



Leon Krauss Takes the Mystery Out of F&C

You Know... the People Working the Corners at a Race!

How long have been working races and how did you hear about SCCA?

I have been involved with SCCA since 2001 when my son Kelby began working with them in the Denver office. I have always loved racing as a spectator, and had even taken part in a couple of amateur road rallies, including designing one when I was at Tech School in the last century! Later, I purchased a 1970 T-Top Corvette Stingray and immensely enjoyed the thrill of cruising around in this sports car. That thrill has remained with me all these years and rubbed off onto Kelby who wanted to pursue a career in automotive racing. By joining SCCA, I figured I could stay abreast of his career.

I looked SCCA up on the internet to see if there were any local clubs and that is how I found the South Bend Region. I attended the very next meeting and have been active ever since even though Kelby has moved on to Director of Public Relations for Chip Ganassi's American Le Mans series. As a side note, Kelby is now the owner of a 1970 T-Top Corvette Stingray exactly like the one his old man had. The apple never falls too far from the tree!

You've been working flagging and communications, what were your reasons for choosing this area of expertise?

As a spectator, I always wanted to see everything that was going on during a race, from observing action in the paddock area and on the race track, to watching the Flagman and the safety crews. Secretly, though, I have always had the desire to be a hands-on guy. That is what directed me to choose Flagging and Communications as my area of interest. You get to be placed right in the heart of the action next to the race course; you provide racing conditions via 2-way radios in real time to the Control Tower; and there are many opportunities to directly assist the drivers when they have mechanical failures, whether forced or unforced.

You get pretty close to the action, were there any "close calls?"

I have had a couple of close calls that come to mind. Two years ago, I was working turn #6 at GingerMan Raceway when a Formula Vee spun off into the grass across from our station (I know what you are thinking, but, NO, it was not Jeff Pontius!). Two

other F&C workers and I rushed over to assist the driver back onto course. We pushed on his rear wing while his wheels were spinning in the wet grass, they suddenly bit into the earth and he shot back onto the race course like a rocket. I went down into the grass flat on my face before I could even put my hands out in front to brace my fall. Fortunately, I only suffered a mouthful of wet grass, a slightly strained right knee, a slight bruise to my pride, and ugly green stains all over my perfectly white Dickies!

A second incident of a more serious nature happened early last year also at GingerMan. I was working turn #7, I believe, when we had a three car accident. I was the Safety person for this particular race which means if there was an incident at my station, it was my responsibility to grab a fire extinguisher and get to the scene as safely and quickly as possible. We had one race car who had been broadsided by two separate other vehicles.

As I approached the wreckage on the race course, the driver of the impaled car was struggling to get a sense of what had just happened to him when his vehicle erupted with a big "woof" into an orange ball of flame. As he cleared his vehicle, I was dumping my extinguisher underneath his engine compartment. Sensing that I had things well under control, I let up on the extinguisher only to experience a second and even larger "woof!" Instinctively, I resumed spraying at the source of the flames, but soon became alarmingly aware that I may not be able to put this fire out. I start looking around to see if anyone is in earshot to request a second extinguisher when a fellow worker from my station arrives with his extinguisher poised and ready for action. He takes over as mine expires and he is soon joined by a third F&C worker (Jim Desenberg) and his extinguisher.

The fire got snuffed out, the drivers of all three cars were ok, but only one of the cars was able to resume racing later in the day. Although, I had fire extinguisher training, it had been 30 years since I had last pulled the pin on one and used it against a real fire. In retrospect, I was surprised by how calmly I had reacted, but very happy that I was able to assist in keeping a very bad situation from becoming even worse!

What's the funniest (strangest) thing that has happened to you while working a race?

"Leon" Cont'd on p.3

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MONTHLY MEETING

When: First Tuesday of the month.
Where: Oaken Bucket Restaurant
Time: Board Meeting at 7:00 pm
 General Meeting at 8:00 pm
Who: All are welcome!

