



# *Clutch Chatter*

THE OFFICIAL PUBLICATION OF THE INDIANAPOLIS REGION OF THE SPORTS CAR CLUB OF AMERICA

**2001 Medium-Large Region Newsletter of the Year**

**In an effort to reduce expenses, you will no longer receive *Clutch Chatter* in the mail after *this issue* unless you specifically request it by returning the form below. The completed form must be received no later than March 15. Clutch Chatter will be available on the Indy Region website at [www.indyscca.org](http://www.indyscca.org). Please see article on page 3 for more details.**

**TO INDY REGION SCCA MEMBERS ONLY**

# **IMPORTANT NOTICE!**

Indy Region SCCA Members Only: Opt-in to continue receiving Clutch Chatter via mail after March 2002 by completing and returning this form. For member+family and member+spouse memberships only one form needs to be returned.

Name: \_\_\_\_\_

SCCA Membership #: \_\_\_\_\_

Address: \_\_\_\_\_  
(address is provided for confirmation purposes only and will not result in an address change)

Your answer to the following question has no bearing on your choice: Do you have an e-mail address or readily available internet access? Yes \_\_\_\_\_ No \_\_\_\_\_

Return completed form to:  
Dave Hart  
C/o Clutch Chatter  
7811 Ashton Place  
Fishers IN 46038

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## Calendar

March 2-3	Cendiv Steward/Workers Seminar
March 12	Board Meeting, 6 pm, Cornerstone Controls, 8525 Northwest Blvd, Indy
March 15	CC opt-in slips are due
March 24	Rally #1, Candi Cross
April 6	Solo Test & Tune, 16th Street
April 20-21	Drivers School/Regional, IRP
April 27	Rally #2, Survivor Rally
April 28	Solo #1, 16th Street

## Indy Region E-Group

<http://groups.yahoo.com/group/indyscca> or  
<http://groups.yahoo.com/subscribe/indyscca>

## Indy Region Connections

Indy Region Voice Mail:	317-329-8888
Indy Region Home Page:	<a href="http://www.indyscca.org">www.indyscca.org</a>
SCCA Home Page:	<a href="http://www.scca.org">www.scca.org</a>
Cendiv Home Page:	<a href="http://www.cendiv.scca.org">www.cendiv.scca.org</a>

## Contents

Clutch Chatter Mailing Changes .....	3
RE News .....	4
Spare Parts .....	4
February Board Meeting .....	5
Competitor of the Year Update & Schedule .....	5
Remembering Karen Porter.....	6
Membership Report .....	7
Solo Report.....	8
Spring Test & Tune info .....	8
Course Walking .....	9
Solo Schedules.....	9
Rally Schedule.....	10
Native Son Returns.....	10
Rally Report .....	11
Rookie of the Year .....	12
Race Workers Unite!.....	12
Cendiv Race Schedule .....	13
Classifieds .....	15
Advanced Import Motorsports ad .....	back cover
Rally #1 Candi Cross info .....	back cover

# IMPORTANT NOTICE!

## Clutch Chatter Mailing Changes

In an effort to reduce expenses, Indy Region SCCA members will no longer receive Clutch Chatter in the mail after March unless they 'opt in' to continue receiving it by returning the form on the cover. The completed form must be received no later than March 15, 2002.

For those who will not receive a copy in the mail, a complete, printable, electronic format copy of Clutch Chatter will be available on the Indy Region website at [www.indyscca.org](http://www.indyscca.org) in Adobe pdf format.

In order to avoid any mix ups, this special notice will appear in the February and March issues. Also, all members who do not return the 'opt in' form by March 15 will receive a special notice around April 1 indicating that they have not returned the form and will not receive Clutch Chatter via mail. This notice will also explain how they can find Clutch Chatter on the website, how to download Adobe Reader, and how they can join the Indy Region e-group. It will also provide another chance to opt in.

The Indy Region board of directors collaborated to develop this approach, which was unanimously adopted during our January board meeting. There are three key considerations for selecting this approach:

- Increased newsletter costs. Postage rates continue to go up, and Clutch Chatter is already rather expensive to mail (larger issues cost over a dollar apiece on postage alone). Printing costs are also expensive. And with the amount of content in Clutch Chatter, this means more pages to print. In addition, as the club membership continues to grow, we print and mail more and more copies. This move will save the club over \$20 for each address that we can drop from our mailing list this year.
- There are now many Indy Region members who are used to getting their mail and information via the Internet. They read their e-mail and check their favorite websites regularly if not frequently. Many are participants in Indy Region's e-mail group, a forum for discussions, inquiries and sharing information. They prefer to get their information as soon as possible. By skipping the trip to the printer and thru the mail, they will be able to get Clutch Chatter several days sooner. We believe there will be enough members interested in this to warrant this approach.
- Options. This approach puts each member in control of how they receive Clutch Chatter.

When an issue of Clutch Chatter is completed and ready

for publication, the pdf file will be posted out on the Indy Region website and an e-mail will be sent to the Indy Region e-group with a link to the download page. This should be available several days before the mailed copies arrive, since it won't have to go through the printer or the US Postal Service.

In order to receive this e-mail notice, you will need to be a member of the Indy Region e-group. Membership in the e-group is free and open to anybody, plus it's very simple to join. Just go to one of the following links and follow the instructions:

<http://groups.yahoo.com/subscribe/indyscca>

<http://groups.yahoo.com/group/indyscca>

You don't have to wait to join — check it out today!

Remember that you don't have to receive the e-mail to get the newsletter — it will be posted on the website and available for download by anybody. The e-mail will just be letting you know that the new Clutch Chatter is out there.

The pdf format is very popular and widely used. It is supported by Adobe Reader, which is available to download for free, commonly pre-installed on new computers, and widely compatible with all but the very outdated versions of Windows. There is a link to the Adobe page on the Indy Region website, too.

New Indy Region members will receive Clutch Chatter in the mail. We are thinking about how to give them the choice to opt out. Stay tuned for more information.

Non-members. Clutch Chatter is a valuable tool for recruiting new members into the region, and drawing participants to our events. We currently simply add all non-member event participants to our mailing list and leave them there for many months. Our new process will be to purge them from the list after three months. If they participate in another event after the three months, then they stay on the list. The first big purge will take place after the April issue mailing (all of those on the list now).

As we move forward, we will closely monitor and evaluate how this approach is working. As always, member input is welcome and encouraged. Contact information for the board members is published on page 2.

This approach presents an opportunity for Indy Region to save several thousand dollars in newsletter expenses this year while delivering the same valuable content. Indy Region's competition programs and activities will benefit from the savings, helping to deliver more fun for your dollar.

Lest we forget...

These words mean different things to different people. I choose to use them here both to remember those who have left us, and to rejoice in the knowledge that there are so many good folks in our SCCA family.

It is with great sadness that I report that Karen Porter passed away recently. You will find a tribute to Karen elsewhere in this issue. I am proud to have known her. A contribution has been made to the American Cancer Society on her behalf.

