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## Autocrossing is still fun at age 66

—Steve Tamandli

This year's departure date to Topeka, Kansas was to be on Thursday, September 4th. During final loading and preparation on the day before, I discovered a flat tire on the trailer. A quick removal and off to the tire shop where a plug was installed. As I did not specify an air pressure for the repaired tire, I added it before remounting. Mmmm, it is leaking next to the plug. A return to the tire store produces a new outcome. The puncture is too close to the shoulder, not repairable, buy a new tire. Too late in the day to get one today and no time to get one before I leave the next morning. So on goes the spare and I will pick up a new tire either en-route, or in Topeka.

I missed my departure time by 45 minutes, but not due to the tire. The trip was uneventful, I was making good time and left St. Louis at 4:30 PM with no traffic delays. Everything is going to plan. I could even drive straight through and get to Topeka by 10:30 PM. But, I stay with the plan and spend the night in Booneville, Mo. at a Wal-Mart parking lot.

The next morning, I am off looking for a good breakfast stop. Since I did not have the radio on, as I towed out of overdrive I could hear a past problem had returned. The engine increases rpm say 50 to 150. This was cured last year with a new throttle position sensor (TSP.) Upon my return to my rig after breakfast, I see a small 6 inch oil puddle under the rear of the engine. Maybe mine, maybe not. As I gather speed on the highway, the engine computer recognizes something is amiss and alerts me with a flashing light on my shift lever and increased fluid pressure in the transmission as a protection mode is now in full swing.

OK, I had this happen before and, as I am getting closer to Kansas City, I turn off at the first Ford dealer I see and purchase a new TPS and a quart of trans fluid. I notice the leak is about a half a quart on the ground. I also talk with the service manager about possible trans work. No chance at this dealership for maybe 10 days. I get directions to the next Ford dealer less than 10 miles away. As the oil departs the trans in the front seal area, it drips out of a tube and is carried by air to the exhaust crossover pipe and it looks as though I am on fire proceeding down the highway. Surprisingly it stops smoking and I see a 20 degree rise in trans temperature.

Soon I pull into the next Ford dealer and now I am

definitely looking for trans work. No luck here either, at least until the middle of next week. So, I determine that I am maybe only 3 miles from a Certified Transmission shop where I can probably get 3 day service and still be able to get to Topeka in time to run on my run days which are Thursday and Friday. Plus, about one mile from the trans shop is an RV park. OK new plan. I know the fluid is getting low due to the massive spill on the ground at this last Ford dealer. I will go to the RV campground, live in the trailer (it has full living quarters) and try to drive back to the trans shop or have it towed.

As I traverse through a residential neighborhood, the remainder of the trans fluid is now gone and I am stranded. Thank God for cell phones. I make calls for a big tow truck, talk to the trans shop and the RV campground. After about 2 hours I have the trailer at the campground. The van is at the trans shop and it is time to initiate a new plan. The last time I saw my cell phone it was on the van running board. I assumed I had actually put it in the trailer. A road search does not turn it up. The trans shop checks the van, no phone. From memory I remember a pin number for ATT and can now call all over and charge the calls to my home phone.



Photo-Lloyd Loring

*The end of a rod end, and the end of a 1st Place trophy.*

All of this and it is only about 11:30 AM Friday morning. There is a motel on-site where the Solo Nationals are being held and I place a call there and ask for a favor: To ask anyone connected with the Solo to get a call-back message to either Jim McKamey or Chuck Sample. The person at the motel volunteers to take the message over himself. Within half an hour I receive a call from Chuck. Jim isn't there yet, but he is going to see if "Hoosier Tom" will allow him use his dually to come and tow my trailer to the site. This is a must as my tongue weight is too great for Chuck's motor home. He just had his frame repaired from damage done with his own trailer.

*Age 66 Cont'd on p.4*

# 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 • 2004 Officer election!  
 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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# Regional Executive Notes

Duane Belisle

The SCCA National Road Racing Championships were contested at the 40th running of the VALVOLINE RUNOFFS this past October 19th, 20th and 21st at Mid-Ohio Race Course. South Bend Region had two members and two past members competing for the National Championship in their respective classes.

Charles Gruner of Granger, IN. competed in Formula Mazda. This is an open wheel formula car powered by the Mazda 13B Rotary engine. All the cars have the same chassis and the same sealed engine for equality.