All times are South Bend, Indiana times



SBR Meeting Site
 Oaken Bucket Restaurant • 1212 S Ironwood Dr

SBR Contact Information

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- Jeff Pontius-Board Member** 574-234-2222
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- SCCA National Office** 1-800-770-2055
www.scca.com
- SBR WebSite** www.sbrscca.org

SBR Board Meeting Minutes March 2005

Meeting called to order at 7:13 PM
Members in attendance - Paul Stock, HC Colwell, Jeff Luckritz, Bill Loring, Jeff Pontius
Treasurers report - Balance is approximately \$75 less than at this time last year. This is partially due to SCCA National office not keeping up to date with dues reimbursement. They are approximately \$400 behind schedule at this time.

Membership - Lloyd Loring has requested a copy of the membership list. 193 members at this time. HC provided Jeff Pontius with a list of 4 members who did not review their membership. Jeff Pontius to try to contact them to find out why, and encourage renewing. This is the second month of trying this. So far, there has been no feedback on the attempts at direct contact from last month. Jeff noted that several of last months members contact information was incorrect, making contact difficult.

Solo - Bill Loring presented the first draft of the 2005 Solo II budget created by Kim Bollinger. Plan does not include possible upgrade to a newer timing and scoring software. If purchased, the new software would give more "real time" feedback on live updates for results and index scoring. Solo committee to discuss this and get back to the board with a proposal. Jeff Luckritz request that for the next meeting that the budget be updated to compare against last years budget and last years actual.

Race - Jeff Pontius reported that things are on track for our June 18th, 19th race at GingerMan. Still looking for e Chiefs of speciality (Communications, T&S and Sound). Jeff will be attending the Spring Training in Indianapolis to work on making contacts to fill the above positions and confirm steward appointments.

Old Business - Cones- Solo Committee to check on status and pricing of cone order.

New Business - NASA rental of Grissom - CEN-DIV RE's decided to allow NASA to rent for 2005 events, since we had offered them a date (even though we didn't know that it was for a NASA event). Plan is for this to be a "one time only" arrangement. Dues

reimbursement - Jeff Luckritz suggested that the board re-evaluate the list for who gets dues reimbursed. HC to send out a list of what specialities, chiefs, etc do get reimbursement prior to next meeting for the board to review. Board will review and discuss at next meeting.

Meeting Adjourned at 8:09 PM

SBR General Meeting Minutes March 2005

Meeting called to order at 8:20 PM

HC gave budget and membership report (see notes from Board meeting)

Cacldace of Wheels - Event is April 2nd & 3rd. Set-up and car entry is on Friday April 1st. Show hours are 10-10 on Saturday and 10-6 on Sunday. WE NEED WORKERS. Please come and help!! Contact Dave Bowman to volunteer to help.

Solo - Solo Spring Training event is in Indianapolis on March 12th. Topics to be covered will be course design, T&S, Grid, Safety Stewards, etc. Several SBR members are planning on going.

Race - Race is June 18th and 19th at GingerMan Raceway in South Haven, Michigan. Please plan on attending to help. You can help, even if you have never worked a race before. Contact Jeff Pontius to volunteer.

Old/New business - Splitting Cen-Div has come up again. More to come. **Solo Rule Books** - None ordered yet. HC to order some (~20). Competitors will need to have an official rule book as a requirement if we go to an annual tech system for solo. **NASA** is starting an Ohio chapter. This is a direct competitor to SCCA. NASA representaticves have requested a solo date at Grissom, but did not make it clear it was for NASA (SCCA has an exclusive contract with Grissom for all solo events). Cen-Div RE's have agreed to allow this, but to limit it to a one time use. Meeting adjourned at 9:07 PM

**Respectfully submitted,
 Jeff Pontius**

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

Leon from p.1

Last year was a very interesting and action-filled racing season. Over Labor Day weekend I was working a road race at Grattan Raceway near Grand Rapids. Two humorous items happened during this weekend of note. One, I was working turn #3, which is the first flagging station the drivers see as they leave the paddock area. On the first warm-up lap each station shows double yellow flags so the drivers know where we are located. As a group of cars were entering the race course for their warm-up laps, the lead car started on the course in the wrong direction! We had to leave our station frantically waving our yellow flags, chasing and yelling at the driver until he saw us and did a quick u-turn and headed back in the correct direction. I am positive he will never make that mistake again!

