

PITBOARD

Issue 4—2008



Greetings; South Bend Region SCCA Club members

Article By Dick Wisler

Curt Paluzzi asked me to write my memories of early Porsches and other small cars of the 50's and 60's era when I first became enthused with the wonderful world of imported sport cars.

I first became aware of the uniqueness of these little wonders in the early 1950's. My neighbor had acquired maybe the first near 1949 Volkswagen in the U.S. when Studebaker had finished testing and examining it in expectation of producing a midsize four door sedan in conjunction with Porsche. It would feature a V6 rear engine with unique styling and torsion bar suspension. The project was shelved when Studebaker fell into financial troubles.

I had the pleasure of driving this rare VW for most of one summer in 1954 while I was laid off at Studebaker. The 26-hp bug was vastly underpowered without an accelerator pump in the carb and the crash box tranny made it more difficult to attain any velocity. But the thing turned pretty good. (We didn't know the terminology called cornering until years later).

About this time in the mid-fifties my VW friend took me to see my first Porsche, a hidden away 1955, 1500 Normal coupe, owned by a little old man out west of South Bend. The pancake flat body reminded me of a flying saucer. He took us for a short mild ride. I rode in the back over the thumping engine. It certainly was like riding in a space vehicle.

I was drafted into the navy for two years in late 1955 and although I spent seven months in San Francisco I didn't pay much attention to the influx of British sports cars in town, mainly because they were driven by the gay population who usually were attempting to pick up us sailors. I did see a new Karmann Ghia coupe in Hawaii while in port on liberty. It was sharp.

When I returned to civilian life in 57, I was surprised to find many of my car buddies driving British sport cars. In fact my best buddy, Dick Colver, who was temporarily living at my folks home with me, had just acquired a 1951 XK120 Jaguar coupe. This machine really impressed me much more than the other guy's MGs and Triumphs. Ironically, I drove the black beauty to work at my new job in Elkhart for some weeks in the fall while Dick drove my California beater on his muddy job site at the Robert Young RR yards in Elkhart. He soon bought his own ++!! beater and I came back down to earth. Wedge Rafferty acquired the first Porsche in our gang; a 1957 1500cc Continental Super coupe. He kept us mystified about the roller bearing crank and the necessity of the high idle revs. He could always keep the common guy in awe.

I inaugurated my entry into foreign cars with a 444 Volvo fast back sedan. I liked that it resembled a 1940's Ford sedan, about 7/8 size. For two years I enjoyed the spunk and handling of this sturdy sedan and even got into some rallying with the South Bend Region. But in the spring of 1959, when my friend Denny Schue brought a new bug-eyed Sprite to my house from Hoosier International Motors (where he was a sales guy) I was hooked into a real sports car... well almost a whole car... weighing in at 1595 lbs. and listing at \$1795.00. It was the ideal entry vehicle and was the only new car I ever owned. For three years I was transfixed by this mighty mite. The first two years I drove the Sprite all summer everywhere and also cross-country to Colorado and Florida in the winter. I also started autocrossing with the South Bend Region and joined the club. The third year, 1961 I went to drivers school to gain an SCCA competition (racing) license and ran enough races to get my National racing ticket.

Luckily, Curt Thews was looking for someone with a national license to drive his new 356 Porsche roadster that two different SBR drivers had driven in a few regional races the year before. Since I had just sold my Sprite (!) I was conveniently ready to move up to a better class... and expense free to boot! In the two weeks before the first race, I worried a bit about my

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Updated calendar of events
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“We Be Flaggin”

SBR Spotlight

SBR MEETING MINUTES (6-3-08)

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

Approved minutes from 5-6-08.

TREASURER'S REPORT- H.C. Colwell:

INCOME: Positive cash flow with paid up memberships and interest from a CD.

MEMBERSHIP: 165 (-7 from last month, Jeff!)

SOLO-Mark Manninen:

Reviewed 2nd event and May budget. 18 drivers took advantage of the Test and Tune day and 57 entrants participated in the SOLO event. Next event is June 7&8. There will be a National Tour event at Grissom June 28&29th.

RACE-Paul McBride:

Nearly all Chiefs have been confirmed for the August National. Cars and worker numbers are less than hoped for at recent Regionals and Nationals. A Race meeting will be held Tuesday evening, June 10, 7:00 p.m. at Martins Side Door Deli, Cleveland and Ironwood roads.

