

JULY 2002



Clutch Chatter

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

2001 Medium-Large Region Newsletter of the Year

INDY GRAND PRIX

PRESENTED BY

**TRACKSIDE
SUPPLY**



Photo by Roz Rosintoski

OFFICIAL PROGRAM

INDY REGION SCCA NATIONAL RACES
INDIANAPOLIS RACEWAY PARK
JULY 6-7, 2002



indyscca.org



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Calendar

June 30	Double Pre-Check Rally, Cloverdale
July 6-7	Indy Grand Prix National, IRP
July 13	Double Pre-Check Rally, Cloverdale
July 16	Board Meeting, Fastimes Indoor Karting
July 28	Solo #5, Converse
August 17-18	Double National Rally
September 9-13	Tire Rack Solo 2 Nationals at Topeka
September 16-22	Valvoline Runoffs at Mid-Ohio

Indy Region E-Group

<http://groups.yahoo.com/group/indyscca/> or
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INDY GRAND PRIX

7811 Ashton Place
Fishers, IN 46038

July 1, 2002

Ladies and Gentlemen,

I would like to take this opportunity to thank each and every one of you for attending one of the premier Central Division Sports Car Club of America (SCCA) events as sanctioned by Indianapolis Region SCCA.

Whether you are attending the Indy Grand Prix sponsored by TracksideSupply.com at Indianapolis Raceway Park as a competitor, worker or spectator, I am very pleased to welcome you to one of the country's most storied National Road Races.

As you read through this program, you will find descriptions of Road Racing, Solo II (Autocrossing), and Road Rally. All of these types of events are highly competitive and require a great deal of dedication from all of those involved. In order to fully gain the satisfaction from your membership in the SCCA, I would encourage everyone to support all of the activities in your region. If you are not a member, please feel free to contact me and I would be happy to help you begin your journey in the SCCA. We provide on the job training!

I am extremely proud to be associated with some of the most talented and dedicated people to ever become members of the SCCA. On behalf of all of the dedicated people in this region that make it possible for us all to enjoy our various activities, I want to again thank all of you for supporting our events, and I look forward to meeting each of you.

Sincerely,
Dave Hart
Regional Executive



PRESENTED BY



Indy Region welcomes the drivers, workers, families and spectators joining us this year at IRP for the Indy Grand Prix presented by Trackside Supply! Enjoy the great racing, great fun and the traditional Saturday evening Pig-In party.

The on-track action starts Saturday with practice and qualifying — but don't miss the big party at 6 pm. Races start Sunday at 8:35 am and run thru the day. The full schedule is listed below. Be there!

Schedule:

Friday – July 5, 2002

IRP Test Day (Not SCCA Sanctioned) .. 8:00a - 4:00p
Registration 4:00p - 9:00p
Tech Inspection 4:30p - 9:00p

Saturday – July 6, 2002

Registration 7:15a - 10:00a
Tech Inspection 7:15a - 10:00a
Practice - 20 Minute Sessions **8:00a**
followed by Lunch
Qualifications - 25 Minute Sessions ... **1:00p**
Giant Pig-In Party for Everybody 6:00p

Sunday – July 7, 2002

Registration 7:15a - 10:30a
Races - Begin 18 Lap Races **8:35a**
Groups 1 thru 4
followed by Lunch
Races - 18 Lap Races **1:00p**
Groups 5 thru 8

Race Groups:

Group 1AS, T1, T2, SSB, SSC
Group 2FV, F500
Group 3FF, FC
Group 4SRF
Group 5GT1, GT2, GT3
Group 6EP, FP, GP, HP, GT4, GT5
Group 7FA, FM, S2, CSR, DSR
Group 8ProVee

What is SCCA Road Racing?

With more than 65,000 members, the Sports Car Club of America is the world's largest car-enthusiast organization. To cater to the needs of such a big and diverse membership, SCCA offers a wide variety of automotive competition ranging from autocrosses and solo events to rallies and all-out racing.

SCCA has two racing divisions — professional and nonprofessional. The pro side has several series to offer such as the high-energy Trans-Am, Speed World Challenge, Ford 2000 Zetec Championship and Pro Spec Racer.

The nonprofessional Club Racing side provides a complete range of events that begins with training novice drivers and progresses all the way up to the National Championships. While it is non-professional, to call it "amateur" racing would be anything but fair.

Although many of the cars aren't terribly expensive - often coming right off of used car lots - still others may cost \$100,000 or more. And the levels of vehicle preparation and competition are every bit as fierce and professional as are found over on the pro side.

There are three levels of competition within Club Racing.

Driver schools teach new drivers the basics and give them a place to gain necessary racing experience under the watchful eye and guidance of veteran drivers. Regional racing is the intermediate plane, and offers fierce competition and high levels of enjoyment, but without the extensive travel and sometimes intense pressure that can be found higher up.

National racing — the goal at this plateau is winning a National Championship. This occurs each fall at the Valvoline Runoffs at Mid-Ohio Sports Car Course. This is the Olympics of road racing, where the top drivers

from SCCA's 23 classes square off in a single 30-minute shoot-out for each class to determine

who will wear the crown.

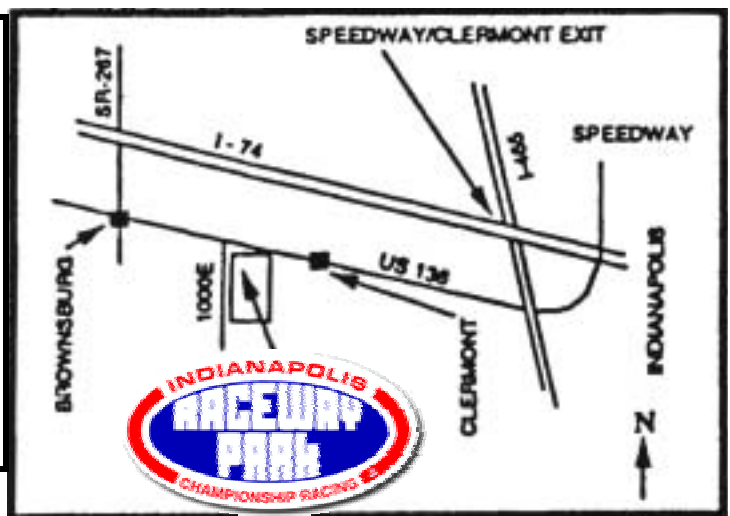


To get to the Runoffs, drivers compete around the country in National races such as those here this weekend accumulating points based on how well they do in each. At the end of the season, the top handful of drivers from each of SCCA's geographical Divisions is invited to "go for the gold". With everything on the line, it's not surprising that those half-hour shoot-outs have been described as the most exciting 30 minutes in racing.



HOW TO GET TO INDIANAPOLIS RACEWAY PARK for the INDY GRAND PRIX presented by Trackside Supply.com

From I-465 on the west side of Indianapolis, take the Speedway/Clermont exit. Turn right at the first light onto US 138 heading towards Clermont. Go all the way thru Clermont. Go past the drive-in on the right and the main IRP gate on the left to the next light which should be 1000E. Turn left (south) onto 1000E. About a mile south you'll see GATE 8 on your left. Enter GATE 8. You made it! The registration tent/trailer will be on your right if you're working, driving or crewing. Have a great time!



A Lap at Indianapolis Raceway Park

The Indianapolis Raceway Park road course is an interesting 2.5 mile, 15-turn affair with several passing areas and fast sections. While it may be the third most televised track at the IRP facility, it does incorporate the drag strip for the front straight, and shares a wall with IRP's half mile oval.

As you begin a lap on the front straight, two features of note are its length and width. It's long and wide. This tends to make for exciting race starts, as it's not at all uncommon to see four abreast racing to the first turn. Wow! Drivers will try to avoid being squeezed high or low by the pack, but it's not uncommon to see some lawn-bound adventure racing as the field funnels down into T1.

Due to the tightness of Turn 15, which leads onto the drag strip, speeds at the end of the front straight aren't the highest around, but the wide arc of Turn 1 allows for some high pucker factor speeds. Turn 1 is a big, right-hand, 90 degree deal leading onto another short stretch. You don't have to brake much before you turn in – just enough to plant the front end. A prime area for passing and seeing who has the biggest/best/most – you know what I mean, right? Instantly back to full throttle after turn in. The old pavement at the apex has some bumps that are especially noticeable with the formula cars. You can run down on the apex curbing if your car will handle it.

Turn 2 follows a short straight that offers limited passing chances. T2's another righty screamer requiring not much more than a quick lift, if that.

Seventy degrees later you're confronted almost immediately with Turn 3. Setup requires moderate braking and a downshift (or two?). Three is the start of a long complex of turns – T3 right + long left T4 + T5 right -- leading onto the fast backstretch. There are a couple of ways thru T3 that both allow you to get into Turn 4 ok, but you must get thru 4 and 5 on line and on the throttle or else you're dead

meat down the back stretch and into the very wide Turn 6, another place to overtake. The left-to-right transition between 4 and 5 is one of those moments when your car makes you say "sweet" or "sick".

