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## We Be Flaggin' Leon Krauss

The Indiana Northwest Regional held at GingerMan Raceway April 26 & 27 had a perfect weekend for racing, weather-wise, unlike the rain and snow we experienced a year ago at this same event. It was sunny and in the 60's with a light wind blowing which could account for the red cheeks and chapped lips I acquired from my weekend efforts. At least we stayed dry and warm this year!

Saturday, I started off Flagging and Communications (F&C) in turn #2 with ten-year veteran, William Tomscheck of Jenison, MI. One of the rewards for taking part in an SCCA event is the great people you meet from other regions and even other countries, as you will hear about shortly. Fortunately, this was a day for practice and qualifying, as turn #2 was fairly quiet and uneventful. Typically, on race day, many of the race cars try to enter and exit turn #1 at the same time making turn #2 a parking lot for those who can't grasp the necessity for keeping their cars on the racing surface as a requirement for maintaining their current positions, or for passing. Aside from a few two wheels off driver's left calls and several "blending violations" from cars exiting the paddock area onto the race course prematurely, William and I had an easy day of it.

The hardest part of the whole day was clearing the racing surface of long snake-like tar strips that were being pulled out of the cracks in the track by the soft rubber of the wheels on the race cars. At the end of Saturday's practice and qualifying sessions we were all treated to a great dinner selection of chicken, turkey, steak, roast beef, pork, green beans, mashed potatoes and gravy, corn on the cob, rolls and plentiful liquid refreshments. Not to forget our lunch earlier in the day, which consisted of ham and cheese sandwiches, two pieces of fried chicken, chips, cole slaw, apple, cookies, and ice cold pop. You can begin to understand why I really attend these events!

Sunday, race day, I shared turn #7 with two more F&C veterans, Fred Henley of Lansing, MI. and Dick Coburn of Windsor, Ontario, Canada. No, we didn't discuss politics about the Iraqi war even though Dick did wear a hat displaying a U.S. Flag and a Canadian flag with the words, "We stand together." Yes, we did share our concerns about SARS in Toronto, but Dick invited me up there anyway, saying the incubation period for the disease had already passed. Dick's wife, Barb, worked the radio communications in the tower. Dick and Barb are retired and travel to many SCCA events as workers. They plan on making a trip "down under" this year and working at least four racing events while they are there, including the Champ Race at Surfer's Paradise, Australia. I told them to look up my

son Kelby, who will also be working that race as a media consultant for C.A.R.T. (for those of you unfamiliar with the term "work" as it relates to SCCA events, Dick and Barb will be paying for their expenses out of their own pockets while Kelby actually gets paid in real money by C.A.R.T.)

Back to turn #7. We had several cars pull off at our station during the course of the day due to mechanical problems, mostly ill-operating transmissions. We even had one car which went off course "plowing" the grass with the front clip of his car. The front clip ripped off so we set it out of harms way and got him back on the race track.

By the time we walked back to our station, the driver had pitted, installed a new front clip, and had reentered the race. We had another race car spin off into the grass at our turn. The race car was literally built with only about an inch of clearance between its bottom and the race surface so that, when he got off the track not all four wheels could make contact with the ground due to its uneven surface. Upon attempting to push him back on the track from the wet grassy field, his right rear tire ( the correct SCCA terminology should be wheel. Tire is not a word F&C workers are allowed to use as it sounds too similar to the word, "Fire!") lost contact with the ground. The wheel began spinning, the car stopped, and I fell flat on my face behind the car. Now properly adorned with bright



*Bert Olson likes to give directions*

J.Luckritz

# MONTHLY MEETING

When: First Tuesday of every month.

Who: All are welcome!

