

PITBOARD

Issue 6—2008

SCCA
Sports Car Club of America



Steve Harris' Area 4 Director Election Platform

My Fellow Members,

Thank you for your interest in this year's Area 4 election. It is a critical time for SCCA. We have real competition that has directly targeted us. We are getting older. Our products are getting stale. We must take immediate action to meet today's challenges. New leadership is required that understands what we do well and has the intelligence and courage to fix our problems and move us forward. More importantly, we are only electing 1 of 13 Directors. Our Director must know how to motivate and work with others to execute a plan to reach our goals. I am the best candidate for the job. Please consider my Platform and the steps we will use to return SCCA to its position as the premier club for autosports enthusiasts.

GENERAL

I seek to represent you. I will actively solicit your thoughts on how to improve our club. Communication is the key. I will communicate with you monthly via the Great Lakes Website and through email releases to all Regional newsletters and to any individual who wishes to sign-up on a Director's Distribution list. But I am also here to listen to your ideas/concerns/problems. Your emails will be answered.

I believe that all members of SCCA are equal. At the end of the day, all participants in an SCCA event must gain the enjoyment and satisfaction they seek, or they will not return.

I am committed to increasing member equity by building a club you can be proud of, want to participate with, and in which you will be treated fairly and with respect. Fun, fair and safe is in our Mission Statement; let's make it so!

We will improve the SCCA by making it fiscally sound. We will promote our sponsors and create events that potential new members will want to join. And we will lower our costs for current members by applying smart business principles that help reduce our member's individual costs.

BOD and OPERATIONAL REFORM

Many of the SCCA's current problems stem from a dysfunctional Board of Directors. They are well meaning, but untrained in how a BOD should operate. The BOD should hire the professional staff, perform their fiduciary oversight responsibilities, and provide direction and guidance. They should NOT be the last court of appeal; they should NOT be over-riding spec tire tests; they should NOT be micro-managing the staff. I am committed to training current and new BOD members by utilizing professional services designed for that purpose. When the BOD understands their role, the club will function more efficiently. Having served on public and private boards, I cannot overestimate the value of this effort.

Are you aware that the SCCA's Legal Counsel is also its Risk Manager? His salary is partially paid by commissions from the insurance carrier he recommends. I am not implying there is anything criminal about this arrangement; only that it is clearly a conflict of interest. Insurance represents 20% of the club's operating budget and we have not bid this contract in many years. We have an insurance committee, but they never meet. We must have separate functions of legal representation and insurance procurement. SCCA's President has also noted this need.

RULES AND THE GCR

The General Competition Rules (GCR) that govern road racing should be in effect from the Monday after the Runoffs™ until the last race Sunday of the Runoffs™. They should not be edited, amended or changed in any way once published unless there is an obvious error or omission. By maintaining the rules throughout the season, competitors will not be surprised and race officials can improve their consistency.

The Competition Review Board (CRB) does a competent job, but can be improved with more organizational help. I would like to see each class represented by a racer or team owner who participates in that class. Currently, each CRB member represents multiple classes. All submissions from competitors go through the CRB (which will now have each class's interest better represented). Once rule changes are vetted (which includes publishing the proposed change, getting member feedback, and a majority vote from the CRB members), they will be noted as an approved change for the following year starting the Monday after the Runoffs™. Again, there will be no mid-year rules changes.

Our rules are so complex that it takes the average Steward about 10 years to become properly trained. My goal is ask the CRB to restructure our rules and put more responsibility on our competitors to police themselves. Race Officials should be available to adjudi-

(Continued on page 5)

Marcus Merideth Area 4 Director Election Platform

My experience with many levels of the club as a competitor, crew and volunteer provides me with a broad based perspective of how the Club operates and how to address the issues facing it today.

