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SBR Rules!



Steve Tamandli dominated Subaru Events

SBR Points:

Speak now, or forever hold your peace



photo-L. Loring

photo-J. Pontius

Lexington, KY Subaru Event

Bill Loring	1st	HS
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Grissom Subaru Event

K. Parkinson	5th	SS
A. Parkinson	6th	SS
G. Schmidt	8th	CS
E. Schmidt	1st	CSL
W. Loring	1st	HS
J. Harrison	5th	HS
R. Gonzales	7th	CSP
J. Harrison	9th	DSP
M. Zuckhur	4th	CP
J. Anderson	2nd	FP
S. Tamandli	1st	EM
C. Buysee	5th	FM
J. Harlan	1st	STS

Year End Subaru Results

W. Loring	2nd	HS
S. Tamandli	1st	EM
J. Harlan	2nd	STS

It's time to compile the SBR Annual Activity Points and, while we like to think we are pretty thorough, we may have missed YOU! We have names from the attendance sheets at the meetings, and from the solo events that are pretty complete. But for such things as the car shows, races, and the like, we are depending on reports in PitBoard, our memories and going through scrawled waivers.

If you even suspect we might have missed you at an SBR activity, send us an email at <LWLoring@attbi.com> or give me a call at (574) 272-6719 and we'll make certain you get the points you deserve. If you get enough points you could win a free (die-cast) car at the Annual Banquet. And you will earn the respect and appreciation of your peers.

NEW CATEGORIES JUST ADDED

Assistant Race Chair	200
Solo Series Specialty Chief	100
Race Meeting Attendance	20
Car Show Booth (per day)	20
Cendiv Roundtable	20
Worker Seminar	20

Lloyd & Bill "Points Are Us" Loring

No January SBR Membership Meeting

MONTHLY MEETING

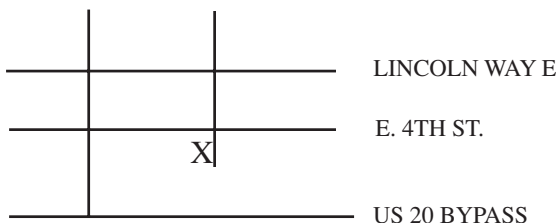
When: First Tuesday of every month.

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) Duane Belisle duane47sarah46@msn.com 574-293-5704	Competition Chair Paul McBride bluerace44@aol.com 574-289-1398
Assistant RE Jeff Luckritz jluckrit@remc11.k12.mi.us 269-429-3676	Solo Chair George Williams ghenryw@aol.com 574-825-5565
Secretary Susan Williams millweaver@aol.com 574-825-5565	Race Chair Jeff Pontius jeff_pontius@hotmail.com 574-273-0268
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 Harrison dspjh@aol.com 574-288-4579	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

<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/day	50
Website Manager	200	SBR Race Driver	50
Race Chief of Specialty	200	PitBoard Article/page	40
Associate PitBoard Editor	100	SBR Meeting Attendance	20
Rally Series Chair	100	Car Show Booth/day	20
Solo Chair	100	Rally Navigator	20
Solo Series Specialty Chief	100	Race Crew/day	20
Event Chair	100	Rally/Solo Worker	20
Program Director	100	Rally/Solo Driver	20
Club Officer	100	Race/Solo Meeting	20
Event Co-Chair	75	RoundTable/Worker Seminar	20
		PitBoard Picture	10



Holding The PitBoard

Jeff Luckritz

I Hate Solo!

Not true, but how's that for an attention-grabber? In the past month or so, there has been a lot of e-mail chatter regarding club expenses. As SBR Board members, it is our job to make sure that we try to do the right thing for the ENTIRE club.

Unfortunately, some SBR members like to make many board discussions into a SOLO vs. RACER issue. I am here to tell you, that is not how it works. The general membership has had opportunities every year to choose board members. As far as I am concerned, we have a nice balance of interests. Here's how I see it.

- Duane Belisle-Solo/ Race
- Jeff Luckritz-Race
- Larry Dunville-Solo
- Jeff Harrison-Solo
- Jeff Pontius-Race

From my own personal background; I started as an avid Solo driver, turned into a road racer, and now I dabble in Solo. Does that mean every time I question a Solo issue that I am attacking all you Solo drivers? Of course not. Does that mean I think racing is more important to the club than autocrossing? Of course not.

