



PITBOARD

SCCA Sports Car Club of America

May

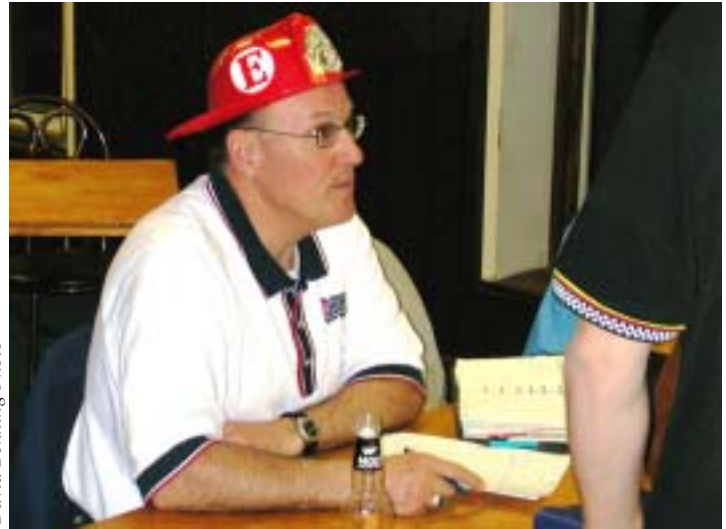
WE BE FLAGG'N (or "This ain't NASCAR!")

Leon Krauss

The INR Nationals were held at GingerMan Raceway on April 24/25. Amateur racing enthusiasts turned out in great numbers (over 172 entries) in spite of the poor economy and rising prices of gasoline. Evidently the long recession that we have been experiencing plus the fact that we are emerging out of another winter season, was enough motivation to cause these die-hards to think it's time to get back to racing no matter what! It became readily apparent that during the driver's downtime they had been spending too much couch time watching NASCAR. The last time I checked SCCA was still a "No Contact Sport," but there is an expression among Flagging and Communications workers that says when a driver puts on a helmet they go brain dead! This writer had never been asked to document a report of metal-to-metal contact before this weekend. The drivers this particular weekend made up for lost time as I had no less than four of these reports to write!

During a Saturday qualifying session I not only got the opportunity to write my first witness report, but I also became "experienced" in fire fighting, disengagement of a kill switch, running onto a live track to check the condition of a driver, and spreading oil absorbent and clean-up over an eighth-mile of the racing course; all for the same incident!

I was working turn #9 with three other F&C workers. During this qualifying session I had the safety person's responsibilities. Typically, F&C workers swap positions after each event, going from phone communications to yellow flagging, to blue flagging, to safety, and then start all over again, depending on how many workers are available per corner or turn station. Well into this session an MG Midget drove through our turn much too aggressively and got his wheels off in the dirt on the inside of the track. When his tires (oops, F&C workers are not allowed to use the word "tire" as it sounds too much like the word "fire" over the radio) wheels bit into the dirt they kicked up a dust storm so thick you could see neither car nor track. As I watched this unfolding about 60 yards in front of me, I became concerned that the other drivers behind the MG could not see him through all the dirt he had stirred up. I fixated on the spot where the cloud was forming. When I realized that the racer was not driving out of this dust storm it immediately occurred to me he may be stopped in the track and in danger of being impaled by the race cars behind him. Instinc-



David Benning Photo

tively I grabbed one of the two fire extinguishers kept at each worker's station and began running toward this uncertainty. I had only taken a few steps when I heard the unmistakable gut wrenching sound of a heavy metal impact that only two cars can make when they collide, and saw a white Toyota Celica appear out of the dirt cloud, its front end heavily damaged, sliding through the infield attempting to come to a controlled stop. My attention diverted to this driver and I changed my course to his vehicle, but as I did he dropped his window net and gave me a thumbs up indicating he was O.K. Without delaying a single step, I refocused on the, as yet, invisible victim of this incident when to my astonishment I heard still another horrendous crash. I continued running in the direction of the dirt storm and noise, mentally trying to prepare myself for the worst possible scenario. As the wind began to blow away the dirty brown cloud rising ahead of me, I observed a white Mazda Miata careening off the topline of the turn spinning out of control with its passenger side fender and hood bent up and out as though the engine had exploded out of the right front end of the race car. It wasn't until then as I approached track side that I was able to view the remains of a once proud green MG Midget. The driver had already extracted himself from his 5 point harness, but he was standing up

