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Sports Car Club of America

PITBOARD

August 2003

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Our Great Race

Dick Wisler

Once again our South Bend Region was blessed with great weather for its South Bend Sprints at GingerMan Raceway near South Haven, Michigan. After 10 days of nasty climate and many damaging storms in the Midwest, we had a perfect scenario for racing, again! But the gods didn't help us with a large entry as in the past few years. We will have to count up the final tally to see if we maybe will break even after all the chips are in. Nevertheless, all the workers, drivers, and the 2 or 3 paying spectators seemed to have a good time.

We had some disappointments from our SBR racer contingent of nine strong, as our two veteran drivers in the hottest classes weren't running up to par. Our adopted grand old man of Spec Racer Ford, Bob Gregory, qualified in the top four of his 22 car field on both race days. Having seen Bob compete from the days of the old Runoffs in Atlanta, to the current Runoffs at Mid-Ohio, at the June Sprints, and all our sprints at GingerMan, I was sure he would be battling for the lead. It was not to be, as Bob was fighting some rear tire problems with all the sets he tried. Although separated from the leading cars, Bob hung on for a fifth on Saturday and a fourth place on Sunday.

Jim Krzyzewski from Mishawaka has been getting tutored by Bob in SRF of late and it showed this weekend at the track. On Sunday, Jim qualified right behind Bob in 6th and hung in with Bob for many laps. About mid race he erred and slipped back a few spots, but it was still a fine drive.

In the same group the new to SBR driver Peter

Bridges had car problems that kept him out of the race on Saturday, and barely improved for Sunday.

Our newest veteran driver, now in the hot Formula Mazda class was next up in the second race. Doug Campbell, Jr. advanced to this fast class after a few years in SRF and had attained Bob Gregory-type abilities in a short time... but being a young buck with bucks (a pun) Doug advanced to the home base class of FM at GingerMan. After a couple of seasons, he has worked himself up to be a strong regional contender.

Doug qualified on the front row in Sunday and we were set to get a photo op with him and the checkered flag in his race car in front of the Campbell Ford pace car, but it was not to be. Doug had some bugs in his Notre Dame-liveried FM car that he was not able to solve. As a result, he was not able to catch the leaders and did well to finish 2nd on Saturday and 3rd on Sunday. Honorary SBR member Dan Schnitta drove like he owned the track (which he does!) and finished 3rd in FM on Saturday but did not start on Sunday. Fred Hains earned a 5th place finish in FM on Saturday but was a DNF on Sunday.

We finally had an SBR race winner in race three. New driver Joe Woodward from Mishawaka piloted his Spec Miata to a class win over 3 other Miatas on Sunday. On Saturday Joe had been nipped at the line by the other front running Miata. On Sunday he diced with the same guy for half the race in Ryan Newman-type driving and cleverly used an equally fast GTi VW for a blocker between them when he got in front and took the win. Great driving, Joe!

I was bemused by the attitude of our esteemed Editor and veteran bump-and-run Runoffs driver, Jeff Luckritz. He was capably assisting his namesake racing buddy and race chairman, Little Jeff. Both Jeffs chose not to compete in order to better conduct our race. However, Big Jeff had commented that he didn't care to run in Regionals anyway with those inexperienced new drivers. Jeff is saving his racing budget for Nationals to get some points for the runoffs, but I will bet him a beer at the next meeting that he would have liked to have been in that race mixing it up with those two front guys. It was clean, hard racing. Whether his SSB Miata would be a fair match for a Spec Miata is another question! If I were a new driver, as I was way back in the early '60s, I would have chosen the Miata as a beginner. It is a fine little real race car that can really get it on.

In Race 4 on Saturday we had the SBR father and
Great Race Cont'd on page 4



Dave & Tami Bowman after a hard day at the track.

photo-Dick Wisler

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 Restaurant
 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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Regional Executive Notes

Duane Belisle

We have not yet received the final accounting for the Area 4 Driver's School. However, we expect it soon. Based on the number of driving students I would expect the cost to SBR to be less than last year. Even though we had one less region involved this year we had considerably better student numbers. I will make the actual cost known to the Region when I get this information.

The South Bend Sprints were another successful event. Thank you to all mem-

bers who helped make this one of the best Regional Races in Central Division. The low driver participation caused us to lose money on the SBR Sprints for the first time in about 6 years. We lost about \$4,000 which is not good but we can survive this loss.

The "Observer's Report," which is the report card done on all races, gave us a very complimentary report with emphasis on how well the race chairman did his job. Race Chairman, Jeff Pontius, impressed the Stewards with his organizational skills and his attention to detail.

As most of you know, 2003 is the 50th anniversary of the South Bend Region. The Region is planning a social event at the Studebaker Museum on October 4th. This is a Saturday and will be held in the early evening. I want to invite and encourage every member, past member and club fan to come and join us for this party. The South Bend Region is subsidizing the cost of the meals for this banquet to encourage more

people to participate. More details about this may be found elsewhere in this Pitboard.

