



Sports Car Club of America

# PITBOARD

July, 2004

## Sports Cars at the Snite!

*story and photo-  
Lloyd Loring*



It may seem odd to you that the Snite Museum on the campus of Notre Dame has chosen to display 5 vintage sports racing cars as artwork. But these are no ordinary cars, and this is no ordinary display. The cars were chosen from the collection of SBR member Tom Mittler to demonstrate the beauty of the racing cars of the 1950s and how the designs reflect national differences. Just 5 vehicles are shown, with plenty of room around them so that you can appreciate their lines and details. Each uniquely illustrates a different aesthetic and a different approach to automobile design.

The cars on display include an American Cunningham C-2R that ran at LeMans. Not the "Le Monstre" with the Cadillac engine, but the earlier model with a prototype Chrysler Hemi V-8. Also on display is the opposite end of the design spectrum for Le Mans in this period. It is the Deutsch-Bonnet 1959 Le Mans Prototype that won the Index of Performance at Le Mans in 1960 and 1961 and represents a most idiosyncratic French approach. Unlike the huge Chrysler engine in the Cunningham, the D-B boasted just 0.7 litre and only 2 cylinders. It is tiny, elegant and a remarkable design.

Tom's cars also include an English D-Type Jaguar that helped vault Jaguar into sports car racing prominence with its beauty and speed. It is simply gorgeous. It would be impossible to create a show like this without an Italian car, in this case a

Ferrari (what else?) But instead of one of the 12-cylinder models, Tom chose the tiny, exquisite 4-cylinder 1954 500 Mondial to represent the unique Italian approach to body building and design. Finally, a seminal Porsche represents the German contribution to the art of building beautiful and successful racing cars. The 1959 Porsche RSK Spyder was truly a "giant killer" with a small 4-cylinder opposed air-cooled engine that could race and beat the bigger, more powerful 6-, 8-, and 12 cylinder cars of the day. It exemplified the Bauhaus dictum of "less is more" and proved the value of the concept time and again at the finish line.

The cars are a small sampling from Tom Mittler's collection. Tom, a long-time member of the South Bend Region, is no ordinary collector. He believes, passionately, that cars like these deserve to be run at speed to be fully appreciated. So he drives them at vintage car events at Road America, Pebble Beach, Moroso, Lime Rock, and has been invited to LeMans, Goodwood, Monaco, and the Mille Miglia to show cars from his collection at venues important to these great cars.

With just 5 cars in the display, is it worth your time to visit the Snite? Absolutely. You get to absorb the details of each car in a relaxed setting (and there's other artwork you may also enjoy.) And you can purchase their "catalog" that is really an elegant photo album of more than 40 great cars that have been in Tom's collection in the recent past. It's another work of art. Special thanks go to Art Eastman, Burt Levy, and Charles Loving of the Snite for this display. And acknowledgement should go to past SBR members John Underhill for helping create the show and John Norton (a past SBR RE) who is in charge of keeping the cars in top running and viewing shape.

The name of the show is "The Art of the National Sports Car." The show is scheduled to run until August 29. There is no admittance and the museum is open every day except Mondays or major holidays. The museum is located just northwest of the stadium and parking is available on Notre Dame Ave. just south of the Eck Center. The catalog is available for just \$29.95 and well worth the cost if you love these older race cars. You can get more details from the Snite Museum web site at <http://snite.nd.edu/index.html>. There is also a good article written by Denise McCluggage (who used to race cars like these) in the July 5 issue of Autoweek.

Great cars in a jewel-like setting. It just doesn't get any better than this.

