

PITBOARD

April 2007

SCCA
Sports Car Club of America



SBR Shows Off at the Cavalcade of Wheels

Article by Bill Loring (SBR Blog re-print)
Photographs by Lloyd Loring

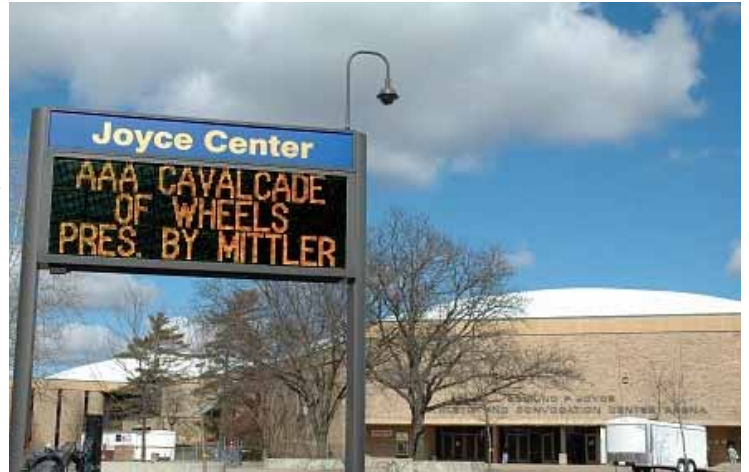
I'll take a few moments from moderating blog spam (okay, so it's only really about 6-8 messages a day, but it *seems* like a lot*) and tell you that there are some photos from the Cavalcade of Wheels posted the SBR Website. I took more photos than I posted, but Lloyd's are better, so I stuck with his for the show-related stuff.

Within the next few weeks I hope to have time to install some photo gallery software for the website, which will allow us to host our photos here on our own site. Stay tuned for that.

But I digress.

Cavalcade seems to have gone quite well. We ended up with several pages of contacts, all our car owners took home trophies, and we didn't get in a fight with the crews from either "Sod Busters" or "Costly Obsessions." Which is a very good thing, for our sakes.

I'm now making my official request for Mark "Flyin" Manninen (say it out loud, and you might just pronounce his name right next time you meet him. I know I'm going to try it) to write up an official, and surely more informative and useful blog posting to sum up the events of the weekend.



SBR had a large display, include 6 cars and an A/V display

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RE Notes

Jeff Luckritz



Spring is upon us and it's time to go racing. SBR opened up it's Solo season at the Tire Rack on April 29th and the first ever Great Lakes Division National race was held at GingerMan on the very same day.

Since I was at GingerMan, I'll give you my report and let Kim Bollinger or Bill Loring report to you on Solo. Because of my coaching duties at St. Joseph High School, I was not able to participate in qualifying on Saturday. No big deal since GingerMan is only 30 minutes from my house, I know that track better than most. The plan was to head up there at 8:00 am when registration opened, sweet-talk the tech inspectors to get an annual tech inspection done, and hang out until we raced at noon. The only possible problem was if they moved my race group (#4) from noon to Group 1 at 8:30 am due to a low turnout in SSB,SSC, T3. That would make it REAL interesting trying to get everything that needed to be done in 30 minutes at 8:30 am.

As luck would have it, they did combine race groups...fortunately, they moved the showroom stock guys to Group 4 with us SpecMiata's and we would race at noon. The car breezed through tech, I put gas in the car, checked the air pressure and even had time to get the car weighed. With about 1/8 of a tank, the car with driver was about 20 pounds overweight. The corner weights weren't perfect, but after studying them, I figured it was close enough since I was starting 16th in SpecMiata and there was no way I would get to the front anyway. Seventh or eighth was deemed a worthy goal for the day.

The problem with starting in the back besides the obvious is that you find yourself running with guys/girls that you aren't familiar with (foreshadowing). Coming to the last turn on the pace lap before the green flag, I downshifted into second, hit the apex and was almost full throttle. Just after I up shifted to third at 7000 rpm, my Dad called "Green, Green, Green" over the radio. Twenty yards later I passed the guy in front of me on the outside. As I was doing so, both lines of cars in front of me separated as if Moses was parting the Red Sea. What the heck, I'll go up the middle. Before I reached turn one, I had passed at least 6 cars and found myself in a Miata sandwich exiting turn one. I made a little contact with a car to my right, but continued on.

After the first lap I was in eighth place. Four laps later I was in sixth. I picked off two more cars in the next 14 laps or so and held onto fourth place at the end of the race with the leaders about 80 yards in front of me. Probably one of the best drives I've ever had. After the race, Bruce Foss from Hoosier Tire thanked me for the entertainment and some of my former competitors from Showroom Stock even bowed down be-

(Continued on page 4)

New Members

None this month.
See page 6 to find out how to join.