The next day I was working at turn #1 with some very lively and entertaining F&C workers. As I mentioned earlier, we expose two yellow flags during the first warm-up lap. So as to be sure the drivers would certainly remember turn#1, four of us choreographed and performed a dance routine for each race group as they drove by our station, complete with flags and Rockette-style kicking legs. Dave Bowman has great legs for this! One "dance" routine was performed while sitting in our lawn chairs next to track side all the while waving our hands and our flags. It was quite a sight to behold! The drivers showed their appreciation for our unique efforts by flashing their headlights, honking their horns, waving their hands, or giving us a big thumbs-up as they drove by. I think they got as big a kick out of us as we did in providing a little lighter fare for them.

Race weekends require a lot of time and commitment from the raceworkers, what keeps you coming back?

This is an easy one. Free beer, free doughnuts, free coffee, free and great food, racing camaraderie, door prizes, live racing action, and did I mention Free Beer!!! (Hey, us F&C workers have a reputation to keep up!)

Do you have any tips/hints for working flagging and communications?

Many new F&C people are initially somewhat intimidated by speaking on the "phones" for the first time during live rac-

ing action. Experience is the best way to learn and your fellow F&C workers will help you every step of the way. You'll make mistakes (don't we all!) but that is OK because that is usually your best teacher. Just remember these simple rules: Start with "Control, Control this is station number (state your station number immediately followed by your flag color status, ex: Yellow, White, or No Flag). Now stop and wait for the Control Tower to acknowledge you.

Then you state what incident or condition you experienced using the singular digits of the car and it's color, ex: "Control, Three No Flag, car Two, One (21) blue over red spun off course 4 wheels driver's left side and continued." If Jeff Pontius is racing this will become a very common report for you to make! Anyway, put the headphones on, observe, think about what you need to communicate, and then speak to Control. It gets easier each time you do it and you'll soon find that you enjoy being part of the racing action! Thanks for allowing me an opportunity to promote our club and our sport.

If you are not driving then give Flagging and Communications a try and see how the other half lives! *Leon Krauss, Keep on Flagg'n!*



***RE Notes
Paul Stock***

Hello Everyone,

I hope you are as anxious for the solo and race seasons as I am. I have had enough of winter and cold weather. Several weeks ago I had a pothole encounter and the pothole won. Two tires and wheels later I was on my way. Congratulations to Jeff on the PitBoard, he took 3rd place for medium size regions. The Calvacade of Wheels is approaching, call Dave Bowman if you would like to become involved. I am sure he would appreciate the help.

Race Report

As of this writing, we are under 90 days to our June 18th and 19th Double Regional Road Race at GingerMan Raceway in South Haven, Michigan. Plans are progressing fairly well, but there are still issues that need to be resolved and plans to be made. At this time, we are still looking for one or two chiefs of speciality. The one that is causing me the most concern is the Chief of Sound. I have made contact with at least 6 different chiefs, with no luck. So the search continues.

The next major milestones are getting the entry form and supplement regulations approved by the chief steward, getting the sanction numbers from SCCA National Office, and getting the entry form printed and mailed (which can't be done until all of the other items are completed.)

Of course, plans are also being made for the lunches and the Saturday night dinner/party.

Now for the shameless request for help...It would be impossible to have too many people volunteer to help at the track for the race. If you show up and there is nothing to do, I guess you could just sit and watch the races! Where else can you get free admission to a race track, free snacks, free lunch and a great dinner. There is even free beer! All we ask is that you show up and help in any way you can. There are lots of ways to help. Don't worry if you have never helped at a road race before, it is really easy, and some one will be happy to help you. Please contact me (Jeff Pontius, 574-234-2222 or race@sbrscca.org) for information. Thanks, and I hope to see you at the track.