We are working on a repeat of the Hoosier Tire factory tour. We did this about three years ago and all who went had a good time. Because Hoosier Tire does not work on weekends this tour must be scheduled for a weekday. Last time Hoosier Tire provided lunch and a few small gifts for the 15 or 16 people who showed up.

More information will be published when we have the date firmed up, but most likely this will be in October.

There has been some renewed interest in Road Rally. If you are interested in participating in Road Rallies please speak up to me or any of the SBR Board of Directors. Right now there is tentatively a Gimnick Rally being planned for early fall.

If you have any ideas on what SBR should be doing for additional activities please speak up or e-mail me or any of the Board of Directors.

"We Be Flagg'n"

Leon Krauss

July 11, 12, 13 was our South Bend Regional at GingerMan Raceway near South Haven, MI. What a great weekend for being an amateur race car fan! We started off Friday evening with registration and then quickly jumped into our famous Jambalaya dinner. Besides Jim Desenberg's rice dish, there were sausages, hot dogs, corn on the cob, chips, slaw, brownies, pie, and your favorite cold beverages. A truly delectable feast made easy by the assistance of many hands and mouths!

Saturday was a "watchful" day as Verne Wandell of the Western Michigan Region and I manned the F&C station at turn #11. Just prior to our weekend event the over abundance of rain at the GingerMan Raceway caused an 8" sinkhole to appear right in the middle of turn #11. A temporary asphalt patch had been placed over the area after being properly filled in and, although we kept a close eye on it, there was no long term concern for the drivers. Verne and I did have to write up our versions of a metal-to-metal contact at this turn during the course of one of the races. Two cars attempted to occupy the same space at the same time. As you'll recall from your physics class this is a sure formula for disaster and sure enough, these two drivers proved

it couldn't be done. (Actually, I never took physics, but if I had, I bet this formula was one they would have taught!) It astounds me how two people can observe the same thing happening right in front of their eyes, but come up with different versions of what had just occurred. Verne and I are both over 50. It makes me wonder!



Jim Desenberg stokes up energy for a long day on a corner.

photo-Dave Bowman

Sue (I forgot her last name), also from WMR, (OK, OK, the truth is that I have been married so long that I get all flustered when women still keep hitting on me! Isn't that right, Bert Olson?) and I were assigned to turn #2 on Sunday. Aside from a number of cars not braking early enough for turn #1 and going cross-country into turn #2, Sue and I had a fairly uneventful day. Having said that I don't mean to give the impression that we were bored or were simply observers. An F&C worker must mentally maintain what cars in each class are leading the pack and what other cars are off the pace. This mental recording will result in a "blue" flag being displayed to the cars about to be overtaken by faster traffic. Yellow flags were often shown for cars spinning off the race course surface (standing yellow) and when cars had spun on the racing surface, but could not immediately proceed (waving yellow.) During the day's events two cars had to be removed by flat-bed trucks (requiring two stations ahead of the accident to show a white flag) due to coming into contact with each other so hard that neither vehicle could continue from the point of contact. Both drivers were ok, but the on-site medical doctor spoke with each of them to assure that there were not any

Cont'd on p.5

Return to the Grass & More

Hugh Murfin

This Summer has been quite an experience as I returned to corner working for the GingerMan Driver's School to help out, and after my son took care of a motor in one of our Neons, I worked timing and scoring on Sunday at the South Bend Sprints at GingerMan Raceway.

As a once proud corner worker, and yes, timing and scoring a time or two, it was an eye opening, driver appreciation course in the things we forget when we go out racing, or at

least we take these people's efforts for granted.

And, as to not having been out running in the grass for about ten years, I admit, I

did a few stupid things, and was informed about them. But, I appreciated the fact that people cared about you and your actions out there on the corners. Believe me, I've worked a few tracks in the past, and this was not always so.



photo-Dave Bowman

Then there was timing and scoring. Boy, were things in that department different. Of course, the last time I worked Timing and Scoring was in 1973 (you'd never

have gotten that year out of me had it been my wife! Besides, I am at the point where age is mind over matter, I don't mind and it doesn't matter). After that spell of time, I suppose a person could expect a few changes. My, how much better the electronic items are than the old paper count, ticket system, when used as an official method of scoring a race.

And the neat thing is, I met a lot of nice people I had not had the pleasure of meeting before going around on the track. I would like to thank all of them for putting up with the "old man."

P.S. I swear it wasn't me that spun in turn one on Sunday. Though it was rather impressive, I would be glad to take the claim to fame for it. I was in timing and scoring...and I have witnesses!

Great Race from page 1

son team from the hinterlands of Indiana in their Neons. Medard and Chad Murfin always drive a hellish race, usually against each other, even though Medard is in SSC and Chad is in ITS. On Saturday, Chad blew his engine after 4 laps and Menard carried on to finish 3rd in his class.

In Race 5 on Sunday, Andy Cotyk from OVR and co-driver of "Wedge" Rafferty's Team Turtle and friend of SBR, made a return to the track in his Mazda RX-7. Andy's throttle linkage broke on the 11th lap, but he was able to idle drive his race car back

to the paddock after the race. No hook for Andy! The final race both days included SBR drive Vic Richter from Monticello, who finished 4th on Sunday in his Caldwell FV.

