



SEPTEMBER 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



Clemens Berger, E Stock

Indy Region's **TOP DOGS**

*vie for
National
Championships
at Topeka and
Mid-Ohio*



Fred Edwards Jr., F500



Complete Solo II Nationals and Runoffs Preview Inside



John Larue, Formula Ford

*Indy Region Board Meeting
September 18 at*



See back cover for details

indyscca.org

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Calendar

September 8	Rally #8, Signs Signs Tour
September 9-13	Tire Rack Solo 2 Nationals at Topeka
September 16-22	Valvoline Runoffs at Mid-Ohio
September 18	Board Meeting, Fastimes Indoor Karting
September 22	Solo #7, 16th Street
October 5-6	BMW Driver's School, IRP
October 13	Rally #9, Fall Foliage Tour
October 27	Solo #8, Converse
November 3	Rally #10, Pikes Peak Hill Climb

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Share the FUN...

A new issue already??? After thrashing on the racecar for the past few weeks to make a late season run at a little road racing, I've been wondering where the summer went. I hope everyone has been enjoying this year's events, but they're not over yet. In addition to several Solo and Rally events, the Solo 2 Nationals and the Runoff's, we are also going to staff the BMW Club Drivers School in early October. Please support your Region by volunteering to help out at the school (advertisement elsewhere in this issue) and enjoy the company of your fellow motorsports enthusiasts in this relatively relaxed event.

I'd like to thank everyone who came out and helped at the National Rally that Indy Region put on last month. Based on the feedback that Chuck received, the other Rally organizers participating in the event were extremely envious of

the help and support given by the Region's membership. Congratulations to everyone for a job well done.

Get involved... We still need some additional help with the Election Committee for next year's Board of Directors. This committee is responsible for soliciting nominations and mailing the election ballot, and must consist of members who are not currently on the Board. Please consider helping out with this important procedure that culminates in the election of Indy Region's future leadership. Please contact Dave Hart (or any board member) to let us know of your interest.



See YOU at our next event... Share the FUN...

Spare Parts

By Matt Curry

As this year starts to wind down to a close, I have decided that I will not continue as Clutch Chatter editor next year. I have enjoyed doing it for these past couple of years, as it has been very rewarding. It has given me a great outlet for my creative energy and allowed me to contribute to Indy Region at the same time. The reason for this decision is because of constraints on my time.

The demands on my time have grown quite a bit recently. I just started a degree program in August, both of my daughters are very active in travel soccer, and the pace has picked up at work. I will not have the same amount of time available to spend on SCCA-related activities. So I need to make choices on how I will spend that

time. There are other things I want to try.

My last issue will be December 2002. Thus the call for a new editor goes out.

I have compiled a great set of tools, templates and procedures. This should help whoever takes over. This includes the digital camera, MS Publisher, and two years worth of reusable material. I am very willing to help get the new editor (or editors) started. I would also like to continue to take photos at events.

Please contact me if you are interested.
317-818-0769 (evening), email mc2fast@indy.rr.com

Board Nominations

Elections for 2003 Indy Region board members will be held on Saturday, December 7, 2002, at the Annual Membership Meeting. As the chairperson of the Election Committee, it is my responsibility to solicit your nominations for the board positions.

If you have any questions about the responsibilities of a particular board position, you may contact me or any current board member. Contact info is listed on page 2.

You may submit nominations via snail mail using the attached form — mail to: 9115 Trinity Place, Indianapolis, IN 46229.

Or you can e-mail to me at jccastel@indygov.org.

Thanks, Jan Castellucio

Nomination Ballot for 2003 Indy Region Elections

Regional Executive _____

Assistant Regional Executive _____

Treasurer _____

Secretary _____

Membership Chairperson _____

Activities Chairperson _____

Mail to: Jan Castellucio,
9115 Trinity Place, Indianapolis, IN 46229

E-mail: jccastel@indygov.org

It is truly amazing what can happen when a great idea comes together with people who are passionate. A case in point would be our recent trip to compete in the MazdaSpeed Cup, in which six fairly normal people with different backgrounds (some not necessarily motorsports related) came together and formed a team of racing renegades willing to do everything and anything it took to help the team as a whole succeed.

As with most great events, it all started with a dream and some beer... ☺ But first, a little background music...

Spec Miata is a road racing class that is new to CenDiv this year, but it has been around for over three years in regions south and west of here, and it is the fastest growing class in the SCCA. I own a performance shop in Indy, and earlier this year spent four months of my spare evenings and weekends building Frances (aka "The Mule"), my Spec Miata. I am a rookie driver for sure, with nothing but a couple seasons of autocross and time trials, and years of experience behind the wheel of various high performance machines. Still, I like to think I have acquired some skills.

Chuck Wills, Mike Selvey and I hooked up one night to greet a Miata competitor in town for Car and Driver's One Lap of America. Chuck is President of the local Miata Club, and Mike is a club member/Miata owner, so it came as no surprise that their interest was piqued when I casually tossed out the idea of making a trip to the legendary Mazda Speedway at Laguna Seca in beautiful Monterey, CA. Within days a skeleton crew of unemployed, under-employed, and otherwise-socially-irresponsible friends was formed and viola! The makings of a campy low-budget racing movie:

The Plot: Take a rag-tag team of five enthusiasts and one novice driver, spontaneously pack them and their gear in vans, trailers and planes and ship them off to distant Monterey, California to compete in the biggest Spec Miata race ever. Do it all on the same weekend as the Monterey Grand Prix featuring CART, Formula Atlantic, and Skip Barber Dodge.

The Scene: Located at the legendary Mazda Raceway at Laguna Seca. 70+ cars (the largest group ever fielded at that facility) to hit the track and 70+ adrenaline-crazed competitors battling it out for top honors.

The Cast: Chuck "The Prez" Wills, Mike "The Mayor" Selvey and Chris "Gas Man" Poglitsch play true hard core iron-butt race-crazy roadies, hauling the car and the gear 5000 miles to and from sunny California. Jason "Grrrr!" Baugh, Carol "Hot For Teacher" Roth (Poglitsch's girlfriend) and myself fly out in the lap of commuter-class Delta luxury. Throw into the mix Troy "I'll Eat That" Stinson, our secret seventh team member cleverly disguised as a hospitality worker for Walker Racing... aah the plot thickens!

Laguna Seca is one of the most beautiful places a race-car driver or fan could visit. Admire the stark beauty of it's hilly surroundings; feel the weather change from see-your-breath cold to hot and arid; lust for the gorgeous track with it's marvelous technical layout and exhilarating elevation changes; stand with respect and awe at the top of The Corkscrew. Monterey is equally as beautiful; I hope someday to be able to afford a cardboard box on a sidewalk there ☺

Yeah, that's all nice... when do we get to race?!