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

Where: Mishawaka Union Station  
 327 Union Street  
 Mishawaka, IN



## BOARD OF DIRECTORS

## MORE INFORMATION

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**How To Get  
 Those  
 Precious  
 SBR Activity  
 Points:  
 Join the Fun!**

<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
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# Wisler's Florida Ramblings *Dick Wisler*

I have been inspired by the promptness and well-published PitBoards of late. I am attempting to submit some kind of fair-weather report from the deep south. Yes, it has been fair weather compared to your tough winter up north. Starting with the Thanksgiving Regional Bash at Sebring thru the rest of the season, all the weekends were mostly sunny and rain-free. However, the 12 Hour race at Sebring was hit by a deluge on Friday before the race that flooded the premises, but did not disturb the course. Wedge Rafferty, Andy Koyted and Roger from Rensselaer slept in my Ford station wagon for the weekend (Friday night anyway), while I chose not to attend. They enjoyed themselves and were able to de-mud my Taurus to my satisfaction.

The previous Friday, Wedge and I had driven over to Ormond Beach, just north of Daytona Beach to see Tom Mittler's 30's era Land Speed record car participate in some demonstration runs with about 40 or so other vintage Land Speed cars. Tom has recently acquired a Wisconsin 17-liter air-

craft engine powered Record car that set a record of 180 mph at Ormond Beach in 1933. This time the cars were limited to short runs of about an 1/8 of a mile up to 60 mph, two at a time. Of the five or six Stanley Steamers present, Stanley's great-granddaughter was the fastest at 62 mph. This was also the fastest time of the day.

Wedge and I also traveled over to Moroso in February to see Tom run some of his entourage of classics in an HSR event. By time we got there late in the week, he was down to his Alfa Zagato Coupe which John Norton was fiddling with to get the Webers right. Of seven cars brought down and four entered to race, a Mini blew a head gasket and his D-Type had a rod try to leave the block. We didn't ask about the others. It's pretty handy having a transporter full of spare race cars and not have to fool around with spare parts.

In February, Wedge and I went over to see some of CART's spring training and tire testing. One of Wedge's high school graduates has worked for Firestone/Bridgestone

testing for many years which gained us access to the track. My cousin, Bill, and I went a week later to the Friday session of the St. Pete Grand Prix. We had gotten passes from my local Firestone dealer where a traveling show of a F1 Ferrari and an IRL car had been on display a few days before the St. Pete GP. Roberto Moreno was the driver on site and was gracious enough to chat and pose for pictures, one of which was with him seated in my Porsche 914. He looks good in red.

We enjoyed seeing the St. Pete course, but had no desire to go to the race since it was quite hot and required too much walking. All I can remember about the Sebring club races is that they were quite well attended and the weather was always perfect. We hooked up with Norm Perkins and his wife and son on the hairpin for the National races in January. Lloyd Jennings (Indy) and Bill Sergrean (Ft. Wayne) were also at some of the Sebring, SCCA races. I will not be attending more races here since the heat is starting to get oppressive. See you soon.

## *Flaggin' from page 1*

green grass stains on my perfectly white "Dickies," I was baptized into the true realm of F&C with a slightly strained right knee as we pushed him back onto the track. I should note here that my injury, as slight as it was, was immediately reported, documented, and concern expressed as to my ability to continue. Actually, if the truth be known, they were probably really questioning my ability to push a race car in the first place, but that is another story for another time! All SCCA workers are insured against such incidents, and, as I was informed from a first-hand previously injured worker, are well taken care of by its insurance carrier. I had to speak with one of the officials at lunch time who gathered the necessary information from me to report the injury. Although, I really felt fine, it was comforting to know that they take these matters very serious.

Speaking of lunch, once again a bountiful supply of barbecued chicken, steamed veggies, rolls and drinks were provided (did I mention the food was really good and plentiful?). Many accolades of thanks from the

promoters, sponsors, and the drivers were bestowed on the F&C workers who came out this weekend to support their clubs and the SCCA. Once again, I came away from this event with a sense of pride at participating with people who have a good time, act professionally, and enjoy their involvement in Club racing. Of course, I had to stop at Sherman's Dairy Parlor on the way home for an ice cream and found that many of my SCCA cohorts were doing likewise.

P.S.I didn't see Bert Olson kiss one girl the whole weekend, but most of the drivers gave him a wide berth!



