



## The NAIAS Report

The Detroit Auto Show to You and Me

*Story and Photos-J.Luckritz*

In my opinion, this was the best Detroit Auto Show ever. In addition to all the SUV's and gobs of people, just about every manufacturer seemed interested in 2-seater sports cars. Ford drew a lot of interest from show-goers with their Cobra, Mustang and Ford GT. Over in the GM camp, the Solstice and GTO got lots of attention. At Chrysler, fans were "wowed" with their 2-seater super car. As usual, the Ferrari, Porsche and Aston Martin displays were packed with people. Interestingly enough, the MINI display was jammed full of people which seems strange to me since the MINI has been out for a couple years. Just goes to show you how

much people love those cars.

For me, the Detroit Auto Show is all about cars and people. More specifically, getting back together with my former college roomies. Dave is the car guy with a 5.0 Mustang in his garage, while Marc is the "cars are an appliance" guy. No matter what our tastes, we found that four and half hours wasn't enough to see all the cars.

Detroit is a strange city. Growing up, I thought all cities were like Detroit. Nobody shops, vacations, or "hangs out" in the actual city. "White Flight" really hit the city hard in the 60's. Growing up

*Cont'd on page 8*

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# 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

<b>Regional Executive (Board)</b> Paul Stock pstock@comcast.net (574) 257-4170	<b>Competition Chair</b> Paul McBride bluerace44@aol.com 574-289-1398
<b>Assistant RE (Board)</b> Jeff Luckritz jluckrit@remc11.k12.mi.us 269-429-3676	<b>Solo Chair</b> George Williams ghenryw@aol.com 574-825-5565
<b>Board Member (Past R.E.)</b> Duane Belisle duane47sarah46@msn.com 574-293-5704	<b>Race Chair</b> Jeff Pontius jeff_pontius@hotmail.com 574-273-0268
<b>Board Member</b> Leon Krauss mkrauss141@aol.com (574) 277-5371	<b>Activity Points Keeper</b> Lloyd Loring LWLoring@sbcglobal.net 574-272-6719
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<b>Secretary</b> Melanie Stock pstock@comcast.net (574) 257-4170	<b>Program Chair</b> Jeff Pontius jeff_pontius@hotmail.com 574-273-0268
<b>Treasurer</b> HC Colwell hcolwell@michiana.org 574-291-6756	<b>Webmaster</b> Bill Loring webmaster@sbrscca.org 574-675-0641
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<b>SBR WebSite</b> www.sbrscca.org	<b>SCCA National Office</b> www.scca.com 1-800-770-2055

**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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# Former Regional Executive Notes

Duane Belisle

## Several people have asked me why South Bend Region is not putting on our annual Regional Road Race at GingerMan Raceway this year.

I will try to explain what transpired that resulted in us not doing the Regional Race.

First, the 2003 race season was a significant financial loss for SBR. We lost over \$6,000 between the Regional race and the Area 4 Driver's school. With this loss in mind, the SBR Board of Directors (BoD) decided to try and get into National level racing. The National races have higher car counts, and fewer competing events for approximately the same expenses. Therefore, the chance of losing money on a National is much less. Initially we contacted Indiana Northwest Region and offered to co-host the April National at GingerMan. INR declined our offer, stating that they felt that the only way for them to get back to financial strength was to make some money on their National race. Then we contacted Indy Region and offered to co-host their July 4th National (either at IRP or GingerMan) and they declined our offer with no explanation. (Indy Region had also lost money in 2003.) We then converted our traditional date (2nd weekend of July) to a National race and had it added to the Cendiv calendar. We also booked an August date for a Regional at GingerMan. Because our July date was now listed as a National race, Blackhawk Valley Region changed their traditional July 4th Regional to the 2nd weekend of July. We

did not mind at that time because we were hoping to get the SBR National approved and do the August Regional. A few days before the Cendiv Roundtable, GingerMan raceway asked us to give up the August date because they had another confirmed renter.

