



OCTOBER 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



7-Time National Champion David Daughtery



Solo II Nationals and Runoffs Coverage Inside



Brent Cary trophies in Topeka

Indy Region Board Meeting
October 24 at



See back cover for details

indyscca.org

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Calendar

October 13 Rally #9, Fall Foliage Tour
October 24 Board Meeting, Fastimes Indoor Karting
October 27 Solo #8, Converse
November 3 Rally #10, Pikes Peak Hill Climb
November 8-10 ARRC, Road Atlanta
December 7 Annual Meeting and Awards Banquet

Indy Region E-Group

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

Indy Region Connections

Indy Region Voice Mail: 317-329-8888
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Get INVOLVED... Share the FUN...

As the 2002 season is drawing to a close, I'd like to invite everyone to participate in the planning, organization, and execution of the 2003 Programs. We have opportunities that run the full gamut from individual event Rallymasters, Race Chairs, and Solo Event Chairs to Management and Committee involvement in all of the Programs to Board of Directors positions. I encourage YOU to talk to the current organizers of the program YOU are most interested in to discuss how to become more involved.

Please consider adding your name to the list of Nominees for members of the Board of Directors for the upcoming year. There is a Nomination Ballot elsewhere in this issue that you can mail, or you can email your nomination to Jan Castelluccio at jccastel@indygov.org. The election will be held on Saturday, December 7, 2002 at the Annual

Meeting and Awards Banquet. The six elected members of the Board will then select two members of the prior year's Board. The eight members of the Board may then select up to 3 additional Board members. YOUR region needs YOU for its future health and growth.

The individual programs can also use YOUR input and assistance.

There are opportunities to take on small tasks or the organization of major events. Please contact me or one of the Program Chairs listed on the inside cover to talk about YOUR desires and interests.

See YOU at our next event (or meeting)... Share the FUN...

**September Board Meeting Minutes**

by Alyson Kunack

This is a summary of the meeting of the Indy Region Board of Directors, held on September 20, 2002, at Fast-times Indoor Karting. Present at the meeting were Dave Hart, Cathy Hart, Dave DeBolt, Jennifer McLeish, Steve Linn, Chris McGuire, Alyson Kunack, Ken Osiecki, Alberto Pizzato, and Clemens Burger. The July minutes were read and approved.

Treasurer's Report. The money market account balance is \$49,438.75; checking account has \$24,779.95.

Membership. We currently have between 631 and 639 members; there is some confusion due to the relocation of National Headquarters. Dave presented a \$905 check for membership. Also, there will be a meeting on Monday, September 30, to discuss the display for the World of Wheels in February. Involved Member and Worker of the Year points need to be in by November 15.

Clutch Chatter. Matt was at the Runoffs, so no report. He is still looking for someone to take over Clutch Chatter.

Speed Freakz. Jennifer inquired as to the flyers she created for the schools earlier in the year. It was recommended that a few color flyers be made for public posting, with b&w copies being used for distribution. Vince Ashton will be the subject of the next profile. Also, she and Matt are working on a karting event for sometime in January; Matt is working on the contact, and will hopefully have something in time for an announcement in the November issue of CC.

Activities. No report at this time.

Rally. Ken Osiecki delivered a message and the report on behalf of Chuck. The National Rally was a definite success, and the general sentiment on behalf of the majority of the competitors was they would very much like the event to be run again. The event unfortunately lost money, due to uncontrolled spending and administrative issues. The rally program in general is still financially viable, but dwindling attendance is a problem. Dan Cook suggested to Chuck that perhaps due to CC being dis-

turbed primarily via email, some members have lost contact with the group.

Dave H. suggested a reminder mailing for the opt-in form, and said he would discuss it with Matt. Also, many at the National were impressed with the worker turnout for the event. Thanks to all who volunteered.

There are 2 rally events remaining; Oct. 13 and Nov. 2. Equipment-wise, the program is in good shape, and Chuck suggests perhaps renting out some of the equipment to other regions.

Solo. The program is currently approximately \$3500 on the plus side, and he estimates a year-end surplus of \$2700. He and Chris are looking to replace the current Solo trailer, which is at best difficult to get to the events because of towing, with a step van and tow dolly (for whomever is driving the van to bring their own car to run.) He estimates an approximate overall cost of \$5000, broken down as follows: \$3000-\$3500 initial cost for the step van, \$800 for the tow dolly, \$1000 in initial maintenance, and \$700 for tags & insurance. The van would also be available to other programs to use. They are still researching the possibilities. A sum of \$3500 was approved by the Board to actively pursue acquiring the truck.

On another note, event chairs are needed for next year's Solo events, and there is an event on September 22.

Also, as Columbus Region is acquiring 200 new cones, they are looking to acquire the best of the 'old' cones for \$1 each.

Race. The schedule for next year is under consideration. The following dates have been requested from IRP: April 12-13 (Driver's School), May 3-4 (Double Regional), and July 5-6 (National).

Other business. The next meeting will be set up by Matt, and notice will be sent out via the email list.

Some discussion was held regarding the Board and Officers for next year, as many of the current Officers have expressed the desire to step down.



Indy Region once again can boast a Runoffs champion. Aside from that, dreams again went unfulfilled for several other drivers.

Race Two. David Daughtery, Showroom Stock B.

He did it again, folks. That is National Championship number seven for David, giving him more gold medals than all but two drivers — Jerry Hansen (27) and Duane Davis (11). Just simply amazing.

David started from P2 in his Ruth the Realtor/Carpenter GMAC Mazda Miata #00, alongside polesitter and local favorite David Roush in his Miata. Roush got the jump but could only hold off Daughtery until the third lap. Roush hung onto Daughtery's bumper and attempted a bold pass into turn 6 on lap six which ended up allowing Eric Morehouse's Miata by into the lead. Daughtery managed to somehow fend off Roush and hold onto second, but Morehouse started to pull out a bit of a lead. However Morehouse was pushing himself and eventually committed an unforced error, leaving the track and falling back to eighth. Daughtery took command of the race from there.



Valvoline Runoffs TV Broadcast Schedule

Class	Day	Date	Time (ET)
S2	Saturday	09-Nov-02	1:00 PM
SSB	Saturday	09-Nov-02	2:00 PM
FP	Sunday	10-Nov-02	12:00 PM
GT4	Sunday	10-Nov-02	4:00 PM
T2	Saturday	16-Nov-02	12:30 PM
FV	Saturday	16-Nov-02	1:30 PM
AS	Sunday	17-Nov-02	12:00 PM
HP	Sunday	17-Nov-02	1:00 PM
SSC	Saturday	23-Nov-02	12:00 PM
F500	Saturday	23-Nov-02	1:00 PM
SRF	Sunday	24-Nov-02	12:00 PM
T1	Sunday	24-Nov-02	1:00 PM
FF	Saturday	30-Nov-02	12:00 PM
GT2	Saturday	30-Nov-02	1:00 PM
GP	Sunday	01-Dec-02	12:00 PM
DSR	Sunday	01-Dec-02	1:00 PM
GT5	Saturday	07-Dec-02	12:00 PM
CSR	Saturday	07-Dec-02	1:00 PM
FM	Sunday	08-Dec-02	12:00 PM
GT3	Sunday	08-Dec-02	1:00 PM
FC	Saturday	14-Dec-02	12:00 PM
EP	Saturday	14-Dec-02	1:00 PM
GT1	Sunday	15-Dec-02	12:00 PM
FA	Sunday	15-Dec-02	1:00 PM

David Daughtery's Runoffs Championships

2002	SSB Mazda Miata
1999	SSB Mazda Miata
1998	SSB Mazda Miata
1996	SSB Nissan 240SX
1995	SSB Nissan 240SX
1994	SSA Nissan 300ZX
1993	SSB Nissan NX2000

"It was a good race," said Daughtery afterward. "I got a nice start, but the one who worried me was Toby Grahovic. His car was faster but doesn't corner well. I was able to keep ahead. Eric Morehouse got by when David Roush and I got tangled up in the esses. We went into them side by side, and I went to the right because I thought he was going to drift left, but he stayed right. I had to come to almost a complete stop, and Eric got by. Then a few laps later he went off and I was first. Then I just buckled down and watched my lap times. I ran my own race and it worked."

Roush ended up second and Grahovec was third. Daughtery ran the fastest race lap at 1:47.881 in sunny, beautiful 60's weather.