The Great Lakes Division National Racing program is at a cross roads. Declining numbers of participants and volunteers threaten the viability of events. Scheduling conflicts have driven us to a competitive situation between Regions and Divisions for participants and volunteers to the detriment of all. Continuing to address the situation with the same old approach has not worked and will not work. A fresh perspective on the National level is needed. Exciting and fun racing drives the club and is what attracts participants and volunteers. Analyzing event scheduling from a National perspective will eliminate event deterioration and help all Regions get their share of the pie. Possible solutions are to have fewer events, restrict the classes at the current events so the competitors have fewer events, or have weekends showcasing classes offering more seat time or a preferred race time. Finding a way to include a PDX in a race weekend might be a way to offset some of the event costs. I am sure there are more ideas out there but continuing on the current path is not the better idea. Working together on the Regional level, we must find a solution and move forward. This is a very exciting time in the SCCA. Challenged by a slow economy and real competition in the market, we need to solidify our position as the leader and the best place to have fun while playing with cars. SCCA was once the place to go for motorsports competition in the US. Now there are numerous competitors trying to wrestle the crown away from SCCA. We have been letting them win recently. As a Club we need to promote ourselves both nationally and locally. Reaching out in the community with driver training and other community service activities will show the community our enthusiasm and value. Formula SAE is a great program for SCCA and we must do everything we can to provide the competitors and organizers a positive experience. Mentoring the local collegiate team and encouraging them to come out and play with us not only at Solo events but all events will guarantee the future of SCCA. SCCA continues to be the safety leader in motorsports and that must continue. We must reinforce our strengths and address our weaknesses. SCCA will be known as the best events with the best competition in the US.

SCCA is a club and a business. Fiscal responsibility and openness will allow us to maximize the membership value. Financials should be tracked on a quarterly not yearly basis. Action cannot be taken at the end of the year to offset unexpected occurrences. Fiduciary responsibility for the SCCA is the BOD's primary responsibility and along with that communicating to the membership. We must assure we never see financial difficulties again with long term planning and commitments.

My experience with the Solo Events Board and working with the BOD leads me to believe that one thing we are not lacking is passionate knowledgeable people who want the Club to be the top of the motorsports pyramid. When the Club needs advice or help, we should not be afraid to ask the membership for that help or advice. The BOD should be setting direction and policies not running the programs. I bring both competitor and administrator experience to the Board.

Continuing on along the current path will not lead SCCA to the future. The current BOD is highly biased to road racing and continuing the status quo. My extensive competition history and broad based volunteer experience make me uniquely qualified to lead the Great Lakes Division as their member on the Board of Directors.

Past Club Experience

Chairman, Solo Events Board 2005-2007, member 2001-2007
Regional Executive - Detroit Region
Solo Competitor 1987-Present
Regional Road Racing License holder 1999-2002.
Formula SAE SCCA Chairman
Detroit Pro Solo Chairman
Chairman for numerous Regional Solo Events
Solo Safety Steward
Solo Safety Steward Instructor
Solo Youth Steward
Race Volunteer
Rally Competitor
Pro and Regional Race Crew
Member since 1990
Please vote for me in the upcoming election!
Marcus Merideth
mailto:membod@comcast.net
http://membod.home.comcast.net

**IN THIS
ISSUE**

Results—2008 Solo events #6
Candidate platforms for upcoming area 4 director election
Another money saving tip from Lloyd Loring
Meeting minutes from August SBR meeting

SBR Spotlight

RE Notes

Jeff Luckritz

South Bend Region

The Best in the Nation



If you know me at all, you've come to realize that I have a tendency to speak my mind. I've stuck my nose into many SCCA activities including Solo, F & C, Club Racing and divisional politics. Even though I haven't been around as long as **Curt Thews**, **Lloyd Loring** or **Dave Bowman**, I've witnessed enough of the SCCA in the past 18 years to tell you that we as an SCCA region do things the right way.

Let's start with the SBR Board of Directors. **Bill Loring**, **Kim Bollinger** and **Mark Manninen** provide useful insight every meeting in regards to our Solo program and programs around us. I don't know how many years of total experience they have, but I bet it adds up to a number higher than my age(43). Kim took the time to be Solo Chair for many years and did a great job training Mark to "run the show" for us in 2008 and 2009. Bill Loring has been running Timing and Scoring at Solo's forever and has been maintaining an informative and timely club website (www.sbrscca.org) for quite a while.

The board is balanced nicely with **Paul McBride** who brings lots of enthusiasm to the club racing side of SCCA. It's no secret that I've been campaigning for SBR to get into the national Club Racing scene. Paul made it happen. He's put forth lots of time, effort and his own money to do what it takes to put on a successful race. He's attended division Roundtable meetings as long as I've been on the board. He's traveled to lovely Nelson Ledges to act as Assistant Race Chair. Heck, he even represented SBR as a race worker this spring at NeOhio's national club race.

