



Are We Having Fun Yet?

Story and Photo: J. Luckritz

Sitting In A Warm Trailer Was the Best Part of the GingerMan National

South Haven, MI.
Saturday, April 23, 2005.

Qualifying at GingerMan was a guessing game at best. Ignoring the cold temperatures, gale-force winds and intermittent horizontal snow, it was almost fun. Wait, hold on a minute, what am I saying? Let's be honest, it was miserable all day. If it weren't for my enclosed 28 foot trailer and 50,000 btu propane heater, my crew and I may have lost several appendages due to frostbite. The best thing I did all weekend was park my trailer in an east-west position to block the bitter wind coming out of the north.

Practice and qualifying didn't get over until 6:15 on Saturday due to long delays between sessions removing cars from "snud" (snow and mud) and delivering life-giving hot chocolate to corner workers between sessions. The track conditions changed hourly. Our practice session started in wet conditions. Running on Hoosier's new radial rain tire proved the way to go all weekend. In a group of 40 or so American Sedans, Touring 1 and 2, and Showroom Stock B and C, only 2 AS cars passed me the whole session. My car was pretty hooked up and since the track was drying, I decided to go to "dry" tires for the afternoon qualifying.

During lunch I had an opportunity to sit and chat with Bert Olson, Leon Krauss, Duane Belisle, Lynnette and Rod Markowicz, Rich O'Grady, and Bill Howe. They all seemed to be in pretty good spirits despite working in the miserable conditions. I don't know how they do it, but I sure appreciate them coming out and working races. Thanks.

Since we were the last group (group 8) on the track, I had plenty of time to switch to "dry" tires and adjust air pressures for

the cold weather. That's about all the prep time needed for a show-room stock car and that's the way I like it. But no. About 40 minutes before our session, the horizontal snow attacked the track. After polling several drivers from group 6, it was decided that rain tires would be the best setup to skate across the ice patch in turn 2.

Qualifying was a little challenging, but I've driven in worse conditions. I managed to keep it on the track for the entire 25 minutes and qualify 2nd in SSB and ninth overall. Former National

Champion, Harry Manning, was almost 4 seconds off my pace and at least 10 grid positions back with lots of SSC cars between him and me. The SSB pole was fourth overall with T1 and T2 cars between us. Since I've got about 500 laps in at this track, I figured I could hold 2nd spot and possible catch the SSB driver in front of me in dry conditions.

Sunday morning I get a call from Jeff Pontius. He's got a message from Rod Markowicz that there will be a driver's meeting regarding rearranging the race schedule due to the 5-6 inches of snow on the ground and the miserable conditions for the workers. To make a long story short, eight race groups were combined into four and we would run the minimum number of laps behind the pace car in order to be considered a race. Needless to say, it wasn't an exciting race, but we got the heck out of there with a second-place finish and a shiny race car still intact.

I know at least one other SBR driver was also competing (Jeff Pontius), but it was just too darn miserable to walk a couple hundred yards to his paddock spot to find out where he qualified and eventually finished the race. Two hours after arriving home in St. Joe it was sunny and pleasant... it figures.



Is Bert Olson dressed for a race or ice fishing?

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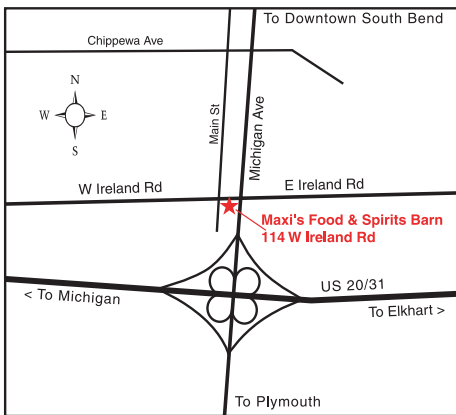
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MONTHLY MEETING

When: First Tuesday of the month.
 Where: Maxi's Food & Spirits Barn
 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 Contact Information