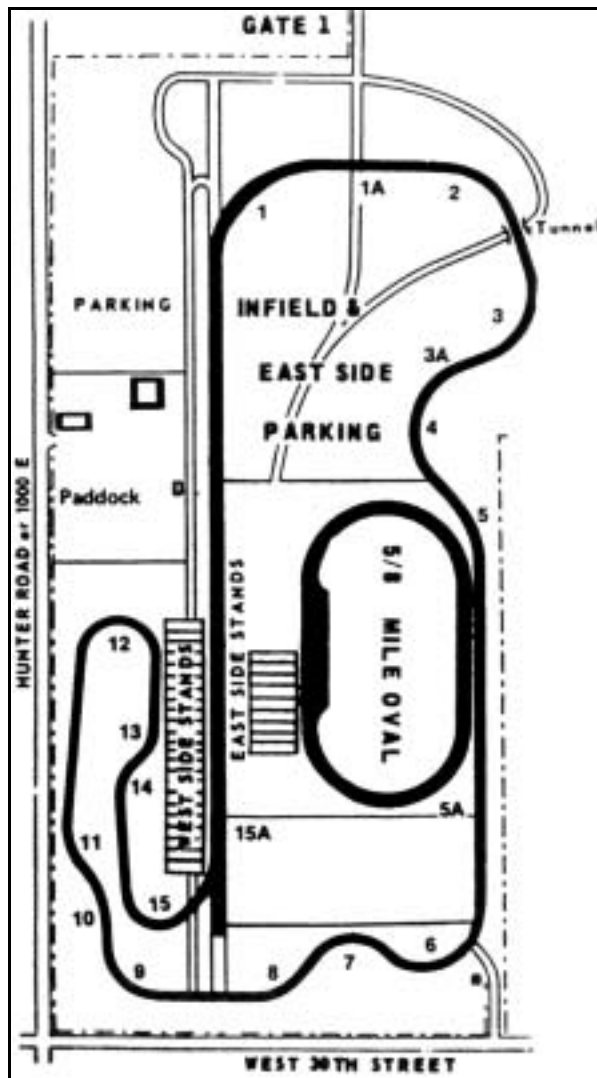
Entry into Turn 6 requires the hardest braking on the course. It's a very wide over-90 right bend, but if two cars go in abreast, they'll quickly need to sort things out to figure out who's getting thru on the correct line into Turn 7. Seven has a nasty bump that adds character to this track. There are a few parallel lines thru 7, most of which are crafted to trade-off the shortest distance, maintaining a handle over the bump, and setting up for Turn 8 which shortly follows. A good run thru 6+7+8 can lead to a passing attempt going into T9, but it's not usually very pretty.

Turns 9, 10 and 11 are sort of like the prior combo – they setup a run down a short straight leading to a passing opportunity going into Turn 12. This is probably the second best place on the track to pass. It's also one of the easiest ones to see from spectator areas – either the south end of the paddock or from the top of the grandstands.

Turn 12 will drive most drivers nuts as they try to figure out how to get thru this 180 with any speed. If two cars run thru here side-by-side, generally they'll have things sorted out by Turn 13, but if they don't, it can get exciting. T13 and 14 fairly force cars to get in line for the short run down to Turn 15.

Fifteen is probably the most important turn at IRP, because it leads onto the long straight. It's slow, but there is an unyielding concrete wall lining most of its circumference. There are a few ways thru here, but you have to figure out what way carries the most speed. If it's raining, then the transition onto the treated drag strip is one of the most treacherous few feet of pavement you can find.

You want to get a closer look at the IRP road course? Come out and work a corner. See the info on page 7.



SCCA Worker Specialties

For those of you who have never worked as a volunteer at an SCCA race, here is a primer on the different specialties as seen by a new arrival. The most obvious workers are the puzzling creatures in white out by the turns. They wave an assortment of flags, they run to the aid of cars and drivers in distress, they exercise some type of official control over the racers, and they communicate among themselves with some sort of weird sign language. "Who are those people, anyhow? And what the heck are they doing?"

Well, they go by different titles in different sections of the country - flaggers, corner workers, communicators, turn marshals, and several others. However, no matter what they're called in your part of the world, "those people" are all race officials; they're all volunteers and they're all there for the same purpose - SAFETY.

Along the way they also expedite activities and help to keep the event on schedule plus a host of other things, but their primary function is safety. They advise drivers about unseen dangers or problems ahead by means of flags and hand signals. They keep central race control informed about what's happening on their stretch of the track by radio or phone system. They act as the first line of response in case of an accident. And they have their own intricate system of sign language for communicating complex messages over long distances when they're away from the radio or phone net. (And, yes, those messages sometimes are catty comments about a driver's technique.)

They also are out there all day long, in any kind of weather, with little or no relief. And they wouldn't give it up on a bet. Because they get the best seats in the house. No one gets any closer to the action and no one gets any better view, except the drivers . . . and they're generally too busy to enjoy it.



Important as they are, though, the corner workers are very much like the tip of an iceberg: they're the most visible part of something that is immensely larger. While it takes dozens of them to safely staff a race, it can take hundreds of people (all volunteers) to put together and operate the entire package required by a typical racing event.

There are many different jobs, most of which are referred to as "specialties". For a moment, let's pretend that you're at the track for the weekend.

Before anything can happen at the race track, someone has to actually organize the event. Although they're about the only group that isn't formally recognized as a specialty, the race chairman/chairwoman, assistants and committee members are absolutely essential. They're the ones who rent the track, prepare and send out the entry blanks, sell ads for the program, arrange for ambulances and extra port-a-johns, and a thousand other things necessary for a well-run race weekend.

Okay, we've got a race track and all of the operational details are organized. Nothing can happen until the Registrars open their doors. They sign-in the drivers, crew members and everyone from all of the other specialties. Once everyone has cleared registration and signed the insurance waivers, we can get underway.

Final authority at the event rests with the Stewards. The Chief Steward is in overall charge, assisted by operating and safety stewards. A committee called the Stewards of the Meet handle administrative and rules enforcement matters

After registration drivers need to get set up in the paddock and unload the race car. Paddock Marshals will guide them through tricky or congested areas and can help them find a spot.

The next stop will be the tech shed. If a class is slated for safety inspections at this event, Scrutineers (tech inspec-

tors) will check over the car and driving gear for compliance with safety rules. If not, they'll check just the gear. If a driver does well in the race, he'll be back again, and they'll check the car for legality.

Next, we'll head to the false grid, the staging area for going on the track. Grid Marshals will assign cars a waiting spot and will look the driver and car over to make sure that all of the required safety gear is there, that seatbelts are properly fastened and tightened, and that there's nothing obviously wrong with the car. Later, when it's time to race, they'll position the cars in the proper spot on the grid.

As cars leave the false grid and head for the track, Pit Marshals will guide them safely through the pits. It can get very crowded and confused. Once on the track, cars first come under the control of the Starters. Among other things, they get to wave the green flag to turn the field loose and the checkered flag to end the race. They also can call a driver in if a mechanical problem has been spotted on a car . . . or if the Stewards would like to have a word with you

All the while cars are on the track, Timers & Scorers are monitoring lap times and counting laps. They'll determine who starts on the pole or back in the pack, if there's a lap record or not, and who's won the race.

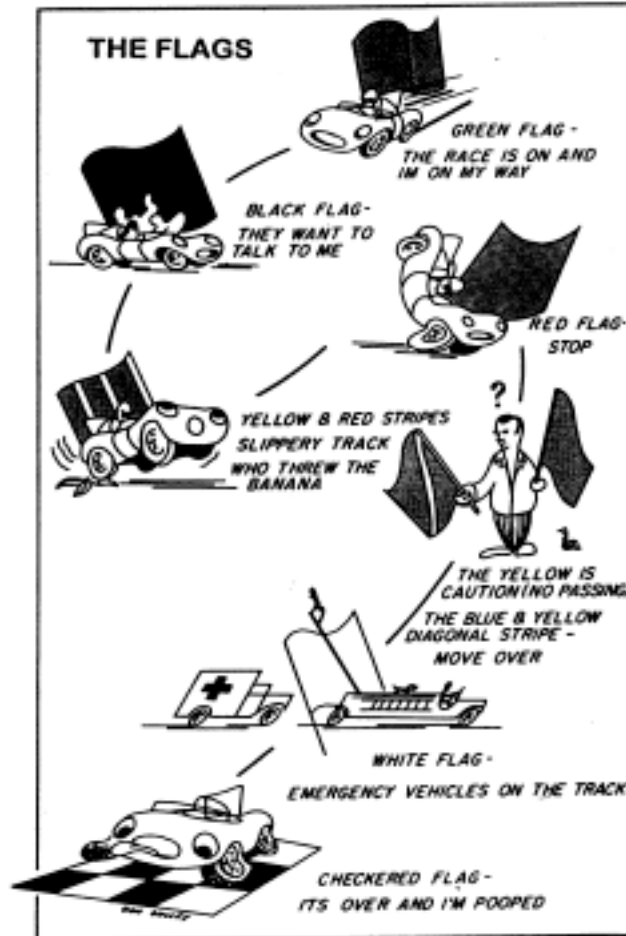
And there are others watching. Race cars can be very loud, but SCCA has a strict noise limit. Sound Control

officials are the watchdogs. Break the limit in practice or qualifying and a driver will be called in for repairs. Break it in the race and they're history.

If a car should be uncouth and spread oil or coolant around the track, the Course Marshals go to work getting the track ship-shape again. If things get nasty, Emergency Services will respond with a wrecker, fire truck or ambulance, and Medical Services will be on alert. Meanwhile, the Pace Car Driver will lead everyone around at a safe speed until the course is clear again.

Each of the specialties has its own licensing program and a training program geared for newcomers who want to take part. All are open to any adult. In addition, every specialty that doesn't require access to danger areas is also open to minors making events even more family oriented. (As a benefit, everyone working in any of the specialties automatically receives a \$500,000 insurance blanket from SCCA.)

Perhaps the neatest thing about the specialties is that you can join in. You can become part of the inner circle of racing. For more information on SCCA in the Indianapolis area you can



call 317-892-4206.

Worker Contacts:

- Race Chairman..... Dave Hart..... 317-849-2495
- Chief Steward Terrence Garrett . 317-849-3543
- Chief Registrar..... Cathy Hart..... 317-849-2495
- Chief Scrutineers Jay Quinn, Jeannie Spellman
..... 317-248-9626
- Chief of T&S Julie Hanson 734-699-1690
- Chief of F&C John Best 765-642-2916
- Chief of Grid Ken Osiecki..... 317-375-9986
- Chief of Pit Ken Osiecki..... 317-375-9986
- Chief Starter Mark Badgley
- Chief of Sound Ctrl John Holman..... 812-333-1623
- Chief of Course..... Harold Kulke 317-745-6918
- Chief of Paddock Dave Hart..... 317-849-2495
- Driver Information Myra Kulke 317-745-6918
- Pace Car..... Bob Sweet.....