Are autocrossing issues, the same as road racing issues? Yes and no. The issues are similar when it comes time for financial accountability. Our road racing

program (SBR Sprints) is humming along. We have increased car counts every year, workers love coming to our events and we've expanded into helping sponsor a drivers school. But, in the not so distant past, our road race lost money.

Over the past year, our Solo program hit a few snags financially. Well, your Board of Directors, noticed this and asked some questions. Questions regarding, trophy expense, site expense, driver turnout etc. What did we get? Answers. As far as this board member is concerned, I think we got good



photo-B. Olson

The Snyders love working for you!

answers. Time to move on.

But, many issues of road racing and autocrossing are very different. One is cost. The cost to put on a road race at GingerMan for one weekend is thousands of dollars, the cost of putting on a solo is in the hundreds of dollars. The cost for a road racer to compete for the weekend is in the hundreds of dollars. The cost to participate in an autocross is in the tens of dollars.

The cost of prepping a typical car for road racing involves purchasing roll cages, shocks, struts, exhaust, expensive engine work, detailed graphics, trailers, rain tires, lots of

tools, timing equipment, spare parts, safety equipment, etc. All of this equals \$\$\$.

The cost of prepping a typical autocross car involves mounting a different set of tires and getting good shocks(I am over simplifying in both cases and this doesn't include all those highly modified cars).

Does all this mean that the road-racers in the club should get more benefits than the autocrossers because road racers spend more? Heck no! Does this mean that the road racing budget should support Solo racers and vice versa? No way!

Let's face it, we're a not-for-profit car club. We exist because we enjoy cars and the relationships that can be formed by hanging around with others who enjoy cars. From my personal experience, I spend more time with my fellow racers, than with my sisters, aunts and uncles. It's not about being first, it's not about the money... It's about the people.

Speaking of the people. The next time you get a chance to thank somebody for volunteering their time to make our sport better, pat them on the back. Tell them they're doing a good job and you appreciate them. Believe me, some of you don't understand the time it truly takes to organize a Solo, Race, or some other activity.

These events don't happen by themselves. It takes hard work and dedication by a lot of people to put on a great event. So, instead of complaining, do something to help the club. Don't like the way something is being done, tell a board member, or get your concern put on the agenda. We'll discuss it, and do what's best for the South Bend Region, SCCA.

South Bend Region SCCA Board Meeting - November 5, 2002

Members Present: Duane B., Larry D., Jeff P., Jeff L., H.C., and Susan W. Absent: Bill H. (Hawaii bound)

Minutes:-copies passed out, looked over, and accepted as read

Treasurer's Report: H.C.

- passed accounting sheets and went over them -good month...esp. from Solo income
- got CD interest
- went over expenditures
- had income over expenses for the month of Oct.
- discussed costs for ads to be placed in Pitboard (tentative price list set)
 - 1/8 = 100/10(month rate)
 - 1/4 = 200/20
 - 1/2 = 300/30
 - full = 400/40

Membership: H.C.

- sitting at 208...lost a couple from last month
 - H.C. has forms for Round Table
- Solo: George W.**
- turned over money to H.C. for the Oct. solo event
 - handed in audit form to H.C.
 - was asked about solo expenses and budget issues

Race: Jeff P.

- the contact person for the race
- his wife is willing to help with registration
- school and race date tentative until after Round Table

Old Business:

- Trailer: \$135.00 for trailer hitch repair/re-enforcement

New Business:-Jeff L.

- Trophy ideas for year end Activity Points
- die cast cars-passed out price list
- source would give 10% discount with free shipping
- Jeff L. would make the wood base
- discussion followed
- Traveling Trophies
- need to be rounded up
- will meet in Dec. to talk about trophies...who will get what!!!!!!
- Solo Trophy expenses discussed
- to get together with solo comm. to go over this

- XMAS Party
- meal vs. finger foods.....Jeff L. to look into this-choice: Hamburger, French Dip, or Chicken Sandwich
- Digital camera purchase for PitBoard use?-give this some thought
- Jeff L. made motion to adjourn the board meeting.....2nd by Larry D.