This was Charles' first trip to the Runoffs and really his first full year in National level racing. Charles qualified 21st in a field of 22 cars. Unfortunately, Charles had a shunt with another car on the first lap and was forced off the course. Both cars were able to continue but they were now down at least 1 lap from where they started. Charles continued steadily and completed 19 laps of the 20 lap race and finished in 15th position.

Jeff Luckritz, of St. Joseph, MI., competed in the Showroom Stock B class in his 1999 Mazda Miata. Jeff had been to the Runoffs before in his Dodge Neon but this was his first try in the Miata. Jeff qualified 22nd in a field of 42 cars. Jeff's mid pack start put him in lots of traffic throughout most of the race. This gave Jeff the opportunity to steadily move up and when the checkered flag fell he was up to 13th position overall. However because of penalties to two cars ahead of him he finished 11th in the final standings. This was a very impressive performance, gaining 9 positions on the track and 2 in tech.

Jay Lutz, a former South Bend Region member, was back at the Runoffs with his H Production Austin Healey Bugeye Sprite. Jay has been road racing Sprites for more than 20 years and has been to the Runoffs many times. Jay qualified 13th in a field 26 cars. Jay made a good start but on about the 2nd lap he spun the car and got stuck in the wet grass unable to get up an embankment with slick tires. A wrecker was dispatched to tow him back onto the track but by the time he resumed racing he was down 4 laps. Jay finished running strong, 17th overall but was down 4 laps from the winner.

David Savage a Western Michigan Region member, formerly of Granger, IN was running his first Runoffs. Dave had competed in an E Production Lotus Europa in the past but this year he switched to an F Production MG Midget. This first year with the Midget has been full of "learning experiences," but David ran well enough to qualify for the Runoffs. Dave qualified 24th in a field of 27 cars but unfortunately his car overheated in 4 laps and he was forced to retire finishing 25th overall.



*Lynnette Markowicz is looking for that last car to show up for grid*



*Former SBR member, David Savage in an F-Production MG*



*Rod-this isn't tech!*



*Jeff Luckritz(#76) trying to pick off one more car in SSB*

*photos-Duane Belisle*

### Tami Thanks Bert

I want to thank Bert Olsen for putting on such a nice SBR 50th anniversary party. It was held in the Studebaker Museum in South Bend. We were given a chance to tour the museum, look at some older pictures and watch a video from past races. It was fun to see the many changes and what has stayed about the same over the years. I was impressed with the turnout of older members that span the 50 years of being SBR members. I wish we could have had more time to hear their stories about past events. I hope we have many more years of fun and friendship. —Tami Bowman



## Age 66 from page 1

It's a go and he is en-route to get me. We arrive at 4:30PM at the solo site. I unload and prep the race car for tech. Since I had entered the practice event for both Saturday and Sunday, my plan at South Bend was to run the tires that were on the race car one day and swap to a different set for Sunday and, based on the results, use one or the other on the National competition days. But I had no room to haul the second set and left them in the van at the trans shop.

The weather is great, mid 70's. My practice results are equal to last year's times on this same course. I am only .02 behind last year's 2nd place car. I was 4th last year. Sunday same course again however I am now in first place, almost 0.6 ahead. I know I am a threat for the championship.

That beautiful weather stayed till Thursday morning when the rain moved in and our first day will be run in the rain. I put on the racing rains and have no idea what the results will be as I have never run this car on concrete in the rain on these tires. You guessed it, I spun the car twice plus I could not see through my fogged-up glasses. The Fiero has no windshield, and I use a open-face helmet with a flip up face shield. My time was like 78 seconds and last year's winner -a 3 rotor Sprite- lays down a 63.3 clean. For my second run I disconnect the front sway bar, totally back off the rear one and decide I can see good enough to not need my eye glasses. I am now in 2nd place with a time of 63.5. The leader does not improve till his 3rd run finding about a tenth of a second. My next choice is to drop 3 lbs of air out of the tires and I move to first place with a time of 63.0.

As we start our final day of competition, I have a small lead of .24 seconds. I hit two cones plus have a hopping problem that occurred in the off-camber right hand 180° turn. Mentally I am concentrating so much on the job at hand that I cannot pull from my memory banks any of the right turns from last weekend's practice so I stop trying. An Austin Healey 3000 powered by an all-aluminum Ford V8 moves into first place with a 46.2 time. On our second runs the Healey slows a tad, the 3 rotor Sprite moves into second with a 46.9 and I turn a 47.2, but still have the same right turn problem. As they add the times up I am notified

# Solo Report

George Williams

## Cendiv Series Event # 7 at Rantoul Air Base

CS	George Schmitt	3rd
DS	Peter Jacobs	1st
FS	George Williams	2nd

Our Solo event #7 at Lake Michigan College was a test of 49 hearty souls who braved the elements to drive on probably the most slippery surface I've experienced in 34 years of autocrossing. Only a few cars got dry runs before the rain began and then

only pretended to cease and dry off the course. The fun factor was only slightly diminished and it got quite comical watching reasonably capable drivers attempt to find any grip. There seemed to be no consistency in how the cars would handle a particular part of the course from run to run.