I was recently reminded of one of the kindnesses that are common, yet refreshing, among our friends in the SCCA. This past summer, a new volunteer F&C worker was injured after falling down on one of the corners at IRP. After a brief stay in the Treatment Center, the recommendation was to transport this young lady to the local hospital for X-Rays. A quick tour of the paddock found Karen Porter, who readily gave up a portion of her day with racer husband Ralph to help out.

I am also often reminded of the unselfish contributions of the volunteers at Indy Region events. A few individuals have even been given awards that have gone unrecognized outside their area of expertise. Hawkeye Pierce, for example, received the Flagging & Communication Award for his dedication to that specialty this past summer. John Best was also given an award for his long-term commitment to the SCCA and Indy Region. These individuals, and others like them, are at the heart of what the SCCA is all about.

I think we all enjoy bestowing awards on deserving individuals. Unfortunately, no matter how hard we try, we are likely to neglect to mention an individual or specialty. On that note, I would like to say a hearty thank you to every-

one who helps keep our motorsports enthusiasm boiling.

I hope I haven't missed anyone...

**THANKS, WORKERS**  
(Our All-Volunteer Core)

**Rally** Rallymaster, Course Pre-Check, Safety Stewards, Registration, Checkpoint Workers, Scoring

**Solo** Event Chairman, Course Designer, Safety Stewards, Registration, Technical Inspection, Timing & Scoring, Grid, Starter, Course Workers, Radio Tech, Trailer Logistics

**Racing** Race Chairman, Stewards, Registration, Technical Inspection, Timing & Scoring, Pit, Grid, Paddock, Flagging & Communications, Starters, Radio Tech, Driver Information, Fire/Rescue, Course Marshals, Race Control, Sound Control

**Administration** Rally Chairman, Solo Chairman, Newsletter Editor, Membership Chairman, Secretary, Treasurer, Regional Executive, Assistant Regional Executive, Race Committee, Activities Chairman, Competition Chairman, At-Large Board Members

**Miscellanea.** Please welcome Indy Region's final At-Large Board Member for 2002, Scott Dales. A special thanks also to Frank Pope, who graciously offered his services and experience to the Board.

Please note the date change for Indy Region's Double Regional from May 4-5 to May 11-12.

See YOU at our next event.



Spare Parts

**Another National Champion.** You're reading it. **Clutch Chatter** took top honors in the Medium-Large category of the 2001 newsletter competition which was awarded at the National Convention. I'm very thankful for this award — to the many great contributors and columnists, the judges, and the members of Indy Region who provide encouragement, ideas and inspiration.

The award is a 9-inch solid bronze "plate", shown here. Wait - did I win or finish third? Seriously, it looks good.

For 2002 we may well move up into the Large region category where the competition has more resources. Finger Lakes Region moved up last year and won. The editorial staff and contributors at Indy Region are looking forward to taking on that challenge for 2002! One fun new thing that you'll see in the online ver-



sion is color. I love eye candy! Check it out!

**Zoom Zoom Zoom.** The region acquired a digital camera last month. This will pay for itself via savings on film developing. It's also very convenient, as you know what you got immediately.

After much shopping and deliberation, I came across a very timely sale. The model is an Olympus C-700 Ultra Zoom, which has a 10x optical zoom lens — uncommon on an affordable digital camera.

**Website Update.** The first major step in getting [www.indyscca.org](http://www.indyscca.org) upgraded was made last month. Stay tuned for further major updates.

**Getting Hooked Again.** Check out the "On Rallying" article on page 100 of the March 2002 issue of *Sports Car* magazine. You'll find a full page article on Indy Region's rally chairman Chuck Hanson.



## February Board Meeting

by Jay Shadoan

This is a summary of the Indy Region Board of Directors meeting held February 12, 2002 at Cornerstone Controls, 8525 Northwest Blvd.

Board members in attendance; Dave Hart, Matt Curry Jay Shadoan, Steve Linn, Dave DeBolt, Chris McGuire, Charles Hanson and Jennifer McLeish. Also attending were Frank J. Pope, Alyson Kunack, and Scott Dales.

**Meeting minutes.** The minutes of the previous meetings were amended to include the approval of the Membership Budget. The minutes were approved as amended.

**Treasurer's Report.** Dave Hart reported that year to date, we have a negative cash flow of \$624.96.

This is a less than usual negative figure for this time of year. The report was approved as submitted.

**Clutch Chatter.** Matt Curry announced closing for the March issue will be Feb. 18th. The digital camera was purchased and shown to the board. A system for this to be available for all events will be put in place.

**Membership Report.** Dave DeBolt reported that we have 628 members and that SCCA has 63,000+ members nationally. He attended the INDY World OF Wheels and felt it would be a worthwhile project for next year. He needs **COMMITTEE VOLUNTEERS NOW!!!!!!**

**Rally Program.** Chuck Hanson will order two trophies for additional 2001 awards. He has received the 10 new rally watches previously approved. The 6 old watches are for sale for \$75.00 each. The Rally School showed a profit of

\$25.84 and was very well attended and received. Jim Bredle and Dan Cook have agreed to be rallymasters for some upcoming events.

**Solo Program.** Steve Linn and Chris McGuire will attend the CEN-DIV meeting. A laptop computer purchase was approved. They are working on additional Solo sites.

**Race Program.** Dave Hart reported that the Indy Region Double Regional at IRP has been changed to May 11-12, due to a conflict with the track. The RE's are having a meeting at the Workers and Stewards Seminar to try to head off scheduling conflicts in 2003. The radios have been sent in to convert to the Steward's Net. Pricing is being done on radio rentals.

**Old Business.** The composite budget for 2002 was approved. Our projected operating loss is (\$3500). This includes approximately \$6,000 in capital expenditures for equipment that will be used for many years, but charged off to this year. Scott Dales was elected to fill the one remaining Board Member position. The Indy Website is current.

**New Business.** The Board discussed the possibility of a group purchase of trophies. This will be explored. A donation in the name of Karen Porter, long time member and wonderful lady was approved. The next meeting will be March 12, 2002, at 6:00p.m. at Cornerstone Controls, 8525 Northwest Blvd., Indianapolis.



# COMPETITOR OF THE YEAR

The Competitor of the Year awards (regular and Speed Freakz varieties) are presented annually to the competitors who score the most points in Indy Region competition events — rally, solo and race.

In order to be eligible, you must score points in at least two disciplines, like solo and rally.

**The first rally is coming up on March 24.** This is a good time to encourage solo drivers to check out a Rally event this year. We had some crossover last year, and if you ask any of them, they'll tell you that they had a good time. Rallies typically find some great roads and keep you going for a few hours—no sitting around waiting for your turn. Plus you get to share the experience between a driver and navigator — kind of two for the price of one!