**Buy Tires from the
Tire Rack and SBR
Earns Extra \$\$\$.**

How? Simply click on the TireRack link on the SBR website, make your purchase, and SBR gets a percentage of each sale.

South Bend Region SCCA Annual Tech Program

2005 Solo Season (Final Draft 3/1/05)

PURPOSE:

To provide a convenience for trusted regular competitors by helping reduce the amount of pre-event preparation time and reduce the time in line for the other single-event tech inspections.

ELIGIBILITY:

1. You must be current SCCA members of any region.
2. You must have a current SCCA Solo rule book with your name written on the cover in ink (the CD-Rom is not a substitute for a rule book.)
3. You must have competed in four (4) SCCA Solo II events in the previous year as a SCCA member. People who were not SCCA members, even if they ran all events, are not eligible. You must have at least 4 points-paying Regional/CenDiv/National events within the previous year.
4. All SCCA-SBR Region Solo Committee members and any solo chiefs in the region are eligible. These members spend a large part of their morning preparing equipment and helping other members for the day and will be granted annual tech inspection regardless of how many events they ran the season before. The only other members/cars that will be eligible for annual tech are people directly approved by the solo committee, and solo chairperson. They may include, registration, setup and tech workers.
5. Past or current Divisional, National, Pro Solo Champions or Nationals trophy holders.
6. Any member presenting a road race car with a current logbook with annual tech completed.

COST: Each Annual Tech will be \$5.00 per car to cover documentation costs.

ANNUAL TECH PROCESS: Annual Tech inspections will be available during the first two (2) regional solo and/or Test and Tune events. The inspections will take place prior to or, directly after the regular solo event and must be scheduled in advance by appointment with the Solo Technical & Inspection Chief. The number of inspections at each event may be limited.

What to bring: You must bring your car, helmet(s), and all safety gear (for kart drivers). The car must be in full race trim with numbers and class letters on the car and on the primary wheel and tire combination (dry). You also must bring your membership card and your current SCCA Solo rule book (with your name written in ink on it). People not able to present all of the above will not be granted annual tech. Keep in mind that if the car normally has two drivers, the second drivers helmet and safety equipment should be present as well.

The procedure: The annual tech procedure will take roughly 5 to 10 minutes and will be performed by the tech crew. You must be present when we are performing the procedure. The process may take longer than a regular tech inspection as we are checking the car more thoroughly. If any infraction is found, the car will be denied its annual tech

until the infraction is fixed.

Issued Credentials:

1. Annual Tech Sticker: The car will be given an annual tech inspection sticker, which is distinct from the event-to-event stickers. This sticker is to be placed on the left side of your windshield, roll bar, or car body panel in a conspicuous location so it may be visible to grid workers and Solo Safety Stewards. It is designed to withstand the elements and last the entire season. If the sticker comes off of the car, we can issue a new one upon presentation of a valid Annual Tech Card.

2. Annual Tech Card: The driver will be issued an Annual Tech Card to be glued or taped into the back cover of the current SCCA Solo rule book. This card will be used to log your participation in other solo events as well as incident reports, car modifications, and subsequent re-inspections. Also, you will need this card to replace lost or damaged Annual Tech stickers.

3. Helmet Sticker: You will be given on Annual helmet inspection sticker to be placed on the lower left side of your helmet so it may be visible to grid workers and Solo Safety Stewards.

Modifications / Alterations: Significant modification to the car, or, if a car changes to a more prepared class after Annual Tech is granted, the car must be given a brief re-inspection and the inspected modifications noted on the Annual Tech Card.

Surprise Inspections: The Chief of Tech has the right to ask for re-inspection at any time of an Annual tech'd car. Typically one class or number group may be selected at random at any event to run through the single event tech inspection. Any randomly selected class or number group will not be subject to more than one surprise inspection each year. You will be notified at registration check-in if you are to attend regular event tech.