Well, at least we have 8 events with the potential of throwing out our 3 worst events for scoring purposes.

## Topeka Nationals

Congratulations to SBR's 2003 Nationals Drivers. The 2003 Tire Rack Solo II National Championship is over, and 14 SBR drivers made the trip out to Topeka, Kansas to test their skill against the best drivers in the nation. Here is how they finished:

## SBR Member Results from the 2003 Solo II Nationals

Class	Trophy	Place	Name
CS	T	11	Chris Harvey
CS		22	John Rogers
CSL	T	2	Angie Rogers
DS		23	Peter Jacobs
GS	T	1	Brian Priebe
BSP		17	John Anderson
AP	T	4	Les Gabel
DP	T	2	Steve Bollinger
DPL		3	Kim Bollinger
EP		12	Lucas Anderson
AM	T	2	Scott Nardin
CM		19	Todd Green
EM	T	3	Steve Tamandli
FM	T	6	Chuck Buysse

that I am only out of first place by .059. Well I have this covered as I know I have been cooling it and have left .5 to .6 of improvement out there. As I need just a tenth I have this in the bag. As I drive through that off-camber I still get the sideways hopping but as I leave that turn the car does not go where I steer it and I go from one side of the course to the other all the way to the finish. Later we discover that the left side rear toe adjusting rod end cage had opened up (see photo on Page 1) and allowed a massive toe change. So I ended up with 3rd place.

**For Complete  
SBR Solo Results,  
check out our  
website at:  
[www.sbrscca.org](http://www.sbrscca.org)**

**aimtuning.com**

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## T. A. R. D. \* Returns 11-15-03

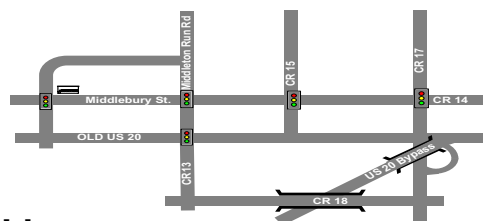
**Solos are Done...  
Racing's Finished...  
What's a club to do?  
Time to Rally!**

**Bring a calculator, pen, paper, flashlight,  
pot luck dish for party and a car full of friends!**

**Starting Location: Atlas Die in Elkhart  
First car off at 6:00 pm plus car number.**

**Entry fee of \$10 per car.**

Atlas Die is located at the  
North-East corner of  
Middlebury St & Industrial  
Parkway, Next to the S. Ray  
Miller Auto Museum.



**\* Thru A Rally Darkly**

## 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.

The South Bend Region get some \$\$\$ back for each purchase made this way.

### 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

## SBR September Meeting 2003

**Membership:** We are now at 192 members, that is down 5 from last month. There is one guest tonight.

**Treasurer's report:** There was an income for the month. The loss for the year stands at a loss of -\$7775.00 although that is up 200 from last year. The Solo program is up from last year and Race program is down from last year.

**Solo:** There were 78 cars for the Tire Rack event August 24th. They are going to look at a permanent course set up while we run at the Tire Rack. A suggestion of making sure a SCCA sign is displayed during an event was made.

**Race:** The driver school shared between SBR, FWR, INR, and Detroit Region lost money which is expected when sanctioning a Driver's School. The club should receive a rebate from INR.

-There has been talk with GingerMan Raceway to change the date of our event. There are three weekends available. The decision of August 28th to be the best date stands and will get an okay from GingerMan. There is talk of trying to co-host a national event with Indy region. The check for \$25.00 will be sent to

the national office to get an approval for the region to host/co-host a national event.

-All races are done for the year.

**New business:** The Grand Prix of Mishawaka would like SBR to sponsor and help run the event for charity. More figures are to be discussed at a later date. The event is July 25th and 26th of 2004.

- Jeff H. is going to buy a new hitch for the trailer.

- A committee for the new nominees of board members has been constructed. It will be Dave Bowman and Paul Stock.

-The CenDiv Roundtable is in November. All of the meeting will be held on Saturday at Indy.

