

# PITBOARD

Issue 3—2008



## We Be Flagg'n

Article By Leon Krauss

Nelson Ledges Race Course was the host for the 2008 Great Lakes Division Drivers Training School April 18 and 19. Paul McBride and yours truly represented SBR in Flagging and Communications. 55 drivers made their appearance with 50 closed wheel and 5 open wheel racing vehicles. This was a very good sized group considering new driver attendance in previous years had been significantly less for this type of school. Saturday worker turnout allowed for 3 people at most flagging stations and 4 people at Turn 13 where Paul and I "worked." For those of you who have been to this race course, you may recall that Turn 13 is the carousel just before pit in and the front main stretch. You may also remember that Turn 13 is just past, but well within view of, the infamous Turn 12. H. C. Colwell and Don Pancheri earned their F&C "wings" at Turn 12 two years ago when they experienced hands-on training removing a Mustang from inside the Turn 12 F&C station!

Unfortunately, worker turn out dropped off on Sunday and turn 13 was not manned at all. Paul and I worked station 2 on Sunday which is just past the bridge (yes, the bridge is still standing and no, the Army Corps of Engineers haven't blown it up, yet. But they had better hurry or it may fall in before they get the chance! It is still that bad and appears even worse! Paul and I observed several race teams in their rigs who pulled up to the bridge, got out, looked the bridge over, returned to their vehicles and put them in reverse, deciding to wait for the track gate to open after the end of a race session, rather than take a chance on falling through or off the bridge!) As on Saturday, Paul did the flagging (Paul is Irish/Italian and loves to use his hands for communicating when not digging for pots-of-gold!) and I performed the verbal phone communicating over the track hard-wired head sets.

At the Saturday evening supper, I won a hat as a door prize. Paul didn't win anything! As I consoled Paul, I explained to him, "To those who have much, much will be given." (That is how that saying goes, isn't it?)

The drivers training evidently must have been fairly good because the drivers did a respectable job of avoiding any major mishaps. At one point, though I could have sworn, Jeff Pontius was driving one of the cars, as we continued to hear how this one particular car kept going off course at nearly all the turns. But then, that is just me.

Even though I humbled him into going, Paul and I enjoyed ourselves and hopefully we planted some seeds that will grow into workers from other GLD regions supporting our National in August.

The first weekend in May, Chief of Grid and Pits Duane Belisle and I borrowed some more money out of our retirement funds and "wandered Indiana" down to O'Reilly Raceway Park (ORP) west of Indy for their Double Regional event. Reports were that somewhere between 49 and 77 cars had pre-registered, but there were only 54 cars at the Saturday morning qualifying sessions. There were 47 closed wheel and 7 open wheel cars. The numbers digressed from there as the weekend progressed. The turn 3 tire barrier claimed a couple of cars. Two drivers had to be checked out at the track medical center. Both were o.k., but one Honda CRX wasn't. The whole right front end of this car, fender hood, wheel, tire, suspension, windshield and door frame were going to need replacement and/or straightening! The cement road barriers at turn 15 also claimed

another car but not before it managed to knock over the cement barrier!

Somehow, I get the feeling the drivers are suppose to miss these barriers and cross the start/finish line to achieve success. But then, that is just me.



*(Continued on page 7)*

### IN THIS ISSUE

New member list (see page 3)  
Results—2008 Solo Event #1  
Updated calendar of events—important notice about Solo Event #5  
Meeting minutes from April and May SBR meetings

# *SBR Spotlight*

## SBR MEETING MINUTES (4-1-08)

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

Approved minutes from 3-4-08.

### TREASURER'S REPORT- H.C. Colwell

Income versus expenses is on par with last year at this same time with the pleasant exception that we are further ahead because we had a good (financially) SOLO year in 2007.

MEMBERSHIP: 157+ This number will vary as dues expire and members re-up.

SOLO - Mark Manninen: The new club trailer costs, even after being fitted out, will come in under budget. Considering that a portable generator may get less use than anticipated we may just borrow or rent one for the couple of times it is required and not spend the allocated monies for the purchase of a new one. The older trailer is now for sale and it is open to bids from the membership before offering it to the general public. An older style 10x20' tarp with poles that the club no longer has use for will be sold to former RE, Bill Howe, for his bid of \$25. One additional SOLO event has been added for June 22 at Navistar in Ft. Wayne. Registration is now set-up on-line. Grissom will be a 2 day/2 event weekend.