*Duane Belisle and Dennis Jennings could be found on the grid at the first CENDIV National held at Gingerman in April*

*J. Luckritz*

# Doing Donuts to Win! Lloyd Loring



*Paul Gerrard's RUF Porsche was quickest at 1.031 Gs.*

I guess you could say that some folks drove circles around the others in South Bend on May 4. It was the 2003 Tire Rack Cannonball One Lap of America presented by Car & Driver. And it was a blast to watch.

This event was a first for the One Lap of America contestants, as part of a fun car event that dates back to the early 1970's when Brock Yates first staged the Cannonball Sea-to-Shining-Sea Memorial Trophy Dash as a high speed tour across the country from New York to California. The event eventually was "civilized" and currently uses closed special stages, mostly on race tracks, plus long transit runs that still make it a week-long endurance contest.

With the Tire Rack as the title sponsor, and with a 200-foot skid pad in their front yard, the die was cast and the first One Lap Skid Pad Challenge was born. The task was to drive two times around the 200-foot asphalt skid pad in the counterclockwise direction, then immediately turn around and do it again in the clockwise direction for two more laps. Each car was timed every lap and their fastest lap in each direction was averaged and the lateral G force was computed instantly.

The One Lap competitors arrived a few at a time from their previous time trials Sunday morning at Indianapolis Raceway Park to try their hand at the Tire Rack Skid Pad Challenge. It was a deceptively simple test, but very rewarding to the best drivers and cars. After emptying the interiors of the cars (they had to carry everything they needed with them... no support vehicles allowed)

they came to the line when ready.

All cars had to run on un-shaved street tires, but the cars themselves could have any modifications that were safe and "in good taste!" That meant a 7-liter nitrous Corvette and an SUV-bodied Chevy Blazer Corvette among other goodies! There was also a "to die for" Lamborghini Diablo that had already tagged the wall at Watkin's Glen. Ouch! Lots of Vipers, Bimmers, and Porsches. A total of 74 cars made it to South Bend and tried their hand at going in circles. They were classified in 9 different classes from SSGT1 (Sports/GT above \$35,000) to Alternative Fuel (one stock Honda Civic gas/electric hybrid.)

Remarkably, 6 cars exceeded one lateral G, a fantastic result on street rubber. Fastest of all was Paul Gerrard in a Ruf

Porsche (German \$\$\$ uber-tuner car) at 1.031 Gs! He was followed by a Corvette Z06, a Viper, a truly amazing Toyota Supra Turbo, a 1973 Porsche 911 and a much-modified 7 liter nitrous oxide boosted "Z07" Corvette, all above 1 G. And when the dust settled, a total of 32 cars scored at least 0.9 Gs or above. Modern tires and suspension technology are truly amazing these days.

To read the entire story of the event, you can go to the *Car & Driver* website at [http://www.caranddriver.com/default.asp?section\\_id=1](http://www.caranddriver.com/default.asp?section_id=1) and click on the One Lap reports filed by editor Tony Swan who competed in a Porsche Cayenne (SUV) and managed a G score of 0.833 for the day in this tall SUV, good for 55th place on the skid pad. Or read all about it in an upcoming issue of *Car & Driver*. For complete specific event results and overall results, the One Lap of America website at <http://www.onelapofamerica.com/History/2003/> has all the facts.

By 7:00 PM it was all over, the parking area that had over 100 spectator cars was soon empty and the Tire Rack folks could relax. John Rastetter and Woody Rogers and their crew had done a fine job of staging this unique event and the drivers seemed pleased with how well it was run. Although it was cool and windy, we had escaped the rain and foul weather that plagued other One Lap event sites this year. And several South Bend Region members had been a vital part of some unusual competition history. Good show!

*Photos by Elizabeth Neuman, The Tire Rack*



*Mitch Farner from the Tire Rack puts his EVO through the Skid Pad Challenge*

# South Bend Region SCCA Board Minutes for: April 1, 2003

## Treasurer's report

• Income down since last year \$701 yet only \$4936 for year. There is a difference of \$200.00 of social income. A list of assets to be attached to next treasurer's report so we can help plan for upcoming expenses.

