP						
1	Tim Dordon	Holland, MI	SBR	87 Honda Civic	51.252	100
2	John Sheriden	Holland, MI		91 Honda CRX	53.069	68.09
3	Ryan Steele	Holland, MI		91 Honda CRX	53.199	65.81
CSPL						
1	April Dordon	Holland, MI	SBR	91 Honda CRX	50.402	100
DSP						
1	Jeff Harrison	South Bend, IN	SBR	98 Dodge Neon ACR	46.697	100
2	David Bowman	Mishawaka, IN	SBR	95 Dodge Neon	47.568	83.21
3	Lans Bierens	Comstock Park, MI		95 VW Jetta GLX	50.68	23.23
ESP						
1	Gary Burton	Columbia City, IN	SBR/FWR	90 Ford Mustang	46.754	100
FSP						
1	Brian Barrett	Hudsonville, MI	SBR	84 VW GTI	48.712	100
2	Thomas Smith	Lansing, MI		83 VW GTI	50.325	70.2
FSPL						
1	Stacey Barrett	Hudsonville, MI	SBR	84 VW GTI	51.757	100
CP						
1	Mike Zickuhr	Hobart, IN	SBR	69 Chevy Camaro	43.733	100
DP						
1	Steve Bollinger	Granger, IN	SBR	66 Austin Healey Sprite	44.577	100
2	Kim Bollinger	Granger, IN	SBR	66 Austin Healey Sprite	45.045	90.55
EPL						
1	Allison Smith	Grand Rapids, MI	WMR	84 VW Rabbit GTI	51.195	100
EM						
1	Steve Tamandli	South Bend, IN	SBR	88 Pontiac Fiero	41.605	100
2	Jim McKamey	Portage, IN	SBR	85 Renault R5 Turbo	45.205	22.12

FM

1	Scott Nardin	Grandville, MI	SBR	86 Werks SoloVee	41.754	100
2	Chuck Buysse	Kalamazoo, MI	SBR	76 Caldwell Solo Vee	43.497	62.43
3	Gregory Powers	Mishawaka, IN		65 Solo Vee Bobsy	44.823	33.85
4	Ben Shapley	Portage, IN	INR	68 Solo Vee Zink	46.052	10
5	Karly Chnupa	Portage, IN	INR/SBR	68 Zink Solo Vee	46.106	10

STS

1	Nate Vanderveen	Wyoming, MI		00 Subaru Impreza RS	49.758	100
2	Joseph Andreinl	Grosse Point, MI	Lk Sup	01 Subaru Impreza RS	50.4	88.39
3	Adam Loesi	South Bend, IN	SBR	91 Acura Integra	50.42	88.03
4	Andy Nienhuis	West Olive, MI	WMR	84 VW GTI	50.87	79.89
5	Steve Stock	Grosse Pt Wds, MI		01 Subaru Impreza RS	51.647	65.83
6	Ron Nienhuis	W. Olive, MI	WMR	84 VW GTI	52.845	44.16
7	Adam Wosneski	E. Lansing, MI	109	92 Chevrolet Camaro	53.733	28.1
8	Parker Brown	Portage, MI		99 Ford Contour SE	54.158	20.41

STX

1	Robert Palmbo	Manistee, MI		02 Subaru WRX	51.048	100
2	Terrance Welsh	South Bend, IN	SBR	02 Subaru Impreza WRX	54.907	31.96

SM

1	Michael Wear	Grand Rapids, MI		95 Honda Civic Si	50.059	100
2	Jeff Meitz	Jenison, MI		92 Honda Civic	50.312	95.45
3	Jason Rabe	Grand Rapids, MI		92 Honda Civic	51.507	73.97



Steve Bollinger prepares for Topeka



Steve Tamandli is doing the same



Jeff or Kristi Harrison, who's faster?



Josh Luckritz at his first Solo

photos-J.Harrison
Some Solo Cars from LMC

GingerMan Survey Results *Jeff Pontius*

9 out of 10 Drivers Prefer.....

The 7th Annual South Bend Sprints at GingerMan Raceway. In order to get some feedback on how we are doing at our race, a participant survey was handed out to every driver who registered for this year event. A total of 13 responses were returned. While this is less than 10% of the total number of registered drivers, we received some really positive feedback.

The good news is that we rated well in all of the categories. Positive comments were made regarding the food at the Saturday evening party, the professionalism, organization and quality of the workers. Additionally, the majority of the drivers responded that they felt that our entry fee was an excellent value for this event.

