

PITBOARD

Issue 7—2008



John B. LaRue Area 4 Director Election Platform

Dear Great Lakes, Area 4 Member:

As you may be aware, I am seeking to become your representative on the SCCA Board of Directors. I am doing so at the urging of a number of racers and existing members of the Board who are struggling to make positive changes for the Club against a tide of "good old boy" favoritism and power brokering. They, as I am tired of poor decision making which is bringing the club to its knees.

I will not lay out a lengthy resume' of accomplishments, but will simply point out that I have been active in racing since the age of twelve (12) years. I have managed and promoted racing events and racetracks; I have owned and operated motor sport related manufacturing businesses and have been involved as a car owner, mechanic and driver in regional and national SCCA club racing for about 15 years. In that regard I have been fortunate to realize success participating in major SCCA events. I am an attorney by profession and provide legal counsel to the motor sport industry and several sanctioning bodies.

I do not seek this position for the glory of being a member of the Board nor do I need additional work to keep me occupied. I simply seek this position to make a positive change, to set the club on the right track and to help ensure its' future. I will briefly note my thoughts and concerns:

First, we must, as a club realize that the environment has changed. There is ever increasing competition for the disposable income of our members not to mention their spare time. Unless and until the club produces events and programs that offer good value and entertainment it will continue to see participation decrease. While we can certainly point to fuel costs and the economy over the past 24 months, this does not give us an excuse for the decline that proceeded that period. Simply stated we cannot afford to operate our club as we have in the past. While I am a big proponent of tradition, there is a point where we have to realize that what worked yesterday for our members will not work today. In this regard the BOD must determine what the membership needs to increase participation. The BOD must not only hear what the membership tells it, it must listen and react. All too often good ideas simply fall on deaf ears. As a member of the BOD I will listen to anyone who wishes to call, email or otherwise sit down and discuss matters. I am open to good ideas and realize that the solution to the problem lies within the membership not with some outside consultants who will "market" our club. We already have a good membership base; we simply need to energize them to participate!

Generally speaking I believe that the Club needs to focus on making events more desirable to attend by 1) increasing the number of participants per class; 2) increasing track time per event; 3) decreasing the "hassle" factor of attending; and 4) decreasing the cost of attending. There are a multitude of ideas to accomplish these ends that have been discussed in bench racing sessions and across the various internet forums. I am most certain that each of you have at least one or two ideas that would make you more likely to attend more events and what would make those events more enjoyable. Not only must the BOD listen to the members, it must ACT upon their requests, opinions and ideas! They must remember that the members are the most valuable asset of the Club.

One of the most disturbing issues locally is the current state of the Division. The split of the Division has taken us from the largest most prosperous Division in SCCA to one which is struggling to make minimum participation numbers. While I was not involved in this action, I did speak out against it and believe that it is vital to re-unify the Divisions. Simply stated, the reasons behind the split do not justify the harm it has caused. If elected I will work relentlessly to re-unify the Division and rejuvenate its health.

Another disturbing issue is our loss of venues and the absence of new venues. Solo, Rally and Road Racing all need to continually work to seek out new venues and enhance the relationship which we have with existing venues. Comments that the owners of the facilities do not "get along" with SCCA is simply not acceptable. We must get busy and rectify these broken relationships and develop new. To this end we need to appoint a full time person at the national level to act as the chief liaison as between the club and these facilities with a primary objective of securing new venues and facilities for SCCA activities.

There are many other issues which have my concern and cause me to seek this position. These include but are not limited to poor business and management decisions which seemingly bring forth a constant stream of potential legal liabilities for the club. Given the nature of this letter I will not get into further detail here, but will be most happy to discuss any issues or ideas that you might have. You can reach me either at my office 765.287.1717 or via my cell phone 765.748.4848. Rest assured that if you give me YOUR vote and YOUR support I will become an active member of the Board and will fight to put this club on the right track.

Sincerely,

John B. LaRue

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RE Notes

Jeff Luckritz

Now You Are a South Bend Region Member...Now What?

You've recently become a member of South Bend Region (SBR), SCCA and you're not sure what's next. Or, you already participate in one aspect of the club, but not sure about other activities and functions we perform. Here's a brief synopsis of what SBR, SCCA is all about.



Autocross/Solo

This is the most popular activity for our club members. It's really pretty simple; show up in your everyday street car, bring a helmet (or borrow one from us for free), pay a nominal entry fee, buckle your seat belt and see how fast you can go around cones. It's you against the clock. It sounds simple, and it really is.