## Membership

• Standing still for yet another month at 195 members.

## Old Business

• Safety Steward training was in March. Six people went and a discussion was held as to whether or not to reimburse expenses for that or not. It has been done in the past and a motion was passed to continue doing so. There will be limits on the amount of people who will be reimbursed for the training.

## SBR PAX/RTP Index

SS	0.837	STX	0.798
AS	0.828	STS	0.784
BS	0.825	AP	0.871
CS	0.814	BP	0.865
DS	0.795	CP	0.853
ES	0.804	DP	0.845
FS	0.806	EP	0.863
GS	0.782	FP	0.861
HS	0.778	AM	1.000
ASP	0.846	BM	0.946
BSP	0.840	CM	0.916
CSP	0.839	DM	0.891
DSP	0.818	EM	0.899
ESP	0.826	FM	0.894
FSP	0.815	F125	0.938
SM	0.834	FJR	0.820
SM2	0.851	SFJR	0.774

## Tentative SBR Solo Dates

April 6th	Tire Rack
May 18th	LMC
June 28/29	Grissom
July 20	LMC
Aug. 24	Tire Rack
Sept. 21	LMC
Oct. 12	Tire Rack

The limits will be set at a later date for this certain event as well as any training period.

• Run-off videos that were on loan for the national office were voted upon and decided not to keep. We will just borrow when needed.

• Cavalcade of Wheels went on without a hitch. There was talk of the need to work on basic and better displays. Thirty five people signed up for mailings. Thanks to everyone who worked the event!

## Road Race

• Mentioned that timing and scoring chief was in need.

• Area 4 driver school to be held on June 28th and 29th.

## Solo

• Short two chiefs for the year need volunteers.

• The novice school is full at 20 people. To be held next weekend followed by the first event of the year. Flyers will be printed and handed out for the second event.

• People are needed to come early and stay late to help clean up and set up the event.

## New Business

• The Tire Rack will advertise on our website and anyone who goes through our site to theirs and buys something from them we would make 6%. If over \$25 is made a month they will cut us a check for that amount. There would be no fee for the club to do this. A motion was passed and we voted to do this.

• We need a competition chair for the club. That job would guide racing novices through licenses and forms needed by the club.

• A celebration party in honor of 50 years of SCCA in trying to be worked out. We are looking at Tom Mitler's museum in June or July.

• PitBoard was 4th in medium-sized regions for 2002. Camera was bought for PitBoard.

• Shirts for race worker specialties can be ordered. We would be looking at different colors with names and whatever you want. Need to see Lynnette if you would like to order something.

## New Members

Bernard Blanda, spouse Kathleen, children Jeff & Katie. Interests include club racing and solo.

Tony J Loniewski, single. Interest include club racing and pro racing.

## You Can Do It!

Become a vital part of the road racing scene in America, including working some of the biggest pro road racing events you can imagine.

As an SCCA race worker, SCCA can give you the skills and experience you need to be the very best. Don't just sit in the stands when you can be a part of the action.

Call Jeff Pontius today to see how you can start. 574-273-0268 or email at: jeff\_pontius@hotmail.com