Street Survival Schools:

20 students have pre-registered so far for the next Tire Rack event June 21st.

NEW BUSINESS:

An external request was made to donate recyclable auto parts at our SOLO events the proceeds from which will benefit The Center for the Homeless. Street Survival participants will receive 20 club points per event attended. NOTE: starting next month the General Meeting times will be moved up one hour to begin at 7:00p.m. preceded by the Board Meeting at 6:00p.m.

GENERAL MEETING: 25 in attendance

Respectfully submitted, Leon Krauss, Secretary

SBR Mid-Summer Happenings

Article By Jeff Luckritz

Street Survival-Adam Lewis has been working as an "intern" with the good folks at The Tire Rack getting ready to run the show by himself. Well, by himself with the help of SBR members. SBR will be taking on the lead role for the Street Survival Program held at the Tire Rack on **July 19th and August 16th**. There's a job for everybody and it's a great way to help out young drivers.

Road Racing- Mark **August 23rd & August 24th** on your calendars. South Bend Region is hosting its second National race at GingerMan Raceway in South Haven, MI. We need help in all aspects of the race. **NO EXPERIENCE NEEDED.** We'll train you to do any job. **FREE FOOD AND DRINKS** all weekend. Contact Paul McBride if you would like to help at blu-

erace44@aol.com. We also work pretty closely with the good folks in Western Michigan Region and they could use our help with their National on **August 9th and 10th** at Grattan Raceway outside of Grand Rapids.

Club Meetings-Meeting times have been moved up by one hour. The board will meet at 6:00 pm and the general meeting will start at 7:00 pm. Meetings are held at Mancino's in Mishawaka. You can find directions at www.sbrscca.org. Order a sub and come hang out with us on the first **Tuesday of each month.**

Solo Racing-Mark Manninen continues to organize SBR's Solo program. We're holding Solo's at The Tire Rack and Lakeshore High School throughout the summer. Check the website for the most up to date schedule. Solo's are a great venue to learn car control and hang out with super people. Questions about Solo? Contact Mark at solo@sbrscca.org.

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lack of experience driving a rear engine car, except for the little time in the early VW many years before. No worry... the Porsche handled as neutral as the Sprite and was a joy to race. However after two seasons of mild success in the F Production category, Curt decided to switch to the H Modified class where he could use his creative genius to build his own race car.

Curt Thews and his brother Russ had built an H Modified race car in the fifties when they were working at Studebaker and before they started the first Volkswagen and later Porsche dealership in the Michiana area. The hand-built Crosley-powered car was named the "Sample Street Special" for the old home that the Thews family resided in on Sample Street, where most of the car

was built. It resembled a Lotus 7, before there was a 7. No compound body curves for an easier body build. However the car was outdated in the two-year build time and only competed in a few SCCA events.

Curt's idea for a new car was based on an old DKW Junior passenger car frame and two crated 1500 Porsche Carrera engines he had acquired. Curt's long time plan was to use these oddball components to construct a two-cylinder Porsche-powered H Modified race car. So, as some of you are thinking even yet today, that idea will never fly: out of balance or what? But don't tell a stubborn German it can't work; he'll try all the harder.

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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
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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

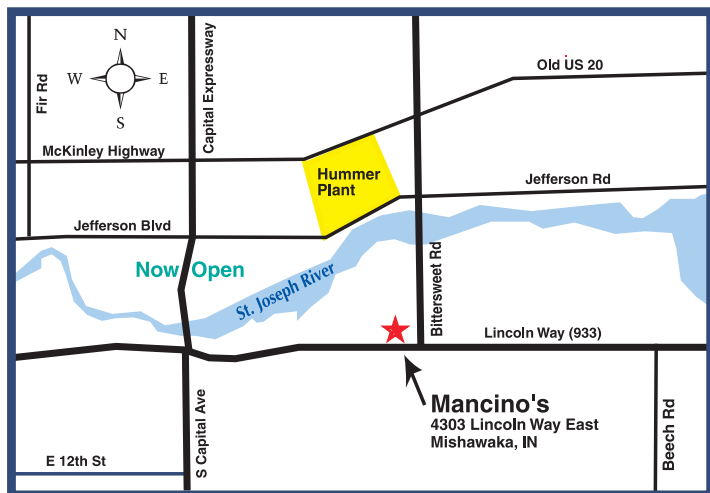
When: First Tuesday of the month

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 **6:00 PM**, General meeting at **7:00 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.