It was another great SBR Sprints weekend. From the Friday night cookout to the closing ceremonies (none.) I took note of the family bonds: Like Big Jeff's caring and affection for his teenage daughter who was working T&S; Little Jeff Pontius having his folks work the tedious security gate; the usual Becky & Matt and kids team effort; and Doug Campbell, Jr. strolling through the paddock with his wife and young children.

Bert Olson brought his two young neighbor guys to help work the pits and their wives and kids enjoyed our SBR hospitality. All in all it was Great! (How many greats is that?)

I suggest that if declining entries force SBR to discontinue the Sprints, we SBR race workers and drivers still assemble at GingerMan on that date for the famous Friday Desenberg cookout.

We Be Flagg'n from p. 3

hidden injuries. Now you may recall that SCCA racing is a non contact sport. This is emphasized strongly with the drivers, but, as they say in NASCAR, "This was just one of those racing incidents." I am sure both drivers will have a better appreciation in the future for what can really happen on a race course with close quarter racing.

As was expected our SBR staff took very good care of all the event workers with coffee, doughnuts, snacks, lunches, dinner, hot and cold beverages and very useful door prizes (gas credit cards.) Hats off to Jeff Pontius for coordinating the weekend's events (actually, I suppose we should really thank his wife for letting him come out and play with us for the entire weekend) and to all of you SBR people who were there to pitch in. Our regionals are the STANDARD by which the other regions measure their success! That says tons about you and your participation at our club events. Nice going everyone and...

Keep On Flagg'ing!

P.S. Thanks to my "roomies" Bert Olson and Dick Wisler for putting me up for the night.

The SBR Gang on the Deck



photo-Dave Bowman

SBR Changes Solo Schedule

We have added to our solo schedule and changed the dates in September and October. **Change the September dates to the 7th and the 28th, both at Lake Michigan College. Then move the October date to the 19th at the Tire Rack.** This will give us a full eight-event championship, as well as avoid some conflicts with other events. Enjoy the fun. Come to them all!

RallyCross

RallyCross is just a Solo on dirt. The next RallyCross is on October 4th at the TireRack and is open to anyone with a driver's license and any safe car/truck. Open cars must have a roll bar. Just a few classes; front wheel drive, rear wheel drive, four wheel drive, etc.

If you want more information the Chicago Region RallyCross chairman is Robert Dupree:

*<robert_a_dupree@bankone.com>
Bring your driver's education students and let them run a few hot laps on dirt.*

Revised SBR Solo Dates

April 6th	Tire Rack
May 18th	LMC
June 28/29	Grissom
July 20	LMC
Aug. 24	Tire Rack
Sept. 7	LMC
Sept. 28	LMC
Oct. 19	Tire Rack

Buy Tires... Help SBR!

If you're planning on making a purchase from The Tire Rack, make sure you place the order by first clicking through one of the Tire Rack banners on our website. If you have a regular salesperson who you don't want to snub, you can enter their name or extension in a special field during the order process.

If you'd like to pick up your order at The Tire Rack, then it gets a little bit trickier... I would place the order online, then immediately call up The Tire Rack and tell them that you'd like to change the order to "Customer Pick-Up." That should work fine. You could send an e-mail, but calling is probably the best idea.

For every sale made via our website, SBR gets a 6% commission! This could help the website to pay for itself!

SBR Activity Point Leaders

1	1435	Jeff	Pontius
2	1355	Jeff	Luckritz
3	1150	Lloyd	Loring
4	1065	George	Williams
5	995	Duane	Belisle
6	980	Rebecca	Snyder
7	860	Lynnette	Markowicz
8	710	Jeffrey	Harrison
9	690	Rod	Markowicz
10	680	William	Loring

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South Bend Region 1966/1967

Becky Snyder

Well, maybe it's time to catch up with my "history report," January 1966's PitBoard starts out with a picture of Bill Loring practicing for his future Solo career. The January Rally put on by the '65 Officers started off the events for 1966. Coming in first was the team of Lloyd & Joyce Loring and 2nd for SBR members was Ed Steltner & Harry Lydick. February's Pit Board included a report from the 1966 SCCA National Convention (held in Detroit, MI) announcing the inception of the Trans-American Sedan Championship. SBR also welcomed Wells Bearinger as a new member. Some words of wisdom (that still ring true today) from DerTalkingporsche. Us old timers have to make the effort to know our new members and prospective members... the new members (need) to make sure we don't forget them. Here's how; Speak Up. Volunteer for committees. Run Events. Bother the devil out of us. Ask questions. (If Lloyd, Curt, Dick, Bert, etc. were the "Old-Timers" in 1966 what do they qualify as now? I think it's really cool that so many of the "Founding Fathers" of our region are still around to celebrate 50 years.)

