

# PITBOARD

July 2006



## Checkered Flags

Articles by Lloyd Loring

### Bert Olson

The South Bend Region lost one of its oldest and most active members on Saturday July 22 when Bert Olson passed away at home. He had been diagnosed with lung cancer only a few weeks earlier and at 80 years of age he chose not to suffer the trauma of chemotherapy or radiation. Bert had been very active right up to the end.



Bert was a member of SBR back in the 1950s and, over the years, did just about everything. He competed in regional rallies, gymkhanas (the predecessor of solos) and racing as both a worker and later as a driver. He held many offices in the club including Regional Executive. Whenever there was a need, Bert was there to lend a hand. Bert was a positive force in building and maintaining the club, and he held the club leadership to high standards.

Bert made his living in the automotive business in many ways: selling, servicing, repossessing, you name it. At one time he moved to Texas, and dropped out of the SCCA. But when he returned to South Bend, he rejoined. The lack of continuity meant no "50-year pin" for Bert, but other old timers knew how long he had cared for SBR and the sport. Most recently Bert earned a license as a Pit Steward and held the Chief Pit Steward title at many recent races. He also offered his expertise to other regions, especially when they raced at GingerMan Raceway.

The stories about Bert at parties and T.A.R.D. rallies are legion and will be handed down for years. There are other stories we can tell, of course.

"Bert Olson" continued on page 2

### Dennis Schue

It has come to our attention that Dennis Schue, a past member of the South Bend Region, passed away in Rancho Mirage, CA on June 17, 2006. Dennis was active in SBR in the late 50s and early 60s. He was a salesman for Hoosier International Motors, an import car dealer in downtown South Bend that offered Peugeot, Deutsch-Bonnet, Arnolt MG, and other exotic cars for sale. Later he worked for S. H. "Wacky" Arnolt of Arnolt Motors of Warsaw, IN who manufactured the Arnolt Bristol racing car as well as being the exclusive importer of Solex carburetors among other automotive, marine, and aviation items.

Dennis moved to California and established his own import auto parts distributorship which he maintained for over 4 decades. In 1980 he also created the "Dino Register" which helped tracked ownership and history of Dino Ferraris (a 6 cylinder model) and he was known world-wide for the effort.

In the excerpts from early PitBoards reprinted a few years ago, Dennis was noted for success in local gymkhanas, although his car of choice then was an Austin-Healey Sprite rather than a Ferrari. While few present members knew Dennis, his passing is noted with sadness by the old timers of the club.

Pos.	DRIVER	CAR	... FROM THE DESK OF THE ...	CORRECTED TIME
1.	D.SCHUE	SPRITE		2:12.9
2.	J.MEISTER	TR-3		2:13.8
3.	C.CROWEL	A-H		2:14.1
4.	B.DURREN	ALFA		2:15.0
5.	D.FOUTS	VW		2:16.0
6.	R.DEREES	VW		2:16.9
7.	D.BOHM	CORVETTE		2:19.0
8.	D.LAYTON	A-H		2:19.9
9.	R.RUNEMAN	VW		2:21.2
10.	W.CUSHWA	PORSCHE		2:21.7
11.	L.TOPPEL	SPRITE		2:22.1
12.	P.BENDER	PORSCHE		2:22.6
13.	W.CHASE	MGTF		2:24.6
14.	C.CUSHWA	PORSCHE		2:24.9
15.	A.BEER	VW		2:26.4
16.	L.BLANTON	A-H		2:27.7
17.	L.LORING	A-H		2:28.3
18.	C.HOSEY	TR-3		2:28.6
19.	F.FERRARI	A-H		2:29.2

<b>IN THIS ISSUE</b>	SBR loses two past members Great Going at Grissom New edition of "We Be Flagg'n" Information about upcoming meeting dates and places
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# SBR Spotlight

## RE Notes

Jeff Luckritz

Very Busy

Since early June, I have traveled to Italy, Austria, Indianapolis, Los Angeles and back to Indy. Even though my European travels were not car-related per se, I found myself constantly looking at cars and modes of transportation.



Italy proved to be Bizarro world when it came to modes of transportation. While in Florence, I saw dump trucks and garbage trucks no bigger than my Honda Odyssey minivan. The most common means of transportation I witnessed was scooter/motorcycle and diesel powered cars. As far as I could tell there were absolutely no rules for motorcycles. Riders weaved in between cars at every opportunity. While cars sat idling a red light, about 30 motorbikes would come scurrying out of nowhere and take their place at the front of the line.

