

PITBOARD

May 2006



GingerMan National

Article Jeff Luckritz

Photographs by Jeff Luckritz and Kim Getaw

The 2006 SCCA racing season began at GingerMan Raceway in South Haven, MI with many unanswered questions. I was leaving the comfort zone of Showroom Stock for the first time since 1996. Over the winter, I converted my SSB Miata to Spec Miata(SM). As I was driving up to the track on Friday night, I was a little nervous about competing in a brand new class, with a new brand of tires (Toyo's are required) against drivers I didn't know.



Jeff Luckritz makes his inaugural outing in Spec Miata (SM)

Friday night, Kurt Przybysz helped corner-weight my car. Actually, he corner-weighted the car as I sat in the driver's seat. Somehow, the car was actually pretty close to the desired specifications.

Kurt was amazed. With one gallon of gas and me in the seat, my car weighed in at 2410 lbs, or 40lbs under the minimum. No worries, I was prepared. I brought 3-20lb weights in anticipation of this. After placing 40 lbs of ballast in the passenger side floor, the car now weighed 2450 lbs. Now that's math for you. It was decided that I should add 3 gallons of fuel at 6.7 lbs/gallon and proceed to corner weight the car. In went 3 gallons of gas and like magic the car weighed 2470 lbs. This would allow me to start a race with about 6 gallons of fuel, run the race and come in just over 2450 lbs. Perfect. Thanks Kurt.

Eleven Spec Miata's lined up on the grid Saturday morning. I was expecting 30. Oh well, easy points. The track was a little damp, so we all went out on dry tires. About halfway through the 20-minute session, it started to drizzle at a pretty steady pace. Not one to pussyfoot around, I pushed pretty hard, going off the track twice. At the end of the session, I was 3 seconds faster than the next car of Harry Manning (former SSB Champ).

The official scales opened up after practice. Remember how my car weighed 2470 lbs with 4 gallons of fuel? Now my car had a little over 4 gallons of fuel and their scales said my car weighed 2426 lbs. Yikes. Well, the plan was to run with more fuel than anticipated. In showroom stock I never had to worry about being too light since I was 40 lbs fatter than the average driver. This was a whole new experience for me.

Luckily, qualifying was dry. Finally, I had a chance to test my car in optimum conditions. With my dad keeping an eye on the electronic scoring, he radioed that my position was fluctuating between 3rd and 1st. After 15 minutes of qualifying, I decided to come in the pits for 5 minutes and let the tires and motor cool down. The strategy worked as I took the pole by three tenths of a second on my very next hot lap. Not bad for the first time out in a new class.

Continued on page 7

IN THIS ISSUE	Information from Solo Nationals Event Chairperson, Roger H. Johnson Possible changes to the SBR by-laws are available for review and comments Information about upcoming meeting dates and places New member report
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SBR Spotlight

RE Notes

Jeff Luckritz



The members of South Bend Region never cease to amaze me. At the first CENDIV national race at GingerMan Raceway, SBR had 13 or so people helping INR put on their race.

On May 13-14, SBR members will make the trek out to Nelson Ledges in eastern Ohio to work the SCCA driver's school that we are co-sponsoring with NEOhio. Ten SBR members indicated that they will be making the trip (on Mother's Day no less).

Our first Solo was a success with 98 entrants showing up for the Saturday event. Solo Chair Kim Bollinger and Timing and Scoring guru Bill Loring, managed to stage a smooth event in spite of running brand new software for the first time for timing and scoring. Behind the scenes things were pretty hectic, but it appears that most competitors were happy with the event. Good job.

In this issue of PitBoard you will find an amendment to the South Bend Region By-laws. I thought it would be a good idea to put in writing what we have been practicing for several years to help ensure consistency. The whole idea is to reward SBR members who go above and beyond the call of duty by putting in lots of hours behind the scenes. Even though most of us would continue to contribute to the club without this honorarium, it may encourage others to take on a more active role. If that person is you, let me know and I'll put you in touch with the right person so you can help out. We'd love to have more SBR members taking on leadership roles.

Finally, looking ahead to our July membership meeting, we will be holding a cookout at Tami and Dave Bowman's house. We will not meet the week of July 4th, but instead will meet one week later on July 11th. Details will be announced at the June meeting, but as usual, keep your eye on www.sbrscca.org for directions and up-to-date information.

