



PITBOARD

SCCA Sports Car Club of America June 2005

WE BE FLAGG'N

Part I Part II

The definition of a fanatic is: enthusiast, bigot, bug, fiend, freak, maniac, nut, zealot. The definition of insanity is: a grave disorder of mind that impairs one's capacity to function safely or normally in society. The definition of an SCCA corner worker is: see above!

The INR National held at GingerMan in April truly helped to define, at least this SCCA corner worker. Your normal less-afflicted homo-sapiens would most likely come to the conclusion that after 3 consecutive years of attending this same event and experiencing Lake Michigan gale-force winds, bone-soaking rain, and skin-blasting white ice crystals, all the while stomping their feet around in mud up to the bottom of their white Dickey's, that perhaps-just perhaps this year, in all probability, their chances of experiencing these conditions a fourth year in a row will be—exactly the same!!!

But, Noooooooooooooo! I personally know in all my wisdom that the meteorologists NEVER get their forecasts right. How do I know that? Just look at their title. Would you trust your weekend outing based on predictions that an ologist who studied meteors is now going to tell you what kind of weather you will have in a part of the country that doesn't even have meteors? Two weeks ago we had 80 degree weather. Three weeks ago I was swimming in the Atlantic Ocean at Jacksonville Beach and getting a sunburn. How could they possibly predict snow for this weekend?

Certainly, this year would be different. The weather would be pleasant and would thus confirm why I jump at the opportunity to attend this first racing event of the season in such a welcoming place as sunny southern Michigan. After all, suffering through the last three seasons at this event in such bad weather, I was due for a break. Why, I do believe that it was even owed to me! Yes, this year would be different.

Actually, it was only three inches different! The gale-force winds were still present. The rain made its usual un-welcomed appearance, and, of course, turned the corner stations into sloppy mud pits. It was the snow, however, this year that seemed to have a need to make the statement that up to this point, it had failed to impress upon us lowly corner workers. Mind you, it didn't just snow and snow and snow so that a decision could easily be made

Cont'd on page 3

Vintage Sports Car Driver's Association returned to GingerMan Raceway in sunny southern Michigan the weekend of 4/30-5/1/05. Since it had snowed on us at the INR National the weekend before, certainly, we would have better weather now that we had entered into the warm spring month of May. You know the old saying, "There is nothing certain but death and taxes." I would like to amend that adage to include, "and it will certainly be COLD in Michigan if there is a race scheduled!" I am happy to report that it did not snow or rain on us, but it was COLD, especially for those of us who camp in tents at these events (It does help to be a little crazy if you are going to camp out in Michigan in this type of weather!)

We had a good turn out of older classic racers including some "muscle car" Mustangs, Corvettes, and Porsches. You wouldn't know that these were vintage cars by the way their drivers forced them around the race track, but then, I had to remind myself that they are still race cars! There were the usual spin-offs, drive-offs, and mechanical break downs as would be expected for cars of this age. Fortunately, we didn't have any metal-to-metal contact that I can recall. The drivers, however, were thoroughly enjoying themselves. I do believe that is the whole point!

The drivers in this association are always so very appreciative of the SCCA volunteers who come out on these wonderful spring Michigan weekends to support them in their club activities. They fed us workers very well, and gave each F&C worker a gasoline gift card for our troubles (Hand warmers and ear muffs would have been appropriate!) Because there were only maybe a half dozen SCCA F&C workers, GingerMan had to supply the rest of the F&C personnel whom are financially compensated for their presence. Rumors after the weekend events had it that since there was such a difference in protocol between the SCCA F&C workers and the paid track staff, that next year VSCDA may offer to compensate SCCA workers to come out and work this event for them. Just think about that fantastic possibility for a moment... Paid to go racing.

I never thought I would hear such beautiful words! Did I die and go to Heaven? Reality check. Paul McBride just walked past me so I know I'm not in Heaven! But I'll keep you posted.