VW, Peugeot, Fiat, Ford and Mercedes Benz dominated the car scene. The American Ford Focus would be considered a large car for most Italians. Interestingly enough, the most common "import" seemed to be Mazda. I spotted a half dozen Mazda 6's, 3's and some other small Mazda not imported here. Gas hovered right around 3.3 Euros per liter. Believe me; you don't want to do the conversion.

Back in America, I attended the F1 race scene at Indy. The on-track racing has never been very exciting by NASCAR standards, but there's something truly unique about the sounds and aroma of a modern F1 race car. At present, there are no firm plans to hold another F1 race at Indy as Tony George and Bernie Ecclestone must hammer out a new agreement as the previous contract expired at the conclusion of the 2006 race. I have attended every F1 race held in Detroit and Indy and I plan on attending next years USGP wherever it's held. Don't tell my wife though.

"RE Note" continued on page 7

"Bert Olson" Continued from page 1

While he was racing a Porsche 356 coupe, he decided that a roadster might be faster. He convinced another member with a roadster to swap car bodies and over a few days, using twin hoists in the garage of Walt Kopzinski, managed to move the "racy" bits from one car to the other. Remarkably, both cars left under their own power. It is not entirely certain if the roadster was faster, but it remained Bert's ride at the track for some time.

Bert was also a major force in the creation of a racing Ford Pinto, driven by John Underhill, that astounded the racing community. It had never been dreamed that such a lowly car could be turned into a genuine race car by "Sonant Racing".

Bert was one of the best recruiters for the region, convincing untold numbers of folks to give SBR a try. He was active at every Cavalcade of Wheels display and the mall SBR car shows. You couldn't miss his smile and his enthusiasm. At meetings he was one person you could count on to come up and say hello with a smile even if this was your first visit. The region will miss his presence and we offer condolences to his wife Dorothy and his family. As soon as we know of plans for a memorial service we'll post the information on the SBR website.

## Free SCCA dues for a whole year!

If you qualify for any of the positions listed below, you will receive full SCCA dues for a regular member(local + national).

National Race Worker License Holder  
PitBoard Editor  
Race Chair  
Regional Executive  
Solo Chair  
Treasurer  
Webmaster

Or, hold any of the positions listed below and receive 50% of full dues for a regular member.

Activity Points Keeper  
Car Show Coordinator  
Divisional Race Worker License Holder  
Club Secretary  
Solo Chief Safety Steward  
Solo Timing and Scoring Chief  
Solo Course Design Chief  
Solo Equipment Chief  
Solo Trophy Chief

Please see SBR By-Laws for details. Contact Jeff Luckritz if you have questions.

## New Members

Sorry....no new members to report this month.

Already a member? - please help recruit new members.

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

Visit us on the web—[www.sbrscca.org](http://www.sbrscca.org)

# 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
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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