Friday started with an early morning practice session and ended with a late-day qualifying round. No warm up laps or pace cars here, kiddies, just all 70 of you line up and GO once you hit the track. Not standard procedure for an SCCA event but hey, time's limited when you're sharing the track with Paul Tracy and company. Amazingly there were still cars filing out of the paddock by the time I got around the backside! Our first practice session went well, but the car had some problems that needed to be sorted out. Frances was plowing like my dad's F150 in the dead of a snowed-in Michigan winter, and then would revert to wicked oversteer upon lifting the throttle. Still we managed a respectable lap time, placing upper mid-pack. In the pits, a quick alignment check revealed a couple of gremlins that we set out to correct. Our changes worked and we picked up a couple places in the afternoon qualifying session, moving us into the top 30. During the day we had plenty of opportunity to mill about and check out what other teams were doing; every aspect of SCCA club racing was present, from the guy who built his in his garage last month to the top shelf Pro Spec Miata teams from across the country. It was amazing to see the diversity of people and cars, like 70 different interpretations of the same basic theme.

The next morning we fiddled a little more, and Frances got a little better. Unfortunately we didn't fiddle enough (or was that too much?) and lost a couple spots in the morning session, moving us to the back half of the field again. The groupings were so close that often 10 or more positions were separated by only a few tenths of a second. Fortunately the great thing about being at the largest Spec Miata race ever is that there are plenty of friendly people there willing to share information. Miata owners are unique in that they form a sort of community that is perhaps not so prevalent with some other classes. Everyone we ran into had the same "for the class" mentality, and was very helpful. We borrowed tools, exchanged ideas, and supported each other, so in all I guess you could say we all formed one very large team in the name of promoting the SCCA and Spec Miata.

We picked up some tips, again put the screws to Frances, and hit the track. Afternoon qualifying resulted in a 36th place start for the Sunday race, squarely mid-pack. I

was quite disappointed with this, figuring we had maximized the car, and was convinced that my driving must be the problem. I felt like I had already let the team down. However, I was fortunate enough to run into a long-time racer and engine builder that had been involved with the SCCA for decades. After asking about the car and its preparation, he was amazed we were doing what we were... Frances was my daily driver for three years, and she has 110,000 miles on her, most of which were under the unrelenting pressure of my right foot. No engine freshening, no limited slip, no high performance clutch, no chassis bracing... his list went on, which helped boost my confidence and morale. If he was trying to make me feel better, it worked. I decided that I was simply going to do my best, and however we finished, I would be satisfied with it.



At last race day was upon us. We decided as a team to take it easy on Sunday. The Mule was as ready as she was going to be, and so was I. Besides after all their hard work over the last two days, it was definitely time for some serious team R&R. We watched the support races, and about half of the CART race, visited the gift shop, ate some great food and generally relaxed and had a good time. Chip Ganassi used me for an apex while riding a scooter through the paddock ☺ Finally about an hour before the race I could feel the apprehension building up inside of me... but I figured better to get it out of the way now and be ready for the race! I was worried, nervous, uptight, whatever you want to call it, I was definitely feeling the pressure. Everything we had all worked so hard to prepare for over the last month was coming to a climax. I let the apprehension wash over me until it simply faded away. We assembled again as a team and got ready to go. Everyone was great; I dressed while the team attended to last minute details on the car and the workspace. Finally we got set up on the grid. Team members took their positions; Jason was on pit row, Chris and Carol were up on the hill in front of turn 2 (Andretti Hairpin). Mike was up in the bleachers

between 4 and 5, and Chuck was strategically placed at the bottom of The Corkscrew, all in radio contact with me in the car. They were my eyes around the track. Finally the MazdaSpeed Protégé pace car led us out onto the track for a warm up lap. Coming around the backside, the pace car pulled off and the green flag was thrown. Suddenly everything fell into place; 70 cars instantly battling it out down the front straight at Laguna Seca, man this race was ON!

Fortunately everyone made it through Andretti Hairpin with no incidents, the only race of the day to do so. A couple laps went by and the field had settled down, but there were battles going on at every point on the track. Talk about traffic, everywhere you looked there were groups of cars scraping for every last inch of tarmac and ounce of horsepower they could get, and then some. It was total vehicular carnage! Due to technical difficulties we immediately lost a couple spots at the start of the race. After settling in, I was able to move up through the field and gain a number of positions. About midway through, the only yellow of the race was thrown in order to pick a hapless Miata out of the wall at the end of the Corkscrew. Upon restart, we picked up a couple more positions with a good run down the main straight... and then the unthinkable happened! Coming down off the hill turning onto the last section before the main straight, I went off track on the left side by the paddock... AARRRGH!! Five cars shot by me in the time it took to get back on track and re-establish my position. We made some of it up, but before you knew it they were throwing out first the white, and then checkered flags. The entire week came to a climax; the race was over, and we had finished in one piece... and in respectable fashion!

Frances ended up finishing 29th overall, with a best lap time of 1:52:022. For the record, the front running cars were turning 49's. SpeedVision Challenge racer and local resident Ken Dobson took top honors. But what we took with us was more than a trophy, it was the memory of a once-in-a-lifetime event that none of us would ever forget. Each and every person on our team contributed to the total effort, and there is no way it would have happened without every one of us. As a beginning race driver, I learned more in one weekend than all of my previous races combined, both about my car and my skills. It truly was a character-building experience that is still with me today.

I would like to thank everyone on my team. They made this happen, and deserve all the credit for the weeks of preparation, getting us there and back 5000 miles later, working to exhaustion, from dream to reality. You'd be hard pressed to find a more dedicated, more passionate group of people.

So, who wants to go next year? ☺

SCCA NATIONAL CHAMPIONSHIP



Indy Region should be well-represented at the Valvoline Runoffs this year, with at least two drivers that deserve strong consideration to win the national championship in their class.

David Daughtery, Showroom Stock B. Stealth mode must be on, as David Daughtery returns seeking Runoffs championship number seven. SportsCar Magazine's pundits did not even mention him. They must not have known that he was coming. David should get Indy Region's medal run going early, as he should be on top of the podium after race group 2.

John LaRue, Formula Ford.

On the other hand, SportsCar chose John to get his second gold medal this year, returning to the top after a long five years since his last Runoffs win in 1997. It would be hard to argue that Indy Region has not owned Formula Ford, winning four of the last seven. It will be nice to see John carry on the winning tradition.



David Daughtery, SSB

Tom & Fred Edwards, Formula 500. These brothers have had some tough luck the last couple of years at the Runoffs. Yet they have certainly been fast. Fred had pole in 2000, and Tom had pole last year. It has not paid off for either. Can they parlay their speed into medals?

Ralph Porter, Showroom Stock C. Sorting out a new Neon has kept this young man busy for the year. He feels that he is ready for another strong challenge this year. A podium finish is in his sights.

Bill Baten, Touring 2. This racer surprised us all at the Runoffs last year. He could do it again this year.

Vince Ashton, American Sedan Heavy metal madness is my name for this big class, and Vince personifies that to a "T". Look for him in his dark blue Camaro.

It seems a sure bet that Indy Region drivers will bring home some medals, it's just a question of who and what color. Good luck to all!