March SBR Meeting Minutes

(3-6-07)

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

Approved minutes from 2-6-07.

TREASURER'S REPORT- H.C. Colwell:

Income - mostly from a CD maturing

Expenses - trophies and 2007 racing reservation deposits

Total - Negative for the month.

MEMBERSHIP: 173

SOLO: Kim Bollinger: May 19th/20th-Test and Tune on Saturday and Solo School on Sunday at The Tire Rack. The very next weekend will be the "Memorial Bash", a 2- day event Saturday and Sunday at Grissom Aeroplex worth double points! Need additional workers to support this event! Can anyone provide the means to pull the club trailer to these events? Trailer contents were inventoried. Noted that the trailer at 5500 lbs. loaded is in the "Autumn" of its' life! A new Hp laptop has been purchased for the Solo events.

RACE: Paul McBride: Paul attended a workers/stewards training seminar March 3, in Toledo, Ohio where he learned Steve Harris will be the Chief of Stewards for our August 25-26 race. Paul is seeking an available Registrar for that event. Great Lakes Division has 19 regions, 10 of them racing regions, and a total of 13 Registrars among them! The Great Lakes Division will be sponsoring a Driver's School at GingerMan June 9th-10th which will be financially supported by all 10 of the racing regions. Paul also presented a spread sheet for setting up and organizing a race which can be re-used from year-to-year by simply placing a new date in it.

OLD BUSINESS: None

NEW BUSINESS: Received three new membership dues. Activity points are being established for those who would write an article or post a photo on our website. We have 6 racing cars for our Cavalcade of Wheels display at the Joyce Center at Notre Dame March 17-18. Trailer inventory included 3 driver's helmets whose safety life expectancy had expired and 2 fire extinguishers that were over 15 years old - all of which need to be replaced and a lug nut wrench purchased for the trailer wheels.

GENERAL MEETING: 24 members and three guests (prospective new members) 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
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Paul McBride	Board Member	bluerace44@aol.com	574-289-1398
Mark Manninen	Board Member	mmanninen@shambaugh.com	574-271-0810
Leon Krauss	Secretary	lmkrauss@earthlink.net	574-277-5371
HC Colwell	Treasurer	h.c.colwell@sbcglobal.net	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
Paul McBride	Program Chair	bluerace44@aol.com	574-289-1398
Bill Loring	Webmaster	webmaster@sbrscca.org	574-675-0641
SCCA National Office		www.scca.com	1-800-770-2055
The SCCA Merchandise Collection		www.sccacollection.com	1-888-267-2187

Monthly Meeting

When: First Tuesday of the month

Where : Mancino's

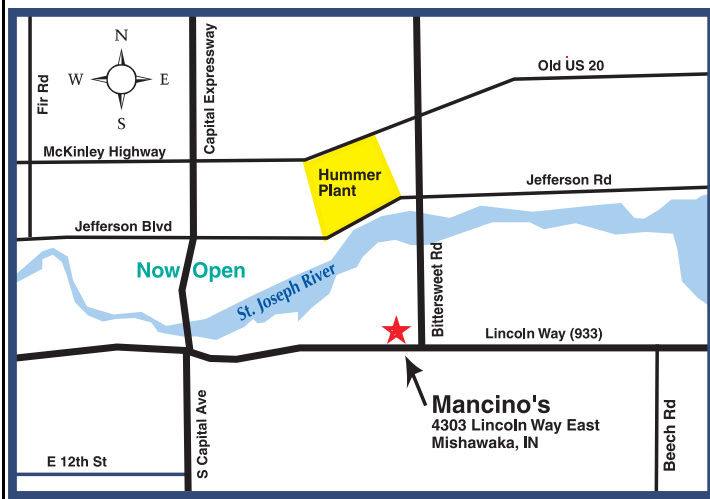
4303 Lincoln Way East
Mishawaka, IN

(see map)

Who : You do not need to be a member of SCCA to attend. Members and guests are always warmly welcome at all SBR meetings

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

Note: All times are South Bend, IN times



Free SCCA dues for 1 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.