Mar 24 (Sun)	Rally #1 Candi Cross
Apr 6 (Sat)	Solo Test & Tune 16th Street*
Apr 20-21	School*/Race @ IRP
Apr 27 (Sat)	Rally #2 Survivor Rally
Apr 28 (Sun)	Solo #1 16th Street
May 11-12	Double Regional Race @ IRP
May 18 (Sat)	Solo #2 Anderson
Jun 9 (Sun)	Solo #3 16th Street
Jun 15 (Sat)	Rally #3 Tour to Nashville
Jun 22 (Sat)	Solo #4 Anderson
Jun 29 (Sat)	Rally #4 & #5 Cloverdale
Jul 6-7	National Race @ IRP
Jul 14 (Sun)	Rally #6 & #7 Cloverdale
Jul 28 (Sun)	Solo #5 Converse
Aug 17-18	Rally Double National*
Aug 31 (Sat)	Solo #6 Anderson
Sep 8 (Sun)	Rally #8 James Dean Tour
Sep 22 (Sun)	Solo #7 16th Street
Oct 13 (Sun)	Rally #9 Fall Foliage Tour
Oct 27 (Sun)	Solo #8 Converse
Nov 3 (Sun)	Rally #10 TBD

\* indicates non-Indy Region points event  
Dates and events are subject to change

## Remembering Karen Porter

By Matt Curry

It is with great sadness and heartfelt pain that I report that Karen Porter passed away on February 6 at St Vincent's hospital in Indianapolis. Karen was a long-time Indy Region member. She was 52 years old and had retired from Delco/Delphi last October.

Karen was very involved in SCCA club racing alongside her husband Ralph. Recently their focus had been on the family goal of winning a national championship in their SSC Neon with Ralph behind the wheel and Karen calling the shots. Last year was arguably their best, with a June Sprints win and an exciting 4th at the Runoffs. In the past they had chaired races and worked in other various positions.

If you ever had the pleasure of making Karen's acquaintance, you likely remember her. She was a remarkably warm and caring person. I had the pleasure of getting to know Karen and Ralph over the last few years, tagging along to crew with them at several races. We made some road trips, shared some highs and lows, and hung out together.

Any of a number of people besides me could tell you that Karen is one of the people who helped to set the standard for making SCCA Club Racing weekends like a big family reunion. Birthday cakes for the tire guy, sharing photos of her grandbaby, doing whatever could be done to help some other Neon racer get their car fixed for the upcoming race, or just tracking down her network of friends to catch up on the news since the last event. That's just a small sampling of the things I saw.

It's no secret to their friends that Karen and Ralph had a special relationship. A pair of caretakers, looking out for everybody else and each other. Supportive in every way.

You would probably find it a great challenge to find somebody who was not behind the wheel of the racecar who enjoyed racing more than Karen. Whether that was because of the satisfaction she got out of supporting her beloved Ralph, or the joy she got out of being around her many friends at the track is probably hard to judge or

separate. I picked the photo here for a special reason. This was taken shortly after the SSC race at the Runoffs. This was totally candid. I was talking to Ralph about his thrilling race, and Karen was just listening. This picture was of Ralph with her in the background. But you can see the delighted smile on her face. The second thing to point out is the Minnie Mouse ears. She wore these in the pits to make it easier for Ralph to pick her out. Typical Karen.

I asked Ralph if I could use the words that he had read at Karen's services. Those follow:



### The Good Wife

*Karen had and still has a lot of friends.*

*Take for example her bowling friends. While Karen was in the hospital she made me promise to stop at the bowling alley on Tuesdays and Thursdays to check-up on HER teams. Sometimes she would even chase me out of the hospital early so I would be there on time. Then the next day I would report on their progress, things like the team position, personal scores and any other little stories that HER teammates would send along. Those few moments of time were extremely important to her and brought a smile to her face even when she was*

*the sickest. The one thing that I noticed, week after week, was the number of people, not on her team, that would stop me before I could get out of the lanes and ask the same question "How is Karen doing this week?" After awhile, I began to realize that all of these people were her friends and that their concern was very genuine. Next to her family and friends, bowling was on the top of her "Most favorite activities" list and one of the top on her "Most favorite people" list. Her bowling friends were and are just that "true friends".*

*For Karen going to work on any given day was not the same hassle that it is for most of us. She would tell me most of the day in and day out gossip but she did it with joy. For Karen going to work gave her a sense of satisfaction even on those bad days when she should have gone home. When she did go home because she was too*

(Continued from page 6)

sick to stay she felt a sense of loss because she was at ease with the people that she worked with. You see they, too, were and are on her "Most favorite people" list.

I think the next group that is close to her heart are the Racers. For those of you that don't know, Karen is my most ardent supporter. She had often worked 12 and 16 hours a day and as many days as she could stand before her body would give out and then she would drag herself back into the plant to try to finish out a little old eight hour day. What most people don't know and probably wouldn't understand is she did all of this just so I could make it to the next race. At the track she was my crew chief, my cheering section, my go-fur, my crying towel, my spare hands and my reassuring voice on the radio.

Then on the way home she was my "we'll get 'em next race" person.

Karen, selflessly, gave me the best of her time and en-

ergy, two great kids, a great set of in-laws and all she ever asked for was to hold hands when we walked, a kiss on the cheek and to cuddle at the end of a long day. One of our close racing buddies once called Karen "THE GOOD WIFE" because she gave me so much of herself and asked for so little in return. I couldn't have said it any better.

Now I must do the hardest thing that I've ever had to do, I must say good by to my lovely wife, my lover and my best friend. I will always - always love you and like you.

Your husband and friend,  
Ralph

As Karen would have surely wanted, Ralph is planning to race this year. He admits that it won't be easy, as there are so many reminders of

Karen. He did ask that friends and acquaintances stop by and say "hi".



## Membership Report: Car Show!!!

by Dave DeBolt

At the February BoD meeting, the board agreed to sponsor an exhibit of not over eight SCCA cars at the 2003 "500 World of Wheels" car show. Your Board of Directors felt that this event would be an excellent "vehicle", if you will, for putting the SCCA name in front of a large number of automotive enthusiasts, as well as delivering a message telling the show attendees what the SCCA is all about and what we do for fun with our cars. It was also felt that this car show would provide an excellent recruitment chance (vehicle!!) for bringing new members into our region.

It is intended that the cars on display from the Indianapolis Region will represent all of our programs. This year the "500 World of Wheels" was held on the first weekend of February at the Indiana State Fair Grounds in the Blue Ribbon Pavilion.

I agreed to start the ball rolling on this fun and worthwhile project. During the year I will be seeking cars to be displayed at the show. I will also be looking for volunteers to work at our display, etc. And yes, there are some incentives for volunteering of any type. Currently, I am seeking two people to help with the initial planning of this event.

This project should not require a great amount of work; if we plan early and well it should go smoothly. If you are a new member or a long-time member and/or have never felt like you were involved in your club as much as you would like to be, now is your chance. Give me a call or e-mail me and let me know of your interest in putting our car show display together.

Thanks!! Dave.

