



Great Going at Grissom

The word for the South Bend Region CenDiv Series event held at Grissom on July 23-24: HOT. Hot competition, hot driving and HOT temperatures!

By 9:00 am on Saturday, the temperature was already in the high 80's with equal humidity. With that in mind, the four run day on Saturday was shortened to three runs on Sunday, to avoid the possibility of heat stroke. South Bend Region's goal was to present a laid-back, old fashioned autocross, keeping the competition moving without running the competitors ragged. A three heat format was used to ensure that corners had plenty of workers, and 20 minute course walk/changeover times between heats ensured that everyone had a chance to get some food and drink between the run groups. By the end of the event on Sunday, SBR had dodged the typical Grissom downpours, saw no one succumb to the heat, and sent everyone home to air conditioning by mid-afternoon.

SBR's Solo Committee did a fabulous job of organizing and executing an extremely well run event. In my not so humble opinion, they showed a work ethic, attention to detail and focus on putting on a great event that exceeds by far most of the groups with which I've worked over my (lots of) years in autocross! The SBR team included:

- South Bend Region Solo Chairman: Kim Bollinger
- Chief Safety Steward: George Williams
- Course Designer: Stee Tamandli
- Timing & Scoring Chief: Bill Loring
- Chief Technical Inspector: Mark Manninen
- Worker Chief: Steve Bollinger
- On-Site Registration Chief: Kent Crussemeyer
- Trophies: Kim Bollinger
- Equipment Chief: Don Pancheri
- Announcer: Lloyd Loring (the Voice of Solo)
- Course Marking: Scott Nardin
- General Go-For Duties: Ross Bollinger, Alex Pancheri, George Schmidt

Don Pancheri won the "Energizer Bunny" award for his tireless work keeping all the corners and tent areas supplied, especially with a much-needed stock of ice and water.

The heat didn't slow down the 156 drivers who took on the Steve Tamandli-designed course, though. Tamandli made use of the center section of the concrete pad, stretching a long, close slalom toward the turn-around keyhole that fed a fast series of sweeping arcs. The only major bump in the course occurred right before the finish, a Grissom hazard that caught the unsuspecting as they started their final turn to the finish.

Hot competition was the theme for CS. Robert Carpenter (East TN) and Chris Harvey (SBR) led the 11 car class both days, trading the lead after just about every run. Carpenter came out ahead on Saturday by .498 sec, and while Harvey won the day on Sunday by .228, it was not enough to overcome Carpenter's winning time of 113.319.

GS and GSL were flying both days. Jim Zeisler's (Cinci) 05 MINI led the 11 car class, opening up a .618 lead over SBR's Bill Loring, who had four runs in Saturday within .060 sec. John Rogers (SBR) was less than a tenth behind Loring. Zeisler backed up his first day performance on Sunday, stretching his by another half second to take the win with a 119.345. In GSL, Angie Rogers (SBR) was setting her own hot pace with a first day time that was .106 faster than the open class. She took the class win with a total of 119.837.

John Tak (Det) and Andy Leiber (SVR) continue their battle in the Showcase Mitsubishi Evo in ESP, leading their Detroit Iron competitors both days. Tak edged Leiber to take the trophy with a 110.561.

DP competitors brought some long-time rivals together again. Kevin Knepp returned from his autocross retirement to pilot his Austin Healey Sprite, bringing along his first-time driver son Kevin II. While Kevin showed the style that made him a formidable competitor, Steve Bollinger (SBR) took the class win with a 110.623.

In CM, the Fords were dueling in a tight race of 11 cars. With Don Elzinga (Det) a mere .377 behind, John Engstrom (Chi) showed his talent in Peter Calhoun's Swift. Peter disproved the "borrowed cars are faster" mantra, though, winning the class by .466 with a 100.471.

Overall Index champ for the event was junior kart driver Codie Smiley Knabe. Top time for the event was driven by Larry MacLeod (Set/SVR) in his Honda/Birel F125. He turned a mere 100.070 - hot, hot, HOT!
—Kim Bollinger

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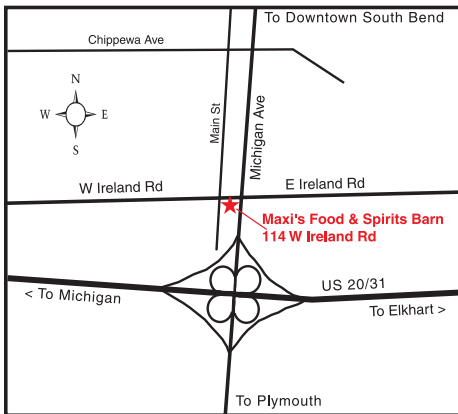
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MONTHLY MEETING

*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

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REnotes

I hope everyone is enjoying their summer. I have been going to as many events as I can squeeze in. I attended my first CenDiv Divisional Autocross. There is such a different level of drivers at this type of event. I found it to be very educational. We won't talk about how I finished, but I did have fun and that is the whole point.