NOTICE—TIME CHANGE FOR MONTHLY MEETING

Starting on July 1st, the SBR monthly meets will start one hour early. The board meeting will now start at 6:00PM and the regular meeting will start at 7:00PM

We Be Flagg'n (NOT)

Article By Leon Krauss

Yes, I am fully aware that there was an SCCA Double Regional at Grattan Raceway and a National Race being held at Nelson Ledges on Memorial Day. No, the Indianapolis 500 is not an SCCA sanctioned event. I won't even be able to coerce Lloyd into giving me club activity points for being in attendance. Considering, though, that I received free tickets from my "inside connection," how could I say no to The Greatest Spectacle in Motor Sports Racing (you Coca-Cola 600 fans can argue with me later)?

My wife, youngest son and I had good seats just coming out of turn #1 (we had to park, literally, two miles away [let's see, that would be four miles of walking, yes?], but they were good seats!). Evidently, we were in the TARGET Stores fan section as every one around us appeared to be wearing some type of the company's logo apparel, us included, thanks again, to my "inside connection." There were at least a bazillion special edition Corvettes parading around the many beauty queens for the 92nd running of the 500. For my wife's sake, I pretended to be looking at every single one of those cars! They were real beauties—all of them! Florence Henderson (Mrs. Brady) had us join her in singing God Bless America and the ever stalwart, Jim Neighbors (Gomer Pyle) put a lump in my throat with Back Home Again in Indiana.

What made this day, this event most memorable was the honoring of our military women and men. Representatives from all of our Armed Service Branches were driven around the track in the beds of the red, white, and blue Chevrolet Silverado pickup trucks. The fans gave them a standing, clapping, cheering, whistling, hooting, hollering, hat-waving ovation as truck after truck after truck paraded our soldiers in front of the grandstands and bleachers. Upon the singing of the Star Spangled Banner, the service men and women unfolded Old Glory as big as a football field right in front of us in turn #1. This was topped off by the tree-top level fly over of two F16s and two F18s on the precisely-timed last note of the Anthem. The crowd went crazy!!!!!! But, when TAPS was played, there could not have been a dry eye in Indianapolis. Imagine standing in a crowd of 300,000 plus and while a single bugler honored his fallen comrades with the clear, sharp intonation of this crowd-silencing beautiful memorial, not a voice, not a whisper could be heard among all those humbled by its playing. Even without the race, that tribute was worth the price of admission! May I add here for those of you who are Veterans, THANK YOU!! And, especially to those of you who fought in Viet Nam, WELCOME HOME!!

"LADIES AND GENTLEMEN START YOUR ENGINES," were the famous words from Mari Hulman-George, the daughter of Tony Hulman who made the Indy 500 what it is today. There were, in fact, three ladies in the field and one more in the starter's

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Money Saving Tips!!!

Article By Lloyd Loring

If you are a race worker or are thinking of becoming a race worker we have some great deals for you! If you work our race we'll be grateful, racers you've never met will be appreciative, and you'll feel good about yourself. You should also have a fun weekend.

But if you also work a second race (may we suggest the WMR National at Grattan August 9-10?) for 4 days total, you can deduct \$15 from your next year's SCCA National dues! If you work two other races (6 days) you can deduct \$22 and if you work a total of 8 days you can save \$30 in dues. Get up to 12 days this year and your name will also appear in SportsCar (you'll be famous!) and you can carry a special ID card that might impress the registrar at the next race.

This program began on January 1, 2008 and they say that you have been able to record the info online since mid-April (although I have no way to find out where or how you do it.) You can also download a form to send in with your dues if you wish. We aren't supposed to offer it to you on our website lest it become out of date. Here is how you find it:

This download path is for members only (prospective members are barred access, sorry):

1. Go to <<http://www.scca.com/home.aspx>>
2. Log in using your membership number and password.
3. Click on the tab "Forms."
4. Click on "Club Racing Volunteer Incentive Program" on the

list to download the PDF file. It may not open in your browser so you can't fill it out on line, but it will download.

5. Start Adobe Reader.

6. Search your hard drive for the downloaded form and open it.

7. Print the form and send it with your dues statement.

If your dues renewal date falls after the first of your two or more races, you are probably screwed for this year but can benefit next year assuming they extend the program.

If you are a prospective member consider this program another reason to join. If you need the form, I can send you a PDF copy on request, since you can't get it from the SCCA website. I can also send you a membership application that (as of today) gives you another way to save dues that has been strangely missing from the membership application available to you on the National SCCA website.