If you'll recall my last month's article, I described what an SCCA corner worker really is by definition. (You'll have to read it to follow my thought process here.) Mind you, I am not from Michigan

Cont'd on page 3

IN THIS ISSUE

- Contact Info
- Meeting Minutes
- New Members

- We Be Flagg'n
- SBR Rewards
- Solo Calendar/Contacts

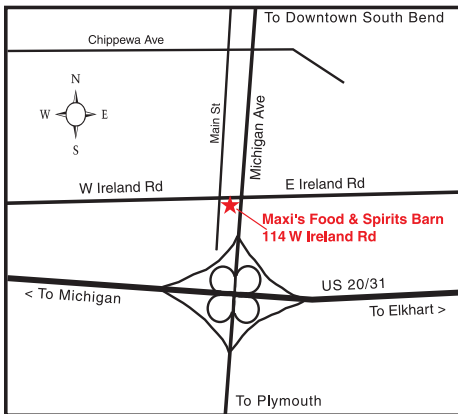
- Classifieds
- Membership Application

NOTICE: July Membership Meeting on Wednesday, July 13th

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

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Area 4 Director Position to be Vacated

Fort Wayne Region Member Throws His Hat in the Ring

June 21, 2005

Dear Fellow Area 4, SCCA Member,

Every three years Area 4 elects a member to the National Board of Directors. Our present Director, Eric Skurmants, has announced that he will not be a candidate for re-election, even though he is eligible for one more 3-year term. Thus, I have filed my petition to be on the fall ballot.

One of the problems in the past is the small number of members of Area 4 who take enough interest in the election to bother to vote. 3 years ago approximately 1500 members voted out of an Area 4 membership of over 7,000. Eric was elected by only 666 votes, a majority of which were from his large home region. By NOT voting, members of Area 4 can allow a very important decision to be mainly made by one region. Thus I would like to make my fellow SCCA members aware of the importance of becoming informed about the candidates and of voting when the ballot arrives

sometime in late September or early October.

I would also like you to know that I have established a web site, www.larrydent.com. for the purpose of opening a dialogue with each of the members of Area 4. It is in the form of a BLOG (web log) where questions can be asked and answered, ideas and comments posted. All questions need be addressed to me at lwdent@larrydent.com so we don't get any nasty things posted. I WILL post and answer all reasonable notes. I also have a background sketch so members can see the experience I will bring to the job.

Many thanks in advance for your help in spreading the word.

For the sport, I am,
 Larry Dent, 43 year member
 Fort Wayne Region

Editor's Note: The SCCA Board of Directors has appointed Bob Burns, from Indianapolis as the interim Area 4 Director until the election this fall.

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 |

Part I Cont'd from p.1

to just postpone the event. It snowed and stopped and then melted some. Then it snowed some more. Stopped. Melted a little less. And then it snowed again, finally came to a stop, and then just sat there as though waiting for us to make the next move. By this time we had a good three inches of the white, wet, sloppy stuff covering the GingerMan racing surfaces. Wreckers, flatbeds, pick-up trucks, and personal cars were sent out onto the course followed by a late-appearing snow plow to clear the track in an attempt to determine if racing would take place this day. Meanwhile, corner workers, drivers, pit crews, and everyone else associated with this event had been patiently waiting since before 7:00 a.m. Sunday morning to discover if the green flag would ever drop.

Numerous meetings of the stewards and the chiefs had been held. Drivers and workers were kept informed. Discussions about specific scenarios for racing under these conditions were tossed about. In the final analysis what would best meet the needs of everyone who was in attendance? All winter, people had been preparing for this date. This weekend had been set-aside on the calendar and much monies had been expended to get here. Race cars were prepared and ready to go. Workers had arrived and were still willing to volunteer to work the course in spite of their mental state!

Drivers wanted their National points, especially after practicing and qualifying all day Saturday.

Finally, a decision! The course workers had removed the slush from the surface, but it was very wet and in some places had small rivers streaming across it. Many lanes were simply impassable, but cars could make it around the track. "We will go racing, sort of," was the steward's statement. Here were the conditions. Eight races of 30 minutes each would be combined into four sessions split into two groups, each group headed by its own pace car. Cars would line up by their qualifying times in single file and follow behind the pace cars for a minimum of 16 minutes (just over half of the allotted time for each race session) under double yellow flag conditions. As the 16 minutes expired the checkered flag would be dropped. Drivers get their cars on the track and earn their precious National

points. INR gets their event in and brought to a successful, albeit, cold and shortened conclusion. Corner workers still had the "opportunity" to stand out in the wind, mud, rain, and snow, as they had become so accustomed, and could actually hold up double yellow flags during the "racing" process!