At the Cendiv Roundtable meeting in Nov. the Cendiv calendar committee and most racing regions in Cendiv. were trying to get the National race schedule down to 10 races per season. The 2003 season was 11 races and SBR was adding a race making it 12 races for 2004. After much debate and negotiations, Northeast Ohio Region agreed to change one of their Nationals to an enduro race, and SBR agreed to give up the GingerMan National in exchange for co-hosting a National race with Western Michigan Region at Grattan.

That made the National schedule 10 races and nearly everyone was happy. SBR and NEO received many thanks and complimentary comments. At that point SBR wanted to convert our July date to a Regional again but because BVR had a Regional on the same date and was less than 300 miles away we could not put on a Regional on the same date. So I tried to get a different date at GingerMan that did not conflict with any other Cendiv Regional. There were no open dates to be had and attempts to trade our July date with another club were unsuccessful. We had to cancel our July date at GingerMan.

This whole process took place over approximately a two month period. There were many phone calls, many dozens of e-mails and discussions among the SBR BoD, other SCCA Regions, Cendiv Stewards and GingerMan raceway. I was disappointed

## 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 whom 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 gets some \$\$\$ back for each purchase made this way.

that we lost our Regional but we did get our foot in the door for National racing. If SBR proves themselves highly competent at National-level racing we will be more likely to acquire a stand alone National if any other Region elects to give one up or fails to conduct a satisfactory National race.

I have already verbally booked GingerMan Raceway for the 2nd weekend of July 2005 and have notified the Cendiv Calendar committee, the Cendiv Executive Steward and Blackhawk Valley Region that SBR intends to put on a double Regional Race on our traditional date in July 2005.

That is the explanation for the 2004 race season. I may have left out a few details or forgotten something but if anyone has questions they can call me or e-mail me for more information.

Duane Belisle  
SBR R.E. 2003  
574-293-5704  
duane47sarah46@msn.com

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# Tell It Like It Is! *Bill Howe*

I am going to be blunt and to the point, the skill level of the average driver on the highways in the United States is unacceptable. You see it everyday in the media with drivers who roll their SUVs because a tire tread separated, or drivers who overcorrected, after drifting off the side of the highway, crashing into another car. The average driver is not equipped to deal with minor emergencies like tread separation, much less any major emergencies. Yes, the media made a big deal and blamed the SUV rollovers on Ford and Firestone tires. Unfortunately the fact is that, other than making a lot of noise, a tread separation does not cause a vehicle to roll, and is a relatively minor emergency. You may ask what the motorsport of karting would have to do with the state of drivers on American highway. Karting and motorsports in general could be the solution for the situation we face on our highways today. The two examples I described demonstrate drivers who lack car control, which is one of the fundamentals in any motorsport. One of the first things a karter learns is how to control and react to his kart as he pushes it to the edge

of control. The closest most drivers on the highway come to learning car control is what they read in the State drivers manual or maybe a short time behind the wheel of a driver's education car on some quiet street in America. Common sense tells you that the driver with a karting background is better equipped to deal with these types of situations. If every man, woman and child in the United States participated in some form of motorsports during their lifetime the amount of needless tragic accidents of our highways would be reduced dramatically. Some may argue that having our young people in motorsports will only encourage them to speed on the highway. I believe the opposite is true because in most forms of motorsports if you lose your state driver's license, you also lose your competition license, and that means you have twice as much to lose. An acquaintance of mine has a daughter who had more than her fair share of accidents, until he entered her in some SCCA autocross events to teach her car control. Car control is not the only skill to acquire in motorsports that will improve your highway driving skills. Attention to detail

is another skill that is beneficial. After all how many times have you heard of someone who crashed because they were on the phone, or changing the radio station. A karter has to deal with all the details of braking points, apex points, checking gauges and fighting for position with other drivers on every lap. A karter also learns to react correctly to a situation and not overreact. An example of this is that most karters will attempt to steer around a spinning kart, not overreact by slamming on the brakes that would result in hitting the kart. Could you say the same about the average driver on the highway? An added benefit to learning skills that enhance your highway driving, the skills become an automatic reaction to situations. The goal is to not get into situations that require an emergency reaction, unfortunately some cannot be avoided. I have personally experienced situations on the highway that required an automatic reaction and avoided a major accident. I attribute my ability to react to my motorsports competition, and with two fifteen year old daughters, you can guarantee that they will be involved in some form of motorsports.