SBR-SCCA General Membership Meeting - November 5, 2002

Duane B. called the meeting to order.

Treasurer's Report: H.C.

-see board meeting notes

Solo: George W.

- it's done!!!!!!-last event held at the new Tire Rack with 114 entries!!!!!!-people came out of the woodwork and we had TV coverage too!!!!!!-few bottlenecks due to the large number of entrants, but the solo comm. made it work-only three runs due to the large number of entries
- Next Season
- solo meeting/driver's school to start off the 2003 season
- need to market the Lake Michigan College site in order to get more people at that site
- need to get more entrants to cover all the fees incurred for good trophies, site costs,portapotties, and any other solo expenses.....plus need to get more SBR people to help at solos
- Evolution School with Jean Kinser
- would like to do one at Lake Michigan College next season
- asked Rod M. to do a CAD drawing of the Lake Michigan college site
- Thanks given to George for all his solo work

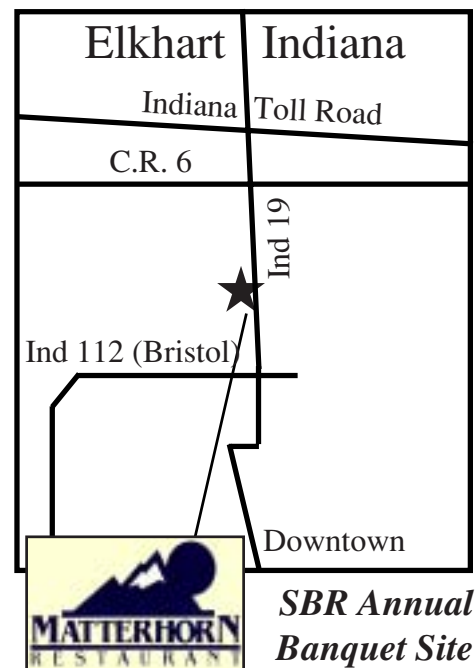
- Race: Jeff P.**
- nothing to add at this time
- Old Business:**
- nothing at this time
- New Business:**
- Jeff L.
- talked about ad space for Pitboard
- mailing cost for Pitboard about \$300.00 a month, so need to sell some ad space
- Banquet: Tammy Bowman.
- January 18, 2003 at the Matterhorn in Elkhart, IN-time not yet set with details to come-Jeff and Jeff working on poss. guest speaker
- Dave Bowman
- gained several new members from people

- attending the solo at the Tire Rack
- XMAS Party
- in effort to cut down expenses, will have 3 item menu
- Hamburger, French Dip, and Chicken Sandwiches (cheaper than finger foods)
- Round Table
- Duane B. made mention of it and registration forms are available
- Election**
- vote on by-laws first
- Lloyd L. made motion to make the by-laws change with 2nd by H.C.
- passed by unanimous vote of those members present
- Election ballots passed out
- Lloyd L. moved that nominations for RE be closed with 2nd by George W.
- first voted for RE with Duane Belisle elected RE
- Board Members elected were: Jeff Luckritz Assist. RE (top votes after Duane) Jeff Pontius,Jeff Harrison, Larry Dunville
- absentee ballots received by Nov. 5, 2002 were counted
- ballots counted by Susan Williams and Tammy Bowman

Lloyd L. moved to adjourn the SBR general membership meeting with 2nd by George W.

-approved by all members present.

Meeting notes submitted by Susan K. Williams, Secretary



THE TIRE RACK® Using Alloy Wheels at the Track

www.tirerack.com

For real driving enthusiasts there aren't many feelings that equal the excitement of running laps on a race track at their vehicles' limit. And while race tracks were once only accessible to race prepared cars, today many car clubs and professional driving schools allow drivers to learn more about high performance driving as they run their street cars (with relatively few modifications) on the same tracks as their racing heroes. For that matter it is not unusual to have more track time (enough to drive several hundred track miles per day) at a typical club event or driver's school than most actual race weekends. And while it's common sense that track use will increase the wear on a car's tires, brakes and shocks, there are less obvious critical components which also wear out... like its wheels! Yes, wheels do wear out... or better

stated, they fatigue.