Paul Stock-Regional Executive 574-257-4170
 pstock@comcast.net
 Jeff Luckritz-Assistant R.E. 269-429-3676
 jluckritz@sjsschools.org
 Kim Bollinger-Board Member 574-271-0088
 solo@sbrscca.org
 Bill Loring-Board Member 574-675-0641
 bloring@titerack.com
 Jeff Pontius-Board Member 574-234-2222
 jeff.pontius@us.bosch.com
 Tami Bowman-Secretary 574-255-7600
 mom161822@aol.com
 HC Colwell-Treasurer 574-291-6756
 hcolwell@michiana.org
 Lynnette Markowicz-Club Merchandise 574-232-4206
 LAMarksSBRGrid1@netscape.net
 Paul McBride - Competition Chairman 574-289-1398
 bluerace44@aol.com
 Kim Bollinger-Solo Chair 574-271-0088
 solo@sbrscca.org
 Jeff Pontius-Race Chair 574-234-2222
 jeff.pontius@us.bosch.com
 Lloyd Loring-Activity Points Keeper 574-272-6719
 LWLoring@sbcglobal.net
 David & Tami Bowman-Membership 574-255-7600
 mom161822@aol.com
 Jeff Pontius-Program Chair 574-273-0268
 jeff.pontius@us.bosch.com
 Bill Loring-Webmaster 574-675-0641
 webmaster@sbrscca.org
 Jeff Luckritz-PitBoard Editor 269-429-3676
 jluckritz@sjsschools.org
 SCCA National Office 1-800-770-2055
 www.scca.com
 SBR WebSite www.sbrscca.org

SBR Board Meeting Minutes April 5, 2005

Present: Paul Stock, Jeff Luckritz, Jeff Pontius, William Loring and HC Colwell.

Treasurers Report: We are finally caught up with dues from National. For our event at Grissom in July a \$1,250.00 down payment has been made.

Membership Report: We have 192 members.

Old Business: It has been decided that we will meet at Maxi's restaurant for our monthly meetings. It needs to be decided if we need to add to or delete from our list of people that receive reimbursements from us at our annual banquet.

New Business: Webmaster scoring sheet from national - how we were scored for the year. We did really good, it was suggested that we put contact phone numbers on our site. It was voted

on and passed to reimburse Dave Bowman for the banner which was used at the Cavalcade of Wheels.

Race Report: Everything is progressing nicely for our event on June 18 & 19. Insurance

payment will go in after we get our sanction #. We need a sound chief for the event.

Solo II: Pylons are still being priced for our events. It was suggested that we spend our money the wisest way!

Cavalcade of Wheels Report: 19 people worked the show. We had 44 people sign up and 1 new membership paid at the show. THANKS Dave for the good job!

SBR General Meeting Minutes April 5, 2005

Treasurers Report: See the board meeting notes.

Membership Report: 192 members.

Race Report: Our event is June 18 & 19 at GingerMan. Entry fee will be \$220 - it is a double regional. We still need a sound chief but have all the other chiefs that we need.

Solo II Report: 1st Solo - April 23 at the Titerack. Rule books are here. We are going to have an annual tech for this year's Solos. The committee is meeting with people for alternative sites.

Old Business: Thanks Dave Bowman for

a great booth at the Cavalcade of Wheels.

Next meeting will be at Maxi's on Ireland Road in South Bend. May 3rd.



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

SBR Loses An Old Friend

On Friday, April 15, 2005 Harry M. Lydick, Jr. died in a retirement facility in Jackson, MI. He had passed the 90 year mark and it probably was time. His wife, Dorothy, had died two years earlier. "Ol' Dad" left behind a rich legacy of involvement in the South Bend Region, and road racing in general.

When Harry was active in the club in its early years beginning about 1952, he proved a natural leader. He held at various times the title of Regional Executive, Activities Chair, head of the SBR Tech Team, Rallymaster, Race Chairman, was a regular Pit Board contributor, and who knows what else. You can get a little taste of his involvement if you review the SBR History story in the March, 2003 issue of PitBoard (available on our website at www.sbrscca.org.)

Harry was a long time resident of Niles, MI where he was an engineer at National-Standard (the wire-making folks.) Eventually he married Dorothy and they moved to a home on the St. Joe River on Red Bud Trail. A few years ago, they moved to an apartment in Benton Harbor and then to a

retirement facility in Jackson, MI. Long after Harry dropped out of active participation in SBR activities he continued as an SBR member, the better to follow the sport he so loved.