But there's another even better deal for prospective members: Come work our race both days and we'll let you in for free (if you work) and we'll also let you join the SCCA for a year for just \$30! Your SCCA membership dues drop from \$60 to \$25 and your regional dues are just \$5 instead of \$15. And after you join, if you work just two races a year you can continue to be a member for just \$30 for the following two years as well!

Let's see, as an old-timer my annual dues are \$75 a year. You only pay 40% as much to get all the same rights and privileges because you are a Race Worker just two weekends a year. And after the first three years, you can go to the other program above and continue to save up to 40%. I'll see you at our race.

Solo Event #2 Results—"The real test of your tuning" May 18, 2008—The Tire Rack, South Bend, IN

'Super Stock' - Total Entries: 3 Trophies: 1				Region	Total
1T	Chuck Mamich	2006 Chevrolet Corvette	INR		41.185
2	Troy Yoder	1997 Corvette			44.428
3 m	Sam Wyse	2004 Corvette			51.405
'A Stock' - Total Entries: 2 Trophies: 1				Region	Total
1Tm	Rich Hammond	2007 Pontiac Solstice GXP	SBR		38.104
2	Mark Stonehill	02 Porsche Boxster			42.259
'B Stock' - Total Entries: 1 Trophies: 1				Region	Total
1Tm	Bill Wah	'04 Mazda RX8	SBR		42.692
'C Stock' - Total Entries: 1 Trophies: 1				Region	Total
1Tm	Rex Higham III	2004 Miata			43.374
'D Stock' - Total Entries: 1 Trophies: 1				Region	Total
1T	James Rose	2005 Dodge Neon SRT-4	INR - 75		39.256
'E Stock' - Total Entries: 1 Trophies: 1				Region	Total
1Tm	Greg Wardecke	1995 Mazda Miata	SBR		46.373
'F Stock' - Total Entries: 2 Trophies: 1				Region	Total
1Tm	George Williams	2002 Chevrolet Camaro Z28	SBR		38.390
2 m	David Gushwa	1993 Pontiac Formula	35		39.161
'G Stock' - Total Entries: 4 Trophies: 2				Region	Total
1Tm	William Loring	2000 Toyota Celica GT	SBR		38.160
2Tm	Mark Manninen	2000 Toyota Celica GT	SBR		40.276
3 m	Sam Centellas	2002 Nissan SE-R SpecV	SBR		40.513
4	Jeff Ondraka	2003 Jaguar X-Type			44.057
'H Stock' - Total Entries: 1 Trophies: 1				Region	Total
1Tm	Doug Tuveson	2006 Ford Focus	35		42.561
'A Street Prepared' - Total Entries: 1 Trophies: 1				Region	Total
1T	Nicholas Davis	04 BMW M3			42.574
'B Street Prepared' - Total Entries: 2 Trophies: 1				Region	Total
1Tm	Matt Flournoy	2005 Subaru WRX STI	SBR		38.733
2	Carl Zmijewski	95 BMW M3			38.962
'C Street Prepared' - Total Entries: 3 Trophies: 1				Region	Total
1Tm	George Schmitt	1996 Mazda Miata	35		38.178
2 m	Angie Johnson	1994 Mazda Miata MX-5	SBR		39.719
3 m	Duane Belisle	1986 Mazda RX-7			40.426
'D Street Prepared' - Total Entries: 1 Trophies: 1				Region	Total
1Tm	Scotty Johnson	1993 Mazda MX-6	SBR		46.333
'F Street Prepared' - Total Entries: 3 Trophies: 1				Region	Total
1T	David Watson	1990 Ford Escort GT	WMR		40.834
2	Brad Watson	1990 Ford Escort GT	WMR		42.770
3 m	Patrick Ohmann	1991 Ford Festiva	SBR		46.094
'F Street Prepared Ladies' - Total Entries: 1 Trophies: 1				Region	Total
1Tm	Gretchen Ohmann	91 Ford Festiva	SBR		45.126