**Old business:** The 50th anniversary party is all set. It will be on October 4th at the Studebaker Museum. There will be a cash bar at 6:00-7:00 and a Polish buffet will be served at 7:00. There is still no guest speaker at this time. The flyers are done and ready to be sent out. A check and tax exempt papers are being sent to them. Becky is going to make the cake.

-The Hoosier Tire tour is October 3rd. There is still room left for that. They are also still looking for cars to come and show the employees how their tires are used.

—Kristi Harrison

# SBR History

## 1968-1970

~ 1968 ~

January's meeting featured speaker Mr. Newman who owned the company that manufactured Avanti. Carl "Big Orange" Crowel was featured in the Who's Who for February 1968. The January *SportsCar* announced the formation of the Solo Event Program to fill the gap between racing and gymkhanas.

The first event of 1968 was a "high speed" gymkhana held at Plymouth Speedway. Large Sedan winner was John Underhill, Small Sedan winner was Dan Dunn, Large Sports Car winner was Ralph Muszynski, Small Sports Car winner was Bob Ruble, and Ladies winner was Charlotte Underhill. From March's Pit Board "Remember When" the New Years Eve bash at Curt Thews new home with indoor pool, results from "A Drive in the Country" coming in First for SBR (2nd overall) Walt Kopzynski and Norm Perkins. April's "Who's Who" featured Curt Thews. Curt belonged to the Chicago Region before the South Bend Region was formed. He has done so much for our region that I couldn't even begin to cover it all.

May's "Who's Who" featured Stan Brown. Stan raced at the A.R.R.C in Daytona in 1967. The fastest drivers in "A Stormin' Gymkhana!" were 1) Curt Thews; 2) Jack Gearhart; 3) John Mayes. Bob Ruble and Jim Bell raced Meadowdale (on a 1.08 mile section of the old course as the "new" course wasn't completed) in May 1968. Dick "bachelor playboy, world traveler, and sports car driver extraordinaire" Wisler was featured in June's "Who's Who." Joining the region in 1959, Dick has been a top competitor in gymkhanas and races.

June 1968, SBR sponsored a divisional rally. Racing results as printed in July 1968: Larry Bock, 2nd at IRP and 3rd at Elkhart

Lake; Jack Gearhart, 3rd at IRP; Bob Ruble, 22 (out of 52 Formula V's) at Elkhart Lake; Stan Brown, 3rd at Grattan and 3rd at Elkhart Lake; Norm Perkins, 7th at Elkhart Lake. From August 1968: Wedge Rafferty and Larry Bock teamed up to win 5th place at the Road America 500 U.S.R.R.C. Results from the Practice Looper gymkhana: First Large Sports Car, Tom Tanner; First Large Sedan, John Underhill; First Small Sports Car, Sam Actman; First Small Sedan, Paul Riedel; First Modified, Bob Ruble; First Ladies, Vicki Riedel. June 1968 we ran the divisional rally Thru Thick and Thin.

August 1968: Bob Ruble came in 4th in FV, Lyle Raymond 6th in EP at the Ft. Wayne regional at Meadowdale.



*Legible car numbers on rallies were taken very seriously in those days!*

September's Old Fashioned Gymkhana first place finishers were John Underhill - Sedans; George Wolford - Large Sports Cars, Duane Kurek = Modifieds; Bill Sisco - Small Sedans; James Braddock - Small Sports Cars; Wadette Yoder - Ladies. October's Pit Board featured an article by Lloyd Loring recalling his memories of Jack Boone. Jack was an active member of the SBR Tech Team and a big part SBR for many years. And when I return the Jack Boone Memorial Trophy at the end of the year, I'll include Lloyd's article so future winners can read about the man behind the

trophy.

SBR racers at the IRP National included Dick Wisler, Hugh Haverstock, Dick Colver, Larry Bock, Norm Perkins and Lyle Raymond. The annual awards banquet was held in December. Receiving for the first time the Boone Trophy was Duane Kurek and Jim Matthews; Bob Behler won the Red Bud Trophy; Lyle Raymond won the Harold Miller Trophy; the DX Trophy went to John Underhill and his wife Charlotte won the Thomas Trophy.

~ 1969 ~

For 1969, Dan Dunn served as R.E. with Bob Ruble as Assistant. On the BOD: Bob Tarwicki, John Underhill and Harry Lydick, Jr. The "Newcomer's Revenge"

rally was put on with a course designed by Bill Sisco and John Underhill, But they didn't publish who won it! SBR also had a booth at the Coachman Auto Show held at Notre Dame. Larry Bock finished third in class at the Nascar 250-mile Grand Touring Road Race at Daytona. The "Windy" Gymkhana was held in March at Notre Dame's south parking lot.