I would like to thank three of our board members for their efforts to help out our club recently. First Kim Bollinger and her team put on a CenDiv Divisional Autocross event that went off flawlessly. Everyone there enjoyed themselves despite the heat. Secondly, thanks to Jeff Pontius for putting on our Regional Road Race at GingerMan. While the results were not what we would have wanted, it was not because of any lack of effort on Jeff's part. Thirdly to Jeff Luckritz for his efforts on PitBoard. This is a time-consuming project that requires input from others that need to be in by a deadline. Thanks to all of you.

This takes me to what I really would like to talk about. That is volunteering. It takes people to make our club work. Often it seems like the same small group completes most of the work and that leads to burnout. However if many people pull together then the workload is shared and the events can come off easily. Our current solo effort is a good example of that type of teamwork. Kim's group pulls together and puts on good events without over-stressing any individual. Currently the club is looking to fill several positions; PitBoard Editor, someone to chair the Nominating Committee for next year's board, Race Chairman, and

Board Members. None of these things will happen if folks don't step up and volunteer. This is not a work environment and just assigning someone to a position won't make it happen. People need to want to help out. None of these positions are difficult if you get help. There are many folks within the club that have done these before and will lend a helping hand or advice. So enjoy your club and volunteer.

Thanks,
Paul Stock, SBR Regional Executive



Jim Krzyzewski in the lead at GingerMan.



Some drivers are hungrier than others.



Close Murfin family racing in IT.

—Photos by Dennis Wood

Getting SBR Activity Points

<u>Activity</u>	<u>Points</u>	<u>Activity</u>	<u>Points</u>
Race Chair	400	Car Show Display	75
Assistant Race Chair	200	Solo Co-Chair	75
PitBoard Editor	200	Race Worker/day	50
Website Manager	200	SBR Race Driver	50
Race Chief of Specialty	200	PitBoard Article/page	40
Associate PitBoard Editor	100	SBR Meeting Attendance	20
Rally Series Chair	100	Car Show Booth/day	20
Solo Chair	100	Rally Navigator	20
Solo Series Specialty Chief	100	Race Crew/day	20
Event Chair	100	Rally/Solo Worker	20
Program Director	100	Rally/Solo Driver	20
Club Officer	100	Race/Solo Meeting	20
Event Co-Chair	75	RoundTable/Worker Seminar	20
		PitBoard Picture	10

WE BE FLAGG'N

(Actually, I haven't been flagging for a month so this article will reveal my withdrawal anxieties!)

If you don't read any of these articles you certainly won't be disappointed by this one, but then again, how would you know? For those of you who do attempt to make your way through these articles (God Bless You!), sorry for the disappointment. A lack of flagging has weakened even further my sense of newsworthy journalism!

Let me see now, we have already covered INR and the snowstorm, VSCDA, GingerMan and the SBR Regional. We have reviewed two Grattan events, but there will be more Grattan races in the next issue. We have been to a Champ Car and an ARCA race. We worked the Dog show at IRP for the first time. We have also complained unmercifully about the weather in Michigan ad nauseam. Speaking of ad nauseam, Paul McBride has threatened to have me banished from the club if I mention his name ONE more time in any future articles so I am not going to mention Paul McBride's name ONE time in this feeble attempt to provide enlightenment and entertainment even though Paul McBride is both the former and the latter! By the way Paul McBride, if Bill Howe were still racing we might never even know what Paul McBride was up to because Bill Howe could supply all the material I would need for every article of Pitboard. Since Bill Howe will no longer talk within earshot of me even about his truck driving escapades (You should all be recalling the Chicago El with a semi-trailer stuck underneath it, it's roof peeled back like a can of opened sardines!) my material must come from the next most likely source i.e. the person who likes to talk the most about their racing skills and shares their thoughts on club racing, in general. Hmmm, let's see who might be a likely candidate?