'D Prepared' - Total Entries: 1 Trophies: 1				Region	Total
1Tm	Stan Jones	1990 Mazda Miata	SBR		42.528
'G Prepared' - Total Entries: 2 Trophies: 1				Region	Total
1Tm	Steve Bollinger	1966 Austin Healey Sprite	SBR		36.810
2 m	Ross Bollinger	1966 Austin Healey Sprite	SBR		38.247
'G Prepared Ladies' - Total Entries: 1 Trophies: 1				Region	Total
1Tm	Kim Bollinger	1966 Austin Healey Sprite	SBR		DNF
'C Modified' - Total Entries: 1 Trophies: 1				Region	Total
1Tm	Dave Dawson	2001 Evolution Mk1	SBR		38.078
'F Modified' - Total Entries: 1 Trophies: 1				Region	Total
1Tm	Scott Nardin	86 Solo Vee Werks			37.357
'Formula 125' - Total Entries: 3 Trophies: 1				Region	Total
1Tm	Randy Easton	2001 go kart kgb	SBR		32.985
2 m	Josh Westfall	2008 Shifter Ka Shifter kart	SBR		39.200
3 m	George Westfall	2008 Shifter Ka Kart	SBR		53.460
'Formula Junior A' - Total Entries: 3 Trophies: 1				Region	Total
1Tm	Carrie Easton	2001 birel kart 100cc	SBR		43.323
2 m	Caillin Kennedy	2003 Birel 100cc	SBR		46.571
3	Nicholas Wah	Coyote			70.940
'Formula Junior B' - Total Entries: 1 Trophies: 1				Region	Total
1T	Jason Spittler	2008 Kart			69.130
'Street Touring' - Total Entries: 6 Trophies: 2				Region	Total
1Tm	Andrew Nienhuis	1992 Volkswagen Corrado	SBR		40.455
2Tm	Brady Miller	91 VW Jetta GLI			41.327
3	Ron Nienhuis	1992 Volkswagen Corrado	WMR		41.345
4 m	Brendan Heenan	1987 Volkswagen GTI 16V	SBR		42.334
5	Roger Dodrill III	1999 Subaru Impreza RS			43.593
6 m	Daniel Flores	92 Honda Civic	SBR		43.892
'Street Touring Sport 2' - Total Entries: 3 Trophies: 1				Region	Total
1T	Michael Schlundt	91 Mazda Miata	Chicago		41.560
2	Thomas Schlundt	91 Mazda Miata	INR		43.715
3 m	Adam Lewis	95 Mazda Miata	SBR		44.311
'Street Modified' - Total Entries: 3 Trophies: 1				Region	Total
1Tm	Gary Burton	1990 Ford Mustang	SBR		38.776
2 m	Jason Gast	1999 Mercury Cougar	SBR		41.048
3 m	Mark Burkhead	1993 Ford Mustang	SBR		46.181
'Street Modified 2' - Total Entries: 3 Trophies: 1				Region	Total
1T	Steve Swanson	2000 Mazda Miata			37.967
2	Kris Swanson	00 Mazda Miata			39.498
3 m	Bob Bowman	2003 Nissan 350Z	35		42.118
'Street Modified 2 Ladies' - Total Entries: 2 Trophies: 1				Region	Total
1T	Jamie Brown	1995 Mazda Miata			42.697
2 m	Glenda Bowman	2003 Nissan 350z	35		43.526

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stand waving the green flag by the name of Kristi Yamaguchi, the former ice skating queen and most recent champion of Dancing With The Stars.

Scott Dixon, with Chip Ganassi Racing, was on the pole and his teammate, Dan Wheldon sat right beside him. On the outside of the front row was Ryan Briscoe, also a former Ganassi driver. Now listen closely because I am going to give you a bit of Indy 500 trivia that no one else in the world has any knowledge about, so you can say you heard it here in Pitboard first! The 2007 Indy 500 winner, Dario Franchitti, now driving for Ganassi Racing in the NASCAR Sprint Cup series, is from Scotland. Scott Dixon is from New Zealand. Dan Wheldon is from England. Ryan Briscoe is from Australia. What do all of these drivers have in common? More than you might think.

1. They all are or have driven for Chip Ganassi racing.
2. They are all British subjects.
3. They have all had the same public relations manager (purely by coincidence).
4. He was born in Bermuda, a British colony.
5. He is my "inside connection!"

Well, I needn't go into detail about the race. You know that

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Scott Dixon won strongly and decisively. That means Danica did not. In fact, none of the three ladies were able to complete the full 500 miles mostly due to circumstances beyond their control. Just to put things in perspective, there were 10 gentlemen who also did not complete the race, but their excuses were more due to testosterone than anything else! Helio Castronoves did not win so he did not get the opportunity to dance with Christy Yamaguchi in the winners circle! Marco Andretti did not win, although he did complete the race. Do you remember what the most famous words in racing are? "Andretti is slowing down!" He threatened near the end of the race, but alas, his last name is Andretti, after all. His cousin, John, came in 16th and was never really a contender.