## Get Ready for the 2004 Neohio Competition Clinic!

The 2004 Neohio Competition Clinic is on Saturday, March 20, 2004, at the IX-Center in Cleveland, OH. Mark your calendar for the new and improved day of competition information and activity.

There's a new format and new topics. You can follow one track throughout the day or attend sessions in other tracks. The three tracks are Beginner Road Racing, Advanced Road Racing, and Solo.

In addition, you can watch several Neohio members build a Spec Miata right before your eyes! Work will begin on the build as participants register for

the Comp Clinic and finish by the end of the day. The vehicle will be raffled for charity at the Neohio 12 Hour at the Ledges event, July 23-25, 2004.

For more information, go to the Neohio Region website:

<http://www.neohio-scca.org>.

You can also contact Sherrie Weitzenhoff by e-mail at [SWeitzenho@aol.com](mailto:SWeitzenho@aol.com) and by phone (330) 666-2627 (no later than 9 PM Eastern time) or Connie Peplowski by e-mail at: [times99@earthlink.net](mailto:times99@earthlink.net), and by phone (440) 442-4521.

## Solo Stuff

- Solo meeting in Feb at the Tire Rack(indoors)
- Solo schedule for 2004 to be posted
- Solo driver's school in April
- Keep an eye on [www.sbrscca.org](http://www.sbrscca.org) for times and dates.
- Or contact George Williams (574-825-5565)

# Catch Up with Denny Schue

<http://www.dinoregister.com>

I was a member of SBR-SCCA from 1958-1961. From 1961-63 I was in the Army in Germany. Then an SBR member again from 1964-74. Bob Tarwacki was the person who introduced me to the world of Ferrari cars. I owned various British sports cars, but I decided that some day in the future we had to own a Ferrari. After moving to California in 1974 there were no sports cars in our garage, and Carolyn and I put all our efforts into raising a family.

But it was in 1980 that the time was right, and we were in the market for one of those Italian cars. The shape of the 206SP Dinos was something that really caught my eye while attending races in the 1960s, and I decided that a Dino would suit me just fine... besides the prices were more in line with my budget as compared to the V12 cars. Now the story starts gaining momentum into something that has outgrown all expectations. My plan was a simple one: Join the Ferrari Clubs, subscribe to all the Ferrari publications, and sit back, watch, and wait for someone who had their Dino for sale for a long time. It was my logic that after a period of time I could make a ridiculous offer and buy a car for a "song."

In order to stay organized I started recording chassis numbers of ones that were offered. It was a little over a year later in 1981 that I bought my Dino, but sorry to say my original plan did not work. I purchased a car that was not previously on my list. By this time I had collected about 30-35 chassis numbers and decided, for fun, to continue adding club member Dinos to my list. Next came the mailing of forms to known owners to find out more about the cars and their owners. From there it was all down hill! Assistance started coming in from newly found Dino friends. Keith Bluemel and Robert Abraham in the UK supplied mounds of information during the 1980s and 90s on British Dinos, and enthusiasts joined in from across the USA, and others from Japan, Germany, Switzerland, Hong Kong, France, Australia, and England. Today, after 24 years, the Dino Register has history on almost 3,600 of the approximately 4,100 made, and past and present owner names that number close to 15,000. Maranello Concessionaires in England, the sole distributor for right hand drive cars for Ferrari during the Dino years, supplied a list of all Dinos that went through their firm which

listed first owners, dates, and colors. Their list also included all the rhd cars that were destined for Australia, New Zealand, and the Orient. Garage Francorchamps in Belgium made a similar list available. Dealers in the USA also have been very helpful in supplying chassis numbers on new and used Dinos going through their dealerships. It is with the help of these countless people who made the Dino Register what it is today.

