



PITBOARD

Sports Car Club of America

October 2005

SBR Solo Drivers Bring Home 4 Championships



Tire Rack Photo by Kelly Wiard

After several top finishes, Angie Rogers wins her first Solo II National Championship

My First Solo Run

Mark Manninen

Having had several months to look back on my "Rookie Solo Season" in 2004, I thought I might relay some of my experiences and reasons for starting in Solo 2.

My main reason for starting in Solo 2 was the purchase of my 2003 MINI Cooper S and a desire to find some sort of hobby my personal schedule would allow. I like golf, sailing, and scuba diving and have tried all with varying success. All have their pros and cons, but automobiles are my real interest.

Growing up in the early 60's and 70's I was fortunate to attend many SCCA road races at Mid Ohio and the USGP at Watkins Glen as my parents were avid sports car and road race fans. My earliest memories of the family camping trips always involved races. The sounds of early morning engine tuning, my first taste of coffee by the campfire on a cold morning, and the sweet smells of high octane race fuel as the cars went by are fond memories. I was hooked on cars and racing by the age of 5! I remember watching Jimmy Clark fly by and saying to my mom and dad "Someday I'm going to be a race car driver and drive one of those hot dog cars!" I was referring to the shape of the Formula cars in those days. Later came the thundering herd known as the Can-Am and the Trans-Am series. We did not miss a race within 250 miles of home. Jimmy Clark, Mark Donohue, Denny Hulme, Bruce McLaren, all heroes.

Fast forward to reality. Life progresses with marriage, kids, and career. How was I going to get into a race car? Little money, no experience, and not much talent were not going to attract a ride in any series. All I had was enthusiasm and a MINI. Then I remembered back in the 70's going to the Ford transmission plant in Sharonville, Ohio to watch something called "Autocross" and it looked fun. My friend built race engines for mostly drag cars but he had a customer who drove a really cool Sunbeam Tiger II. I think his name was Tom Patton. I also worked summers at a beverage company and one of the truck drivers was Dave Kutney who autocrossed a '70 Trans Am and a Porsche 914. I tried it with my friend's 1970 AMX and my 1970 340 Duster but they were not made to go around corners very well. I then came back with a borrowed Porsche 914 and had a blast. I knew it was a cheap way to have fun. I figured if I could afford it then on a college student's wages (near poverty), I could do it now.

First Run Cont'd on page 3

National Champions		Other SBR Members at Solo Nationals	
Steve Bollinger	DP	Nelson "Les" Gabel	AP 4th
Todd Green	EP	John Anderson	BSP 29th
Crista Weaver	FSL	Chris Harvey	CS 21st
Angie Rogers	GSL	Steve Tamandli	EM 7th
		Kim Bollinger	EML 3rd
		Scott Nardin (T)	FM 6th
		Bill Loring	GS 28th
		John Rogers	GS 24th

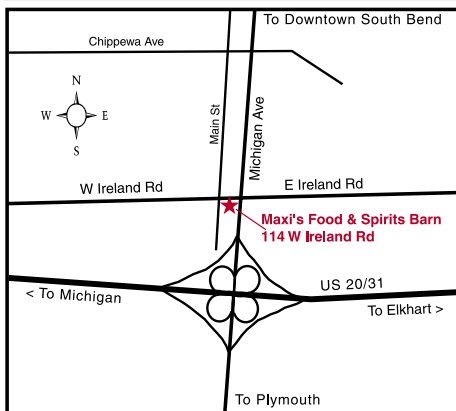
*For complete story,
log on to
www.sbrscca.org*

IN THIS ISSUE	• Contact Info	• USGP	• Classifieds
	• Meeting Minutes	• Runoffs Story	• Membership Application
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Elections will be held at the November Meeting

MONTHLY MEETING

When: First Tuesday of the month.
Where: Maxi's
Time: Board Meeting at 7:00 pm
 General Meeting at 8:00 pm
Election of Officers
Who: All are welcome!
 All times are South Bend, Indiana times



SBR Contact Information

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SBR Board Meeting September 2005

Our membership has increased since last month. HC was not present for a treasurer's report. We are still deciding what we as a club are going to do about a race for next year. A vote was taken and passed to return some of a racer's money from our June event. Paul Stock asked if anyone could please go to Roundtable this year since he will not be able to go. Solo II had 46 cars at Lakeshore High School in Stevensville, MI. It was a small site but it worked out OK. Hope we can use it again. The event in the end of August at Concord Mall had 74 cars run. Would like to use this site again next year. Very positive feed back. One more solo event for this year, Oct 9 at the Tire Rack. No one volunteered to head up the nominating committee so we will put the info in PitBoard, of those who want to run for the board next year. New Business - We need a new logo for area #4. We are also in need of someone to organize the year end banquet that we have in Jan.