Areas where we might consider some improvement seem to be

trophies, and several drivers suggested that we consider doing something to eliminate the slowdown in the registration line when non preregistered entrants arrive.

On the survey, there was an area where we were asked for additional comments or suggestions. Every person who responded took the time to write in additional comments. Among the comments were: Great food. Grid and pit are always nice - thanks workers. This race is always well run.

Information was relayed to the drivers in a timely manner, and you can actually hear the loudspeakers. I drove 10 hours to attend this race. It was worth it, I had a good time, and I will come back.

At registration, perhaps you could separate the preregistered from the non preregistered. Nice people,

nice place, nice track. Very well run weekend. The grid staff was very well organized. This weekend was much better than the National event in April. SCCA staff was much more professional and friendly.

As you can see we had a lot of positive comments. Everyone who helped did a great job and deserves a "Thank you" from everyone who attended the race. Without the support of the South Bend Region members and the workers from all of the other regions, we would not be able to put on such a good event. However, we can always do better, but we need YOUR help to get better.

Planning for next years race will begin shortly. Please write, phone, e-mail, etc. either Jeff Pontius or one of the Board members to find out how you can help.

SBR Activity Points Through July

Rank	Points	Name	Rank	Points	Name
1	865	Jeff Luckritz	17	235	Paul McBride
2	725	George Williams	18	200	Sandy Byrnes
3	670	James Desenberg	18	200	William Farr
4	635	Lloyd Loring	18	200	Linda Haslet
5	535	William Howe	18	200	Kim Joiner
6	510	William Loring	18	200	Ed Maklinburg
7	420	Lynnette Markowicz	18	200	Betsy Ruszel
8	395	Jeff Pontius	18	200	Tom Smolenski
9	340	Rod Markowicz	18	200	Steve Tamandli
10	315	Rebecca Snyder	26	170	Leon Krauss
11	300	Duane Belisle	27	155	Tamara Bowman
12	275	Jeffrey Harrison	28	140	Kim Bollinger
12	275	Paul Stock	28	140	Steve Bollinger
14	255	David Bowman	30	120	H. C. Colwell
14	255	Larry Dunville			
16	240	Susan Williams			

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	Jeff Harrison
Equipment	Open
Event Chair	Open
Worker Chief	Steve Bollinger
Course Design	Open

2002 SBR SOLO CALENDAR

8/25	#6 Lake Michigan College, Benton Harbor, MI
9/8	#7 Lake Michigan College, Benton Harbor, MI
9/29	#8 Lake Michigan College, Benton Harbor, MI
10/20	#9 The Tire Rack Test Site, South Bend, IN

Look for SBR Solo Results on the Web

Bill Loring has put together an SBR Web Site. You can find a solo event schedule, results, pdf files of forms, and photos. You'll also find a link to pre-register for SBR events.

Check it out at:

<http://www.sbrscca.org>

What to Bring to a Solo:

A Safe Car, Working Seat Belts, & a Helmet (Loaners are available)

New to Solo?

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

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



Bill Loring shows a novice how it's done in H-Stock



Don't touch my Mountain Dew!

photo-J.Harrison

Retired from p. 3

moss looked just like grass, and the miniature water plants fit in perfectly. It was a thrill to watch the old and young alike push the button and shrill with joy to see what 'they' had done.

Yet again, there were nearly a hundred other competitors. There was a large handful of other very interesting displays. It would not be easy getting the top award.

On July 13 the voting had ended for the people's choice after three weeks of public voting. We would listen to comments as the people talked about their favorite. Ours got a lot of attention, but also so did many others. We began to have that sick feeling. The one that you have after completing your final run, just before the time is announced. Yet that feeling would stay with us for the month before the final judging.

So here we were, amongst friends and competitors at the awards ceremony. It was different than solo. In solo you run your runs, win and get the award. Here we had to wait until all the people's choice ballots were counted. Another group of judges that were nationally acclaimed gardening judges, were also on hand to nit-pick and look over each and every entry. I nearly had a cow waiting. I wished it were over, win or lose. Could I be a gracious loser? Humble winner?

The first category was up for grabs, 'People's Choice.' The announcer started at tenth runner up. "Come on already" I thought, I could not stand the suspense. Just tell me we lost and I can get on with it. He seemed to dwell on each runner up, giving him or her the attention they deserved. With each name announced that was not us we knew we

were in the top three. When the second spot was announced I had that terrible feeling. Did we win? Were we not in the top ten? Did we get disqualified?