We also have two non-voting members that are also critical to the club. **Leon Krauss** has a passion for working corners at races (flagging and communication) and he often brings another perspective to club racing that is not always readily apparent to racers. In addition to his perspective, he has been our club secretary taking accurate and meaningful minutes at board meetings. Oh, how could I forget his hilarious contributions to PitBoard with his "We be Flaggin' " stories. Too funny.

Another behind-the-scenes kind of guy is **H.C. Colwell**. "H" as Paul McBride likes to call him, not only works and competes in Club Racing, he has been the man holding the club together. He has done an super job as treasurer keeping our financial books in order. He comes to meetings prepared and the club couldn't ask for a more honest, hard working guy. On the side, he works with Dave Bowman on the membership side, always making sure that

(Continued on page 6)

SBR MEETING MINUTES (8-5-08)

ATTENDEES: Kim Bollinger, Paul McBride, H.C. Colwell, Mark Manninen(Acting/Acting Regional Executive), Leon Krauss.

Approved minutes from 7-1-08

TREASURER'S REPORT- H.C. Colwell :

INCOME: Up over same time one year ago mostly thanks to SOLO.

EXPENSES: Race sanction fees were paid.

MEMBERSHIP: 176

SOLO-Mark Manninen:

28 cars participated at the July 20th Tire Rack event and 30 took part in the August 3rd event at Lake Shore High School. 4 club members attended the Milwaukee Tour. Chiefs are needed for future events! Contact Mark Manninen: m_manninen@sbcglobal.net.

RACE-Paul McBride:

No confirmations yet on the Regional entries (FC and CFC) taking part in our upcoming National Race at Gingerman Raceway on August 23/24, but 10-20 are expected. 10 entries have been received for the National Race to date. This weekend August 9-10, WMR will host a National Race at Grattan, which many of us will attend, and from the results of that weekend will determine what kind of entries we will get for our National Race two weeks later. Worker count just out of our club alone looks pretty good! We will solicit workers this weekend while at Grattan National Race. Contact Paul McBride: bluerace44@aol.com

STREET SURVIVAL SCHOOLS-Mark Manninen:

13 students took part in the July 19th event. Next event is August 16th at The Tire Rack. Workers and Instructors are needed! Contact Adam Lewis: AP_PYRO@UFP-SQUAD.COM or check out the SBRSCCA.org website for additional information.

OLD BUSINESS: A recycling trailer was placed at the Tire Rack Solo events to collect used automobile components that can be recycled. Proceeds from the used parts benefit The Center for the Homeless. Bring your automotive recyclables and look for this trailer at future Tire Rack events. We are preparing for an audit of our financial books in the next month or so. H.C. says he is ready.

NEW BUSINESS: Nominating Committee will need to be selected in September for our November Board elections. Plan to serve on this committee. It is painless!

GENERAL MEETING: 22 in attendance plus 3 guests. WELCOME!!

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

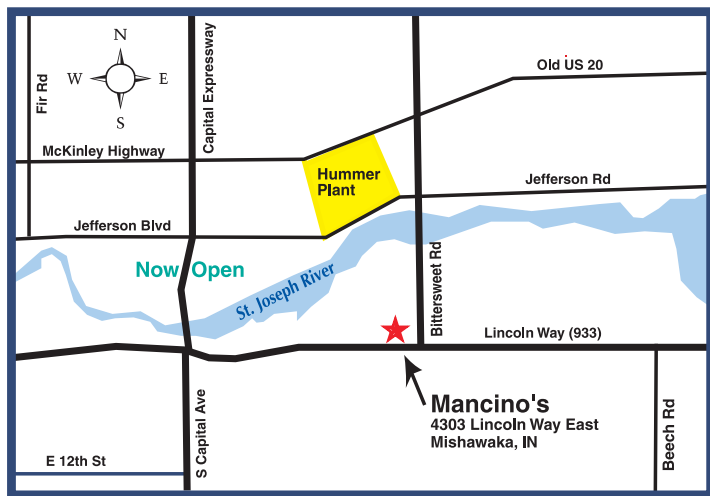
When: First Tuesday of the month

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 **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.

New Members

The South Bend Region welcomes the following new members:

Natalie Colburn	Levi Deilman
Renee Janiak	Lura Jones
Curtis Staun	Aaron Villanueva
Marlene Obenour	

Not a member? See page 7 to find out how to join today!