Interested?

While this is a spectator event (\$5/person), we strongly encourage you to get involved — call up a specialty chief at one of the numbers to the left and see how you can become part of the action! If you're at the track already then ask at Registration or the tower how you can get involved. Let them know what specialty you're interested in checking out! You don't have to work all day — if you're at the track with to watch somebody in particular race we can work around your schedule.

And if you're a driver—whether you're running or not — take note that there's a worker rebate available (\$25/day).

The Cars of SCCA Club Racing

Formula Cars - Formula cars are pure bred racing machines which were never intended to turn a wheel anywhere but the race track. They are single seat, open wheel machines, and the faster classes have wings to



Formula Ford

Rosintowski photo

provide aerodynamic downforce to improve handling. The fastest class is Formula Atlantic where the cars can reach top speeds of 180 mph with lap averages over 100 mph. Formula Continental is a similar, but slightly slower class. The remaining classes use identical stock based engines and therefore provide some of the closest competition. Formula Fords use 1600 cc Ford engines while Formula Vees use air-cooled VW powerplants. Formula 500 cars use snowmobile engines, and Formula Mazdas use nearly stock Mazda 13B rotary engine.

Sports Racers - The Sports Racing classes are also made up of pure racing cars, but they have full bodywork unlike the Formula cars. Spec Racer Ford and Sports 2000 are two of the most popular classes, and their use of identical stock-based engines makes for close racing. The C and D Sports Racing classes are among the small-



Spec Racer Ford

Rosintowski photo

est in terms of numbers, but they frequently lead the way in terms of technical innovation in chassis design, engines, and aerodynamics.

Production and GT - The Production classes (EP through HP) and GT classes (GT1 through GT5) are made up of cars which were originally designed for street use. However, they have been highly modified for racing.



F Production

Rosintowski photo

While they a bear strong resemblance to their street-going cousins, a close look tells you that it is only skin deep. The front runners use tube frame

chassis and the bodywork has been modified to permit super-wide racing slicks to fit under the fenders. The cars range from Trans Am type Corvettes and Porsches in GT1 to Triumphs and Austin Healeys in GP and HP.

Showroom Stock, Touring and American Sedan - The Showroom Stock B & C classes are comprised of cars that not only look like what you drive on the street, but frequently ARE driven on the street. The cars are completely stock except for safety equipment and are fully street legal. All components must be stock and absolutely no performance modifications are allowed. Some of



Touring 1

Best photo

the closest racing comes from these classes, so don't let the lack of noise fool you. There's no lack of excitement on the track. The Touring classes (T1 & T2) are similar to Showroom Stock, but allow more modification for safety's sake since the cars are faster. A Sedan is the fastest growing SCCA class. It is made up of heavy metal American sleds like Camaros and Mustangs. While not allowed the extreme modifications of the GT category, the class is popular because it is easy to build a competitive car.

The Pro Vee Series presented is a semi-professional series for the Formula Vee class. Highly competitive and fun to watch, this series is structured not only to recognize the winner, but to reward and involve any and all Formula Vee competitors.



Formula Vee

Rosintowski photo

IRP Track Records

AS	1:45.559	Tim Selby	Camaro	Jul-97
ASR	1:25.880	Jerry Hansen	Lola T333	May-80
BG	1:49.926	Dan Schaut	Monte Carlo	May 7-00
CFC	1:34.988	Brian Schuman	Reynard	May 9-99
CFF	1:38.780	Dave Harmison	Royale	Sep-91
CSR	1:28.970	Dave Ham	Intruder	Apr-96
DSR	1:32.651	Alvin Beasley Sr	Beasley Decker	Jul-92
EP	1:43.810	Dave Mcdowell	Datsun 2000	Jul-87
F440	1:39.796	Wesley Wilfong	Zink	Jul-90
F500	1:38.037	Ron Vince	KBS	Jul-98
FA	1:24.529	Larry Connor	Ralt RT41	Jul-00
FC	1:29.771	Jeff Shafer	Nemesis	Jul-97
FF	1:33.575	Mark Davison	Swift DB1	Jul-99
FM	1:32.573	Tim Jennings	Formula Mazda	Jul-00
FP	1:42.106	Rick Haynes	Midget	Apr-93
FV	1:44.852	Bill Wallschlaeger	Lazer MKII	Apr-93
GP	1:45.773	Steve Sargis	Spitfire	Jul-92
GT1	1:31.231	Max Lagod	Camaro	Apr-96
GT2	1:36.148	David Finch	Porsche	Jul-97
GT3	1:39.873	Don Meluzio	Paseo	Apr-95
GT4	1:43.202	David Schlueter	Tercel	Jul-94
GT5	1:47.462	Jeffrey Clinton	Nissan 120	Jul-90
HP	1:48.977	Chester Niemczycki	A-H Sprite	Jul-99
ITA	1:50.945	Sean Lovett	Honda CRX	Jun-97
ITB	1:55.556	Patrick Gilbert	Plymouth	May-01
ITC	1:58.874	Scott Fruth	Honda	May-02
ITE	1:49.192	Charles Mactrinder	Chevy Corvette	Apr 9-00
ITS	1:49.274	Doug Stewart	Datsun	May-01
LC	1:58.280	Richard Swearinger	Legends Sedan	Apr 9-00
PV	1:46.547	Donald O Schanke	Protoform	Jul-99
S2	1:32.563	Alan Andrea	Lola 89/90	Apr-93
SCA	1:34.670	Davis Tenney	Shelby Can-Am	Apr-91
SP	1:38.296	Scott G Holley	Porsche 911	May-01
SM	1:54.670	Shane Benson	Mazda Miata	May-02
SR	1:46.971	BJ Zacharias	Spec Racer	Apr-96
SRF	1:44.308	Tom Vancamp	SR Ford	Apr-96
SRX7	2:03.612	Jeff Cashmore	Mazda RX7	May 7-00
SSA	1:51.307	Terry Coates	BMW	Jul-95
SSB	1:52.588	David Daughtery	Mazda Miata	Jul-99
SSC	1:53.842	Kevin Adams	Honda Civic	Jul-99
SSGT	1:49.106	Don Mills	Camaro	Jul-94
ST	1:49.549	D.J.Fazekas	Porsche 944T	Sep-93
T1	1:43.642	Freddy Baker	Dodge Viper	Jul-01
T2	1:48.410	Mark Sandridge	Porsche	Jul-01

Cendi v National Racing Point Standings as of 6/24

Driver	Place	Pts	Races	Class
John LaRue	1	39	5	FF
Ralph Porter	2	34	4	SSC
Kyle Krisiloff	3	27	3	FA
Vincent Ashton	5	19	7	AS
Tom Edwards	7	17	3	F500
Emmett Murphy	9	10	2	FM
Brian Jennerjahn	15	6	3	FV
Fred Edwards Jr	13	9	3	F500
David Bleke	22	2	2	FC

Regional Racing Point Standings as of 6/17

BENSON, SHANE	36
STANLEY, DARREN	36
HOLEMAN, PAUL	33
MUNDAY, DONALD	28
KNELL, S. ALAN	27
SCHICK, SCOTT M.	24
NEYLON, MICHAEL	22
BADEN, MICHAEL	21
BAUGH, JASON	21
SHIRE, BRUCE E.	21
BLEKE, DAVID W.	17
ADAIR, BRANDON	12
ANDREW, GLENN	12
BRUCKHEIMER, JEFFERY	12
CAMPBELL, WILLIAM J.	12
GARNER, DAVID	12
LANDON, MIKE	12
MILLER, DARIUS	12
PFAFFER, ROBERT	12
SCHOPP, JERRY	12
RUDE, DAROLD	11
DUNCAN, BRIAN	10
HYLTON, PETER	10
REISERT, JOHN MARK	10
BAME, CHRIS	9
BUTLER, JOSHUA	9
DOYLE, MOREY D.	9
SCHACHT, DAVID	9
SCHUMAN, BRIAN	9
SPENCER, KEITH	9
CHITTWOOD, MATT	7
COMMER, STU	7
LEEKE, CRAIG	7
SPENCER, TONY	6

2002 Cendi v Race Schedule

DATE	DRIVER'S SCHOOLS	REGIONALS	NATIONALS	OTHER EVENTS
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)		
Oct 12-13		CHI @ BHF (C)		

BHF-Blackhawk Farms

GM-GingerMan

NL-Nelson Ledges

BIR-Brainerd Int'l Raceway

IRP-Indianapolis Raceway Park

RA-Road America

GRA-Grattan

M-O-Mid Ohio

WAT-Waterford Hills

(C) Champ Series

(T) Tentative

(R) Restricted

(D) Double

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Solo Competitor of the Year Standings Top 100