The Ice Car-Pades gymkhana was held in February at Russ Thew's AllStates Auto Auction. We had 5 different classes running; First in C (and first overall) was Dick Wisler (Sprite), First in B was Jerrel Reneberg, First in A was Paul Riedel in a Mini-Cooper, First in D was Lloyd Loring (Porsche) and First for Ladies was Vicki Reidel in (surprise) a Mini-Cooper. March's "Stop and Think Rally" had Danko/McMahan (INR) in First, in Second (First for SBR members) was Reidel/Reidel followed by Loring/Loring in Third. The "Stop and Think" Rally was held in March. The team of Danko/McMahan (INR) came in First. SBR's team of Riedel/Riedel came in Second with Loring/Loring in Third. SCCA membership on 2/28 was 17,850 and on 3/1 was 13,365. Members who had not renewed their dues were dropped at the end of February. New members in April were Robert Behler, Don Hanft, Hugh Haverstock, C. Doug Kehler, Thomas Kozlowski, Gary Miller, Robert Ruble, George Scott and John Underhill. It looks like our region was growing!

Results of the "Fun Gymkhana II," Curt

Thews First in A, Carl Crowel First in C, Jack Gearhart First in B, Paul Riedel First in D, Jeanne Johnson First in F, Bob Tarwacki First in E. Ray Hayes won the coveted Busted Piston. Lloyd Loring and Clark Whitney won the NEOhio Divisional Rally by a comfortable margin of over 500 points! SBR also put on the Village Art Festival Rally in conjunction with the festival held in Nappanee. Coming in First was the team of Ed Steltner and Joyce Runeman. Winning the Busted Piston was the team of Sheila and Tony Valentic.

As of October 1, 1966 our membership stood at 96 members. Dennis Lamont was elected R.E. for 1967 with C. P. Means as Assistant R.E. Lloyd Loring won the 1966 CenDiv Rally Driver's Championship and Paul Reidel placed 1st for CenDiv Navigator point standings. Lloyd also finished First in the SBR points race and won the Red Bud Trophy! In addition, he also received the Walker Trophy. Joyce Loring won the Thomas Trophy for the top woman competitor of the year. Larry Bock won the Harold Miller Jr. Award and the Best Event Award went to C. P. Means.

January 1967 started out with Scott Harvey as the guest speaker at the meeting. January's Pit Board includes a "Who's Who," featuring Larry Bock. Larry rebuilt a totaled TR-4A to a finished race car and took it racing all in 1965. The SCCA National Convention takes a cross-country leap from Detroit to San Francisco for 1967. February's Who's Who was Denny Schue. Denny was member of SBR from 1958 to 1961 and 1963 to ??? February's Mini-Monte Rally was won by Dick & Joann Colver. March's Who's Who featured the current R.E., Dennis Lamont. Dennis joined SBR in 1963 and quickly gained experience as the treasurer in 1965 and 1966 and at the young age of 24 was elected R.E. in 1967. April's "Speedway Gymkhana" was held at the Plymouth Speedway. Trophy winners were; C. Crowel, J. Mays, Bob Ruble, Jerrell Reneberg, Mike Garber, Doug Kiehler, Ron Cornelius, Richie Milburn, and Larry Bock. April's Who's Who featured John Underhill. May 1967. It was reported by Joyce Loring that Paul & Vicki Riedel were getting an all expenses paid trip to Le Mans, France to work timing and scor-



photo-Lloyd Loring

Bill Loring, January 1966



Speedway Gymkhana Winners: April 1967

ing for the Ford Team. May's Who's Who featured Dick Colver. Dick joined SBR in 1957 and 10 years later held one of the most demanding jobs in the South Bend Region... that of PitBoard Editor!

The next event results published were from the British Trials Gymkhana. Run on a 75 x 200 foot lot it was "the tightest little gymkhana course you could imagine." Dick Wisler came in First overall in his Sprite. June's Who's Who featured 1967 Competition chairman Richie Milburn. Richie was born in Leeds, England and came to the US in 1950, joining our region in 1959 at the age of 16. He started racing at the age of 18 in Canada.

July's PitBoard featured "Stormin" Norm Perkins. Norm finished 10th in EP at June Sprints 1967. Just one of the proposed Bylaw Amendments from the SCCA BoD; "Elimination of the region of residence requirement so that an individual, while still required to hold membership in a Region and the national organization, is free to apply for Regional membership in a Region

South Bend Region Historical Photo Album



This photo was taken at the start of an early S.B.R. rally. Driver and navigator are not identified but we're quite sure one of them was Harry "Old Dad" Lydick.

other than his Region of residence."

In August, SBR ran a fuel-mileage rally in conjunction with Nappanee's Village Art Festival. Fourteen cars and three hours later... Dick Wisler and Curt Thews waked away with top honors. Driving an NSU Prinz, they averaged 57.84 miles per gallon and 58.13 ton miles per gallon (anyone care to explain that one to me???) August's Who's Who featured another racer- F. P. "Wedge" Rafferty. Wedge joined SBR in 1957 and has (apparently) raced many different Yellow cars over the years. In September, the Who's Who was none other than Lloyd Loring (there's no way I could summarize all that Lloyd has done

school in 1954 while serving in Europe. In '56 he took delivery of a new Arnolt Bristol in Turin, Italy and shipped it back to Indiana. October's Photo Rally was won by Paul & Vicki Riedel with Jeanne Johnson and Bob Ruble coming in Second.