RACE- Paul McBride: National Fees have been set at \$260 and the CFC Regional fees at \$285. Paul and Leon will be attending the Great Lakes Division Driver School held at Nelsons Ledges Road Course in Ohio on April 19/20<sup>th</sup>.

PROGRAM CHAIR: Mark Manninen provided a basic, but thorough and enlightening overview of auto-crossing complete with over heads and what a novice driver might expect to see and experience at a SOLO event.

OLD BUSINESS: Jeff presented a suggested Tri-fold for review/approval to go to printing. Street Survival School discussions with Tire Rack continue and are moving forward to the first event.

NEW BUSINESS: Approved advertising SBR events on the Michigan Turn Marshals website: <https://michiganturnmarshals.org/>

GENERAL MEETING: 33 members and guests in attendance!

Respectfully submitted,  
Leon Krauss, Secretary

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

## SBR MEETING MINUTES (5-6-08)

ATTENDEES: Kim Bollinger, Paul McBride, H.C. Colwell, Mark Manninen, Leon Krauss. Paul led the meeting in our RE and Assistant RE's absence.

Approved minutes from 4-1-08.

### TREASURER'S REPORT- H.C. Colwell:

INCOME: 1<sup>st</sup> SOLO event was profitable.. The old club trailer was sold.

EXPENSES: Paid SOLO trophies for entire 2008 season.

MEMBERSHIP: 172 (+15 from last month)

### SOLO-Mark Manninen:

Reviewed 1<sup>st</sup> event budget. 87 entries/15 were non-members/40 were SBR members including 3 Street Survival School graduates/ remainder mostly from Ft. Wayne. South Bend Tribune had a two page article with several pictures about this event in today's Community section. New trailer works out very well, both for storage and as the new communications center (Lloyd is happy!). Next event is May 17-18. John Underhill graciously donated 8 Safety Workers Vests to the club.

### RACE-Paul McBride:

Paul and Leon worked F&C at the GLD Drivers Training School at Nelson Ledges April 18<sup>th</sup> and 19<sup>th</sup>. GLD has only 6 Nationals remaining for this season so our National is a MUST! Reviewed National drivers entry fees as compared to what other regions are charging for similar events. Duane Belisle was Chief of Pits and Grid at the double regional at ORP last weekend. Leon worked F&C.

### OLD BUSINESS:

Tri-folds were handed out by Angie Johnson at the 1<sup>st</sup> SOLO event and she has placed them with an auto parts store near Elkhart. Adam Lewis reported that the 1<sup>st</sup> Street Survival School sponsored by the Tire Rack was well received and had 16 participants. It was covered by LESEA communications! Its next event will be June 21<sup>st</sup>.

### NEW BUSINESS:

Angie Johnson reported on her public/media relations campaign to spread the word about our "secret" club. Note the free-advertisement we got in today's South Bend Tribune! Activity points for SBR members who participated at the Street Survival School should be discussed at next months board meeting.

GENERAL MEETING: 22 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
Mark Manninen	Board Member	mmanninen@shambaugh.com	574-271-0810
Leon Krauss	Secretary	lmkrauss1@comcast.net	574-277-5371
HC Colwell	Treasurer	h.c.colwell@sbcglobal.net	574-291-6756
Lynnette Markowicz	Club Merchandise	gridgirl1@yahoo.com	574-232-4206
Jeff Pontius	Pit Board Editor	pitboard@sbrscca.org	N/A
Mark Manninen	Solo Chair	mmanninen@shambaugh.com	574-271-0810
Lloyd Loring	Activity Points Keeper	LWLoring@sbcglobal.net	574-272-6719
Paul McBride	Competition 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
Angie Johnson	Public Relations	pr@sbrscca.org	574-238-9225
SCCA National Office		www.scca.com	1-800-770-2055
The SCCA Merchandise Collection		www.sccacollection.com	1-888-267-2187