There are dozens of classes so that Corvettes are not competing against Civics. You'll feel like you're going a hundred miles and hour, but in fact speeds are usually kept below 45 mph or so. Top speed is not the priority here, car control and handling is. Try it, you'll like it.

Race Worker

If you've ever watched racing on TV, chances are you've seen a SCCA race worker waving a green flag to start the race, waving a flag in a corner, helping drivers after a wreck, or inspecting cars in impound. In addition to those activities, SCCA club racing offers a myriad of opportunities for those interested in getting close the action. Some of the behind the scenes functions include grid, timing and scoring, race course control and registration.



You don't need any experience to get started. Just show up to the track and ask how you can get involved. It's really that easy.

SBR MEETING MINUTES

ATTENDEES(9-2-08): Kim Bollinger, William Loring, Paul McBride, H.C. Colwell, Jeff Luckritz (RE), Mark Manninen, Leon Krauss.

Approved minutes from 8-5-08.

TREASURER'S REPORT- H.C. Colwell

INCOME: Membership dues, SOLO, Street Survival School, RACE
EXPENSES: RACE We are now in the black even though we have only a couple smaller expenses yet to be billed for RACE.

MEMBERSHIP: 191

SOLO-Mark Manninen: No events since last club meeting, but strongly supported Street Survival School and our National RACE. Next event is 9/14/08. 8 members are going to the Nationals.

RACE-Paul McBride: With 78 pre-entries and 16 walk-ins we had 86 National and 8 Regional drivers participate in our August 23-24 National RACE at Gingerman. Over 35 SBR SCCA club members supported the successful effort and, YES, we made some money to boot! Drivers and workers were very complementary and the Stewards were Stewards. We will be looking at opportunities for hosting our National with other Regions and Divisions as well as possibly another date(s) in 2009.

STREET SURVIVAL SCHOOL-Adam Lewis: The last event for this year at the Tire Rack had 23 entries and was well supported by the club membership. The Tire Rack, Mercedes Benz and BMW clubs were also in attendance as workers/staff/instructors. Next year it is suggested that we host only two of the events sharing responsibilities with the previous aforementioned groups for a total of 6 schools. We have tentatively set April 25 and August 29 as dates in 2009 that we would host the schools again. Adam would like an assistant to work with him next year so he may pass on the baton in 2010.

OLD BUSINESS: The board agreed that no SCCA campaign ads would be placed in Pitboard or on our web site, but position statements would be acceptable for both. All candidates would be notified of this agreement and it will be so noted if one or more candidates choose not to respond.

NEW BUSINESS: Jim Krzyzewski will contact members for interest in running for Board positions. Nominations will take place at the October meeting and elections will be held at the November meeting. Round Table "Discussions" will take place in Dayton, Ohio November 1st. Our financial books are due for an audit which will be conducted by Kim Bollinger and Lloyd Loring. We have an opportunity to tour the Tom Mittler private Auto Collection located in Mishawaka (Tom is a long standing SBR SCCA member). We may conduct a monthly club meeting in conjunction with this tour. Watch the Pitboard and our web site for a future announcement about date, time, and place.

GENERAL MEETING: 23 in attendance, including one new member.

Respectfully submitted, Leon Krauss- Secretary, SBR SCCA

(Continued on page 6)

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

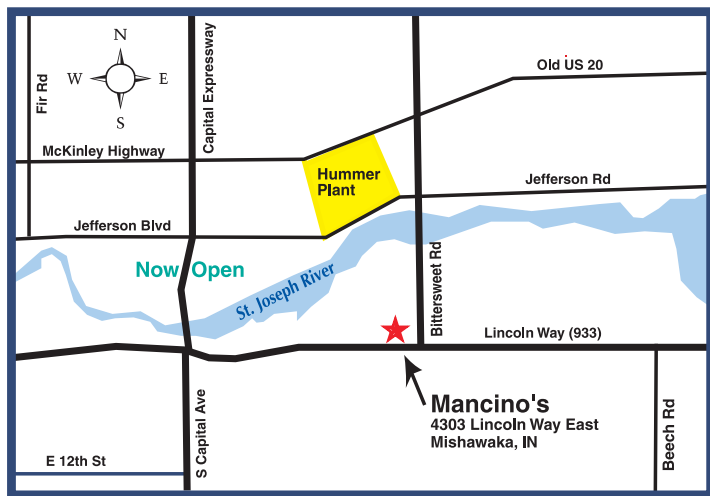
When: First Tuesday of the month

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 #7 Results—"Look even farther ahead" September 14, 2008—The Tire Rack, South Bend, IN