Membership Meeting 2005

General Meeting Minutes - membership is up from last month. No treasurer's report. We will need a new race chairperson for next year if we run a race and a new place to store our club trailer. Jeff Ponitus and his wife will be living in Japan for about 3 years because of his job. We need to have elections for next year. We need an RE, and 3 board members. We did start doing some nominating at the meeting but if you or someone you know would like to be on the board or head up a committee just let one of us know. Nominations for RE. Leon Krauss. Nominations for the board: Kent Crusemeyer, William Loring, Kim Bollinger, Mark Manninen, Don Pancheri and Rich O'Grady.

Submitted - Tami Bowman

Wanted PitBoard Editor 2006 Banquet Chair

Contact Paul Stock, RE
 574-257-4170 or
 pstock@comcast.net

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

The Demise of the USGP

Dick Wisler

Even Pope Ferrari couldn't save the United States Grand Prix at Indy this year; the guy roaming around in full "Pope" regalia of a maroon reddish hue with a tall hat and scepter and being kneeled to and ring kissed by Ferrari fanatics did little to save the race. He did bring a shoddy win to Ferrari. I would have kissed his ring to save the race myself.

I was into sports cars 10 years before I attended my first GP in 1969. I was a big fan of the flying Scot, Jimmy Clark. Sadly his demise came before I saw my first Grand Prix. If Competition Press hadn't offered a super GP tour in '69, I might have never gone. The 21-day tour included the Spanish Grand Prix, Monte Carlo and a five country tour with visits at Ferrari, Maserati and the new Lamborghini factory; all for \$900, lodging and air fare included and some meals.

I attended 4 USGP's at Watkins Glen and one in Canada at St. Jovite, all in the '70's and early '80's. There was almost a 20 year gap before I went again to the Grand Prix which was the first one in Indy in 2000, with great expectations. Except for the grand aura of the Indy complex, the race was disappointing. Gone was the openness and close competition of the early days. Now, it was a "happening to say you've been to." Now the drivers are "gods" who are sheltered from the fans. No more intimate contact with your heroes.

Quite different from the Canadian Grand Prix in 1970 when I had press credentials from the S.B. Tribune. I remember being in the top of the timing tower at St. Jovite, which wasn't much bigger than the Tire Rack tower at GingerMan. Jackie Stewart was facing the press after his last minute snatch of the

pole on Saturday. I was more interested in watching my current gal friend be hustled by Leroy Yarborough down on the guard rail below me. The hot NASCAR driver of that era had been hanging around us the past two days while looking for a ride in Formula 1. He had done quite well in a Formula Libra race that summer in California. After not getting a ride by Saturday, he helped us deplete our cooler of beer.

I know he wasn't interested in my stories of SCCA racing. My gal's hooters were more intriguing to him. He invited her to the upcoming Southern 500 as his guest. I was a little surprised she didn't go. He was kind of an "Elvis" looking guy.

The only other freebie I had for a Grand Prix was in 1974 when I accompanied BJ Swanson to Watkins Glen. He was transporting a van full of Shadow souvenirs to be sold at the GP for his friend out of Wisconsin. We only set up the stuff and were free to wander until packing up after the race. The garages were open to everyone, as they are now at most pro road races. I envisioned my friend, Beej, being on the grid at a F1 race in the future. The closest he came was breaking the F1 track record the next year in his F5000 car. I attended a couple more GP's at the Glen, but wasn't interested in chasing across the country when the series left the Glen.

When the big show first moved to Indy, a lot of us old timers were enthused to go for a reunion. In fact, we had a small dinner party of 20 or so at a classy restaurant the Friday before the race. There was something wrong with the atmosphere of the race. It was just a procession, the same as we've seen on TV.

This year with closer competition during the season, I decided to return again with my friend, John Powell, of Indy. I delayed my return from Florida to coincide with the earlier date of the GP. We bought the \$60 general admission tickets for the infield and were comfortably entrenched on a grassy knoll for the start of the race that never happened. To say that our shock on the grassy knoll that day was similar to that on the Knoll at Dallas, TX in 1963 would be improper. It was more of a disappointment than anything. I had a feeling that someday there would be some sort of fupa that would blow the bubble on the GP in the US. Too many inflated egos running the show. It is better to have Pope Ferrari in charge!