### IN THIS ISSUE

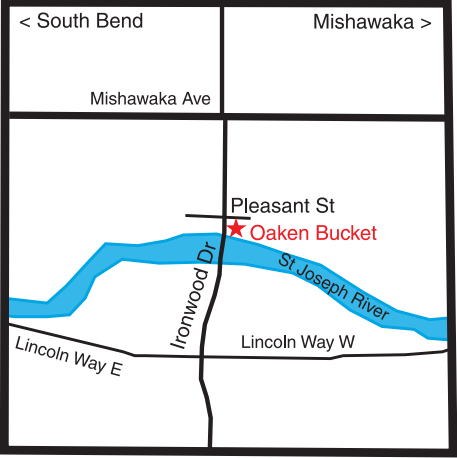
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# MONTHLY MEETING

When: 1st Tuesday of every month.  
 Who: All are welcome!  
 Time: Board Meeting at 7:00 pm  
 Membership Meeting at 8:00 pm (IN Time)  
 Where: **Oaken Bucket Restaurant**  
**1212 S. Ironwood Dr**  
**South Bend, IN**



August SBR Meeting Site  
 Oaken Bucket Restaurant • 1212 S Ironwood Dr

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www.scca.com
- SBR WebSite ..... www.sbrscca.org

## July 13, 2004 SBR Board Meeting Minutes

**Present:** Leon Krauss, Jeff Pontius, Jeff Luckritz, Duane Belisle, Paul Stock and HC Colwell.

**Treasurers Report:** INR sent us \$500 towards the loss from last year's event that we helped with. Financially we are still better then we were last year at this time.

**Membership:** We have approximately 188 members. National is having some problems with their new software so we aren't getting the reports that we should be getting. We will be asking National to send us a printout of membership since we aren't getting it on the internet.

**Race:** At the School/Regional race we participated in, SBR had a good worker and driver turn out. There were about 30 students for the school in June. For the National race we are helping to put on at Grattan in Sept. it looks like it is going well.

**Solo II:** No cones! We will have to decide later what we will do. There are 70 cars registered for the Grissom event on July 18. We are tossing around names for other possible sites for Solos.

**Old Business:** We will be sending out post cards to the WRX members to turn in at the registration table for a free Solo.

**New Business:** It was announced that this will be the last meeting at Union Station. They are going to be closing at the end of the month, so I am going to look for a new place to meet. Adjourned at 8:10 pm.

## July 13, 2004 SBR General Meeting Minutes

**Treasurers Report:** Financially we are ok. HC thanked us for the flowers we sent to him with the passing of his mother.

**Race:** We had about 31 workers from SBR for the Driver's School/Regional. We still need workers for the National Race on Labor Day weekend at Grattan.

**Solo II:** We gave out information to 3 visitors at tonight's meeting hoping to see them at one of our upcoming Solo events. We need workers for the Grissom event on July 18. Evolution School 23 at LMC - Greg Powers will be there to represent us. Our next Solos are Aug. 8 & 29.

**New Business:** We are looking for a new place to meet monthly. Mazda is looking for workers at events like the Rev It Up program and you get paid. Dan Schnitta hopes to see us back at Gingerman next year for a regional. Carl Brunson spoke to us about Formula 1 and it was my understanding that he thinks SBR might need more publicity. Adjourned at 9:40 pm.

Respectfully submitted Tami Bowman.



SBR's Secretary: 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

# WE BE FLAGG'N

June 26 & 27 was the Driver's Training School and composite 5 Midwest Regional at GingerMan in South Haven, Michigan. Better weather you couldn't ask for with blue skies and just a slight cool breeze sweeping over from Lake Michigan. Even with that I forgot to apply a sun blocker and managed to sunburn my face and neck (and you thought we didn't have any red necks up here in the north!) Let me start off by throwing some biased, but well deserved, praise to our SBR Club for its overwhelming support at working/participating at this event. Even though we had only 20% of the weekend organizational responsibilities, our club far surpassed the other regions in heart, effort, and attendance. My fireman's hat is off to all of you at this event for being active working partners in our club's activities. It is a very pleasant and comforting feeling to be associated with a group of people who know how to have fun and accept their responsibilities willingly! Not including drivers from our region of which there were at least 5 (I will name them later), we had a minimum of 20 members (too many to list here) from the SBR Club working this event. Congratulations and thanks to all of you!

The Driver's School was an interesting day. After the instructors drove the students around the race course in their personal family cars so the students could get a feel for and a layout of the track, the students then drove their own race vehicles around with the instructors in the "passenger" seats. This was followed by some solo flag laps where the new drivers were exposed to the various flags they would see at the start/finish line and at each flagging station. Besides the typical green starting flag, they saw double yellows, white, and black flags. They also experienced potential race starts that were waved off so the drivers would know how to properly cue their vehicles to begin a race (the first time!) These were then followed by the much-anticipated black and white checkered flag.