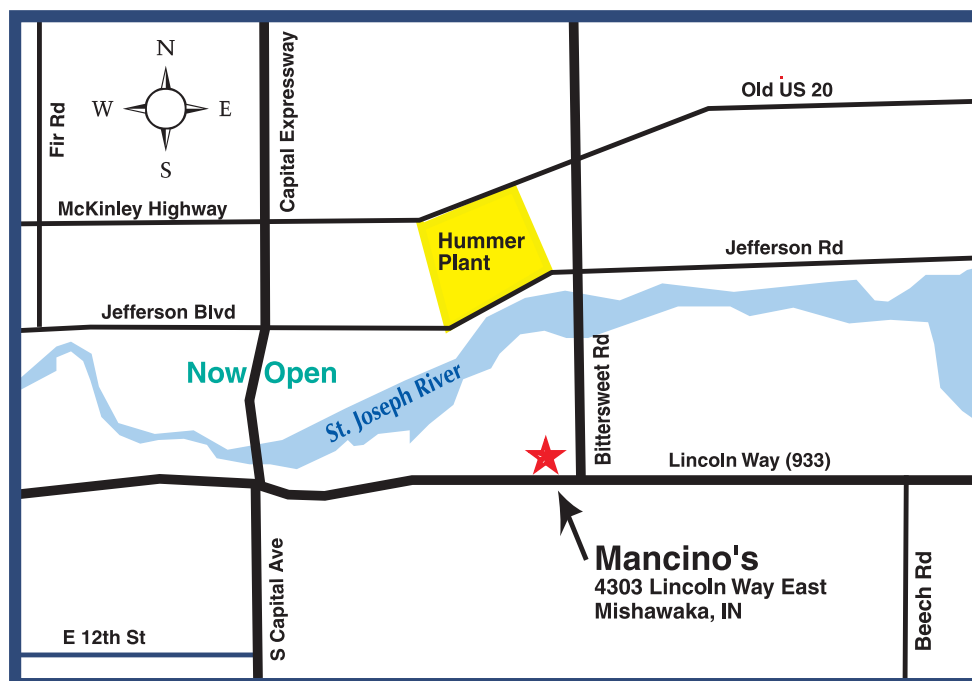
Mishawaka, IN

(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.



# WE BE FLAGG'N

Article by Leon Krauss

Newsflash: June 10/11; Detroit Double Regional; Gingerman Raceway..... Jim Desenberg, the infamous “Magnet”, was working Flagging and Communications at corner 11 when a Camaro buried itself in the sand pit across the track from him. The car did not; I repeat emphatically, did not catch fire!! Desenberg was beside himself with anxiety as he held his joined-to-the-hip fire extinguisher with a crushing grip while he nervously waited for even the slightest puff of smoke or a flicker of orange flame to escape from the silent prey, or rather, ill-circumstanced race car that sat in his sights. But alas, Desenberg had to remain behind his safety barrier and call in over the radio that a wrecker would be needed at the end of session to remove the car from its temporary sandy parking space.

Jim hadn't experienced a good fire in at least two weeks and his appetite for white, oxygen-depleting clouds of chemicals was giving him an itchy trigger finger on that fire extinguisher, just waiting for the precise moment to squeeze it into action. Fortunately, or perhaps unfortunately for him, the day was not over, before a brand new red Mazda RX8 came through his corner 11, and, as though sensing Jim's unquenchable thirst, slowed on the front stretch and came to a complete halt between the starter's stand and turn station #1. “Fire on the front stretch” screamed out over the radios. Immediately corner workers, grid workers, fireman and others came from every direction to attack the burning race car with their extinguishers billowing fire-eating chemicals and quickly smothered the car leaving it with a thick penetrating yellow film inside and out as their calling cards for services rendered. All Desenberg could do was remain helplessly back at corner 11 observing the blackish-gray smoke rising gracefully into the purest of baby blue skies blanketing over the Gingerman race course. He inhaled every morsel of communication, like life-giving fresh oxygen, that was relayed over his radio about the heated situation while standing on his tip toes peering up the long straight-away to see if there was anything he could absorb from his distant corner station. If you had looked close enough, you might even have observed a small drop of spittle rolling down his chin. Rest assured, everyone there knew that if the call had gone out to him, Desenberg would have immediately abandoned his lone stake out at corner 11, ran all the way up the front stretch, one hand on his trusty fire extinguisher, the other pressing his radio to his chest so it wouldn't flop out of his shirt pocket. His trained and focused eyes never departing from the burning carcass. Upon arriving at the scene of the inferno, Desenberg would have devoured the consuming flames with a single sweep of his perfectly positioned fire extinguisher. People would have stood in awe and clapped and cheered wildly. The very act would have been one of such true mastery and finesse that even the most experienced firemen would surely have bowed in his presence. In the end, however, Desenberg was too far away to offer his “assistance” and the much anticipated call to stand at attention and be counted, never was made to the great dismay of this gallant, yet forlorn corner worker. Distraught as he was over the loss of such a momentous opportunity to shine in all his glory, Desenberg could not resurrect the strength to return to the race track on Sunday for yet another day of racing (actually his wife

wouldn't let him come back, but that is another story!).

