



PITBOARD

January 2003

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SBR's Detroit Auto Show Report

It's more than just cars

story and photos-J.Luckritz



The New Lambo is in town

Sorry, you're not going to find any SUV or crossover vehicle pictures and information in this article. Personally, I don't crave any truck or SUV, but I do have several cars on my "must have if I didn't race" list.

A little background. I have been attending the Detroit Auto Show (North American International Auto Show is too long) since I was in high school in the early 80's. Ever since my graduation in 1987, my college roommates, Marc, Dave and myself, have been attending the Auto Show every

year. Many of you know where I stand when it comes to vehicles, but let me give you a little background on Marc and Dave.

Marc is an accountant for a trucking company in Grand Rapids. His present fleet includes a Chevy Trailblazer and Mercury Villager. I would call Marc a typical Auto Show attendee. He likes SUV's of all sizes and sports cars really don't do anything for him. Fortunately, I talked him out of buying a Honda RAV 4 the other year (chick truck).

Dave is an accountant for ITT Automotive.

Inside his garage you'll find a new Chevy Malibu, an '86 Mustang GT and a 1/2 ton extended cab pickup used for towing his 19' boat. Dave is definitely more of a car guy than Marc. We tend to agree on vehicles. Turn to page 3, to get three unqualified perspectives of the Detroit Auto Show.



Mercury Messenger-Yes Mercury!

—Continued on Page 3

MONTHLY MEETING

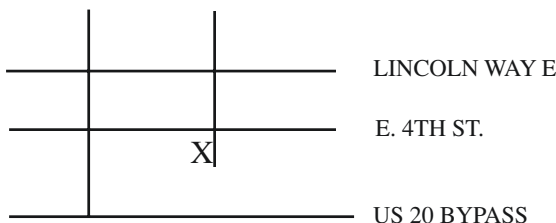
When: First Tuesday of every month.

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
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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

Detroit Auto Show Continued

So, here's what three guys in their late 30's have to say about the 2003 Detroit Auto Show.

Dave: The 2003 show had lots of walls separating the manufacturer displays. The show felt smaller and more claustrophobic than previous years. Often times we felt a need to carry GPS just to find our way around.



Dave is a 15 yr. veteran of the Detroit Auto Show

If I had to choose cars in the \$25,000 range I would like to have the Mini Cooper and the Pontiac Vibe. With a little more cash, I would like to purchase the '05 Mustang and the Chevy HD Extended Cab diesel pickup.

On the other hand, I was very disappointed with the styling of the new Pontiac GTO. Very blah styling, kinda reminds me of a Chevy Lumina coupe.



None of the former college roomies liked the GTO's styling

Marc: Crowded, crowded, busy. I almost broke my left shoulder trying to get close to some cars. Luckily, Dave kept mooning people and they would run away. Jeff even employed a pretty blonde onlooker with big blue eyes to get a 17 year old out of the new Mazda6.

I attend the Detroit Auto Show every year and really enjoy seeing the new cars. Besides, my college roommates require my presence at this annual get-together.



Marc is the SUV lover of the group

For \$25,000, I would go with the Mazda6. It's a nice coupe. For a little more money, I would love to have the Nissan Titan full-size pick up. I liked its looks and it had a really good beat!

Our family is looking to replace the Minivan. After the show, I think we'll be leaning toward the Honda Odyssey. Even though its styling is so-so, it's got three rows of seats and is very functional for car-pooling the little tikes and vacationing.

Jeff: I wouldn't miss the annual Detroit Auto Show for anything. Besides checking out the new cars, it's an opportunity to hang out with friends. After the show, we ate in Greektown and then headed to the suburbs to play some video games. Friends, food, cars and games. What more could a thirty-something guy ask for in the middle of winter?

If I didn't race, and I had to spend my own money, this is what I would buy:



First-Mazda6. I love the styling. It's got plenty of go-power.



Second. Mitsubishi Lancer Evolution. AWD and 270+ HP. Plus good looks.



Future. '05 Mustang. My mouth dropped open when I saw this car!

All wheels are round. Or are they?



Though not enforced, there are quality standards to govern the production of wheels. Some countries though, like Germany and Japan, have government regulations requiring aftermarket wheels to meet certain criteria and ensure proper fit. The United States has taken steps to establish guidelines but it will be some time before they can enact regulation of any kind.

Consequently, all wheels are not made the same. The performance of an alloy wheel is a direct result of the manufacturing technique employed.

The Tire Rack offers a wide range of wheel choices from manufacturers that have adopted the manufacturing processes that meet the strict O.E.M. (original equipment manufacturers) requirements. Wheel companies that supply to the O.E.M. market must follow certain procedures during the manufacturing process to maintain the quality and integrity of their product.

There are many factors to consider when purchasing an alloy wheel.