Because wheels are so critical to the driver's safety, top racing teams visually inspect their wheels at the track, monitor the total number of hours they are used, and crack test them on a periodic basis. Any wheel that shows signs of fatigue or age is discarded and replaced. For that matter Indy Car sanctioning bodies require that their race participants' wheels meet strict standards when new and that previously used wheels be recertified before every 500 mile race.

Unfortunately the same rigorous wheel inspection procedures are not typical for many driving enthusiasts who use their vehicles on the track. Maybe it's because wheels are so trouble free that they are often overlooked! But if let go for too long, wheels that are subjected to high

stress track conditions can fail.

When it comes to wheel fatigue it is important to remember that it is caused by a combination of the frequency and magnitude of the stresses it encounters. While small stresses can be accommodated for thousands of cycles...large stresses accelerate the wheel's fatigue factor and the number of fatigue-free cycles is significantly reduced. So what is it about track use that reduces the life expectancy of wheels? Lets explore some of the important factors:

All wheels flex as they are driven through a corner. In normal street driving the amount of flex is minimal. However since today's DOT legal competition tires almost match the performance of yesterday's racing tires, every corner that is taken at the limit on the track causes significantly more flex. It's the combination of the extra tire grip and the resulting extra flex that fatigues wheels faster when used on the track. And don't forget that spins, running over the track edge curbs and unintentional trips through the runoff areas add their own unique extra stresses.

During track use, wheels will often reach temperatures never encountered on the street as they help dissipate the brake heat. This constant cycling between the ambient temperature and the extremes encountered on the track can increase the fatigue rate of alloy wheels.

In normal street driving, wheels are typically removed from the

Improved Touring Drivers, like Rotem Gill, need to keep an eye on their wheels for signs of cracking and other signs of fatigue.



photo-B. Snyder

Continued on Page 6

vehicle only when the tires are being rotated (typically every 5,000 miles) or replaced (typically every 25,000 to 40,000 miles). But when used on the track, wheels are typically removed from the vehicle at the start and finish of each day, as well as anytime the vehicle's brakes or suspension are being serviced. Additionally DOT legal competition tires wear out and are replaced much more frequently than normal street tires. These extra tire mountings and vehicle installations can increase wheel fatigue as they wear out the wheel's lug seats and the vehicle's lug nuts/studs or lug bolts/hubs.

So what should track drivers do to take better care of their wheels and minimize the possibility of wheel failure?

Before Going On the Track

Make certain that the wheel's installation hardware is correct for the vehicle and in good condition. Since almost all of today's cars are designed with hub centric wheels which transfer the vehicle's load from the center of the wheel to the car's hub (and allow the lug nuts/bolts to just hold the wheel against the hub), it is important that track wheels continue to be hub centric to help distribute the forces encountered on the track. If an aftermarket wheel

requires special centering rings to properly fit it to the hub, be sure they are installed and installed correctly.

When any non-original equipment wheel or lug nut/bolt is used on the vehicle it is important that there is sufficient thread engagement between the lug nuts/bolts and the vehicle's hub. It's acceptable to increase the thread engagement by installing longer wheel studs in the hubs after verifying that the lug nuts don't bottom out on the studs. However if the vehicle uses lug bolts they must maintain as close to the original amount of thread engagement as possible. Longer lug bolts may cause interference with the parking brake or other components inside the hub.

Always torque the wheel's lug nuts/bolts to the hub using a "star" pattern until the vehicle's correct torque value is reached.

NOTE: If wheel spacers which are thicker than the height of the hub are used, they also need to be wheel and hub centric to help distribute forces.

After Coming Off the Track

At the end of every track day the wheels should be allowed to cool, cleaned front and back, and inspected for minute cracks, impact damage and runout. At the first sign of a crack

appearing (regardless of size or location) or an indication the wheel has been bent it should be removed from service and replaced with a good wheel.

Every time new tires are mounted, each wheel should be inspected to verify that it is round and true. If it is found to be bent, it should be removed from service and replaced with a good wheel.

If the wheel has been used for an extended period of time you may want to have a local machine shop professionally crack test it in the off season before considering subjecting it to another year of track use.

Wheels are a critical component of your car. However because they tend to fatigue slowly, periodic inspection will usually reveal the signs of aging and use (such as minute cracks in the wheels spokes or near the bolt holes) long before they can become a serious problem. However if overlooked, once a crack has formed it will concentrate the stresses in the weak area and allow the crack to spread until the wheel fails.