What happened to the car and its' driver you ask? The young driver quickly removed himself as the smoke in the cockpit stole all of his breathing space. The owner of the car appeared on the scene before the flames had escaped from underneath the hood and climbed up on the Armco leaning over it sticking his head into the smoldering cockpit of the car in search of the release latch to pop the front hood so the fireman could get at the source of the fire. He required oxygen when they pulled him back out of the smoke-filled car, but he did manage to find and pull the release lever! The hood was pried open and the flames were quickly snuffed out. Amazingly, the damage was curtailed to just the engine compartment. But there the damage was extensive! The car engine area was a blackened and yellow mess! Everything that could burn did! Hoses, wiring, plastic canisters, connectors, clamps, gaskets, painted surfaces all looked as though they had been placed onto a barbecue grill and left there too long! Charcoal would be a good word to describe what remained. Here was another race car that was not going to see any racing for the short foreseeable future.

As would be expected of any good reporter worth their salt, I inquired of the owner what had caused the fire and what he thought it would take to repair the race car (Okay that actually is not true. I was standing in line at Sherman's Ice Cream Parlor after the days' event was over and the owner approached me to thank me for working the week end. He volunteered to give me a little history on the car so, as Paul Harvey would say, “And now for the rest of the story!”)

The Mazda was a fairly new RX8. It had been stolen off a new dealership lot (I always wondered how these SCCA drivers could afford new race cars!) and taken for a wild joy ride before being abandoned in a field and recovered by authorities (or at least that is how I chose to remember it!). The dealership did not want the car back so the insurance company wrote it off as a total loss. The present owner learned of the car and its short history and purchased it for racing with less than 700 miles on its' odometer. This was one of its' first races. Evidently, the fuel line clamp came off causing the fire. The owner estimated it would cost him \$10,000 minimum to repair the car back to racing condition. The car was sent directly from the race track to a shop in Indy for estimates to see what the real damage would be to his wallet.

“We Be Flagg'n” Continued on page 7

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## CLASSIFIEDS

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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](mailto:pitboard@sbrscca.org)

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# Great Going at Grissom!

Article By Kim Bollinger

South Bend Region once again hosted its Solo trial of the Grissom concrete on June 17-18. The event was run as event 3 in the CenDiv Solo Series, and was the fourth event in SBR's Solo Championship Series.

With 114 drivers from 17 regions entered, the event's size enabled drivers to partake of 6 runs on Saturday and 4 more on Sunday. The Steve Tamandli-designed courses were laid through many areas of concrete not normally used at Grissom, avoiding the majority of the dips and bumps that have been synonymous with the site. The Saturday course wound its way through a series of large, sweeping increasing radius turns, punctuated by a set of slaloms before the "turn-around" and by a short lane change before the finish. Sunday's course started with a tight left-hand hook, leading back into the reverse direction of sweeping turns but sans the long slalom toward the finish. All in all, they were some of the best courses in recent memory at Grissom – not terribly fast, not too slow, and plenty challenging. Great going, indeed!

Day 1 dawned sunny, windy and hot, with competition matching all of those attributes. Six runs gave drivers a chance to try some different driving lines and car settings. Divided into two run groups, drivers took three runs for each group, then went back and took three more runs in each group. Overnight, though, the first of a series of storms blew through, toppling the tent and scattering the course. With rain clouds hanging overhead, each group ran one set of 4 runs, with the first group encountering one damp run. The second group began running in heavy rain that obscured vision at first but, by the end of the session, had quit and allowed the track to partially dry.

As has been the case at other venues this year, C Stock was the class to watch, with Dan Stone's (Indy) silver Pontiac Solstice taking on the General Motors Performance Division Solstice piloted by Tim McIntosh (Detroit) and Josh Geiger (Detroit). Clemens Burger (Indy) shared Stone's car for the weekend as well. At the end of the sixth run, Stone was leading the pack by 3 tenths, with McIntosh in second and Geiger and Burger close behind. Day 2, though, brought rain and a dramatic fight for the lead. Stone could only manage one clean run and dropped to 4<sup>th</sup>, leaving McIntosh on top by over 2.6 seconds over Geiger.

STX offered another good battle, with two Subaru WRXs leading the charge. Rebecca Roth (OVR) overcame a first day deficit of .3 sec to take back the win by nearly 4 tenths over Kyle Broeker (FWR).

The largest class entering the event was C Mod. With 8 drivers battling, Don Elzinga (Detroit) showed early on that he was the driver to beat, taking Day 1 by over 6 tenths. He backed up the second day by besting the field by nearly a second, taking the win by 1.645 plus taking FTD Raw Time and FTD PAX honors for the event!