Name	Solo #1 4/28	Solo #3 6/9	Total	Name	Solo #1 4/28	Solo #3 6/9	Total	Name	Solo #1 4/28	Solo #3 6/9	Total
Clemens Burger	104	95	199	Martin Ausbrooks	54	54	108	Lee Miller	23	42	65
Mike Stensland	103	96	199	Ian Linn	100	6	106	Shane Benson	62		62
Steve Linn	102	94	196	Jeff Alexander	40	61	101	Chris Hogue	61		61
Gus Hammerly	88	97	185	Brian Gard		98	98	Aaron Woelfel	60		60
Alan Ausbrooks	96	86	182	Jeff Rapp	49	48	97	Chris Foresman		60	60
Chad Stringer	101	81	182	Jennifer McLeish	87	7	94	David Smith	59		59
Harold Hammerly	98	83	181	Michael LeVeque		93	93	Norikya Fukunaga	58		58
Kyle Broeker	97	76	173	Rob Stokes	47	46	93	Mark Badgley		57	57
Curt Bagley	91	80	171	Michael Hacker	92		92	Richard Panton	22	34	56
Dan Stone	85	85	170	Patrick Tipton		92	92	Brad Marx	55		55
Mike McLeish Sr.	90	77	167	Ronnie Inadbnit		91	91	Sean Murphy	45	8	53
Paul Lazaro	93	74	167	David Basey	46	44	90	Anthony Haggengjos	52		52
Jay Hofacker	76	90	166	Matt Curry		89	89	Robert Cochran	24	28	52
Nick Carney	99	66	165	Chris McGuire		87	87	Sean Pritchard	51		51
Ted Drummond	86	75	161	Carl Fuhrmann	84		84	Jorge Sanchez		50	50
Scott Dales	94	64	158	Andy Bratt	81		81	Steve Knitter	50		50
Frank Levinson	83	73	156	Jason Young	39	41	80	Andrea Hutson	16	33	49
John Ausbrooks	66	88	154	Leo Bonvino	33	47	80	Michael Feder	48		48
Seth Mansue	95	59	154	Tom Ashton	80		80	Jeff Humphreys	17	30	47
Jeff Ramsey	89	56	145	David Mason		79	79	Steve Povalac		45	45
Alex Samardzich	72	65	137	Ralph Ford	79		79	Josh Meinika	44		44
Kevin McLeaster	68	68	136	Stephen Brinkerhoff	21	58	79	Brian Neff		43	43
John Kudlaty	70	63	133	Darren Daubenspeck	41	37	78	Dale Brier	28	15	43
Scott Childress	69	62	131	Jon Kerns	78		78	Jim Golay	43		43
Walter Bishop	75	55	130	Warren LeVeque		78	78	Dennis Dunkman	42		42
Jim Lin	56	70	126	Jon Schwartze	77		77	Dave Johnson	15	26	41
Jeff Busby	82	38	120	Marc Kerr	74		74	Pat Carson		40	40
Daryl Miller	65	52	117	Cooper Lacy	53	20	73	Ben Younce	38		38
Paul Fox	35	82	117	John Hopkins	73		73	Brian Slick	36		36
Steven Young	64	51	115	Alberto Pizzaro		72	72	Joan Karnas	11	25	36
Greg Murphy	63	49	112	Kevin Miller		71	71	Manny Lozano		36	36
Mark Lamm	27	84	111	Jay Nogan		69	69	Mike McLeish Jr.		35	35
David Johnson	57	53	110	Jack Tovey	37	31	68				
Jason Russell	71	39	110	Eric Downey	67		67				

The Clemens Report: Cendi v Solo Events 1 & 2

By Clemens
Burger

Season Opener at Miller Park

CenDiv #1, Milwaukee/WI, June 1/2

As long as I have been competing in the CenDiv Solo II Series, it has never started this late in the season. We had to wait until June for the series to start, which may have been the reason why quite a few Indy Region members, amongst them a couple of series rookies, decided to make the trip up to Milwaukee for the June 1/2 weekend and battled the Friday afternoon traffic in Chicago in order to join about 250 other competitors for a very excellent event.

The first event of the 2002 Subaru CenDiv Solo II Championship Series was hosted by Wisconsin Autocrossers Incorporated (WAI) and the SCCA Milwaukee Region and was held at Miller Park, the home of the Milwaukee Brewers. This event was voted event of the year by series participants last year, and it was not difficult to figure out why. The hosts had thought of just about everything and paid attention to even the smallest details, including the hand sanitizer and disinfecting wipes in the porta-johns. It is also difficult to not be impressed by the site they have access to. We ran in the stadium's parking lot, which is very smooth asphalt, with enough room for a 60-second course, two grids for quick changeovers, and ample paddock space. All in all, a very well run and fun event.

Just like at the local level, the first event of the season always has some special attraction since this is the time to find out who is coming back, who is showing up with a new ride, and what else has changed over the winter. Upon arrival on Friday evening, the participants were greeted with free Miller beer, and most chose to go for a few course-walks before the sun set behind the retractable roof of Miller stadium.

On Saturday, many competitors were surprised again by the hospitality of the two host regions, which served free breakfast in form of coffee, orange juice, donuts, and fresh fruit. After more course-walking and the mandatory drivers meeting, competition started at 9:00 a.m. Due to the number of entrants, the four heats were rather large, but thanks to a very efficiently run event, the cars moved through very quickly. Therefore, the time on course for the course workers was held to a reasonable level. This was certainly appreciated by everybody, since temperatures were approaching 90° F, very unusual for early June in Milwaukee. After competition concluded, dinner was served at the site, which the participants could purchase for an extra fee. At the end of the day, there was still plenty of time to study Sunday's course, which was Saturday's course run in reverse.

Sunday was a different situation. Whereas some people may not have brought cool enough clothes for Saturday, others did not bring warm enough clothes for Sunday. Temperatures had dropped by 30° F to a high of 60° F with

temperatures falling even more throughout the day. Again, competitors were treated with free breakfast, and competition started at 8:30 a.m., in order to get the participants back on the road on the way home at a reasonable time. The earlier starting time and a few more well run heats also helped to dodge the approaching rain.

Now to the results of the competition. Gustavo Hammerly brought his new S2000 to compete in B-Stock. During his first run it seemed like he was trying to set a record for most spins during one run, but later decided that keeping the driven wheels in the back is the fastest way to go. He took fourth place for the weekend. I finished second in E-Stock, and Joan Karnas, who decided to run the open class finished sixth in the same class. Carl Fuhrman was leading STX in his M3 after Saturday, but could not quite hold on to the lead and finished second behind a Subaru. Jack Tovey has quickly become comfortable in his S2000

and just smoked the SM2 class to take home a first place trophy. C-Mod had the largest contingent of Indy Region drivers with Brent Cary, Rick Swarts, and Steve Geiger, finishing in this order in 5th, 6th, and 7th position in one of the larger and most competitive classes of the weekend. Steve Brinkerhoff brought his D-Mod Lotus 7 replica (?), which his is still dialing in. He had just installed new carburetors the day before the event, which were not quite tuned yet. His engine complained loudly by sputtering at pretty much anything higher than idle. He still managed a second place in his class.

I am planning to report on some Solo II events outside Indy Region this season, especially at the divisional and national level. I hope to give you an idea what competition at these levels is like and give you a taste of these events, even if you did not attend. I will also provide some feedback on how Indy Region members and regulars fare at these events as some recognition for their efforts. If you have any comments, feel free to contact me.
Clemens

Drop into Rantoul and Conquer the Concrete CENDIV #2, Rantoul/IL, June 15/16

Due to the late start of the series, some of the events follow each other rather quickly. The second event of the 2002 Subaru CenDiv Solo II Championship Series took place only two weeks after the first one, this time in Rantoul, about 15 miles north of Urbana/Champaign in Illinois hosted by the Central Illinois Region (CIR).

The Rantoul event takes place at the former Chanute Air Force Base. Last year, paddock was outside the airport in a parking lot and was rather crowded. This year, the participants were guided past the parking lot into the actual airport and onto a probably 100' wide runway, which served as the paddock this year. When driving onto the runway, I first had to look up to make sure that no airplane was landing while I was driving down the runway. This is what it must look like when landing a 747, I was just sitting a little lower. It is impressive that the airport shut down an active runway just for the event.

The course was set up on a concrete pad in front of a large abandoned hangar. Rantoul has some similarity to Converse and Topeka, as the surface is older concrete that is really starting to deteriorate. When we arrived, it was

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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 (2002 Rulebook 2.1.D). Please contact the Solo Chairman prior to the event to determine the likelihood of limitation or exclusion occurring.

Note: All Minors must be accompanied by a parent or legal guardian. Restrictions on high center of gravity vehicles are also applicable. Con-

Sunday, July 28

Contact: Steve Linn at (317) 297-4814 racerlinn@juno.com or Chris McGuire at (317) 577-2518 mcguirecm@aol.com

hard to see the course since quite a bit vegetation was growing in the seams and cracks, the surface had a dark gray appearance and some debris on it, and the course was not lined, although this is required by the series rules. Throughout the weekend, it became apparent that the group putting on the event was pretty small, but they put in a lot of effort and got everything done, maybe a little late, but still in time. Late Friday and early Saturday and Sunday, they were cleaning the course with a sweeper path after path, which actually left a lighter colored trail, which made it easier to follow the course visually. When the competition started, the course was also lined and everything was ready to go.

The course was rather narrow and somewhat unusual for a CenDiv event, as the course layout did not leave much choice for which line to take. The narrow course in combination with a pretty fast slalom caused quite a few cones getting hit during the weekend. Times were in the high 40's for the faster cars and in the low 50's for the slower stock cars. However, the course was actually more fun to drive than it initially looked.

Some very heavy thunderstorms hit the area late Friday and Saturday afternoon, but did not really interfere with the event, as competition did not take place at the time. The rest of the weekend was a little windy but sunny and temperatures were about perfect as they hovered between 70° and 80° F. CIR also put on a dinner on Saturday evening, which was held inside the Octave Chanute Aerospace Museum, the largest aerospace museum in Illinois with more

than 1500 artifacts, a 3000-volume library, and an archive of over 100,000 photographs. We enjoyed the delicious pork and beef BBQ right next to an F-111 and had the opportunity to look at some other interesting exhibits. The museum is very hands-on and would be fun even without a Solo II event.

About 160 drivers attended the second series event, and again, amongst them several Indy Region members. Clemens Burger finished again second in E-Stock. Dan Stone, who entered his first CenDiv Series event ever, came in in sixth place, just in front of Joan Karnas. Jeff Alexander brought his basically bone-stock Dodge Neon and finished fourth in DSP, and Lee Miller came home with a first place in AP. C-Mod saw the same Indy Region members as Milwaukee. Rick Swarts finished sixth, Brent Carey seventh, and Steve Geiger thirteenth. D-Mod ended up being a battle between the two Indy Region drivers Steve Brinkerhoff and Don Kline. Unfortunately, Don developed car problems and left early, which left Steve with the victory. Just like in Milwaukee, Carl Fuhrman had the lead in STX after the first day, but ended up in second place only 0.007 seconds behind first.