Winning the Under 2000 cc class was Dan Dunn; winning the over 2000 cc was Carl Crowel; winning the Modified class was Jim Matthews; winning the Ladies class was Charlotte Underhill. For sale in March





*Some hillclimbs were tougher than others.*

1969: 1958 Customed Corvette, 1963 Corvette, 1954 XK120 Jaguar, 1965 Harley Sportster. The team of Kubicky/Keener won the March 30th Novice Rally and of the 22 cars entered only 4 had SBR members.

In May of 1969 we published our second Sports Car supplement in the *South Bend Tribune*. John Underhill replaced Bob Ruble as Assistant R.E. June's gymkhana was cancelled due to the lack of a location to hold it and that led to a discussion of the lack of locations to hold events (some things never change do they?) July Field Trials were held at the Dunn residence. 32 entries raced on the  $\leq$  mile dirt course. Winning the Ladies class was Charlotte Underhill; Carl Crowel came in First in Modified; Class A - Bill Muempfer; Class B - John Underhill; Class C - Bill Sharp and the Busted Piston went to Jean Sisco. The August Rally-Tour was won by Lloyd & Joyce Loring with Mike & Bev Jennings coming in Second. September's Speed-kana held in Buchanan had Bill Muempfer First in 0-1 Liter; Dan Dunn First in 1-2 liter; Bill Sharp First in over 2 liter; Larry Bergen First in Modified; and Charlotte Underhill First in Ladies.

SBR was also represented at Blackhawk Farms by Hugh Haverstock (1st in FP), "Doc" Tanner (4th in HP) and Norm Perkins (5th in EP). At the IRP National in

October Norm Perkins and Jack Gearhart came in 10th and 12th respectively in EP. In November we voted to raise dues to \$10 for regular and junior members and \$1 for spouses. The \$5 rate had been in effect since the 1950's with the exception of one year at \$7.50. Trophy winners for 1969 included John Underhill - Red Bud Trophy; Dan Dunn - DX Trophy; Lloyd Loring - Walker Trophy; Bill Wolfe - Harold Miller, Jr. Trophy; Charlotte Underhill - Thomas Trophy; Mr. & Mrs. Harold Miller - Jack Boone Memorial Trophy.

~ 1970 ~

Bert Olson was elected R.E for 1970 with John Underhill serving as Assistant R.E. The BOD included Bob Tarwacki, Dan Dunn and Dick Colver. The Best Event trophy for 1969 was presented at the January meeting to Larry Bergen and Jim Matthews for the "Windy Gymkhana." Our February autocross was "Fun on the Snow" (a fore-runner to our Snow Solos?) and helmets were recommended. Denny Lamont replaced Dan on the Board of Directors. In February we also participated in the 10th Annual Cavalcade of Wheels Auto Show. Our booth featured a classis MG TF-1500, continuous slide show with a recorded commentary by Lloyd Loring and race car paintings by Dave Lord.

In March 1970 Lloyd Loring and Bill

Fee of \$4.50 payable to Region. 4) Two passport photos. As of March 1970 SCCA membership stood at 15,553 while SBR's membership was 72.

The April (and later) PitBoard covers featured a drawing by Dave Lord. The first place winners at the April Sprints gymkhana were Bob Cuthbert, B. J. Swanson, Gene Sherrill, Bill Wolfe, and Glenda Rogers. Jerry Sergeant received the Busted Piston trophy. The first place winners in the Indy 500 gymkhana held in May (of course) were B. J. Swanson, Robert Cuthbert, Doug Dotson, Larry Grover, Bill Sharp, Lloyd Loring, and Maria Sharp. Leading the club points standing after 3 events was Bill Muempfer (52) followed by Bill Wolfe (41). Winners in September's Speed Gymkhana: Rodney Johnz (U-1), Dan Dunn (1-2), Gene Sherrill (O-2), and Bill Wolfe (Modified). Twenty- six cars showed up for Tard IV in October. Coming in first were Ed & Joyce Steltner (guests.) 1970 Trophy winners included: Joann Colver - Thomas Trophy, Bill Wolfe - Red Bud Trophy, John Underhill-Harold Miller, Jr Memorial Award, Karl Wert - Jack Boone Memorial Award, Dennis Lamont - Walker Enthusiast Award.