After 14 years, I sold the Dino. Don't know what will replace it, but I do know that the Dino Register will continue on. After all, there are still 500 or so, that are still out there somewhere waiting to be found. The Dino Register is not a club. There are no meetings, no newsletters, and no dues, it is just an information exchange for Dino owners and interested individuals. Someone once asked me "Why do you keep track of chassis numbers? Seems to be a stupid hobby!" My response was, "It was like watching a football game. It's a lot more fun when you know all the individual players." He walked off scratching his head seeming to wonder what I meant... hmmm... but you know, maybe he had a valid point.

## SBR Welcomes New Members

*Don Fore, wife Andrea (George & Susan Williams' daughter) and dog Biscuit. Don is a past member who moved out of the South Bend area a few years ago. Don, Andrea, and Biscuit live in Noblesville and can be seen at our Solo events.*

*James Troy of Logansport is our latest WRX member. Tom Reichel of South Bend (He's "Hoosier Tom" the owner of Mid-America Motorsports, a major racing/solo tire dealer.) Mark Manninen from Granger, IN. Interested in Solo and Crewing.*



## 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.

**1994 Mazda Rx7 Race Car ITE**, 300 hp, total rebuilt engine, Excellent condition, \$2600. **1967. Jaguar XKE Roadster** under complete restoration. (a new Jaguar by Trakside Custom Works)

**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" homes sites at GingerMan Raceway. All sites have direct access to the TRACK & RACE SHOP! Beaches, Boats, Sunsets, Golf, Motorsports, Trakside Assistance and Nature all in your backyard. Farm House \$180000; Home 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

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**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@sbeglobal.net.

## 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.

## SBR CALENDAR OF COMING EVENTS

<i>February 3</i>	<i>SBR Membership Meeting @ 8:00 pm</i>
<i>February ??</i>	<i>Solo II Planning Meeting</i>
<i>March 2</i>	<i>SBR Membership Meeting @ 8:00 pm</i>
<i>March ??</i>	<i>Cavalcade of Wheels</i>
<i>April 25</i>	<i>GingerMan National Race (INR)</i>
<i>June 26</i>	<i>Michiana Drivers School at GingerMan</i>
<i>Sept 6</i>	<i>WMR/SBR National Race at Grattan</i>

## 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.



**The only model in the entire Detroit Auto Show with a skirt on!**



# 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.

## NAIAS (cont'd from page 1)

in the suburbs around Detroit, the only time we went to the city was to attend events like a Tigers game or watch the unlimited hydroplanes race on the Detroit River.

Even when attending events in Detroit, most suburbanites would drive into the city, attend the event, and leave. I can't remember any instance where the family would hang around downtown and shop or eat lunch. It just didn't happen. You can imagine my surprise when I visited Chicago for the first time in my early 20's and witnessed all the people shopping and living in downtown Chicago.

Lately, when attending the Detroit Auto Show, we decided to hang around a little and eat dinner in Greektown. Greektown is a 2 block area of Detroit with some fabulous Greek food (Duh!) It's one thing to buy a gyro at a stand at some festival, it's another to gorge yourself on an entire dinner of Greek food.

Gambling has been legal in Detroit for several years now and this is the first year we decided to stop in and play some slots. I dropped \$5.00 in about 20 minutes (big spender!) My buddy, Marc, who has always tried to entice us to visit the casino, played for about 10 minutes and won \$200. This was my first visit to a casino and it was O.K.

but I really didn't get it. I'd rather drop five bucks playing a video game.

Overall, great show. For me though, way too many SUVs and a whole lot of silver paint. It would be nice if the automakers would be willing to take a chance on paint schemes just to be a little different. I can't imagine a better time to have disposable income to purchase a new vehicle. If I won \$200k in the casino, I would buy a Ford GT. If I only had \$30k, I would pick up a new Ford Mustang. If I had \$20k, it would have to be MINI...I still like those cars. What am I saying? I wouldn't buy any of them. I'd buy a GT-1 car and go club racing!



**February Membership Meeting  
Tuesday, February, 3, 2004  
Mishawaka Union Station Restaurant  
Board Meeting at 7:00 pm  
General Membership Meeting at 8:00 pm  
Members and Guests  
are Very Welcome to Attend**

(See Map on Page 2)