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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 (IN Time)
 Where: Mishawaka Union Station
 Restaurant
 327 Union Street
 Mishawaka, IN



SBR Contact Information

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May 4, 2004 SBR Board Meeting Minutes

Present: Duane, Paul, Leon, and HC
 The meeting was called to order at 7 PM.
Treasurers Report - we are financially better off then we were last year at this time.
Membership - we have 206 members
Old Business - no news on Cendiv incorporation since earlier this year.
 Who has the original Busted Piston Trophy? We are going to have to purchase another one to replace it if it can't be located.
 Detroit Region is looking for workers for May 19 to 23 for a Formula SAE race at Pontiac Silverdome. We are still in need of a food chair for the drivers school in June at GingerMan.
New Business - it was discussed that we might start looking for a new meeting place. Several locations were mentioned. This will be looked into.
Solo II - anyone wanting to help with the solo school on May 14 or 15 at Tire Rack contact George Williams. We are all set with sanctions for the year. We made decent money from the solo on 4/25. We are going to loan our equipment to the Evolution School in July.
Membership - We send postcards to our new members and we would like to have them used to get the new member their first Solo free. They would have to turn the post card in at the registration table. I was asked to print up a sample card and bring it to the June meeting. If passed we will let the Pancheris know.
 Adjourned at 8 PM.

May 4, 2004 SBR General Meeting Minutes

Treasurers report - better then last year.
Membership - we never received list or check for this month from National. We have 206 members. 2 new members not sent in yet so it will be 208.
Solo - still have 3 rule books left at \$15 each. George has new document to give out to possible new solo sites. If you know of a site let George Williams know.
 The first Solo went very well. The next Solo is the Solo School on May 15 and the Solo on May 16 at the Tire Rack. Registration is 9 am on the 15th. There are about 23 - 24 cars signed up for the school. On July 24 & 25 the Evolution School would like some help at LMC. There is a Website with the schedule. Trained Safety Steward is needed.
Competition Report - Jeff Luckritz is doing good so far. Ray Reimer holds the record in his class. Jim Dessenburg gave Leon Krauss a fireman's hat in honor of his work at INR on turn 9 to put out a fire. Way to go Leon!
Old Business - Never heard any more about Cendiv becoming incorporated. There will be a RallyCross at the Tire Rack on Mother's Day sponsored by Chicago Region.

The meeting was adjourned at 9 PM
 Respectfully submitted - Tami Bowman

Getting SBR Activity Points

Activity	Points	Activity	Points
Race Chair	400	Car Show Display	75
Assistant Race Chair	200	Solo Co-Chair	75
PitBoard Editor	200	Race Worker/day	50
Website Manager	200	SBR Race Driver	50
Race Chief of Specialty	200	PitBoard Article/page	40
Associate PitBoard Editor	100	SBR Meeting Attendance	20
Rally Series Chair	100	Car Show Booth/day	20
Solo Chair	100	Rally Navigator	20
Solo Series Specialty Chief	100	Race Crew/day	20
Event Chair	100	Rally/Solo Worker	20
Program Director	100	Rally/Solo Driver	20
Club Officer	100	Race/Solo Meeting	20
Event Co-Chair	75	RoundTable/Worker Seminar	20
		PitBoard Picture	10

Flagg'n Cont'd

inside the car leaning against the roll cage, dazed and disoriented. His car was now, once again, back on the racing surface facing the correct direction, but most of its front end and the remains of the two cars that impacted him were strewn across the race track. The field of cars continued to drive through the collision site and I had to stop them as I stepped onto the racing surface. Just as I reached the carcass of the MG to check on the driver I heard a loud woompf and saw orange flames engulf the car. Unconsciously, I pulled the safety pin from the extinguisher and tossed it as fire erupted from under what was left of the engine compartment. I began discharging my extinguisher behind the now flattened and in-turned front left wheel (at this point the word "tire" would be applicable!) as the remaining field of cars maneuvered their way around the wreckage on the track. As soon as I let up on the trigger, thinking I had successfully snuffed out the fire, another woompf occurred and I automatically re-engaged my extinguisher. The fire leaped out at me from under the race car as if to let me know I was the amateur here and it would not be intimidated by a rookie! I was intimidated and began looking around in earnest for some additional help because I realized my extinguisher was about empty. A second F&C worker from my station arrived with our backup extinguisher and he quickly activated it under the front of the car. Our own Jim Desenberg appeared from station #10 and asked me if the kill switch had been pulled. Honestly, I had never given it a thought, so Jim led me around the still flaming vehicle to the passenger side. He twisted then pulled out the strap that shuts down a car's electrical system, killing the fuel pump. This would explain what the driver's flailing arm movements meant as he stood in the infield frantically waving at me to go to the other side of his burning car. Jim, and another F&C worker from his station, then emptied their extinguishers as well, under and in the race car.