I hope to see you at the track or at an autocross in the near future.

New Members

Please welcome the following members to SBR

Jon Maraldo, Wolcottville Indiana
Glen Scott, Shipshewana, Indiana
Kaleb Zimmerman, Mishawaka, Indiana
Adam Lewis, Elkhart, Indiana
Karl Richter of Elkhart, Indiana
Brandon Reed of Elkhart, Indiana

Not a member and want to become one? It's easy! All the information you need is on page 6 of this edition of Pit Board

May Meeting Minutes

Board Meeting

ATTENDEES: Kim Bollinger, Jeff Luckritz, Paul Stock, William Loring, Paul McBride, H.C. Colwell

Approved absent minutes from 4-4-06.

TREASURER'S REPORT- H.C. Colwell:

Successful SOLO event April 22 accounted for most of the increase and expenses. The end of May will show depreciation of some club assets, lowering the overall net asset values i.e. lap top computer, camera, and club trailer.

MEMBERSHIP: 184

SOLO-Kim Bollinger:

98 participants at the 1st Tire Rack event April 22. Only 19 registered for the Concord Mall May 7 event, but a good turn out is still expected based on last year's event.

RACE: Paul McBride

The Driver's School at Nelsons Ledges May 13-14 is expecting about 40 drivers. SBR has 7-8 members car-pooling to support the event.

PROGRAM CHAIR: Paul McBride

Paul will contact Rich Policki of Circle Oil to come and speak with us in the near future.

OLD BUSINESS:

The By-laws compensation proposal will be reviewed, re-vamped, and be presented for approval at the June meeting. 150 SBR pamphlets will be re-ordered for distribution to prospective new members.

NEW BUSINESS:

Life time memberships will include free dues for those SBR members attaining the 50 year mark. We currently have two members at this level and a third who will reach it later this year. Epson Printers will be forwarding us a rebate for using their printers; value to be determined. Jeff Luckritz has offered to hold the July meeting/summer picnic at his home. Will finalize at June meeting.

GENERAL MEETING: 27 in attendance

Respectfully submitted,

Leon Krauss—Secretary

SBR Contact Information

Name	Position	E-mail	Phone#
Jeff Luckritz	Regional Executive	jluckritz@sjschools.org	269-429-3676
Bill Loring	Assistant RE	webmaster@sbrscca.org	574-675-0641
Kim Bollinger	Board Member	solo@sbrscca.org	574-271-0088
Paul McBride	Board Member	bluerace44@aol.com	574-289-1398
Paul Stock	Board Member (Past RE)	pstock@comcast.com	574-257-4170
Leon Krauss	Secretary	lmkrauss@earthlink.net	574-277-5371
HC Colwell	Treasurer	h.c.colwell@sbcglobal.org	574-291-6756
Lynnette Markowicz	Club Merchandise	LAMarksSBRGrid1@netscape.net	574-232-4206
Jeff Pontius	Pit Board Editor	pitboard@sbrscca.org	N/A
Kim Bollinger	Solo Chair	solo@sbrscca.org	574-271-0088
Lloyd Loring	Activity Points Keeper	LWLoring@sbcglobal.net	574-272-6719
Paul McBride	Competition/Race Chairman	bluerace44@aol.com	574-289-1398
Dave & Tami Bowman	Membership	mom161822@aol.com	574-255-7600
TBD	Program Chair	TBD	TBD
Bill Loring	Webmaster	webmaster@sbrscca.org	574-675-0641
SCCA National Office		www.scca.com	1-800-770-2055