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

1976 Chevy Corvette Stingray -

Red/Red, T-Top, L48 350 CI, AT 3 spd, PS, PB, PW, AM-FM radio, Rally rims w/ original center caps, no A/C.
New: Top radiator hose, temperature sending unit, battery, PS pump and hoses, master brake cylinder, "rebuilt" brake calipers, bigger front sway bars, front coil springs (550# rated), KYN gas shocks
Motor: Holly 650 CFM, Aluminum Holly Predator intake, Hedman headers, Flowmaster Series 40 mufflers.
Race seat w/4pt harness, 4 late '80s Pontiac TransAm rims w/ Hoosier Competition Tires.
\$5995.00 / make offer
David Bowman—574-255-7600 or Mom161822@aol.com

1999 BMW 328i -

Alpine white, beige leather interior, 4 door. 128,000 miles. New brakes, rotors (400 miles), AT, PS, PB, PW, power sunroof. Very quick. \$6500
David Bowman—574-255-7600 or Mom161822@aol.com

19' Homebuilt race car trailer w/tire rack -

New: Twin Dexter axles rated at 7000# with electric brakes, white spoked rims/tires. Have fenders to put on. Needs VIN#. \$1000
David Bowman—574-255-7600 or Mom161822@aol.com

Winter Tires For Sale -

Four (4) Michelin Arctic-Alpine, 205/55R16, one season, \$200.00
Jim Krzyzewski - (574) 286-1321, leave message.

Fully prepared and ready to win again!

14 National Championships, including 2005 in D Prepared. Crank-triggered ignition, Accu-Sump, custom adjustable suspension (F/R), 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. Alternate configurations &/or trailer also available. Call Steve or Kim—574-271-0088.



Member Update—Dick Wisler

By Lloyd Loring (SBR Blog re-print)

I just had a wonderful long talk with Dick Wisler. He tells me he is still improving but although he has most of the movement and control back for both arms, his left leg won't move for him. He has feeling in it and it is healthy, just no control from his brain. This makes it very difficult to get around even in his own home.

He told me that the accident happened when he was helping get his boat out of the water and he was guiding it up a boat ramp. Unfortunately there was moss on the surface of the ramp, and he was in water up to his waist. He lost his footing on the slippery moss and when he fell he hit his head on the seawall. His friend who was helping immediately called 911 and they got him to the local hospital. They didn't have a neurosurgeon on staff, so they airlifted him by helicopter to Tampa. The bleeding in the brain was in an area that couldn't be operated on, so it is taking a long time to regain full control of his body. It was very distressing at first when he couldn't talk, could only move one arm and wasn't learning much about what was happening to him or what the prognosis might be.

What followed was a recovery period, followed by rehab in several different facilities. He is now at home and has home care come in to help him in and out of his motorized wheelchair and take care of other chores he can't do for himself. He sounded very good and hopeful of more progress in controlling his left leg, and very interested in what was going on in South Bend.

If you have news he might be interested in, send him a note. He doesn't have Internet or email access and I suspect he may not in the immediate future.

Dick Wisler,
3225 Holly Drive, Grove City, FL 34224

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fore me. Needless to say, I was pretty happy.

But then I got called to the base of the tower. I was pretty sure they didn't call me over to pat me on the back for a superb and entertaining run. Remember that car that I had contact with in turn one? Apparently that driver wasn't too happy about that and I had to appear before the Stewards of the Meet. That was a first. Basically, they hear both sides of the case just like Judge Judy. An hour and a half later, I was penalized by having a point added to my competition license for "avoidable contact" or something like that. Oh well, that's the first time I've been in trouble in 13 years of racing and I still had a blast coming from 16th to 4th.

The next National race at GingerMan in 2007 is being put on by South Bend Region on August 25th. Mark that date on your calendar and help South Bend Region put on a fantastic event. Good food, good people, good weather, good racing. I promise.

Tech Talk

By Adam Lewis—South Bend Region Chief Tech Inspector
(SBR Blog re-print)

It's almost that time of year again folks!! The weather is getting warmer, the birds are returning home, and the garage doors are virtually buckling with anticipation to release the 4-wheeled beasts they've kept captive these long winter months. That's right, the 2007 South Bend Region is on the verge of kicking off another fantastic season of SCCA Solo competition!

I can almost see it now. One hundred plus autocross competitors converging on The Tire Rack, or Lakeshore High School, or Grissom, anxiously awaiting their turn to unleash havoc on some unsuspecting cones. I can almost smell the fuel rich exhaust of a "mod" car. I can almost feel the warmth radiating from the course. I can almost hear the screams of protest from tires, that never dreamed they would be pushed to their limits by a "stock" vehicle.

Almost, but not yet. We still have just over a month before the first car breaks the timing beam. Since you still have some time on your hands, you might as well bring your autocross machine out of it's winter slumber. If it's been sitting for a while, it's a good idea to go over it now, to make sure everything is in working order. If you drove your vehicle this winter, it still would be to your benefit to go over some basic inspections. Following are a few things you can do when getting your car out of storage, or switching it from winter to summer "mode."