I have no professional advice, except in the eyes of a fan. Possibly to save Tony George's new and expensive road course; how about a Rolex or American Le Mans endurance race with some sort of CART or IRL race thrown in? Maybe, a Vintage race as support, as Mr. George has promised. I know a lot of rear end kissing would be called for, but as much as I disagreed with the IRL-CART split, I support Mr. George on this call.

First Run from page 1

My first (re-introduction) event was the last SBR event of 2003. I connected with some other MINI owners who organized a meet in conjunction with the SCCA Solo event. We tried to get one set up on our own, but the logistics and insurance issues nipped that in the bud. So we "crashed" the SBR party so-to-speak. The event was on a perfect fall day. The array of machinery was impressive. I realized how much I was a motorhead at heart. The day started fine with registration, and tech lane. The Novice meeting was informative and everyone seemed willing to help answer any questions the newbies had. When it came time to run, the adrenaline started. I was actually shaking with excitement. I couldn't believe it. Here I am, a 40-something suburban white-toast taxpayer actually sitting at a starting line with a helmet

on. What in the hell was I thinking? I should be home mowing the lawn.

The starter says GO! I did just that. I pounded my right foot to the floor, tires smoking profusely, wildly whipping the steering wheel side to side thinking, "What was it they said about the cones?" Well the cones were flying and I was a grinning fool. That's what I'm talk'in about! "Die cones die!" All of a sudden I see Dave Bowman, I think, waving a red flag at me wildly as I take a right instead of a left. Duh. Oh yes, pointer cones. That's what the nice lady said during the Novice walk, "Watch for the pointer cones." I'm thinking, how am I supposed to watch where I'm going when I'm busy driving too fast? The run was over and I cruised back to the grid area. Wow, I am positive I just set a track record. Was I moving or what? I heard my time. I posted

49.215 seconds. Just a mere 7 seconds behind the fastest time in G stock. I was only 7 seconds off the pace. If this was Formula One, 7 seconds behind Schumacher might get me on the podium! I quickly realized that a LOT of cars were closer than 7 seconds from the leader in G stock. I left that part out when describing my driving prowess to my wife. "Honey, I was only 7 seconds out of 1st place!" "That's nice dear."

Next came the realization that I attended the last event of the season. I was just hitting stride! My advice to the newbie: Start at the beginning of the season. It was agony waiting through the long South Bend winter wearing out my issues of SportsCar and Grassroots Motorsports magazine, dreaming of tire smoke and perfect apexes. Did I mention it was a loooong winter?

Jeff Luckritz at the Runoffs

From a Father's Perspective

Elton Luckritz

Because Jeff coaches football, he could take only one day off for Runoffs time trials. The race, itself, was to be Friday at 11:55 AM. They have three time trial days, Tuesday through Thursday. His first choice was Tuesday for trials set for 10:50 AM. We were going to go Tuesday do the trials and come back home to wait for Friday. It turned out that he was too tired to go on Tuesday, and because trials on Wednesday were in the afternoon, we decided to wait until Thursday. The plan was to run the time trials at 8:50 AM on Thursday, spend the night, race at 11:55 AM Friday, and head back for the football game, right after the race. That was the plan. This is what happened. We left Thursday morning at 2 AM, which would give us plenty of time to get to Mid-Ohio for the time trials. I did not fill the tank with fuel, so after driving for about 1 1/2 hours, we pulled off the toll road, near the Howe Military Academy exit, to fill up.

While Jeff filled the truck, I went in to use the rest room and smoked my pipe. When I returned Jeff was inside paying for the fuel and I waited beside the truck. When Jeff was half way back to the truck he suddenly stopped and said, "Look at the trailer." I looked but didn't see anything. I walked out to where Jeff was standing but still couldn't see anything. Finally he said, "Look at the wheels." I did, there was only one wheel when there should have been two. Somewhere between where we stopped and home there was a wheel on the side of the road.

While we were looking at the lug bolts that had been sheared off, a man from the Indiana Highway Department happened by. He gave Jeff a couple of numbers to call for help. He called, but could not get help at that time in the morning.

We slowly moved to the truck area of the rest stop and Jeff went over his options. One, we could remove the car from the trailer to lighten the load, and he would follow me to the track; two, wait until morning and have bolts installed, go to the track, and start last; or three, have bolts installed and go home. It was decided to go to the track. We put the seats back and tried to get some sleep.

At daybreak we found the back gate of the plaza open. We slipped out and went back to Howe where we found the trailer Rent-All Jeff called the night before. Because of the difference of time between Michigan and Indiana, we didn't know how long we would have to wait. We were surprised to find the "Open" sign on. Within minutes of our backing the trailer into the garage the man who would do the repair arrived. Forty-five minutes later we were on our way again to Mid-Ohio.