Indy Region's Current Mid-Ohio Track Record Holders
 SSB R 1:47.811 David Daughtery Miata 10/9/1998
 F500 Q 1:32.111 Aaron Ellis Red Devil T-29 10/7/1999
 F500 R 1:31.655 Fred Edwards Jr KBS MK8 10/8/1999



Tom Edwards, F500

Runoffs Schedule

Practice starts Monday, September 16. Qualifying follows on Tuesday, Wednesday and Thursday. The 24 National Championship races are spread evenly across Friday thru Sunday. Below you will find a list of the Indy Region drivers' races. Come on over to Mid-Ohio and see some of the best racing in the world!

For more information about the Runoffs, or to keep up with results from all of the qualifying, check out the following link:
www.scca.org/amateur/club_racing/runoffs

All of the races will be broadcast on Speed Channel on a tape-delayed basis.

Friday			
Race 2	SSB	10:55AM	David Daughtery
Race 5	T2	2:25PM	Bill Baten
Race 7	AS	4:15PM	Vince Ashton
Saturday			
Race 9	SSC	10:00AM	Ralph Porter
Race 10	F500	10:55AM	Tom & Fred Edwards
Race 13	FF	2:25PM	John LaRue

Valvoline Runoffs @ Mid-Ohio

The SCCA Valvoline Runoffs®, has evolved into what is now commonly agreed to be the Super Bowl of amateur road racing. The Runoffs were named by *Car and Driver* magazine as one of the Top 10 racing events in motorsports.

This event brings a long history to the Mid-Ohio Sports Car Course with 2002 being the 39th edition of the National Championships. More than 600 drivers are competing for National Championship medals in 24 different classes. This event at the Mid-Ohio Sports Car Course promises lots of exciting competition and close racing since the track is known as a driver's track rather than a horsepower facility. With drivers, crew, workers, and sponsors from all over the country in attendance, the 2002 SCCA Valvoline Runoffs® should be one of the best events ever.



QUALIFYING FOR AN INVITATION

Each of the eight Divisions hold a minimum of six National events where drivers compete for national points to gain an invitation to the Runoffs. Each contender can participate in as many National races as they want, but can only count the points from their top six finishes.

Only the top 10 competitors per Division in each of the 24 classes are invited to the Runoffs, so competition usually comes down to the last National events of the year held over the Labor Day weekend. Many drivers spend the end of the summer "chasing points" by traveling to races out of their own Division and acquiring the extra points necessary to guarantee them an invitation to the prestigious Runoffs.

WHY GO TO THE RUNOFFS?

While the big names make thousands or even millions of dollars a year, normally club racers compete for trophies. There are a few classes supported by contingency sponsors throughout the season, but most of the time when a club driver is on the track it is for fun and to test himself against his fellow competitors.

Winning a National Championship at the Runoffs means defeating the best club racing has to offer as well as bragging rights to say "I am the best in the country." The long list of past National Champions reads like a "who's who" of motor racing. Bobby Rahal, Jimmy Vasser, Scott Sharp, Elliott Forbes Robinson, Skip Barber, Paul Newman, and Dave Weitzenhof are just a few of the familiar names. For many of these drivers, a National Championship was just a stepping stone on their way to making a name for them-

selves in auto racing.

A National Championship looks good on the racing resume and can help with sponsorship proposals for the following year. Securing a sponsor can help with a bigger and better season for the following year, be it in Club or Pro.

FOR MORE INFORMATION

For General Admission ticketing information please call 1-800-Mid-Ohio; 419-884-4000 or check the information on Mid Ohio Sports Car Course's Web site.

If you are planning on attending the Runoffs and need information on Hotel Accommodations, the Mansfield & Richland County Convention & Visitors Bureau can help! Call (800) 642-8282 or (419)525-1300; 419-524-7722 (Fax). You may also contact them via e-mail at visitors@mansfieldtourism.org.

Information courtesy of www.scca.org/amateur/club_racing/runoffs.

Recent Indy Region Runoffs Champions

Year	Class	Driver
2001	FF	Kyle Krisiloff
1999	SSB	Dave Daughtery
1998	SSB	Dave Daughtery
1997	AS	Tim Selby
1997	FF	John LaRue
1996	FF	Bruce May
1996	SSB	Dave Daughtery
1996	T1	Kerry Alexander
1995	FF	Bruce May

Cendi v National Racing Point Standings as of 9/2

Eligibility for the National Runoffs is: 4 Starts, 2 In Division, 3 Finishes, min 4 points, and In Top 10 in class

Driver	Place	Pts	Races	Class
Steve Alexander	2	33	3	T1
Ralph Porter	3	49	6	SSC
Tom Edwards	4	45	6	F500
John LaRue	4	48	6	FF
Dave Daughtery	5	43	4	SSB
Vincent Ashton	6	31	11	AS
Fred Edwards Jr	6	40	6	F500
Bill Baten	8	30	7	T2
Terrence Garrett	12	22	4	S2000
Emmett Murphy	14	10	3	FM
Chris Jennerjahn	16	13	4	FV
Brian Jennerjahn	17	11	5	FV

2002 Cendi v Race Schedule

DATE	REGIONALS	NATIONALS	OTHER EVENTS
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)		

(D) Double
(R) Restricted
(T) Tentative
(C) Regional Champ Series
BHF-Blackhawk Farms
BIR-Brainerd Int'l Raceway
GRA-Grattan
GM-GingerMan
IRP—Indy Raceway Park
M-O—Mid-Ohio
RA-Road America
WAT-Waterford Hills



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Call for Corner Workers

BMW Drivers School

October 5-6

Indianapolis Raceway Park



We are only asking for workers on October 5 & 6. We were treated well at last years event and look forward to helping them put on another good event.

Contact Dave Hart at 317-849-2495

12 August 2002

Historical Perspective. One of the advantages of being both the Club Archivist and a member of the Board of Directors is that I can occasionally lend some historical perspective to what is going on in our Club today. I would like to share some of that with you in the context of what your club leadership is currently doing.

The "New World Order". I had to chuckle when a recent Internet thread referred to the SCCA of Steve Johnson as being the "new world order." The implication was that our President has taken it upon himself to change the shape and direction of SCCA. And in so doing, it is perceived by some that he has set it on a course to ruination. Certainly there have been changes since Steve came on board. Those changes have had the oversight and approval of your duly elected Directors and, frankly, have gotten pretty high marks from most of the membership. I, for one, do not believe we have fundamentally changed the face of SCCA one bit. I personally recall all the uproar directed at former SCCA President Nick Crow and one time Club Racing VP Steve Petty over the infamous "New Initiative" plan to revamp Club Racing. Both were accused of taking the club out of the hands of the members and changing it in a manner that would destroy us. Yet we are here today.

We recently lost one of the most influential members in our history with the passing of Tracy Bird. In the late 50's and early 60's Tracy served as both Chairman and President during a time period when we moved from being a highly elitist and strictly amateur organization, into what we are today. A number of members of that day raised the flag of warning that this was the end of SCCA. Yet here we are, over 40 years later. And I have every belief that 40 years from now, some other archivist will look back at today and smile knowingly. The SCCA will still be going strong.