# A Big Lot of Fun! Lake Michigan College, May 18, 2003

	Driver	Hometown	Club	Car	Best Time	Points
<b>AS</b>						
1	Lucas Anderson	Park Forest, IL	SBR	89 Chevrolet Corvette	42.652	100.0
2	Chris Cramer	Elkhart, IN		03 Mitsubishi Lancer Evo	42.747	98.00
3	Jake Hill	Park Forest, IL		89 Chevy Corvette	43.417	83.86
<b>BS</b>						
1	Ryan Frye	Wyoming, MI		98 Porsche Boxster	43.076	100.0
2	Tony Lipscomb	South Bend, IN		01 Audi TT	43.375	93.75
<b>BSL</b>						
1	Allison Smith	Grand Rapids, MI	WMR/SBR	99 BMW M Coupe	47.985	100.0
<b>CS</b>						
1	George Schmitt	Elkhart, IN	SBR	96 Mazda Miata	41.535	100.0
2	Duane Belisle	Elkhart, IN	SBR	96 Mazda Miata	43.056	67.04
3	Paul Stock	Mishawaka, IN	SBR	00 Mazda Miata	43.072	66.70
4	Jerry Beote	Grand Rapids, MI		70 Porsche 914	49.149	10.00
<b>CSL</b>						
1	Melanie Stock	Mishawaka, IN	SBR	00 Mazda Miata	46.953	100.0
<b>DS</b>						
1	Steve Brouwer	Rockford, MI	WMR	00 Audi S4	41.992	100.0
2	Peter Jacobs	Grand Rapids, MI	SBR	02 Subaru WRX Wagon	42.197	95.61
3	Young Oh	Kalamazoo, MI		97 Acura Integra Type R	42.29	93.61
4	Jeff Beute	Hudsonville, MI		03 MazdaSpeed Protege	44.308	50.36
5	Bill Ozinga	Buchanan, MI		02 Subaru WRX	44.592	44.28
6	Michael Tucker	Niles, MI		02 Subaru Impreza WRX	44.739	41.12
7	Rick Kramer	Hudsonville, MI		02 Subaru WRX	45.99	14.31
<b>FS</b>						
1	George Williams	Middlebury, IN	SBR	02 Chevy Z-28	41.903	100.0
2	Andy Harman	Battle Creek, MI	NNJR	02 Chevrolet Camaro Z28	46.075	10.39
3	Jeff Gowdy	Elkhart, IN	SBR	97 Mercedes E420	48.019	10.00
<b>GS</b>						
1	William Rozzi	Granger, IN	SBR	03 MINI Cooper S	42.084	100.0
2	Jeff Luckritz	St. Joseph, MI	SBR	95 Dodge Neon	42.976	80.92
3	Steve McNeal	Holland, MI	WMR	02 Ford SVT Focus	44.036	58.25
4	Josh Luckritz	St. Joseph, MI	SBR	93 Nissan Sentra SE- R	44.412	50.21
5	Nicholas Kreelich	Granger, IN		92 Nissan 240SX	46.789	10.00
6	Paulis Austrins	Lansing, MI	WMR	89 VW GTI	48.43	10.00
7	Rod Gonzalez	Ann Arbor, MI		99 Saab 9/3	48.976	10.00
8	Donald Sillence	Mishawaka, IN		02 Ford SVT Focus	49.69	10.00
<b>HS</b>						
1	Christopher Jensen	Grand Rapids, MI	SBR	2001 Ford Focus ZX3	43.733	100.0
2	Jeff Margush	Goshen, IN	SBR	79 Volvo 242 GT	44.467	84.89
3	Jeremy Regnerus	Holland, MI	WMR	97 Chevy Cavalier	47.49	22.68
4	Jeff Smith	Mishawaka, IN		01 Ford Focus ZX3	48.069	10.77
5	Brad Deruiter	Wyoming, MI		02 Ford Focus ZX3	48.242	10.00
6	Jonathan Warner	Mishawaka, IN		00 Toyota Camry	48.841	10.00

