



PITBOARD

SCCA Sports Car Club of America

August, 2004

B.J. Swanson: A South Bend Region Hero!

Story and photo: Dick Wisler



I recently called our honored editor and pretty good competition driver, Jeff Luckritz, to congratulate his winning the B.J. Swanson Competition Award for 2003. This meant that he is better than just good, he is our best current SBR driver. Also, he garnered PitBoard a 2nd place award for our size region last year. But, it didn't surprise me that Jeff wasn't aware of the history of B.J. since that was an era from 35 years ago when Jeff was probably in swaddling clothes instead of a drivers suit.

BJ's shooting star reached its apex in 1975 and was snuffed out that same Summer. In 1968, he was a gregarious young man from Elkhart who attempted to join SBR and compete in his newly acquired race prepared TR4 that he obtained from Wedge Rafferty. However, when he submitted his physical form to the Competition Director, Bert Olsen, at the meeting he was informed by Bert that the minimum age was 21 and BJ was only 18. Observing his surprise and disappointment, I didn't give the young prodigy fella much of a chance in racing, let alone achieve the success he did in such a short tenure.

But, lo and behold, a month or two later he is racing out of a Michigan region. As a mature 21 year-old. Then, I started to take notice of the lucky new driver. Let it be said now that BJ never held a grudge against SBR and was always proud to be a loyal SBR member in his formidable years. I followed his progress at the races where we were racing together. He always said "hi" and asked how I was doing. In the early days, he tended to crash a lot, but he was super fast.

But, BJ's forte was to be in the highly competitive Formula Ford class. His yellow Titan started showing up in the winners circle at CENDIV tracks in the early 70's. His major competitor and friend in Nationals was Bobby Rahal. Along the way, BJ set numerous lap records at the June Sprints. BJ was a hands-on owner/driver who did most of his car prep himself except for engine rebuilds. He was proud to have a major sponsor, County Line Cheese, from his original hometown of Fort Wayne.

In 1974, BJ had earned a shot at the big time from Bob Bay from Elkhart. Bob aspired to be a big time race car owner and set sail with an outdated Lola 160 Formula A car. He and BJ were a natural match and set off to qualify for the 1974 Runoffs at Road Atlanta.

Unfortunately, the Runoffs didn't go so well. BJ made the evening news sports highlights in the Formula A Race when was ramped over from behind by another Lola 160 while running 5th. His engine had blown just as they neared the pit entrance and he ducked in before the car behind was aware of this and couldn't slow down. The other driver's Lola tumbled end over end, but the driver wasn't seriously injured. BJ's Formula Ford Zink ride wasn't much better since the chassis was brand new and not quite sorted

Cont'd on page 8

IN THIS ISSUE

- Contact Info
- Solo Results
- AMG Challenge

- Meeting Minutes
- Solo News
- Drifting at the Tire Rack

- Classifieds
- Membership Application
- Meeting Location

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



SBR Meeting Site
 Oaken Bucket Restaurant • 1212 S Ironwood Dr

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- SBR WebSite www.sbrscca.org

August 3, 2004 SBR Board Meeting Minutes

Present Leon, Paul, HC, Jeff P. Jeff L. & Duane
 We will be meeting at the Oaken Bucket again for our Sept 7th meeting.
Treasurers Report: Financially we are doing OK.
Membership: we have 201 members, I still have to send out postcards and that will be done as soon as I contact the Pancheris.
Race: Still need workers for the national race we are helping to run on Sept 4 & 5. No other news.
Old Business: Jeff Pontius is representing our region at meetings in regards to whether there will be a split in CenDiv. The group has been given 45 days to review incorporation plans. Our board members have until 8-13 to get back to Jeff Pontius as to how they want to vote about the split.
 We discussed the race schedule for 2005 as to what we are going to do as a region. We do have a tentative date with GingerMan but need to let them know as to our final decision in the next several weeks.
 Again it was brought up if we want to get bonded which would be \$125.00 a year. Other ideas were also discussed, a decision will be made next month.
Solo II: George has requested 2 quotes for new cones for our Solo events.
New Business: none.
 Meeting adjourned at 8:15 pm.