The 500 was exciting with all the cautions even though some called this sloppy racing. The longest stretch of green came right at the end of the race and had the crowd standing on their feet until the checkered flag finally flew. Scott Dixon got to drink his bottle of milk and he won well over 2 million US\$ for his efforts. It was a perfect day for racing, for the Chip Ganassi Racing Team, especially for our Veterans and for my "inside connection."

Who is my "inside connection?" - (just ask me)
Until next time Keep On Flagg'n!

Solo Event #3 Results—"Great going at Grissom" June 7, 2008—Grissom Aeroplex, Peru, IN

'Super Stock' - Total Entries: 1 Trophies: 1				Region	Total	'Formula Junior A' - Total Entries: 5 Trophies: 2				Region	Total
1T	Jerry Strope	Black 2006 Chevrolet Corvette	85 Fort Wayne		60.217	1T	Danielle Bolinger-Weaver	Black 2001 Ford Coyote Kart	Cincy		76.134
'A Stock' - Total Entries: 2 Trophies: 1				Region	Total	2Tm	Arin McLaughlin	Kart	SBR		77.195
1T	Fredrick DeArmond	Spa Yella 2002 Honda S2000	FWR		63.302	3 m	Kelsey McLaughlin	Orange Briggs Kart			80.190
2	Austin Hanks	2002 Honda s2000			67.311	4 m	Jacob White	Yellow/Blue 2009 Kart 100cc	SBR		87.755
'B Stock' - Total Entries: 1 Trophies: 1				Region	Total	5 m	Carrie Easton	red 2003 birel kart 100cc	SBR		93.904
1T	Roy McGinley	Blue 99 Mercedes SLK 230			93.717	'Formula Junior B' - Total Entries: 1 Trophies: 1				Region	Total
'C Stock' - Total Entries: 4 Trophies: 2				Region	Total	1Tm	Jason Spittler	Yellow 1992 Kart Birel	SBR		DNS
1T	Daniel Stone	Silver 2006 Pontiac Solstice	13		60.081	'Street Touring' - Total Entries: 4 Trophies: 2				Region	Total
2Tm	George Schmitt	Black 2000 Mazda Miata	SBR		63.136	1T	Travis Robuck	Redish 1989 Honda Civic Si	FWR/Indy		66.403
3 m	Paul Stock	Red 2000 Mazda Miata	SBR		71.144	2Tm	Andrew Nienhuis	Red 1992 Volkswagen Corrado	SBR		67.620
4 m	Rex Higham III	Red 2004 Mazda Miata	SBR		88.703	3	Jordan Hubregtse	White 1991 BMW 318is			75.415
'C Stock Ladies' - Total Entries: 1 Trophies: 1				Region	Total	4	Terrence Boen	Red 94 Acura Integra			77.759
1Tm	Enid Schmitt	Black 2000 Mazda Miata			69.705	'Street Touring Ladies' - Total Entries: 1 Trophies: 1				Region	Total
'D Stock' - Total Entries: 1 Trophies: 1				Region	Total	1T	Sue Bosma	Red 1992 Volkswagen Corrado			78.183
1T	James Rose	Orange 2005 Dodge Neon SRT-4	INR		71.805	'Street Touring Sport 2' - Total Entries: 2 Trophies: 1				Region	Total
'F Stock' - Total Entries: 1 Trophies: 1				Region	Total	1Tm	Adam Lewis	Red 1995 Mazda Miata	SBR		69.423
1Tm	David Gushwa	Patriot Red 1993 Pontiac Formula	SBR		68.135	2	Damon Greven	brown 1985 Fiat Bertone X1/9	FWA		73.660
'G Stock' - Total Entries: 2 Trophies: 1				Region	Total	'Street Touring Xtreme' - Total Entries: 1 Trophies: 1				Region	Total