Monthly Meeting

When: First Tuesday of the month

Where : Mancino's

4303 Lincoln Way East

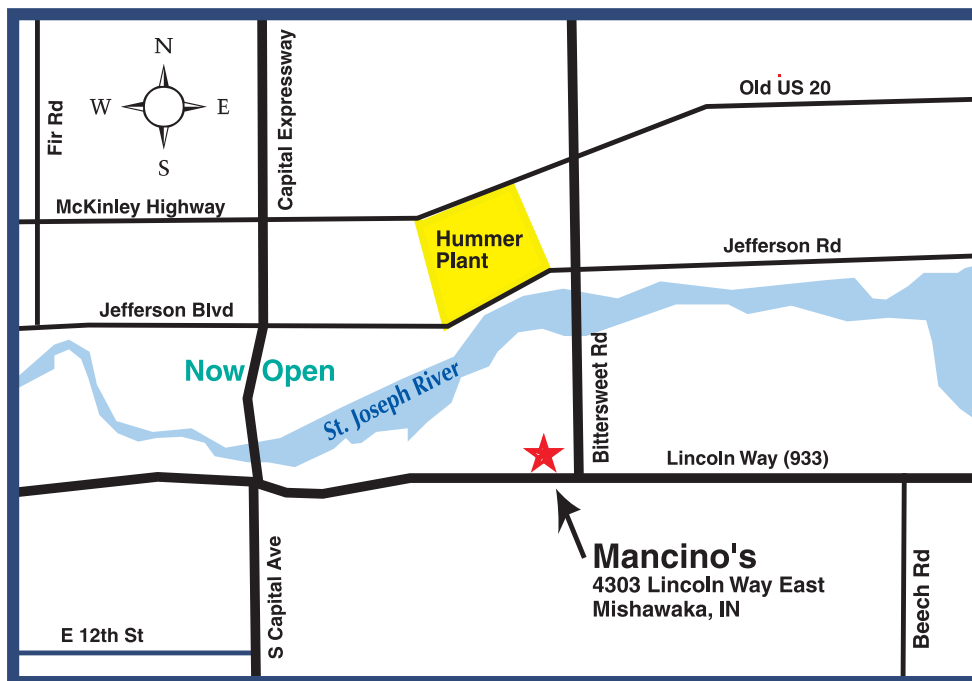
Mishawaka, IN

(see map)

Time: Board meeting @ 7:00 PM, General meeting @ 8:00 PM

Note: All times are South Bend, IN times

Who : Everyone is welcome. You do not need to be a member of SCCA to attend.



CLASSIFIEDS

Classifieds are free to South Bend Region SCCA members. Non-members may advertise for \$5.00 per add month. Ads submitted by members will be run for 2 issues, unless the editor is notified. Non-member adds will run based on payments received. To place an ad, please contact the Pit Board editor at pitboard@sbrscca.org

Buy tires from the **Tire Rack** and SBR earns extra \$\$\$.
How? Simply click on the Tire Rack link on the SBR website (www.sbrscca.org), make your purchase, and SBR gets a percentage of each sale.

D Prepared/G Prepared AH Sprite – Fully prepared and ready to win again! 14 National Championships, including 2005 in D Prepared. Crank-triggered ignition, Accu-Sump, custom adjustable suspension (front and rear), cockpit adjustable brake bias, adjustable Corbeau seat, large front brakes, BW T-5 (5.0 Mustang) transmission w/ custom gearing, electric fan and water pump, Quaife and cam and pawl LSDs, double bearing rear hubs, custom header/exhaust, 1-1/4 and 1-1/2 carbs, custom axles, and many other features and spares including second complete race engine. \$13,500 for entire package (except steering wheel). See picture in Nov. '05 SportsCar, p83 or at sbrscca.org. Alternate configurations &/or trailer also available. Call Steve or Kim at 574-271-0088.

For Sale: Due to the untimely passing of my good friend, Bob Goulet, his Lola 333cs, single seat Can-Am car is being offered for sale as a roller. The car has minimal spares but the Hewland DG-300 gearbox is included. This car was built as a single-seat Can-Am car, not built up from a Formula 5000 tub. It may have been a Carl Haas team car, although I'm not sure this was ever verified. As I can attest, these cars are a major kick-in-the-arse to drive. You've got your 500-600 HP Chevy small block, in an 1800 lb. package.

The car is located in Milwaukee, WI and the seller is becoming highly motivated.

Contact Ray Reimer @ 630-248-9355, anytime.

SCCA Membership Directory Now Available Free "On-line"

TOPEKA, Kan. (May 3, 2006) – Sports Car Club of America, Inc. announced today that its Board and Committee and Regional Directory is now available online for free access to members. Contacts in the directory are drawn real-time from the membership database, meaning the information available is the most accurate and as up to date as possible.