South Bend Region drivers had mixed results. Unfortunately, George and Enid Schmidt and Paul Stock succumbed to the Solstice dominance in C Stock. George Williams had a great weekend, battling Adam Loesi, Kent and Crissy Weaver and Dave Gushwa to a 7 tenths victory margin in F Stock. Bill Loring fell victim to both the MINI invasion of G Stock and the difficulties of being the event Timing Chief and took 4<sup>th</sup> in the class. Patrick and Gretchen Ohmann had to rebuild their braking system on Day 1, leaving them far back in the H Stock pack. George Westfall suffered a series of DNFs on Day 2 in the rain, allowing Aaron to conclusively beat his dad on Father's Day! Josh Westfall took advantage of his competitor's DNFs, though, and took E Street Prepared for the weekend. Scott Nardin's Day 1 lead was enough to allow him to hold on to the win in F Modified. Randy Easton decided that the rain on Day 2 was just a tad deep for his F125 shifter kart, but Day 1 he was flying and was within 3 thousandths of the lead! Finally, the driving team of Steve Tamandli and Kim Bollinger had a fine time on Day 1, but a broken half shaft during Steve's third run on Day 2 left them to watch the rest of the event while they picked up cones.

South Bend Region Solo Committee members spent tons of hours preparing for and hosting the event. Event officials included:

SBR Solo Chairman & Event Chairman: Kim Bollinger

Event Co-Chairman: Kent Crussemeyer

Chief Safety Steward: George Schmidt

Course Designer: Steve Tamandli

Timing & Scoring Chief: Bill Loring

Chief Technical Inspector: Patrick Ohmann

Worker Chief: Mark Manninen

On-Site Registration Chief: Kent Crussemeyer

Trophies: Kim Bollinger

Equipment Chief: Don Pancheri

Protest Committee Chair:(not needed, thank goodness!)

Announcer: Lloyd Loring (the Voice of Solo)

The event was not without its trials. Starting the first day with run group A having the absolute worst grid ever to grace a Solo event.

This was thanks to the event Chairman and her able assistant getting pulled off of setting it up before thinking through how/whether it would actually function properly. Grid B was re-done as the event was running to prevent the same kind of disaster from continuing for the entire day. Did I mention it was hot?! But everyone got 6 great runs, and the event rolled smoothly all day long.



Hard at work at a recent SBR solo event

“Great Going at Grissom” Continued on page 8



# 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	\$ _____
			<b>Grand Total</b>	\$ _____

\*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.

The moral to this story is if you have metal fuel line clamps on your race car and you come anywhere within close proximity to “The Magnet,” then you will suffer the obvious circumstances!

Also, at this weekends event was a familiar black and silver Formula 500 #15 with an orange-taped nose cone (Nice nose job, Paul. Not yours, the cars’!). The driver was none other than “Deep Pockets” himself, H.C. Colwell. Now we all know that H.C. is a classy guy, but this particular weekend he was literally in a class by himself! Saturday he won his heat just by placing the car on the track and driving it through its paces until the checkered flag was thrown (Please forgive me for yet another intrusion, but it seems to me if the flagman/woman would just wave the flag instead of throwing it, they would stay a heck of a lot cleaner!

There ought to be rule or something about that!). On Sunday H.C. started third in a pack of 10 and immediately went to the front of the field and stayed there for his entire race taking the checkered flag at the end. The Detroit region is still waiting for the flag to be given back, no questions asked, H.C.! Is it me, or has anyone else ever noticed that this car only seems to have success when H.C. is behind the wheel? Paul McBride take note!

Here are some concluding, but totally irrelevant thoughts on racing. Ryan Newman Night at the South Bend Motor Speedway was a big hit, claiming one of its’ largest crowds (6,000) in the Speedways’ histories. Ryan started 5<sup>th</sup> in his open-wheeled heat and finished 8<sup>th</sup> showing that the local competition is pretty tough! Mel Kenyon raced in this event, as well and showed the boys he still can find his way around the track. Mel won the first time he came to this track back in 1950 (that’s not a misprint!).