Crazy! Us? We weren't just born yesterday. We're no dummies, either. At turn # 2 where I was stationed, with a wind chill of 20 degrees F, we set up a propane tank with a portable heater attachment to keep our hands and feet warm. In between racing sessions, we could take turns standing in front of this device instead of sitting in our nice warm vehicles that were parked nearby!

Fun, by definition is: banter or fool, amusement, diversion, entertainment. So, in other words, you could say corner workers are a bunch of bantering fools seeking amusement by diverting all common sense for the sake of entertainment! Come on out and join us!

*Until next time:
Keep on Flagg'n.
Leon Krauss*

Part II Cont'd from p.1

so give me a break. Does it ever NOT snow or rain or blow or be so COLD as to allow guests to that state to visit in warmth and sunshine? Or is this their way of keeping the riff-raff from moving to their state? Like a bad penny I keep going back though, because the welcome mat is still laid out and I am a sucker for a free lunch and dinner. Perhaps, all these weekends of undesirable weather are nothing more than a bad long nightmare. Or worse! Maybe I really am insane and I just keep going back expecting that somehow the weather will be better. Oh my God! Maybe this really is Heaven and Michigan is Purgatory!! Maybe Paul McBride really is in —————naaaaaahhhh, THAT could NEVER happen!!

I guess you could say you do have to be a little crazy if you expect to go to Michigan in the spring and have good weather for racing. In fact, I am headed to Grattan (Michigan) over Memorial Day weekend for their Double Regional. Forecast? Rain, of course!

The weekend of May 14&15 I did ven-

ture up to Grattan Raceway to work the Detroit/Ft. Wayne National Race. Once again, I was filled with the expectation of a warm sunny spring weekend mixed with lots of good racing. Well, I got the good racing part of it right, anyway. I arrived at Grattan at 6:40 a.m. expecting an F&C worker meeting at 7:00. The roosters weren't even crowing yet, and a sign stated, "Worker's Meeting at 8:15." So, I parked my red thoroughbred and decided to walk the course just to get a feel for where everything was, once again. Turns 1,2,3, and 4 were pretty much as I remembered them. When I passed corner station 5, walking towards 6, small objects on the racing surface caught my eyes, jogging my memory of incidents that had occurred on this part of the track from previous events I had worked. Bolts, screws, washers, throttle and brake springs, wheel weights, broken turn signal lenses, shards of fiber-glass, plastic caps, scraps of torn twisted metal, and even a few bullet shells (in Michigan, if they can't beat you on the track then they pull out their Smith and Wessons!) were items I removed from the blacktop as I walked towards turn 7. By the time I got back to the start/finish line the coffee was on and the doughnuts were begging to be eaten. I, of course, obliged as I laid my findings down for all to observe and comment.

My assignment on Saturday was to captain turn 9 for a day of practice and qualifying. The corner station at 9 is mounted atop a high grass bank so that when you are in a position for flagging, one leg is standing on ground lower than the other. Add to this discomfort the COLD mist in the air and I could see where this would be a long day! Just so you won't continue to think I am a whiner, two positive things did happen while I was working at 9. The first was lunch and the second was dinner! Hey, when the food is free, you really look forward to it and somehow, it always seems to taste better. Turn 9 is on the opposite side of the entrance to the pits (Pit-In) and at the start of the long straightaway that includes the start/finish line. Not much happens here (Probably why I was chosen to work there, so I couldn't mess things up!) but we were fortunate in that we had a Joy-John well stocked with Sears catalogs, located right behind our station. Paul McBride (Yes Paul, this month it is your turn!) would feel right at home in there! After lunch, we had a very