August 3, 2004 SBR General Meeting Minutes

Treasures report: financially OK.
Membership: we have 201 members.
Race: We have several drivers that have gone to races. St. Louis a couple of weeks ago, Jeff Pontius and Jeff Luckritz went and Jeff L got 2 wins. The national race we are helping to run is coming up soon on Sept 4 & 5 at Grattan, workers are still needed.
Solo: We had 76 cars at our Grissom event. It was a good day. The Evolution school that was held at LMC last month went off very well. We have 2 events in August, the 8th and the 29th.
Old: Jeff Pontius is representing our region at the meetings being held to decide if there will be a split between areas 4 & 5. Our next meeting will be at the Oaken Bucket on Sept. 7.
 Meeting adjourned at 9:40 pm.

respectfully submitted Tami Bowman



Rod and Lynnette Markowicz love to hang out at racetracks and SBR Meetings.

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

Solo #4 Results from Grissom

AS	Drivers: 1		Score	Points
T 1	32	Kevin McKillip N	04 Subaru WRX STi	56.268 100
BS				
T 1	1	Robert Dewispelaere	03 Honda S2000	54.122 100
T 2	53	David Mason	00 Honda S2000	56.816 55.2
T 3	9	Ryan Frye	98 Honda S2000	57.343 46.44
CS				
T 1	61	Chris Harvey	99 Mazda Miata	51.793 100
T 2	13	John Rogers	99 Mazda Miata	51.862 98.8
T 3	94	Jim Zeisler	04 Toyota MR2 Spyder	52.09 94.84
T 4	194	Daniel Stone	04 Toyota MR2 Spyder	52.403 89.4
T 5	3	Paul Stock	00 Mazda Miata	55.198 40.83
T 6	4	Jeff Margush	74 Porsche 914	55.409 37.17
T 7	49	Tim Gaisford	74 Porsche 914	56.515 17.95
T 8	161	Nick Salmon N	99 Mazda Miata	57.753 10
T 9	6	Dave Hartrick	01 Mazda Miata	60.558 10
CSL				
T 1	13	Kelly DeWispelaere N	02 Mazda Miata	58.171 100
T 2	149	Sarah Gaisford	74 Porsche 914	59.261 83.14
DS				
T 1	44	Douglas Biehl N	02 Subaru Impreza WRX	55.712 100
DSL				
T 1	144	Andrea Bouchard	02 Subaru Impreza WRX	61.969 100
ES				
T 1	11	Dan Bard	90 Mazda Miata	62.463 100
T 2	12	Kent Crussemeyer N	88 Pontiac Fiero GT	63.87 79.73
T 3	25	Andy Snyder	86 Toyota MR2	67.124 32.84
T 4	1	Benjamin Bard N	90 Mazda Miata	67.96 20.8
FS				
T 1	48	George Williams	02 Chevy Camaro Z28	54.969 100
T 2	2	Robert Phillippe N	99 Pontiac Trans-Am	60.394 11.18
GS				
T 1	63	William Loring	00 Toyota Celica GT	53.965 100