November's Who's Who is Harry "OLD DAD" Lydick. Harry has been a SBR member since '52. These were the days of the few true blood enthusiasts who met in the Engineer's Clubroom at the La Salle Hotel. (SBR was not yet incorporated in '52.) Harry was activities chairman in '53 and '54, R.E. in '55 and '56, activities chairman again in '58 and '59, rally master in '60 and race chairman from '64 to '66.

From the December Race Chairman's report "Wilmot is no longer a race course and Meadowdale is being re-done to take its place." There is talk of a race course in Southern Michigan again. This time in the Irish Hills area (it became MIS but the oval quickly overshadowed the road course.) There is another course, Blackhawk Farms,

1.8 mile long, that is about as likely as Irish Hills. (It looks like both made it although we had to wait until '96 to get a track in Southwestern MI.) Harry Lydick was elected R.E. for 1968. Serving SBR as Assistant



Bell



Behler



Perkins



Ruble



Haverstock

Wilmot August 1967

for SBR and the SCCA. I'd have to write an entire book to cover his contributions over the years!

News from Westport (July 1967) National races entries are averaging 135 in 1967. In 1966 the 3000th national license was issued in mid-September - first time we had ever reached 3000 in a year. This year, the 3000th will be issued next week, late July (the SCCA) shows 17,450 on the rolls.

Who's Who for October 1967- Brooke Duran, Brooke went to his first driver's

R.E. was Paul Reidel. For 1967, Bob Ruble won the Red Bud Trophy and the Harold Miller, Jr. Trophy. Jeanne Johnson won the Thomas Trophy. Dennis Lamont won the Sunray DX trophy (most rally and gymkhana points). Dick Colver received the Walker Enthusiast Trophy and John Underhill received the Sparkplug award as a new member who has exhibited a fresh and vital spirit in club activities.

iCARD... The Next "Gotta Have" Gizmo

During our race weekend at GingerMan, a new system called iCARD was demonstrated with the hope that either the track or the regions using the track would adopt this new technology. It is presently being used by the Chicago, Milwaukee, Western Michigan and other Cendiv regions, as well as the ALMS pro road racing series and others.

Imagine that you are a fan, official, or crew member at a race where iCARD is employed. Simply whip out your Game Boy™ hand held device, slip in an iCARD or iCARD Pro and instantly you have a list of competitors in the present session, listed by times with their class shown. You will know, just moments after the car crosses the timing line, their fastest lap during qualifying, or their time behind the leader during a race. If there is a change in the top three, the system automatically tells you in a "crawl" across the bottom of the screen (like weather warnings on TV.)

iCARD is a computer plugged into the T&S transponder computer and is connected to a radio transmitter. As the transponder records the passage of a car, it sends the info to the iCARD computer that ranks the times and broadcasts the info over an antenna to the entire area. Your Game Boy has an iCARD with a receiver built in that gets this info and displays it on your screen.

As an announcer I often have trouble tracking leaders in the slower classes in a race, particularly if there are distractions that keep me from concentrating on every position of every car on every lap. For instance, taking a minute to unjam the copy machine behind me may make it impossible to know whether there were changes in the 10th place standings overall. But with my grand-daughter's Game Boy in hand, and a "loaner" iCARD Pro plugged in, I could actually appear to know what I was talking about!

It can display the number of laps completed for all of the cars, and the margin between cars. It was fascinating to watch as a car would pass the timing line and before it got to turn one its new time would be displayed. iCARDS are for sale for \$129.95 for a fan model, or \$199.95 for the more robust iCARD PRO. While designed for a Game Boy, it might also work with a PDA with color graphics. You can get more details from their web site at <<http://www.iCardUS.com>>. It is like having an Indy Speedway pylon (on steroids) in your pocket wherever you go!