Enterprises "New Car". Many stories have surfaced regarding a possible new car or cars out of SCCA Enterprises. Comparisons have been made to both the Spec Racer (successful at over 800 cars but with financial problems in its past) and Shelby Can-Am (clearly not a success story since you can't even find one nowadays). However there are fundamental differences in the way that this new car is being approached. First off, the cars are not proposed to be built by Enterprises and the funding for them will not draw from Club resources. Secondly, the car will not have its own National Class immediately created by executive BoD decree, as shown in the minutes of the July 22 BoD conference call. Rather, the inclusion of the cars in our program will include Competition Board guidance and membership review. I went into the discussion adamantly opposed to the new cars. It is a sign of how different the process is this time, that once the BoD had plotted its path around the potholes of the past, I was unable to find a legitimate reason to vote against the July 22 motion.

Trans-Am Changes. The Trans-Am has gone through a number of changes in the past couple of years, both turning the promotional and organizational rights over to the Panoz organization and by changing the cars involved in the series. This has some people concerned. In reality, however, the Trans-am has gone through many major changes on its path to becoming the longest running road racing series in US history. Across time the series has run American pony cars exclusively during two periods, been dominated by European imports several times (Porsche, Jaguar, and Audi all had their turn), and for a while it existed as nothing more than a top level Club Racing series for A, B and C Production cars. Trans-Am has had at least six major format changes and has ranged from as many as 14 races per year to as few as 3. Still it rolls on and I expect that it will continue to do so, its flexibility actually being one of its strengths in the ever-changing motorsports marketplace.

Staff Changes. We all know that the impending move of the National Office to Topeka has resulted in the loss of some staff members who have opted not to move. While we all regret the loss of these folks, I am very impressed with the new personnel that are coming on board and have been working alongside the people they are replacing. I am also pleased with the staff members who are making the move, including some who initially declined and have since changed their mind and joined the move.

ProRally. A few years ago I served on a BoD subcommittee that had to decide on whether to recommend the continuation or discontinuation of SCCA's ProRally program. Over lack of growth, lack of exposure, and fears regarding insurance coverage, the program was seriously close to being terminated. By a narrow margin, we decided to give it another try. A little less long ago the BoD had to assess the economics of the ProRally program and again it was a hard decision. But today's situation makes it clear that they were the right decisions, as ProRally is currently one of SCCA's shining stars, drawing major TV exposure and sponsorship and gaining worldwide recognition. And this year it is an all-star on the financial ledger as well. All those involved in the program deserve a round of applause.

Rules Changes. At the August BoD meeting, 2003 rules change proposals for Club Racing, Solo, ProRally, and Road Rally were considered and approved and are published in the BoD minutes in SportsCar. This year there were no items of major controversy either from the BoD or the membership. This seems to speak quite well of the job that the various program boards are doing.

Contact Pete Hylton at:
Email: phylton@scca.org
Phone: 317-852-5923
Address: 7591 N. State Road 267
Brownsburg, IN 46112

16th Street Solo Serendipity

Points Event #7 of the Indy SCCA 2002 Solo Season
Rain or Shine

16th Street Speedway / Bush Stadium Parking Lot
1501 West 16th Street, Indianapolis, Indiana

Registration & Tech: 8:00 AM - 10:00 AM
Driver's Meeting: 10:30 AM
Event Start: 11:00 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 (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. Contact the Solo Chairman for more details.

Sunday September 22

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

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.

The competition has really heated up this month, with four strong challengers emerging. This is by far the tightest competition in many years. Shane Benson finally showed up at an autocross, scored a second, and put himself into the mix. He's out racing some more and could easily max out with 36 points in race alone. Jennifer McLeish has decided to run CS instead of GSL, which ensures that she'll have somebody to beat up on so that her points will count. She could possibly max out solo points, and we expect to see her run some more rallies, too. Steve Linn plans to run more rallies, and a couple of more solo wins would max him out in that category. De-

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

fending champ Matt Curry is currently on top by the slightest of margins and needs to step it up to hold on if he wants to keep that big sterling plaque on his mantle for another year.

Jennifer also has the hold on the SpeedFreakz award.

Any competitor could score another 45 points in Indy Region's remaining rally and solo events alone — the trophy is still not out of anybody's reach!

Competitor	Rally	Solo	Race	Total
Matt Curry	3, 6, 9	4, 9, 3, 3		37
Shane Benson		6	9, 9, 9	33
Steve Linn	6	9, 9, 6, 6		36
Jennifer McLeish	3, 9	9, 9		31

Where do you stand & what ya gonna do about it? If you think you should be listed, e-mail me at mc2fast@indy.rr.com or call me at (317)818-0769.

Solo Report: Wasn't that Elvis in that cornfield? By Steve Linn & Chris McGuire

Our July 28th Indy vs. Ft. Wayne challenge was a great success. Over 125 competitors showed up on what would begin as a hot summer day and then end with a deluge of water. I don't think anyone would have expected an airport to turn into a giant lake within 15 minutes! Apparently the Solo program has inherited a little bad luck from the Race program when it comes to weather. But after the first downpour was over, we were able to get the final run group finished up, a quick trophy ceremony completed, and a frantic thrash to pack the trailer before then next storm hit. Thanks to all that helped out and especially to **Darren Daubenspeck** for pulling the trailer and helping set up the course on Saturday. Of course that meant Darren got to thrash on Steve's car, but that's a different story...

Steve and Darren also earned their autocross camping merit badges by spending the night at the event site on Saturday in order to keep an eye on all the cones and equipment. I can't imagine how hard it was to sleep on that lumpy concrete. Using the tumbleweeds as a pillow probably helped. Pictures from the event (as well as from earlier Solo events this year) can be seen at www.imagestation.com by searching on the keywords "Indy SCCA".

We are rapidly moving towards the end of the season. We return to the Anderson Delco lot on August 31, back to 16th Street on September 22, and end the season with another co-sanctioned event with the Ft. Wayne Region at the Converse Airport on October 27. Plan on making that last event if you have never run a ProSolo format!

HELP NEEDED! As we continue to expand the successful Indy Region Solo program, the next item on our wish list of improvements would be a new Solo transport vehicle – one with a motor! We are beginning to look at, as many other regions have already implemented, the possibility of acquiring a used box truck or step-van to use as our cone-hauler and base of operations at our events. As we have stated many times before (we know you are all tired of hearing it), our biggest headache always seems to be getting the Solo trailer transported to the event sites. If anyone in the region has any knowledge, background, information, contacts, rumors, etc. that would help us in our quest to find an affordable "new-to-us" vehicle, please contact either Steve or Chris.

MORE HELP NEEDED! Another item that we need to address in the future of the solo program is Chris and Steve's successors as Solo Chairmen. In order for the program to prosper, we need our Solo competitors to start stepping forward and taking on additional duties within the Solo program. While at this time Steve does plan on continuing as a Solo Chairman in 2003, Chris will be stepping down to concentrate on other things after 2 successful seasons. After the 2003 season, Steve will be stepping down as well. This makes it imperative that we begin training new Solo program chairmen during the 2003 season. If you are interested in stepping up your involvement with the program, please contact Chris or Steve soon.