Solo Event #6 Results—"Look very far ahead" July 20, 2008—The Tire Rack, South Bend, IN

'C Stock' - Total Entries: 3 Trophies: 1			Region	Times					Total	
1m	3	Paul Stock	Red 00 Mazda Miata	SBR	46.647	39.544	39.486+1	38.776	38.575	38.189
2 m	1	Rex Higham III	Red 2004 Miata	SBR	42.112	39.827	39.826	40.935	39.117	39.117
	3	36 Jerry Secor	Blue 00 Mazda Miata		44.186	42.485	42.521	42.370	41.934	41.26
'D Stock' - Total Entries: 2 Trophies: 1			Region	Times						Total
1m	71	Steve Brouwer	Black 2008 Audi TT Coupe		38.221	37.719	37.050+1	37.323	37.513	36.823
2	7	Lee Brouwer	Blue 2004 Audi S4	WMR	39.738	39.267	38.449	38.320	38.513	38.320
'E Stock' - Total Entries: 2 Trophies: 1			Region	Times						Total
1m	92	Bruce Secor	Red 92 Mazda Miata	SBR	43.682	42.245	42.586	42.487	41.275	40.684
2 m	13	Greg Wardecke	Montego Blue 1995 Mazda Miata	sbr	46.397	43.204+DNF	43.064	42.110	42.281	42.091
'F Stock' - Total Entries: 1 Trophies: 1			Region	Times						Total
1m	14	David Gushwa	Patriot Red 1993 Pontiac Formula	35	38.704	39.558	38.575	37.754	37.517	37.517
'G Stock' - Total Entries: 2 Trophies: 1			Region	Times						Total
1m	86	Sam Centellas	Aztec Red 2002 Nissan SE-R SpecV	SBR	38.429	39.151	38.826	38.767	38.210	37.812
2 m	186	Mark Manninen	Blue 2000 Toyota Celica GT	SBR	41.728	40.348+DNF	38.722	38.449	38.216	38.216
'H Stock' - Total Entries: 1 Trophies: 1			Region	Times						Total
1m	44	Doug Tuveson	Silver 2006 Ford Focus	35	40.402+2	40.957	40.588+1	40.278	40.043+1	40.002
'H Stock Ladies' - Total Entries: 1 Trophies: 1			Region	Times						Total
1m	4	Kelsey McLaughlin	Blue Plymouth Duster	SBR	51.958+DNF	52.897	50.582+1	50.044	47.985+1	49.935
'E Street Prepared' - Total Entries: 1 Trophies: 1			Region	Times						Total
1m	124	Keith Margraf	Blue 1982 Pontiac Firebird SE	SBR	24.300+DNF	37.832	36.829	36.757	36.435	36.320
'F Street Prepared' - Total Entries: 2 Trophies: 1			Region	Times						Total
1m	20	Robert White	Red 77 Austin Mini	SBR	45.162	44.675+DNF	42.690	43.209+1	43.813+1	42.690
2 m	23	Patrick Ohmann	White 1991 Ford Festiva	sbr	45.895	45.776	45.674	44.603	45.339	42.720
'F Street Prepared Ladies' - Total Entries: 1 Trophies: 1			Region	Times						Total
1m	123	Gretchen Ohmann	White 91 Ford Festiva	SBR	48.205	45.842+2	43.229	43.147+1	43.814	43.229
'D Prepared' - Total Entries: 1 Trophies: 1			Region	Times						Total
1m	99	Stan Jones	Blue 1990 Mazda Miata	south bend	36.810	36.244	35.984	35.180+1	35.341	34.703
'E Modified' - Total Entries: 2 Trophies: 1			Region	Times						Total
1m	86	Jim McKamey	White 65 Sunbeam Tiger		42.159+2	38.895+DNF	32.999	33.054	32.345	32.345
2	186	Les Gable	White 65 Sunbeam Tiger		35.818	34.272	34.327	34.357	33.868	33.868
'F Modified' - Total Entries: 1 Trophies: 1			Region	Times						Total
1m	90	Scott Nardin	White 86 Solo Vee Werks		33.242	32.844	32.088	32.088+1	32.254	31.806
'Formula 125' - Total Entries: 4 Trophies: 2			Region	Times						Total
1m	29	Randy Easton	black/white 2001 go kart kgb	SBR	33.457	31.941	32.083	31.656	31.771	31.656
2T	122	Jeff VanDeBuers			38.454	39.369+1	36.393+1	34.548	35.108	34.548
3 m	42	Josh Westfall	2008 Shifter Ka Shifter kart	south bend	62.312+DNF	62.981+DNF	26.525+DNF	41.780+1	36.899	36.899
4 m	142	George Westfall	Silver 2008 Shifter Ka Kart	South Bend	56.741	53.132	48.024+1	45.625	45.555	45.555
'Formula Junior A' - Total Entries: 2 Trophies: 1			Region	Times						Total
1m	21	Carrie Easton	red 2001 birel kart 100cc	SBR	136.593+DNF	45.364	45.683	42.689	42.169	41.944
2 m	32	Arin McLaughlin	Kart	SBR	45.573	44.451	43.269	43.511	42.129	42.129
'Formula Junior B' - Total Entries: 1 Trophies: 1			Region	Times						Total
1m	8	Jason Spittler	2008 Kart	SBR	58.318	57.519	57.747	57.348	58.006	57.348
'Street Touring' - Total Entries: 1 Trophies: 1			Region	Times						Total
1m	7	Nick Nardin	Gold 1997 Saturn SC2	SBR	45.412+1	43.636	42.386	43.297+1	44.270	42.386
'Street Modified' - Total Entries: 2 Trophies: 1			Region	Times						Total
1m	86	Jason Gast	copper/silver 1999 Mercury Cougar	SBR	37.840	36.934	36.827+1	36.543	36.820	36.543
2 m	3	Bruce Clevenger	Blue 93 Mazda MX3		27.134+DNF	41.564+1	40.696	40.462	39.588	39.583