'Super Stock' - Total Entries: 1 Trophies: 1				Region	Times					Total
1T	40	Al Cardenas	Blue 2007 BMW Z4M Coupe		51.117	49.135	47.509			47.509
'B Stock' - Total Entries: 1 Trophies: 1				Region	Times					Total
1Tm	5	Bill Wah	Blue '04 Mazda RX8	SBR	79.583	50.804	49.446			49.446
'C Stock' - Total Entries: 3 Trophies: 1				Region	Times					Total
1Tm	1	Rex Higham III	Red 2004 Miata	SBR	50.571	47.874	48.369	49.163	47.436	47.436
2 m	3	Paul Stock	Red 00 Mazda Miata	SBR	49.523	48.688	48.493	48.764	56.706	48.493
3	50	Donald Silience	Gray 2008 Pontiac Solstice		50.787+DNF	49.334+DNF	59.548	53.379	50.543	50.543
'D Stock' - Total Entries: 1 Trophies: 1				Region	Times					Total
1T	4	James Rose	Orange 2005 Dodge Neon SRT-4	INR	49.217+DNF	45.649	44.291	44.322	44.221	44.221
'E Stock' - Total Entries: 1 Trophies: 1				Region	Times					Total
1Tm	92	Bruce Secor	Red 92 Mazda Miata	SBR	57.856	55.774	54.303			54.303
'F Stock' - Total Entries: 1 Trophies: 1				Region	Times					Total
1Tm	48	George Williams	White 2002 Chevrolet Camaro Z28	SBR	50.082					50.082
'G Stock' - Total Entries: 1 Trophies: 1				Region	Times					Total
1Tm	86	Sam Centellas	Aztec Red 2002 Nissan SE-R SpecV	SBR	49.194	47.611+1	48.173			48.173
'H Stock' - Total Entries: 2 Trophies: 1				Region	Times					Total
1T	117	Jeff VanOrsdol	Green 2001 Toyota Echo		55.295	54.239	53.100	52.666	51.980	51.980
2	17	Kevin VanOrsdol	Green 2001 Toyota Echo		60.515	57.186	55.676	55.263	54.071	54.071
'H Stock Ladies' - Total Entries: 1 Trophies: 1				Region	Times					Total
1Tm	4	Kelsey McLaughlin	Blue Plymouth Duster	SBR	75.706	65.880				65.880
'B Street Prepared' - Total Entries: 1 Trophies: 1				Region	Times					Total
1Tm	2	Matt Flournoy	Black 2005 Subaru WRX STI	SBR	46.381	45.795	45.541			45.541
'E Street Prepared' - Total Entries: 1 Trophies: 1				Region	Times					Total
1T	88	Steven Ruschak	White 88 Pontiac Trans-Am		48.047	46.675	46.449			46.449
'F Street Prepared' - Total Entries: 1 Trophies: 1				Region	Times					Total
1Tm	23	Patrick Ohmann	White 1991 Ford Festiva	SBR	55.686	53.967+1	52.307	54.150	52.765	52.307
'F Street Prepared Ladies' - Total Entries: 1 Trophies: 1				Region	Times					Total
1Tm	123	Gretchen Ohmann	White 91 Ford Festiva	SBR	60.180	57.424	58.810			57.424
'C Modified' - Total Entries: 1 Trophies: 1				Region	Times					Total
1Tm	88	Duane Belisle	White 2003 Volksw agen Formula First		51.182	46.638	61.222+DNF	45.724	45.113	45.113
'Formula Junior A' - Total Entries: 1 Trophies: 1				Region	Times					Total
1Tm	32	Arin McLaughlin	Kart	SBR	76.417	79.859				76.417
'Street Touring' - Total Entries: 2 Trophies: 1				Region	Times					Total
1T	1	Steve Tamandli	Gray Black MR2		51.388	49.756	49.201	48.829	48.430	48.430
2 m	33	Daniel Flores	Red 92 Honda Civic	SBR	54.542	52.951	52.881	53.004	51.929	51.929
'Street Touring Xtreme' - Total Entries: 1 Trophies: 1				Region	Times					Total
1T	527	Lee Muhleman	Silver 2004 Subaru WRX		48.316	47.756	46.262			46.262
'Street Touring Ultra' - Total Entries: 2 Trophies: 1				Region	Times					Total
1T	13	Stuart Laks	Blue 04 Subaru Wrx Sti		46.986	46.147	46.224			46.147
2	113	Kevin Middleton	Silver 2006 Mitsubishi Evolution MR		48.106+DNF	47.358	50.798+DNF			47.358
'Street Modified' - Total Entries: 2 Trophies: 1				Region	Times					Total
1Tm	86	Jason Gast	copper/silver 1999 Mercury Cougar	SBR	48.904	47.034	46.296	44.876	45.412	44.876
2 m	75	Anthony Hubble	Black 2006 Scion tC	SBR	58.544	53.937	55.407	54.935	55.693	53.937