## Monthly Meeting

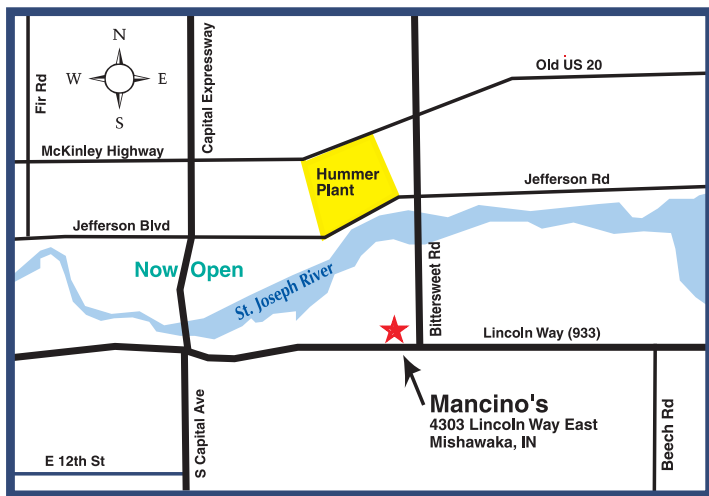
**When:** First Tuesday of the month

**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 hold 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

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—The South Bend Region welcomes...

Slava Bely  
Virgil Exner  
Arin McLaughlin

Christopher Cramer  
Angie Johnson  
Casey McLaughlin  
Kelsey McLaughlin  
Megan Slabaugh