Harry owned a number of sports cars over the years, including an MG, a Jaguar, a Porsche, a Volvo P-1800, a Datsun 240-Z and goodness knows what else. He raced in the early years, "preparing" his daily driver by removing the bumpers and taping the headlights, at places like Playland Park in South Bend.

He was very active in the SBR Tech Team that offered tech inspection services as a group to the Chicago Region at Elkhart Lake, Meadowdale, and other tracks in the Midwest. He was an active rallyist and rallymaster at the local level, in the days when normal equipment was a pencil and paper, or perhaps a slide rule, and a stop watch. He was also active in gymkhanas (the predecessors of solos) as well as field time trials (now known as rallycross.) The design of the current SBR badge (monogram) was a creation of "Ol' Dad." In those days your sports car wasn't complete if you

didn't have at least one badge on it. It was a matter of pride that the SBR badge had a place of honor in the Le Chantclair restaurant in Manhattan owned by international race car driver Rene Dreyfus.

Harry was plagued with poor vision and had to wear glasses of impressive thickness which limited his competitive ability but not his zest for trying. He eventually had a state-of-the art (for that time) experimental cataract operation in Ann Arbor that reduced the problem greatly. But no matter how thick the glasses, when you felt his steady gaze, you knew he wasn't missing a thing.

One of Harry's traits was a powerful need for excellence. "Good enough" just wasn't in his vocabulary. Another trait was a curiosity for how things worked, and how to make things better. And he admired elegant design, in cars and everything else. Those who knew "Ol' Dad" Lydick could simply assume his efforts would be worth the time taken. I was proud to have known him and to be counted as a friend.

—Lloyd Loring



RE Notes
Paul Stock

An Autocrossers Dream...

I awoke to sunny skies and temperatures hovering in the low 70's. A perfect day for a little pavement fun. The day went great. Fun, camaraderie, speed, and cars. The car was set up well and handled beautifully. The driver was superb. Class winner and fastest time of day. The trophy was bigger than any car show would give out....Then I woke up- a quick look out the window revealed rain and temps in the 30's.

Wind howling like I was going out in a hurricane. I kissed my wife good-bye to her mutterings of something that sounded like 'fool', but I didn't let her deter me from my mission. A Solo Nightmare! Actually the weather was not the best, but it appeared that everyone did manage to have a good time (which is what counts in the end). I would like to thank all the organizers of the event, many of which didn't even drive that day. Mark's annual tech went well and seems like it could really speed things up this summer. Those of us that did drive really appreciate all of your efforts in our behalf. Although I have checked my rule book I can't find anything about getting a rerun because a penguin was on track.

I drove up to GingerMan on Sunday for an RE's meeting on the 2006 race schedule. Steve Harris spoke to the group of us on some of his recent decisions. We made a couple of changes to the 2006 schedule with some other changes to come later. I was surprised at the number of cars at this event considering the weather was worse

there then it was in South Bend. I did see a 4' tall snow man in front of one of the trailers. I don't think that they were going to get any race laps in on Sunday, just some yellow flag laps.

I hope to see everyone next Tuesday at Maxi's for the monthly meeting.

Paul

**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 II 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 point-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 amount of inspections 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 of 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.

REVOCAION: 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 is not limited too, 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

Annual 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 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.

Registration Changes for ALL Solo's

- 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

Lost

This will jog your memory. Steve Tamandli placed some t-shirts and other articles of clothing by the coat rack at SBR's Annual Banquet back in January. Well, somehow, somebody picked them up on accident. Steve didn't even have these items long enough to remember what they looked like.

So, if you picked up some items by mistake at the banquet, please give Steve a call (574) 233-6806.

Made You LOOK

Be sure to meet us at **Maxi's Food & Spirits Barn**, 114 W Ireland Rd in South Bend for the **next monthly meeting**(See Map on page 2). Even though the Oaken Bucket had good food at a good price with wonderful service, they are just too busy in the Summer months and it gets kinda loud for our senior SBR members.

Got a better place in mind? Great, let a board member know and we'll look into it.

Solo Stuff

Solo Dates

April 23	Solo #1	Fire 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	Concord
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. Lot's of extras. This is a great starter car, \$3000.00 Includes Trailer. Dana Farran (574) 273-2603

For Sale: Black Leather Seats from '99 Miata. Great condition. \$250 for the pair. (269) 429-3676 or e-mail jluckritz@sjschools.org.