When we were assured the fire was extinguished, we all stepped back to take in all the carnage in front of us. I noted the former green racing machine was now covered in an eerie yellow thick dust. There was water and oil running down the track from under the car as though its very life sub-

stance was oozing out seeking a new home. Shards of three race cars littered the racing surface making it appear more like a bomb site than a race track. What mayhem! Fortunately, the drivers, although shaken, were not seriously injured. The MG driver was checked out by the ambulance medical staff and released to race another day (or perhaps not pending the prognosis of whether his MG could be resurrected or not.)

The F&C worker's jobs were not done, though. For the next 40 minutes we were cleaning up the traumatized area in front of us, picking up remnants of car parts, hauling the cars away, and sweeping off the track. Due to time constraints we were forced to have the race field slowly drive over the remaining oil dry to clean off the track before they resumed green flag racing. With all that had transpired, my job was still not completed concerning this incident. I am sure you are all familiar with the expression, "The job isn't completed until the paper work is finished." Once back at the worker's station I was confronted with a request from the control tower to fill out a witness report to document what I had seen in case this incident was contested by any of the drivers involved. It wasn't until much later, after I had spoken with the driver of the white Toyota Celica involved in the crash, did I realize I still hadn't gotten his car number correct! Even first hand witnesses don't always get all the facts straight.

Sunday, race day, I was assigned to turn #1. Before racing began, I made a comment to one of the other F&C workers that hopefully we wouldn't have to fill out any witness reports at this corner. He reassured me that not much usually happens at this corner other than a few cars sliding off the in-

side of the turn, so we should have a pretty easy day. Three metal-to-metal witness reports later he couldn't even look at me with out laughing. This corner is not designed for cars entering it three abreast, but the drivers seem oblivious to this reality. We even had cars exchanging door handles along the front main straightaway before they began braking for turn one. By the end of the day I had writer's cramp and probably missed a good deal of the real racing that had occurred. Off the top of my head, I can think of at least eight cars that left the race course that weekend with extensive major contact damage, none of them now race driveable.

Perhaps it was spring fever, or a long anxious winter, or a year off due to the poor economy, or people with more money in their pockets than sense in their heads, but whatever the excuse, they all seemed to forget that this is a "gentlemen's (and ladies', too) sport." Racing, in and of itself, suggests a certain degree of danger. SCCA has taken great pains to implement racing procedures, cautions, and penalties, to assure a safe and fun environment and remove a great deal of that danger. The bottom line is that ultimately, it all comes down to the skills and proper attitudes of the drivers. Sure, a little paint will be exchanged from time to time in this sport. The question lies in when is a little too much? "Gentlemen and ladies, start your engines (and remember, this ain't NASCAR!)"

KEEP ON FLAGG'N

PitBoard is Late

It's all my fault this time. With teaching, coaching High School Softball, running a Driver's Education Business, and of course, racing, I just haven't had time to get the May PitBoard done. I apologize.

Fortunately, we are done with school on June 4th, and my schedule is a little less hectic. I look forward to seeing you on the Autocross course, racetrack or at an SBR club meeting.

Jeff Luckritz
PitBoard Editor

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.