T 2	25	Chris Rostron N	02 Mini Cooper S	57 49.38
T 3	59	Mark Manninen N	03 Mini Cooper S	58.274 28.14
T 4	50	Donald Silience	02 Ford Focus SVT	61.555 10
T 5	23	Gary Moeller	94 Mitsubishi Gt3000	66.894 10
HS				
T 1	14	Dave Gushwa	01 Ford Focus ZX3	58.518 100
T 2	23	Patrick Ohmann	91 Ford Festiva	63.7 20.3
BSP				
T 1	38	David Bowman	76 Chevy Corvette	57.316 100
CSP				
T 1	63	Steve Unwin	91 Honda CRX	55.941 100
T 2	630	Ronald Davis	91 Honda CRX	56.273 94.66
T 3	64	Duane Belisle	86 Mazda Rx-7	57.029 82.5
DSP				
T 1	12	Brad Strasser N	92 Nissan Maxima	63.53 100
ESP				
T 1	4	Lee Franz	01 Chevy Camaro SS	53.621 100
T 2	0	Gary Burton	90 Ford Mustang	54.271 89.09
T 3	7	Steve Scudder N	89 Ford Thunderbird SC	59.303 10
ESPL				
T 1	2	Jody Foster	90 Ford Mustang	70.085 100
AP				
T 1	7	Bill Belcher N	66 Superformance 427	56.969 100
BP				
T 1	28	John Engstrom	87 Mazda RX7	49.333 10
CP				
T 1	156	Scott Lewis	97 Chevy Camaro	48.258 100
T 2	169	Steve Tamandli	69 Chevy Camaro	50.011 67.31
T 3	69	Mike Zickuhr	69 Chevy Camaro	50.018 67.18
T 4	56	Kathy Lewis	97 Chevy Camaro	53.102 10
T 5	93	Robert Tarrien	93 Ford Mustang	54.336 10
DP				
T 1	194	Steve Bollinger	66 Austin Healey Sprite	50.464 100
T 2	94	Kim Bollinger	66 Austin Healey Sprite	52.02 72.25
T 3	67	Kevin Knepp	67 Healy Sprite	52.149 69.95
AM				
T 1	29	Jeff Everett	04 Formula SAE Formula	50.534 100
BM				
T 1	49	Clemens Burger	76 LeGrand Mk18	46.057 100
CM				
T 1	188	Mark Lamm	73 Dulon MP-15	47.144 100
EM				
T 1	17	Alex Pancheri	93 Mazda Miata	58.792 100
T 2	31	John Hibbard N	90 Mazda Miata	59.889 83.21
FM				
T 1	90	Scott Nardin	87 Solo Vee Werks	46.495 100
T 2	329	Micheal Schlundt	87 Red Devil F440	49.969 32.75
T 3	12	Gregory Powers	19 Solo Vee Bobsey	51.869 10
T 4	399	Thomas Schlundt	87 Red Devil F440	52.654 10
STS				
T 1	11	Thad Peterson	98 Plymouth Neon	54.72 100
T 2	29	Parker Brown	99 Ford Contour SE	56.688 67.63
T 3	71	Justin Krause	02 Honda Civic	57.158 59.9
STX				
T 1	82	Robert Palmbos	02 Subaru WRX	55.113 100
T 2	8	Nate Vanderveen	04 Subaru WRX	55.233 98.04
T 3	19	Ryan Liddy	96 bmw 328is	56.841 71.78
T 4	2	Lynn Elms N	04 Subaru Impreza	57.225 65.51
T 5	28	Michael Tucker	02 Subaru WRX	60.603 10.35
SM				
T 1	91	Steve Smith	03 Ford SVT Cobra	55.099 100