<b>STS</b>						
1	Nate Vanderveen	Wyoming, MI	SBR	00 Subaru Impreza RS	42.941	100.0
2	Rob Pardue	Holland, MI	WMR	00 Honda Civic Si	44.27	72.15
3	Kevan Chapman	Grandville, MI		02 Mitsu Mirage	44.504	67.24
4	Ross Johnson	Ann Arbor, MI		96 Acura Integra	44.593	65.38
5	Matthew Flournoy	South Bend, IN		00 Honda Civic Si	44.819	60.64
6	Parker Brown	Portage, MI	SBR	99 Ford Contour SE	44.931	58.29
7	Sean Carr	Muskegon, MI	Furrin	88 VW GTI 16V	45.187	52.93
8	Pete Stodola	Schoolcraft, MI		96 Acura Integra	45.468	47.04
9	Chris Morin	Muskegon, MI		86 VW GTI 16V	45.772	40.67
10	April Dordon	Holland, MI	SBR	00 VW GTI	46.16	32.53
11	William Cook	Granger, IN		89 Nissan 240SX	48.625	10.00
<b>STX</b>						
1	Robert Palmbos	Manistee, MI	WMR	02 Subaru WRX	43.521	100.0
2	Paul Holzmann	Grand Rapids, MI		02 Subaru Impreza WRX	46.624	35.83
<b>SM</b>						
1	Phillip Bowman	Indianapolis, IN	SBR	95 Dodge Neon	41.701	100.0
2	Andrew Nienhuis	West Olive, MI	WMR	84 VW GTI	42.546	81.76
3	Ron Nienhuis	W. Olive, MI	WMR	84 VW GTI	42.762	77.10
4	Eric Myers	Portage, MI		1992 Honda Civic	43.399	63.35
5	Lans Bierens	Comstock Park, MI		00 Audi TT 180	44.726	34.71
<b>SM2</b>						
1	Chris Weldy	Lafayette, IN	SBR	96 Chevrolet Camaro Z28	41.73	100.0
2	Jack Rust	Kouts, IN	SBR	74 Datsun 260Z	48.708	10.00
<b>ASP</b>						
1	Jeff Finkbeiner	Kentwood, MI	WMR	93 Mazda RX-7	46.154	100.0
<b>BSP</b>						
1	John Anderson	Kouts, IN	SBR/TSSCC	89 Chevy Corvette	43.144	100.0
2	Gordon Wishon	Granger, IN	SBR	98 Toyota Supra TT	44.635	68.90
3	David Bowman	Mishawaka, IN	SBR	76 Chevy Corvette	48.674	10.00
<b>BSPL</b>						
1	Erin Bowman	Indianapolis, IN		76 Chevy Corvette	53.676	100.0
<b>CSP</b>						
1	Jason Kolk	Waterford, MI	DET	84 Mazda RX-7	41.646	100.0
2	R.J. Pruitt	Kentwood, MI	WMR	84 Mazda RX-7	42.338	85.05
3	Tim Dordon	Holland, MI		87 Honda Civic	43.382	62.48
<b>DSP</b>						
1	Jeff Harrison	South Bend, IN	SBR	98 Dodge Neon ACR	40.015	100.0
2	William Loring	Osceola, IN	SBR	98 Dodge Neon ACR	40.498	89.14
3	Jason Gedmin	Frankfort, IL		95 Acura Integra GSR	47.481	10.00
<b>ESP</b>						
1	Gary Burton	Columbia City, IN	FWR/SBR	90 Ford Mustang	41.386	100.0
<b>FSP</b>						
1	David Watson	Charlotte, MI	WMR	90 Ford Escort GT	46.877	100.0
2	Brad Watson	Charlotte, MI	WMR	90 Ford Escort GT	49.383	51.89
3	Bernard Blanda	Mishawaka, IN	SBR	91 Plymouth Laser RS	49.874	42.46
<b>EP</b>						
1	Mike Zickuhr	Hobart, IN	SBR	68 Datsun SR311	40.699	100.0
2	Todd Green	Hebron, IN	SBR	68 Datsun SRL311	41.664	78.66
<b>EM</b>						
1	Steve Tamandli	South Bend, IN	SBR	88 Pontiac Fiero	38.156	100.0
<b>FM</b>						
1	Scott Nardin	Grandville, MI	SBR	86 Werks SoloVee	36.82	100.0
2	Gregory Powers	Mishawaka, IN	SBR	65 Bobsy Solo Vee	40.817	10.00



## Holding The PitBoard

Jeff Luckritz

I changed my mind and bought a 4 x 4 SUV. Not just any SUV, but one based on a car chassis. I am now driving what many women and female students would classify as a “cute” vehicle... a 2002 Ford Escape. Even though most people don’t need SUV’s, here’s my attempt to justify one in my garage.

**It’s for business.** As many of you know, I have been teaching driver’s education for some time. Well, the school has decided to drop driver ed. and I just can’t do without the income. Therefore, three of us teachers will be starting the West Coast Driving School which will begin operation in August or September. A safe reliable and cool vehicle to teach those student drivers is a must.