Jeffrey Dndraka  
Richard Hammond  
Sandy McLaughlin

See page 6 to find out how to join

# Solo Event #1 Results—"Here we go again"

## April 20, 2008—The Tire Rack, South Bend, IN

Pos.	Class	#	Driver	" Model, Color "	Region	Times				Total
1T	AS	16	Mike DeArmond	02 Honda S2000		35.140+2	35.518+1	35.091+DNF	35.882	35.882
2T	AS	27	Joe Boersma	01 Honda S2000		37.618	37.778+1	37.473	37.233+1	37.473
3	AS	17	Mark Boersma	01 Honda S2000		41.879	42.735+1	38.069+1	37.921	37.921
4 m	AS	10	Rich Hammond	2007 Pontiac Solstice GXP	SBR	40.707+1	39.229	39.709+2	39.273+1	39.229
5 m	AS	7	Brady Miller	02 BMW M3	SBR	41.289	40.265	43.451+DNF	39.339	39.339
6	AS	9	Gannon Clark	2006 Porsche Carrera		45.243	45.464	41.894+1	42.540	42.540
1Tm	BS	5	Bill Wah	'04 Mazda RX8	SBR	43.181	42.079	41.839	41.872	41.839
1T	DS	4	James Rose	2005 Dodge Neon SRT-4	INR	40.183+1	38.694+1	38.075	38.150+4	38.075
2	DS	71	Steve Brouwer	2008 Audi TT Coupe	WMR	38.581	38.132	38.183	37.130+3	38.132
1T	ES	52	George Schmitt	1996 Mazda Miata		36.048+1	35.642+1	35.780+2	36.344+2	37.642
2	ES	13	Greg Wardecke	1995 Mazda Miata	388812	55.296	47.036	46.344	46.268+DNF	46.344
1T	FS	48	George Williams	2002 Chevrolet Camaro Z28		38.594	37.232	37.373+1	38.406	37.232
2 m	FS	14	David Gushwa	1993 Pontiac Formula	SBR	39.892+1	38.618+1	38.128	37.347	37.347
1Tm	GS	163	William Loring	2000 Toyota Celica GT	SBR	38.478	37.545	36.275+1	36.386	36.386
2T	GS	63	Mark Manninen	2000 Toyota Celica GT	336854	40.263	38.317	38.539+1	37.855	37.855
3 m	GS	86	Sam Centellas	2002 Nissan SE-R SpecV	SBR	41.215+2	40.810	40.337	39.358	39.358
4	GS	44	Don Fore	2008 Honda Civic Si Sedan		40.536+1	40.613+2	40.043	39.040+2	40.043
5 m	GS	69	Jeff Ondraka	2003 Jaguar X-Type	SBR	49.661	47.414	45.493	44.997+DNF	45.493
1T	HS	44	Doug Tuveson	2006 Ford Focus		42.971+1	42.360+1	43.041	41.908	41.908
2Tm	HS	3	Phillip Corporon	2003 Ford Focus ZX3	SBR	54.435+DNF	44.385	43.125	42.723	42.723
3	HS	77	Han Suk Suh	08 Acura TSX		47.213	43.339	44.074+DNF	43.199+1	43.339
4	HS	11	Jacob Forker	07 Volkswagen Rabbit		50.726	45.701	45.463	45.548	45.463
5	HS	62	Jordan Sullivan	96 Pontiac Sunfire		48.730+1	46.052	43.636+1	45.047+4	45.636
6	HS	21	Steven Slabaugh	2003 Chevy Cavalier		49.967	46.715+1	44.553+1	46.109	46.109
1T	HSL	21	Megan Slabaugh	2003 Chevy Cavalier		68.040	57.605	51.886+1	52.079	52.079
1T	BSP	2	Matt Flournoy	2005 Subaru WRX STI		41.592	39.886	38.428	37.353+2	38.428
2	BSP	5	Seung Beom Suh	05 Mazda RX-8		44.573+1	43.355	41.781	41.305	41.305
1Tm	CSP	21	Angie Johnson	1994 Mazda Miata MX-5	SBR	40.787	39.503	38.324+1	39.441	39.441
2Tm	CSP	76	Jeff Luckritz	99 Mazda Miata	SBR	39.728+2	40.731	39.420+DNF	39.532	39.532
3	CSP	64	Duane Belisle	1986 Mazda RX-7		45.827	42.860+DNF	43.305+DNF	42.654	42.654
4 m	CSP	85	William Howe	1985 Mazda RX-7	SBR	44.399+1	43.742+2	43.763	44.336+1	43.763
1T	DSP	93	Scotty Johnson	1993 Mazda MX-6		45.613+4	45.541	44.234	46.213+DNF	44.234
2	DSP	50	Donald Silence	1999 Mercury Mystique		45.680	44.244+2	46.270+DNF	44.852	44.852
1T	ESP	124	Keith Margraf	1982 Pontiac Firebird SE		86.981+DNF	41.677	40.928	39.051+4	40.928
2	ESP	54	Bob Walker	2005 Ford Mustang		45.244	41.405+2	41.811+1	42.100+1	43.811
1T	FSP	71	Christopher Krumnow	87 Pontiac Fiero	FWR	40.366+4	39.201	39.226	38.432+1	39.201
2 m	FSP	20	Robert White	77 Austin Mini	SBR	46.103	43.651+1	44.141	43.064	43.064
3	FSP	23	Patrick Ohmann	1991 Ford Festiva		44.295+1	44.745	46.211	45.106	44.745
1Tm	FSPL	123	Gretchen Ohmann	1991 Ford Festiva	SBR	47.370+1	44.618	43.176	44.094	43.176
1Tm	DP	99	Stan Jones	1990 Mazda Miata	SBR	40.006+1	37.646	36.740	39.283+DNF	36.740
1Tm	GP	194	Steve Bollinger	1966 Austin Healey Sprite	SBR	39.308	34.644+1	34.779	36.152+1	34.779
2 m	GP	94	Ross Bollinger	1966 Austin Healey Sprite	SBR	35.942+DNF	38.282+1	36.668	36.780+1	36.668
1Tm	GPL	94	Kim Bollinger	1966 Austin Healey Sprite	SBR	37.900+1	38.151+2	36.553+DNF	36.535+1	38.535
1T	F125	29	Randy Easton	2001 go kart kgb		31.500	33.048	32.842	31.981	31.500
2 m	F125	42	Josh Westfall	2008 Shifter Ka Shifter kart	SBR	67.987+2	40.675	40.032+1	38.250+DNF	40.675
3 m	F125	142	George Westfall	2008 Shifter Ka Kart	SBR	53.989+3	49.138+1	47.762	52.409	47.762
1T	FJA	32	Arin McLaughlin	Kart		43.372	42.218	41.352	40.952	40.952
2Tm	FJA	21	Carrie Easton	2001 birel kart 100cc	SBR	49.792	48.003	47.464	46.531	46.531
3	FJA	82	Kelsey McLaughlin	Kart		56.137+DNF	54.669	56.678+DNF	57.035	54.669
4 m	FJA	43	Jacob White	Kart	SBR	117.463	73.799	62.556	73.030+DNF	62.556
1Tm	FJB	43	Jason Spittler	2008 Kart	SBR	62.452				62.452