SBR Solo Event #1 at LMC, April 24, 2004

Class	Driver	Car	Region	Time	Points
A Stock					
1 101	Bruce Wentzel	86 Corvette Cpe Yellow	Det	38.441	100
A Stock Ladies					
1 101	Mary Wentzel	86 Corvette Cpe Yellow	Det	40.269	100
B Stock					
1 9	Ryan Frye	98 Honda S2000 Black		40.239	100
C Stock					
1 61	Chris Harvey	99 Mazda Miata Silver		35.794	100
2 3	Paul Stock	00 Masda Miata Red	SBR	38.695	27.06
3 4	Jeff Margush	74 Porsche 914 Yellow	Sbr	39.069	17.65
C Stock Ladies					
1 13	Melanie Stock	00 Mazda Miata Red	Sbr	42.831	100
D Stock					
1 47	Peter Jacobs	02 Subaru Impreza WRX Midnight	SBR	37.47	100
2 144	Steve Unwin	02 Subaru WRX Silver	Sbr	41.337	10
3 44	Douglas Biehl	02 Subaru Impreza WRX Silver		41.992	10
4 4	David Zanotti	03 Nissan Sentra SER Silver	Wmr	42.445	10
E Stock					
1 22	Dan Bard	90 Mazda Miata White	Sbr	45.288	100
F Stock					
1 48	George Williams	02 Chevy Camaro Z28 White	Sbr	37.778	100
2 2	Robert Phillippe	99 Pontiac Trans-Am Red		42.423	10
3 22	Aaron Phillippe	99 Pontiac Trans-Am Red		43.494	10
G Stock					
1 13	John Rogers	04 Mini Cooper S Red	Sbr/Fw	37.686	100
2 113	Angie Rogers	99 Mini Cooper S Red	Sbr/Fw	38.064	90.97
3 63	William Loring	00 Toyota Celica GT Blue	SBR	38.476	81.13
4 171	Chris Vestal	03 Mini Cooper S DK Silver	INR	39.737	51.02
5 59	Mark Manninen	03 Mini Cooper S Silver	Sbr	41.415	10.95
6 23	Josh Luckritz	93 Nissan Sentra SE-R Red	Sbr	41.453	10.04
7 50	Donald Sillence	02 Ford Focus SVT Silver		42	10
8 71	Kelly Vestal	03 Mini Cooper S DK Silver	INR	42.089	10
H Stock					
1 57	Larry Harts	04 Mini Cooper Cooper Black	Central	40.003	100
2 14	Dave Gushwa	01 Ford Focus Blue	SBR	41.264	71.63
3 1	Jonathan Warner	00 Toyota Camry Grey		43.366	24.34
4 111	Tony Lipscomb	00 Toyota Camry Gray		43.822	14.08
5 16	Andy Snyder	98 Chevy Cavalier White	SBR	44.02	10
6 23	Patrick Ohmann	91 Ford Festiva White	Sbr	44.355	10
A Street Prepared					
1 2	Jeff Finkbeiner	93 Mazda RX-7 Red	Wmr	39.493	100
B Street Prepared					
1 38	David Bowman	76 Chevy corvette Red	Sbr	40.12	100
C Street Prepared					
1 32	Duane Belisle	96 Mazda Miata Red	Sbr	38.586	100
E Street Prepared					
1 74	Lonnie Bright	94 Chevrolet Camaro Z28 Red		38.24	100
2 32	Tom Billson	99 Ford Mustang Cobra Red	Az/Sbr	38.969	82.84
F Street Prepared					
1 127	Bradley Watson	90 Ford Escort Black	Wmr Sbr	40.58	100
2 27	David Watson	90 Ford Escort Black	Wmr Sbr	41.796	73.03
A Prepared					
1 17	Alex Pancheri	93 Mazda miata Red	Sbr	41.993	100
D Prepared					
1 194	Steve Bollinger	66 Austin Healey Sprite Yellow	Sbr	34.661	100
2 94	Kim Bollinger	66 Austin Healey Sprite Yellow	Sbr	35.781	70.92
F Prepared					
1 51	John Anderson	72 Datsun 240z White	Sbr	35.723	100
2 151	Jake Hill	72 Datsun 240Z White	SBR	40.932	10
A Modified					
1 25	Mark Williams	84 Chevrolet Corvette Blue		40.938	100
D Modified					
1 31	John Hibbard	90 Mazda Miata Red	SBR	41.515	100
F Modified					
1 90	Scott Nardin	87 Solo Vee Werks White	SBR/SVR	34.092	100
Street Touring					
1 12	Christopher Jensen	94 VW Jetta GLX Black	Wmr	39.375	100
2 49	Parker Brown	99 Ford Contour SE White	Sbr	39.575	95.43
3 15	Elliot Tippmann	02 Ford Focus Silver		40.295	78.97
4 35	Mila Zimmerman	92 Honda Civic Black	SBR	40.963	63.7
5 13	Eric Myers	93 Acura Integra GSR White		41.22	57.83
6 56	Pete Stodola	96 Acura Integra Maroon		41.355	54.74
7 149	Emmy Brown	99 Ford Contour SE White		42.741	23.06
Street Touring 2					
1 3	Adam Loesi	89 Honda Crx Si Yellow		39.324	100
Street Touring Xtreme					
1 82	Robert Palmbo	02 Subaru WRX Black	Wmr	38.424	100
2 8	Nate Vanderveen	04 Subaru WRX Blue	sbr	39.735	69.29
3 12	Lynn Elms	04 Subaru Impreza Black	Sbr	40.335	55.24
4 2	Trevor Hopper	00 Ford Mustang Red		44.526	10
Street Touring Ultimate					
1 71	Steve Brouwer	04 Audi S4 White	Wmr	40.153	100
Street Modified					
1 4	Andrew Nienhuis	84 Vw GTI Blue	Sbr	38.598	100
2 78	Tom Smith	84 Volkswagen GLI Yellow		39.274	84.24
3 77	Christopher Ottney	84 Volkswagen GLI Yellow		40.736	50.15
4 88	Jim Tremayne	99 Audi A4 Avant Black		43.006	10
Street Modified 2					
1 92	Ricardo Gonzales	74 Porsche 914 White	Ch/Sbr/Inr	37.477	100
Formula Jr 4					
1 19	Ross Bollinger	98 Invader Kt100 White	Sbr	37.451	100