Sisco put on a rally school which was closely followed by an actual rally. The team of Kowalski / Kowalski came in first. The following were listed as requirements to receive your Novice Permit in 1970:

- 1) Must be an SCCA Member, over 21 years of age, and must hold a valid operator's permit in his/her state of residence.
- 2) Must have a completed SCCA Medical Form.
- 3)

# Solo #7 Results from LMC

Class	Driver	Hometown	Club	Car	Best Time	Points	
SS	T 1	Lee Moore	South Bend, IN	SBR	2000 Chevrolet Corvette	49.691	100
BS	T 1	Tony Lipscomb	South Bend, IN		01 Audi TT	44.815	100
CS	T 1	Chris Harvey	Osceola, IN	SBR	99 Mazda Miata	36.653	100
	2	George Schmitt	Elkhart, IN	SBR	96 Mazda Miata	39.926	19.63
CSL	T 1	Enid Schmitt	Elkhart, IN	SBR	96 Mazda Miata	53.46	100
DS	T 1	Bill Thomas	Caledonia, MI	WMR	03 Subaru WRX	46.305	100
FS	T 1	George Williams	Middlebury, IN	SBR	02 Chevy Z-28	48.023	100
GS	T 1	William Rozzi	Granger, IN	SBR	03 MINI Cooper S	40.009	100
	T 2	David Gelman	South Bend, IN		03 Honda Accord	42.59	41.94
	3	Steve McNeal	Holland, MI	SBR	02 Ford SVT Focus	45.906	10
	4	Donald Sillence	Mishawaka, IN		02 Ford SVT Focus	47.99	10
	5	Matt Keen	Buchanan, MI		02 Ford Focus SVT	49.22	10
HS	T 1	George Fetzer	Jackson, MI		88 Pontiac Sunbird	47.551	100
	T 2	David Gushwa	Mishawaka, IN	SBR	01 Ford Focus	49.344	66.06
	3	Geoff Blow	Ann Arbor, MI	WMR	01 Ford Focus ZX3	49.58	61.6
	4	Tobin Keen	South Bend, IN		01 Ford Focus	51.655	22.32
	5	Patrick Ohmann	St. Joseph, MI	SBR	91 Ford Festiva	54.184	10
HSL	T 1	Kari Blow	Ann Arbor, MI	WMR	95 Toyota Corolla	51.389	100
	2	Megan Ohmann	Stevensville, MI	SBR	91 Ford Festiva	55.072	35.5
STS	T 1	Nate Vanderveen	Wyoming, MI	SBR	00 Subaru Impreza RS	44.469	100
	T 2	Parker Brown	Portage, MI	SBR	99 Ford Contour SE	46.225	64.46
	3	Kevan Chapman	Grandville, MI		02 Mitsubishi Mirage	47.187	44.99
	4	Steve Unwin	Kalamazoo, MI	WMR/SBR	95 VW Jetta GLX VR6	47.36	41.49
	5	Douglas Biehl	Sterling Heights, MI		00 Honda Civic Si	48.663	15.12
STX	T 1	Robert Palmbos	Manistee, MI	WMR	02 Subaru WRX	43.365	100
	2	Brian Laflamme	Kalamazoo, MI		03 Subaru WRX	48.07	10
SM	T 1	Andrew Nienhuis	West Olive, MI	WMR	84 VW GTI	46.488	100
	T 2	Tom Smith	Lansing, MI		84 VW GLI	47.335	83.6
	3	Ron Nienhuis	W. Olive, MI	WMR	84 VW GTI	48.114	68.52
	4	Jeff Wagner	South Bend, IN		03 Honda Accord	48.133	68.15
	5	Ryan Sherwood	Edwardsburg, MI		02 Honda Civic	48.925	52.82
	6	Christopher Ottney	Lansing, MI		84 VW GLI	53.037	10
SM2	T 1	Ricardo Gonzales	Miller Beach, IN		74 Porsche 914	47.266	100
ASP	T 1	Jeff Finkbeiner	Wyoming, MI	WMR	93 Mazda RX-7	48.436	100
	2	Nic Chandler	Elkhart, IN		93 Mazda RX-7	51.849	36.58
BSP	T 1	David Bowman	Mishawaka, IN	SBR	76 Chevy Corvette	50.076	100
CSP	T 1	Tim Dordon	Holland, MI	SBR	91 Honda CRX	39.3	100
	2	April Dordon	Holland, MI	SBR	91 Honda CRX	46.781	10
	3	Chad Brubaker	Royal Center, IN		87 Mazda RX7	47.018	10
DSP	T 1	Jeff Harrison	South Bend, IN	SBR	98 Dodge Neon ACR	47.13	100
	2	William Loring	Osceola, IN	SBR	98 Dodge Neon ACR	49.071	62.93
FSP	T 1	David Watson	Charlotte, MI	WMR/SBR	90 Ford Escort GT	46.041	100
AP	T 1	David Koepf	Kokomo, IN	SBR	65 Ford Cobra	51.771	100
FP	T 1	John Anderson	Kouts, IN	SBR	72 Datsun 240Z	37.17	100
	2	Jake Hill	Park Forest, IL		72 Datsun 240Z	51.123	10
FM	T 1	Chuck Buysse	Kalamazoo, MI	SBR	76 Caldwell Solo Vee	43.88	100
	2	Thomas Schlundt	Riverdale, IL		87 Red Devil F440	49.852	10
	3	Michael Schlundt	Riverdale, IL	CHI	87 Red Devil F440	50.504	10
FJR	T 1	Ross Bollinger	Granger, IN	SBR	95 Invader Yamaha Kart	999.999	100