### New Members & Changes:

Please note the address changes of the following members for the month of January, 2001:

Charles G. Hanson  
2302 S. Shelby St.  
Indianapolis, IN 46203  
317-780-9007

Cindy Hylton  
7217 Creekwood Ct.  
Pittsboro, IN 46167-9798  
317-243-6242

Zachary Joice  
618 E. St. Clair  
Indianapolis, IN 46202-3405  
317-951-1552

William & Julie Partridge  
702 Gordon Rd.  
Mooresville, IN 46158  
317-996-2610

Ronald C. Stewart  
819 Blockhouse Rd.  
Maryville, TN 37803-3040

Michael T. Williams

1306 S. Finley Rd.  
#1C  
Lombard, IL 60148-4346  
630-495-3162

Please welcome the following SCCA member who transferred their Region of Record from Region 10, Detroit Region, to the Indianapolis Region during the month of January:

Kyle Broeker  
49 S. 21<sup>st</sup>. St.  
Richmond, IN 47374  
H: 765-935-5915  
W: 765-962-4295 ext. 22  
Cell: 765-994-7292  
[broeker97@aol.com](mailto:broeker97@aol.com)

If you have any questions concerning your membership please call 317-891-8596 (Home), 317-242-3762 (Work) or e-mail me at [a2zracers@aol.com](mailto:a2zracers@aol.com) or David. [DeBolt@GM.com](mailto:DeBolt@GM.com) Thanks! Let me hear from you!!



“There is nothing permanent except change.”  
- Heraclitus

The waiting continues. By the time you read this, hopefully the first Columbus fun event will not have been snowed out! The need for speed is getting pretty high, and as we mentioned last month we're curious as to what everyone has been doing over the winter to run quicker in 2002. A poll on the Indy Region E-group (What? You still haven't joined the e-group!) revealed a broad spectrum of upgrades from suspension pieces, tune-ups, new motors, video game training (!), and even whole new cars. With the combination of parts upgrades, new cars, and the wholesale change of the Stock Class structure, it will be interesting to see who your new class competitors will be in 2002.

Again, if you're interested in being a chief of one of the solo specialties, please let us know asap as we're finalizing plans for the season right now and we'd like to make sure we get everyone who wants to be involved up to speed. We are also soliciting volunteers to be a Solo

Event Chair. This entails the overview and running of all the on-site activities at an individual event. Chris and Steve will still be there to overview the event as the Solo Chairmen, but we would like to take a step back from the active running of each individual event. We need to train more people in regards to the running of the events – Chris and Steve do not plan on doing this forever...

We are also happy to announce that **Advanced Import Motorsports** will be back again in 2002 as a Solo II Series associate sponsor. Talk about changes for this year - watch for the debut of **Shane Benson's** Spec Miata in CSP!

We wanted to mention the web address of a great novice handbook again:

[www.tirerack.com/features/solo2/handbook.htm](http://www.tirerack.com/features/solo2/handbook.htm)

Read it every spring!

Chris McGuire 317-577-2518 [m McGuirecm@aol.com](mailto:m McGuirecm@aol.com)  
Steve Linn 317-297-4814 [racerlinn@juno.com](mailto:racerlinn@juno.com)

## INDIANAPOLIS REGION SCCA SOLO II PRESENTS

# SPRING TEST & TUNE

This event will be Test & Tune sessions open to both experienced autocrossers interested in clearing the winter cobwebs from their vehicles (and minds) and anyone else with the desire to try autocrossing. While not a formal (or even informal) school, we will have experienced drivers available for some one-on-one coaching of novice competitors or anyone else that would like some pointers (or to simply get lots of ride-alongs!)

Note the start times for this event are slightly different.  
Registration & Tech: 8:00 AM - 10:00 AM  
Tech: starting at 8:30 AM  
Driver's Meeting: 10:15 AM  
Test & Tune sessions: 10:30 AM - ???

\$15 SCCA Members, \$25 Non-Members

### Karts Welcome!

(Contact Chris McGuire for Rules)

It is the judgment of the Solo Safety Steward whether the course design, surface, solid objects, and type of karts running present an unsafe mix (2000 Rulebook 2.1.D). Please contact the Solo Chairman prior to the event to determine the likelihood of limitation or exclusion occurring.

Rain or Shine (or Snow?)

### Location:

16th Street Speedway / Bush Stadium Parking

# SATURDAY, APRIL 6

Contact: Steve Linn at (317) 297-4814 [racerlinn@juno.com](mailto:racerlinn@juno.com) or Chris McGuire at (317) 577-2518 [m McGuirecm@aol.com](mailto:m McGuirecm@aol.com)

Go faster with our series associate sponsor Advance Import Motorsports!  [www.aimtuning.com](http://www.aimtuning.com)



Autocrossing is about driving skills. I can't mention often enough that autocrossing is also a very mental sport. It is unique in its way since it lacks practice runs. You drive a different course every time, and as soon as you go on course in your car during an event you compete. You rarely get to run the same course more than five times. Some events, especially at the national level where competition is most fierce, offer only three runs on the same course and you have to learn two different courses within two days. Therefore, the drivers that can look at a course and translate that visual impression into a fast run are the most successful. Many people can drive fast if they get to drive the same course ten, fifteen, or twenty times. However, it is the drivers that are fast initially that win in autocross competition.

There are only a handful of people in the entire country that can drive fast without even studying a new course before their first run. They are naturals and can consider themselves very lucky. Sometimes when I attend the local events, I am under the impression that all these people live right here in Indianapolis. I see competitors showing up with just enough time left for registration and tech and maybe one course-walk, which they often do together with their friends talking about all kinds of things and not focusing enough on the course itself. What many people don't realize is that they penalize themselves compared to the people that spend a little more effort early in the day, take a little more analytical approach analyzing the course, and are therefore better prepared when competition starts. It pays to show up early enough to leave enough time for a few laps around the course on

foot to adequately prepare for the driving portion of the event.

Not being able to drive at the limit during the first run is wasting one of very few opportunities for putting down a good time. Once during a driver school, I overheard a student asking an instructor about the need for a "turtle run", which the student had been taught and had made a habit. I had never heard about such a thing before and have no idea who taught that person (remember, be careful who you listen to!). What that driver was talking about was a very slow first run in order to study the course and become acquainted with it. You better forget that I even wrote this, since this was very bad advice. This is exactly what the course-walk is for and not the first run.

However, the opposite is the case as well. I once heard an instructor talking about driving the first run at 110% and not even worrying about spinning out. Or at least that is what I understood at the time, and I tried it. The idea is to find the limits by exceeding them and to determine where to slow down the next time around. I listened to it and tried this approach during my next event. Guess what. I spun the car (one of the few times during my autocross career) and realized that I had just wasted one of my few precious runs. I never tried this approach again.

The only practice we typically get in autocrossing is the course-walk prior to our runs. Therefore, it is important to take the course-walk seriously if you want to put down some good runs and optimize your results. You want to learn the course before first driving it. If you are able to put down a good first run, you can really push the limits on the second try and possibly get closer to that optimum run.