Race 5. Bill Baten, Touring 2. In the case of Bill Baten's Runoffs adventure, perhaps the qualifying story is more interesting. After the second day of qualifying, the times of almost half of the field were disallowed for a technical infraction. This included Bill who eventually lined up in sixth on the grid. There were many "slightly used" front sub-frames off of Camaros for sale around the paddock after this tech nightmare got all sorted out.

The race went off in mid-afternoon on Friday, with the sun shining and warming things up into the mid-80's. Nice! After the T2 field got sorted out through the esses after the start, Bill had picked up one position into P5. That was the pinnacle of his race — from there it was all backwards. He ran wide at T15 and a couple of cars got by before he crossed the S/F stripe for the first time. Defending T2 champ Brian Kelm got by on the second lap. Bill held onto P8, with a big pack piling up behind him, avoiding a spinning car on the fourth lap at the end of the backstretch.

He gave up another position off of Turn 1 on lap 7, staved off the next challenger until lap 13, and dropped one more spot to P11 on lap 17. The next car to take a shot spun off with a couple of laps to go, and Bill ended up in P11. Everybody made it through post-race tech, so the on track results stood.

Race 7. Vince Ashton, American Sedan Sometimes I think that the guys who race these "Big Iron" cars are varying degrees of crazy. Then other times it looks like it might be the most fun class on the track.

Vince Ashton is Indy Region's youngest Runoffs racer, of the Speed Freakz variety. His spotlight article can be found on page 26 of this issue. This was his first full year of Nationals racing and first Runoffs attempt.

Vince qualified the blue #26 T & J Tire Camaro in position 28, which meant that he would have a lot of cars to pass to make things interesting. That he did!

The opening lap was all hell breaking loose and carnage. A big melee at Turn 13 resulted in the track blocked. Vince had no choice but to avoid via the grass. It looked pretty wild! At the stripe after the first half a lap he was already up six spots to P22.

A full course yellow came out on Lap 3 to clean things up. On the backstretch restart Vince lost a couple of spots. The next lap, coming off T15, a car got into him and Vince drove halfway down the front straight with his right side wheels in the grass to save it. He held onto the position. Now that was a bit of drama.

For a lap he held off the polesitter, who had gone off on the first lap. Gradually throughout the second half of the race, as the top runners knocked each other out, Vince continued to make up positions. When he took the checkers, he was all of the way up to thirteenth, about mid-pack



Bill Baten getting ready to battle the T2 field on Friday.



Vince Ashton's starter decided to quit working just before his first Runoffs race. With good crew help, it was no crisis. That's fellow Speed Freakz racer Michael Baden on the left.



Vince Ashton (second from left) and family/crew after the American Sedan race.

of the finishers.

As often happens at the Runoffs, the race was not over when the cars completed Lap 20. The winner was tossed for a tech infraction, and several penalties were handed out for passes under the yellow and rough driving. Then the appeals were heard. Eventually Vince ended up 11th. Not bad for a rookie. Vince's supportive family crew was excited about the race afterwards.

Vince is planning to be back next year in an even wilder piece of heavy metal. Stay tuned for more!

Race 9. Ralph Porter, Showroom Stock C. This race was a bit more personal for me, as I crewed for Ralph most of the week. Unfortunately for one reason or another we could not get Ralph up to the front of the pack in qualifying. The speed just was not in the car. On top of that, Ralph's qualifying time from Tuesday was thrown out because he had lost his power steering belt, which was darned near impossible to keep on the car.

On the positive side, the Runoffs experience with Ralph is a great time. He joins in a compound of fellow racers like one big happy family. Great people, good racers. A lot of this goes on in SCCA racing.

To top things off, Ralph had to head back to home in Kokomo after Thursday's qualifying so that he could join in celebrating becoming a grandpa again! But that is almost a whole, separate story in and of itself. He was back to Mid-Ohio on Friday evening.

Larry Lefevre and I prepped Ralph's #32 Neon, including applying the new Trackside Supply signage provided by Jason Baugh. (Watch for Ralph on the lead-in for the race on Speed's coverage.) The weather was a question mark, with waves of storms forecast, so we got the Hoosier rain tires mounted up and ready.



That's Ralph Porter above cheesing it up for Speed's cameras. Larry Lefevre survey's the various damaged panels on Ralph's Neon after the SSC race.

Saturday morning was cool and cloudy, but no rain. Ralph lined up in 18th. An SSC start is normally wild, but when polesitter John Fernandez missed a shift just after the green flag, that jammed up the pack even more. Ralph almost made it through the first lap without incident, and had made up some positions, but collected car #28 in the Carousel as he spun wildly. This was Jurgen Baumann, Ralph's body repair guy. Ironic, huh? It broke Jurgen's front suspension, leaving his car sitting in the middle of the track, and leading to a full course yellow. Ralph's Neon suffered some ugly damage and likely alignment tweekage-but was able to continue. Ralph was up to P15. After the restart on lap 4, Ralph started picking off some other cars, moving up to 12th by midway. He was battling with Paul Charsley but got spun in Turn 11 and lost a couple of positions. Late in the race his clutch started to slip badly, and by race end it had given up. Possibly a result of the accident. He crossed the line in 13th. But, again, this race's finishing order was far from resolved. The first finisher did not pass technical inspection. Second place was disqualified for driving infractions during the race. Third place was



penalized one position for a pass under yellow, putting him to second. After all of that, Joel Lipperini is the Champ, after crossing the finish line fourth. Ralph ended up 11th (compare all that to Vince Ashton's AS finish — remarkably similar).

If anything, Ralph is resilient and will be back to challenge for an SSC win again next year.

Race 10. Tom & Fred Edwards, Formula 500. Talk about a jinx! Will these brothers ever shake their bad luck at the Runoffs? Not in 2002.

Fred Jr. started from P2, and Tom qualified sixth based on his time from the first day. Thankfully they both made it through the first turn without an incident (first time in three years). Fred dropped to third, but Tom made it up to fifth. Tom then got dropped to 11th on lap 2 while avoiding some wild action. He made up a couple of positions on the next couple of laps. In the meantime, Fred was passed for third by Michael Brent. On lap 5, the two tried to occupy the same space at the same time, and all sorts of laws of nature came into play, resulting in knocking both out of the race.

As a result of Fred's misfortune, Tom moved up into sixth. He held on there until lap 11, when he went off entering turn 11 and was out. The day was over for both of them way too soon again.

Race 13. John LaRue, Formula Ford. As superstitious as I am, I certainly would not have wanted to be running in race 13. And it did not take much more than to see how the Runoffs unfolded for John LaRue in order to further confirm my superstitious beliefs.

John was picked by SportsCar to win. What a curse! Tenth place is not the place to start in Formula Ford when you are supposed to win, but that is where John started. That alone would not deter John, and by lap two he was already up to sixth and looking racy.

Over the next four laps the gap from first to John stayed about the same around 5.5 seconds, and as the battle for third heated up, John closed in on #28 John Byers. On lap 8 John made a move for fifth but could not make it stick. He got by into fifth and was leading Byers down the backstretch on the outside when Byers inexplicably drove into John at turn 6 on the ninth lap. At that point the race was effectively over for both drivers. The only thing to come out of it was some wild in-car camera action from onboard Byers' car — watch the Speed coverage for that.

John pitted to have the damage checked, restarted in 14th, and ran another lap before parking it in the pits permanently. John will have to wait until next year to try to win his second Runoffs national championship.

Overall, one gold medal did not live up to expectations for Indy Region's racers this year. Most would probably like a chance to do it over again. Probably not David Daugherty.



Fred and Tom Edwards qualified and started well, but ended their races early again this year.



John LaRue and crew preparing for action on the grid.