Top Times Of Day	Time	Class	#	Driver
Raw time	44.221	DS	4	James Rose
Stock	44.221	DS	4	James Rose
Street Prepared	45.541	BSP	2	Matt Flournoy
Modified	45.113	CM	88	Duane Belisle
Jr. Kart	76.417	FJA	32	Arin McLaughlin
Street Touring	46.147	STU	13	Stuart Laks
Street Modified	44.876	SM	86	Jason Gast

A Rookie's Journey to Solo National's

By: Mark Manninen

After 5 years of active participation in solo, one could say that I am "all in". I am a confirmed autocross addict. Like most addicts, I am on a quest for the ultimate "rush", the need for a challenge, and a need for speed. Those of you who have participated in motorsports for awhile understand why we do this. For the newcomer, I will try to explain.

My journey started 5 years ago running my new MINI Cooper S in stock class on street tires in local regional events. The MINI was, and still is, a great car to toss around the cones. Like many before me, my first solos were a lesson in humility and realization that I was not as good as a driver as I thought I was, but it was enough fun to keep me coming back. The people were cool, the cars were awesome, and I was learning quickly. Then an amazing thing happened, I won a local solo against a very good competitor, Bill Loring.

I remember that first win vividly. We were at Lake Michigan College late in my rookie season. I was improving throughout the season by attending as many regional solos as I could schedule. That particular day the course was perfect for the MINI, tight with lots of transitions. I was actually looking ahead and "seeing it". I was close enough to Bill so when he coned his last run, I ended up first. Granted, Bill was on much worn tires, and had me on raw time, but it was my first win. The other G stock competitors as well as Bill came up to me with warm congratulations and praise. It felt good. I wanted more.

Fast forward a few seasons, and I found myself traveling several hours to find the next level of competition. Although I was very competitive in local events and started winning regularly, I was still more of a big fish in a small pond. Winning at local event with one or two other competitors in underprepared cars was not that exciting any more. I started looking at the PAX Index for the first time to see where I stood overall. At that time I started competing in CENDIV (now GASS) events and traveling to seek out a higher level of competition. Yes, I found better competition and I also found myself back at the bottom

of the results. I could have gone home and licked my wounds but I discovered something interesting. The "fast guys" I was competing against were friendly and very supportive of me. They seemed interested in my willingness to take it up a notch and offered tuning and driving advice if I was willing to listen. I was making friends as well as improving my skills. This was getting to be more fun because of the people involved.



Bill and Mark's car

At the end of the 2007 season, I fully committed to running as a co-driver with Bill Loring in his G Stock Celica. This served two purposes; I got to keep driving in competition while building my D Mod car project, and I get to learn more about driving and suspension tuning from a more experienced driver. I let Bill know I was willing to run as many events as we could manage including National Tours and the Solo Nationals in Topeka. The move this season has benefited me well. I have climbed in the local index and have been



SBR logo proudly on display

pushed harder than ever before. I have also been exposed to more venues as well as tougher competition. Excitement came mid season in our trip to the National Tour at Peru when at the end of the first day Bill was in 1st and I was in 3rd, both of us in trophy positions. The second day we both dropped a position leaving me just out of a podium finish. Bill did great against Anthony Savini. Anthony was picked as a likely National Champ in G Stock by SportsCar magazine. I did not expect to take a trophy at my first Tour, or to finish as well as I did. I got that feeling once again. That rush of the chase. Coming that close in tougher competition and knowing I was improving was much more exciting than collecting an easy trophy at a regional event. It turns out I like competition as much as winning.