## Wet Solo Pictures



# The Past Comes Alive at SBR's 50th Anniversary Party



Lots of old cars and old folks for the young 'uns to admire.



Our genial host. Bert Olson.

photos-J.Luckritz



Carl "Big Orange" Crowel.



Bill & Maggie Muempfer smile as they remember the good old days.

photos-D.Betisle



Ed Steltner looking pleased.



Harry & Ellie Thomas brought their home movies.

Based on the grid conditions shown in the top left, guess which driver/car was fastest around the track? No looking at results.

Was it?

- a) Enid Schmitt/black Miata
- b) George Williams/white Camaro
- c) Ricardo Gonzales/white 914
- d) David Koepp/blue Cobra
- e) Andrew Nienhuius/blue Rabbit

ANSWER: e) Andrew Nienhuius



Charlie and Shar Spurgeon were, as usual, the life of the party.

## 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:** 1973 Porsche 914. This is a California car and is 98% rust free!! 1.7 & 1.8 liter engines included. Car is ready to go racing or play on the street. The car is disassembled and ready for paint. Lots of spare parts!! \$ 4,500.00 or trade considered (574) 596-9766 or <mrhude@aol.com> for pictures.

**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.

**1967 BMW 2002** 180 hp, Recaro's, 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) \$90000. **1992 Alfa Romeo 164S** Chip, Eibach Springs, wheels and tires, gorgeous Lamborghini purple \$6700. **1867 Farm House and Barn**, very pretty pond and trees. Has 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 \$180000; Condo sites \$65000 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.

**Mazda Wheels with Winter Tires!** 4 MSW alloy wheels fit Mazda 1993 626/1996 MX6 89-92, Ford Probe 88-91, perhaps some Toyota Camry, Eagle Talon, or Eclipse. 5-bolt 114.3 mm circle, 6" wide x 14" diameter and 67.06 center bore, ET38 offset. Have ancient Yokohama winter tires mounted.

4 OEM Mazda 626 5-1/2 wide 14" steel wheels with excellent Blizzak WS-15 185/70R 14 tires good for several Michiana winters. About 10/32" tread remaining. Make an offer. Lloyd at (574) 272-6719 or LWLoring@sbcglobal.net.

## SBR CALENDAR OF COMING EVENTS

- November 4      *SBR Membership Meeting@8:00 pm  
Election of Officers*
- November 8      *CENDIV Roundtable in Indianapolis*
- November 15     *T.A.R.D. Rally*
- December 2     *SBR Membership Meeting @ 8:00 pm*
- January          *No Membership Meeting/Annual Banquet TBA*

## 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](mailto:hcolwell@michiana.org). He will make all the arrangements. Still want to get PitBoard via USPS? No problem...just do nothing.

Detach and Mail to HC Colwell, 61642 Kingston Ct., South Bend, IN 46614-6445 by Wednesday, Oct. 28th.

## Absentee Ballot Election of SBR Officers November 4th Meeting

### Regional Executive (Choose 1)

- Paul Stock
- \_\_\_\_\_

### Board of Directors (Choose 3)

- Dave Bowman
- Tami Bowman
- Leon Krauss
- Jeff Luckritz (Incumbent)
- Jeff Pontius (Incumbent)
- \_\_\_\_\_

\*You may copy and send in one ballot for each SBR family member



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



## Leon's Ramblings for the Purpose of Earning Club Points

Everyone please take note and welcome back our beloved immediate past RE, uh, uh, oh yeah, that would be Bill-*I hate to hula*-Howe. I am certainly happy to have him back in our midst, especially since he provided most of the material (incidences) for my PitBoard articles last year! I can't wait until he buys another race car. I haven't had a good laugh since he left for the islands and there is only so much you can print about Lloyd-*Mr. Microphone*-Loring.