One-Piece Cast Wheels

This is the most common type of aluminum wheel. The casting of wheels is the process of getting molten aluminum inside a mold to form a wheel. There are different ways this can be accomplished and although it sounds simple, this is truly an art when done properly.

• GRAVITY CASTING

Gravity casting is the most basic process of pouring molten aluminum into a mold utilizing the earth's gravity to fill the mold. Gravity casting offers a very reasonable production cost and is a good method for casting designs that are more visually oriented or when reducing weight is not a primary concern. Since the process relies on gravity to fill the mold, the aluminum is not as densely packed in the mold as some other casting processes. Often gravity cast wheels will have a higher weight to achieve the required strength.



CNC Mill

• LOW PRESSURE CASTING

Low pressure casting uses positive pressure to move the molten aluminum into the mold quickly and achieve a finished product that has improved mechanical properties (more density) over a gravity cast wheel. Low-pressure casting has a slightly higher production cost over gravity casting. Low pressure is the most common process approved for aluminum wheels sold to the O.E.M. market. Low-pressure cast wheels offer a good value for the aftermar-

ket as well. Some companies offer wheels that are produced under a higher pressure in special casting equipment to create a wheel that is lighter and stronger than a wheel produced in low pressure. Once again in the quest for lighter weight, there is a higher cost associated with the process.

• SPUN-RIM OR RIM ROLLING TECHNOLOGY

This specialized process begins with a low pressure type of casting and uses a special machine that spins the initial casting, heats the outer portion of the casting and then uses steel rollers pressed against the rim area to pull the rim to its final width and shape. The combination of the heat, pressure and spinning create a rim area with the strength similar to a forged wheel without the high cost of the forging. Some of the special wheels produced for the O.E.M. high performance or limited production vehicles utilize this type of technology resulting in a light and strong wheel at a reasonable cost. BBS has used this technology for several years in their production of racing wheels for Formula One and Indy cars. The BBS RC wheel uses this same technology to produce a light and strong wheel for the aftermarket.

• FORGED OR SEMI-SOLID FORGED

The ultimate in one-piece wheels. Forging is the process of forcing a solid billet of aluminum between the forging dies under an extreme amount of pressure. This creates a finished product that is very dense, very strong and therefore can be very light. The costs of tooling,

development, equipment, etc., make this type of wheel very exclusive and usually demand a high price in the aftermarket. Semi-solid forging (SSF) is a process that heats a billet of special alloy to an almost liquid state and then the aluminum is forced into a mold at a very high rate. The finished product offers mechanical properties very similar to a forged wheel without the high production and tooling costs of a forged wheel. When low weight and performance are on your priority list, the SSF technology offers an excellent value. Currently only SSR (Speed Star Racing) from Japan is licensed to use this process for the production of wheels.

Multi-Piece Wheels

This type of wheel utilizes two or three components assembled together to produce a finished wheel. Multi-piece wheels can use many different methods of manufacturing.

Centers can be cast in various methods or forged. The rim sections for 3-piece wheels are normally spun from disks of aluminum. Generally, spun rim sections offer the ability to custom-tailor wheels for special applications that would not be available otherwise. The rim sections are bolted to the center and normally a sealant is applied in or on the assembly area to seal the wheel. This type of 3-piece construction was originally developed for racing in the early 1970s and has been used on cars ever since. The 3-piece wheels are most popular in the 17" and larger diameters.

There are now many options for 2-piece wheels in the market. The 2-piece wheel design does not offer as wide a range of application that a 3-piece wheel allows, however they are more common in the market and the prices start well below the average

3-piece wheel. Some 2-piece wheels have the center bolted into a cast or cast/spun rim section and other manufacturers press centers into spun rim sections and weld the unit together. When BBS developed a new 2-piece wheel to replace the previous 3-piece street wheel, they used the special rim-rolling technology (originally developed for racing wheels) to give the rim section the weight and strength advantages similar to a forged rim. On the high-end of the 2-piece wheel market you can find wheels using forged rims and forged centers. These are only sold in small volume and due to the high development and production costs associated with the forging process, they tend to be on the high end of the price scale.

Editors Note: This is the second in a series of articles supplied by the TireRack. Visit www.tirerack.com for more information.

Aloha Notes Bill Howe

As I sit here in my office preparing to fly back to Indiana, and spend my holidays with my family, I think about the SBR SCCA family. In Hawaii the term ohana means family, and is used quite often in wider terms than just your immediate family. I truly miss the SBR ohana and all that being involved with the region and the SCCA means to me. Even though most of you will be reading this after the holidays have passed, I wish all of you in my South Bend Region and SCCA family happy holidays and to use a Navy term "fair winds and following seas."