Top Times Of Day	Time	Class	#	Driver
Raw time	31.66	F125	29	Randy Easton
Stock	36.82	DS	71	Steve Brouwer
Street Prepared	36.32	ESP	124	Keith Margraf
Prepared	34.7	DP	99	Stan Jones
Modified	31.66	F125	29	Randy Easton
Jr. Kart	41.94	FJA	21	Carrie Easton
Street Touring	42.39	STS	7	Nick Nardin
Street Modified	36.54	SM	86	Jason Gast

RoadRally Photo Contest Announced

TOPEKA, Kan. (June 10, 2008) – Sports Car Club of America’s RoadRally Board has announced the creation of a RoadRally photography contest dubbed “All in a Day’s Drive.”

Photographers of all ages, professional and amateur, are eligible to enter the contest that runs from August 1 to November 3. Entrants can submit up to five photos from SCCA RoadRally events held within the last three years. Submissions must be electronic, in .jpeg, .jpg, or .gif format and no larger than 1mb.

The winner will receive \$250, second place receives \$100 and third place earns \$50. Additionally, each of the top three entrants will receive a free one-year SCCA membership (or membership renewal). SportsCar, the official magazine of SCCA, will publish the photograph and award each of the top three with a full-year subscription to RACER magazine. The winning entries will be announced at the 2009 SCCA National Convention in Las Vegas, Nev., where they will be part of a special media presentation, along with other honorable mentions. Judges will be selected by the SCCA RoadRally Board and include professional photographers, journalists and other accomplished motorsports publishing professionals.

Entries may be sent to roadrally@scca.com along with an entry form available for download here. Full contest rules are listed on the application.

(“Steve Harris” Continued from page 1)

cate problems, but overly officious officials must be re-directed to assist competitors; not impede them. It will take some time and talent to restructure our races so that they can be run with fewer officials, but it can be done without compromising safety.

I will not let the BOD micro-manage the club. The staff and committees will be allowed to do their jobs without interference from the BOD. This does not mean the BOD will abdicate their oversight responsibility. But we will guide the club; not run it.

THE RUNOFFS

The Runoffs™ have lost their luster because it is too easy for slow, poorly prepared cars to qualify. By allowing the top 10 cars in each Division, we have also degraded our National Championship Races.

I would propose to the Club Racing Department that the top three cars (by points) in each Division get a free entry to the Runoffs™; the top five cars receive tow money and the top seven cars get invited. There would be no restriction on the number of races run in division and only one out-of-division race would count to the points. The result will be National Championship Races that are meaningful as racers compete all season for the free slots, tow funds and invitations.