Flagg'n Cont'd from p. 3

welcomed afternoon visit by none other than old Mr. Sun himself (herself, for you ladies) and qualifying heated up accordingly. At one point over the radio I hear, "Turn 9 go waving." For you novices, this is F&C lingo meaning that there is a car on track not moving, somewhere in the jurisdiction of corner station 9 and we should be waving a yellow flag until the car has resumed racing or has been safely removed well away from the racing course. I stepped down the hill with the yellow flag in hand when I observed the Pit-In worker across the track frantically waving both arms at me and pointing at something. I look up and down the track, but see nothing to concern me. The Pit-In worker is now blowing his whistle and still waving his arms to get my attention and then points at the track. So I walk further down the hill and see a car has stopped off course driver's side left, all four wheels perpendicular to the track and only 50 yards from me. Finally, I understand (Ok, ok, you can say I am crazy and a little slow, too!). The yellow flag I'm carrying snaps into the air, beating the wind with a vengeance. I think to myself that it is about time we had a little excitement here. Those Sears catalogs were getting mighty boring anyways! As it turned out, it was not that big of a deal. The car had lost control just as it left our view. Because of our position on the hill and a rising tuft of grass, we were unable to see him. Once he had resumed on course, I moved my stance to a more forward location so as to have a clearer view of the track. Yes, we corner workers live for these moments. Waving flags justifies our very existence! Even when it is COLD!

Sunday was race day. Let me predicate this by informing you that it had rained hard most of Saturday evening, starting shortly after we had established our traditional campfire in the turn 1 gravel pit. No marshmallows that night! It rained on and off all night. Sunday morning it was COLD, wet, windy, cloudy, overcast, and no hope of the weather improving. I consoled myself remembering I was in Michigan on a race weekend! My fellow co-worker at turn 9 on Saturday was appointed my captain at turn 3 on Sunday. Ah, yes. Turn 3. I have worked this corner station several times before and there is usually plenty of activity at this corner. After coming out of a wide

fast sweeping right hand turn at corner 2, the drivers quickly must dive down a blind sharp left hand embankment at turn 3 and right back up a steep incline into a 90 degree right hand bend at turn 4. Evidently the drivers were all familiar with the layout at turn 3 as they all managed to keep themselves out of each other's way for most of the day. Then, on the radio, "Turn 3 go waving." I'm wearing the radio headset and holding the furl ed yellow flag in my hand and I thought I heard someone say turn 3 go waving. I look up at turn 2 and see nothing happening there. I look up at the unmanned turn 4 and see nothing happening there, either. "Turn 3 go waving." I look at my captain and told him someone wants us to go waving, but I don't see anything. He says to me, "Turn 4 has a blind spot to us. There must be a car off the track we can't see." I began waving the yellow flag when I hear over the radio, "Turn 3 go surface." Now what? I grab the red and yellow striped flag to show that there is debris on the racing surface and was now waving two flags (And I can chew gum at the same time for those who are wondering!) My captain runs up to the hill overlooking turn 4. He comes back and tells me to throw him the white flag. A wrecker has entered the course from station 5 to assist the driver partially off course at turn 4 where his hood is lying on the track. So that explains it. A waving yellow flag for a stopped race car on the course; a waving surface flag because his hood is blocking the racing surface; and a waving white flag for an emergency vehicle on course coming to the aid of the stricken driver. THEN, we had a four-car accident right in front of our eyes. Familiarity with turn 3 was tossed aside for potential position advantage, but this time it backfired. A Porsche was T-boned in the driver's side forcing him to spin up into the soft wet grass, his tires tearing up turf and spewing it back onto the race course. The car who impacted him was rear-ended by a third car, which was, in turn clipped by a fourth car. The three cars behind the Porsche managed to straighten themselves out and continue, albeit leaving pieces of their cars behind on the racing surface. As my captain approached the Porsche, the engine refired, the driver spun his wheels in the grass and fish-tailed it back onto the track.

This is somewhat how my conversa-

tion went with the control tower during this melee. "Control, 3 waving yellow, surface, and white." "Go ahead 3." "Control I am waving yellow for car four yellow stopped driver's side left on course at turn 4 and for car six one white off driver's side left at turn 3. I am also waving surface for a hood on the track at turn 4 and multiple car pieces, grass, and dirt at turn 3. I am also waving white for a wrecker responding at turn 4 assisting car four yellow. Standby, will advise."

Once the wrecker cleared turn 4 of the car and hood and picked up the largest pieces at turn 3 with assistance from the Course Marshal and his crew, we dropped all 3 flags and communicated to the tower that we were now no flags and the wrecker crew was parked at our station until the end of the session. And racing continued. Aside from another spin or two at run 3, the rest of the racing day seemed fairly calm! Did I mention that it was COLD that day?