T 2	32	Jeremy Straus	91 Ford Mustang	57.519 60.47
T 3	96	David Benning N	83 vw Rabbit Gti	57.797 55.93
T 4	12	Chris Crowley	02 Chevrolet Camaro SS	61.251 10
SM2				
T 1	3	Chris Weldy	96 Chevrolet Camaro Z28	51.593 100
T 2	92	Ricardo Gonzales	74 Porsche 914	53.731 62.7
T 3	94	Todd Green	85 Toyota MR2	56.742 10.18
FJR1				
T 1	12	Nicholas Whittle N	76 burton Magnum Cyote	67.109 100
FJR3				
T 1	9	Cody Tarrien	00 Invader Pro Works 026	60.146 100
FJR4				
T 1	19	Ross Bollinger	95 Invader KT100 Kart	50.747 100

Solo #5 Results from LMC

SS	Best Time	Points	
T 1	34	Lee Moore	00 Chevrolet Corvette 36.966 100
BS			
T 1	1	Robert Dewispelaere	03 Honda S2000 35.764 100
CS			
T 1	51	George Schmitt	96 Mazda Miata 36.213 100
T 2	31	Gregory Powers	Mazda Miata 36.415 94.98
T 3	4	Jeff Margush	74 Porsche 914 36.439 94.38
T 4	49	Tim Gaisford	74 Porsche 914 36.569 91.15
CSL			
T 1	13	Kelly DeWispelaere N	02 Mazda Miata 38.892 100
T 2	51	Enid Schmitt	96 Mazda Miata 39.096 95.28
DS			
T 1	47	Peter Jacobs	02 Subaru WRX Wagon 36.172 100
T 2	44	Douglas Biehl N	02 Subaru Impreza WRX 36.247 98.13
T 3	18	Bill Thomas N	03 Subaru WRX 38.501 42.05
T 4	4	David Zanotti	03 Nissan Sentra SER 40.75 10
ES			
T 1	6	Dan Bard	90 Mazda Miata 40.379 100
T 2	12	Kent Crussemeyer N	88 Pontiac Fiero GT 40.95 87.27
FS			
T 1	48	George Williams	02 Chevy Camaro Z28 35.94 100
GS			
T 1	63	William Loring	00 Toyota Celica GT 35.611 100
T 2	36	Richard Worden	03 MINI Cooper S 36.518 77.08
T 3	59	Mark Manninen N	03 Mini Cooper S 37.762 45.64
T 4	163	Maureen Kennedy	00 Toyota Celica GT 37.993 39.8
T 5	86	April Dordon	03 Ford Focus Svt 38.528 26.28
HS			
T 1	23	Patrick Ohmann	91 Ford Festiva 42.725 100
T 2	123	Jeff Ondraka N	91 Ford Festiva 43.276 88.39
BSP			
T 1	38	David Bowman	76 Chevy Corvette 38.475 100
CSP			
T 1	64	Duane Belisle	86 Mazda Rx-7 37.826 100
DSP			
T 1	25	Paulis Austrins	89 VW GTI 39.07 100
ESP			
T 1	74	Lonnie Bright	94 Chevrolet Camaro Z28 37.444 100
T 2	7	Steve Scudder N	89 Ford Thunderbird SC 38.809 67.19
FSP			
T 1	12	Christopher Jensen	01 Ford Focus ZX3 37.232 100
T 2	127	Brad Watson	90 Ford Escort 37.917 83.44
T 3	27	David Watson	90 Ford Escort 38.904 59.58
AP			
T 1	7	William Belcher N	66 Superformance 427Shelby 37.689 100
CP			
T 1	93	Robert Tarrien	93 Ford Mustang Cobra 35.906 100
DP			
T 1	94	Steve Bollinger	66 Austin Healey Sprite 32.823 100
FP			
T 1	2	Jeff Finkbeiner	86 Mazda Rx-7 38.37 100
EM			
T 1	17	Alex Pancheri N	93 Mazda Miata 39.535 100
T 2	11	Don Pancheri N	93 Mazda Miata 39.797 94.04STS
STS			
T 1	7	Thad Peterson	98 Plymouth Neon 36.046 100
T 2	29	Parker Brown	99 Ford Contour SE 37.854 54.86
T 3	9	Robert Larsen	92 Volkswagen GTI 16v 38.482 39.18
T 4	2	Matt Flournoy	00 Honda Civic SI 38.858 29.79
T 5	15	Ben Harris N	95 Acura Integra 41.556 10
T 6	5	Derek Mason N	95 Acura Integra 41.623 10
STL			
T 1	129	Emmy Brown	99 Ford Contour SE 41.966 100
T 2	6	Jennifer Larsen N	92 VW GTI 43.424 68.73STX
STX			
T 1	82	Robert Palmbos	02 Subaru WRX 36.579 100
T 2	18	Jeff Harrison	04 Subaru WRX 36.936 91.22
T 3	8	Nate Vanderveen	04 Subaru WRX 37.341 81.25
T 4	33	Daniel Flores N	92 Honda Civic 41.977 10
STU			
I	71	Steve Brouwer	04 Audi S4 37.99 100
SM			
T 1	78	Tom Smith	84 Volkswagen GLI 35.372 100
T 2	4	Andrew Nienhuis	84 VW GTI 36.014 83.67
T 3	187	Steve Jackson	02 Chevrolet Camaro Z28 36.324 75.78
T 4	43	John Hutchinson	00 Acura Integra 36.884 61.53
T 5	87	Scott Jackson	02 Chevrolet Camaro Z28 37.765 39.11
T 6	77	Christopher Ottney	84 Volkswagen GLI 37.925 35.04
T 7	23	Chris Shearer N	95 Acura Integra 39.782 10
FJR3			
T 1	9	Cody Tarrien	00 Invader Pro Works 026 39.974 100
FJR4			
T 1	19	Ross Bollinger	95 Invader KT100 Kart 34.262 100