Complete results can be found at <http://www.solo2.cendiv-scca.org/2002/result2.pdf>.

More information on the Subaru CenDiv Solo II Championship Series, including entry forms, flyers for upcoming events, and event results, can be found at www.solo2.cendiv-scca.org.

P	#	Driver	Car	Best	P	#	Driver	Car	Best
		Super Stock	Drivers: 1		3	180	Dick Davis	91 Mazda Miata Red	51.111
1	22	Richard Panton	02 BMW M3 Black	49.857	4	21	Heather Lambert	90 Mazda Miata Red	53.008
		B Stock	Drivers: 5				D Street Prepared	Drivers: 1	
1	90	Gus Hammerly	01 Honda S2000 White	44.082	1	2	Jeff Alexander	97 Dodge Neon Black	48.030
2	901	Harold Hammerly	01 Honda S2000 White	46.038			E Street Prepared	Drivers: 1	
3	51	Kevin McLeaster	95 BMW M3 Silver	46.830	1	18	Steve Povalac	91 Pontiac Trans Am White	49.026
4	69	Johann Spross	87 Porsche 911 Red	50.785			A Prepared	Drivers: 1	
5	70	Joan Karnas	95 BMW M3 Yellow	51.223	1	4	Lee Miller	84 Pontiac Fiero Silver	46.648
		C Stock	Drivers: 2				C Prepared	Drivers: 2	
1	42	Jay Hofacker	97 Mazda Miata Blue	46.123	1	63	Michael LeVeque	66 Chevy Corvair Yellow	43.491
2	69	Matt Reeck	92 Mazda Miata Blue	52.558	2	6	Paul Fox	66 Chevy Corvair White	44.616
		D Stock	Drivers: 4				E Prepared	Drivers: 2	
1	92	Curt Bagley	00 Subaru WRX Silver	47.879	1	60	Don Ridenour	80 Fiat Spider 2000 Blue	50.140
2	46	Rob Stokes	00 BMW 323ci Grey	50.702	2	19	Ian Linn	Karmann Ghia Poiple	53.480
3	25	Darren Daubenspeck	90 Plymouth Laser RS Teal	51.660			C Modified	Drivers: 2	
4	19	Mike McLeish Jr.	96 Eagle Talon TSi Black	52.216	1	88	Mark Lamm	73 Dulon MP15 Yellow	41.407
		E Stock	Drivers: 7		2	83	Steven Young	73 Dulon MP15 Yellow	43.463
1	68	Clemens Burger	92 Toyota MR2 Aqua	45.975			D Modified	Drivers: 1	
2	49	Dan Stone	92 Mazda Miata Red	47.373	1	15	Stephen Brinkerhoff	Lowcost 7 Silver	44.283
3	11	Robert Cochrane	86 Toyota MR2 Red	52.625			E Modified	Drivers: 2	
4	4	Jeff Goss	90 Mazda Miata Red	52.768	1	93	Warren LeVeque	69 Chevy Corvair White	42.383
5	37	Cooper Lacy	90 Mazda RX7 GTU Black	53.774	2	25	Paul Baldwin	00 Ford Mustang Silver	No Time
6	7	Joel Harleman	87 Pontiac Fiero Black	54.792			E Modified Ladies	Drivers: 1	
7	14	Bryan Goss	90 Mazda Miata Red	58.495	1	19	Jennifer McLeish	95 Saturn SC2 Aqua	51.316
		F Stock	Drivers: 5				F Modified	Drivers: 1	
1	65	Kyle Broeker	97 Ford Mustang Black	47.533	1	66	Larry Metz	72 Zink Solo Vee Red	
2	13	David Johnson	97 Chevy Camaro Z28 White	49.034			Street Touring S	Drivers: 16	
3	181	Blaine Alleman	84 Ford Mustang White	56.082	1	31	Mike Stensland	93 Nissan Sentra SE-R Black	46.647
4	59	Sean Murphy	95 Chevy Camaro Red	56.897	2	6	Steve Linn	92 Nissan Sentra SE-R Red	47.265
5	81	Drew Buathier	79 Pontiac TransAm Blue	57.565	3	82	Chris McGuire	02 Subaru Imprezza RS2.5 Silver	48.161
		G Stock	Drivers: 14		4	51	Alan Ausbrooks	00 Subaru Imprezza Blue	48.243
1	10	Brian Gard	95 Plymouth Neon White	46.369	5	53	David Mason	97 Honda Civic Purple	48.786
2	101	Ronnie Inadbnit	95 Plymouth Neon White	47.477	6	21	Jim Lin	91 Acura Integra White	49.325
3	14	Matt Curry	95 Plymouth Neon Lilac!	47.844	7	79	Nick Carney	01 Chevy Cavalier Z24 Blue	49.672
4	12	Chad Stringer	01 Mazda MP3 Blue	48.629	8	93	Scott Dales	93 Ford Probe Black	50.108
5	9	Mike McLeish Sr.	95 Saturn SC2 Aqua	48.911	9	20	Scott Childress	86 Audi 4000 White	50.202
6	125	Frank Levinson	01 Dodge Neon Red	49.053	10	153	Chris Foresman	96 Honda Civic ?	50.365
7	11	Alberto Pizzaro	02 VW Golf GTI Silver	49.058	11	23	Seth Mansue	99 Subaru Imprezza 2.5RS Silver	50.378
8	18	Markus Robinson	98 Ford Contour SVT Red	49.360	12	12	Martin Ausbrooks	99 Honda Prelude Red	50.586
9	77	Mark Badgley	99 Dodge Neon Red	50.463	13	4	Brian Neff	96 Saturn SL2 Green	51.950
10	63	Jeff Ramsey	00 VW GTI Red	50.481	14	3	Jason Young	00 Chevy Cavalier Silver	52.102
11	99	Walter Bishop	94 Honda CRX Black	50.509	15	11	Pat Carson	02 Subaru Impreza 2.5RS Silver	52.203
12	110	Daryl Miller	02 VW GTI Silver	50.556	16	7	Chris Bratten	00 Dodge Neon Black	54.117
13	46	Stan Dorsey	86 Saab 900 Silver	55.099			Street Touring S Ladies	Drivers: 2	
14	7	Joseph Susa	96 Plymouth Neon Green	56.838	1	9	Mary Jo Linn	92 Nissan Sentra SE-R Red	55.928
		G Stock Ladies	Drivers: 1		2	1	Pat Linn	93 Nissan 240sx Red	65.281
1	31	Stephanie McLeish	95 Saturn SC2 Aqua	55.336			Street Touring X	Drivers: 4	
		H Stock	Drivers: 6		1	255	Paul Lazaro	99 Mitsubishi Eclipse GS-T Red	48.072
1	23	Patrick Tipton	86 VW Golf GTI White	47.712	2	97	Jay Nogan	97 Eagle Talon AWD Green	48.319
2	25	John Ausbrooks	91 Honda Prelude Black	48.458	3	12	John Kudlaty	97 Eagle Talon AWD Black	49.101
3	538	Jorge Sanchez	90 Honda CRX Red	51.435	4	27	Dale Brier	02 Subaru WRX Black	54.720
4	71	Jeff Rapp	66 Chevy Corvair White	51.881			Street Modified	Drivers: 7	
5	32	Andrew Tipton	86 VW Golf GTI White	54.057	1	68	Alex Samardzich	95 Honda Civic Red	46.884
6	9	Dave Johnson	84 Pontiac Fiero Red	54.353	2	37	Greg Murphy	93 Honda Civic Red	48.108
		H Stock Ladies	Drivers: 1		3	88	David Basey	96 Dodge Neon Purple	48.582
1	50	Andrea Hutson	93 Mitsubishi Eclipse GS Black	53.523	4	29	Jeff Busby	97 Honda Civic Grey	49.268
		A Street Prepared	Drivers: 2		5	91	Jeff Humphreys	91 Eagle Talon Red	50.446
1	25	Ted Drummond	88 Toyota MR2 SC Blue	45.483	6	4	Brian Hagensieker	?? ??	52.533
2	71	Manny Lozano	93 Mazda RX7 Red	49.113	7	32	Benjamin Chang	95 Acura Integra GS-R Black	53.856
		C Street Prepared	Drivers: 4				Street Modified 2	Drivers: 3	
1	11	Kevin Miller	00 Acura Integra Type R Yellow	45.783	1	111	Leo Bonvino	02 Honda S2000 Silver	47.256
2	321	Jason Russell	90 Mazda Miata Red	48.649	2	11	Jack Tovey	02 Honda S2000 Silver	49.134
					3	3	Millard Johnson	96 Mazda Miata Black	50.196