1Tm	William Loring	Blue 2000 Toyota Celica GT	SBR		64.095	1T	John Ryan	Silver 2005 Subaru Impreza WRX	85		72.708
2 m	Mark Manninen	Blue 2000 Toyota Celica GT			66.330	'Street Touring Ultra' - Total Entries: 7 Trophies: 3				Region	Total
'H Stock' - Total Entries: 3 Trophies: 1				Region	Total	1T	Chuck McMillion	Black 2005 Subaru STi	369614		62.350
1T	Larry Harts	black 2004 Mini cooper	316297		66.075	2T	Todd James	Blue 04 Subaru STi			63.103
2	Mark Stonehill	blue 2003 Hyundai Tiberon			75.850	3T	Ryan Wells	Black 03 Mitsubishi Evo			68.109
'A Street Prepared' - Total Entries: 1 Trophies: 1				Region	Total	4	Kevin Middleton	Silver 2006 Mitsubishi Evolution MR			68.674
1T	Bart Monnin	Red 1999 BMW Z3	85		66.648	5	Seth Miller	Black 2004 Subaru WRX STi	West Ohio		71.407
'C Street Prepared' - Total Entries: 2 Trophies: 1				Region	Total	6	Richard Huibregtse	Red 1993 BMW M5 E34			73.402
1Tm	Angie Johnson	Black 1994 Mazda Miata MX-5	SBR		72.320	7	Lewis Middleton	Silver 2006 Mitsubishi Evolution MR			74.069
2 m	Scotty Johnson	Black 1994 Mazda Miata	SBR		78.523	'Street Modified' - Total Entries: 2 Trophies: 1				Region	Total
'E Street Prepared' - Total Entries: 2 Trophies: 1				Region	Total	1Tm	Chris Weldy	Blue 1996 Chevrolet Camaro	SBR		63.218
1T	Kent Weaver	Yellow 2003 Ford Mach 1	Cincy		64.737	2 m	Gary Burton	Gray 1990 Ford Mustang	SBR		64.920
2 m	Crissy Weaver	Yellow 2003 Ford Mach 1	SBR		64.794	'Street Modified 2' - Total Entries: 1 Trophies: 1				Region	Total
'F Street Prepared' - Total Entries: 2 Trophies: 1				Region	Total	1Tm	Bob Bowman	Blue 2003 Nissan 350Z	35		71.774
1Tm	Patrick Ohmann	White 1991 Ford Festiva	SBR		76.593	'Street Modified 2 Ladies' - Total Entries: 1 Trophies: 1				Region	Total
2 m	Robert White	Red 1977 Austin Mini	SBR		81.376	1Tm	Glenda Bowman	Blue 2003 Nissan 350z	35		79.276
'F Street Prepared Ladies' - Total Entries: 1 Trophies: 1				Region	Total						
1Tm	Gretchen Ohmann	white 1991 Ford Festiva	SBR		81.297						
'D Prepared' - Total Entries: 1 Trophies: 1				Region	Total						
1Tm	Stan Jones	Blue 1990 Mazda Miata	SBR		71.885						
'G Prepared' - Total Entries: 2 Trophies: 1				Region	Total						
1Tm	Steve Bollinger	Yellow 1966 Austin Healey Sprite	SBR		67.604						
2 m	Ross Bollinger	Yellow 1966 Austin Healey Sprite	SBR		68.321						
'G Prepared Ladies' - Total Entries: 1 Trophies: 1				Region	Total						
1Tm	Kim Bollinger	Yellow 1966 Austin Healey Sprite	98861_2		64.469						
'C Modified' - Total Entries: 1 Trophies: 1				Region	Total						
1Tm	Dave Dawson	white 2001 Evolution Mk1	SBR		67.140						
'Formula 125' - Total Entries: 3 Trophies: 1				Region	Total						
1Tm	Randy Easton	black/white 2001 go kart kgb	SBR		59.413						