Name	Event 1	Event 2	Event 3	Event 4	Event 5	Event 6	Event 7	Total Points	Best 6 Pts	Member Events*	Indy Member?	Points Qualified?	Name	Event 1	Event 2	Event 3	Event 4	Event 5	Event 6	Event 7	Total Points	Best 6 Pts	Member Events*	Indy Member?	Points Qualified?
SS													ASP												
Richard Panton	10	10	10	0	9	7	0	46	46	5	Yes		Ted Drummond	10	10	10	10	9	10	10	69	60	7	Yes	Yes
Rick Ordo	0	0	0	10	0	8	8	26	26	3	Yes		A Haggenjos	9	9	0	0	0	0	9	27	27	(3)		
SSL													Bryan Alexander												
Debbie Ordo	0	0	0	9	0	10	10	29	29	3	Yes		CSP												
BS													Jason Russell												
Gus Hammerly	9	0	10	10	10	0	9	48	48	5	Yes	Yes	Shane Benson	9	0	0	0	9	0	9	27	27	3	Yes	Yes
Harold Hammerly	10	0	9	0	9	0	10	38	38	4	Yes	Yes	Heather Lambert	8	0	7	0	0	9	1	25	25	(4)		
Joan Karnas	4	0	6	0	7	0	7	24	24	4	Yes	Yes	DSP												
CS													Jeff Alexander												
Jay Hofacker	10	10	10	10	9	7	9	65	58	7	Yes	Yes	Andy Bratt	10	8	0	0	0	0	8	26	26	(3)		
Matt Reeck	0	9	9	0	5	8	7	38	38	(5)			ESP												
Mike McLeish Sr.	0	0	0	0	6	9	10	25	25	3	Yes	Yes	Steve Povalac	0	10	10	0	0	10	10	40	40	4	Yes	Yes
Jennifer McLeish	0	0	0	0	7	10	8	25	25	3	Yes	Yes	AP												
DS													Lee Miller												
Rob Stokes	9	9	9	10	10	0	6	53	53	6	Yes	Yes	CP												
D Daubenspeck	8	8	8	8	0	10	10	52	52	6	Yes	Yes	Paul Fox	10	9	9	10	6	10	9	63	57	7	Yes	Yes
Mike McLeish Jr.	0	0	7	10	9	0	8	34	34	(4)			Michael LeVeque	0	0	10	9	7	9	8	43	43	5		
Brian Slick	6	10	0	0	0	9	0	25	25	3			EP												
ES													Don Ridenour												
Clemens Burger	10	10	10	10	10	10	10	70	60	7	Yes	Yes	Ian Linn	0	0	9	10	0	0	9	28	28	3	Yes	Yes
Dan Stone	9	8	9	9	9	0	8	52	52	6	Yes	Yes	CM												
Robert Cochrane	7	0	8	6	7	9	9	46	46	6	Yes	Yes	Mark Lamm	9	10	10	10	0	0	10	49	49	(5)		
Cooper Lacy	0	0	6	9	8	8	7	38	38	(5)			Steven Young	10	9	9	10	0	0	0	38	38	4	Yes	
FS													DM												
Kyle Broeker	10	0	10	10	9	10	9	58	58	6	Yes	Yes	Steve Brinkerhoff	10	10	10	10	10	0	10	60	60	6	Yes	Yes
Sean Murphy	8	10	7	10	7	9	10	61	54	(7)		Yes	STS												
David Johnson	9	0	9	8	8	8	8	50	50	6	Yes	Yes	Steve Linn	9	7	9	9	8	10	10	62	55	7	Yes	Yes
GS													Mike Stensland												
Frank Levinson	7	9	5	7	10	9	0	47	47	6	Yes	Yes	Alan Ausbrooks	6	2	7	10	4	0	7	36	36	6	Yes	Yes
Brian Gard	0	10	10	0	9	0	10	39	39	4	Yes		Scott Dales	4	1	3	0	3	6	6	23	23	6	Yes	Yes
Jeff Ramsey	8	7	0	0	6	8	9	38	38	(5)			Jeff Busby	3	10	0	0	0	7	0	20	20	3	Yes	
Matt Curry	0	0	8	10	7	7	0	32	32	4	Yes	Yes	Chris McGuire	0	3	8	9	0	0	0	20	20	3	Yes	Yes
Chad Stringer	10	0	7	0	0	10	0	27	27	3	Yes	Yes	Jim Lin	1	1	5	7	1	1	3	19	18	7	Yes	Yes
Mike McLeish Sr.	9	6	6	0	0	0	0	21	21	3	Yes	Yes	Nick Carney	7	1	4	0	0	0	0	12	12	3	Yes	Yes
Jim Golay	4	5	0	4	0	0	6	19	19	(4)			Seth Mansue	5	0	1	2	1	0	1	10	10	5	Yes	
Chris Bratten	0	4	0	0	0	4	7	15	15	(3)			Jason Young	1	1	1	0	0	1	0	4	4	(4)		Yes
Daryl Miller	5	0	1	9	0	0	0	15	15	(3)			STSL												
Walter Bishop	6	0	1	0	5	0	0	12	12	(3)			Mary Jo Linn	0	0	10	0	0	10	10	30	30	3	Yes	Yes
Joseph Susa	3	0	1	4	0	0	0	8	8	(3)			STX												
Stan Dorsey	2	3	1	0	1	0	0	7	7	4	Yes		Paul Lazaro	10	8	10	0	10	9	10	57	57	6	Yes	
GSL													John Kudlaty												
Steph McLeish	0	8	10	0	0	0	10	28	28	3	Yes	Yes	Eric Downey	8	7	0	0	0	8	8	31	31	(4)		
HS													Curt Bagley												
John Ausbrooks	9	10	9	10	10	0	10	58	58	6	Yes	Yes	Jay Nogan	0	0	9	0	7	0	9	25	25	(3)		
Jeff Rapp	8	8	7	7	6	7	7	50	44	7	Yes	Yes	Dale Brier	3	6	7	0	0	6	0	22	22	4	Yes	
Dennis Dunkman	6	9	0	8	0	9	8	40	40	5	Yes	Yes	SM												
Randy Hall	0	0	0	10	0	10	9	29	29	(3)			David Basey	7	10	8	10	8	9	0	52	52	6	Yes	
Dave Johnson	4	0	5	0	4	0	0	13	13	(3)			Alex Samardzich	10	0	10	0	10	8	9	47	47	5	Yes	
HSL													Greg Murphy												
Andrea Hutson	10	9	10	10	0	0	10	49	49	(5)		Yes	Jeff Humphreys	5	9	6	9	0	7	6	42	42	6	Yes	Yes
													Leo Bonvino	0	0	0	0	9	6	7	22	22	(3)		
													SM2												
													Jack Tovey	9	9	9	10	10	0	10	57	57	6	Yes	Yes

August 31st, 2002 - no sheared axles, no broken brake pedals, no rain, and no local residents cutting through the course in the middle of a run – for the first time this season we held an event at Anderson without any major issues. **Jim Lin's** course design did a good job of dodging the pavement "imperfections" while still creating a fun challenge for the competitors. Several of our region's members used this event as one last tune-up before the headed off to Topeka for the National Championship. Look for The Clemens Report elsewhere in this issue.

Pictures from the event as well as many of our other events this year can be seen at www.imagestation.com by searching on the keywords "Indy SCCA". Unfortunately you have to become an ImageStation "member" to view the pictures posted, but it is free and there are lots of great pictures.

We are rapidly moving towards the end of the 2002 Indy Region Solo2 Series season. Our season-ending event will be another co-sanctioned event with the Ft. Wayne Region at the Converse Airport on October 27. Plan on making this last event if you have never experienced a ProSolo format!

HELP NEEDED! As we continue to expand the successful Indy Region Solo program, the next item on our list of improvements is a new Solo transport vehicle – one with a motor! The Indy Region Board of Directors has approved the purchase and we are currently searching for a used box truck or step-van to use as our cone-hauler and base of operations at our events. 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 two 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!

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

Indy Region SCCA Solo2 Series Year-End Class Trophy Eligibility

Competitors listed on page 8 (left) may be eligible for a Class Trophy if they:

1. Compete in a minimum of 4 events in a single class.
2. Qualify their year-end points by working a specialty position (the 10/27 Converse event being there last chance this year).
3. Are Indy Region members (Speed Freakz, full membership or associate SCCA members) before the start of the 10/27 Converse event.

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Anderson Cone Quagmire



Robo-Chad (upper left) kept his Kuhmos gripping gravel and dusted off the G Stock field for a big win. Jim Lin (upper middle) designed a challenging course. Red, red, I like red (above). Larry Metz (left) brought out his Formula Vee F Mod car for a romp. The Minis have landed — this one being the S version (far left). Expect to see many more next year (right, Scott?) Italian beauty by Alfa Romeo (far lower left), driven by Bob Sonntag. Dave, where's the smile? (below, middle) That's the purple Neon running S Mod, right? Oh, those crazy Corvair drivers! Check out how crossed-up the H Stock variety can get... WOW!