(Continued on page 5)

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1T	STS	38	Travis Robuck	1989 Honda Civic Si	FWR/Indy	38.306	36.669+1	36.792+1	37.841	37.841
2T	STS	26	Jason Massey	2004 Hyundai Elantra		40.346+1	38.81+1	38.78+3	38.699	38.699
3Tm	STS	167	Andrew Nienhuis	1992 Volkswagen Corrado	SBR	40.580	39.337	40.125+1	38.823	38.823
4	STS	14	Billy Wood	1996 Saturn SL2	INR	39.989+3	39.725	40.05+1	39.274	39.274
5	STS	67	Ron Nienhuis	1992 Volkswagen Corrado	WMR	43.508	41.209	40.794	39.978+1	40.794
6 m	STS	33	Daniel Flores	92 Honda Civic	SBR	41.506+1	41.418+1	40.956+1	40.296+1	42.296
7	STS	12	Nathan Bulman	04 Ford SVT Focus		42.705	41.096+1	40.702+DNF	40.312+DNF	42.705
8	STS	1	Nick Nardin	97 Saturn SC2		45.914+3	44.204+2	43.301	42.269+1	43.301
9 m	STS	75	Anthony Hubble	2006 Scion tC	SBR	48.864	46.292+DNF	45.403	44.051+2	45.403
1T	STS2	190	Gustavo Hammerly	90 Mazda Miata		37.215+1	36.421	35.356	34.987+3	35.356
2T	STS2	90	Geoffrey Chambers	1990 Mazda Miata	Indy	37.642	36.384	35.497+1	35.590	35.590
3T	STS2	33	Andrew Peppler	1992 Mazda Miata	Fort Wayne	39.714+1	37.425+1	37.098+2	38.314	38.314
4	STS2	3	Dan Peppler	92 Mazda Miata	FWR	44.155+1	39.848	38.730+1	39.357	39.357
5	STS2	68	Parker Brown	1991 Mazda Miata		41.513+1	41.016	39.811	40.154+1	39.811
6	STS2	25	Michael Schlundt	91 Mazda Miata		41.861+1	40.658+4	41.784	40.648+1	41.784
7 m	STS2	44	Adam Lewis	95 Mazda Miata		46.290+1	44.263+2	52.038+DNF	44.924	44.924
1T	STX	21	Brad Withorn	2005 Subaru Impreza Sedan	Detroit	38.243+2	37.835+2	37.343+2	37.051+1	39.051
2	STX	527	Lee Muhleman	2004 Subaru WRX	INR	41.419	40.065+2	39.668+2	39.990	39.990
3	STX	750	John Ryan	2005 Subaru Impreza WRX	FWR	42.166+1	43.237+1	40.647+1	39.586+2	42.647
1T	STU	24	Chuck McMillion	2005 Subaru STi		36.064	35.362+2	35.903+2	35.904+1	36.064
2T	STU	29	Carl Zmijewski	1995 BMW M3		41.014+1	40.851	40.062	39.024	39.024
3	STU	19	Todd James	03 Mitsubishi EVO	FWR	37.357+3	36.395+3	36.799+2	37.077+DNF	40.799
4	STU	1	Jan Franio	05 Subaru Impreza WRX STi		44.463+1	42.523	41.419	41.112	41.112
5	STU	61	Ryan Wells	03 Mitsubishi Evo		50.796+DNF	53.511+DNF	44.249+1	43.351+1	45.351
1T	SM	19	Dave Heinrich	03 Mitsubishi Evo		37.968+1	37.155+1	36.519	37.189+1	36.519
2T	SM	11	Jon Maraldo	05 Dodge SRTU		42.982	40.63+DNF	38.965	39.293	38.965
3Tm	SM	21	Heath Lashmit	91 Civic		42.287	40.252+1	41.174+DNF	39.101	39.101
4Tm	SM	68	Alex Samardzich	1994 Honda Civic	SBR & INR	41.426+1	40.462	39.575	39.385	39.385
5 m	SM	111	Brent Braun	04 Volkswagen Beetle		45.584	41.707	40.131	40.577	40.131
6	SM	27	Tai Barger	03 Audi TT		43.939+DNF	42.062+DNF	45.482+1	41.083	41.083
7	SM	110	Shawn Mynniek	2005 Dodge Neon	SBR	43.270+DNF	40.950+DNF	41.541	40.463+1	41.541
8	SM	86	Jason Gast	1999 Mercury Cougar	75	48.275+DNF	46.945+DNF	38.788+DNF	39.193+2	43.193
9	SM	10	Mark Burkhead	93 Ford Mustang		49.210+DNF	49.579	47.773	47.616	47.616
10	SM	1	Brent Braun	2004 Volkswagen New Beetle						DNS
1Tm	SM2	63	Bob Bowman	2003 Nissan 350Z	SBR	42.308	44.951+3	42.419	43.274+2	42.308
1Tm	SM2L	63	Glenda Bowman	2003 Nissan 350z	SBR	48.221	45.519+1	46.103+1	44.841	44.841