Different people respond differently to different learning methods and not everything works for everybody. I'd like to list a few techniques that I have tried, and I will give you a few tips and tell you about what I think is important when trying to learn a course and preparing for the "real thing". Only you can decide what works for you.

When I walk a course for the first time, I typically try to get a first impression while paying more attention to the details and completely memorizing the course later on (yes, in my opinion, a competitor should memorize the course for maximum benefit).

One of the first things I do while walking is to "drag" my feet over the pavement in order to evaluate the condition of the surface. I do this in order to determine if the pavement is clean or if there is a considerable amount of sand and gravel on the course that would reduce traction. If this is the case, it is important to understand that the most driven line becomes cleaner during the event while the sand, gravel, "marbles", and other debris can build up next to it. Test the surface in several places, especially in turns where traction counts the most. Autocross sites often "suffer" from this condition due to their nature, and it is important to understand the problems associated with it.

If you participate in a two-day event, this is the most important thing during the course-walk between day one and two if you drive early in the day during the second day. The same is the case if you drive late in the day and have the opportunity to walk the course in-between heats.

A very good example for a dirty site is the Anderson Plant 3 site, which is an older asphalt lot that is used very little and has vast amounts of sand on it. You want to look out for lower areas, which the sand is typically washed to during rainfall. These areas are easy to spot shortly after rain quits, since they are the slowest to dry up, but you will rarely have the opportunity to observe this.

Now, let's talk some about the course itself. The three major components of each course are straights, turns, and slaloms, and

*(Continued on page 10)*

### 2002 Indy Region Solo II Schedule

Date	Event	Location
April 6 (Sat)	T&T	16th Street
April 28 (Sun)	#1	16th Street
May 18 (Sat)	#2	Anderson
June 9 (Sun)	#3	16th Street
June 22 (Sat)	#4	Anderson
July 28 (Sun)	#5	Converse *
Aug 31 (Sat)	#6	Anderson
Sep 22 (Sun)	#7	16th Street
Oct 27 (Sun)	#8	Converse *

### Other 2002 Solo Events

Date	Event	Location
May 4-5	CenDiv #1	Grissom AFB, Peru, IN
May 18-19	CenDiv #2	KY Speedway, KY
June 1-2	CenDiv #3	Grissom AFB, Peru, IN
June 15-16	CenDiv #4	Rantoul, IL
July 6-7	National Tour	Grissom AFB, Peru
July 13-14	CenDiv #5	Saginaw, MI
July 20-21	CenDiv #6	Milwaukee, WI
Aug 10-11	CenDiv #7	Grissom AFB, Peru, IN
Aug 17-18	ProSolo	Grissom AFB, Peru, IN
Aug 24-25	CenDiv #8	Oscodo, MI
Oct 12-13	CenDiv #9	Lexington, KY
Oct 19-20	CenDiv #10	Merriville, IN

\* Indy Region & Ft Wayne Region co-sanctioned event

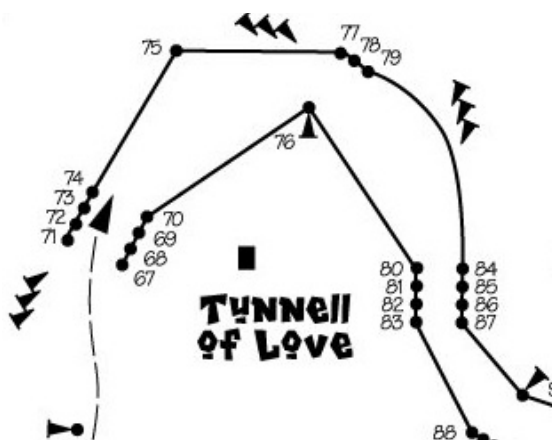
## Course Walking

(Continued from page 9)

you want to look for those while you walk the course. A straight does not necessarily have to be a straight line. As long as you can accelerate, you are on a "straight". And believe me, you do want to be aware of these, since this is where you want to floor the pedal. The less power your car has, the more straights you can find on a course.

Just like you need to be aware of straights, you also need to be aware of turns and their associated brake points. Especially inexperienced drivers tend to get into a "speed rush" on longer straights and forget to slow down enough for the following turn, overcook it, and sometimes spin out. Be conscious of these speed differences. Think "slow" vs. "fast". Also study the turn to evaluate if it is a constant arc, opens up, or has a decreasing radius. All these characteristics determine how you need to approach the turn and drive it.

The third standard component is the slalom. When you first walk the course and approach a slalom, always check if the cones are lined up or if they are offset. This can make a big difference when driving it. In the most extreme case, it can determine on which side to start if it is optional (no pointer cones).



When the slalom is optional, you need to pay close attention to what comes before and after the slalom and how many cones are in the slalom. However, this is one of the things you can do

the second or third time around. Depending on the set-up, the right choice can effectively cut up to two cones out of the slalom.

What you do want to do during your first walk is pacing off the distance between the slalom cones. Are the cones spaced evenly or in decreasing or increasing distance? If the spacing is even, you accelerate when driving it until you hit the maximum allowable speed and carry it through the rest of the slalom steadily. If the distance between cones increases, you might be able to accelerate all the way through. When the distance decreases, you have to brake somewhere, but again, you

can decide later where this brake-point should be. Be aware that a slalom can be disguised in different ways. Instead of being set up in the obvious form, a slalom can also be a number of offset gates or a box.

Pacing off the slalom the first time will not mean much to you, but with increasing experience, you will know exactly how fast you will be able to drive based on your measurements. For example, if I measure 20 paces, I know that the slalom is awfully

(Continued on page 14)



## 2002 Indy Region Rally Schedule

Mar 24 (Sun)	Candi Cross	Candi Pope	Northview Mall
Apr 27 (Sat)	Survivor Rally	Julie Partridge	SR39 & I-70
June 15 (Sat)	Tour to Nashville	Osiecki's	??
June 29 (Sat)	National Pre-check (double)	Frank Pope	Cloverdale
July 14 (Sun)	National Pre-check (double)	Chuck Hanson	Cloverdale
Aug 17/18	Double National	Frank & Chuck	Cloverdale
Sept 8 (Sun)	James Dean Tour	Dan Cook	??
Oct 13 (Sun)	?? Fall Foliage Tour	Jim Bredle	??
Nov 3 (Sun)	??	??	??

## Native Son Returns to chase Club Rally Title

**Mike Hurst**, originally from Kirkwood, MO, returns to his home state February 23 as a favorite to win the Group 5 SCCA Club Rally National Championship title. Hurst will be teamed with long time co-driver Rob Bohn in their #82 Ford Mustang rally car.

**Successful 2001 Season.** On their way to the National Championship event, Hurst and Bohn went six for six in 2001, winning the Group 5 class in every event they entered. In a sport where the typical margin of victory is a few seconds, the team's average margin of victory was an astounding 4.5 minutes! Hurst and Bohn also competed in a few Pro-Rally events during 2001, the highlight being a hard fought class win in the Ojibwe Forests Pro-Rally in August. Bohn also took home the honors as the top

Group 5 Pro-Rally co-driver in 2001.