Things have been rather busy since I saw many of you at my going away party, which I must say meant a great deal to me. The hardest thing I had to do was deliver my race car to a fellow out of Dallas, who will run vintage with it. I may have lost a great deal of my hair dealing with the vast numbers of problems the car had, but I will truly miss it. After all, I do have plenty of

stories to tell for years to come. For example how many people can say they made it to the Runoffs, which ended with a bang in flame and steam at a workers station. By the way I did learn to disconnect your arm restraints before attempting to climb out of the car from that one too. Or my experience at Blackhawk when the brake pedal went to the floor, and thank God for track owners who once owned an airplane that required a grass strip off that corner. I do have a few Solo II stories like my Joey Chitwood show at the Tire Rack on two wheels as workers scattered in all directions. The only problem is that when I relate these stories to my SCCA family they respond with "oh yes I've been there and done that too," while other groups think I'm some kind of nut to even want to drive a race car, much less revel in the some of those events.

While the jury is still out on if I will eventually move my family and stay here in Kauai, Hawaii, I have gotten a clearer

picture of why some folks wanted me to come back here and the importance of some the programs I'm working with. Some of you may have actually seen some coverage on CNN from a missile defense firing that took place here, that I actually played a very small part in. The prospect of why I'm here excites me and will be the biggest challenge I've ever taken on, but there is more to life than just the job and I have to keep that in mind. That is something I learned when my involvement with SBR and the SCCA helped me get through the hard times of my business. I will always remember with great fondness and pride that I was allowed to lead such a great group of people that make up the South Bend region.

I will try to write some Aloha notes from time to time and keep every one up to date on some of my new adventures and toys. In the meantime you can e-mail me at howeracer@aol.com

South Bend Region SCCA Board Meeting December 3, 2002

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

Absent: Larry D. and H.C. (coming later)

Minutes:

Copies passed out, looked over, and accepted with minor misspelling of T. Bowman's name. The correct spelling is Tami.

Old Business:

Received from Bill H. an e-mail of his resignation as RE of SBR -resignation accepted by board members present.

New Business:

Solo: George W.-Solo Budget Proposal for 2003 -passed out paper copy of his budget proposal.

-had his computer program set up on his lap top -Duane sat where he could see adjustments George could make to the program with actual numbers, not just estimates.

-spoke of problems incurred in 2002 -loss of solo sites, not enough publicity, increased costs, etc.

-trophy costs for season come out at beginning of season and won't see plus side 'til later in the season as solo entrants pay their entry fees.

-Solo income for 2002 was in red.

-Jeff L. -need to raise rates and cut costs to at least break even.

-discussion concerning this followed.

-George W. -need more promotion for next year's solo season - explained why some of the costs have gone up.

-Solo National and Solo Regional dates not firmed up yet.

-Evolution School with Jean Kinser -price to be set to see if it would be

profitable.

-need to measure Lake Michigan College site -would need some SBR body support.

-Jeff L.

-made motion to allow \$1600.00 for year end solo awards, 2nds by Jeff's P.&H. & mo. passed.

Banquet:

Traveling Trophies: Race Driver, Competition Points, Most Enthusiastic, Race Worker, Busted Piston, Jeanne Ruble Award, Most Improved.

-Jeff L. to get brief descriptions from Lloyd and send the informa-



Jeff Luckritz's new race car. Comes complete with divorce papers and cardboard box to live in.

tion to SBR members via Pitboard and e-mail for their input.

-Jeff L.-has four gift certificates from mall and one print from last year, also a couple extra die casts.

-Still looking for a speaker.

Solo: Jeff L -brought this subject up:

-Bill L. -maybe loosen up solo rules a bit in connection with points towards year end trophy.

-Kim B. -felt rules as printed should be followed.

-Duane B. -to address this at beginning of the solo season.

Race

-date set for July 12 and 13, 2003.

Cavalcade of Wheels

-about \$25.00 a car -advertise early -need pictures of the car to be entered.

-need chair for this: Jeff Harrison -will look into this soon.

-Jeff L. to chair mall car show.

PitBoard- Jeff L.

-Insurance CO. one page ad for 3 mos.-will get back with and stay firm with price.

Membership and Treasurer's Report -none tonight as H.C. hasn't arrived yet.

Board will need to get together to set budgets for the other club areas at Feb. Board meeting.

Other

Lloyd L.

-passed out proposed new additions to activity points list and went over each addition.

-after discussion took place, Jeff P. moved to accept the activity points changes with 2nd by Jeff L and agreed by all present.

Board Meeting adjourned by all board members present to attend the SBR Christmas Party.

There is no formal December General Membership meeting due to the SBR Christmas Party.

Meeting notes submitted by Susan K. Williams. (The End!)



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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 616-697-4296 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 18	Annual Banquet at the Matterhorn
February 4	SBR Membership Meeting @8:00 pm
March 4	SBR Membership Meeting@8:00 pm
March 29-30	Cavalcade of Wheels
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. 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. 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.

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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.