16th Street Solo Skullduggery



Speed FreakZ Winner - Alan Ausbrooks
Novice Winner—Pat Carson



Photos by Jason Russell and Matt Curry



P	#	Driver	Car
		Super Stock	Drivers: 2
1	38	Rick Ordo	Mazda RX7 Red
2	381	Debbie Ordo	Mazda RX7 Red
		A Stock	Drivers: 1
1	7	Todd Houtz	Prosche 944 Gold
		B Stock	Drivers: 1
1	9	Gustavo Hammerly	89 Honda CRX SI Black
		C Stock	Drivers: 2
1	42	Jay Hofacker	97 Mazda Miata Blue
2	3	Corey White	Mazda Miata Red
		D Stock	Drivers: 4
1	46	Rob Stokes	00 BMW 323ci Grey
1	19	Mike McLeish Jr.	Eagle Talon
2	25	Darren Daubenspeck	90 Plymouth Laser RS Teal
3	99	Douglas Schrum	
		E Stock	Drivers: 5
1	68	Clemens Burger	92 Toyota MR2 Aqua
2	78	Tom Harleman	85 Mazda RX7 Red
2	49	Dan Stone	92 Mazda Miata Red
2	37	Cooper Lacy	90 Mazda RX7 GTU Black
3	11	Robert Cochran	86 Toyota MR2 Red
		F Stock	Drivers: 4
1	59	Sean Murphy	95 Chevy Camaro Red
1	65	Kyle Broeker	97 Ford Mustang Black
2	13	David Johnson	97 Chevy Camaro Z28 White
2	53	Jason Purviance	Trans Am Gold
		G Stock	Drivers: 9
1	14	Matt Curry	Lilac Neon
2	63	Jeff Ramsey	00 VW GTI Red
2	110	Daryl Miller	02 VW GTI Silver
3	11	Alberto Pizzaro	02 VW Golf GTI Silver
3	125	Frank Levinson	01 Dodge Neon Red
4	7	Joseph Susa	96 Plymouth Neon Green
4	47	Jim Golay	02 Saturn SC2 Black
4	19	Dana Crook	Blue Neon
		H Stock	Drivers: 5
1	90	Randy Hall	85 Dodge Omni GLH Red
1	25	John Ausbrooks	91 Honda Prelude Black
2	52	Dennis Dunkman	95 Honda Civic LX Green
3	71	Jeff Rapp	66 Chevy Corvair White
4	16	Zach Brinkerhoff	Suzuki Swift White
		H Stock Ladies	Drivers: 1
1	50	Andrea Hutson	93 Mitsubishi Eclipse GS Black

P	#	Driver	Car
		A Street Prepared	Drivers: 3
1	25	Ted Drummond	88 Toyota MR2 SC Blue
2	5	Bryan Alexander	88 Toyota MR2 SC Blue
3	65	Sam White	Superperformance Cobra Yellow
		C Street Prepared	Drivers: 3
1	860	Nick Judy	80 Mazda RX7 Brown
2	321	Jason Russell	90 Mazda Miata Red
2	86	Sherri DeCoursey	80 Mazda RX7 Brown
		D Street Prepared	Drivers: 1
1	2	Jeff Alexander	97 Dodge Neon Black
		E Street Prepared	Drivers: 2
1	2	Scott Burton	Pontiac Trans Am Green
2	22	Rob Burton	Pontiac Trans Am Green
		A Prepared	Drivers: 1
1	4	Lee Miller	Pontiac Fiero Grey
		C Prepared	Drivers: 2
1	6	Paul Fox	66 Chevy Corvair White
2	62	Michael LeVeque	66 Chevy Corvair Yellow
		E Prepared	Drivers: 2
1	19	Ian Linn	XX VW Karmann Ghia Purple
1	60	Don Ridenour	80 Fiat Spider 2000 Blue
		C Modified	Drivers: 2
1	88	Mark Lamm	73 Dulon MP15 Yellow
2	83	Steven Young	73 Dulon MP15 Yellow
		D Modified	Drivers: 1
1	15	Stephen Brinkerhoff	Lowcost 7 Silver
		Street Touring S	Drivers: 10
1	51	Alan Ausbrooks	00 Subaru Imprezza Blue
2	82	Chris McGuire	02 Subaru Imprezza RS2.5 Silver
2	6	Steve Linn	92 Nissan Sentra SE-R Red
3	21	Jim Lin	91 Acura Integra White
3	31	Mike Stensland	93 Nissan Sentra SE-R Black
3	73	Ellis Hines	Acura Integra
4	100	Wayne Beans	Nissan 240SX
4	72	Alexander Yovanovich	00 Plymouth Neon Silver
5	74	Andrew Simmons	
5	23	Seth Mansue	99 Subaru Imprezza 2.5RS Silver
		Street Touring X	Drivers: 1
1	92	Curt Bagley	00 Subaru WRX Silver
		Street Modified	Drivers: 2
1	88	David Basey	96 Dodge Neon Purple
2	91	Jeff Humphreys	91 Eagle Talon Red
		Street Modified 2	Drivers: 1
1	11	Jack Tovey	02 Honda S2000 Silver

Group 1 Winner	Matt Curry
Group 1 Runner-up	Jay Hofacker
Group 2 Winner	Clemens Burger
Group 2 Runner-up	Scott Burton
Group 3 Winner	Mark Lamm
Group 3 Runner-up	Paul Fox
Group 4 Winner	Alan Ausbrooks
Group 4 Runner-up	Steve Linn
Australian Pursuit Champion	Mark Lamm

Mark Lamm, 88 CM, in the Group 3 final showdown with Paul Fox. Mark's win basically determined the overall winner for the day. In the champions round, Mark knocked off Clemens Burger twice and Matt Curry once.



INDY AUSTRALIAN PURSUIT



From upper left, clockwise. John Ausbrooks let's Steve Linn know how he finished. Clemens "Mr Smooth" Burger again finished runner-up after knocking off the #14 Lilac Neon piloted by Matt Curry in the semi-finals. Ellis Hines showed well in his nice Integra. Alan Ausbrooks DNFed his first run and had to fight back thru the losers bracket before handing Steve Linn two consecutive losses in the Group 4 finals. Matt Curry and Clemens Burger then knocked Alan out of the championship round. The crowd was big and boisterous. Several newcomers came out and sampled the head-to-head Aussie action.

Photos by Jason Russell and Matt Curry



The Tour to Nashville Rally. Saturday, June 15 was about as perfect a rally day as can be imagined. Mostly sunny, and the temperature stayed very reasonable, as did the humidity. The course was slightly more challenging than the typical local rally because it offered a couple of opportunities where the competitors had to identify the principle road and make a non-instructed turn in order to stay on course. Special thanks to Deb and Ken Osiecki for laying out the course, to Frank and Candi Pope for serving as the Safety Stewards/Checkpoint crews so that Carolyn and I could run, and to Jay Quinn and Jeannie Spellman for serving as Checkpoint crews. For those keeping track of member involvement, please take note of the fact that Ken and Deb also Chief Pit and Grid at the races; Jay and Jeannie also Chief Tech at the races; Frank helps with Tech and/or T & S; and Candi helps with Registration and T & S. What I am suggesting is that there are other parts of the club that owe them some heartfelt appreciation as well as the Rally competitors.

Speaking of appreciation, we will not know until National Race weekend if we will have the pleasure of Deb Osiecki's company. She has been suffering from Carpal Tunnel Syndrome for some time and is scheduled to have surgery on one of her wrists on Friday, July 5. So, if you see her over the weekend, thank her for playing through pain. And if you don't see her, let her know that you miss her. I am certain that she would rather be with us at the track.

National Prep — Pre-Checks. The excess quantities of rain, and Candi's accident at Wisconsin Glacier Trails has delayed some of our preparations for the next four local events. But we are overcoming those difficulties and will be ready to pre-check the National Tour rally on June 30

(Sunday). We will run it as two (2) Indy Region events so that you can temper your commitment and effort. Running both will be a long day, and you may find it more than you care to do. Run one and work one. You get your rally fix, and you get credit for working which qualifies your year end points. Volunteers are being accepted for working, so let me know.

July 13 (Saturday) will be the opportunity to pre-check the National course event, again as two separate local events. Again, I would encourage those of you who think that running both would be too much, please consider helping us out by running one and working one. Let me know what your plans are since it helps us plan.

Last month I reported that the National Rally weekend for August is on schedule. Several more people have added their names to our volunteer list, but we are still way short of the needed twenty-eight (28) people for each day. If you can only give us one day, we will take it with full appreciation. If you can give us both days you will receive our appreciation and undying gratitude. Please start letting me know if you can help, and which days. The dates are Saturday, August 17 and Sunday August 18.

Championship Chasing. I got the opportunity to go back to Wisconsin to run the Chippewa Trail Course Rally on June 8 with many time defending National Champion Dave Kolb. What a WOW experience. I learn something at every event, but I would have to say that I learned ten times more than I ever have at any previous event. Wisconsin is being good to me, providing my second fifth overall, but this time a first in class. Besides, Dave is a navigator which meant that I got to drive. Thank you Dave.

SCCA RoadRally

The Tour to Nashville Results June 15, 2002

Fin/Cls	Car	Names	Leg 1	Leg 2	Leg 3	Leg 4	Leg 5	Leg 6	Leg 7	Leg 8	Total
1-A-T	5	Jim Bredle & Jim Cates	-1	20	3	-3	-1	4	-1	11	44
1-C-T	4	Bob & Pam Farr	-15	8	4	-8	-32	18	-21	-44	150
2-C	2	Matt & Tim Curry	47	15	11	25	27	27	-7	-10	169
3-C	3	Julie & Bill Partridge	18	22	75	-13	35	4	81	-37	285
2-A	1	Charles Hanson & Carolyn Goelz	9	47	200	30	-3	-4	-38	-5	336
1-N-T	10	Richard Dalton & Jennifer McLeish	36	81	1	-69	-9	123	13	-79	411
2-N-T	8	Chad Stringer & Stan Dorsey	5	36	22	18	114	200	-39	-37	471
3-N	7	Jay & Stephanie Nogan	101	72	72	-27	182	113	-40	-27	634
4-N	9	Kristal Goldman & Gail Blair	-38	89	-41	-53	200	162	120	-162	865
5-N	6	Reed & Mary Jane Records	29	74	29	200	177	200	-111	-104	924



2002 Indy Region Rally Schedule

July 13 (Sat)	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)	Pikes Peak Hillclimb	Kurt Weisner	??

The Tour to Nashville Rally



Beautiful weather, a scenic course, and finishing at a Mexican restaurant — what more could one ask for? Ken and Deb Osiecki (shown working a control below) put on another great event, which wound around from Greenwood to just outside Brown County State Park, northeast of Nashville.



Photos by Matt Curry

LARALLYE VARIFORM II

DOUBLE RALLY DAY #1

- What: Points events #4 & 5 of the 2002 Indy Region Rally season
Why: Great fun for more than one! Rack up some big Competitor of the Year points! Awesome roads and scenery!
Where: Both events start at Wendy's truck lot, Cloverdale, IN
I-70 Exit 31 (US 231), approximately 42 miles west of I-465

PRE-CHECK #1

THE RALLY TO THERE...