**New for 2002.** For the new season the team has updated their #82 Mustang with even more power from their 6 liter V-8 engine, and also made changes to the driveline and suspension. "We can't rest on our laurels", stated Bohn, "We know our competition will be faster in 2002, we have to turn our performance up a notch as well."

**Back Home Again.** "It's special to me to return to my home state for a rally", remarked Hurst, who currently hails from Pendleton, Indiana. "My father, Gordon Hurst, was born & raised in Marshfield, MO, ...I spent vacations and holidays there as a child. We also lived in Kirkwood, a suburb of St. Louis."

*Editor's Note: Results next month.*

**Rally School** was well attended with 23 participants. We owe a special thank-you to Jo and Bob Seymour for the use of the Windsong Club House. It was an excellent venue for the school. I was thrilled to see the response to Matt Curry's suggestion that Soloists should try rally as an inexpensive way to compete for the Competitor of the Year Award. By my count there were 10 Solo racers in attendance. This will be good for the Rally program as well as for the Competitor of the Year award. SCCA provides lots of ways for us to enjoy our cars, and it is to all of our advantage to take advantage of as many of the opportunities as possible. It brings us together as a single community as opposed to remaining balkanized.

There are two important matters that I need to bring to everybody's attention. After two years of analyzing the finances of the Rally program, I have realized that we are operating at a significant disadvantage in charging the same entry fee as the Solo program; i.e. we give two trophies to a significant number of our entrants, while the Solo program only gives one. Recognizing this significant difference, the Board has authorized an **increase in entry fees** for the Rally program to \$20 for members and \$30 for non-members. At this level, a non-member that earns trophies at an event will be a break even proposition after including the cost of the three month Clutch Chatter subscription. Overall, the program should return a small profit for the season on operations.

The second matter concerns why the program needs to return a small profit on operations. The Region has made an investment in the future of the program by funding ten (10) **new timing watches plus remote sensors**. Those of you who worked the Divisional last November have experienced the use of remote sensing timers. These new watches replace our fifteen year old timers. This investment is slightly over \$3,000 when the remote sensors are included.

Now that we have the new timers, we are offering the old timers to the membership for the price of \$75 each on a first come first served basis. These watches provide the rallyist with the ability to time to the hundredth of a minute which is the standard for SCCA TSD rallying. This is a very good price for a rally timer. The next device on the public market is \$200 and the club paid \$240 for the standard of the sport. We have sold one and have five left. Make your check payable to the Indianapolis Region and send it to me. If we run out of watches, your check will be returned.

Candice Pope is well under way with her second career event, this year named **Candi Cross**. It will be an event

where you will be challenged in two ways. First, you will have a crossword puzzle to work. You will be given clues that you can answer by observing signs along the route. This will challenge your powers of observation. Second, after we get you out in the country, there will be several Monte Carlo Controls where you will be given both the mileage and the exact time that you are supposed to arrive. You will be scored at these controls based on how accurately you arrive. It does mean that you will have to set your watches to rally time, but there will be no need to calibrate your odometer.

Julie Partridge has also developed another fun concept for her second career event, this year named **Survivor Rally**. The event will be a map rally with Challenge Stops (Checkpoints) where you will have the opportunity to score points by answering questions, completing a puzzle, or by winning an endurance test. I can hardly wait to find out what she has come up with for the latter. She says that there will be a surprise twist at the final destination, which will be at Bill and Julie's home in the woods. They are planning a cookout. (Julie puts on great parties, just for the record)

Dan Cook and Jim Bredle have agreed to put on two of the unassigned events listed in the schedule below. I have not assigned them to specific dates because they are working out details. Jim is looking at a fall foliage Tour and Dan

has a great concept for a Tour to a location where there is an SCCA connection to a famous Hoosier. Both will be real rallies; i.e. timed, that will be fun to drive to places that you might not normally go.

The **double national event** in August is progressing. We have been assigned a liaison person from the Road Rally Board who will assist us in meeting all of the National requirements. We will also be assigned a National Pre-Check Team who will verify the safety of the course and accuracy of the General Instructions and Route Instructions. They will join us for one of the two weekends where we do the events as Regional Pre-Checks. Please put the August dates on your calendars and sign up to help. We will be needing enough people to staff a minimum of twenty-four (24) controls each day, plus two lead cars, a scoring car, and a sweep car each day, in addition to registration and hospitality. I figure that we will need at least thirty-six (36) people each day.

Dan Cook and myself are going to Tucson, AZ for the opening weekend of the **2002 National Rally season** March 1-3. We are anticipating meeting with our RRB liaison as well as getting a strong start in this years Championship.



Mike Hertz/Robert Bohn @ Ojibwe Forest  
3rd Overall Group 5  
(C) LORNE TREZISE: FrozenMotionPhotos.com




# More Kudos for Kyle!

SCCA's Jim Fitzgerald Rookie of the Year  
Award Recipient for 2002



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your freakin' mind!

# RACE WORKERS UNITE!

***Young, old, new and grizzled vets! Stand together and mark your calendars with the Indy Region race dates!***

Coming up in April is the Drivers School/Regional weekend. This is a great opportunity for the "experience challenged" to come check it out. Live! There are many race worker disciplines, offering a wide variety of ways to do it — sort of like choosing which ride to go on at an amusement park. Bring along a friend and do it together.

**BE AS ONE WITH THE ACTION!**

# 2002 Cendiv Race Schedule

DATE	DRIVER'S SCHOOLS	REGIONALS	NATIONALS	OTHER EVENTS
Mar 2-3				Stewards/Workers - Holiday Inn Downtown - South Bend, IN
Apr 20-21	INDY @ IRP (Sat) DET @ WAT	INDY @ IRP (Sun)		
Apr 26-28	BVR/CHI/MIL/LOL @ BHF (D) (Fri/Sat)	BVR/CHI/MIL/LOL @ BHF (Sun) (C)	INR @ GM	
May 4-5			BVR @ BHF	VSCDA @ GM
May 11-12	NEO @ NL	INDY @ IRP (D) (C) MIL @ RA (D) (C)		
May 18-19	FWR/WMR/SBR/INR/ OVR/DET @ GM	FWR/WMR/SBR/INR/OVR/ DET @ GM LOL @ BIR (D) (C) (T)		SVRA @ RA
May 25-26 Memorial Day		WMR @ GRA (D) (C) LOL @ BHF (D) (C)		
June 1-2			OVR @ M-O	CART @ MILW
June 8-9			DET/FTW @ GRA	AMA @ RA
June 15-16		NEO @ NL (D) (C)		SVRA @ M-O VSCDA @ BHF
June 21-23			CHI @ RA JUNE SPRINTS	
Jun 29-30		BVR @ BHF (C) (D)		LeMans @ M-O CART @ CICERO
July 6-7		CINCY @ M-O (D) (C)	INDY @ IRP	LeMans 500 @ RA VSCDA @ GM
July 13-14		SB @ GM (D)		CART @ CLEV
July 20-21			NEO @ NL	BRIC VSCDA @ RA
July 27-28		MIL @ RA - IT (R)	MIL @ RA	AMA @ M-O
Aug 3-4		FTW @ M-O (D) (C) LOL @ BIR (D) (C) (T)		
Aug 10-11	MIL @ BHF	MIL @ BHF (C)	WMR @ GRA	CART @ M-O
Aug 17-18		DET/WAT HILLS @ WAT		CART @ RA VSCDA @ GRA
Aug 24-25		CHI @ RA (D) (C)	NEO @ M-O	
Aug 31-Sep 1 Labor Day		WMR/LSR @ GRA (D) (C) LOL @ BHF(R)	LOL/MIL/CHI/BVR @ BHF (D)	
Sep 7-8		OVR @ M-O (D) (C)		
Sep 16-22			SCCA RunOffs @ M-O	VSCDA @ RA
Sep 28-29				F-1 @ INDY
Oct 5-6		WOR @ M-O (C)		VSCDA @ IRP (T)
Oct 12-13		CHI @ BHF (C)		