Photos by Jason Russell and Matt Curry



Super Stock		C Street Prepared	
1 Doyle Whittington	37.649	1 Jason Russell	38.263
2 Kent Parkinson	37.908	2 Heather Lambert	42.518
3 Rick Ordo	38.918	D Street Prepared	
4 Richard Panton	39.055	1 Harold Davis	38.168
5 Nick Parkinson	45.102	2 Brian Davis	38.420
Super Stock Ladies		3 Charlie Goddard	DSQ
1 Debbie Ordo	42.307	E Street Prepared	
C Stock		1 Steve Povalac	37.364
1 Jennifer McLeish	36.504	C Prepared	
2 Mike McLeish Sr.	37.063	1 Paul Fox	34.393
3 Matt Reeck	37.777	2 Michael LeVeque	34.397
4 Jay Hofacker	37.899	D Prepared	
D Stock		1 Bob Sonntag	34.503
1 Darren Daubenspeck	37.156	E Prepared	
2 Brian Slick	39.344	1 Gary Strebin	DSQ
E Stock		F Modified	
1 Clemens Burger	37.147	1 Larry Metz	35.140
2 Robert Cochrane	37.357	Street Touring S	
3 Cooper Lacy	37.595	1 Steve Linn	36.487
4 Eric Drumwright	40.004	2 Mike Stensland	36.797
F Stock		3 Bruce Woolard	36.944
1 Kyle Broeker	36.867	4 Jeff Busby	37.379
2 Sean Murphy	37.759	5 Scott Dales	37.401
3 David Johnson	38.330	6 Brian Kinzie	37.775
G Stock		7 Gustavo Hammerly	38.094
1 Chad Stringer	36.156	8 Brendon Hines	38.508
2 Frank Levinson	36.507	9 Ed Kwon	38.692
3 Jeff Ramsey	37.338	10 Alberto Pizzato	39.057
4 Matt Curry	37.793	11 Jim Lin	39.092
5 Chris McGuire	37.904	12 Jason Young	39.831
6 John Sproule	38.682	13 Wayne Beans	40.272
7 Chris Bratten	39.736	14 Andrew Deitz	40.364
8 Derek Moore	40.424	STS Ladies	
H Stock		1 Mary Jo Linn	41.770
1 Randy Hall	37.235	Street Touring X	
2 Dennis Dunkman	38.836	1 Curt Bagley	37.274
3 Michael Hacker	39.137	2 Paul Lazaro	37.299
4 Jeff Rapp	39.808	3 Eric Downey	37.492
5 James Colbert	40.904	4 John Kudlaty	38.884
6 David Browning	41.773	5 Dale Brier	39.887
A Street Prepared		6 Larry Harts	40.384
1 Ted Drummond	36.071	Street Modified	
2 Bryan Alexander	37.121	1 Greg Murphy	36.860
		2 David Basey	36.958
		3 Alex Samardzich	37.709
		4 Jeff Humphreys	38.798
		5 Leo Bonvino	38.978
		6 Jerem Beach	45.531



These guys above were making all of the solo chairs jealous, and I think we were giving them ideas for other uses of their cones. Another good crop of rookies at the driver's meeting. Grid at the porta-john? Darren Daubenspeck doing D Stock in his DSM (below right). Spec Racer driver Wendy Munday (bottom left) having a good time in the family race car. F Stock driver Jon Adams (below) running the starting line looks on intently to try to figure out how to run the course.



Photos by Jason Russell and Gus Hammerley



Street Modified

1	John Hopkins	95 Eagle Talon TSi Black	41.352
2	Alex Samardzich	95 Honda Civic Red	41.576
3	Greg Murphy	93 Honda Civic Red	41.809
4	Leo Bonvino	02 Honda S2000 Silver	44.116
5	Jeff Humphreys	91 Eagle Talon Red	45.201
6	Clinton Florczyk	Saak 900	46.054

Street Modified 2

1	Jack Tovey	02 Honda S2000 Silver	40.774
2	Velma Boreen	1996 Mazda Miata Red	41.543

Super Stock			
1	Arpad Pataki	01 BMW M3	41.811
2	John Stevenson	Ford Mustang Cobra	45.131
3	Rick Ordo	Mazda RX7 Red	45.824
4	Blaine Alleman	Ford Mustang Cobra	45.833
Super Stock Ladies			
1	Debbie Ordo	Mazda RX7 Red	48.541
B Stock			
1	Harold Hammerly	01 Honda S2000 White	41.630
2	Gus Hammerly	01 Honda S2000 White	42.446
3	Steve Knitter	87 Porsche 911 Silver	43.524
4	Joan Karnas	95 BMW M3 Yellow	44.002
C Stock			
1	Mike McLeish Sr.	99 Mazda Miata Silver	42.261
2	Jay Hofacker	97 Mazda Miata Blue	42.630
3	Jennifer McLeish	99 Mazda Miata Silver	43.181
4	Matt Reeck	92 Mazda Miata Blue	44.661
5	DC Kincaid	02 Mazda Miata White	47.343
D Stock			
1	D Daubenspeck	90 Plymouth Laser Teal	42.800
2	Shawn Holsapple	Subie WRX Red	43.629
3	Mike McLeish Jr.	96 Eagle Talon TSi Black	44.160
4	Mark Vallon	Honda Civic	44.210
5	Rob Stokes	00 BMW 323ci Grey	44.688
6	Brian Page	Honda Civic	45.096
E Stock			
1	Clemens Burger	92 Toyota MR2 Aqua	40.813
2	Robert Cochrane	86 Toyota MR2 Red	41.787
3	Dan Stone	92 Mazda Miata Red	42.024
4	Cooper Lacy	90 Mazda RX7 Black	43.211
5	Gary Sargent	1991 Mazda Miata White	45.728
F Stock			
1	Sean Murphy	95 Chevy Camaro Red	42.647
2	Kyle Broeker	97 Ford Mustang Black	42.719
3	David Johnson	Ford Cobra Black	44.737
4	Jon Adams	87 Chevy Camaro Red	46.955
5	Ryan Johnson	2001 Mustang GT Yellow	47.699
6	Craig Allen	1995 Buick Riviera Tan	50.207
G Stock			
1	Brian Gard	95 Plymouth Neon White	42.174
2	Jeff Ramsey	00 VW GTI Red	42.307
3	Valerie Gard	95 Plymouth Neon White	45.232
4	Chris Bratten	00 Dodge Neon Black	46.180
5	Jim Golay	02 Saturn SC2 Black	46.529
6	Ben Lowe	2002 Nissan SE-R Silver	47.829
7	Ben Chang	Dodge Neon	53.064
G Stock Ladies			
1	Stephanie McLeish	95 Saturn SC2 Aqua	47.310
H Stock			
1	John Ausbrooks	91 Honda Prelude Black	43.640
2	Randy Hall	85 Dodge Omni GLH Red	43.781
3	Dennis Dunkman	95 Honda Civic LX Green	45.646
4	Jeff Rapp	66 Chevy Corvair White	45.723
5	Ray Ashcraft	1978 Triumph Spitfire	55.128
H Stock Ladies			
1	Andrea Hutson	93 Mitsubishi Eclipse Black	49.175
A Street Prepared			
1	Ted Drummond	88 Toyota MR2 SC Blue	41.828
2	Anthony Haggenjos	88 Toyota MR2 SC Blue	43.032
B Street Prepared			
1	Bob Farr	1972 Datsun 240Z Blue	40.729