In his own way, the announcer gave us that, "Are you ready for this?" as he looked our way. We had won the Peoples Choice Award. Possibly the most coveted as it was voted by nearly a thousand people.

We were satisfied to live with the award. But the 'real' judges had not yet spoken. These are people that REALLY know flowers. My doubts were that we could pull this one off. Again they started at the bottom twelve and worked their way up. Again we were wishing our names were NOT called, as that meant we had a chance at the top three.

When they got to the second place and still did not announce our entry we had some really high expectations. However, our years of solo told us 'it's not over until you got the award in your hands!'

The announcer fumbled the first place envelope in his hand, sliding it between his fingers as he read it to himself. Our hearts dropped as the name announced was not ours. Maybe he mispronounced it. Sure, Looman sometimes comes out Lewman or Lowmin. However, Smith does not even sound close.

It was time to be humble. So we lost. So it's time to congratulate the winner, even though you would rather not. But wait! another award?

The announcer then explained that the Grand Prize winner was taken from the winning classes to stand alone. He seemed overwhelmed as he looked our way and told of the winners of Grand Prize. "This entry was head and shoulders

the favorite of all the judges," he explained. "Its creation was the miniature (a word that was promising for us) of their real gardens, including a gazebo and a running creek.

"The creation was not only the most popular amongst the judges, but was a run-away. One of our judges has judged flowers, gardens and shows from coast to coast for years and said she has NEVER seen such perfect use of miniatures in a display."

OK, so I nearly cried. What an honor! Thank God it's over, I could not stand another minute of waiting.

The displays will remain in the town square for another two months. Ours proudly displays two blue ribbons. People Choice and Best of Show Grand Prize. It's like first place in A modified and FTD to boot! It's like beating Milligan! (well, not quite).

Now we can sit back and just be calm as the display can be enjoyed by all. We still haven't gotten over the wins, and already in the back of our minds we are thinking what everybody is asking, "So what's for next year?"



Joyce & Dave Looman "dwarf" their garden club winner

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

For Sale: 1971 Ford Pinto 1600 engine, 5 speed transmission and radiator. One owner \$500 obo. 574-293-1235

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.

For Sale- 4 16x9.5 C4 Vette wheels in good condition. A few scratches. Great wheels for an ESP F bod. 275 Hoosiers and 265 Kumhos fit great. Contact Lonnie Bright llbright@webtv.net or 616-445-9288

For Sale 1966 Mercury comet convertible. 351W, C4 auto, power steering, power top, new front brakes, undercarriage has been blasted, painted and undercoated. Body is in overall good condition. Needs repair of previous repair above rear tires. Starting to crack. All new interior except door panels. Top is in excellent condition also. \$5,000 obo 616-445-9288 llbright@webtv.net

1997 Ford Mustang Cobra – 54K miles, black/black leather, clean; starting family, need mini-van (yes, I still have my man-bits); 5sp. MT, AC, PS, PW, PL, Mach 460 stereo (cassette & CD), "Bullitt/Anthracite" wheels with 245/45-17 Dunlop SP Sport 5000 (est. 30% left) for street use; fully prepared for "F Stock", have autocrossed 1 1/2 seasons, Koni Sport (yellow) single adjust (rebound) shocks/struts, Steeda front sway bar, Redline synthetics in engine/trans/diff, K&N, Dynomax Ultraflow SS mufflers (slightly louder and more defined than stock, cool sound), Hawk HP+ front pads, DOT 5 brake fluid, Class 1 hitch, short trailer that fits 275 width tires (max) with tool box for jack/air tank/tools, OE wheels with Kumho Ecsta V700 275/40-17 (6 events, est. 60% left) for autocross; OE mufflers, shocks and swaybar available. \$14,000 for whole package \$13,500 for car only.

Kyle Broeker Indianapolis (H) 317-891-0095
broeker97@AOL.com (C) 765-994-7292

1986 MAZDA RX-7, Automatic, air, cruise, 63,000 miles, mint condition, original owner. Asking \$6,000. Call Jim Bell at 1-269-683-8184

SBR CALENDAR

September 29	Solo at Lake Michigan College
October 1	SBR General Membership Meeting at 8:00 pm, South Bend Time
October 20	Solo at the Tire Rack, South Bend, IN
November 5	SBR General Membership Meeting at 8:00 pm, South Bend Time

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. Nonmember 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. Text works fine, though. 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.