Solo Report

George Williams

We thought all was set with the Solo schedule and we were set with 8 solid events for 2004. Or so we thought. On Wednesday prior to the April event at Lake Michigan College, I received a phone call from Larry Erdman, LMC events coordinator. With tons of apologies, he informed me that they had scheduled a Corvette group for that day and the reservation was made prior to ours. They just didn't catch it, and Larry offered another small lot. I checked it out and it wasn't suitable so I asked for the contact phone number of the Corvette Group.

After making contact and mentioning our situation, they said they'd check with members and see if we could work something out. I got a return call indicating not only were they willing to try doing both events that day, they were quite enthusiastic about it. They were going to do a few runs in the morning and with Michigan being on real time, it would only delay us an hour or so. We used our pylons and timing equipment (to make the transition easier) and Lloyd volunteered his announcer skills. After "negotiating" a course we could both use, the Corvettes made their runs with only one car finding the curb (their insurance.) It had been predicted the driver in question would meet the curb in that exact spot.

We had 63 drivers show up, in spite of a doom and gloom weather forecast. All went well. Chris Harvey won index in his Miata, John & Angie Rogers were successful with their new Mini, and Bill Loring made it know it he was the new terror of G Stock. Kim and Steve Bollinger showed us why little British cars are still faster.

Rod and Lynette Say Thanks

The family of Mark Markowicz (brother of Rod & Lynette Markowicz) acknowledge and thank the South Bend Region for the donation to the Snell Foundation in Mark's name.

Spending Money

Jeff Luckritz

Let me start by stating the obvious: SCCA road racing is an expensive proposition. If racing were cheap, I wouldn't have to work all kinds of overtime coaching and teaching driver education.

While many racers enjoy running open-wheel cars like F500 and FV (Paul McBride and Jeff Pontius), I have always gravitated towards cars with fenders for a couple of reasons. One, I can read a factory shop manual. With the shop manual by my side, I can tear apart just about any item on my Mazda Miata. Two, the cars are relatively affordable to buy and maintain. Besides changing the engine and differential oil, brake pads and the tires, I have managed to run my '99 Miata without any major tuning.

Up until this past year, Showroom Stock racing and even Touring 1 and 2 have been "relatively" affordable. In SSB, a race-prepped Miata could be purchased for under \$15k and a racer could be competitive right off the trailer. In T2, twenty-five thousand dollar Camaro's and Mustangs have been the car to have. In T1, lay down \$50k, and you too could be running near the front in a Z06 Corvette. But, things are changing for the worse.

To run at the front in SSB, you need a \$35k BMW Z4, in T2 it looks like the Cadillac CTS-V (\$50k) will be the car to have at the Runoffs in September. At the top of the ladder, T1, it seems as though a \$100k Porsche GT3 could dominate the twisties at Mid-Ohio.

For this average racer, these prices are getting way out of hand. I've contacted the Competition Board in Topeka, and it doesn't seem to be an issue for them. Why should it? It's not their money!