Several incidences occurred which caused this day to be interesting (and none of them can be attributed to Bill Howe!). Jim Krzyzewski was one of several who represented our region as a driving instructor on Saturday. Jim has a beautiful newer

Cadillac and he was proudly cruising it around the race course with his trainees inside when he developed a very serious fuel injection management problem. Upon further ASE Certified troubleshooting it was diagnosed that one gallon of premium grade octane would remedy Jim's dilemma. When this potentially flammable (even inflammable!) liquid was properly administered to the Cadillac's fuel repository, Jim was able to re-fire his prestigious mount and continue instructing his trainees on the most critically important factors required in properly preparing a race car for successfully completing the event in which it started!

In the 5th session of the day as I was working turn #2, another event transpired which was a new first for my experiences. Mind you now, this was still Driver's School, not racing, but, rather, slow, easy-going, put into practice what your driving instructor taught you, learn the course and how to handle your car, Driver's School. Upon completion of lap #1 green flag training an E prepared class Toyota Corolla came roaring into turn #1. Realizing he did not brake early enough, he clamped on the binders and swerved driver's side right as he attempted to make the 90 degree turn to the left. Counter steering to bring his car back to the left the car bit into the racing surface with its left side wheels and immediately stopped sliding. Its momentum, however, caused the car to roll driver's side left onto its top in mid track! Luckily for the driver he performed the amazing feat 30 yards in front of the wrecker, flat bed, and ambulance at pit lane exit. The safety and medical crews were on the scene before the car had even stopped rocking. The driver was OK, fortunately, but his car was not, unfortunately. Needless to say, he will need to attend one or two more driver's schools once he repairs his car and washes out his driver's suit!! (I think if I were his driving instructor I would very discreetly retire from this position and just go back to racing!) Yellow flags were flying furiously during this occurrence and the clean-up afterwards from both turn#1 and my station at turn#2.

Speaking of yellow flags, they seemed to be the flags of choice for the weekend. As several of the F&C workers monitored racing conditions from our station we observed one training school attendant in a Formula Ford who just could not manage to grasp the concept of keeping his

car between the grassy areas on either side of the track. Eventually we had to show a standing yellow as he drove slowly from turn#1 through the grass and parked his car at our station. He climbed out of his car, shrugged his shoulders and explained, "Fuel flow problems." I didn't have the guts to ask him if Jim Krzyzewski happened to have been his driving instructor!

In another almost identical incident, again with a Formula Ford, we pulled out a yellow flag as this racer pulled into our station. Entering into turn#1 his engine made an odd sound and then began excreting parts and oil onto the racing surface. He immediately slowed (as if he had a choice!) and steered off onto the grass. Upon exiting his car he looked at his engine and just shook his head. We asked what had happened to him. He pointed out a large hole in the side of his engine block and carefully explained to us how that hurts the performance of your car when that occurs. I was bewildered that he came to this conclusion so quickly!

Joe Pakovits Jr. was working turn #3 when a Formula Vee, I believe, passed his station dumping fluid and parts on the track. The car never even attempted to make the turn, heading straight across the grass and directly into the sand pit. The racer's car had broken a rear axle which came loose and tore off the oil filter and a few other engine components that got in its way. Joe was showing a white flag for a slow vehicle as the car passed him, then he exchanged that for a yellow flag as the car came to a stop in the sand pit, and finally he added a surface flag for debris on the track. Meanwhile, his turn #3 workers addressed the car and driver leaving Joe to handle the radio as well. Hey Joe, got a match? A job well done by Joe and his fellow corner workers.