Top Times Of Day	Time	Class	#	Driver
Raw time	31.5	F125	29	Randy Easton
Stock	35.88	AS	16	Mike DeArmond
Street Prepared	38.43	BSP	2	Matt Flournoy
Prepared	34.78	GP	194	Steve Bollinger
Modified	31.5	F125	29	Randy Easton
Jr. Kart	40.95	FJA	32	Arin McLaughlin
Street Touring	35.36	STS2	190	Gustavo Hammerly
Street Modified	36.52	SM	19	Dave Heinrich



**SCCA**  
Sports Car Club of America

# 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  Please send me a free crew license.

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"/> Military	60.00		15.00	40.00	\$ _____ (\$35 rebate on proof of active duty)
<input type="checkbox"/> First Gear Member*	30.00		15.00	45.00	\$ _____
				<b>Grand Total</b>	\$ _____

\*First Gear member must be under 25 years of age.

The SCCA's **Membership Referral Program** is an incentive for current SCCA members to refer new members. By providing the name and membership number below of the SCCA member who sparked your interest in the SCCA, you are granted a \$15 discount toward your first year's dues and your SCCA friend will receive a credit on their membership renewal.  
Referred by SCCA Member: \_\_\_\_\_ # \_\_\_\_\_  
(First/Last Name and Member Number Required)

- 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 of both organizations.

**Applicant's Signature** \_\_\_\_\_ **Date** \_\_\_\_\_

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

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The F&C workers were on critter watch for the weekend as the race course had to contend with Canadian geese, sea gulls, squirrels, and one not-so-fortunate robin. We actually had to show a debris flag for one lap because of that un-attentive robin. Slow bird! Evidently, ORP was in competition with the Nelson Ledges bridge for the most unsafe structure. The two-story "tower" where we usually met for our F&C meetings and lunch, is no more. A concrete slab covered with indoor/outdoor carpeting is all that remains. I was informed it was structurally unsafe and had to come down before it fell down (Nelson Ledges take note!). They also amazed me with the fact that this building was originally a three-story building!

By the end of the day on Sunday we only had 45 cars finish the races. So between the tire walls, cement barriers, negligent self-absorbed birds, and the price of gas for the round trip, it turned out to be a costly weekend for some. Cars racing on any track, though, is exciting and a thrill to behold. But then, that is just me.

Saturday, May 10, Jim Desenberg and I found ourselves working station 9 together at Grattan Raceway, NE of Grand Rapids, MI. This was a regional event for Detroit and Ft. Wayne combined. I counted 68 cars that attempted practice and qualifying that day. Since my last visit there in August of '07, the track and facilities has had some cosmetic surgery. The registration building has a new vinyl siding face lift. The grass was cut very short, giving the facility the look of a golf course located on rolling hills between 2 lakes. Very picturesque! The track surface between turns one and nine was ground down and re-tarred. It also appeared to be about 2 feet wider. But then, that is just me.

Much to Jim and my surprise, the fence at turn 9 had been moved about 20 feet closer to the track and was now attached to our cor-

## Early Bird Catches the Easy Solo Job

Article By David Gushwa  
Event Setup and Tear down Chief

### Hey all you early risers, do you want to be more relaxed at your next solo event?

I need volunteers for event set up and tear down for the Solo and Test and Tune events this year. *What's in it for you?* How about a relaxed solo event, since this would be considered as your work assignment. This will allow you to relax with friends and family at the event while others are chasing those evil cones.