Note date change  
due to IRP  
schedule conflict

BHF-Blackhawk Farms

BIR-Brainerd Int'l Raceway

GRA-Grattan

(C) Champ Series

(T) Tentative

GM-GingerMan

IRP-Indianapolis Raceway Park

M-O-Mid Ohio

(R) Restricted

NL-Nelson Ledges

RA-Road America

WAT-Waterford Hills

(D) Double

# Course Walking

(Continued from page 10)

tight and that I have to take it slow. If it is 30 paces or more, it is good enough for third gear in my car. Note that I have no idea what the equivalent distance in feet or meters is, and everybody's paces are different, depending on the length of a person's legs and other factors.

During the first course walk, it is also wise to pay attention to the type of pavement. Brushed concrete can be tremendously sticky, and sealed asphalt is often rather slick. But don't be fooled. I have also driven on slick concrete and sticky asphalt.

You need to make your final judgment when driving and adjust accordingly. Pay special attention to changes in the surface. It is important to know when the surface "quality" changes, i.e. in form of patches with different traction, which can pose additional challenges when the patch is stepped up or down from the rest of the surface. Situations like this can easily induce a spin in a turn (although the course designer should work around these places, at least in turns). Be aware of painted lines, which are often present on parking lots and airstrips. They get especially slippery in the rain.

A good example for changes in the pavement is Grissom, north of Indianapolis, which has roughly the shape of a Christmas tree. It consists of very grippy concrete, but the tips of the "branches" are all paved with asphalt. I guess they were extended at one time. Last year, there was a CenDiv event for which the course designer was able to set up an 80 second course by utilizing every square inch of pavement, which meant that

all 180s were done on asphalt, while the other turns were done on concrete. Only when being aware of these differences, the competitor can adjust and run the entire course at 100% without exceeding the limits or wasting time.

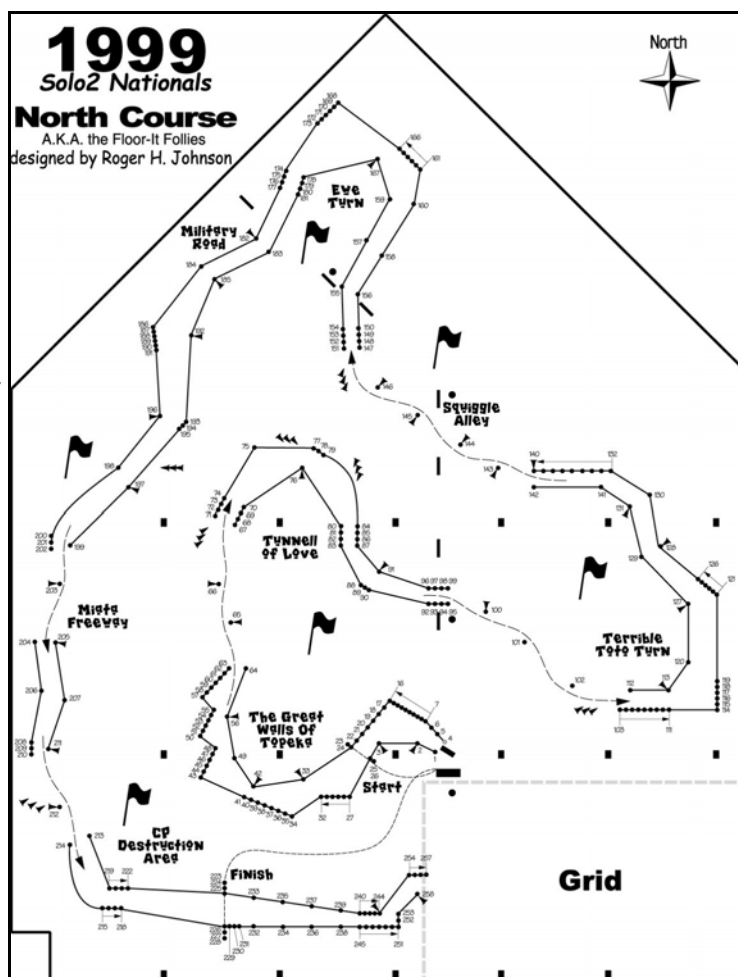
Other surface conditions that need to be understood on each course are bumps, dips, elevation changes, and banking, which can be off-camber and on-camber. Bumps and dips can severely unsettle the car and, again, lead to spins if incurred during a turn. When you can't get around them, go over them as straight as possible while braking as little as possible. They can also increase your braking distances. I remember a high school parking lot in Fort Wayne which had an almost washboard-like surface in one area. Sometimes I felt more like riding a Wave Runner rather than a car. And you better have made sure to have braked early when approaching the turn in this section since the car did not want to slow down due to reduced traction.

Elevation changes, just like banking, can also tremendously change the traction of your car due to increased or decreased down-force. The site at Fort Benjamin Harrison in Indianapolis had a pretty good elevation change. I remember one particular course, which went straight down the elevation change with a sharp 90° left turn right after it. One option was to brake before going down the hill, which most drivers did. Braking while going down the hill was not really an option, since the car became so light that the wheels would have locked up when applying any serious amount of braking force. It almost felt like the car would become airborne, which, of course, it did not. The other option was to keep accelerating until the car came down and then brake really hard. It seemed that the braking zone was much

too short when doing that, but at that time the suspension was extremely loaded and the available braking force was much higher than on a completely flat surface. In fact the suspension of the car was still loaded when turning also allowing higher cornering speeds. I am sure that a seasoned driver that read the course properly could gain about a second over the one that braked early before going down the hill just in this section alone.