Speaking of a good laugh, many of you may have noticed that H. C. [*cha-ching*] Colwell has had a very satisfying smile on his face the last couple of meetings as he stands to report on how all his medical bills have been paid. No, no, I mean as he reports on all the new recent club financial expenditures and what a great help they have been to him personally. No, I really mean to say that H. C. and the Ft. Wayne regional treasurer really enjoyed their trip to Bermuda! Actually, H.C. just wants us to be aware that there may not be as much in the club's checking account as there used to be. Not to worry though, as our current RE, Duane-*hide a camera in my pocket*-Belisle has asked H.C. for an independent audit of our financial books. H.C., with a twinkle in his eye, said, "No problem. I'm about as independent as they come!" As a note of curiosity, has anyone else noticed how Dick-*never has a thing to say*-Wisler heads to Florida in the fall after our finances have dropped considerably and then returns in the spring and summer when the finances are back up again?

On a lighter note, a number of our club's members toured the Hoosier Racing Tire facilities in Plymouth a couple of Fridays back and were treated to a 2 hour de-

tailed walk-thru of how a racing tire is created (Duane put that camera away!) I think I can speak for the rest of the tour when I say we were all unexpectedly impressed with the numerous processes and manufacturing steps required to take a piece of raw rubber and evolve it into a quality racing tire. After viewing the facilities' technical labor-intensive processes, one might tend to wonder how Hoosier can afford to sell these tires at the prices they charge (Duane, PLEASE put your camera away!) Jeff-*Miataman*-Luckritz was one of the three SBR member/drivers who brought his race car to place on display in the Hoosier plant for the benefit of the Hoosier Racing Tire employees. I mentioned to Jeff after the tour that seeing the effort expended and the intricacy of the processes involved in creating his tires, perhaps he might want to give his racing tires a little more respect as he rips around on the racing surfaces. Jeff concurred (Jeff usually is a man of many words, but I think he was speechless as a result of

good for our economy! (Jeff, do you suppose your wife could put a good word in for me, too?)

Speaking of U.S. Made products, the very next evening after the tour, your SCCA SBR club held its 50th Anniversary celebration at the Studebaker museum in exciting downtown South Bend. I'm sure there will be pictures and stories about this event elsewhere in this Pitboard so I will do it justice and leave its summary to those who can more eloquently communicate to you about this grand gala affair. It does behoove me, however, to poke fun at, that is to say, to make fun of, rather, to acknowledge the efforts of a few people who helped make this banquet a very special success. First, and foremost, we must name Bert Olson. Bert Olson. Secondly, Dick Wisler wanted the bar to remain open past 10:00 p.m., but the museum asked Dick to leave by 10:00 p.m. or become part of the permanent displays when Dinosaurs Alive returns. Since I mentioned ramblings earlier, Paul-*Lloyd Loring*



*Thanks to Hoosier Tire for donating many of the door prizes for the evening.*

*wannabe*-McBride and Lloyd-*as himself*-Loring accomplished this quite well! Fine job gentlemen, as always. (A famous SBR Proverb says: Give a man an audience and he will tell you every thing he knows in a minute or two. Give a man a microphone and he thinks he's a comedian!)

With that I bid you a fond adieu.

### SBR Officer Election!

### Membership Meeting

Tuesday, November 4th

@ 8:00 pm at the  
Union Station  
Restaurant

(See map on page 2)

the tour. His wife, upon seeing his condition, called Hoosier and tried to get him a job there!) Their management had us sign proprietary waivers so that we would not reveal any of their trade secrets to their competitors (Duane!) and, except for our RE, all willingly signed them. I must say I was pleasantly surprised at the cleanliness and orderliness of the Hoosier facilities. I would gladly do some free marketing for them. In fact, I will. Buy U.S. Made Hoosier Racing Tires. They are good for your race car and

Until next time: Keep on Flagg'n

P.S. Comments heard during the banquet when they thought the microphone was turned off: "I don't care if Jeff Luckritz has these ticket numbers I called or not, just call every one's number so we can get rid of all these d\_\_n pins!"

Leon Krauss