AMG Challenge

story and photos-J.Luckritz

During the last weekend in July, I had a unique opportunity to be an instructor at Indianapolis Speedway for the AMG Challenge. The three day weekend started off by having us hang banners and set up displays for the festivities that followed.

The following two days were spent as "right seaters" in AMG Mercedes costing upwards of \$120,000 and possessed almost 500 supercharged horsepower under the hood. The "drivers" were owners and/or guests of AMG/Mercedes. It was a great experience as I found that all of my drivers listened to my pointers and actually got pretty excited about hitting apexes and increasing their exit speed coming out of corners.

Overall, it was a great weekend. Beautiful cars, lots of horsepower, a historical venue and best of all...not only did they feed us, we even got paid!



That's as far as I got into David Coulthard's F1 car.



Nothing like a \$120k, 500 hp AMG!



Derek Bell helped out with a few pointers

No Smoke, No Fire!

story and photo--L.Loring

July 23-25 saw the new sport of drifting visit the Tire Rack Test Track. The entry fee was \$50 but spectators were free so I showed up on Saturday just to watch. There was no visible crowd control so I could go just about anywhere. Cars were competing from several surrounding states but most seemed to be driven to the event, not trailered in.

This was a "practice" event as opposed to a "competition" event and so the drivers were mostly beginners, not pros, and they were finding it hard to sustain a dramatic "dirt track" attitude in the narrow corners of the Tire Rack.

Only a few drivers could generate tire smoke for more than a second or so, but they did leave some interesting skid marks on the asphalt. And I suspect there was some schooling going on from time to time. Since I had been at the One Lap of America event earlier at the Tire Rack, I had seen a "free style" demonstration of drifting, burnouts and super-sideways driving. Those One Lap drivers were far better, but many of them were true race drivers, including some who could probably remember the days when hard-compound skinny tires made a four wheel drift an essential technique for getting around a road



course quickly.

There was no loud rock music or half-naked ladies to amuse the spectators. Nor could a spectator tell whether a run was judged good, bad, or so-so. On the other hand, watching it was free. Only one vendor was on hand, plus an info booth for U.S. Drifting, the group associated with NASA (National Auto Sport Association) that sanctioned this event. I just hope the amateur drifters don't try using our other sites (Grissom, LMC, and the like) as the noise, smoke and possible surface damage could mean nobody gets to play.

If you want to see the top U.S.

Drifting drivers compete you'll have to drive hundreds of miles to North Carolina, Virginia, Las Vegas, or California this year. The schedule is at: <http://www.usdrift.com/html/series.html>. Whether these events will be able to compete with the handful of SCCA Pro Drifting (Formula Drift) events is yet to be seen. If you go, my recommendation is to be certain your seats are not down wind if the drivers are very good. It isn't racing, but it can be interesting to watch the good ones.

Mid-Season Solo Notes

CENDIV Solo II

Championship @ Grissom

Aeroplex

GS	1	Brian Priebe
	2	Bill Loring
CS	1	John Rogers
	2	Chris Harvey
	9	George Schmitt
CSL	1	Angie Rogers
	4	Enid Schmitt
FS	2	George Williams
AP	3	Les Gabel
CP	5	Mike Zucker
DP	1	Steve Bollinger
DPL	1	Kim Bollinger
FM	1	Scott Nardin
FJ4	1	Ross Bollinger
FP	1	John Anderson

The August 8th event at LMC had approx 60 entries and we had a good 6 runs on a faster course than the June event. Next event is August 29th at the Tire Rack. See you there!