First and foremost - Change the engine oil. If the car was stored try to do this before you even start it. While your car was sitting these past few months, all of the oil has made it's way back into the oil pan. At the very least this means your piston rings, rod and main bearings, cam(s) and rocker arms are dry of most, if not all oil. Also, oil sitting undisturbed for a long period of time will separate. All of the good lubricating molecules in engine oil will "float" to the top, while the gunk will be at the bottom. It's also possible for water condensation to form inside an undisturbed engine, which will sink to the bottom of the pan. There it will hang out with the gunk by the oil pump pick up, conspiring an evil plan to make its way through your engine first. While this probably won't destroy your engine, it certainly isn't good, and causes unnecessary wear and tear. Changing the oil before starting a stored vehicle eliminates these threats.

If for one reason or another, you are unable to perform this task, there is one other option. There is a product on the market by the name of "Engine Restore." It can be purchased at Autozone, Advance Auto, Wal-Mart, Meijer and most other stores with an automotive section. It's available in 4, 6, and 8 cylinder formulas. For this purpose, no matter what engine you have, you want the four cylinder version. First, check your oil. If the oil on the dipstick is a half inch or more above the full mark, do not perform this option, and seek assistance with the oil change. If your stick reads below, at, or slightly above full, you're good to go. Take the engine restore, give it a hardy shaking, and pour about half of it into the oil fill. The purpose for this is to at least get some of

the internal parts coated, and to stir up the oil in the pan. Engine restore also helps to break down sludge and other gunk that might have formed in your engine. After completing the rest of the steps below, you can move the car out into the open and let it idle for 5 to 10 minutes, then drive to your oil/lube shop of choice for an oil change.

Check your tires. If the car sat directly on the tires, they may have developed flat spots. If the tires you plan to compete on are stored off the car, it is still a good idea to check them. They may have more wear on the tread than you remember, or may display the early signs of dry rot. A clear indication of dry rot is tiny cracks on the sidewall of the tire. Also be sure to check your tire pressure before driving.

Check all other fluids. Are coolant levels correct? How about brake, transmission or clutch fluid?

A few final things to do before you fire it up: Push the brake pedal a couple times. You don't have to mash on it, just make sure it has a firm feel to it. If your car is equipped with a manual transmission, and a hydraulic clutch, go ahead and pump it a couple times also. If your car is fuel injected or is otherwise equipped with an electric fuel pump, turn the key to the "ON" position. You should be able to hear that tiny little electric whine for a few seconds. That's your fuel pump priming. Once it stops, turn the key off, and once more back to "ON." Wait once more for the pump to stop, and then fire it up. This is only to ensure your fuel lines are properly primed, and shouldn't be necessary on vehicles that are driven at least once or twice a week or more. While it's running, check the brake pedal once more, and allow your new oil to circulate for a couple minutes.

Congratulations, you've brought your car out of hibernation! Go take it for a spin. Listen and feel for anything abnormal, and be sure to correct any issues that may have arisen.

I certainly hope you found at least some, if not all of the above helpful. If you feel I have made an error, omitted something relevant, please feel free to contact me. Also, if you have a question you would like answered in a future article of "Tech Talk" please let me know. While my automotive experience is a bit above average, I certainly am not a "guru" yet. However, I have a broad range of resources, so if I don't know the answer, chances are I know where to find it.

(Note from the author: This article is intended as a helpful guide, and nothing more. Every precaution should be taken concerning safety when performing any of the above tasks. If you are unsure about performing any of the above tasks, it is advised you seek the assistance of a professional. The "Author", "The South Bend Region SCCA" or the "SCCA" CANNOT be held liable for any person(s) injured while performing these tasks, or be held liable for any damage to any vehicle(s) directly or indirectly resulting from the advice in this article.)



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 Chair: David 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 _____

E-Mail: _____

Have you been an SCCA member before? No Yes Year _____ Previous Member No. _____

IF SPOUSE ONLY APPLICATION: Present Spouse Member Number _____

IF INDIVIDUAL + SPOUSE OR FAMILY APPLICATION:

Spouse's Name _____ Birth Date _____ / _____ / _____

IF FAMILY MEMBERSHIP: (spouse & children) list names and ages of children **under age 21:**

Child Name _____ Birth Date _____ / _____ / _____

Child Name _____ Birth Date _____ / _____ / _____

Child Name _____ Birth Date _____ / _____ / _____

PRIMARY INTEREST(S) IN SCCA:

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
<input type="checkbox"/> Individual Member	\$60.00		\$15.00	\$75.00	\$ _____
<input type="checkbox"/> Spouse Member	20.00		5.00	25.00	\$ _____
<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 years old or less.