Michiana Driver's School
at GingerMan Raceway
June 26-27th
All SBR Members are encouraged to come out and help! Contact
Duane Belisle
(574)293-5704

2004 SBR Autocross Event Schedule

Date	Location
4/25	LMC, Benton Harbor
5/15	Solo School, Tire Rack
5/16	Tire Rack, South Bend
6/13	LMC, Benton Harbor
7/18	Grissom, Peru, IN
8/8	LMC, Benton Harbor
8/29	Tire Rack, South Bend
9/26	LMC, Benton Harbor
10/10	Tire Rack, South Bend

2004 Solo II Chiefs

Solo II Chair	George Williams
Ass't Chair	Paul Stock
Novice Chief	Parker Brown
Announcer	Lloyd Loring
On-Site Regist.	Don & Alex Pancheri
Safety Stewards	George Williams Duane Belisle Kim Bollinger George Schmitt Rod Markowicz
Timing & Scoring	William Loring
Trophies	Kim Bollinger
Event Flyers	Lloyd Loring
Public Relations	Open!
Tech Inspection	Greg Powers
Worker Chief	Steve Bollinger
Course Design	Steve Tamandli
Equipment Mgr.	George Schmitt

Interested in volunteering to help in Solo?
Contact Geoge Williams at (574) 825-5565 or email: ghenryw@aol.com



Smoke 'em if you've got 'em!
Eric Hueschle used the entire Tire Rack course to utterly destroy his rear tires after the One Lap of America event. Spectators loved it! Mosquitoes hated it!

CLASSIFIEDS

2002 Honda Civic Si 8300mi, practically new, bone stock, 160hp, 5sp, \$15,500. Must sell or drop out of college. Call Chris 765 404 2496 or email foresmac@insightbb.com

1967 Austin Healy Sprite for sale. 1275cc engine bored .040 oversize, one complete spare engine. Both engines are extensively modified with the best of everything. The car is fully race prepared, inside, outside & underside. Carrera adjustable coil over shocks on all 4 corners. Fuel cell, LSD, MSD ignition system, roll bar, 11# halon fire system. Many drive train spares & mounted rain tires. One year old Hoosier slicks (8x20x13) on custom revolution brand wheels. Enclosed single axle custom trailer included. \$7,000.00 obo call Kevin 574-234- 6186 for more details

For Sale: 2000 VW Jetta GLS 1.8T Silver. Excellent condition, fast 5 speed. Loaded including heated seats, tinted windows, rear spoiler, and 2 sets of rims and tires. Summer: 17" Enkei rims w/ 235/45R17 Khumo Ecsta Supra 712 tires. Winter: 15" stock rims w/ 195/65R15 Dunlop Winter sport tires. Low mileage, asking \$13,000. **1985 VW Cabriolet** Exceptional condition, no rust, new paint stored past 3-4 years. GTi bucket seats, Blaupunkt Stereo w/ Infinity speakers. 15" Enkei rims with Khumo Ecsta Supra 712 tires. Nice collectible, asking \$3500. Can throw in some extra VW rims (Tear Drops and Tarantula). Contact Andy (616)886-4584 Days or (616)399-8022 evenings till 10pm.

For Sale- Bicycle Carrier: "Rhode Gear", heavy duty, very adaptable. Fits trunk lid of sedan or sports car. Requires bikes have quick release front wheel. Hold 2 bikes. Very good condition. \$35. Bicycle Carrier: Smaller carrier fits trunk lid of sedan or sports car. Hold 2 bikes. Very good. \$20. Bicycle Carrier: Older style mounts on car bumper or RV bumper. Holds 2 bikes. Fair. \$10 Duane Belisle 574-296-7334 days 574-293-5704 evenings.

FOR SALE: WANT NEW SET OF TIRES FOR YOUR RACER DAILY DRIVER? I have a \$1,000 gift certificate from THE TIRE RACK for a set of Michelin tires and I don't need new tires at this time. Will take reasonable offer. I'm a MIR/PCA member, but have moved out of state. E-Mail, write, or call me at: Jim Hickman<mailto:jimhickman@aol.com>jimhickman@aol.com. 76-231 Olomea Place, Kailua - Kona, HI, 96740
1-808-334-9882 fax 1-808-334-9821

NEW in the box Simpson harness. Formula car harness set purchased in October 2000 for formula car rebuild. They were never installed and in accordance with current SCCA rules are no longer legal for road racing. They are perfect for Solo. \$50.00 plus shipping, or pick up in South Bend. Call H.C. Colwell (574) 291-6756 evenings or email <mailto:hcolwell@michiana.org>hcolwell@michiana.org



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

- June 1 SBR Membership Meeting at 8:00 pm*
June 13 Solo #3 at LMC, Benton Harbor, MI
June 26-27 Michiana Drivers School at GingerMan
July 13 SBR Membership Meeting at 8:00 pm
July 18 Solo #4 at Grissom, Peru, IN
Sept 6 WMR/SBR National Race at Grattan

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
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Hooray For New SBR Members!