The trip was uneventful until we reached I-30. I-30 is now open, so you don't have to go through all the small towns with all their lights and railroad tracks, where you have to slow to 5 MPH in order to cross in one piece. However, because I-30 is open, we missed our landmark for turning toward the track. We went one exit too far. It would turn out to be "A Bridge too Far," it was a disaster. Well, maybe, it was a good thing the disaster happened here.

We exited the Mansfield exit and crossed I-30, then turned left to get back on to I-30. When we were on the ramp to I-30 Jeff pulled over to the side of the road. I asked him what was the matter. He said, "Look to the left." I did, and what I saw was a tire rolling across the ramp up the side of the hill. We had lost another tire on the opposite side from the first. We had pulled that trailer 1000s of miles and have now lost two tires in one day. Jeff retrieved the tire. This time it appeared the lug nuts had loosened and all of them came off, destroying the lug bolts. We had used the trailer's spare that morning so we didn't have a tire to put on, even if the bolts were usable.

What to do now? Jeff took off the hub and put the wheel and hub into the back of the truck. He then unhitched the trailer, backed up the ramp on the shoulder, and was able to get off the ramp. I stayed with the trailer while he searched all over town for lug bolts and a rim. Hours later he returned. He could not find a tire anywhere and as a last resort stopped at a rent-all. They rent trailers so he thought they might have a tire. They did not but on the way out Jeff saw a tire, he explained the situation, and they rented him the tire. He

could get his money back if he returned it in the morning. While Jeff repaired the hub and replaced the wheel, I walked to Meijer's which was about 3/4 miles away, and bought some chicken. I was hungry.

When I returned, the tire was on and he was putting the trailer onto the truck. We were back on the road again. Registration closed at 5 PM and we arrived at the track at 5:05 PM. We then paid \$40 to get into the track, which would be returned in the morning when we registered. That's normal, the only normal thing that happened that day. We set up in our usual Runoff area, taking the car and golf cart off the trailer. Jeff tried to find someone he knew who might have a spare trailer tire but he couldn't find one. We discussed what needed to be done in the morning and retired for the night.

Sometime in the middle of the night a thunderstorm passed over the track dumping a lot of rain. When I woke up that morning there was a lot of water on ground and Jeff was gone. He woke up earlier and went to register. He also had to find the Steward of the Meet (SOM) in order to race, and he had to have equipment checked. When he returned, we had to quickly take off the slicks and put on rain tires so he could run in the warm up session. We got it done. I got him strapped in the car and he left for the track. I took the golf cart and went to the track to watch. I saw him on the track for one lap and never saw him again.

When I got back to the trailer, I asked what happened. He said that he got there late and one lap was all he had time for. He said the SOM would allow him to race if he ran warm-ups. He did, he ran one lap. We now had a couple of hours for the race scheduled for 11:55 AM. It wasn't raining, just a heavy fog, so we put the slicks on the car and filled up with the required fuel. It was decided that I would locate myself across the track from the start line so that I could call the start.

There was no real big rush to get to the grid because we knew we could easily find our grid position, last, pole position 37. In any event, Jeff was finally on the grid about 20 minutes before the race was to begin. He had a couple minutes to talk to the drivers

ahead of him, one was from New Jersey and the other from California. That was all he found out because the whistle sounded, they were going to start the race early.

Jeff quickly got into the car and got strapped in, I then pulled him tight, and put the window net in place. I then checked the radio, one, two, three, four. I could hear him but he could not hear me. I tried a couple of more times, still nothing. I changed radios, still nothing. No radios. I had to leave to get to the start line on the back straight, fooling with the radio on the way but still could not get it to work.

I arrived at the start line just in time to see the cars coming down the back straight to the line. Jeff knew he would be coming around the curve at the start; so having me call the start wasn't critical. In any event the race was on. It seemed like Jeff missed a gear and crossed the start line in 37th place. At the end of lap 2 he was in 24th place, the end of lap 4 in 21st place, lap 5 in 19th place, lap 6 in 18th place, lap 9 in 17th place, lap 11 in 15th place, lap 13 in 14th place, lap 17 in 13th place, and on the 20th lap, the last lap, he was in 12th place.

Jeff started 37th and finished 12th. He had passed 25 cars along the way. There were no double yellows, no big crashes to take out cars. Of the 37 cars that started 36 cars finished the race. One car went out and that car was behind him by this time. It was the driver and Hoosier tires that did the trick.

There was no time to enjoy the moment, however. When I got back to the trailer Jeff was waiting. I drove the cart on to the trailer and tied it down, Jeff put his car in place and tied it down, and at 1:01 PM we were on our way home.