In addition, during the 2003 season we will be **REQUIRING** Event Chairman for each event. This will also allow folks to get more of a feel as to the actual running of individual events while the Solo Program Chairmen will concentrate on the program as a whole and transitioning the behind-the-scenes duties over to the new Solo Chairs in 2004. The duties of an Event Chair are all the things you already see us do at an event: Arrive early, set the course, run registration, run the drivers meeting, assign run groups, oversee the running of the event, and hand out trophies at the end. By working as an Event Chair, you will get a good idea of all that is involved during an event, plus you can qualify those year-end trophy points. If we do not have Event Chairmen in 2003...we will not have any events in 2003. Remember – this is YOUR club!

And speaking of year-end points: a reminder that Solo competitors must compete in a given class in a minimum of 50% of the events, must be an active Indy Region member before the start of the final event of the season (an Associate Indy Region membership for other SCCA Region members is only \$10), and must qualify their year end points by working a specialty position such as Event Chairman, Registration, Course Design, Course Set-Up or Tear-Down, or Safety Steward to be eligible for year-end trophies. Please see Chris or Steve to confirm if we have you listed as "qualified". We will continue to post the current points standings at each event.

As always, we can be contacted at:
Chris McGuire 317-577-2518 m McGuirecm@aol.com
Steve Linn 317-297-4814 racerlinn@juno.com

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Warren Leveque brought out his "pig" CP Corvair (see Solo Is, p. 16). Mike Stensland (ST5 31) contemplating his run. At least somebody enjoyed the aftermath of the big storm that blew through late in the day during Group 3's runs. The big turnout included lots of Detroit iron — including a big F Stock field (right). Mike Hoover (CP 128, lower right) exceeded the limits of adhesion and boiled off a big chunk of left front tire. Brian Gard (below) was one of many who struggled to find grip after the great flood. Jennifer McLeish (CSL 19, above) outran her dad, Mike, in his new C Stock Miata. (Next page) Is this the new Indy Region solo uniform? Photos by Jason Russell and Matt Curry



Anderson Cone Quazemire

P Driver	Best	P Driver	Best	P Driver	Best
Super Stock		G Stock		C Prepared	
1 Kent Parkinson	57.608	1 Frank Levinson	60.067	3 Brian Hoover	55.226
2 Richard Panton	59.018	2 Brian Gard	60.150	4 Michael LeVeque	55.351
3 Nick Parkinson	68.007	3 Rick Whittaker	60.238	5 Paul Fox	55.794
Super Stock Ladies		4 Matt Curry	60.672	6 Warren LeVeque	55.810
1 Heidi Parkinsson	64.286	5 Jeff Ramsey	60.844	C Prepared Ladies	
B Stock		6 Walter Bishop	61.710	1 Marlene Obenour	58.596
1 Gustavo Hammerly	56.109	7 Michael Trentacosti	62.190	2 Brenda Bland	61.087
2 Harold Hammerly	57.540	8 Tony Trentacosti	62.811	3 Neva Hoover	62.040
3 A. Parkinsson	60.814	9 Joel Connelly	65.209	E Prepared	
4 Joan Karnas	62.462	10 Christopher McGuire	65.232	1 Don Ridenour	61.295
C Stock		11 Stan Dorsey	65.823	D Modified	
1 Bill Headlee	57.783	12 Michael Krey	67.839	1 Stephen Brinkerhoff	53.241
2 Jay Hofacker	58.936	13 Paul Meyer	70.292	Street Touring S	
3 Matthew Malicki	60.416	14 Mike Lancaster	70.725	1 Jake Harlan	57.956
4 Mike McLeish	61.539	G Stock Ladies		2 Ron Conrad	58.197
5 Matt Reeck	62.903	1 Valerie Gard	62.255	3 Steve Linn	59.163
C Stock Ladies		H Stock		4 Mike Stensland	59.459
1 Jennifer McLeish	61.197	1 John Ausbrooks	61.447	5 Scott Woosley	59.473
D Stock		2 Keith Bower	63.239	P Driver	Best
1 Rob Stokes	61.989	3 Joyia Morgan	66.018	Street Touring S	
2 Mike McLeish Jr.	63.164	4 Jorge Sanchez	67.175	6 Mark Vorndran	59.737
3 Troy Stinson	65.036	5 Jeff Rapp	68.118	7 Allan Ausbrooks	60.461
E Stock		6 Aric Brown	70.283	8 Scott Dales	60.845
1 Clemens Burger	57.064	7 Dave Johnson	70.400	9 Randy Hoover	60.847
2 Daniel Stone	58.723	A Street Prepared		10 Seth Mansue	60.915
3 Cooper Lacy	60.840	1 Rick Brooks	53.216	11 Aaron Meyer	61.309
4 Robert Cochrane	60.917	2 Ted Drummond	57.857	12 Andy Happel	61.522
5 Jason Casey	63.892	3 Bryan Alexander	58.531	13 Jim Lin	61.526
F Stock		4 Eric Baker	59.084	14 Steven Schnelker	61.907
1 Mark McKinnon	58.399	5 Shannon Baker	63.064	15 Darren Daubenspeck	61.924
2 Kyle Broeker	59.067	6 Richey Brooks	64.080	16 Scott Childress	62.449
3 David Johnson	59.122	B Street Prepared		17 John Haefele	62.627
4 Sean Murphy	62.671	1 James Heggen	57.297	18 Michael Reed	63.336
5 Kyle McKee	63.020	C Street Prepared		19 Jeremy Pulliam	66.192
6 Phil Whicker	63.476	1 Steve Mieritz	55.431	20 James Bose	67.686
7 Steve Clay	66.163	2 Shane Benson	57.155	21 Chris Heath	68.118
8 Travis Smith	68.769	3 Brian Davis	60.953	Street Touring X	
9 Jon Adams	69.737	4 Jason Russell	61.255	1 Paul Lazaro	58.705
10 Joe Kupferschmid	73.354	5 Kiersten Mieretz	66.353	2 Curt Bagley	59.330
		6 Bobby Hall	71.369	3 Rick Cox	60.395
		D Street Prepared		4 Jay Nogan	60.673
		1 John Kraft	60.781	5 John Kudlaty	60.693
		2 Jeff Alexander	64.422	6 Chris Smith	61.731
		3 Jeff Christen	65.739	7 Jason Duggan	69.815
		E Street Prepared		Street Modified	
		1 Lonnie Bright	55.454	1 Alex Samardzich	59.064
		2 Todd James	58.269	2 Leo Bonvino	61.322
		3 Dennis Messerly	61.111	3 David Basey	61.981
		F Street Prepared		4 Greg Murphy	62.856
		1 Jon Kerns	58.411	5 Brian Kinzie	64.213
		A Prepared		Street Modified 2	
		1 Lee Miller	58.171	1 Jack Tovey	56.511
		C Prepared		2 David Smith	61.947
		1 Grayden Obenour	52.576	3 Casey Kroll Sr.	62.017
		2 Mike Ucker	54.480		



The Clemens Report: CenDiv Solo II Championship By Clemens Burger

The 2002 Central Division Solo II Championship took place at Grissom on August 10 and 11, which was a combined effort of the CenDiv regions. The Divisional Championship is a stand-alone event, which follows the rules and the format of the National Championship, which means two courses over two days, three runs per day, impound after competition, protest committee, etc. In addition to crowning the fastest drivers in the division, the event also serves as qualification to the National Championship.