—Lloyd Loring

Solo #4 Results From Lake Michigan College

Class	Pos.	Driver	Hometown	Club	Car	Time	Points	
SS	T 1	Lee Moore	South Bend, IN	SBR	2000 Chevrolet Corvette	43.52	100	
	2	Dennis Keuspert	Mishawaka, IN		93 Mazda RX7	49.12	10	
AS	T 1	Lucas Anderson	Park Forest, IL	SBR	89 Chevy Corvette	44.23	100	
	2	Jake Hill	Park Forest, IL		89 Chevy Corvette	44.7	90.42	
CS	T 1	Chris Harvey	Osceola, IN	SBR	99 Mazda Miata	41.14	100	
	T 2	George Schmitt	Elkhart, IN	SBR	96 Mazda Miata	44.07	35.95	
	3	Tim Gaisford	Warsaw, IN	SBR	74 Porsche 914	45.46	10	
	4	Duane Belisle	Elkhart, IN	SBR	96 Mazda Miata	45.8	10	
	5	Paul Stock	Mishawaka, IN	SBR	00 Mazda Miata	45.82	10	
DS	T 1	Peter Jacobs	Grand Rapids, MI	SBR	02 Subaru WRX Wagon	43.27	100	
	T 2	Young Oh	Kalamazoo, MI		97 Acura Integra Type R	45.02	63.58	
	3	Michael Tucker	Niles, MI		02 Subaru Impreza WRX	47.98	10	
	4	Wai Yu Jacobs	Grand Rapids, MI	SBR	02 Subaru Impreza WRX	49.8	10	
FS	T 1	George Williams	Middlebury, IN	SBR	02 Chevy Z-28	42.14	100	
GS	T 1	Steve McNeal	Holland, MI	SBR	02 Ford SVT Focus	44.01	100	
	T 2	Jeff Luckritz	St. Joseph, MI	SBR	95 Dodge Neon	44.64	87.06	
	T 3	Larry Harts	Bunker Hill, IN		02 MINI Cooper S	44.74	85.05	
	4	Christopher Foresman	Lafayette, IN		02 Honda Civic Si	46.13	56.71	
	5	Paulis Austrins	Lansing, MI	Wmr	89 Nissan 240SX	48.34	11.39	
	6	Josh Luckritz	St. Joseph, MI	SBR	93 Nissan Sentra SE-R	48.91	10	
	7	Donald Sillence	Mishawaka, IN		02 Ford SVT Focus	51.27	10	
HS	T 1	Jeff Margush	Goshen, IN	SBR	79 Volvo 242 GT	46.27	100	
	2	Christopher Jensen	Grand Rapids, MI	SBR	2001 Ford Focus ZX3	46.55	94.48	
	3	David Gushwa	Mishawaka, IN	SBR	01 Ford Focus	49.5	37.23	
STS	T 1	Nate Vanderveen	Wyoming, MI	SBR	00 Subaru Impreza RS	44.69	100	
	T 2	Parker Brown	Portage, MI	SBR	99 Ford Contour SE	45.41	85.48	
	T 3	David Mason	Lafayette, IN	SBR	02 Acura RSX-S	45.52	83.26	
	T 4	Ken Sharkey	West Olive, MI		99 Ford Contour SVT	45.97	74.22	
	5	Steve Unwin	Kalamazoo, MI	WMR/SBR	88 Volkswagen GTI	46.27	68.18	
	6	Pete Stodola	Schoolcraft, MI		96 Acura Integra	46.29	67.65	
	7	Matthew Flournoy	South Bend, IN		00 Honda Civic Si	47.07	52	
	8	Jack Stodola	Schoolcraft, MI		98 Acura Integra	48.32	26.81	
	7	Steve Jackson	Granger, IN		01 Ford Focus ZX3	48.96	13.88	
	8	Dan Uselton	Mishawaka, IN		95 Plymouth Neon	49.46	10	
STX	9	Scott Jackson	Granger, IN		01 Ford Focus ZX3	49.97	10	
	10	Brian Middleton	Allegan, MI	WMR	95 Dodge Stratus	55.42	10	
	T 1	Luke Pavlick	South Bend, IN		02 Subaru WRX	44.06	100	
		2	Robert Palmbo	Manistee, MI	WMR	02 Subaru WRX	44.38	93.44
	SM	T 1	Andrew Nienhuis	West Olive, MI	WMR	84 VW GTI	43.1	100
		T 2	Thomas Smith	Lansing, MI		84 VW GLI	43.72	86.89
		3	Joseph Andreini	Grosse Pt. Pk, MI	SBR	01 Subaru Impreza RS	44.87	62.95
		4	Ron Nienhuis	W. Olive, MI	WMR	84 VW GTI	44.94	61.45
		5	Marty Lash	Otsego, MI		89 Honda Civic	52.71	10