*George Williams...
SBR's
King of
Solo!*

Wanted:

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

Oaken Barrel for Meetings?

We had our August meeting at a new location. It was at Henzel's Oaken Bucket in South Bend. It is a really nice place. We will be meeting there again for our Sept. meeting. The restaurant has a nice atmosphere. It is a fun place (OK for some of us maybe too much fun)! I heard a lot of good comments regarding us being in a new location.

Perhaps we need to think about this and do we really want to go back to the location we use to be at even if it is under new ownership? I think there are several good aspects we need to consider. The meals and drinks we had were a lot less expensive than they were at our last place. The service was good. Yes, there usually are two sides to every idea. The one downside I saw was at times it was hard to hear what was being said because of other groups in the restaurant.

But I do hope we keep the Oaken Bucket in consideration for the future and do we want to try out other places? Perhaps this should be discussed at our next meeting?

Just my thoughts. Tami Bowman

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	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.

September Membership Meeting

Tuesday, Sept. 7, 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

- Aug 29 *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 Lake Michigan Coll., Benton Harbor, MI*
 Oct 5 *SBR Membership Meeting at 8:00 pm (IN Time)*
 Oct 10 *SBR Solo at The Tire Rack, South Bend, IN*

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.



Paul Stock and Lloyd Loring ponder important business at SBR's August Meeting at the Oaken Barrel.



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.

Hero Cont'd from page 1

properly.

For the next season, BJ was determined to drive a Formula 5000 car. Bob Bay had arranged for BJ to spend the winter at his apartment in Newport Beach, CA. BJ was to get in shape and scout for a crew chief and other crew members for the new 5000 car. In February, they hired IndyCar and F5000 veteran crew chief, Jerry Eisart, to work for Bay for the upcoming season. As soon as BJ returned from California in early March, he headed off to Jim Hall's Chaparral shops to test a last year's winning Lola 332 at Rattlesnake Raceway.

The first 5000 race of the season was at the new Pocono Raceway in Pennsylvania in April. I think BJ finished mid-pack, a good sorting out session. The next race wasn't until early July so the crew had a long time to prepare the car and do some testing.

The Watkins Glen 5000 GP was to be the highlight of BJ's pro career. I had two weeks vacation, so I decided to take an extended vacation out east. BJ had us pick Bob Bay and drive him from his motel to

the track. On the way, Bob asked if I wanted to work full time on the team for the remaining three races and spend some time in Australia for the Winter 5000 series. After Watkins Glen, Dan Gurney signed BJ to drive his very competitive Eagle at Indy the



next year! BJ joined the likes of Mario Andretti, Al Unser Sr, Brian Redman and Jackie Oliver in breaking the Formula 1 track record from the previous year. BJ finished 3rd in the feature race and his destiny in the "Big Time" was plotted. Hall/Hass took him on as a Chaparral Team Driver undercover with no press or signage.

At the next race at Road America, BJ

struggled with the handling and managed to manhandle the Lola to a 5th place finish. He was spectacular, broadsliding the brute through turn five.

After Road America came Mid Ohio. At the start of the race, BJ's throttle stuck wide open and his left half-shaft broke under severe braking. This forced him into the inside guardrail at the end of pit lane at the bridge. The impact broke the lower rail and the upper caught BJ's head severing his spinal cord. Dan Gurney led the rescue crew out on turn 1 to pry him out of the care while the race continued. He expired two days later when the life support system was disconnected.

It's hard to describe my remorse at witnessing the demise of a young man who had the talent and charisma to reach the upper echelons of racing. Also, I was privileged to spend many hours with him one-on-one and shared his dream to go to the top. In my mind, he would have represented all SBR drivers in achieving his goal. The BJ Swanson award started out to be for Formula Ford Drivers, but I am glad to see it presented today to SBR's Best Race Driver.