During the last few years, attendance at the Divisional Championship was usually lower than that of the CenDiv series, sometimes barely exceeding 150 drivers. This year was different, though. Nearly 300 people had signed up to compete for the top spot in their respective classes. Entrants came from the majority of the 11 states that make up the Central Division, and several drivers even came from outside the division.

The event was an excellent one. It offered great courses, somewhat technical and fun to drive. The Sunday course was not the very same course as the Saturday course only run backwards as in most cases, but it had a major modification that changed its characteristic.

During the weekend, there were a few unusual incidents. On Saturday, an entire class, namely Super Stock, was disqualified since they omitted impound. Therefore, there were no trophies awarded in this class. I am sure that these drivers will remember to wait in impound until they get released at their next event. Also, a special meeting was scheduled for one worker shift due to some incorrect cone calls that were later reversed after a protest was filed.

As always, it is critical that the course workers pay full attention while on their job. Only this way, fair competition is assured. If you were looking at the right moment on Sunday morning, you could see an old Datsun in DP get up real high on two wheels. Had the driver not counter-steered, it would have probably rolled over.

It was great to see a large number of Indy Region competitors at this event. In B-Stock, Harold Hammerly finished 13th, and Gustavo Hammerly, who is still enjoying the courses from all kinds of vantage points, but goes fast when keeping the car straight, finished 15th. E-Stock had again three Indy Region drivers. Clemens Burger came in 2nd, Dan Stone finished 7th, and Joan Karnas 8th. In G-Stock, Chad Stringer from the Columbus Region had an 8th place. Two more guys from Indy decided to use the event to qualify for the big event in Topeka. These were Ted Drummond in 6th and Bryan Alexander in 7th in ASP. Jeff Alexander had a 9th place in DSP. Lee Miller, a familiar name in AP, finished 3rd in his class. C-Mod, like always one of the larger and very competitive classes also had three entries from Indianapolis. Rick Swarts finished 11th, Brent Cary 13th, and Steve Geiger 15th. Cheryl Swarts brought home a 1st place in C-Mod Ladies. Steve Brinkerhoff competed in D-Mod and finished 3rd. Carl Fuhrmann brought out his E30 M3 BMW and finished 3rd in STX. Jack Tovey got a 3rd place in SM2.

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



The Tire Rack® SCCA Solo II National Championship will return to historic Forbes Field to celebrate the 30th anniversary of the Solo II Nationals. The event includes both the Finale to the ProSolo Series and the Solo II National Championship.

As of August 22, 1142 entrants have signed up for the Solo 2 National Championships. From the Indy area (not all are Indy Region members), the following people have signed up:

B-Stock (45 drivers):
Gustavo Hammerly
Harold Hammerly

E-Stock (55 drivers):
Joan Karnas
Clemens Burger

G-Stock (48 drivers):
Chad Stringer

ASP (20 drivers):
Ted Drummond

A-Prepared (7 drivers):
Lee Miller

C-Prepared (65 drivers):
Warren Leveque

C-Mod (32 drivers):
Brent Cary
Steve Geiger

D-Mod (19 drivers):
Don Kline
Steve Brinkerhoff

F-Mod Ladies (4 drivers):
Karly Chnupa

Other possibilities for late entry:
Bryan Alexander, ASP
Rick Swarts, C-Mod
Cheryl Swarts, C-Mod Ladies
Jack Tovey, SM2

GOOD LUCK TO ALL!

Run/Work Order

Tuesday/Wednesday
AS, ASL BS, BSL SS, SSL DS, DSL FS, FSL GS, GSL ASP, ASPL ESP, ESPL FSP, FSPL SM, SML DP, DPL DM, DML FM, FML

Thursday/Friday
CS, CSL ES, ESL HS, HSL STS, STSL BSP, BSPL CSP, CSPL DSP, DSPL AP, APL BP, BPL CP, CPL EP, EPL FP, FPL AM, AML BM, BML CM, CML EM, EML F125, F125L

Follow all of the results and action on the web on September 10-13 at www.scca.org/amateur/solo2/nationals

August 17/18 — After the National Tour in July, another national level autocross event took place at the Grissom Aeroplex in form of a ProSolo. Unlike the National Tour, which is a stand-alone event, the ProSolo is a points series that travels around the country.

The event drew competitors from the entire eastern half of the United States and beyond, amongst them numerous current and former ProSolo and national champions and many more very strong drivers and title contenders. These were complemented by the "locals", entrants from the surrounding states who wanted to measure themselves against nationally competitive drivers or just have fun and experience the excitement of a ProSolo event.

Due to its nature, a ProSolo allows fewer competitors than a regular Solo 2 event. Initially, a limit of 200 drivers was set, which was later raised to 225, after the first cap was hit. Unfortunately, the organizers struggled again with the equipment. Timer problems used to be the norm at these events, but went away when the SCCA acquired new gear. Initially, the new lights worked reliably, but some of the old problems have come back, most likely due to the lack of maintenance. The timer problems combined with the large number of entries made for a long day on Saturday, and competition did not conclude until after 7:30 p.m. All day, it looked like rain and thunderstorms were going to hit, but the group got lucky and everybody stayed dry, which makes for a much more enjoyable event for both drivers and workers.

The two mirror-image courses were well designed. Times were in the mid-thirties for most stock cars, which is relatively long for a Pro-Solo. Of course, the set-up included the side-by-side drag race-style start, followed by a long straight and a combination of challenging turns, a loop at the far end turn-around, and a couple of short slaloms.

Relatively few Indy Region members made the short trip to Peru for this event. Most of them competed in E-Stock with Dan Stone, Joan Karnas, and Clemens Burger. Our Solo Co-Chair Steve Linn ran the event in his familiar STS Nissan SE-R. When the class competition and qualifying runs were over by noon on Sunday, Joan Karnas was sitting in eleventh place, Dan Stone in tenth, and Clemens Burger in second. Steve Linn had a very respectably third place in STS. These positions were determined from the combination of each driver's best two out of a total of twelve runs, six on each course.

Like in drag racing, the reaction time at the lights is an important factor, which most drivers tried to perfect during the practice session on Friday afternoon. In addition to the advantage on the course, there is a special award for a good reaction time. Dan Stone was the first, and as far as I know only driver, who had a perfect reaction time of 0.500 seconds. This accomplishment earned him \$100 from RaceAmerica. Who said you can't become rich racing cars?

Following the class competition, the challenges took place. The top finishers from the Saturday and Sunday morning class competition advanced to either the Ladies Challenge or the Peavey Super Challenge. Everybody else could enter a drawing for one of the sixteen spots in the Bonus Challenge.