**We already have a minivan.** Most people who buy SUV’s should buy a minivan. They have more room, ride better, get better gas mileage and hold a lot of stuff.

The 1997 Dodge Grand Caravan in our garage hauls everything from our pop-up camper to bags of mulch with ease. No, it’s not very cool and can’t cross the mud bogs of the outback, but it does many things very well. But, it’s got 112 K on the odometer and I really didn’t want use a vehicle that “old” for students.

**I refuse to buy a 4-cylinder automatic.** Many driving schools use Neons, Kias, Escorts etc. on the road because they’re cheap and get good gas mileage. Automatics are necessary for new drivers because: 1) they have enough trouble staying in their own lane, and 2) because worrying about making a 4-3-2 downshift around a decreasing radius corner on a country road is way beyond a beginners ability. Automatic transmissions and four cylinder engines go together like championships and the Chicago Cubs.

**I am too young to have a boring sedan in the driveway.** Right now I am not prepared to have a Taurus, Lumina, Camry etc. in my driveway. If I am going to buy an appliance, it’s going to be placed in the laundry room or kitchen, not parked in the driveway. A Subaru WRX or Dodge Neon SRT Turbo do have four doors, but they’re hardly intended for driver education use.

**Cool and functional leaves me with an SUV based on a car platform.** Explorers and Trailblazers are definitely high on the cool list of vehicles for people in my age bracket. But, 13-15 mpg is not an op-

tion for a vehicle used for driver ed. where gas expenses mean money out of my pocket and into the treasure chest of the oil companies. Why a Ford Escape? Well, 18 mpg city and 23 highway are totally acceptable in terms of fuel mileage (it matches our 3.8 L V6 Grand Caravan’s mileage.) At 6’1”, I can sit comfortably behind the driver’s seat when it is all the way back and that’s important when it comes time to put a couple of students in the car.

**Why four wheel drive?** Do I NEED it? Heck no, I live in town where they have those things called snowplows. Apparently, hundreds of thousands of Americans live in remote regions of the country where snowplows and salt are as common as man-eating piranhas and banana trees in Alaska because it seems that everybody is driving a 4 x 4. With today’s snow tires mounted on a front-wheel- drive vehicle, most drivers can get from point A to point B pretty safely. So am I different? Not really, but... I do spend a lot of time in the fall hunting deer, and there have been several occasions when it would have been handy to have a 4 x 4 get me where I wanted to go.

**There you have it.** I have given you six solid reasons for purchasing a relatively fuel-efficient 4 x 4 SUV (is that an oxymoron?). How come I don’t feel any better?

### F & C Workers Unite

Thinking of working the Area 4 Driver’s School at GingerMan June 28-29? Contact Jim Desenberg at 269-695-5987 or e-mail him at [jhdesenberg@qtm.net](mailto:jhdesenberg@qtm.net). He’s got a few pointers for you and may even host a campfire on Friday night.

*Read the sign...get it?*



J.Luckritz



Jeff Luckritz “sells out” and buys an SUV.





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## CLASSIFIEDS

**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

**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. \$750 Call H.C. at (574) 291-6756.

**For Sale:** Two Sidewinder Formula 500 Race cars. 1989 and 1992 models. 1 needs new fuel cell (included) installed and new belts and will be ready to race. 1 needs new fuel cell (included) installed, rear suspension assembled (all parts included) and new belts for race ready. Includes three (3) Kawasaki 440 motors; 1 runs good, 2 of unknown condition. Plus 1 John Deere Liquifire 440 (Kawasaki) motor. Many spare wheels and tires, suspensions spares, car lift and all other necessary race equipment. 20 ft. enclosed trailer in good condition. Formerly Jerrel Reneberg race team equipment. \$6,400 for complete package. Call for details, Greg Rhinesmith 574-522-7770 or e-mail: RTL250@aol.com

**1967 Austin Healey Sprite DP car for sale.** This car has the 1275 motor and has run competitively at several Solo II nationals in the D Prepared class. Fully prepared with many spares including a spare motor, extra wheels, fuel cell, full race suspension featuring Carrera coilovers, LSD, 18ft single axle enclosed trailer included. Call (574) 234-6186 for details, ask for Kevin.