Jim Desenberg must have been lurching around the parking lots in downtown Cleveland the week end of the Cleveland Grand Prix. The reason I know this is that my wife and I were grabbing a Starbucks’ before we drove over to the race course at Burke Airfield. As we were walking and drinking our coffee we noticed a large column of black smoke coming from the opposite end of our parking lot. As we moved closer we were passed by a group of about 25 people dressed in matching tee shirts (family reunion), all in a hurry to move away from the smoke. As we approached our car we came upon a trolley car they had been riding in, sitting in the middle of the street burning like we were on some kind of a movie set. We waited and waited for sirens and the fire department to show up when out of nowhere came none other than, this rushing thought, “Where is Jim Desenberg when you really need him?”

Until next time, Keep on Flagg’n.

During the July 4<sup>th</sup> week, a buddy of mine and I traveled from Indy to Los Angeles and back in 5 days. What would posses an educated person to do such a thing? Adventure of course....well, we got paid too. Our mission; transport a 2006 Toyota Tundra from Indy to L.A., eat lunch, and transport a 2002 Chevy Silverado from L.A. to Warren, MI. The four-door Tundra was one of the nicest and most comfortable vehicles I have ever taken a road trip in. The driver’s seat was comfortable, provided support in all the right places for this 210 lb driver. Ditto the front passenger seat. My co-driver and I are both 6’1” and we found leg-room aplenty. Average speed was around 75mph and 17 mpg in this V8 2WD model. The ’02 Chevy offered a very lackluster ride in comparison. Look for a complete article at a later date about our adventures.



Jeff Luckritz takes a minute to see the sites during his drive to Los Angles.

After getting 4 hours sleep in my own bed, I had to get up and head to Indy for a National race in my Spec Miata. I haven’t been to IRP since 1996 or so, but it’s reasonably close and I need the points to qualify for Runoffs. Here’s a quick summary. **Bumpy**, fast, **bumpy**, qualified 4<sup>th</sup>, **bumpy**, only 2 cars on grid out of 14 at the 5 minute call, **bumpy**, finished 4<sup>th</sup> on track, **bumpy**, finished 3<sup>rd</sup> in the official results, **bumpy**, needed Tylenol for the next 24 hours, **bumpy**, not sure I’ll go back, **bumpy**, Paul McBride qualified 4<sup>th</sup> in F500,

**bumpy**, Paul’s frame sustained problems, **bumpy**, the problems were 4 cracks that he could see with the naked eye, **bumpy**, didn’t even remove body work to do a full inspection, **bumpy**, not sure Paul will go back, **bumpy**, is this computer screen oscillating?, **bumpy**.



Paul McBride and HC Colwell react to finding 4 cracks in the frame of Paul’s F500 after driving on the newly repaved IRP course.

Off to Nelson Ledges, Grattan and Topeka to wrap up the 2006 race season.

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Day 2, 6:00 am – and the discovery that the storm overnight took down the tent, obliterated the grid and scattered the course. And by the way, the timer finish light won't trip. But by the appointed start time, the grid had been remarked (yes, for the third time...), the light worked (broken wire), and the course was re-laid and re-marked. And then it started raining....

But the most fun came when the timer computer locked up,

dumping the second day's times.

The true event heroes are the entire second run group timing crew for doing such a marvelous job keeping the event running after SBR's timing computer crashed and dumped the second day's times! Without Brandy Sandberg (CIR) and Bill Loring hand adding the first and second day times, we'd probably *still* be waiting for results to allow us hand out trophies!

South Bend Region is extremely grateful for the assistance of FWR for allowing the use of its timer display and to Indy Region for bringing a back-up timer (just in case)



<b><i>SBR Calendar of Events</i></b>			
<b><i>August 26</i></b>	<b><i>PitBoard submission deadline</i></b>	<b><i>Oct 3</i></b>	<b><i>SBR Membership Meeting</i></b>
<b><i>Sept 5</i></b>	<b><i>SBR Membership Meeting</i></b>	<b><i>Oct 15</i></b>	<b><i>SBR Solo #8 (Tire Rack)</i></b>
<b><i>Sept 10</i></b>	<b><i>SBR Solo #7 (Tire Rack)</i></b>	<b><i>Oct 20</i></b>	<b><i>PitBoard submission deadline</i></b>
<b><i>Sept 22</i></b>	<b><i>PitBoard submission deadline</i></b>	<b><i>Want more info?—<a href="http://www.sbrscca.org">www.sbrscca.org</a></i></b>	