OK, now for some facts on a couple of our SBR drivers. Jeff Pontius, in his Formula Vee took time out from racing during Sunday's hot laps and qualifying sessions to practice his impeccable 360's in the grass. After completing a couple of these to the admiring grins of the corner workers in the turns where he was entertaining them with these feats of superb driving skills, he returned to his usual racing form (I am sure many of you have also experienced his racing form) in the red and white #1. Jim Krzyzewski sped his multi-colored Spec

*Flagg'n Cont'd on page 8*

# R.E. Notes Paul Stock

I hope everyone is enjoying their summer. So far mine has been great. I have been able to get out on Sundays much more often and have been enjoying more Solo events then any other summer. I actually think the nut behind the wheel is getting alittle tighter. It looks like Jeff Pontius is going to go to the Champ Series meeting in Fort Wayne this weekend for me (thanks Jeff). Also thanks to Tammy Bowman for

coming up with a replacement site for next months meeting so quickly. In case you haven't heard Union Station is being sold and the owners will be closing at the end of July. On another note, I have heard alot of talk about the USGP down in Indy the last few years and I have a small opinion. Melanie and I have been going to the race since it started coming here. We go with some friends from Ohio to all 3 of the events that are put on down there. Well this year we went down the day before and just wandered the infield section for qualifying and the two support races. The first support race

was a group of upcoming racers in the 16 to 23 year old range. Bobby Rahals son was racing along with Juan Pablo Montoyas little brother. My point is we ended up on the side of a hill overlooking a turn at the end of a short straight and saw plenty of action. It was a picture perfect day, Melanie and I, cool refreshing beverages in the cooler, and nothing to do but watch some racing. I don't know about all the politics of racing I only know I had one of the better times of my summer and I can't wait to do it again next year. Just a comment from another nut in the peanut gallery.

## Snapshots from GingerMan



*Gene Wieczorek*



*Bert Olson*



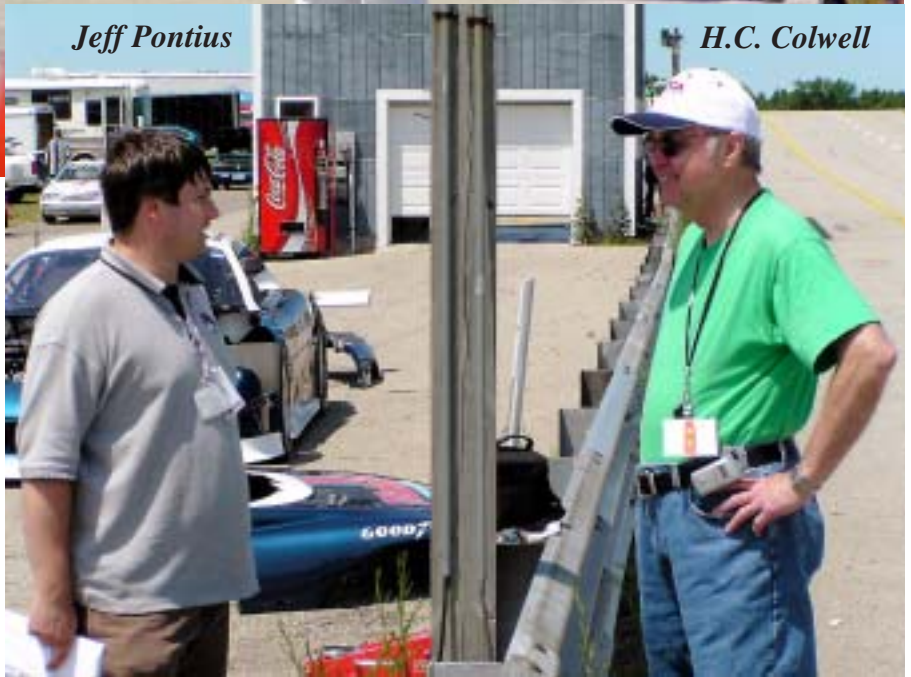
*Duane Belisle*



*Jim K*

**Which of these guys can't read a gas gauge?**

*Answer-Read Leon's article*



*Jeff Pontius*

*H.C. Colwell*

## Mid-Season Solo Notes

As we approach Mid-Season for Solo, we're still looking for event chairmen and workers for event setup and putaway. Let's not tire out the old folks. A number of divisional and national events have been happening in CENDIV and there's a bunch of results for SBR members:

### Flint CENDIV series

ASP Alex Parkinson 1T  
Kent Parkinson 2T  
FM Scott Nardin 1T

### Toledo National Tour

CS Chris Harvey 2T  
GS Bill Loring 7  
FM Scott Nardin 2T

### Toledo Pro Solo

CS Chris Harvey 5T  
ESP Lonnie Bright 9

### Grisson CENDIV event

CS John Rogers 4T  
Angie Rogers 9  
FS George Williams 2T  
ASP Alex Parkinson 1T  
Kent Parkinson 2  
DP Steve Bollinger 1T  
FP John Anderson 1T  
EM Steve Tamandli 1T  
Nelson Gabel 3  
EML Kim Bollinger 1T  
FM Scott Nardin 1T  
STX Nate Vanderveen 3  
SM David Benning 14  
FJ4 Ross Bollinger 3

### Peru National Tour 352 entries

CS Chris Harvey 2T  
John Rogers 6T  
CSL Angie Rogers 1T  
FS George Williams 3T  
GS Bill Loring 5T  
DP Steve Bollinger 4  
DP Kim Bollinger 5  
FP John Anderson 1T  
EM Steve Tamandli 6  
FM Scott Nardin 1T  
FJ4 Ross Bollinger 4

# Wanted:

**Workers for SBR's  
National Race at Grattan  
Raceway  
September 4th-5th  
Contact: Jeff Pontius  
(574) 234-2222**

## SBR Members Tame GingerMan

South Bend Region Members were out in full force at GingerMan Raceway on the last weekend in June for the SCCA Michiana's Driver's School held on Saturday and the Regional race on Sunday. Many members were in attendance working, while others were racing or helping support their buddies as crew.

Daniel Schnitta  
Lloyd Loring  
Jeff Luckritz  
Tami Bowman  
Dave Bowman  
Adam Snyder  
Amanda Snyder  
Brooke Snyder  
Matthew Snyder  
Rebecca Snyder  
Jeff Pontius  
Duane Belisle  
Rich O'Grady  
Bert Olson  
Bob Gregory  
Marion Gregory  
Kurt Przybysz  
Jim Krzyzewski  
H. C. Colwell  
Jim Desenberg  
Leon Krause  
Bill Farr  
Joe Pakovits  
Eugene Wizezorek  
Dick Wisler  
Bill Howe  
Daniel Bard  
Vic Richter  
Fred Hains  
Charles Gruner  
Joe Woodward

## 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	Grisson, 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	Paker 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

## 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.

### August Membership Meeting

Tuesday, Aug. 3rd, 2004

## Oaken Barrel Restaurant

Board Meeting at 7:00 pm  
General Membership Meeting at 8:00 pm (South Bend Times)  
Members and Guests Welcome

## CLASSIFIEDS

For Sale: 1981 VW Autocross Rabbit. Has 1984 rebuilt GTI motor, with rebuilt 1983 GTI short gear 5 speed transmission. Bilstein sport shocks with neuspeed racing springs, front and rear sway bars rears 28mm front upper shock tower brace, lower front brace, Neuspeed rear triangular shock brace. heavy duty motor mounts, custom oil cooler, twin Mikuni 40 mm racing carbs, electric fuel pump, Bellevue Motorsports long tube header, need to replace dynamax muffler.

13x8.5 3 pc revolution wheels custom painted yellow. has 215 50 15 bfg R1 Rabbit is custom painted yellow, fades to purple and black. includes auto meter oil temp and water temp gauge on dash, GTI tach and speedometer cluster. GTI vented rotors, very worn twin Corbeau racing seats. Battery relocated to trunk. Many other extras, ie, replaced ball joints, replaced tie rods, both are adjustable. replaced wheel bearings. This is a great starter car, \$3000.00 Includes Trailer. Dana Farran

**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, **reduced** to \$12,000 OBO. **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, **reduced** to \$3000. Can throw in some extra VW rims (Tear Drops and Tarantula). Contact Andy (616)886-4584. Please leave a message.