I made the Peavey Super Challenge and advanced to the third round before being eliminated. Both Joan Karnas and Steve Linn were lucky enough to have their name drawn for the Bonus Challenge. Interestingly, they lined up against each other, from which Steve Linn advanced to the second round, which was the end for him.

Complete results can be found at <http://www.scca.org/amateur/solo2/prosolo/2002/peru/results.html>



2002 Indy Region Solo II Schedule		
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		
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	
Oct 6	#7
Oct 27	#8. Converse Co-sanction*

SCCA Solo

Columbus Region Solo 2 Schedule	
Sept 15	#7
Oct 12-13	Superweekend
Nov 10	Fun Event

At the Spring SCCA Solo II schools, I always begin with my excuses for my poor SCCA performances by announcing that I'm racing a "pig" but that I'm fairly fast in an all "pig" race.

A "pig" by the SCCA definition would be either an ESP or CP Corvair that is the largest car in the class (108" wheel-base) with the smallest engine (2.7 liter-164 CID). The Corvairs end up with about a third of the horsepower and half the weight of the competition. This is a conscious choice and not an imposition or excuse. It's just the way that it is. There are many good reasons for staying with this nearly 40 year old "marque" car. There are many marque clubs within the SCCA, they'll just have to write their own reports.

The number one reason is the huge, nearly fanatic, support group. There are over 7000 people with the same defective genes that root for this underdog car. These people are much like this economy car itself; very innovative and without many financial resources.

After a low period of just being an "old" car, it has become a semi classic and very much in demand, especially the higher performance models such as Spyderys, Corsas, and Yenke Stingers. Unbelievably, several of us around the country are supporting ourselves (somewhat) by servicing these cars.

It is common lately to see as many as four performance Corvairs show up at local SCCA autocrosses. The Corvair Society of America--CORSA-- has annual national conventions every year alternating between east coast, central, and west coast sites. It is normal for 1000 cars to show up and participate in the various competitions. Of these competitions -- concours, car display, rallye, econorun, model cars, and autocross -- the autocross draws the most entries. It is common to have 130 Corvairs registered for the autocrosses.

The CORSA National Autocross Championship is just as big a deal to us as the SCCA Solo II National Championship. The classes parallel SCCA just with different names. Street Mod is close to ESP and SM, Competition Class is basically CP, Specialty can be considered AM, BM or EM. We also have a top time of day award in honor of the producer of Yenke Stingers -- the Don Yenke Award.

A little background here to get up to speed. After a more than two year unwanted layoff, I was very anxious to get back in the game. The 2000 Convention was at Daytona. We had rented the infield road course at Daytona International for our Autocross/Time Trial. By SCCA definition, it would have really been a Solo 1.

It was 105 degrees at Daytona which was relieved by a sudden cloudburst. We had two of the three runs in at that time and the organizers wouldn't let the cars on slicks go out in the wet. I was running second at the time. We had about a 10 minute dry window of opportunity and lined up with threatening clouds. I drove way, way over my head to win and got the Yenke award for FTD.

Forward to Chicago in 2001. There was a Time trial at Blackhawk Farms Raceway in conjunction with, but not a

part of, the convention. Taking this very seriously, I practiced at Blackhawk in the spring and came to the Convention with a fresh engine. A new piston design failed and I still managed to limp home in first place. Last pig standing wins. The official autocross was on the hotel parking lot. Since I had track gears, I had to take off the 24" tires and install 20" ones. The competitor who has won by far the most Don Yenke awards was Harlan Colburn, an excellent driver. He was there with his 2000 pound mid-engine Corvair convertible. This is a formidable car with 15" wide racing slicks, a 383 cid alum. Chevy V8, and a Roots supercharger. He does very well in SCCA E Mod. I knew that I would have no chance at all against Harlan, so I recruited my son Michael to bring the little Corvair powered Fiat. Michael usually beats me in the little car, so I figured that he would have some chance of winning overall. Michael tried his best but Harlan was in fine form and trounced us all. I did manage to eke out a class win.

Forward to 2002. The national convention was in June in Flagstaff, Arizona. We usually fly to far away conventions but decided to drive to this one as an example to the west coasters for next years east coast conventions. Sharon was reluctant (refused) to drive the tow truck with the big trailer, so it helped to make the decision to bring the little car on an open, single axle trailer and pull it with her minivan. We decided to make the three day each way trip in four days to make this a fun trip. We took no racing spares, an absolutely minimal trip. I also wanted revenge for the trouncing that Michael and I got in Chicago. Michael was laughing at me as I was taking off the one-autocross-old tires on the LeVair Spyder and installing new ones. I said "The tires must have stickers, so Harlan can see them!" I also put "no V8" stickers on the car. After a week of trash talking with competitors, we finally got to the autocross at a local college. There were several serious contenders in the fast classes--way too serious.

Flagstaff is generally cool but was having a heat wave. Flagstaff is at 8000 ft. and has little humidity and very little oxygen to breathe. I'm using this as an excuse for the competition cars performances. People much younger and tougher than me were passing out. I drank twelve 20 oz. Gatorades in one day. I thought that the LeVair's supercharger would make up for the low air density and it did. I did not count on the fuel boiling though -- water boils at a lower temp at a higher altitude, why not fuel. This caused 0 to 4000 rpm idling which was embarrassing but it still ran well at speed. All of us competition guys were driving terribly with DNFs and pylons on all of our runs. Either too serious or too little oxygen. The people in the slower classes were all driving sensibly. Near the end of the runs I had a talk with my oxygen starved brain and decided that a clean run had to get it, even if significantly slower. Harlan had been turning a dirty 29.91, and I had turned a dirty 29.92. This is real pressure! I settled for a clean 30.4, and Harlan pyloned again. There were so many dirty runs that video tapes had to be reviewed to determine the winner. Cleanest pig wins. Now my SCCA autocross season starts.

Signs Signs Everywhere Signs

Rally

What: Points event #6 of the 2002 Indy Region Rally season
Why: James Dean Museum. Chances to score points for rally and/or Competitor of the Year awards are starting to run out. Good time, fun roads.

Where: Peterson's Restaurant at 96th and Hague Road (just west of I-69)

Registration: 9:00—9:45 AM

Drivers Meeting: 9:45 AM

First car starts: 10:00 AM plus car number

Finish: 3 PM (approximate)

Special Note: In addition to the entry fee, there is a voluntary donation requested at the James Dean Museum, \$1 suggested. 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 September 8

Rally Report

By Matt Curry

We gave rally chairman/superhero **Chuck Hanson** some time off following his herculean effort to make the double National rallies happen back in August. Chuck overcame several difficult challenges to pull this off. Indy Region's reliable rally gang, along with some outside help, pulled together under Chuck's direction to staff the event. Afterwards Chuck offered many thanks to his helpers.

National rallyists from all over the US participated. Pictures of the event are on the following pages. Full results

and more from Chuck in next month's Clutch Chatter.