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

Visa/MasterCard Credit Card 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 12 Hours of Sebring

By Parker Brown (SBR Blog re-print)

A coworker of mine has parents who live about 5 miles from Sebring International Raceway during the winter months. She was gracious enough to invite me to attend the 2007 running of the 12-hour race with her in March. [Editor's note: Check the SBR Web Blog for links to a news story and videos from the race. Look for the video of the incredible GT2 finish. 12 hours of racing, and it comes down to inches!]

We arrived at the track very early on Thursday morning. We had agreed to sell programs at the gate with the local Lions Club. In exchange for working a shift, I received a complimentary ticket for the race weekend.

I haven't been to very many racetracks in my life, but this really felt like something special. For starters, I just couldn't believe the access that spectators had to the paddock area. We were able to wander among all the cars, teams and trailers. I got to see cars rolling onto the scales at tech, and I listened to part of a drivers' meeting near one of the hospitality tents.

I took the following shots on Friday as we watched the teams prepare cars.



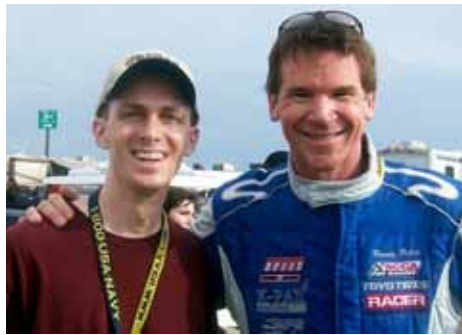
Here's the heavily favored Audi R10 of Tom Kristensen. I followed these guys as they returned the car from a practice session. This car finished 2nd in class and 4th overall.

The high point of my trip happened on Friday afternoon, when I got to meet my favorite driver, Randy Probst. An SCCA Pro Racer and 6-time National Solo Champion, Randy was there to race in both of the Speed World Challenge support races.

Here's a shot of him during the morning Touring Car race. I can't begin to say enough about this guy. He was as friendly and genuine as anyone I've ever met. I ran into him twice during the weekend, and both times he stopped for a conversation.



This picture was taken just moments before he strapped into his 911 for the GT race.



On Saturday, we returned for the main event. We wandered the perimeter of the track and caught action at all the corners. Our favorite spot was Turn 10, where the cars take a 90-degree right under hard braking. You can stand very close to the action. Here are a few shots from Turn 10, including, Ferrari 430GT and Corvette C6R.



Much thanks to Angela and her folks for the hospitality, and thanks to SBR for letting me share my adventure. I hope to get back there again someday!

SBR to participate in upcoming Great Lakes Division Driver's School

From Jeff Luckritz, Regional Executive

SBR is planning on contributing manpower and financial support to the Great Lakes Division driver's school at GingerMan. This is a great event to learn how to get involved with; Timing and Scoring, Tech, Pit, Grid, Flagging and Communication, registration etc. If you have race experience, we could always use instructors.

It would be fantastic if we could get 12-15 SBR members to GingerMan on **June 9-10** to help out. Let's show everybody in the newly-formed Great Lakes Division how dedicated we are to road racing! If you would like to help out, please e-mail Garold Shaffer at: gjshaffer2002@yahoo.com

It's time to go racing.

Regional Executive
South Bend Region, SCCA

(Continued from page 1)

But most assuredly, he won't thank himself for the many hours of hard work he put in, the full day he took off on Friday, the loan of his son's truck to haul all our junk, the storage of the club trailer at his business, or any of the other things that none of us even knew he did, but if he hadn't, the show might not have gone on. So... **thanks Mark!!**



New member Dave Dawson's Formula First

* Especially when all the messages seem to relate to improving my "performance," and they're not even talking about making my car faster. Sheesh.

SBR Calendar of Events

- | | |
|-------------------------|--|
| May 19 | Test and Tune AND Solo School
(Tire Rack—South Bend, IN) |
| May 20 | Solo Points Event #2
(Tire Rack—South Bend, IN) |
| June 5 | SBR Membership Meeting |
| June 9 & 10 | Great Lakes Division Driver's School @ GingerMan Raceway,
(South Haven, MI) |
| June 23 & 24 | Solo Points Event #3 and #4
(Grissom Aeroplex—Peru, IN) |
| July 10 | SBR Membership Meeting |

Want more info?—www.sbrscca.org