The above would boost entries at National races, and help fill the fields at Road America (7 cars x 9 divisions = 63 cars) (RA can accept 100 cars {4.048 mi x 25 car/mi})

Every National class deserves their own race at the Runoffs™. But we must cap the number of National classes at 24. This is a CRB function; not a BOD function. If we have a CRB where each individual represents a class, then the specific CRB members can meet and decide how to equalize performance of joined classes.

I am against making any IT class into a National Class. IT is grassroots, relatively low buck racing and should be enjoyed by those desiring this product. Making this a National Class would create \$100,000 IT cars much like in AS, and ruin the flavor of this class.

MOVING THE SCCA FORWARD

Increasing membership has always been a goal of SCCA. I believe that a better goal would be to improve member equity by delivering better products. Increased participation (memberships) will come if we are successful building the brand. It equates to generating more sources of revenue, increased membership and lower costs for our activities. Here is how we build the brand:

SCCA Enterprises should be a key component in building the brand. “Walter Mitty” track days through SCCA Enterprises will become a great tool to recruit new members and sell more hardware. We would coordinate these days through country clubs and local tracks, letting potential members learn how to drive an SRF at speed for a fee. I have already detailed this plan with Erik Skirmants, President of SCCA Enterprises and we believe it is a great method of recruiting new members into SCCA and generating increased revenues for the club.

SCCA University can build the brand. It can be used to train our volunteers, insure and certify them. Certified volunteers should reduce our insurance costs, build respect for our specialties and make them a valuable asset to other sanctioning bodies. It might also be an income generating asset under the right circumstances, which would help reduce traveling costs and expenses for our volunteers.

Really hip jackets, shirts and shoes build the brand. Do you know what kids pay today for Harley Davidson goods and Nike specialty shoes? SCCA can be branded to appeal to youth, which then brings them into the club.

The Street Survival Program should be funded and expanded. This program focuses on young driver training. In 2008 we will do 28-30 such schools. The market can absorb many more if our staff can be allocated to support it. The momentum of these programs should be capitalized by creating affiliated High School chapters of SCCA. This builds the brand with the youth market. We could be a force for High School affiliated driver training (and sell more shirts/shoes etc.). The public exposure and PR are invaluable.

As we expand the Street Survival program, the positive press associated with this program will generate many sponsors who will want to associate with the program and with SCCA. It will also generate many new members. I propose that sponsorship income be shared 50-50 with the National Office and the sponsoring Region. The National Office will use this share to seed other events and enhance the national prestige of Street Survival

Supported events and Media exposure build the brand (how about product placement through movies or a movie based around the Runoffs™? – Look what “The Fast and the Furious” did for the car tuner industry). My guess is that we have a significant number of members that are affiliated with the movie making industry. Let’s get some placements going. My own company has had placements with movies like *Jurassic Park* and *12 Monkeys*. It is not too difficult to interface with Hollywood.

Contract with a gaming company to create a video game based upon the SCCA Runoffs™. The gamer would start off at Driver’s School, then run Regionals, qualify for a National License, then run Nationals and accumulate points until they reach the Runoffs™. It is a natural fit. The game could also simulate a Solo event. Later, we would bring out a version that takes Solo from local events through Divisionals and finally

to the Solo National Championship. This also enhances our value with sponsors who want their name associated within the game. But more importantly, it teaches the pattern for young people how to compete within SCCA – a sure winner!

Publicity and Sponsorships require coordinated expertise. The SCCA has been inconsistent in how we seek, nurture and cultivate sponsor relationships. We need to have a full time staff position dedicated to this important function for club racing, solo and rally. In addition, a portion of the revenue generated from this effort needs to be allocated to the Regions so that the sponsorships are meaningful and enforced across the entire club.

BUILDING MEMBER EQUITY – OWNING THE PLAYGROUND

One of the most difficult jobs for the Executive Steward, the Regions and the Scheduling Representative is constructing a race schedule. The days are gone when SCCA commanded the premier dates on the schedule. While this is true in Great Lakes Division, it is not true in other Divisions where the SCCA has a controlling or vested interest in the tracks. And where we own the track, like Thunderhill in Northern California, we actually generate an income stream that is used to subsidize other events.