The SBR Double Regional will be held at GingerMan the weekend of June 18&19 (Yep, that's right. In Michigan! Say, do you folks know that Paul McBride is from Michigan? Which reminds me of a story about Paul and the Devil, but I'll have to save that for another time). I expect it will be warm and sunny and certainly it won't rain on us! I wouldn't think to even mention the "C" word! Our club will need a lot of help from its members to make this a successful event so come on out and join us. The weather will be fine, really. Ever the optimist, I will even purposefully not pack my long-johns. It will be a glorious Michigan weekend for racing.

Trust Me!

Until then, Keep on Flagg'n

South Bend Region Rewards Program

For the past several years, SBR has been rewarding members who have contributed to the region. The monetary reimbursement varies according to the duties performed and/or the licenses held. Listed below are ways SBR members could be rewarded. If you think there is somebody we've left out, please contact a board member.

- PB Editor
- Points Keeper
- Race Chair
- SBR Board Treasurer
- SBR Board Secretary
- Solo Stewards
- Divisional Race Worker License
- National Race Worker License
- SBR WebMaster

Lots of Variety at a Solo Event

Photos by Nate Vanderveen



Lots of horsepower in a classic design, is there a better combination?



Rotary power is back.



VW GTi's have been around a while



Rear wheel drive and nimble handling is fun too.

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

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.

Solo Stuff

Solo Dates

| | | |
|------------|--------------------------|--------------|
| April 23 | Solo #1 | Tire Rack |
| May 14 | Test N ² Tune | Tire Rack |
| May 15 | Solo #2 | Tire Rack |
| June 26 | Solo #3 | Tire Rack |
| July 23-24 | CENDIV Event | Grissom |
| August 7 | Solo #4 | Lakeshore HS |
| August 28 | Solo #5 | TBA |
| October 9 | Solo #6 | 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, Lots 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

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.

1984 Wolfsburg Rabbit for Sale: Setting up for autocross. 1.6L mechanical injection, 5 spd, 5 door, 108K miles. At 68K miles totally refreshed motor ("Total Seal" rings, all bearings, hand lapped valves, mounts, radiator, clutch, etc). Bilstein gas shocks/springs @ all corners that lowered 1"-2", Borsal ceramic header, front upper & lower Neuspeed stress bars, power brakes w/vented front rotors (GTI type), use 15W50 Mobil synthetic. Minor hood/grille/windshield crack damage about 1 year old but uni-body is straight. A/C not damaged but needs R-12 to make real cold. Additional parts/tools/manuals and complete 2nd set of winter tires & rims. I'm 2nd owner but daily driven with 21-25 city/27-29 hwy yet "barks" tires going into 2nd. Wife (1st owner's daughter) says too many vehicles, so it has got to go at \$1.1K, OBO. Contact Rod at 574-232-4206 or rodionjm@yahoo.com for further info/history.

New SBR Members

*Kevin Scott-Westville, IN
John and Angie Rogers-Granger, IN
Howard Higby-South Bend, IN
Tony Koufus-Crown Point, IN*

SBR CALENDAR OF COMING EVENTS

- June 26 *SBR Solo at The Tire Rack, South Bend*
July 13 *SBR General Membership Meeting*
NOT the second Tuesday of the month!
July 23-24 *CENDIV Solo at Grissom, Peru, IN*
Aug. 2 *SBR General Membership Meeting*
Aug. 7 *Change! SBR Solo at Lakeshore HS, Stevensville, MI*

CLASSIFIEDS

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

PITBOARD SUBMISSIONS

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

PitBoard Space Available for Ads.

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

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

Falken Azenis RT-615, four (4) virtually new tires. 205/40/16. Rated at 200 treadwear. Great for any street tire class or the beginner autocrosser. Tires only have 7 runs at 45 seconds on them. That's right...only 5.25 minutes of abuse. Can still read the "Azenis" label on the center rib of tread. On-line (EdgeRacing.com) retail at \$93.00 ea.+ tax and freight. Asking \$225.00 for all four. Call Mark (574) 271-0810

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SBR Soloists Take on Toledo and CENDIV

Photos by Bill Loring



Angie Rogers



George Williams



Tom Donovan