As prep for the Nationals, Bill and I returned to Route 66 for a Chicago regional solo. I was kind of disappointed that out of 140 or so drivers, Bill and I were the only two G Stock entries! My, how the fortunes of G Stock have changed. This is not a good thing. We took advantage of another big asphalt course to tune up ourselves up. The only thing left to do was scrub-in a new set of tires.

We departed the Sunday before National and headed for Topeka. Our convoy consisted of Bill and me in the Celica along with another rookie, Dave Gushwa towing his F Stock Firebird. It had been awhile since my last road trip and I was looking forward to the journey. The drive was not bad considering the weather issues we left behind in South Bend. We honked as we drove past The Tire Rack. SBR solo gladiators off to battle the horde on the Topeka asphalt. What fun!

The arrival in Topeka was very relaxed. Kim Bollinger's advice of arriving two days before competition was spot-on. We had plenty of time to register, prep the car and ourselves. When things gear up at this level, you don't want to be flustered or rushed. Monday was a day of exploring the very nice Heartland Park facility, walk the course, and meet friends. I was surprised to recognize as many people as I did. They may have been equally surprised to see me also! Drivers from the Great Lakes Division were well represented. Bill made an effort to introduce me to everyone he knew. A very friendly group, no fangs or claws at all! After a great buffet dinner provided courtesy of Bridgestone Tire we got a good nights sleep.

The first competition day was buzzing with activity. Everyone had a mission to stay on schedule. With six run groups on the West Course there was plenty of time to observe, take photos, eat corn dogs, and cheer-on friends in the other classes. We ran in the second run group. Locating our "home" grid spot was easy as everything was well organized and geared towards letting the drivers focus on the task at hand. Bill and I simply got in to the usual pre-run prep routine and waited for our turn. I was surprisingly relaxed and eager to run. Being the low number as a two driver car, I went first. It was a little cool that morning and we were guessing on tire pressures. I hoped the previous run group had "cleaned" the course of the now-infamous sand coming up from the asphalt surface. We got the go ahead from the Grid Marshall and Bill rode with me up to the start area. He wished me luck, and popped out of the Celica. I was highly focused. I turned the announcer radio station off, tightened my harness, and rolled up behind one of the many MINIS'. Looking up I realized I was following the same guy who beat me out of the 3rd place trophy at the Peru Tour. This is going to be too cool!

Ready and waiting at the line, there appeared to be confusion on when to send me out. It turns out the sweep car collecting audit sheets from the corner workers was supposed to go out before my MINI friend in front of me. Minor confusion and a brief wait gave me extra time to focus looking at the first part of the course. No problem. Be cool. I was given the signal to go and I got a good start. First slalom got tricky as I got a touch behind and the rear of the Celica did not want to stick as I swept right into a long wiggle section. I knew this wiggle

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Club Racing

This is door-to-door racing a speeds well over a hundred miles an hour, but at an amateur level. Racers compete for trophies and pride. There are over two dozen classes for almost every type of car from Miata's and Mini's to open wheel, purpose built race cars.



To start, you should attend a race weekend and walk the paddock. Talk to as many drivers as possible about cost and prep level required to keep their cars on the track. Once you've decided to pursue club racing, you need to buy a race car and all the safety related items required for racing. This is a financial commitment, so do your homework. Finally, you'll need to attend a race driver's school to get your novice permit. Now you're ready to go racing.

Tire Rack Street Survival

This one-day program is designed to help young drivers learn car safety and car control. SBR will be conducting two of these schools in 2009 at the Tire Rack. Instructors ride along with young drivers as they practice lane change, accident avoidance and braking maneuvers.

Club Meetings

Meetings are held on the first Tuesday of every month (except January) at Mancino's in Mishawaka and are open to everybody. It's a great way to talk to members about any aspect of motorsports. Chances are you will find a SBR member who participates in each of those areas of motorsports listed above. Check the website for the most up to date information regarding all meeting times.

Contact Information

You'll find contact information elsewhere in this issue. The SBR website is a great place to cruise for information and is kept very current; check out www.sbrscca.org. Or if you would like to talk to real live person, feel free to give me a call anytime.