16th Street Solo Serendipity



C Street Prepared			
1	Raleigh Boreen	1996 Mazda Miata Red	41.295
2	Shane Benson	91 Mazda Miata Red	41.704
3	Jason Strain	85 Honda CRX Red	41.736
4	Jason Russell	90 Mazda Miata Red	42.227
5	Mark Semmler	1996 Mazda Miata Red	42.557
6	Kevin Miller	00 Integra Type R Yellow	45.642
7	Charley Goddard	1971 Alfa Romeo GTV	45.683
8	Jorge Sanchez	90 Honda CRS Red	45.803
9	Zac Iverson	Mazda Miata	51.876
10	Heather Lambert	90 Mazda Miata Red	55.497
D Street Prepared			
1	Matt Curry	Lilac Neon	41.923
2	Brian Davis	Honda Del Sol	44.501
3	Andy Bratt	84 Toyota Supra Yellow	44.538
4	Jeff Alexander	97 Dodge Neon Black	44.825
5	Harold Davis	Honda Del Sol	45.826
E Street Prepared			
1	Steve Povalac	69 Pontiac Firebird Red	45.216
A Prepared			
1	Lee Miller	Pontiac Fiero Silver	40.757
C Prepared			
1	Warren LeVeque	66 Chevy Corvair Red	39.079
2	Paul Fox	66 Chevy Corvair White	39.249
3	Michael LeVeque	66 Chevy Corvair Yellow	41.173
E Prepared			
1	Don Ridenour	80 Fiat Spider 2000 Blue	44.924
2	Ian Linn	Karmann Ghia Poiple	45.983
C Modified			
1	Mark Lamm	73 Dulon MP15 Yellow	37.551
2	Randall Turner	1973 Dulon MP15 Yellow	39.959
3	Don Munday	Spec Racer Ford	40.522
C Modified Ladies			
1	Wendy Munday	Spec Racer Ford	49.040
D Modified			
1	Stephen Brinkerhoff	Lowcost 7 Silver	38.059
Street Touring S			
1	Steve Linn	92 Sentra SE-R Red	41.007
2	Aaron Lucas	99 Nissan Maxima Black	41.203
3	Mike Stensland	93 Sentra SE-R Black	41.819
4	Alan Ausbrooks	00 Subaru Imprezza Blue	42.103
5	Scott Dales	93 Ford Probe GT Black	42.704
6	Alberto Pizzaro	VW Rabbit	42.845
7	Davis Mason	97 Honda Civic Purple	43.289
8	Jim Lin	93 Sentra SE-R Black	43.344
9	Daryl Miller	VW Rabbit	43.831
10	Seth Mansue	99 Subaru Impreza Silver	44.344
11	Brian Kinzie	94 Honda Civic Red	44.370
12	Alex Yovanovich	00 Plymouth Neon Silver	46.383
13	Nick Hill	Honda Accord Blue	47.202
14	Matt Kloos	02 Mitsubishi Lancer Gray	47.920
15	James Bose	96 VW GTI Red	48.152
16	Chuck Ruh	Mazda RX7	52.243
STS Ladies			
1	Mary Jo Linn	92 Sentra SE-R Red	45.800
Street Touring X			
1	Paul Lazaro	99 Mitsubishi Eclipse Red	41.365
2	Jay Nogan	97 Eagle Talon Green	41.519
3	Eric Downey	02 Subaru WRX Silver	42.817
4	John Kudlaty	97 Eagle Talon Black	44.486
5	Larry Harts		45.228

The Clemens Report: CenDiv #5 Veloci tus Maxi mus

By Clemens Burger

Oscoda, MI—August 24-25

The fifth Subaru CenDiv Series event of the season required the longest trip for Indy Region members. Oscoda is “only” 400 miles from Anderson, which can be done in about six hours. From Indianapolis, it is a few more miles. Oscoda is a little vacation town way up in Michigan, right on Lake Huron. There are only two motels in town, but probably hundreds of cabins. Since the event was during the peak tourist season, it was prudent to make hotel reservations early. Even for the hosts from Detroit, Oscoda is a three-hour drive and requires an overnight stay.

Most of the times I have been up there it rained at one point during the weekend. Not this time. The weekend brought gorgeous weather with sunshine, some clouds, a nice breeze, and comfortable temperatures. The only rain we saw was during the drive up there, when it was pouring for quite a while.

The event took place at the former Wurtsmith Air Force Base. A large piece of concrete, that is in great shape, is occasionally used by Ford Motor Company, and offers a great place to play. As the name of the event implies, Oscoda is always good for high speeds. The 170 entrants got to drive two nice, long, and well-flowing courses. Unlike last year, third gear was not needed for most cars, but the sound of engines bouncing against their rev-limiters could be heard every once-in-a-while.

Drive-thrus at restaurants may be a common sight these days, but it may be Detroit Region who invented drive-

through registration and tech. Before even driving through the gate into the event site, the competitors passed registration. When getting out of the car, the event organizers already had the registration package ready, the waiver form on hand to sign, and a bunch of tech workers poured over the car. Two minutes later, the competitor was on the way into the event site.

The event moved at a good pace on Saturday morning until a Neon decided to send a few engine parts through the oil pan at full speed. It took quite a while to clean up the resulting oil spill. Despite a couple more timer hick-ups, competition finished with enough time left to walk Sunday’s course a few times before the complementary dinner party with pizza, sandwiches, vegetables, fruit, salads, and two kegs of beer (thumbs up, Detroit Region!) on Saturday evening. Due to the long distance, this CenDiv event had only a few entrants from Indy Region, but the ones that did attend, were rewarded with a fun event and good finishing positions. Just like Ferrari in F1 and Penske in



IRL, the Aquamarine MR2 that is familiar to many, managed to finish one-two in E-Stock. I finished in first place, and Joan Karnas earned her first CenDiv trophy in an open class by beating six of her competitors, all men, and finishing second. In C-Mod, Rick Swartz finished in 5th place, and Cheryl Swartz had a first place in CML. Steve Brinkerhoff also returned from Michigan with a first place trophy.

Complete results can be found at <http://www.solo2.cendiv-scca.org/2002/result5.pdf>

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

The Clemens Report: CenDiv #6 Holy Toledo GlassMasters By Clemens Burger

Toledo, OH—September 1

Oh well, this one was different than expected. This was the second year the Northwestern Ohio Region hosted a CenDiv Series event at BAX Global Inc. at the Toledo Express Airport. BAX Global has a large piece of concrete available, where NWOR set up a former Nationals course last year for a very nice event.

This year, the event was advertised again to have “50 acres of fast, flat, fifteen year old concrete”. Due to BAX flight schedules, this was the only one-day CenDiv event this year, and competitors were not allowed on the site before Sunday morning. Therefore, registration and the tech inspection took place at the TireMan Service Center in Toledo on Saturday evening. TireMan is NWOR’s sponsor of their local Solo 2 series, and they opened their doors so that we could register indoors. NWOR also had a little welcome party set up and quite a few people sat in the parking lot for bench racing since we could not walk the course as it is common the day before such an event.

The first sign that something was different from last year was the fact that we entered the airport through a different gate. After entering the airport, we had to drive over a couple hundred feet of gravel road and...wow!...we stood on an even larger piece of concrete! Brand spanking new! It looks like BAX had just expanded their concrete pad to the west. Apparently, our event was limited to the new concrete, which was not a problem since there was ample paddock space, and room for two grids and a national-level course.

Since this event was the last one before the National Championships for most drivers, it could be expected to be very popular, especially due to the concrete surface and the course design. NWOR was prudent enough to set an entry cap of 250, which was reached easily, and quite a few drivers landed on the waiting list. NWOR ended up admitting approximately 280 entrants. It was impressive. Just imagine four times as many people and a second course, and you get a pretty good idea what the National Championships are like. Due to the size of the event, the format was Nationals-like too. Although the event organizers really wanted to give everybody four runs, there was only time for three.

The course was a replica of the North Course from last year’s Nationals, which, due to the unfortunate circum-

stances, only very few people got to drive. It turned out that the course was somewhat compressed compared to the original, since times were nearly ten seconds lower.

Now to the unexpected. It was an E-Stock driver who had the honor to demonstrate how slick the course was, not what is typically expected from a concrete surface. As the first car out, he spun the car in a huge cloud of dust only two turns into the course. This was true virgin concrete. Other than the construction workers, nobody had been on this surface before us. The build process had left large amounts of dust on the surface, and in the beginning, the event look more like a stage of the World Rally Championship than an autocross. All first heat cars left a big trail of dust behind them. With up to three cars on course, there was a lot of dust in the air. The surface was extremely slick and running the first heat compared well to driving in the wet (the weather was nice and sunny!). This new concrete was nothing like the grippy surface in Topeka, and was not the practice many had hoped for, unless it rains during September 10-13. However, throughout the day, the driving line got cleaned up fairly well, and cars in the later heats had pretty decent traction. The only times those cars kicked up some dust was when they got out of control and spun off the course. If NWOR can hang on to this site, it should develop into a real nice racing surface over the next few years. Good concrete is like a good wine, it needs to age first, but then offers tremendous enjoyment.

Due to the large number of entrants, some of the classes had a great turn-out. The largest class was STS with 30 cars. C-Stock had 22 entries, followed by several other stock classes in the mid-teens.

Several Indy region members had made their way to Toledo for this event. In E-Stock, Clemens Burger finished second and Dan Stone had an eighth place. Jeff Alexander finished fifth in DSP. Lee Miller had a first place in A-Prepared and Warren Leveque was eleventh in C-Prepared. C-Mod had several Indy Region drivers with Rick Swarts finishing in third place, Brent Cary in fifth, Frank Pope in eleventh. Steve Brinkerhoff competed in D-Mod and took home a first place. Carl Fuhrman ended up fifth in STX.