Lloyd Loring probably has volumes of untold experiences to share, but out of respect for my elders (he also tallies up the club points during the course of the year so I want to be on his good side!) I choose to grasp on to lower hanging fruit. Ditto for Dick Wisler and Bert Olson. By the way, how are the Olson twins doing, Bert? Rich O'Grady will only talk about the glory days when he raced his Citroen and these days

I'm just not a big fan of anything French! Jeff Pontius has already suffered his fair share at the point of this writer's pen and I, personally, would like Cathy and him back next year as Race Registrar and Race Chair, so I'll excuse him. Evidently I went overboard on Jim Desenberg and scared him away, because I haven't seen him at a club meeting in a while so he gets a reprieve, as well. Dave Bowman simply behaves himself too well and it's tough to find any good dirt on such a likeable guy. Then there is our favorite racing school teacher Jeff Luckritz who has the power to edit out everything I write about him so now I don't even bother. Paul McBride, I do believe that makes you my resource leader, but for fear of being banned I won't use your name. (For those of you who did not see your name in print here, remember, there is always another article to be written and it may very well include you!) Oh, how I have digressed!

Back to racing. The last Saturday and Sunday in July I spent some time in the paddock area and pits of the Chip Ganassi IRL racing teams at Michigan International Speedway (Thanks to my son, Nicholas who was working media/public relations for Ganassi's team that day). Scott Dixon, Ryan Briscoe, and newcomer Jacques Lazier replacing Darren Manning, are the present drivers for this team. Manning lost his ride when, after his car was not performing to his satisfaction, he pulled it into the pits and called it a day at the previous IRL race. Chip was a little perturbed with that decision! He can understand a rookie crashing several times as long as he learns from each how NOT to do it again. But for an experienced driver to park a race car during a televised race with your sponsors watching all because you don't like the way it is handling? Exit Manning, enter Lazier (H.C. Colwell take note!).

The Firestone Indy 400 had 23 cars qualified. Dixon was the fastest Ganassi car sitting in the fourth position followed by Lazier in 15th and Briscoe in 17th. Bryan Herta was on the pole and eventually won the race, but only and literally by a nose as Dan Wheldon was quickly reeling him in on the last lap. The first 110 of 200 laps were fairly uneventful as all the drivers were getting a feel for where their cars would run

best on the 18 degree banked corners of the two mile oval and determining what the cars could and could not do. From that point forward it was a race of attrition as one car after another began to have engine failures beginning with Helio Castroneves. This included Danica Patrick who was mobbed by the media and fans wherever she went that day, even as she exited her broken race car at the entrance to pit row and had to run away from the ABC cameras as they attempted to interview her on that very spot. Dixon's engine fell into that unfortunate group as well. Lazier ended up crashing his car into another one as it came bouncing off the turn two wall. The young, 22 year old Australian Briscoe did finish the race however, well behind the leaders, but still in 10th place.

Briscoe had a scare earlier in the race that nearly put him out of the race as well as a pit crewmember from one of the other teams. As he was given the go ahead to leave his pit after a very quick gas and tire exchange during a yellow caution period, he took off down pit lane only to have his left rear wheel come off the car. It rolled right into the back of an unsuspecting competitor's pit crew member who was cleaning up pit lane after his car had pitted. The worker was taken to the medical center for observation, but fortunately had no permanent injuries. Briscoe, meanwhile, was forced to drive very cautiously all the way around the two mile track on three wheels, balancing his car to keep the rear axle off the asphalt, until he could return to pit lane and have another wheel installed. This put him a lap down from which he would never recover.

Two exciting things about professional racing are the cars and people you bump into that have helped to make auto racing the great sport it is today. I must say I was overwhelmed when, as I was walking through the paddock area, I ran into the persons of A. J. Foyt, Al Unser, Johnny Rutherford, Roger Penske, and even Dr. Jerry Punch. Equally as impressive was the presence of some of the very cars these former drivers once raced on this same track. The current owners of these restored vintage cars put them through their paces on the track, and not unlike the days when they actually raced, had mechanical breakdowns which

Keep on Flaggin' Cont'd

required extensive "pit stops" to stop the oil leaks before they could resume "racing." For you Corvette lovers, the Michigan Corvette Club put on a display of approximately 200 Corvettes from the 50's up to this year's models. It was quite a sight to watch these cars as they triumphantly paced their way around the speedway's banked turns. I desperately looked for my old '70 T-Top, but, alas, my efforts remained in vain!

Although the Chip Ganassi IRL team didn't fare so well this day, the day prior, Reed Sorenson won the Busch race for Ganassi at Gateway, Missouri. My other son, Kelby was working the Grand American Rolex Series race for Chip at the new Barber Motor Sports Park in Alabama on the same day. The best that their drivers, Scott Pruett and Luis Diaz, could do in their CompuServe Pontiac was 4th after qualifying 7th, but they are in 2nd place in the point standings for that series.