Next! Dan Cook put together what should be a fun rally, heading northeast of Indy and finishing at the James Dean Museum. All paved roads, fair pace. See details above.

Rally season is winding down towards a close with three events remaining on the calendar. The October and November rallies both promise to head south into the hills. Stay tuned for further details next month.

2002 Indy Region Rally Schedule

Sept 8 (Sun)	Signs, Signs, Everywhere Signs Tour	Dan Cook	Peterson's 96th & Hague
Oct 13 (Sun)	Fall Foliage Tour	Jim Bredle	??
Nov 3 (Sun)	Pikes Peak Hillclimb	Kurt Weisner	??



PERIMETER RESTRICTIONS



On August 17-18, Indy Region put on a double National Rally. This was largely orchestrated by Chuck Hanson with the help of many others. I worked checkpoints both days with Scott Dales and Jim Cates (above). Due to several competitors and some unfortunate checkpoint workers getting very much off course, we designated the vulture as the event symbol. Carolyn and Candi worked registration. On Sunday morning, we had to follow Ken Osiecki out to our first checkpoint. He apparently wanted to remind us that he used to do some pro rally. It wasn't World Rally Championship, but we did have a helicopter hovering overhead for awhile. Workers assembled at some unholy early hour on Sunday morning to facilitate an early start. We're letting Chuck recover from the brink, so full results will appear in next month's issue of CC.



LARALLYE VARIFORM



Fred Steinhoff and Julie Hanson (above left) worked timing sweep. Several Subarus competed, and based on some of the "roads" that were used, this seemed to be an appropriate choice. Competitors were often intense at the checkpoints as they reviewed their performance on the last leg and began analyzing the instructions for the next leg. A strong, isolated storm blew through the area on Sunday morning. Fortunately it coincided with the closed controls used in the Monte Carlo legs, which allowed all to stay in their cars where it was dry. Chuck Hanson (left) checked in on Ben Tackitt and Dave Hart to make sure they were all set at their checkpoint.





SCCA
Sports Car Club of America

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)



Vince Ashton, A Sedan

Clutch Chatter Opt-In/Opt-Out

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.

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 mail.

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:

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

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

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**.

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.

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: Alan Ausbrooks

By Jennifer
McLeish



Current Car: 2000 Subaru Impreza 2.5 RS 4dr. (Steve, there's only one "Z" in ImpreZa)

SCCA Program: Indy Region SOLO II

Date Started: Beginning of 2000 season

Ever Won the Coveted Cone-Head Award: No

Decision to Autocross: Actually, I started in the SCCA participating in road rallies with my family. Someone from the rally side suggested that I check out SOLO racing. I checked it out, loved it, and here I am.

Work/School Commitments: Right now I'm working with my Dad, quite the auto-crosser, whom owns a retail store selling things like wheelchairs, power scooters, lift chairs etc-etc-etc. I'm currently the purchaser/buyer for the company.

When Graduated: I graduated from Perry Meridian in 1997.

Person Most Admired: That would have to be my Pops. He's been through a lot of stuff and I just hope I can learn to endure life and someday become a father, just like him.

Favorite Racecar Driver: Rusty Wallace

Favorite Type of Racing: NASCAR

Favorite Race Track: Bristol Motor Speedway.

Favorite Car: Nissan Skyline R34 GTR - AWD Baby!

Favorite Reasonably Priced Car: Anything Subaru

Favorite After-Market Parts Company: I would have to say APEXi - because of their solid, consistent

manufacturing.

Other Hobbies/Interests: I play guitar in a local heavy rock band.

Favorite Drink: Miller Lite

Favorite Food: A big, fat, juicy steak!

Favorite Movie: STAR WARS

Favorite TV show: None - TV shows are all fake.

Favorite Model: None - They're all fake too.

Favorite Actor: Kevin Spacey

Favorite Place/Vacation Spot: Anywhere via cruise ship.

Places You Plan to Visit or Live: Visit - Australia & Live - undecided

Plans for the Future: Retire at age 27

Three things to have if stranded on a desert island: A Guitar / A Satellite system / and one hella nice RV - with an infinitely filled refrigerator and gas tank, of course.

If you won a free trip to anywhere, where would you go? I'd wanna check out the moon.

(you said anywhere!)

If you won the lottery, what is the first thing you would buy? A Huge House – A Fast Car – A Big Boat – A Sweet Condo on the Beach – and A New Pair of Feel-Good, Spiffy Shoes... That's the first 'thing' I would buy.☺

Personal Quote: Any fool can drive fast in a straight line – Put your seatbelt on, I want to try something. =-A=-



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

Classifieds

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



1997 Ford Mustang Cobra – 54K miles, black/black leather, clean; starting family, need mini-van (yes, I still have my man-bits); 5-spd MT, AC, PS, PW, PL, Mach 460 stereo (cassette & CD), Bullitt/Anthracite



wheels with 245/45-17 Dunlop SP Sport 5000 (est. 30% left) for street use; fully prepared for F Stock, autocrossed 1½ seasons, Koni Sport (yellow) single adjust

shocks/struts, Steeda front sway bar, Redline in engine/trans/diff, K&N, Dynamax Ultraflow SS mufflers (slightly louder and more defined than stock, cool sound), Hawk HP+ front pads, DOT 5 brake fluid, Class 1 hitch, short trailer that fits 275 width tires (max) with tool box for jack/air tank/tools, OE wheels with Kumho Ecsta V700 275/40-17 (6 events, est. 60% left) for autocross; OE mufflers, shocks and swaybar available. \$14,000 for whole package \$13,500 for car only. Kyle Broeker Indianapolis (H)317-891-

0095 (C)765-994-7292
broeker97@AOL.com

For Sale-Race Tires, Goodyear Slicks-used, 25x13x16 and 27x14x16, mostly 430 compounds, some 600's and a few 210's. Many are half-tread or better. \$5.each or make offer for all of them (approximately 30-35). Gary Parker 317-590-7437

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

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 webbers (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

Tired of Solo? Want more kick than Rally? Wishing you had more Horsepower? How about a Kick-Ass **GT-1 Camaro**? Only \$15,900 with more spares than you can put in a crew cab dually. Including trailer for \$19,900. 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

FV Zink Z-12 for sale, trade, rent, Trade for IT car Prod., or interesting trade. National car at regional price. Johnny 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,

WANTED TO BUY: StepVan or box truck, medium size, to be used for short trips on weekends several times a year. Good running condition, trailer hitch a plus but not required. Any color, year, make, or model considered. Please contact one of the Solo Geeks (Steve Linn or Chris McGuire) if you have any information on where we may acquire such a beast at a modest cost to the region.



Ralph Porter, SSC

Indy Region's Racing Awards Rule #9 states "It shall be the responsibility of each driver to supply the points keeper with results throughout the season." Please don't assume that I will get race results from other Regionals.

Thanks & Good Luck!!!

Jan Castelluccio

Comp Chairman and Regional

Racing Points Keeper

317-898-9273 (evenings)

Indy Region's September 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!

Wednesday September 18

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

FIRST CLASS MAIL