AT THE EVENTS: We will have a marked "Tech Speed Lane" for a quick visual walk-around, tire/safety check, and to log the event on the Annual Tech Card for all cars with a valid annual tech. The driver may remain in their car as this should only take less than 30 seconds. Make sure you bring your Solo Rule Book, with the Tech Card attached, to the tech speed lane.

ON OR OFF TRACK INCIDENTS: Any car subject to obvious mechanical damage or failure due to an on or off track incident after, Annual Tech, must be reinspected and logged in the Annual Tech Card.

TWO-DRIVER CARS: Remember that the annual tech sticker is placed on the car, not the member driving the car even though eligibility status is given on a member to member basis rather than car to car. Therefore if an annual tech'd car is getting co-driven either all year long or on an event to event status, the co-driver does not need to have tech inspection done.

Two examples:

1. I, as a Tech Chief, was having a friend drive my car who is not eligible for Annual Tech. Since my car completed the Annual Tech, my friend does not need to take the car to the tech line. The only exception is with shifter or junior karts when safety equipment needs to be checked in addition to the kart itself.

2. I decided to drive a friend's car. He is not eligible for annual tech but I am. In that case the car would still need to be taken to the regular event tech line for a single event inspection. Also remember that every helmet needs a SCCA approved helmet sticker. The starter/grid workers will be checking for helmet stickers. If you are a member normally not eligible for annual tech, and will be using the two-driver annual tech privilege, make sure you get a helmet sticker so the starter knows that your helmet is approved.

RESPONSIBILITY: Each member is responsible for having a safe and legal car. Car classification and legality is not brought up in any technical inspection process. Each competitor is responsible for being in the correct class and having legal modifications. Each annual tech inspected member is responsible for having their car meeting the safety rules in section 3.3 of the rule book at all events.

REVOCATION: The Annual Tech is a privilege and may be revoked at any time from a specific member or the entire group as a whole. Grounds for Annual Tech revocation can be, but are not limited to, violation of the safety rules, and failure to report for work assignments.

OTHER ELIGIBLE REGIONS: At this time, no other SCCA regions are required to recognize our annual tech program. We will investigate reciprocal agreements with adjacent regions as this program advances.

QUESTIONS: If you have any questions, comments or concerns on this procedure please contact the Solo Technical Inspection Chief.

2005 SEASON CONTACT

Solo Technical & Inspection Chief,
SBR SCCA

Mark Manninen

email: mmanninen@shambaugh.com

Home Phone: 574.271.0810

Work Phone: 574.255.2170 x204

Work Fax: 574.255.2175

Tech Dates

4/23 5/14 5/15

2005 Annual Tech

Applicant Checklist

- I am a current SCCA member.
- I participated in 4 SCCA Solo II points events in 2004.
- I have my numbers and class letters in conformance with the SCCA Solo rule book.
- My helmet is Snell 95 or newer and is in good condition.
- I have my 2005 Solo Rule book with my name on it.
- My car is not excessively leaking any fluids.
- I have checked all of my lug nuts and they are indeed all there and holding my wheels on.
- I have \$5 for the Tech fee.
- I have a tech inspection appointment with the Solo Tech Chief one week prior to the event date.

Tech Help Needed

We are looking for any volunteers with any tech inspection experience to help out with annual tech inspections on 4/23, 5/14, & 5/15. Must be willing to start early and/or stay late. This will count as your event work assignment.

Contact:

Mark Manninen, Solo Tech Inspection
 Work: 574.255.2170 ext.204
 Fax: 574.255.2175
 E-Mail: mmanninen@shambaugh.com
 After 6pm: 574.271.0810

FYI, We may have inspection appointments before and after the solo events if the response is good. I will probably need double crews on these dates to get it done.

Central Division Road Racing Spring Training Session

The annual CEN-DIV Spring Training Seminar was held on March 5, 2005 in Indianapolis. South Bend Region Members in attendance were Bill Farr, Jeff Pontius and Rod and Lynnette Markowicz.

Steve Harris (Executive Steward) opened the day with a town hall-type meeting. Everyone participated by standing up and introducing themselves, what region they were from and what activities they participate in.