**SM/ITA Rental - Spec Miata (1.6 liter)** available for Road America/Blackhawk racing, lapping, testing, or drivers ed events; rates \$250 to \$750. Other track venues may be available. Just add driver. For details, see <http://www.Motorsports-Exchange.com>, email [sbr@motorsports-exchange.com](mailto:sbr@motorsports-exchange.com) or call 262-375-5180.

**For Sale:** 1994 Ford Ranger XLT, 115k miles, 4.0L-V6, Manual Trans, Aluminum Wheels, A/C, CD, Sliding Rear Window, Bed Liner, Heavy Duty Material Rack, Trailer Hitch. Truck originally came from Montgomery, AL. Only two winters in Elkhart. \$3300 Cash. Call Daniel at 574-296-7296 Leave message.

## 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 OF COMING EVENTS

June 3	SBR Membership Meeting @8:00 pm
June 28-29	Area 4 Drivers School at GingerMan
June 28-29	SBR Solo#3 @ Grissom Aeroplex
July 8	SBR Membership Meeting @8:00 pm
July 12-13	SBR Sprints at GingerMan
July 20	SBR Solo#4 @ LMC
August 6	SBR Membership Meeting @8:00 on
August 24	SBR Solo#5 at Tire Rack

## 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 I can't easily open Word.doc files. 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](mailto:hcolwell@michiana.org). He will make all the arrangements. Still want to get PitBoard via USPS? No problem...just do nothing.



# 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 South Bend Region, SCCA Membership Co-Chairs: David & Tami Bowman 3807 Fern Hill Dr, Mishawaka IN 46544-6267, or to the SCCA Membership Department, PO Box 19400, Topeka, KS 66619-0400.

**PLEASE PRINT OR TYPE**

Applicant's Name \_\_\_\_\_ Birth Date \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_  
Month Day Year

Address \_\_\_\_\_ Telephone (\_\_\_\_\_) \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ County \_\_\_\_\_

Single  Married E-Mail: \_\_\_\_\_

**IF SPOUSE ONLY APPLICATION:** Present (Spouse) Member Number \_\_\_\_\_

**IF REGULAR + SPOUSE OR FAMILY APPLICATION:**

03 Spouse's Name \_\_\_\_\_ Birth Date \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_

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

04 Child Name \_\_\_\_\_ Birth Date \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_

05 Child Name \_\_\_\_\_ Birth Date \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_

06 Child Name \_\_\_\_\_ Birth Date \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_

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

Annual Dues	National + SBR	Regional	= Cost	Total
01 <input type="checkbox"/> Regular Member	\$55.00	\$15.00	\$70.00	\$ _____
03 <input type="checkbox"/> Spouse Member	15.00	5.00	20.00	\$ _____
10 <input type="checkbox"/> Family Membership	85.00	20.00	105.00	\$ _____
<b>New!</b> <input type="checkbox"/> First Gear Member*	30.00	15.00	45.00	\$ _____
		<b>Grand Total</b>		\$ _____

\*First Gear member must be 21 or under.

National Office Use Only	
C- _____	\$ _____
C- _____	\$ _____
C- _____	\$ _____
<b>Source</b>	<input type="checkbox"/>

Enclosed is my check or money order for \$ \_\_\_\_\_ U.S. Make payable to SCCA. DO NOT SEND CASH.

Visa  MC No. \_\_\_\_\_ Expiration 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 \_\_\_\_\_

Dues Include payment for subscription to *SportsCar* magazine (\$24 value.) Dues are not deductible as charitable contributions.

## Solo Shots from Solo #2 at LMC



All photos by J. Luckritz

**June Membership Meeting  
Tuesday, June 3rd @ 8:00 pm  
at the Union Station Restaurant  
Mishawaka, IN**

(See map on page 2)