SBR Calendar of Events

November 4 SBR Membership Meeting
Samuel Mancino's Italian Eatery,
Mishawaka, IN (NEW TIME—7:00PM)

NOTE—Elections for 2009 SBR SCCA
Regional Executive (RE) and Board members
will take place at this meeting
If you can't attend, please mail in your ballot
(see last page of this PitBoard)

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

(Continued from page 5)

was a fast section and the Celica had no problem squirting through. I was on the rev limiter for the last third of the element. Very hard right turn looking way ahead into a multi lane change. I scrubbed off too much speed entering and made it through painfully slow. Still looking ahead a right into a smaller sweeper section then into some zig zags. The next element was looming ahead, A very very large left hand super sweeper/slalom with very few cones which dumps you straight into the finish at high speed if you hit it just right. This element was the subject of much discussion by all the drivers that week. Some were looking at it as two turns with a short chute between. Others looked at it like a big constant radius sweeper. Bill and I looked at it like something in between. The usual elements we encounter at The Tire Rack skid pad paid off in spades here. I also encountered a similar situation at Route 66. I entered where I needed to, stayed on the gas, the car stuck well and I shot straight into the finish exactly the way I wanted to! That execution on that specific part of the course almost made the entire trip to Topeka for me right there. It felt real good. As a co-driver, I tried to relay to Bill what I felt and understood in how the Celica behaved during my first run. I told him where the car got real light and where it stuck to the surface well. We debated the use of third gear in the long wiggle section that day and the next. I hope my info helped him some. The second day he made some additional adjustments to the shocks to help in the transition heavy East Course. I contributed with some tire pressure suggestions that may have helped him in his last run. He laid down a very good time on the sixth run of the week. Teamwork can help in these situations.

The interesting thing at Tour events and Nationals is you only get THREE tries to nail it perfect. Unfortunately it takes me more than three. I really wanted another chance to run both courses again. I did as well as I expected and improved on all my remaining runs. Bill did much better but the MINI's clearly out matched the Celica on performance.

During my time as a spectator and work assignments, I had a chance to observe the whole enchilada so to speak. Do you recall the recent VISA commercial where everyone at the coffee shop or deli is moving about like a well choreographed dance? That is, until someone tries to pay cash! Well the Solo Nationals in full tilt is just like that. It is an absolutely amazing thing to watch first hand. There is a LOT of cars moving on and off course, around grid, and through the paddock area simultaneously and with purpose. This is a significant tribute to the organizational skills of SCCA organizers and competitors alike. The biggest freaking ant farm you will ever see! The whole time this is going on people are prepping their cars, concentrating on their next run, baking in the sun, getting smelly with sweat, working their assignments, smiling, laughing, and having a great time. This is a crazy sport with very dedicated fun people. Then it hit me, these people are just like me. Sure trophies are great, but the competition, friendships, and fun are what it is really all about.

The rest of the week was fun to hang out with John Rogers and Chris Harvey from the Tire Rack. They did well in B stock. John gave a nice keynote speech at the awards banquet as the title sponsor of the Solo Nationals. I felt like a VIP hanging out with Bill and the whole Tire Rack gang. Great fun. Dave Gushwa and I related as being the rookies of the group. We were well fed and provided with lots of swag and goodies from vendors. Bring money for mementos! I just had to buy the professional photo of me driving in my first National. I will even show it to you if you ask nicely (joke). Yes, I bought a tee shirt.

The journey home was...well, a journey. That is a story for another time. If you get the chance to go to the Solo Nationals even just once, take it. Most people there are just like you. Dedicated, fun, and friendly. I can't wait until I get the opportunity to return to the Solo Nationals someday.



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 ABSENTEE BALLOT

Please use this ballot if you cannot attend the November 4 membership meeting to vote for the R.E. and Board for 2009. Place in an envelope with your name(s) and address on the outside and send it before November 1, 2008 to: H.C. Colwell, SBR-SCCA, 61642 Kingston Court, South Bend, IN 46614-6445. Absentee ballots will be counted for the first tally of the R.E. ballot and then for the first Board tally, but will be discarded for any runoff tabulations. You must be an Active (regular), Spouse, Junior, Family, First Gear, or Dual member of SBR at the time of election to be eligible to vote.

Regional Executive (vote for one)

- Jeff Luckritz*
- _____

Board of Directors (vote for four)

- Kim Bollinger*
- William Loring*
- Mark Manninen*
- Paul McBride*
- _____
- _____

* *Incumbent*

A separate ballot is required for each member voting. Copies of this ballot may be used.