Complete results can be found at <http://www.solo2.cendiv-scca.org/2002/result6.pdf>

2002 Indy Region Solo II Schedule		
Oct 27	#8	Converse *
* Indy & Ft Wayne Region co-sanctioned event		

Columbus Region Solo 2 Schedule	
Oct 12-13	Superweekend
Nov 10	Fun Event



SCCA Solo

Other 2002 Solo Events		
Oct 12-13	CENDIV 8	East Chicago, IN

Ft Wayne Region Solo 2 Schedule	
Oct 6	#7
Oct 27	#8. Converse Co-sanction*



Several Indy Region members ventured west to the Solo II Nationals in Topeka, Kansas in mid-September.

Brent Cary (pictured on cover) was the most successful Indy Region driver, bringing home a seventh place trophy in CMod. Steve Geiger shared the same ride and placed 20th out of 31 cars.

Steve Brinkerhoff gets some pointers from Clemens Burger. Steve finished 17th, and Don Kline (not pictured) finished 22nd in a DMod field of 23 cars.



Gus and Harold Hammerly co-drove the familiar white Honda S2000 (above) in B Stock. In a 46 car field, they finished 23rd and 34th respectively. This was their first trip to Topeka. They also took many of these photos — thanks, guys!



In their rookie Nationals attempt, Bryan Alexander and Ted Drummond (pictured left) were up against highly-modified Porsches and C5 Vettes in A Street Prepared. Let's just say that they had a good time, er, fun.

Nationals regulars Lee Miller (right) and Warren Leveque (see page 18) again ran in their Prepared classes. Lee's A Prepared class was only seven cars, but Warren's "pig" Corvair finished 36th of a whopping 54 cars!



Joan Karnas (left) ran in the E Stock open class, helping to keep the tires warm for hot shoe Clemens Burger. Clemens narrowly missed a trophy, falling from 15th to 17th on the second day. E Stock was a tough field of 54 cars, mostly MR2's.

Thanks also to Joan and Clemens for taking many of these pictures!

Chad, buddy, wake up!
You're not in Kansas anymore!

Chad Stringer visualizes a drive through the course in his G Stock Mazda MP3. Topeka brings drivers and cars to new, heightened levels of preparation. Chad finished 31st of 43 cars in his first Nationals visit.



What causes us to become involved almost to the point of addiction to motorsports? I have written before about the competitive and social aspects of auto sports involvement. Later in my life I have become more interested in the social rather than competitive side -- yeah, I know that my finishes reflect this.

Another aspect of involvement applies even if you are neither social nor competitive. Surely you've witnessed someone who was involved but obviously not being rewarded for their efforts, by your standards. Their reward might be in the nature of Psycho Physics or Psycho Kinesithesis. These sciences, in layman's terms, deal with the interaction of the mind and the sensory inputs of muscular and body actions or reactions.

Our muscles are more than just remote servo motors. When you click rewind on your VCR you are activating a servo motor without sensory feedback. We get feed back from muscle extension (really contraction) and the resistance to that extension. The actions that we put into Video games are a servo motor action, but we get only visual and audio feedback. This is why video racing games are boring



to me. Having raced, I miss the G forces on my body and even the vibrations felt through the chassis; not to mention the aromas of burning rubber, oil, and race fuel. Compare the virtual reality of video games to the real feeling of roller coaster rides.

This is exactly what is lacking in my electronic keyboard relative to a real acoustical piano. On the real piano, the mechanical movement of the keys and hammers can be felt as they move relative to your input. The vibration of the strings is fed back to your body through the wood chassis. If the speakers on the electronic keyboard were mounted remotely, the only feed back would be remotely auditory.

Watching Christopher Reeve's struggle on TV reinforces just how important human touching and biofeedback is. That's what he says that he misses the most.

I've had tremendous fun racing and autocrossing late this season (fifth season-previous article) since the Championships are all over. It's no longer about the cerebral competition but the exhilaration of just doing the physical racing. I'll try to explain it.

To enjoy the physical exhilaration the greatest degree, you need a vehicle which gives you the most feed back. An opened wheeled Formula car would be the best example as it is nearest to being an extension of your physical self.

A convertible would be helpful here so as to not miss the feel of wind, asphalt bits, and rubber grit. All vehicles give feed back in some subtle amount, but it helps to not be isolated from the feed backs by power steering, power brakes, automatic transmissions, ABS, ATS, soft seats, sound deadening, muffled engine, soft motor mounts, and soft suspensions and tires.

My sons and I have relatively fast, comfortable, nice, street prepared cars, which are more capable of winning trophies and championships than the gutted out monsters that we choose to drive. We have often discussed why we do it. The consensus is that we get more physical enjoyment from it. We finish the runs actually trembling and out of breath, from the excitement.

These cars have very little mass, so respond instantly to our touch. All suspension and power components are metal to metal to give us instant information relative to our inputs. The engine is solid mounted so that all of the sensory power vibration is felt. We even smell the engine, clutch, brakes, and tires within the car.

When we leave the line we are challenged to get the best mix of power, clutch, and traction, and know instantly if we got it right. We know from being compressed into hard shell seats just how much G force we are developing. We can feel the slip angle of the squatty, sticky tires fed back through the non powered steering and our back sides to judge the correct roll ratios and steering angles. We can actually feel the tire slippage before the car visually reacts to it. We can feel imminent braking lock-up before an ABS could react.

An unrestricted exhaust and engine vibrations can also be felt through the solid motor mounts and chassis (like the piano strings) to act as your rev limiter and audio or tactile dynamometer. This phenomenon may be a partial explanation for the popularity of Harley Davidson motorcycles and CP class prepared cars. We can also feel the suspension compressing through the floorboards.

It's more than this though; you also feel the resistance in your muscles either to a purposeful action or as a response to the G forces. This feed back is a large contributor to the release of endorphins as well as the competition itself. Just like the younger, vigorous, professional athletes we get to experience that same mental/physical high for a very short time. For that very short time we have completely escaped our realities, pains, and troubles and feel just like mountain climbers and bullfighters. I understand that this can all be achieved through many other sports, jet skiing, tennis, etc., but not at this intense level. The feeling of being right on the edge of losing control is also unique to auto sports. Just as in riding roller coasters, you need to feel that your body is somewhat at risk to get the full thrill.

We achieve this huge silly grin by tuning in harshness, noise, and vibration.

Fall Foliage Tour

Points event #7 of the 2002 Indy Region Rally season

Where: Southport Commons at Emerson and Southport Road (1 exit south of I-465)
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: The rally will end at the Pizzeria UNO at Southport Commons, about 200 yards west of the start point. 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.

Sunday October 13

Kurt's Regularity Run

What: Points event #8 of the 2002 Indy Region Rally season
Why: Last chance to score points for rally and/or Competitor of the Year awards.
Where: Marsh parking lot on SR-67 in Mooresville (Mooresville Town Center)
Registration: Noon – 12:45 PM Drivers Meeting: 12:45 PM
First car starts: 1:00 PM Plus Car Number Finish: 4:00 PM (approximate)
Special Note: Kurt hasn't told me exactly where it will end, but Mooresville Town Center is a pretty safe bet since you will be making two laps around a closed course. Entry forms for this event are the ABCN version for those of you who picked up the forms packet at Rally School. One note from Kurt is that anybody bringing an audio or video recorder is automatically in Class B or A. 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 November 3

Signs Signs Everywhere Signs

Rally



Team	Leg 1	Leg 2	Leg 3	Leg 4	Leg 5	Leg 6	Total	
Jim Bredle & James Cates	34	-28	22	-34	22	10	150	1 - A - T
Candice Pope & Frank Pope	96	105	-32	-58	41	27	359	1 - B - T
Matt Curry & Tim Curry	200	186	200	24	23	94	727	2 - B
Linda Baker & Marc Kerr	200	200	200	16	110	44	770	1 - N - T
Jason Strain & Allyson Kunack	200	196	200	55	47	199	897	2 - N
Tom Carlsen & William Carlsen	200	200	200	200	164	200	1164	3 - N



Six rally teams wandered north from a start in Fishers, eventually ending up in the hometown of James Dean. That would be Fairmount, Indiana.

Dan Cook's concept was guidance by signs. Several teams found out quickly that the signs were not going to always be obvious. After a couple of legs the teams warmed up to Dan's devious ways.

The end point was the Fairmount Historical Museum which mostly features James Dean memorabilia. Several acquired cool souvenirs. Afterward several ventured around town to check out the other nearby Dean landmarks.