E-mail me at david\_j\_gushwa@whirlpool.com to sign up in advance, or show up at the club trailer at 7:00AM day of the event.

It would be nice to have at least 3 people for set and/or tear down per event. (more if possible for Grissom event June 7-8 details to follow in a later posting)

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ner station. We did not realize at first, that standing behind the Armco safety barrier we could no longer see the cars coming out of turn 8 clearly, nor could the drivers see us at all because now there were two sections of chain-link fence obscuring their view of us and our flags! We temporarily over came this dilemma by standing on the tail gate of Jim's Chevy S10, but the Grattan track personnel came to our rescue. They delivered next to Jim's truck the three-tiered podium used for displaying the three top winners of their motorcycle races. Now Jim and I were standing tall! Yes sirs, we were moving up in the world! We could not only see over the fence, but we had a clear view of turns 6 through turn 2. I must admit it was kind of tough on are old legs getting up and down our new lofty perch!

Qualifying and practice took its toll, as it typically does, on cars that were not quite ready for "prime time." Two cars blew their engines, one right in front of us. What happens when an engine blows? That's right oil is spewed all under the car and onto the race track. Jim and I had the privilege of cleaning up that mess by placing Kitty-Litter down and rubbing it into the track surface to soak up the oil. Again, the track personnel assisted by bringing out a tractor to lay down the Kitty-Litter and then blowing it away. There was a trail of oil from turn 9 all the way up to the start/finish line. Another car had a wheel come off which then caused all the corner stations to check their respective track sections for "lost" lug nuts! Several cars exceeded the 104 decibel sound limit, one attaining an astounding 109 reading (but we are wearing headsets so how would we know?)!

The weather was very cooperative on Saturday and we enjoyed a nice sunny day of competition. Jim put a plug in for workers at our National in August, so we felt our job was accomplished. Considering how much it rained on Sunday, I am glad I opted instead for taking MOM out to brunch. But then, that is just me.

Next event, the Indy 500. Until then—Keep on Flagg'n

What's involved you might ask?

### Typical day -

**Course set up:** Show up at the event at 7AM and meet at the club trailer. Set up banners and registration tables. Set up scoring boards and loaner helmets. Ride in the trailer or walk behind trailer to drop cones according to the track map. Set up the course under the direction of the Track designer. Set up corner stations. Track designer / safety steward will drive course to check safety and logistics for final cone tweaks, and corner station placement. Finally, walk thru course with chalk to mark cones. *Worried about Tech inspection?* - we will accommodate you for tech if event set up makes you late for tech deadline, or your car can be tech'd in your parking spot if communicated to the tech chief. Then enjoy the event, take pictures, visit with friends and family, drive your best.

**Course Tear Down:** The corner workers are usually asked to stack cones and carry the corner equipment to the trailer on their

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### *SBR Calendar of Events*

- June 3            **SBR Membership Meeting  
Samuel Mancino’s Italian Eatery,  
Mishawaka, IN**
  
- June 7            **Solo Points Event #3 -  
“Great Going at Grissom”  
(Grissom Aeroplex —Peru, IN)**
  
- June 8            **Solo Points Event #4 -  
“Great Going at Grissom”  
(Grissom Aeroplex —Peru, IN)**
  
- June 21           **Street Survival—Teen Driving School**
  
- June 22           **Solo Points Event #5 -  
“South Bend — Fort Wayne Challenge”  
(Navist — Fort Wayne, IN)**
  
- July 1             **SBR Membership Meeting  
Samuel Mancino’s Italian Eatery,  
Mishawaka, IN**

Want more info?—[www.sbrscca.org](http://www.sbrscca.org)

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way in. The club has two carts for cone pick up. The cones are wheeled up to the trailer while timing scoring does their thing. Registration tables need to be folded and stacked for pick up. Scoring boards and helmets need to be counted and stacked for pick up. By this time trophy presentation has started, and the trailer needs to be loaded. This can be done while trophies are presented, and if you’re driving was fast enough you can pick up your trophy.

We are all in a hurry to leave so you will find that tear down is complete and you are on your way very shortly after trophy presentation. So if you normally stay for trophies you will hardly notice a difference.