The directory is available for members who log in through SCCA.com. Simply click on "SCCA Member Login" at the top of the page and follow the instructions. The directory link is on the left side of the page once logged in.

Members wishing to receive a hard copy of the directory in the mail may do so, for a fee, by contacting SCCA's Membership Department at 800-770-2055.

A message from your editor:

Please use the following for publication deadlines.

June Deadline—June 16th

July Deadline—July 21st

Please send any information, suggestions, etc. to :

pitboard@sbrscca.org

Thank you, Jeff Pontius

Proposed SBR By-Laws Amendment

The following is a proposed addition to the South Bend Region SCCA by-laws. We are seeking for member input to these changes. A vote will take at the July membership meeting.

Please send any questions or comments regarding the amendments to any SBR Board Member, or you may attend either the June or July membership meetings. Contact information for board members is listed on page 3 of this edition of PitBoard.

Article IV-Officers and their Election

Section 4 (Addition) Officer Dues Reimbursement

A. The holders of the following positions may be awarded an honorarium equal to the full dues for a regular member (local + national) after the completion of their year of service:

National Race Worker License Holders (must work an SBR race)

PitBoard Editor (minimum of 8 issues)
Race Chair (If a SBR race event was held)
Regional Executive
Solo Chair
Treasurer
Webmaster

B. The following positions may be awarded an honorarium equal to 50% of full dues for a regular member (local + national) after the completion of their year of service:

Activity Points Keeper
Car Show Coordinator
Divisional Race Worker License Holders (must work an SBR race)
Secretary
Solo Chief Safety Steward
Solo Timing and Scoring Chief
Solo Course Design Chief
Solo Equipment Chief
Solo Trophy Chief
Such other position(s) as may deserve an honorarium in the opinion of the board of directors.

C. A member may only receive one honorarium. If more than one position is held, the person shall receive the higher of the two honorariums where applicable.

D. Honorariums shall not be awarded if the position is vacant or the duties are not completed to the satisfaction of the board of directors.

E. Honorariums will only be awarded to South Bend Region members in good standing.

Announcements and Information For 2006 Solo Nationals

Solo Nationals Event Chairperson, Roger H. Johnson (Houston, TX)

Greetings fellow Soloists

It is getting closer to the 2006 Tire Rack SCCA Solo Nationals – which starting this year will be held at Heartland Park Topeka (HPT) race track. Because it is a new venue and because it is very different from past Solo Nationals sites, there seems to be much speculation and many wild claims flying around the internet and Solo events around the nation. I hope to address some of these speculations and claims in this letter.

I should probably also mention that Karen Babb and Kevin Youngers, arguably two of the nation's best Solo course designers, have been assigned as the Course Designers for the 2006 Solo Nationals. All of us arrived a day prior to the 2006 SCCA National Convention to visit the site for mapping and planning purposes.

The following is taken from some excellent correspondence recently received from Karen Babb, and I wholly agree with her observations and comments:

"I have never seen this good of a blacktop surface anywhere. Very close to flat, very smooth.

The HPT site is logistically completely different from Forbes, "New-Salina", or "Old-Salina" in that the courses will in essence be side-by-side with a "buffer zone" between them, making it somewhat conceptually akin to a typical Pro Solo layout, but rather larger.

Yes, the overall square footage available to each course is not what it was at Forbes, particularly in comparison to Forbes-North. However, it must be remembered that only a fraction of the Forbes area was actually usable. Typically layouts had to tiptoe among the land mines, trying to use the best (or least bad) of the available surface. Routes were constrained, as were in most cases widths and directions. The actual usable square footage was probably less than 25% of the total area at the North end. The need for overlap and separation had to be dealt with as the surface allowed.

At HPT there are no such issues. No grates, poles, peaks, valleys, holes, frost heaves, snakes, etc. So the course can be routed wherever it needs to as the desired elements and separation requirements dictate, not as the surface dictates. This offers considerable freedom in what elements can be used, how they can be connected, and how they can be oriented, even within the constraints of needing the Start and Finish on a particular end of the available area. This type of openness makes possible the use of a variety of space-saving methods that can if necessary compensate for a somewhat smaller overall area.

Continued on page 7



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 some of your National dues for the area(s) you indicate. Thank you.