Steve then spoke about the 2006 race schedule. Per Steve, the SCCA / CEN-DIV is committed to a national race at Nelson Ledges, committed to an expanded racing schedule at GingerMan, and we want to put on races at the Milwaukee Mile and Autobahn tracks.

Steve feels that there is no way that Central Division will not split. The thought is that this will happen in 2007. He feels that the split is necessary due to the geography situation (very wide region) and NOT because area 4 and area 5 can not get along. Steve feels that we need this time to try to build a better pool of workers, especially chiefs.

Later in the day, I was informed that during a meeting for the Stewards, that it is Steve's plan to try to set up the 2006 race schedule as if the division was already split. Several people suggested that SBR should find a date and reserve it for a national race at GingerMan. I believe that this will be very difficult to do, as there simply aren't enough weekends in the summer to put on that many races, and not violate some of the scheduling rules (not more than 2 nationals on consecutive weekends, etc).

Jeff Pontius

I also attended a meeting for the Area 4 RE's. During this meeting, I was informed that Area 4 is now incorporated. We elected some of the remaining officers of the corporation. Kirsten Dell was elected as secretary, Jim Esquire is president, Con Peplowski is vice president and Phil Alsapach is treasurer.

Other business was discussed, including Steve Harris opening comments, and his thoughts on splitting the division, discussion of a mission statement for Area 4, the Area 4 logo, NASA, and other items.

The next Area 4 RE's meeting will be held sometime the weekend of April 23rd and 24th at the national race at GingerMan. The meeting will probably take place Sunday morning, or during the extended Sunday lunch break. The major topic of this discussion will be planning for the 2006 race schedule.

Registration Changes for Solo Event #1

- April 23 (Saturday)
- At the Tire Rack
- Pre-registration is \$22 for SCCA members and \$25 for nonmembers
- Pre-registration is available at www.myautoevents.com
- Registration on-site is \$25 for SCCA members and \$30 for nonmembers
- Registration is from 8:30-9:30 am South Bend, Indiana time.
- Late Fee of \$10 if you arrive after 9:30.
- Questions? E-mail Bill Loring at solo@sbrscca.org

Solo Stuff

Solo Dates

April 23	Solo #1	Tire Rack
May 14	Test N' Tune	Tire Rack
May 15	Solo #2	Tire Rack
June 26	Solo#3	Tire Rack
July 23-24	CENDIV Event	Grissom
August 7	Solo #5	Tire Rack
August 28	Solo #6	TBA
October 9	Solo #7	Tire Rack

SBR Solo Contacts

Solo Chair	Kim Bollinger	(574)271-0088
Solo Tech	Mark Manninen	(574)271-0810
Web Registr.	Bill Loring	(574)675-0641
Worker Chief	Steve Bollinger	(574)271-0088
Novice Chair	Parker Brown	(269)324-9885
Site Registr.	Kent Crussemeyer	(574)534-0079
Equipment	Don Pancheri	(574)271-9934
Course Design	Steve Tamandli	(574)233-6806



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 Road Rally 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.

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 Dynomax 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 1970 Super Vee Zink Z 14, ready to race, Came in 2nd place in the 1971 U S Gran Prix, Ron Fingers the Piloto \$11,000 1994 Frazer Lemans, sport racer from New Zealand right hand drive with Toyota twin cam motor, can be driven on street \$11,000. 1979 Porsche 911 F 3.0 PCA Club Racer (F), Sparco seats, 6pt rollcage, fresh motor with JE pistons, under 5 hours since rebuilt, Wevo shifter torison bars, fiberglass bumper \$34,000 1994 Caterham (Super 7) 180 hp excellent condition, right hand drive \$19,500 Free Evening Practices at GingerMan Raceway with purchase. Call Dan 269-253-2017

WHEELS FOR SALE: R3, Borbet 17x8, 5 spoke E36M3 \$400

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

For Sale: 1985 Ford F-350 Crew Cab pick-up, 460 cubic inch V-8, automatic, air conditioning, cruise control, tilt wheel, long bed, fiberglass cap, reese hitch, 2 spare wheels, 167,000 miles, \$1,600.00 OBO Call Dave 574-289-7223 evenings