That brings me to Indianapolis, the motor racing capital of the world, and the Brickyard 400 weekend (Some people have hobbies. I go to races every chance my wife allows me!) The very next Saturday evening I was back at IRP once again, but this time at the 5/8 mile oval for the Busch Kroger 200. This track is totally within the perimeters of the road course, and, in fact, I had to drive right past the corner station where Dave Bowman and I worked just a few weekends before in order to park my car. Without going into a lot of detail (Hurrah! He is cutting it short!) Reed Sorenson for Ganassi started on the pole. David Stremme of South Bend, and Sorenson's future Ganassi teammate started next to him on the first row. Stremme will replace Sterling Marlin next year in the Silver Coors Light Nextel Cup car. Sorenson finished third and Stremme finished a respectable fifth, while Martin Truex pulled into victory circle, dominating the field of 43 cars. About 50 laps into this race I found that it rains on racetracks in other places besides Michigan. We had a real good soaker that delayed the race for about two hours, but since we were committed to a weekend of racing, we had nothing better to do than wait it out. Speaking of waiting, Tony Stewart was driving the James Dean Memorial #33 owned by Kevin Harvick and qualified around 12th. Late in the race, after making

little progress towards the front, he was involved in an incident with Carl Edwards that severely damaged both cars. Stewart was able to repair and return his car to the track to finish the race but, ironically, he finished dead last of the cars remaining on the track. He didn't climb any fences that evening!

Sunday was the Brickyard Allstate 400 (Don't you find it very interesting that a car insurance company would sponsor an auto racing event? But if you or I were insured by them and wrecked our cars while racing, well you know the rest of that story!) The media covered this event fairly well, so there is little I can add here. Ganassi's guys didn't win. Neither did Elliot Sadler, the pole sitter. Tony Stewart won almost as though, if you had followed the previous weeks' newspapers, he was expected to win. Isn't it nice, if not a coincidence, that we had a homegrown Hoosier boy winning this prestigious racing event in his own backyard?

It was a hot day as I sat in the short chute between turns three and four and the sun tires you out quickly so I will quit here and begin preparing myself for the WMR Nationals next weekend at Grattan Raceway.

Until then, Keep on Flagg'n!

— *Leon Krauss*

P.S. Nah, never mind. I'm too tired. Go back to sleep!

Indy Nationals '05

Many members of the South Bend Region, SCCA were at Indianapolis Raceway Park July 2-3 for the Central Division Nationals. Bob Gregory raced a Spec Ford and Kurt Przybsz was the crew chief for the #44 Ford Mustang in the GT1 class. Kurt's driver, Phil Lasco from the Detroit Region, won his race by passing a Corvette midway through the race. Bert Olson was the Chief of the Pits for the weekend, while Dick Wisler, Mike Miller, Dave Bowman and Leon Krause worked the pits and corners.

The road course at IRP includes a quarter-mile straightaway, then two S curves, followed by two very tight turns. This makes for high speeds and slow corners, a good track to test any driver's skills. Many cars were seen losing control near these two curves. In one ugly instance, the driver of an MG Midget lost control and hit the guardrail, totaling his car. Luckily he walked away without injury.

One interesting race was that of Sam Helkious and his Triumph TR-6 in the E Production class. Mr. Helkious started last in his race because of mechanical trouble the day before. In his eighteen lap race, he drove his way through the pack to finish in second place. This was a sight to see, considering he had no qualifying time the day before!

Enthusiasts came from all over the state, calling this the "best kept secret in Indiana." If you did not go to the Indy Nationals this year, be sure to make plans.

— *Mike & Tyler Miller*

Lakeshore H.S. Inaugural Solo Event

The event went well. Turnout was a bit low, about 45 drivers. But that was probably for the best, since we were working with a new site. Weather was good, warm but not too hot, and steady breeze. We got five runs, which was nice. The blacktop is in good condition, and provides pretty good grip.

Kim and Steve and I agreed that this is a site we would likely use once a year, probably no more. It's a bit small to want to use on a regular basis. With better planning, we'll be able to make better use of the available space next time, I think.

We had hoped to have access to the front parking lot, but that was needed by the school, which caused us to have to put our grid in an area that took away from what we could use for the course.

We did certainly enjoy the fact that there were real bathrooms with running water right on site! That's always a plus.

If you speak to any of the folks at Lakeshore, please give them our thanks!

It looked like everyone had a very good time.