It is important to note that track use and/or participation in racing voids the manufacturers' warranties of all street wheels.

Editors Note: This is the first in a series of articles written and supplied by the Tire Rack. Next month: Wheel Construction. You can find this and other articles at the Tire Rack website at www.tirerack.com.

We Need Input

The SBR Board of Directors would like your help in nominating SBR members for year-end trophies handed out at the 49th Annual Banquet. Some of the winners are decided based purely on points earned, whereas others are purely subjective.

Here's a list of SBR traveling trophies and a brief description:

<u>Harold Miller</u> -Best New Race Driver
<u>BJ Swanson</u> -Best SBR Race Driver
<u>Red Bud</u> -Most competition points.
<u>Cookie Walker</u> -Most enthusiastic member
<u>Thomas</u> -Most points earned by a female in SBR events
<u>Jeannie Ruble</u> -SBR worker of the year
<u>Busted Piston</u> -Most Car problems

Contact Jeff Luckritz **ASAP** to give your input. You can e-mail me at jluckrit@remc11.k12.mi.us, or call and leave a message at 269-429-3676. Please hurry, the banquet is on January 18th and we need a few weeks lead time to get everything sorted out. Thanks.

CLASSIFIEDS

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 269-697-4296 mailto:sdesenberg@hotmail.com to see the car.

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.

BLIZZAK 185/55HR15 LM-22 Almost new. Used on Omni GLH approximately 1500 miles. Don't fit our new Jetta. \$200 for all 4 (\$424 new at TireRack). Steve or Kim at 574-271-0088.

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

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

1999 Miata Parts. Made SSB car, have stuff left over. Passenger side black leather seat-good condition. Power steering pump & hoses. AC pump, condensor, evaporator and hoses. Factory Radio/CD player. Interested? Make an offer on these items, they're just taking up room in the garage. Jeff Luckritz @269-429-3676 or jluckrit@remc11.k12.mi.us

PitBoard Space Available for Ads.

Our rates are as follows:

full page \$400/yr \$40/mo
1/2 page \$300/yr \$30/mo
1/4 page \$200/yr \$20/mo
1/8 page \$100/yr \$10/mo

Rates and terms subject to change. Please contact the editor if you are interested in placing an ad. Thanks.

SBR CALENDAR

January 7	No Meeting
January 18	Annual Banquet at the Matterhorn
February 4	SBR Membership Meeting
June 28-29	Area 4 Drivers School at GingerMan
July 12-13	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. 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.

PitBoard in Full Color!

You can receive PitBoard in full color via e-mail. Instead of using the good old Post Office, save the club a few bucks and get PitBoard electronically.

Simply e-mail H.C. Colwell at hcolwell@michiana.org. He will make all the arrangements. Still want to get PitBoard via USPS? No problem...just do nothing.

You are cordially invited
to attend the
South Bend Region, SCCA



49th Annual Awards Banquet

**Saturday evening, January 18, 2003
at the Matterhorn Restaurant
2041 Cassopolis St, Elkhart, IN**

Social Hour Hors d'oeuvres with cash bar
6:00 to 7:00 PM EST (Indiana time)

**Dinner
7:00 PM**

A delicious traditional Polish-style buffet will be provided including noodles, cabbage, green beans, chicken, and sausage.

Efforts are underway to obtain a guest speaker for the banquet. If we are unsuccessful, Paul McBride, our MC, will engage in brilliant repartee with the audience!

SBR Annual Awards and Tire Rack Solo Trophies and the introduction of 2003 South Bend Region officers will follow dinner.

Guests are very welcome!

**Please R.S.V.P. by Monday Jan 13, 2002
to assure your reservation.**

Please reserve ____ tickets for me and my party for the SBR Annual Awards Banquet, January 18, 2003. Enclosed is my check for \$_____ at \$15.00 per person, \$25 per couple. Make checks payable to SBR-SCCA. Please send to: Tami Bowman, 3807 Fern Hill Dr, Mishawaka IN 46544. Questions? Call Tami at (219) 255-7600 anytime (she'll promptly respond to answering machine messages.)

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____ E-Mail _____