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

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

New SBR Members

Thomas G. Smith of Lansing, Michigan

Tamara Barth of Michigan City, Indiana

Diane Peterson of Dewitt, Michigan (Thad's wife)

**WANTED:
ARTICLES FOR PITBOARD**

SBR CALENDAR OF COMING EVENTS

- April 2-3 *Cavalcade of Wheels, Joyce Center*
April 5 *SBR General Membership Meeting (8:00pm)*
April 23 *SBR Solo#1 at The Tire Rack*
April 23/24 *SCCA National at GingerMan*
May 3 *SBR General Membership Meeting (8:00 pm)*
May 14 *Solo Test 'N Tune at The Tire Rack*
May 15 *Solo #2 at The Tire Rack*

CLASSIFIEDS

Classifieds are free to South Bend Region SCCA members; non-members may advertise for \$5.00 per ad month. Ads submitted by members will be run for 2 issues unless the editor is notified. Non-member ads will run based on payments received. To place a display or classified ad, contact the PitBoard editor.

PITBOARD SUBMISSIONS

Send, e-mail, or personally deliver your articles, photos, classified ads, comments and ideas to the PitBoard editor by the 15th of each month. I do not have Microsoft Word, so I can't easily open Word.doc files. Text works fine, though. Include your name, phone number and e-mail address with your submission, just in case the editor needs to contact you; no anonymous submissions will be printed. When sending photos (which will be returned) include the who, what, when, where, why, and how information.

PitBoard Space Available for Ads.

full page	\$400/yr	\$40/mo
1/2 page	\$300/yr	\$30/mo
1/4 page	\$200/yr	\$20/mo
1/8 page	\$100/yr	\$10/mo

Rates and terms subject to change. Please contact the editor if you are interested in placing an ad. Thanks.

PitBoard in Full Color!

You can receive PitBoard in full color via e-mail. Instead of using the good old Post Office, save the club a few bucks and get PitBoard electronically.

Simply e-mail H.C. Colwell at hcolwell@michiana.org. He will make all the arrangements. Still want to get PitBoard via USPS? No problem...just do nothing.

Indiana Time:

A Michigander's Perspective

By Parker Brown

“All events are held on Indiana time.”

These seven words appear in various places on the SBR website, and in all of the Solo event flyers. If you're from Indiana, you probably ignore them. But many of us in the Great Lakes State find these words confusing.

“You mean Indiana has their own time? I just set my clocks ahead one hour for Daylight Savings. Didn't they do that, too? When do I need to leave the house to arrive on time?”

In the February 2003 issue of PitBoard, Lloyd Loring wrote a full explanation of Indiana time zones and how Daylight Savings Time affects them. (How he sorted it all out, I'll never know.) This outstanding article can be found in the Pitboard archive on the SBR website, and is recommended reading for anyone who wants to explore this topic in greater detail. In the meantime, for the benefit of my fellow Michiganders,

I'll try to simplify:

“You mean Indiana has their own time?”

Yes*uh*no. Heck, I don't know, I'm from Michigan! The important thing is that you don't need to understand the time zones to show up on time for an SBR event. Keep reading.

“I just set my clocks ahead one hour for Daylight Savings. Didn't they do that, too?”

Well, some of them did and some of them didn't. I know, I know. Just keep reading.

“When do I need to leave the house to arrive on time?”

That depends on where you live, of course, but the bottom line is this: While Michigan is observing Daylight Savings Time, from April through October, all of Indiana is one hour behind us. In other words, when it's 8:00 in Michigan, it's only 7:00 in Indiana, all summer long.

Help!

It's Time to Recruit

New Members

-
- What:** Cavalcade of Wheels
When: April 2-3
Where: Joyce Center, Notre Dame
Who: All SBR members
Why: To reveal the secrets of SCCA
Contact: Dave Bowman
(574)255-7600 or
mom161822@aol.com