For Sale: Car dolly swivel plate good tires. with straps. Kurt (574) 273 1963 home (574) 286 1298

**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 <mailto:hcolwell@michiana.org> hcolwell@michiana.org

**For Sale-Miscellaneous Race/Solo Tires.** (8) Hoosier R3SO3 205-55-15...decent. (3) Trailer Tires mounted on 5-lug steel rims ST205/75-15 ...almost full tread. \$10 for each race tire. Willing to make a deal if you take them all. I need room in my shed. \$25 for each trailer tire. You must pick up. Call Jeff at (269)429-3676 or jluckrit@remc11.k12.mi.us

## 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

August 3	SBR Membership Meeting at 8:00 pm (IN Time)
August 8	SBR Solo at LMC, Benton Harbor, MI
August 28	SBR Solo at The Tire Rack, South Bend, IN
Sept 5	WMR/SBR National Race at Grattan, MI
Sept. 7	SBR Membership Meeting at 8:00 pm (IN Time)
Sept. 26	SBR Solo at LMC, Benton Harbor, MI

## 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.



*Bill Loring (standing) informs fellow SBR members about the joys of maintaining SBR's website. Dave Bowman (sitting) can hardly control his emotions.*



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

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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.

### *Flagg'n from page 3*

Racer Ford around the course without the fuel management problems he had encountered earlier in his Cadillac. Charles Gruner must have had somewhat of an uneventful day in his Formula Mazda, as no one reported anything to the contrary. Charles, you have done well to escape the barbs of this writer this time, but I'll keep my eyes and ears peeled. It's probably only a matter of time! Dan Schnitta raced his stable of cars that he maintains at the race course. No one is ever sure what car you might see Dan in or what color it might be, but purple and pink seem to be his favorites this year. Last, but not least, I need to mention Bob Gregory and his distinctive Red, White, and Blue Spec Racer Ford. Poor old Bob. Here is a guy who spent last winter repairing body work and getting fresh new paint on his car. The well-driven #60 was even leading his race session. Bob did have some aggressive competition and was dealing quite well with it when he passed an SSC Dodge Neon coming out of turn #3. The Neon rammed the rear of Bob's SRF lifting him slightly into the air, coming down hard on the racing sur-

face at an awkward angle. His car immediately slowed down bringing out white flags at the remaining F&C stations until he exited the course into pit lane (Bert Olson's domain.) Bob's day was over and he had some major mechanical and body repairs to contend with once again as he returned home. Sorry about that, Bob. Hope to see you back in good racing form real soon.

Well, that about brings this epic to a conclusion. I have nothing new on Bill Howe's escapades (he is afraid to talk to me now!) but someone does need to ask Dave and Tamara Bowman about their romantic dinners at Hooters. "Hooters? That works for me," says our illustrious PitBoard editor, Jeff Luckritz. Dick Wisler also wanted to apologize for showing up late to this weekend's events. He mumbled something about 16 years old and nothing but trouble. but that sounds like a story for another time. Until then...

#### *Footnote:*

*At press time, this writer became aware of some interesting circumstances about the aforementioned Charles Gruner (I told you so!) that need to be included in the above story in order for this to be "fair and balanced" reporting. Gruner's yellow Formula*

*Mazda #79 was not able to qualify for Sunday's racing session, so, per SCCA rules, he started at the back of the pack. Upon the drop of the green flag by the starter, the powerful Mazda took off like a shot out of a cannon! By the time he crossed the starting line he had passed a number of cars. Coming out of turn #1 he had passed a few more and by the end of the race, well, he won. Not just his class, but the whole entire session! Whatever problems Gruner was having that prevented him from qualifying were obviously corrected, and then some!*

*Some drivers had suggested Gruner had passed a few cars prior to the drop of the green flag. This, of course, is not allowed, but passing before the starting line after the green flag has been shown, is. Turn#11 is the last turn before the starting line and on race day it was occupied by no less than four observant corner workers (well, three observants and Dave Bowman). Upon interviewing one of these workers, who shall remain namedavebowmanless, I learned that they had NOT observed any such early passing and NO reports had been written by them to support the driver's claims. So, Mr. Gruner comes away with a clean record and a solid win. Congratulations!!!*

*Just remember, you can run, but you can't hide, even from this writer!*

*Leon Krauss*

*p.s. Somebody please buy Paul McBride a drink and loosen him up a little!*