Fall Phobia

What: Central Ohio Rally Club event

Where: Park & Ride lot on Stringtown Road, Grove City, OH Take I-71 south from I-270 on the south side of Columbus. Exit immediately at the Stringtown Road exit (Exit 100) Go west on Stringtown Road. About 3/4 mile later, you will see the Park & Ride lot at Parkmead on your left just before the Stringtown / Old Stringtown split. You will see us in the lot.

Registration: 2:00 - 3:00 PM (plan to leave Indy by 11 AM)

Drivers Meeting: 3:00 PM

First car starts: 3:30 PM Plus Car Number **Finish:** 8:00 PM (approximate)

Special Note: The rally will end at the Donato's Pizza immediately across the street from the start point. Entry forms for this event and a tutorial on tulip instructions are available at the corc web site. Their classes are different than ours and their entry fees are lower, only \$15 for non-members. I think that this might be a fun way to spend a Saturday afternoon, meet some new people, and see some new countryside. Any questions? www.corc-rally.org

Sunday October 26

Since Matt so graciously gave me a break from writing my column last month, I want to thank every one of you who came out and helped with the August National Rally weekend. Hoosier Hospitality was appreciated by all of the competitors, and the Region got outstanding marks for its strong support for the program. There were several competitors who are also organizers of similar weekends, and their universal question was, "Where did you find so many wonderful workers? We would die to have half as many." The fact is that Indy Region still has one of the best cadres of dedicated workers in the country. Your performance has significantly enhanced the reputation of the Region.

We had an excellent turnout of competitors for the event. In spite of a couple of unforeseen difficulties with the rally routes, all of the competitors have been highly complementary of the roads and concepts of the events. Several have made constructive recommendations to prevent repeats of the difficulties and are strongly encouraging further development of the concepts. I have to say that their encouragement is wonderful, but I am going to need more help, starting now, to do it again next year. In a misguided attempt to get double duty from the events by running them as regional events for the pre-checks, I unwittingly bit off more than I could reasonably manage. So, if you are interested in helping, please let me know soon so that I can match you up with tasks, which includes course development.

I heard an interesting concept for developing the local rally interest last weekend. Several Regions and local clubs out west run series that they call First Friday and/or Second Sunday. They are short events, typically 60 miles and two hours on the dates mentioned. And they happen every month, year round. The Friday events are evenings, and obviously are often night events, so the concepts are kept simple. These are frequently based around games, such as the Yahtzee rally that Julie put on a year ago. Sunday events are always daytime and are used to develop course following skills. I thought that the concept sounded interesting, and encourage you to express your opinions to next years Rally Chairman - Ken Osiecki, or to myself.

Labor Day weekend I got back in the saddle for the National events in Washington DC with my defending co-champion from last year, Dave Jameson. He is an extremely skilled practitioner of Monte Carlo style rallies (think section two of the La Rallye Variforme event) and taught me a lot about technique. This years Catochin Monte had 28 controls on the public roads and 5 controls on Summit Point race track. We were first in Class and third overall at the beginning of the track session running Dave's Ford Explorer. Even though we were able to make the controls on the track, we did not pre-plan our technique sufficiently for

the special conditions, and took six points dropping us to second in class and fourth overall with a total of 22 points for 33 controls. On Sunday we took on what was described as a Tourap rally based on an interesting map concept. We started relatively well, being first in class at the end of Segment 1/5. However, we went steadily downhill from there to wind up fourth in class (of four). Fun concept, however, and the Blue Ridge area of Virginia has a wealth of impressive rally roads.

There are a number of you who are becoming sufficiently skilled at the sport to consider taking on some Divisional and / or National events. The scenery can be really impressive. The Catochin Monte is a Labor Day tradition for the DC Region and can be a pretty casual drive through beautiful mountains and Civil War battlefields. This year we ran through and around the Antietam battlefield near Sharpsburg, Maryland.

Jumping back to the idea of traveling, there is a local club in Ohio that is presenting a couple of interesting events over the next couple of months. The Central Ohio Rally Club (www.corc-rally.org) has been around long enough to be competent to put on worthwhile events. They have had a representative competing in both editions of La Rallye Variforme, winning first in Stock Class. Check their website for details. The Oct. event sounds particularly exciting, since the area is known as the Hocking Hills and is one of the most scenic in Ohio. They describe the course as using several roads from the old Sunrider 400 days which, as I recall was a pro rally.

We have two points events left for the season. On Oct. 13, Jim Bredle will present his Fall Foliage Tour through Morgan, Monroe, Brown, and Johnson counties. An easy to follow course, graded, we hope, with some really pretty color. On Nov. 3, Kurt Weisner is going to play with our minds a little bit with a "regularity" run. No ser average speeds and no calculations. What you do is drive around a defined course at whatever speed feels comfortable to you. We will have a number of well hidden checkpoints where we will time you. Then you get to make a second lap of the course and we time you again. We score you based on the difference between the two times; i.e. if you take 31.47 minutes to get to a particular checkpoint the first time around, and 31.67 the second time, you score 20 points. The challenge for you is that since the controls are hidden the first time, you don't know where to expect us the second time. You have to do it exactly the same everywhere. Hence the name, regularity run. Last one that I am aware of was at the 1999 Road Rally Challenge in Napa, CA.

I hope to see you at a rally soon. Chuck

2002 Indy Region Rally Schedule

Oct 13 (Sun)	Fall Foliage Tour	Jim Bredle	??
Nov 3 (Sun)	Pikes Peak Hillclimb	Kurt Weisner	??





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)

Membership Report

by Dave DeBolt

Please don't forget that we are fast approaching November 16, 2002. What is that date you ask? That's the final date for turning in your "Indy Region Involved Member Event Log Sheet" in order to receive one of those cool Indy Region jackets or to add a "2002" embroidered year to your jacket, if you all ready have one; as, we honor the top ten Indy Region members for their involvement in and dedication to our region for the year 2002. Start adding up those points and be sure to get the results to me by 11-16-02!!

New Members

March, 2002:

Robert Boadt
Richard Boyer
John Carney
Colleen Dangler
Kyle Heffecker
Christopher Lee
Frank Levinson
Mark Pemberton
Brian Schuman
Anthony R. & Alison L. Spencer

April, 2002:

Martin Bates
Dale Brier
Jonathan E. Byrd II & Abigail R. Byrd
Wendell P. Callihan
Curtis L., Teresa, & Jordan Clark
Matthew Durkee
Darren Gilbert
Kenneth Johnson
John Kudlaty
John M. Mullen

Don Napier
Jose Gilberto Benauides O.
Rick & Debbie Ordo
Alberto & Sonora T. Pizzato
Rolando Quintanilla
Jeff Rapp
David Storr
David M. Thomas
Craig E. Von Deylen
Corey F. White

May, 2002:

Michael Cox
Walter R. Hawranek
Kevin D. Heatter
Andrea K. Heininger
Sean Horton
Jeff Humphreys
James P. Kaufman
Mary Jo Linn
Michael J. McLeish Sr. & Karen D.,
Erik Nor
Chris J. Poglitsch
Steven Ragan
Brent Eric Robertson
Rance Rogers
Michael E. Selvy
Sandra Stanley
Michael J. Stephens
Charles Wills

June, 2002:

Scott Childress
Jason Gigciotti
Matthew Kelly
Ian Linn
Mike McLeish Jr.
Larry M. Mitchell
Wendy Otoupal-Hylton & Victoria &
Amanda Otoupal

Tom Remedios
Lora Shutes
J. Patrick Spalding
Michael C. Vanderbok
Sharon K. Wright

July, 2002:

Jeff & Sam Berger
Benjamin Chang
Bart Halstead
Larry Harts
Joshua Hayes
James Kolthoff
Sidney Moon
Eric Robe
Troy Stinson
John L. & Kyle Wiegand

August, 2002:

Jacques Cudel
David G. McMillan
Joseph K. Cox
Todd M. Toole
Charles E. Bushor
Bill Steuber
Scott Burton
James M. Kirby II
Loren Long
Vince Cochran
Bryan Haza
Cindy Adams
Brian Davis

If you have any questions concerning your membership please call 317-891-8596 (Home), 317-242-3762 (Work) or e-mail me at a2zracers@aol.com or david.debolt@gm.com Thanks! Let me hear from you!!