Top Times Of Day	Time	Class	Driver
Raw time	59.41	F125	Randy Easton
Stock	60.08	CS	Daniel Stone
Street Prepared	64.74	ESP	Kent Weaver
Prepared	64.47	GPL	Kim Bollinger
Modified	59.41	F125	Randy Easton
Jr. Kart	76.13	FJA	Danielle Bolinger-Weaver
Street Touring	62.35	STU	Chuck McMillion
Street Modified	63.22	SM	Chris Weldy

(Continued from page 2)

The car was first assembled with the full Carrera engine to run the annual Bellefontaine, Ohio hill climb. We were able to take the overall win and set the hill climb record against a formidable field. We first campaigned in the HM class at the Waterford Hills track near Detroit in the H Modified International meet in 1965. We started in the slowest unproven class, and worked up to the fastest class for the feature race on Sunday. We chased the pole sitter around for a second place finish out of the 50-car entry for the weekend. Not a bad start for a new home built.

However since we were carrying the full 4-cylinder engine block with two pistons and rods removed, we were carrying about 200 lbs. more than most of the 800 to 900 lb. competitors. Curt had the plans and some of the machine work done for a pure 2-cylinder but gave up racing after two seasons, running the full block with limited success.

The highlight for me driving the "Thews Special" was running

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both engines at Lynndale Farms. It was a nice little 2-mile track about 3 miles west of Milwaukee that was active for a few years in the mid sixties. We ran the inaugural weekend with the H engine on Saturday and switched over to the 4-cylinder for the FM race on Sunday. The F Modified race on Sunday was part of the opening day feature race with maybe 8 to 10,000 paying fans in attendance.

Newly retired Stirling Moss was the paid-for grand marshal and the newly introduced Shelby Cobra made a few parade laps. The ensuing half hour delay on the grid was probably the reason our very efficient hand brake was left on for the standing start. By the time I noticed it halfway into the first lap the rear brakes were gone. We struggled on through half of the 100 mile race before retiring with other maladies. The shame was, I think that I could have taken the 3rd place class trophy. I had practiced faster than the older gent in a Porsche 550 Spyder that got the award presented by Stirling with a picture to follow. Curt was the keeper of

(Continued on page 8)



Membership Application

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 SCCA Membership Department, PO Box 19400, Topeka, KS 66619-0400, or to the South Bend Region, SCCA Membership Chair: David Bowman 3807 Fern Hill Dr, Mishawaka IN 46544-6267

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 RallyCross Performance Driving

The **Weekend Membership Program** offers a \$15 discount toward your first year's dues. Provide the number(s) on your weekend membership form(s). Maximum of two [\$30] no more than 60 days old may be used.

Weekend Membership Number _____ Second Weekend Membership Number _____

The **SCCA Membership Referral Program** is an incentive for current SCCA members to refer new members. Provide the name and membership number of the SCCA member who introduced you to the SCCA, to receive a \$15 discount toward your first year's dues. Your SCCA friend will get a credit on their next membership renewal.

Referred by SCCA Member: _____ # _____
(First and Last Name) (Member Number Required)

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 (Less \$35 rebate with proof of active duty)	60.00	15.00	75.00	\$ _____
<input type="checkbox"/> First Gear Member (Must be less than 25 years of age)	30.00	15.00	45.00	\$ _____
Discount for prior Weekend Memberships (\$15.00 each, max of 2 see above)			Deduct	-\$ _____
Discount for Membership Referral (\$15.00 see above)			Deduct	-\$ _____
			Grand Total	\$ _____

- Enclosed is my check or money order. **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.



SBR Calendar of Events

- | | |
|-----------------|--|
| July 1 | SBR Membership Meeting
Samuel Mancino's Italian Eatery,
Mishawaka, IN
NEW TIME—7:00PM |
| July 19 | Street Survival—Teen Driving School |
| July 20 | Solo Points Event #5 -
“Look Very Far Ahead”
(The Tire Rack, South Bend, IN) |
| August 3 | Solo Points Event #6 -
“Zap the Pavement”
(Lakeshore HS, Stevensville, MI) |
| August 5 | SBR Membership Meeting
Samuel Mancino's Italian Eatery,
Mishawaka, IN
NEW TIME—7:00PM |

Want more info?—www.sbrscca.org

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the trophies we won in those years. I would have loved to keep that one.

During the 60's I also co-drove two different 356 Porsches in the Badger 200: a preliminary production category race at Road America on Saturday before the Can-Am race on Sunday. Kind of a big deal for us amateurs. We ran Bert Olsen's street coupe in the first race and was able to pass 25 faster cars in the first laps with our borrowed Michelin street tires in the driving rain and we finished 5th in class.

We suffered mechanical problems and didn't do well the next year in the old yellow ex-Runeman 356 Porsche roadster that Bert now owned. The next year he installed the full Carrera engine in the yellow car. At C Production points races in Cendiv this attempt was foiled by mechanical problems also.

I remember standing behind the pits in one of the last 500-mile races in the late 60's and watching a young Roger Penske working to pull an upset with his tiny RS Porsche Spyder against the big Chevy V8-powered cars. He almost did it. I thought then that this young guy might get somewhere in racing!

I now own a 914 2.0-liter track car and a Classic-made 1955's type Porsche Speedster replicar. My best friend down here in Florida is a Porsche driving instructor at Sebring.