— *Bill Loring*

South Bend Region Rewards Program

For the past several years, SBR has been rewarding members who have made major contributions 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.

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

New Solo Records

Six new track records set at the June Solo at The Tire Rack! The June 26th SBR Solo at The Tire Rack saw 73 drivers competing on a version of the "standard" course that we sometimes run. This is the third time that we've run this course, and while it seemed to be about 2 seconds slower this time for most of the drivers, there were six drivers who managed to set new course records:

AS Doug Oh 03 Mitsubishi Lancer BBY 42.506
AP Bill Belcher 66 Superformance 427Shelby Cobra 44.172
EM Steve Tamandli 88 Pontiac Fiero 38.184
FM Mike Quinn 95 Kbs MK7 38.244
STS2 Andy Pfothenauer 93 Mazda Miata 42.687
STU Donour Sizemore 04 Mitsubishi Lancer 44.723

Congratulations to these drivers, for their fine achievement! Both the fastest raw (36.843) and fastest indexed (31.100) time are still held by Steve Bollinger in his DP Austin Healey Sprite (which is for sale, by the way)

Want to see the rest of the records? Surf to the SBR Website at: <<http://www.sbrscca.org/solotirerackrecords.html>>

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.

Board Meeting Minutes 8-2-05

Present - Jeff P., Jeff L., Kim B., Paul S., & H.C. C.

Treasurer's Report - July was a good month financially, we had a great Solo II month for our region.

Membership Report - We are having a summer slump with only 182 members.

Some people have had a family membership and don't need that now and perhaps family memberships have dropped to the family member who is active with the club.

Race Report - We didn't have a successful race this year. We didn't have enough workers or drivers. We did have 20 SBR members help at the race weekend. One fourth of our loss was because we had to hire corner workers for the weekend. We need to think hard and long which way we go with a race for next year. The board discussed what some possibilities are for next year. We may need a new race chairperson if our current one moves out of the area. Kim Bollinger asked for a vote - Are we going to proceed to have a race next year? 2nd and discussed. 2 yes and Kim B. was nay for this. The board also voted on whether or not we would issue refunds to some drivers from our event in June. We are issuing 1- \$25 refund to a driver due to an accident early in the event. No other refunds to be issued.

Solo II Report - We had 156 drivers at the Cendiv event we put on at Grissom in July. Our next Solo is Aug 7 at Lakeshore High School and then Elkhart Concord Mall Aug. 28.

Old Business - None

New Business - We need to be looking for a new Pitboard chairperson. Jeff L. has done a great job but doesn't have the time to devote to the paper.

General Meeting Minutes 8-2-05

Paul Stock called the meeting to order at 8:30 PM

Treasurer's Report - see board meeting notes.

Membership Report - see board meeting notes.

Race Report - It was discussed and will be discussed more about whether we have another race weekend. We need to see what changes need to be made to have a successful event and then the board will make a decision.

Solo II Report - The event at Grissom went really well. Thankfully we had the tent for workers to be under since there was a heat index of 110.

Old Business - None

New Business - We will have a membership table at our next 2 Solo II events in August. We are looking for a nominating coordinator by next meeting because in September we need to start looking for nominations for new board members. If you are interested please contact Paul Stock at pstock@comcast.net. For the new year we need to find a chairperson for PitBoard and a possible race chairman and registrar if we have a race event in 2006.

Adj. Meeting at 9:50 PM respectfully submitted, Tami Bowman

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	Concord Mall
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

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

Loren D Hahn – Michigan City, Indiana
and
Danielle Lennert – Leesburg, Indiana

SBR CALENDAR OF COMING EVENTS

October 4 SBR General Membership Meeting

Final Nominations for R.E and the Board for 2006.

Be part of the action.

October 9 SBR Solo #7 at the Tire Rack, South Bend

This is your last chance to win a year-end trophy.

November 1 SBR General Membership Meeting

Election of Officers. The future of our club depends on you!

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 the track. Light only 5.25 minutes of abuse. Can still read the "Azenis" label on the corner of the tread. On-line (EdgeRacing.com) retail at \$93.00 ea. + tax and freight. Asking \$225.00 for all four. Call Mark (574) 271-0810~~

This ad sold these tires. What have you got to sell?

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.

Lakeshore Solo



Walking is serious business.



The Ohmann Fiesta at full "Rock & Roll"

— Photos by Mark Manninen

Concord Mall Solo

Mike Zickuhr flogging his Camaro.



Scott Nardin at full chat.

Cailin Kennedy is ready for the thrill ride of her life.

— David Gushwa Photos