We have a Track Acquisition Committee within SCCA. Most of the members I contacted did not even know they were on the committee as it has not met in years. I have spoken to track owners in GLD and almost all of them have expressed a willingness to discuss investment with SCCA. SCCA’s President has endorsed this idea.

If elected, I will work to establish an SCCA owned/invested track within Great Lakes Division. The SCCA owned/invested track will include a Solo site and Rally trail.

And since we are talking Solo, as an interim plan, I will work with each track owner within Great Lakes Division (yes, I do know them all), to establish a Solo site within their property.

REDUCING MEMBER COSTS

The cost of membership is too high. It is an impediment to recruiting new members and retaining older members. Yes, many of the Regions offset these costs by awarding participation credits. But with the right blend of sponsorships, sales of branded goods, expansion of memberships, expansion of SCCA Enterprises, reducing our insurance costs by opening the contract for competitive bids, reduction in pro racing expenditures, and income from track operations, we will be able to stabilize our cash flow without burdening our members.

I would propose a dues reduction of 25% within three years and 50% over five years. This is enough time to launch our other programs and begin to see a return.

It is also too expensive for many of our members to attend the National Convention. This is especially true as we have many retirees living on a fixed income. I will work to develop sponsors that specifically support the National Convention with the goal of reducing these costs.

PERSONAL

Here is a short bio for your review:

Married 34 years, two kids – one graduated from college; one in college.

BS, Chemical Engineering

President and CEO of a successful high tech business for over 25 years. My success comes from listening to my customer, then delivering what we promise, on time and under budget. I have learned that there is no substitute for planning and hard work, and that it takes a well trained team to accomplish any goal.

Keynote Speaker on the subject of advanced robotics at several technical gatherings including the Naval Research Center’s Symposium on Space Robotics.

Chairman of the Boonshoft Museum of Discovery Concourse d’ Elegance for 10 years, an event which was the largest fund raiser for Dayton’s Children’s Museum and was supported by WOR-SCCA and over 100 volunteers.

SCCA Member 23 years

Regional Executive and Assistant Regional Executive of Western Ohio Region.

Raced Sports2000 and Formula Continental for 7 years.

Owned and prepped for an SCCA Pro team and an IMSA Pro team.

Raced SCCA Solo for several years.

Put together a great team of Divisional Administrators and Deputy Executive Stewards for Central Division and Great Lakes Division. Although I did not support splitting Central Division, I developed duplicate divisional administration so that when the split occurred, both Divisions were able to function efficiently.

Have organized and planned (with the generous assistance of our Deputy Executive Stewards) 4 Spring Training Meetings and 2 Roundtables.

Improved the Steward’s Program by instituting organized full day training curriculum for Stewards in a revitalized Spring Training Meeting. We have not had a single Steward decision overturned by the COA since we invested in better training.

Authored many new training materials for the Stewards Program that have been used nationally.

Authored the Steward Strategic Plan for the National Stewards Program and presented it at the 2008 National Convention.

Although provided a budget by Great Lakes Division, I have never used that budget or charged the Division for any of my expenses.

Thank you for reading this entire document. I will do my best to lead our club into the future, listen to your concerns, and improve your club experience.

(Continued from page 2)

the fine folks in Topeka have their facts straight when it comes to membership.

Adam Lewis has made great strides with the Street Survival Program. I am not sure he knew what he was getting into, but I am sure glad he volunteered to make a difference for the club. Adam is a relatively newcomer to the club, but he was willing to take on some responsibility in order to help out not only SBR, but more importantly, teen drivers. We're excited to be part of this opportunity with the Tire Rack and the BMW club of America and we're looking forward to another successful year in 2009 thanks to Adam's guidance and hard work.

Working just as hard are **Lloyd Loring** and **Jeff Pontius**. Lloyd has been kind enough to keep track of activity points for quite some time now and is very efficient at it. Not only that, he provides a wealth of history and information to the club at every meeting (since he's been around since the model-T and the discovery of oil in Pennsylvania). If you've ever been to a SBR event, you've heard Lloyd as he continues to do the announcing at Solo's and races.

Many of you may not recognize Jeff Pontius' face, and for good reason. Jeff has been the PitBoard editor for two years...from Japan. His job duties at Bosch required him and his lovely wife to move several years ago. Luckily for us, Jeff volunteered to put PitBoard together for us on a regular basis. He says it "helps him stay in contact with the club." I believe him and can't wait for him to come back to the U.S.