Class	Pos.	Driver	Hometown	Club	Car	Time	Points
SM2							
	T 1	Ricardo Gonzales	Miller Beach, IN		74 Porsche 914	42.2	100
	2	Alex Pancheri	South Bend, IN	SBR	93 Mazda Miata	50.74	10
	3	Don Pancheri	South Bend, IN	SBR	93 Mazda Miata	51.96	10
ASP	T 1	Jeff Finkbeiner	Kentwood, MI	WMR	93 Mazda RX-7	45.71	100
BSP							
	T 1	John Anderson	Kouts, IN	SBR	89 Chevy Corvette	43.4	100
	2	David Bowman	Mishawaka, IN	SBR	76 Chevy Corvette	51.25	10
CSP							
	T 1	Tim Dordon	Holland, MI	SBR	87 Honda Civic	45	100
	2	Chad Brubaker	Royal Center, IN		87 Mazda RX7	45.69	86.18
	3	April Dordon	Holland, MI	SBR	91 Honda CRX	46.28	74.4
DSP							
	T 1	William Loring	Osceola, IN	SBR	98 Dodge Neon ACR	41.87	100
	2	Jeff Harrison	South Bend, IN	SBR	98 Dodge Neon ACR	42.88	78.14
	3	Jerry Martin	Logansport, IN	SBR	80 Fiat X 1/9	45.56	20.7
ESP							
	T 1	Jerry Bush	Wyoming, MI	SVR	79 Ford Mustang	42.61	100
	2	Tom Billson	South Bend, IN	SBR	99 Ford Cobra	42.78	96.58
	3	Meranda Bright	Cassopolis, MI	SBR	94 Chevrolet Camaro	50.67	10
FSP							
	T 1	David Watson	Charlotte, MI	WMR/SBR	90 Ford Escort GT	48.7	100
	2	Brad Watson	Charlotte, MI	WMR/SBR	90 Ford Escort GT	49.61	83.2
AP							
	T 1	William Belcher	Edwardsburg, MI		66 Srperfor. Cobra	44.89	100
	2	David Koepp	Kokomo, IN	SBR	65 Ford Cobra	46.69	63.83
DP							
	T 1	Steve Bollinger	Granger, IN	SBR	66 Aus.Healey Sprite	41.43	100
	2	Kim Bollinger	Granger, IN	SBR	66 Aus. Healey Sprite	42.3	81.14
EP							
	T 1	Todd Green	Hebron, IN	SBR	68 Datsun SRL311	42.16	100
EM							
	T 1	Steve Tamandli	South Bend, IN	SBR	88 Pontiac Fiero	38.8	100
FM							
	T 1	Scott Nardin	Grandville, MI	SBR	02 Solo Vee Werks	39.56	100
	T 2	Gregory Powers	Mishawaka, IN	SBR	65 Bobsy Solo Vee	40.21	85.12
	3	Chuck Buysse	Kalamazoo, MI	SBR	76 Caldwell Solo Vee	40.88	69.95
	4	Thomas Schlundt	Riverdale, IL		87 Red Devil F440	42.63	30.25
	5	Michael Schlundt	Riverdale, IL		87 Red Devil F440	43.33	14.18
FJR							
	T 1	Ross Bollinger	Granger, IN	SBR	95 Invader Yamaha Kart	49.06	100



Jeff Finkbeiner came down from Kentwood, MI (near Grand Rapids) to play with us on the asphalt.



Kim and Steve Bollinger are picked as top D Prepared contenders at Nationals in Topeka, KS by the "SportsCar" writers!

photos-
J.Luckritz

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.

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 or call 262-375-5180.

1967 BMW 2002 180 hp, Recaros, Roll Bar, flares and a great history \$3500. 3 free nites at GingerMan Racing. **1967 Jaguar XKE Roadster** under complete restoration. (a new Jaguar by Trackside Custom Works) \$90,000. **1992 Alfa Romeo 164S** chip, Eibach Springs, wheels and tires, gorgeous Lamborghini purple \$6,700. **1867 Farm House and Barn**, very pretty pond and trees. Have an extra lot to sell later in "Endless summer" condo sites at GingerMan Raceway. All sites have direct access to the TRACK & RACE SHOP! Beaches, Boats, Sunsets, Golf, Motorsports, Trackside Assistance and Nature all in your back yard. Farm House \$180,000; Condo sites \$65,000. Free track time with all purchases and invitations to Special Events at GingerMan Raceway. Call Dan 269-253-2017

1989 MUSTANG - FAST AND FURIOUSISH. MANY MODS
1970 MINI - VERY CLEAN, MANY MODS extra parts
PINZGAUER 710M - 4X4 SOFTTOP MANY MODS
PINZGAUER 710K - 4X4 HARDTOP 2 DIFFERENT
PINZGAUER 712AMB 6x6 - STOCK 3 DIFFERENT
HAFLINGER 700 4x4- 2 DIFFERENT
PORSCHE 928 TRACK CAR - 2 DIFFERENT
 MAKE OFFER CASH OR INTERESTING TRADES
 PHIL KALAMAROS 269 849 3737
PHIL@ENKAL.COM

1979 Mazda RX-7 race car. 13B, Weber carb, Racing Beat intake and exhaust, roll cage, good body. SCCA Solo1 or Solo2 CSP. Comes with logbook and title. Also includes 1981 Rx-7 GSL parts car. Parts car has aluminum wheels, four wheel disc brakes, and complete driveline. Everything Rx-7 must go \$3500. 574-296-7296 Days, 574-903-1243 Nights. Leave message.

SBR CALENDAR OF COMING EVENTS

August 24	SBR Solo #5 at Tire Rack
September 2	SBR Membership Meeting @8:00 pm
September 7	SBR Solo #6 at LMC-New
September 28	SBR Solo #7 at LMC-New
October 3	Tour of Hoosier Plant
October 4	Pre-Party Road Rally (Tentative)
October 4	SBR 50th Anniversary Party at Studebaker National Museum, South Bend
October 7	SBR Membership Meeting @ 8:00 pm
October 19	SBR Solo #8 at TireRack

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 Space Available for Ads.

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.

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.



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	\$ _____
New! <input type="checkbox"/> First Gear Member*	30.00	15.00	45.00	\$ _____
		Grand Total		\$ _____

*First Gear member must be 21 or under.