- Registration: 7:00—7:45 AM
Drivers Meeting: 7:45 AM
First car starts: 8:00 AM plus car number
Finish: Noon (approximate)

...AND BACK AGAIN

PRE-CHECK #2

- Registration: 11:30 AM– 12:15 PM
Drivers Meeting: 12:15 PM
First car starts: 12:30 PM plus car number — cars running both events will restart at 1 PM plus car number since they don't have to rerun the odometer check
Finish: 4:00 PM (approximate)
Special Note: Entry forms for this event are the ABCN 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.
For more info: e-mail – dtcgh@gte.net (Chuck Hanson)

SUNDAY JUNE 30

PERIMETER RESTRICTIONS

DOUBLE RALLY DAY #2

- What: Points events #6 & 7 of the 2002 Indy Region Rally season
Why: A unique type of rally — a course rally! Great fun for more than one! Rack up some big Competitor of the Year points! Awesome roads and scenery!
Where: Both events start at Wendy's truck lot, Cloverdale, IN
I-70 Exit 31 (US 231), approximately 42 miles west of I-465

PRE-CHECK #1

- Registration: 7:00—7:45 AM
Drivers Meeting: 7:45 AM
First car starts: 8:00 AM plus car number
Finish: 1:00 PM (approximate)

PRE-CHECK #2

- Registration: 11:30AM – 12:15 PM
Drivers Meeting: 12:30 PM
First car starts: 1:30 PM plus car number — cars running both events will restart at 1:30 PM plus car number since they don't have to rerun the odometer check
Finish: 6:00 PM (approximate)

Special Note: Entry forms for this event are the ABCN 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.

For more info: e-mail – dtcgh@gte.net (Chuck Hanson)

SATURDAY JULY 13 COURSE RALLY

June Board Meeting

by Alyson Kunack

This is a summary of the Indy Region Board of Directors meeting held June 11, 2002. Present at the meeting were Dave Hart, Cathy Hart, Dave DeBolt, Chuck Hanson, Bob Sweet, Jennifer McLeish, Steve Linn, Chris McGuire, and Matt Curry. Also in attendance were Jeanie Spellman, Jim Lin, Ralph Porter, Michael Willoughby, Michael McLeish, and John Kudlaty.

Treasurer's Report. The CD has been closed out, and the funds transferred to the checking account for now.

Clutch Chatter. For the most recent issue, the printing was done at Kinko's on card stock, resulting in a \$.57 per issue price difference. Chuck suggested that for future issues, the cover be printed on heavy stock for durability in mailing, with the inner pages begin of lighter stock.

Matt requested funds to purchase a copy of Adobe Acrobat for future newsletter use. A motion was made, and \$250 was approved for the purchase.

Membership. Indy region currently has 653 members; Dave presented a dues check for \$1355. New membership brochures, which include the changes in fees, have been ordered and should be available in about 2 weeks.

Speed Freakz. Jennifer will continue to include articles on various Speed Freakz members in upcoming issues of Clutch Chatter.

Activities. Details are still being ironed out for the awards banquet. The possibility of another dyno day was discussed, but given the proposed price and the fact that the season is well underway, it was decided to wait.

Rally. There were no events last month due to the IRP Double Regional. As a result, there are three events in June: The Rally to Nashville on June 15, and on June 30 & 31, the national pre-check rally-- "Rally to There..." (Saturday), "And Back Again" (Sunday). These

are tour rallies; a course rally national pre-check is scheduled for July 13. All rallies start at Cloverdale, near 231 and I-70. Currently, there are 6 national teams preregistered for the August National Rally,

Solo. The two most recent events have netted approximately \$500. The next event is the Australian Pursuit at 16th Street on Saturday June 22. There have been problems with bounced checks, and the possibility of accepting cash only for solo events was discussed.

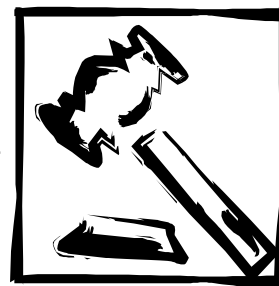
Race. The next event is the July National at IRP on the 5th, 6th & 7th. Volunteers are always needed. For the National, the primary sponsor will be TracksideSupply.com. It was also noted that IRP has acquired new safety equipment, including a new wrecker. Whether it will be available for the National is unknown.

The region has gotten one bill from IRP, for the April Driver's School for approximately \$16,900. Dave estimated a loss of around \$5000 for that event.

Old Business. The office of secretary needed to be filled. Alyson Kunack was proposed as a candidate and elected to office.

New Business. Bob Sweet was notified of a "Cruise-In" at the Castleton McDonald's on July 27, which the club was invited to participate in and promote itself. It was proposed that the club set up a table and display, ideally with a few cars. Volunteers are needed.

The next meeting will be on July 16, 2002, at 6:00 PM at Fastimes Indoor Karting, Indianapolis (see back cover for details).



2002 Indy Region Solo II Schedule		
Date	Event	Location
July 28 (Sun)	#5	Converse *
Aug 31 (Sat)	#6	Anderson
Sep 22 (Sun)	#7	16th Street
Oct 27 (Sun)	#8	Converse *

* Indy Region & Ft Wayne Region co-sanctioned event



Other 2002 Solo Events		
Jul 6-7	Natl Tour	Grissom, Peru, IN
Jul 13-14	CENDIV 3	Saginaw, MI
Jun 20-21	CENDIV 4	Columbus, OH
Aug 17-18	ProSolo	Grissom, Peru, IN
Aug 24-25	CENDIV 5	Oscoda, MI
Sep 1	CENDIV 6	Toledo, OH
Sep 10-13	Nationals	Topeka, KS
Oct 5-6	CENDIV 7	Lexington, KY
Oct 12-13	CENDIV 8	East Chicago, IN

Ft Wayne Region Solo 2 Schedule		
July 28	#5, Converse	Co-sanction*
Aug 25	#6	
Oct 6	#7	
Oct 27	#8, Converse	Co-sanction*

Columbus Region Solo 2	
July 14	#5
Aug 25	#6
Sept 15	#7
Oct 12-13	Superweekend
Nov 10	Fun Event

Go faster with our series associate sponsor Advance Import Motorsports!  www.aimtuning.com



Membership Application

Dear Prospective SCCA Member:

To apply for membership in the Sports Car Club of America, the world's largest member participation automotive organization, please complete the form below in full and return, with payment, to your region or the SCCA Membership Department, 9033 E. Easter Place, Englewood. Colorado 80112.

PLEASE PRINT OR TYPE

Name _____ Birthdate ____/____/____
 Address _____ Telephone (____)_____
 City _____ State _____ Zip _____ County _____
 Married Single Spouse's Name _____ / _____

Member Number If Current Member _____

IF APPLYING FOR FAMILY MEMBERSHIP (husband/wife & children), list names and ages of children **under age 21**:

03 Name _____ Birthdate ____/____/____
 04 Name _____ Birthdate ____/____/____
 05 Name _____ Birthdate ____/____/____
 06 Name _____ Birthdate ____/____/____

Have you been an SCCA member before? No Yes Year _____ Previous Member Number _____

PRIMARY INTEREST(S) IN SCCA:

Please send me a Crew License.(Check box)

Please indicate the area(s) of SCCA in which you plan to participate, or which interest you most. Your response will be used to allocate your national dues to the areas you indicate. Thank you.

Club Racing Pro Racing Pro Rally Road Rally Solo

Annual National dues			Annual Regional dues		Total
01 Regular Member	\$55.00	+	Regular Member	\$20.00	\$75.00
03 Spouse Member*	\$15.00	+	Spouse Member	\$10.00	\$25.00
10 Family Membeship	\$85.00	+	Family Membership	\$25.00	\$110.00

*Spouse must be regular member's legal spouse.

Speed Freakz Membership (You must be under age 26)
 Birthdate: ____/____/____

	National	Regional	Total
15 <input type="checkbox"/> Regular Speed Freakz*	\$ 25.00	\$ 5.00	\$ 30.00
16 <input type="checkbox"/> Competition Speed Freakz**	\$ 45.00	\$ 5.00	\$ 50.00

* May compete in rally and solo events; may be active in many race specialties.
 ** Ability to hold all SCCA competition licenses.

NATIONAL OFFICE USE ONLY

C- ____ \$ _____
 C- ____ \$ _____
 C- ____ \$ _____
 C- ____ \$ _____
 C- ____ \$ _____

Source

Enclosed is my check or money order for \$ _____ U.S. Do not send cash.

VISA Mastercard No. _____ Expiration Date _____

I hereby apply for membership in the Sports Car Club of America, Inc. and its **Indianapolis / 013** Region and agree to abide by the bylaws.

Applicants Signature _____ Date _____

Dues include payment for subscription to Sports Car (\$19 value)
 (Dues are not deductible as charitable contributions)

June Sprints. I don't have much info at all to go on, but it appears that both Ralph Porter (SSC Neon) and John LaRue (Formula Ford) finished second at the June Sprints at Road America last weekend. This is widely regarded as the second most important and challenging race on the SCCA Club Racing schedule, so no small feat for either of them. Although, knowing these two, neither is likely too content with a P2 finish. Next up is the Indy Grand Prix. Perhaps more details next month.



Clemens 2, All Other Challengers 0. Mr. Burger again showed everybody how to go fast at Fastimes during the June board meeting on 6/11. Again we had a decent turnout, filling up the better part of 4-5 heats. Ralph Porter and I both snagged a fast kart for two runs, but even then couldn't outdo Clemens best (23.8) — although I held fast time for a heat!