There's a multitude of other SBR people making a difference. We couldn't hold a Solo, Race, Street Survival, annual banquet or any other function without the help of each and every member that participates in the behind-the-scenes action. Every single volunteer makes us look good. We are a relatively small region with about 190 members, yet we are able to get over 35 volunteers to give up a beautiful summer weekend in order to help

Good Deal for Race Workers

Another money saving tip from SBR member Lloyd Loring

Race Workers! If you worked 4 or more days at any SCCA races since January, you are eligible to take \$15, \$22, or \$30 off on your next membership renewal. How do I know, since I only work one weekend a year (at our race at GingerMan)? By accident! I just stumbled across the form while looking for other deals for new members. It was buried on the SCCA website where only a handful of members venture, usually in search of something else.

You can find it by logging in as a member (there's a tiny red block with the words LOG IN in white near the top right of the website). Not at all obvious. You log in and then click on Forms in the column at the left. Under Club Racing Forms click on the words "Club Racing Volunteer Incentive Program." The form you want (a PDF document) will download immediately. You probably can't read it online or in your browser, you have to open it directly. Print it, fill it out and send it in with your renewal and Voila! Instant discount.

Why this offer is so hidden escapes me. In fact, if you try to search the SCCA web site for "race worker" it can't find anything on the subject. It apparently thinks that's a dumb question. The leadership of the club bemoans the loss of workers, but they make no effort to reach them on the website. In fact the website is exclusively about drivers, not a word about or to workers. At least SportsCar isn't quite so blind.

If you can't handle the log in, let me know and I'll be happy to send you the form directly. These days every penny helps.

stage a race. No big deal you say? There are regions with THOUSANDS of members that can't find enough corner workers.

I'd love nothing more than to get even more members involved. Don't know how? Start by coming to a club meeting on the first Tuesday of every month. We don't have free beer and dancing, but we enjoy each other's company so much that we've moved the meeting time to an hour earlier (7 pm) just so we can spend even more time together. Even that wasn't sufficient as about 15 of us stood outside and chatted ever longer after the restaurant closed. Once we get you to a meeting, you'll WANT to become involved. We are that much fun!

With November elections right around the corner, **Jim Krzyzewski** has volunteered to put together a slate of officers for 2009. If you're interested in helping SBR continue to be a world class organization, give him a buzz and tell him you are interested in running for a board position or Regional Executive. Jim can be reached at (574) 259-0204.

If you're not ready for a board position, that's OK. If you would like to make our Solo program even stronger, contact Mark Manninen at solo@sbrscca.org or (574) 271-0810. I know Mark is looking to having a Solo meeting real soon and he could use your help in 2009.

Many of you have stepped up to help out our race program. There are plenty of ways to get involved in club racing even if you don't have a car. We could use help in all areas, but especially Flagging and Communication, Timing and Scoring and Sound. Fortunately, we are blessed with chiefs of Pit, Grid, Tech, F&C and Sound. We sure would love to train somebody in the fine art of Timing and Scoring. If you're interested in helping out the race program, contact Paul McBride at blu-erace44@aol.com, or give him a call at (574)289-1398.

We are the best club in the country because of you. Thanks.



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

September 14 Solo Points Event #7 -
“Look even farther ahead”
(The Tire Rack, South Bend, IN)

October 7 SBR Membership Meeting
Samuel Mancino’s Italian Eatery,
Mishawaka, IN
NEW TIME—7:00PM

October 12 Solo Points Event #8 -
“A Big Finish is Expected”
(The Tire Rack, South Bend, IN)

November 14 SBR Membership Meeting
Samuel Mancino’s Italian Eatery,
Mishawaka, IN
NEW TIME—7:00PM

December 2 SBR Membership Meeting
Samuel Mancino’s Italian Eatery,
Mishawaka, IN
NEW TIME—7:00PM

Want more info?—www.sbrscca.org

Mark your calendars & spread the word

2008 Great Lakes Division Roundtable

November 1, 2008

Dayton, Ohio

Hosted By: Western Ohio Region

Agenda, travel & motel info to follow

Send questions, comments, suggestions & agenda topics to:

autoedge@sbcglobal.net