National Office Use Only	
C- _____	\$ _____
C- _____	\$ _____
C- _____	\$ _____
Source	<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 Stuff

Summary by G. Williams

PERU PRO SOLO

On Aug 2&3, A few daring SBR Members headed for the concrete at Grissom to test their skills against some of the best solo drivers in the country. The Pro format starts with a drag strip start with xmas tree lights and mirror image courses. 2 cars run at a time then switch sides to compete for the lowest total time. Pro courses are usually quite busy and all of your skills get stress tested over a relatively short stretch of real estate. It takes some mental alertness to change your focus from drag start mode to autocross mode and remember which side of the course you're negotiating. With all the National class drivers present, the intensity level is at it's highest. It was the first Pro event for Lonnie Bright and Larry Harts. They definitely gained some valuable experience.

CS	Chris Harvey	3
DS	Peter Jacobs	3
FS	George Williams	6
GS	Larry Harts	11
ESP	Lonnie Bright	12

OUT OF REGION RESULTS

Flint, MI CENDIV Series Event

DS	Peter Jacobs	2T
FS	George Williams	3T
FP	John Anderson	1T

Columbus, OH CENDIV Series Event

CS	George Schmitt	5
DS	Peter Jacobs	2T

Milwaukee, WI CENDIV Series Event

CS	Chris Harvey	1T
CS	John Rogers	3T
CS	Angie Rogers	5
CS	George Schmitt	10
CSL	Enid Schmitt	1T
FS	George Williams	1T

DSP	Jeff Harrison	1T
DSP	Bill Loring	2T
FP	John Anderson	2
EM	Steve Tamandli	1T

LAKE MICHIGAN COLLEGE

7/20/03

We had 72 drivers for our 1st event on the newer and larger blacktop surface. With the grip being a little less than we were used to, it took careful and smooth driving skills to stay away from the cones. It was a much better start in the morning for setup as more members showed up to help... thanx. Chris Harvey won index on his last run with a gutsy effort to unseat the white Camaro. Next event - The Tire Rack on 8/24.

BREAKING NEWS!

7 Cendiv Championships
Won by SBR Drivers

At the Cendiv Divisional Championship, August 16-17 seven South Bend Region drivers beat all comers in their respective classes and were crowned 2003 Cendiv Solo II Champions. We take our hats off to Chris Harvey in C Stock, Angie Rogers in CSL, our very own Solo II Chairman George Williams in F Stock, Steve Bollinger who edged Kim for the win in D Prepared, John Anderson in F Prepared, Scott Nardin who had FTD regardless of class in the Bowland A Mod car, and Steve Tamandli showing his skill in E Modified.

In all, we had 21 SBR members or dual members at the event. Congratulations to them all.

—Lloyd Loring



Dave Mason finished 3rd out of 10 STS cars at the last SBR Solo in an RSX.



No, it's not an WRX STi, can't you tell by the engine...duh?

SBR Board Member Seeks Korean Sponsorship...

Just Kidding!

Jeff Pontius

Greetings from Seoul, South Korea! For those of you who missed the last SCCA meeting, I have spent the last 4 days in Pusan, South Korea. I am here visiting a supplier that Bosch (the company I work for) is considering doing business with.

For those of you who have never been to South Korea, I would like to share some of my experiences. I am willing to admit that my perceptions of what I would find here were very wrong. The area of Pusan (also sometimes spelled Busan) located in the south eastern part of Korea is a very scenic and beautiful area. Every one here was very eager to help and the hospitality was incredible.

One of the most interesting and touching moments of the trip was when one of the people I was traveling with explained to our Korean hosts that his father had served in the US Army and had fought in Korea. Almost before he was finished, our hosts exclaimed a very heart felt "thank you!" to him. Just from the way they said it, I could tell that their feelings were very sincere, and that they were truly thankful for the efforts of the US during the war. It gives me hope that, eventually, we will see similar results from our actions in Iraq.

Since this is supposed to be a publication about cars and racing, I'll talk about some of the cars I saw during my visit. Most of the cars are manufactured by Hyundai, but I did see some BMW and other higher-end luxury cars and heard that there are a few PT Cruisers and other sports cars that have been imported from the US. During my trip, I was able to ride in several different models and types of cars, ranging from a very small passenger car called a Click, a diesel minivan called the Trip and all the way to the upscale luxury XG, complete with in-dash GPS, a rear seat TV/entertainment system and wall to wall leather. I was impressed with the quality and luxury of the vehicles, and with the 10 year warranty, they are worth looking into. Due to the limited space and large number of cars on the street, many of the cars had additional mirrors installed on the cars. Some cars had the standard internal rear view mirror, two external side view mirrors, two additional sideview mirrors located at the front of the hood and on SUV's and minivans, there was an additional mirror mounted on the rear tailgate to see what was directly behind.

I would like to tell you more about my trip, but I have to go to catch my next flight. If anyone would like to hear more about my trip, please feel free to ask the next time you see me.

**September
Membership Meeting
Tuesday, Sept. 2nd
@ 8:00 PM
at the
Union Station
Restaurant
(See map on page 2)**