Solo Pix. Steve Linn is posting some of the many extra photos that don't make the limited space we have in

Clutch Chatter out on a page at the following link:
www.imagestation.com/album/pictures.html?id=4291730663
www.imagestation.com/album/index.html?id=4291693313

With a digital camera, it doesn't cost anything to go snap happy. Jason Russell and I took over 250 pix at each of the last two events. You can't imagine how difficult it is to

select which ones to print! Steve also has limited space available, so if you have any suggestions as to how we can get more out there, please let us hear about it.

Speaking of Photographers, if you're interested in shooting at the Indy Grand Prix for Clutch Chatter, please get in contact with me ASAP. My contact info is on page 2, or you can try to find me on race weekend (check in the tower).

Spec Miata, Dude! I've been hoping for a full-blown saga about Shane Benson's trip to the big SM race at Laguna Seca a few weeks ago, but it hasn't come yet and the deadline for this issue is here. Shane qualified 36th out of 70. He improved his times from Friday to Saturday, but so did everyone else. He finished the race in 29th and was reasonably happy with the finish. There were a lot of cars off, but only one major carnage that brought out a mid-race double yellow.

The website, www.specmiatawest.com has the results and stories from the weekend, along with some pictures (a few of which Shane appears in). A near confirmation is that SPEED will be airing the race much later on a tape-delay. It will either be a 1/2 or full hour.

Thunder in the Dome 2003? Classic Motorsports recently announced that negotiations have been finalized to "continue on" with the indoor racing event at the RCA Dome in Indianapolis, Indiana February 8th and 9th 2003. The event will still feature full size midgets, non-winged sprint cars, winged outlaw midgets with the possibility of Legends and karts. www.autoracingindoors.com

MELLOW YELLOW



This illustration of Bill Partridge's GT-3 Nissan was provided by Lou Beyer. If you are interested in having Lou do a portrait of your car, purchasing a copy of this illustration, or seeing more of Lou's work, you can contact him at cwbinindy@aol.com or call 317-353-6660

Another of Lou's works, *Taking the Right Line*, was featured on the cover of this year's April Clutch Chatter.



Clutch Chatter Opt-In/Opt-Out

SPECIAL NOTICE! If you want to receive the e-mail notifying you that the new issue of Clutch Chatter is posted on indyscca.org, but you don't want to get all of the other regular e-mails that come through the e-group, you can select to receive only special notices. To change your e-group settings, go to <http://groups.yahoo.com/group/indyscca/>, then select **Edit My Membership**, then change your **Message select** option to **Special notices**.

Indy Region implemented the '**opt in**' approach for mailing Clutch Chatter with the April issue. Unless you sent in the 'opt in' form (below), you will not receive a copy in the mail. A complete, printable, electronic format copy of Clutch Chatter in Adobe pdf format is available to view or download on the Indy Region website at indyscca.org.

All members who did not return the 'opt in' form should have received an **orange special notice** in the mail around April 1 indicating that they have not returned the form and will not receive Clutch Chatter via mail. It will also provide another chance to opt in.

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 a **special notice 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 USPS.

In order to receive this special notice e-mail, 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 (see Special Notice above):

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

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

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 members of Indy Region will receive Clutch Chatter in the mail. They will be able to elect to opt-out by filling out and mailing in the form below.

Non-members. Clutch Chatter is a valuable tool for recruiting new members into the region, and drawing participants to our events. 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 for this issue's mailing.

If you **change your mind**, you can complete and mail in the form below.

Opt-In/ Opt-Out Form

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

Indy Region SCCA Members Only:

Opt-in to continue receiving Clutch Chatter via mail by completing and returning this form.

Opt-out to stop receiving Clutch Chatter via mail by completing and returning this form.

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 _____

Speed Freakz Spotlight: Loren Long

By Jennifer McLeish

Current Cars: Black '96 BMW 328i, White '87 BMW 325
SCCA Program: Autocrossing and eventually road racing. I race with the BMW club too.

Date Started: Summer of 2000

Work/School Commitments: I work for a Real Estate Agent and am working on getting my realtors' license. I also go to IUPUI part-time. I am a junior with a major in Sports Management.

When Graduated: I hope to work for Four-Leaf Management Group in California.

Favorite Racecar Driver: Ralf Schumacher

Favorite type of Racing: Formula One, "the only *real* racing." I also like the World Challenge Touring and GT Series.

Favorite car: McLaren F1

Favorite reasonably priced car: BMW M5

Favorite after-market parts company: Dinan and AC Schnitzer

Other hobbies/interests: Hockey and Lacrosse

Favorite drink: Orange juice

Favorite color: Yellow

Favorite movie: Swingers

Favorite TV show: Friends

Favorite model: Estella Warren



Favorite actress: Charlise Theron

Favorite place/vacation spot: A condo in St. Pete, but I am going to Germany in July, so this may change.

Three things to have if stranded on a desert island: A lacrosse stick & ball, a good-looking girl, and a boat.

Give  a try
 It'll drive you outta
 your freakin' mind!

COMPETITOR OF THE YEAR

The Competitor of the Year awards (both 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. You must score points in at least two categories. Top nine finishes, max four per category. Points: 9, 6, 4, 3, 2, 1 for first thru sixth respectively. You must beat somebody in your class to score points for an event. Most points win.

So far this year nobody has firmly established a dominating position in the CotY points. Several have set themselves up by virtue of building some points up in one discipline, but few have done any crossover to date.

The seasons are just getting rolling, and July offers two rallies, a race and a solo event. Time to get it started!

Here are points for some of the contenders:

Jul 6-7	National Race @ IRP
Jul 13 (Sat)	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 Pikes Peak Hillclimb

* indicates non-points event. Dates and events are subject to change

Competitor	Rally	Solo	Race	Total
Matt Curry	3, 6	4, 9		23
Jennifer McLeish	3, 9	9		22
Steve Linn	6	9, 3, 6, 6		30

Where do you stand & what ya gonna do about it?

Classifieds

Classifieds are offered as a free service to Indy Region members. Please submit to Matt Curry (contact info on inside cover). Deadline for August issue ads is July 20.

Jay Shadoan's #1 ITA RX-7... Doctor says because of ALS (Lou Gehrig's Disease) I can no longer drive...some of my competitors say I never could! This 1985 Mazda has the best of everything...Heinz Brothers motor, brake ducts, ATL fuel cell, Nascar type roll cage by Charlie Clark, 8 Panasports with Hoosiers, 4 American Racing with new rain tires, MSD ignition, adjustable springs front and rear, Ground Effects suspension with tri-link and panhard bar, adjustable front Koni's, rear Bilsteins, everything that legally can be done has been by Charlie Clark. Dual axle 1999 Simpson trailer with aluminum ramps, electric winch with on-board power supply, electric brakes, tire/tool box including equalizer hitch and bars. Complete package with race car, trailer, 12 wheels and tires, plus lots of spares \$6,000. Call Jay Shadoan at 317-846-5784 or 317-698-9512 or jayshadoan@spitfire.net

Trailer Wanted. Looking for enclosed trailer for formula cars. Contact Johnny Reisert 812-272-2143 or reisertracing@yahoo.com

4 new Hoosier A-70 13" Dirt Stockers. New never used. Have DOT rating, perfect for IT. Chain link tread pattern. Mounted on 6" wide 4 lug steel rims w/ steel valve stems. \$200 obo. Buy em and it won't rain at your next race. Call David Barnard (765)675-3806, Revved@nupoint.com

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.

1977 BMW 320, only driven for short distance on weekends and not at all for the past three years (barn stored), this car is set up for Solo II, FSP, could easily be converted to street or track. BBS wheels, (set of Alpina wheels available at extra cost), Flowmaster muffler, Repco pads, four point harness, header, Suspension Techniques sway bars front and back, Eibach springs, Bilstein shocks, strut brace, quick shift kit, twin webers (40DCOE) on Korman manifold, K&N air filters, 3.91 limited on car, spare 3.64 limited. \$2800 or offers. Richard Atkins (812) 446-1313 richarda@ccrtc.com

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 Call Raleigh Boreen @ (317)706-8969

Tired of Solo? Want more kick than Rally? Wishing you had more Horsepower? How about a Kick-Ass **GT-1 Camaro**? Only \$19,500 with more

spares than you can put in a crew cab dually. Trailer available. Will deliver and help crew for awhile. Can even convert to current body style. Might consider reasonable trades or terms. Let's get creative. Gary Parker, 317-590-7437 or bearfamily17@juno.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. Willing to take trade, IT car, production, or GT car. Car available as roller or with fresh national engine. Open trailer included. Call or e-mail for prices or info. Call J. Mark Reisert 812-275-7528 or reisertracing@yahoo.com

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. First \$250 takes 'em. Dave Hart (317)773-1500 x231 days, 849-2495 evenings, dave.hart@insightbb.com

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4444 Decatur Blvd. Suite 6
Indianapolis, Indiana 46241
(317) 821-3306

Located in the AMERIPLEX complex- near Indy airport

Indy Region's July Board Meeting at



Karting: If you haven't tried indoor karting, then you don't know what you're missing! Anybody (SCCA or non) can show up and run. Bring your friends. It's just a reason to have a lot of fun together! Show up any time between 6-10PM and run the karts.

Board Meeting: The board has to take care of some business before we can jump in the karts. Anybody is welcome to sit in on the meeting. We'll start at 6PM.

Where: Fastimes is located just south of 96th Street, east of Keystone/US 431, south of Woodland Bowl. The address is 3455 Harper Rd. For directions or more information about Fastimes, click www.fastimesindoorkarting.com or call them at 317-566-0066.

Contact: Jennifer McLeish jmcleish@iupui.edu 317-329-0710
Matt Curry mc2fast@indy.rr.com 317-818-0769

Regular Fastimes pricing will be in effect. The cost for each 18 lap session is \$18. You must be 18 with a valid driver's license -- everybody is welcome to watch!

Tuesday July 16

6 - 10 PM

Another quality event guaranteed to increase your smiles per hour brought to you by your friends at Indy Region SCCA

Indianapolis Region SCCA
Clutch Chatter Newsletter
C/o Dave Hart
7811 Ashton Place
Fishers IN 46038

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