Club Racing Pro Racing Road Rally Solo

Annual Dues	National + SBR	Regional	= Cost	Total
01 <input type="checkbox"/> Regular Member	\$60.00	\$15.00	\$75.00	\$ _____
03 <input type="checkbox"/> Spouse Member	20.00	5.00	25.00	\$ _____
10 <input type="checkbox"/> Family Membership	95.00	20.00	115.00	\$ _____
<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.

Race day was cool and dry. After taking the green flag, I managed to keep first for a lap and a half until Harry Manning motored by me on the last straight. On the pit straight, another SM out broke me and took second away. I was able to keep up with the lead pair until another SM got on my butt and I had to go into defensive mode to maintain 3rd place. After an exhausting 19 laps, I managed to hang on to third place. Even though it’s not a win, it’s a satisfying start of the season.



Lynnette Markowicz making sure everything is in order on the grid

Throughout the weekend, I had a chance to talk with several SBR members working the race. Rod Markowicz was a familiar face in tech as was Lynnette Markowicz, Denny Jennings and Duane Belisle (Belifle). Out on the corners, I thought I recognized Dave Bowman, Leon Krauss, and Jim Desenberg giving me the “thumbs up” after the race. Senior citizens Bert Olson, Eugene Wieczorek, and Rich O’Grady kept the pit lane area under their control. From my unofficial count, that’s ten SBR members who helped out their fellow man. Not bad for a region of about 176 members. All the racers appreciate all the work you do. Thanks.



Duane Belisle teases all the waiting drivers with the “1 to go” sign



The route length on my 2003 South course was approximately 3650 feet; available route lengths in preliminary sketches on the left side of the HPT pad have yielded lengths of 3500-4000 feet. It’s largely a matter of being able to make the best use of the available space. Many details (e.g. Grid locations and ingress/egress points) have yet to be finalized, but it looks pretty good at this point.

It should be remembered that a very big complaint year after year from members at the Town Meeting was about the deteriorating Forbes surface. The move to HPT was largely driven by this input. It seems counter-productive for members to assume the worst about getting something they asked for, even before they see the actual hands-on results of the change.

At this point I’d just ask that people stay tuned and have a little faith in the event Chairman, the course designers, the Nationals event officials team, and the National Staff to provide a Solo Nationals that won’t beat their car to death, and will offer improvements they can all appreciate. Yes, it will be different. No, it won’t be perfect. Yes, it will evolve. That’s all fine with me.” – Karen Babb

I would like to add to her comments that holding the Solo Nation-

als at a purpose built race facility, instead of a location designed and meant for other uses, really makes a positive impression. Everything at the site is about racing and competition. This means that HPT has erected buildings designed solely to function for the needs of automotive competition. For example, the scales are permanently mounted and located inside tech/impound building – out of the weather. There are real toilets (flushies!), a paddock wide public address system, garages for rent, a registration building/parking lot that is on the way in. There is also a beautiful track that surrounds the paddock and Solo course area. Who knows – there may even be cars running the track while we are there! All of this adds greatly to the overall competitive feeling and gives credibility to what we do. It only seems fitting that the Solo Nationals be held in a purpose built race facility instead of a parking lot – a place where the Nation’s best will compete for a chance to earn their 2006 Solo National Championships.

If I may steal a line from Karen’s correspondence above, I think it is worth repeating: “Yes, it will be different. No, it won’t be perfect. Yes, it will evolve. That’s all fine with me”

See you at the 2006 Solo Nationals

Roger H. Johnson (Houston, TX)
Solo Nationals Event Chairperson



Announcement

The July club meeting be held on July 11th at Dave and Tami Bowman’s home. A cookout will be held, and maybe we will hold a meeting too.

The Bowman Residence:
3807 Fern Hill
Mishawaka, IN
46544

Watch next months PitBoard and www.sbrscca.org for more details.



SBR Calendar of Events

<i>June 3</i>	<i>Solo Test & Tune (Tire Rack)</i>
<i>June 3</i>	<i>Solo School (Tire Rack)</i>
<i>June 4</i>	<i>Solo #3 (Tire Rack)</i>
<i>June 7</i>	<i>SBR Membership Meeting</i>
<i>July 11</i>	<i>SBR Membership meeting & Cookout</i>
<i>Want more info?—www.sbrscca.org</i>	