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.

SBR CALENDAR OF COMING EVENTS

- May 3 *SBR General Membership Meeting
@ Maxi's (8:00pm)*
- May 14 *Solo Test 'N Tune at The Tire Rack*
- May 15 *Solo #2 at The Tire Rack*
- June 7 *SBR General Membership Meeting (8:00 pm)*
- June 18-19 *SBR Regional at GingerMan Raceway*

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.

New SBR Members

None this month. Go out and recruit.

**WANTED:
ARTICLES FOR PITBOARD**

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.

**Solo #1
Results
4/23/05
The Tire
Rack**

Class	Driver	1	2	3	4	Best Time	Points
CS	1 Paul Stock	DNF	52.061	51.989	DNF	51.989	100.00
	2 Jeff Margush	56.122	54.064	55.246(1)	56.455(2)	54.064	64.08
ES	1 Kent Crussemeyer	54.303	DNF	53.087	53.523(1)	53.087	100.00
FS	1 Donald Sillence	68.262(5)	56.436	DNF	55.917	55.917	100.00
GS	1 Parker Brown	53.409(1)	52.535	50.921	49.490	49.490	100.00
	2 William Loring	54.495(2)	DNF	54.654(2)	50.990(1)	50.990	72.72
HS	1 Dave Gushwa	52.451	52.470	52.802	52.767	52.451	100.00
	2 Patrick Ohmann	60.061	60.204	58.833	57.517	57.517	13.07
HSL	1 Megan Ohmann	64.837(1)	60.016	59.942	57.581	57.581	100.00
CSP	1 R. J. Pruitt	53.180	52.187	51.408	50.740	50.740	100.00
DSP	1 Mark Campbell N	55.858	53.038	55.353(1)	51.250	51.250	100.00
	2 Paulis Austrins	58.135(1)	53.497	52.654	51.533	51.533	95.03
ESP	1 Thomas Donovan N	DNF	DNF	63.067(1)	58.961	58.961	100.00
	2 Josh Westfall N	70.611	61.860	59.980	60.530(1)	59.980	84.45
FSP	1 Christopher Jensen	51.249	51.748(1)	52.011(1)	48.853	48.853	100.00
	2 David Watson	54.031	51.855	DNF	53.980(1)	51.855	44.70
	3 Brad Watson	DNF	58.891(2)	53.360(1)	DNF	53.360	16.97
EM	1 Don Pancheri	59.368	57.244	57.811	55.997(1)	55.997	100.00
	2 Alex Pancheri	DNF	DNF	70.287(5)	56.680(2)	56.680	89.02
STS	1 Nick Domster	51.183	50.053	51.581(1)	51.224(1)	50.053	100.00
	2 Douglas Lee N	59.139	60.449(1)	59.107(1)	56.160	56.160	10.00
	3 Jesus Flores N	61.611	66.574	60.488	62.831	60.488	10.00
	4 Matthew Huizing	DNF	62.358(1)	DNF	DNF	62.358	10.00
STX	1 Robert Palmbos	52.546(1)	49.882	48.778	48.504	48.504	100.00
	2 Chris Crumpacker	DNF	57.543(3)	50.320	49.857	49.857	74.89
	3 Michael Howard N	54.058(1)	50.973	DNF	50.177	50.177	68.96
	4 Mark Manninen	63.414(1)	55.537(1)	53.439	50.459	50.459	63.72
	5 Bill Thomas	52.539	51.826	52.646	50.683	50.683	59.57
SM	6 Daniel Flores N	55.012	69.686	55.089	54.175	54.175	10.00
	1 Tom Smith	DNF	DNF	54.271(2)	49.007	49.007	100.00
	2 Dave VanderSchaaf	51.542	52.299	52.987	49.809	49.809	85.27
	3 Jacob Rupert	63.800	DNF	54.602	54.067	54.067	10.00
	4 David Benning	70.203(2)	55.570(1)	55.425(1)	DNF	55.425	10.00
	5 Bruce Clevenger N	DNF	63.448	61.212(1)	56.592(1)	56.592	10.00