Two sites on which understanding banking is critical are 16th Street and Grissom. It is nearly impossible to set up a course without a large off-camber sweeper around the former ticket office at 16th Street. Understanding this fact helps to understand what the car does when going around the off-camber turn as well as the flat turns on the same course. This is even more important on Grissom, where nearly every turn is either on-camber or off-camber. At the bottom of the "branches", the turns are typically banked and the grippy surface combined with the banking allows much

higher cornering speed than some drivers realize. On the other hand, all the "branches" are domed and in order to get out of them again, course designers don't have much choice but using a 180° turn. After a half the turn, the car goes over the crest and becomes "light". The rest of the turn is in most cases off-camber. I struggled myself and was fighting a loose car in these turns more than once until I realized that I could turn much faster into the "branches" due to the banking than I can turn around in them. And I have to keep reminding myself constantly to stay aware of this fact.



The rest of Clemens' article will be published in the April Clutch Chatter. The complete article along with Clemens' articles printed last month - with updates - will soon be available on [www.indyscca.org](http://www.indyscca.org).



## Classifieds

Classifieds are offered as a free service to Indy Region members. Please submit to Matt Curry (contact info on inside cover). Deadline for April issue ads is March 18.



**Turn key race operation!** 92/01 Citation F2000, truck, trailer, pit equipment, spares. **Race Ready!** Super clean and fast, fresh engine, new Hi-Tech, Penskes, Stack, Radios. Call for complete list. Ken (317)272-0416.

**Mistress for sale.** Sleek, evil, black, bitch named Elvira (sometimes goes by the alias GT1 car #13). She dominated the Cendiv Regional Championship in 2000 and 2001. \$27,500 buys her with championship winning engine, 3 sets of wheels and tires with mounted rains, spares, etc. Other engines available. Price includes training by former slave at her personal chamber of horrors known as IRP. You know you WANT her, you absolutely NEED her, she DEMANDS that you contact Ricke Katko (317)242-2225 (D), (765)349-9271(E), or rkrinc@aol.com. Ask for "Worm".

**1971 Fiat 124 race car**, this car ran SCCA FP in early 90's, would run EP in autocross. Could run vintage. Need safety updates for SCCA or Vintage road race. This is not a street car and could not be made into one. Car comes with enclosed trailer and a ton (at least 2000#) of parts which includes complete engines to extra body parts. \$1700 or offers. Richard Atkins, (812) 446 1313 richarda@ccrtc.com

**1977 BMW 320**, only driven for short distance on weekends and not at all for past three years (barn stored), this car set up for FSP Solo II, could easily be

converted to street or track. Two sets of BFG R1 tires, one mounted on Alpina wheels, one set on BBS wheels, Flowmaster muffler, Repco pads, 4 point harness, header, Suspension Techniques sway bars front and rear, Eibach springs, Bilstein shocks, strut brace, quick shift kit, twin 40 DCOE Webers on Korman manifold, K&N air filters, 3.91 Limited slip in car, spare 3.64 limited slip. \$3500 or offer. Richard Atkins (812) 446-1313 richarda@ccrtc.com

**FV cockpit adjustable rear shock** will take the car from push to loose \$395. Also 4-2-1 collector adds to the primary length for bottom end \$125. Both used in '01 including Runoffs. Call Greg Buttrey 317.823.4440

**ESP or SM '82 Camaro**, Multi-time Solo 2 Divisional and National Champion. 350, 4 spd., new torsen, 3 sets of Hoosiers and rims, too much to list! Asking \$8700.00 Call Raleigh Boreen @ (317) 706-8969

**Retiring from racing sale.** Everything goes -- GT-1 Camaro, trailer, 25 years worth of spares. Will help crew for first few races and offer indefinite advice. Gary Parker 317-596-1776 (home), 317- 590-7437 (cell), email-bearfamily17@juno.com. All reasonable offers considered.



**2000 BMW M Coupe**, 26k mi. excellent. Imola Red, Black & Red interior, Dinan chip and air tube/box, custom made double adjustable Koni's, Harmon Kardon CD stereo, moon roof, all options. Killer AS solo car. \$32,800. Call Scott Holley 317-714-7586 or scott.holley@lpl.com

**Formula Vee** for sale, trade, or rent.

Zink Z-12 current 2001 Tech for sale, trade for IT car or rental for races/driver schools. Has fresh SR Racing motor with dyno sheet available. Fox gas dbl adjustable rear shock. LRE Long box. Rich history and spares. call or e-mail for prices or info. Call J. Mark Reisert 812-275-7528 or reisertracing@yahoo.com

**#74 Red 1998 Dodge Neon ACR Showroom Stock C race car.** Strong safe car. 12 races on legal NRG motor. McKenna cage. Some spares. Good for 3 more years National, 5 of regional racing. Asking \$6000.

**1995 Dodge Diesel Dually extended cab.** 5 Spd 109k miles. Cruise, cass, a/c, power door locks and windows, 2k on tires. Asking \$11,500 w/ goose neck hitch and aux rear air springs.

**2000 Dodge Neon** street car. Auto ps/plocks/abs/trac control premium sound sys w/4 disc cd. 12k miles. Asking \$7,000 obo

Delivery can be arranged on any of the above. Call 9:00 AM to 10:00 PM Ralph Porter 765 457-9034

**For Sale: 4 Wheels, 5-Spoke OEM 16x8 Alloy** from '97 Camaro, White. Fit '93-'01 Camaro or Firebird. Use them for that new set of autocross or race tires. Replace those pre-'97 Camaro "Veggie Cutters" or pre-'96 Firebird "Clam Shells" with these cool 5-spokes. First \$250 takes 'em. Dave Hart 773-1500 x231 days, 849-2495 evenings, dave.hart@home.com

**For Sale: Hoosier Tires P275/45ZR-16, R3S03 Road Race compound.** New, never mounted. 7 tires that I will sacrifice for \$150 each (Current price is \$200 each). Buy 1 or all 7, first come-first served. Buy all 7 at once for \$1000. Dave Hart 773-1500 x231 days, 849-2495 evenings, dave.hart@home.com

**For Sale** over 25 years accumulation of **FV racing parts**, spares and tools. One vintage roller and one disassembled. Call for details Joe Claudy 317-535-9140 or jmjclaudy@cs.com.

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# the Candi Cross Rally

Where: Northview Mall across from North Central High School. This is on the north side of 86<sup>th</sup> Street about a quarter mile east of Westfield Boulevard and three quarters of a mile west of Keystone Avenue.

Registration: Noon - 12:45 PM

Drivers Meeting: 12:45 PM

First car starts: 1:00 PM

Finish: 4:00 PM (approximate)

Special Note: Entry forms for this event are the Experienced / Novice version for those of you who picked up the forms packet at Rally School. For others, the form will be available on the web site shortly and you are encouraged to fill it out before arriving at the event. Having done so will greatly expedite on-site registration. Any questions? E-mail – [dtcgh@gte.com](mailto:dtcgh@gte.com)

# Sunday, March 24

Indianapolis Region SCCA  
Clutch Chatter Newsletter  
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