What's the Point?

With just one solo and two meetings left to go for the year, it might be a good time to see how we are doing in terms of membership activity. A look at the record shows that just over half (53%) of our SBR members have yet to participate in any regional activity. That's not very good, but not at all unusual these days.

Since our activity points system doesn't reflect out-of-region activity, the race participation is understated. Only 12% of us (22) earned race points and that was at our one regional race at GingerMan. Most of these were workers as our drivers with a national race license don't often compete at regionals. I would guess we may have about a dozen drivers who primarily compete in other region's events and are rarely seen locally.

A total of 56 members have participated in local solos (a few, like national race drivers, are rarely seen at local events.) That's 31% of our total and the biggest single group of active members. That's 4 fewer than last year, by the way.

Meetings have attracted 38 members so far this year, just 21% of the total. Meeting attendance averages just 18 souls, meaning that 90% learn about our meetings solely from the minutes published in PitBoard. Last year only 19 members assembled at the November meeting to elect new officers. That means a tiny minority controls the destiny of the club, as has been true for a long time. It also suggests that there is little to attract members to the monthly meetings.

We did have 19 members (10%) help at our display at the Cavalcade of Wheels. To date 12 have provided articles or photos to PitBoard. And we had 47 members (26%)

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

show up at our main social event, the annual banquet. Only 20 members attended the December 2004 meeting/party by the way. The numbers are almost identical to last year in most categories (we had more race participation last year but that was due to the Driver's School at GingerMan.)

What does it all mean? Well, about half our members are getting very little for their dues. They don't even come out and watch the others compete. Is there something we can do to increase participation? An excellent question for the new Board. If you have thoughts on the subject, the board would welcome them. Do we need a PR person? Should we add content to our meetings? Should we have more social events during the year? Or should we just accept the inevitable, collect the dues and carry on?

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

SBR Solo Contacts

Solo Chair	Kim Bollinger	(574)271-0088
Solo Tech	Mark Manninen	(574)271-0810
Web Registrar	Bill Loring	(574)675-0641
Worker Chief	Steve Bollinger	(574)271-0088
Novice Chair	Parker Brown	(269)324-9885
Site Registrar	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 ProRally RoadRally Solo

Annual Dues	National	+ SBR	Regional	= Cost	Total
01 <input type="checkbox"/> Regular Member	\$55.00		\$15.00	\$70.00	\$ _____
03 <input type="checkbox"/> Spouse Member	15.00		5.00	20.00	\$ _____
10 <input type="checkbox"/> Family Membership	85.00		20.00	105.00	\$ _____
<input type="checkbox"/> First Gear Member*	30.00		15.00	45.00	\$ _____
				Grand Total	\$ _____

*First Gear member must be 21 or under.

National Office Use Only	
C- _____	\$ _____
C- _____	\$ _____
C- _____	\$ _____
Source <input type="checkbox"/>	

Enclosed is my check or money order for \$ _____ U.S. Make payable to SCCA. DO NOT SEND CASH.

Visa MC No. _____ Expiration Date _____

I hereby apply for membership in the Sports Car Club of America, Inc., and its **South Bend Region #35**, and agree to abide by the bylaws.

Applicant's Signature _____ Date _____

Dues Include payment for subscription to *SportsCar* magazine (\$24 value.) Dues are not deductible as charitable contributions.

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

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

None...start recruiting!

SBR CALENDAR OF COMING EVENTS

November 1 *General Membership Meeting
Election of SBR Officers*

December 6 *Christmas Party-Site TBD*

January ?? *SBR Annual Banquet*

CLASSIFIEDS

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

PITBOARD SUBMISSIONS

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

PitBoard Space Available for Ads.

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

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

PitBoard in Full Color!

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

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

South Bend Region Absentee Ballot for 2006

Regional Executive (Vote for One)

- Leon Krauss
- Jeff Luckritz

Note that Paul Stock, as Ex-R.E. is an automatic board member for 2006, making a total of 5 Board members.

Board of Directors (Vote for three)

- Bill Loring (Incumbent)
- Kim Bollinger (Incumbent)
- Kent Crussemeyer
- Mark Manninen
- Paul McBride
- Rich O'Grady
- Patrick Ohmann
- Don Pancheri

- Rules:
- 1) Any SBR member may vote.
 - 2) Use this ballot if you cannot attend the November Membership Meeting.
 - 3) Feel free to copy this ballot for additional family SBR members.

Send this ballot by October 27th to:
H.C. Colwell
61642 Kingston Ct
South Bend, IN 46614-6445