Get into racing / autocross cheap!

For Sale: 1986 Mazda RX7 roller, with a 2000 race engine in box, never used. Car has complete rollbar, has been stripped, and if you can install the engine, will be ready to race. I am only asking \$2000 for the whole kit and kaboodle, so this is a cheap way to get into club racing. Please contact Scott Desenberg at 616-697-4296 mailto:<sdesenberg@hotmail.com> to see the car.

1991 Spec Miata racing car available for Road America & Blackhawk racing, lapping, testing, or drivers ed events; rates \$250 to \$750. Other track venues may be available. Pro-built, new crate motor, custom weld-in cage, fire system, hotlap timer, transponder, two-way racing radio system, Toyo R1 tires, and Hawk Blue brakes; current SCCA log book (2002 annual tech). Track ready. Just add driver. For details, see <<http://www.Motorsports-Exchange.com>> Contact george@motorsports-exchange.com, or at 262-375-5125

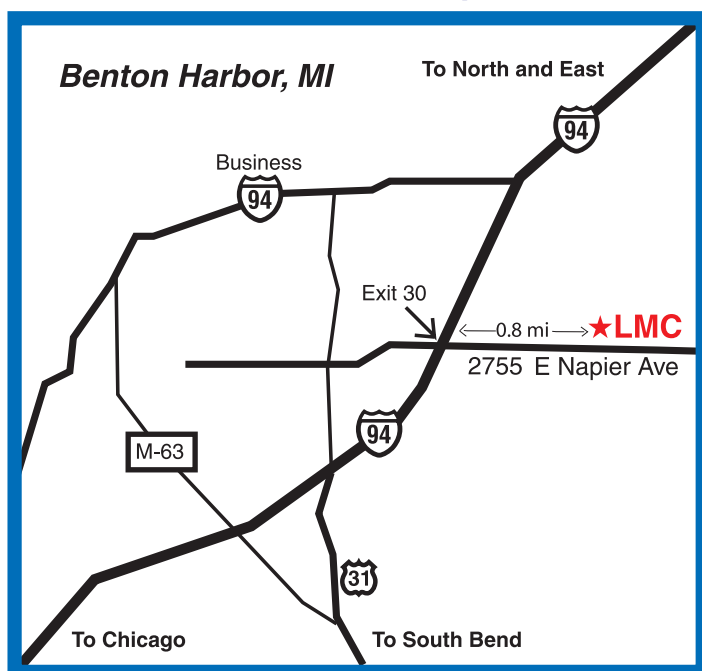
1997 Dodge Grand Caravan ES. 3.8 L V-6, 4sp. auto. quad seating, tow package, load-leveling suspension, rear a/c & heat, dual sliding doors, overhead console, aluminum wheels, pearl-white paint, power everything, 102k miles. \$8150. Call Jeff @269-429-3676

Presenting the 8th SBR Points Solo **Student Body Right... and Left** Sunday Sept. 29, 2002

At Lake Michigan College,
2755 E Napier Ave, Benton Harbor, MI

Registration 9:00-10:30 AM EDT (Michigan
time) First Car Off 11:45 AM EDT
\$15 members, LMC faculty & students with ID,
\$20 non-members

Guests and novices always welcome



SBR Announcements

SBR Merchandise For Sale

Lynette Markowicz has some very cool SBR polo shirts, sweatshirts and T-shirts for sale. Come to the next meeting and check them out. You can be cool like Jeff Pontius and Jeff Luckritz... Ha! Also, if there is any other club merchandise you would like to see, please let Lynette know.

Trailer Storage Needed!

The club needs a secure place to store our trailer. It is 12 x 6 feet or so. If you know someplace cheap (free), or you wouldn't mind storing it at your house, contact Bill Howe... soon.

Wanna keep Track?

Bill Loring is doing such a fine job with our website, he is out of time to keep track of SBR Activity Points. If you would like to take on this duty, contact Bill Loring.

Board of Directors

SBR will be electing officers in November. Nominations will be taken from now until then. If you are interested in running, contact Bill Howe.

Race Registrar for 2003

Becky Snyder would like to provide an opportunity for somebody else to run registration for our race next summer, contact Becky if you are interested. (574) 293-1535

SBR General Membership Meeting Tuesday, October 1st

8:00 pm (IN time) @ Union Station Restaurant in Mishawaka

Guests Very Welcome

(More Information Inside)