David Benning of Milford, IN
Interests: Club Racing and Solo

Larry Duncan of Rochester, IN
Interests: Road Rally and Solo

Jacob Hill of Park Forest, IL
Interest: Solo

Alex Parkinson of W Lafayette, IN
Interest: Solo

Brandon Reed of Elkhart, IN
Interest: Club Racing (F500) and Pro Racing

James Grolimund of Elkhart, IN
WRX Member

Kyle Sheley of Lagrange, IN
WRX 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	\$ _____
		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.

Wisler's Winter Memories

Dick Wisler

We paid \$10 to get into the infield of the Indy 500, which in those days was mostly for the partying and sometimes we even saw some racing. It wasn't until I joined the SBR and the bus charter in the late 50's, when the club finally had good seats on turn one, did I become a real race fan. But years later, my good friend John Powell loaned me his workers credentials for race day and after a month at the track, John was happy to stay away from the crowd. He told me to stay off the starting grid as we worked the pits and was afraid someone would spot his photo on my badge. So I hung out on the inside of the newly designed turn one with the photo and press guys. It was actually boring on the inside of the course instead of up in the stands, but I got a good shot of Emmo on his victory lap in an open convert. I used John's whistle and official shirt to clear away the crowd for a good picture, but I really fell for his lovely pregnant wife earlier in the garage area.

I've been to Watkins Glen maybe a half a dozen times through the years, for three Grand Prix, crewing for B.J. Swanson in formula 5000 in 1975 and as recently as last summer for the historic honoring Mark Donahue. But a time in the late 70's that I attempted to sneak in to a practice for a G.P. was a complete failure. Two young teenage boys from South Bend and myself made the

trip to meet up with their older sister in a town near the track. Also we were checking out an old '48 Pontiac that the younger boy was intent on buying. We road tested the old, unrestored, fastback six with a drive from Glen Falls to the nearby track. I only had purchased three discounts passes from a Toyota sponsor dealer in South Bend and when the local deputy on duty saw me and discovered me with an Indiana plate and the bedraggled family in the old car. I urged the younger sister driving to go on in and daddy would wait outside because he didn't have enough money for another ticket. She caught on right away, said no daddy, and made a u-turn out back through the gate before officer could consider running me in. Two days later, the four of us and her boyfriend drove into the race in a conversion van with only the three tickets; no problem with the right prep and vehicle.

There have been numerous other sneaks that I can't remember, but two at the Daytona 24 hour come to mind. In the 70's I had press passes for two, but I had two gals from South Bend traveling with me. They weren't really interested in going to the track instead of leaving the beach until race night when they can dress up and be seen. My gal friend volunteered to get into the trunk of her spiffy Malibu Hardtop while her blonde friend rode up front. I had a paddock car pass and drove right in and found a spot near the gate in the crowded lot. I didn't notice that I had knocked over a sawhorse next to the tight parking spot. A young gate attendant ran up to it just as my long legged gal was

emerging from the trunk in a mini skirt. After giving the open mouthed young man quite a show I asked him if everything was alright, "Certainly Sir," he stammered and we proceed in. Distraction helps too.

About 15 years later I volunteered to cram into the trunk of my MGB to get into the spectator infield at the Daytona 24 hour. Talk about claustrophobia. Luckily I was carrying my spare tire on the small camper trailer I was towing around in those days. That wasn't a big deal, but suffering through a very cold night in the camper was.

Those were my thoughts on the way back from Sebring. Be glad I can't remember more.....maybe next spring!

**June Membership Meeting
Tuesday, June 1st, 2004
Mishawaka Union Station
Restaurant
Board Meeting at 7:00 pm
General Membership
Meeting at
8:00 pm(South Bend Times)
Members and Guests
are Very Welcome to Attend
(See Map on Page 2)**