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298F Gasoline Alley
Indpls, IN 46222
Hours: Mon-Fri 11a-6p
Please call for appointment
317.381.0898

Rally Points Standings

Class "A"	Member	Points	Qualified	Class "C"	Member	Points	Qualified	Class "N"	Member	Points	Qualified	
	Jim Bredle	Y	45	Y	Tim Curry	Y	45	N	Steve Linn	Y	21	N
	Jim Cates	Y	45	Y	Matt Curry	Y	45	Y	Mary Jo Linn	Y	21	N
	Deborah Osiecki	Y	23	Y	Bill Partridge	Y	37	Y	Mark Kerr	Y	19	Y
	Ken Osiecki	Y	23	Y	Julie Partridge	Y	37	Y	Richard Dalton	N	18	N
	Dan Cook	Y	12	Y	Jo Maureen Seymour	Y	12	Y	Jennifer McLeish	Y	18	N
	Carolyn Goelz	N	9	Y	Robert P. Seymour	Y	12	Y	Chad Stringer	N	16	N
	Charles Hanson	Y	9	Y	Pam Farr	Y	12	N	Margaret Langham	N	12	Y
Class "HA"					Elizabeth Crites	Y	12	Y	Linda Baker	N	12	N
	Kurt Weisner	Y	39	Y	Bob Farr	Y	12	N	Debbie Rabb	N	12	N
	Alex Weisner	Y	33	Y	Sam Crites	Y	12	Y	Bryan Goss	N	12	N
	Robert Steigerwald	N	6	N	Dan Cook	Y	12	Y	Jeff Goss	N	12	N
Class "B"					Dani Curry	Y	6	N	Jason Strain	N	9	N
	Candice Pope	Y	31	Y	Mike McLeish	Y	5	N	Stan Dorsey	Y	9	N
	Frank Pope	Y	31	Y	Karen McLeish	Y	5	N	Allyson Kunack	Y	9	Y
	E. Benton Tackitt IV	Y	7	Y	Richard Atkins	Y	4	N	Cheryl Swarts	Y	9	N
	E. Benton Tackitt III	Y	7	N	Janet Atkins	Y	4	N	Rick Swarts	Y	9	N
	Julie Hanson	Y	5	Y	Aeron Hylton	Y	3	N	William Carlsen	N	7	N
	Carolyn Goelz	N	5	Y	Cindy Hylton	Y	3	N	Stephanie Nogan	N	7	N

an F & C Corner Captain.

10 pts. Race Chairman

If any position is shared, the points available for the position will be shared proportionally between the workers filling that position. (i.e., if two people share the responsibility of chairing an event, each will get half the points designated for a chairman of that type of event.)

There will be no combination of points for a single event. (i.e., you may not earn competitor as well as worker points at one single event.)

Final determination of worker points will be totaled by the awards chairman based on the submission of the registration cards.

Involved Member Award

Awards will be presented based on accumulated points earned during the period of January 1 through November 15. Awards will be presented at the annual banquet to the ten Indy Region members who have accumulated the most points during the most recent earning period. The awards will be embroidered lightweight jackets. A member will be awarded a jacket only once in five years. A repeat placement will be recognized by the presentation of a patch to place on the jacket already awarded.

Points can be earned by participating in any activity or event sponsored by Indy Region or by the IRO. Points may be earned only while an Indy Region member. The awards are available to dual members, as well as to Indy Region of Record members.

To earn points, all involved Indy Region members must fill out the form below for any events where you participate. Then mail this card to **Dave DeBolt at 222 Yorkshire Blvd. W., Cumberland IN 46229** or **e-mail a reasonable facsimile of this form to a2zracers@aol.com**. You may copy this form if you need more space. You must return this to Dave by **November 16, 2002**. **Confirming receipt of submitted points is the sole responsibility of the entrant (and recommended!)** A person's eligibility will be verified by the Membership Chairman.

The schedule of points available is:

- 1 pt. Entry in a competition event; attendance at activities meetings, crew at a competition event.
- 2 pts. Race worker (one day); Rally worker; Solo event specialty chief; non-entrant Solo worker; worker at Fire School, Banquet or other special events.
- 5 pts. Rally event chairman; Solo event chairman; Race chief of specialty; Chief Steward; Chairman SOM; Assistant Race Chairman; Chief or Chair of special events; two days as

INDY REGION INVOLVED MEMBER EVENT LOG SHEET

NAME: _____

DATE	EVENT ATTENDED	HOW YOU PARTICIPATED

Regional Racing Point Standings As of 9/13/02

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)

KNELL, S. ALAN	63	MILLER, DARIUS	12
BENSON, SHANE	60	PFAFFER, ROBERT	12
STANLEY, DARREN	36	SCHOPP, JERRY	12
HOLEMAN, PAUL	33	COMMER, STU	11
BAUGH, JASON	30	RUDE, DAROLD	11
MUNDAY, DONALD	28	DUNCAN, BRIAN	10
SCHICK, SCOTT M.	24	HYLTON, PETER	10
HANSON, JULIE	22	REISERT, JOHN MARK	10
NEYLON, MICHAEL	22	BAME, CHRIS	9
BADEN, MICHAEL	21	BUTLER, JOSHUA	9
SHIRE, BRUCE E.	21	DOYLE, MOREY D.	9
BLEKE, DAVID W.	17	SCHACHT, DAVID	9
CAMPBELL, WILLIAM	16	SCHUMAN, BRIAN	9
ADAIR, BRANDON	12	SPENCER, KEITH	9
ANDREW, GLENN	12	CHITTWOOD, MATT	7
BRUCKHEIMER, JEFF	12	LEEKE, CRAIG	7
GARNER, DAVID	12	SPENCER, TONY	6

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: Vincent Ashton

By Jennifer
McLeish

Current Car: American Sedan Camaro
Daily Driver: 1997 Camaro RS
Race Car: American Sedan Camaro, GT1 Corvette
SCCA Program: National Club Racing
Date Started: I started road racing in March of 2001.

Decision to autocross/race: My dad has autocrossed Corvettes since the early 70's - so I was brought up with racing. When I turned 16, I started autocrossing with him. We autocross with the National Council of Corvette Clubs. In 2000, I decided I was going to try to go for a national championship. The year went great and I won the national championship, *and* was the youngest person ever to do so (by many years). After that, I wanted to move up into SCCA road racing. So that's how I started racing.

Work/School Commitments: I am a student at Ivy Tech St. College

Favorite Racecar Driver: Boris Said, Tony Ave

Favorite Type of Racing: Sports car racing or any type of road racing



Favorite Race Track(s): Road America, Mid Ohio, Road Atlanta

Favorite Car: I would have to say a Corvette.

Favorite Drink: Iced Tea

Favorite Food: Wendy's

Favorite Color: Blue and Silver

Favorite Movie: all of the Austin Powers movies

Favorite TV show: anything on the Speed channel!

Goals/Aspirations: I hope to be in some type of professional road racing series.

If you won a free trip to anywhere, where would you go? I would go to the 24 Hours of Le Mans or to the Monaco F1 race.

If you won the lottery, what is the first thing you would buy? Some sort of wildly expensive race car!!



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 November issue ads is October 20.



1993 Probe GT, 2.5L V-6, 5spd, Black, A/C, PM, PW, PDL, Sunroof, Premium factory stereo. Other stuff: Greddy exhaust, PRM intake, Magnecore, Eibachs on Illuminas, MazdaSpeed RSB, F/R strut tower braces, adj shift lever w/ MOMO knob, Sparco drilled pedals set for H&T downshifts, Simpson 5pt harness w/ functional stock belts, Brembo oem dim. rotors (fronts cross drilled) and KVR pads, w/ spare set of EBC Greenstuff front pads, Hella H-4 headlight conversion with PIAA bulbs, PIAA 1100 driving lights, Kosei K1-R wheels (16x7.5", 15lbs each) w/ Azenis, Factory GT aluminum 16x7" w/ Michelin Artic Alpin snow tires, full set of factory service manuals, current alignment sorted for autocross but still very streetable. Well maintained, rust free, high mileage car. Daily 100 mile commute on rural highways and the original owner did the same thing. 3k - 5k oil change interval using Mobil 1 and factory filters. The car has tons of excellent service life left in her and is extremely reliable and a lot of fun to drive, but I've got a brand new MINI Cooper S showing up any day now and I don't have the space to keep the Probe too. Sorted and competitive STS car. \$3000 Scott Dales 317-882-7638 sadales@aol.com

For Sale: 1971 MGB-GT, one owner, in storage six years, needs freshening, \$3,000 obo. Call 297-5474 6-10 pm, Sue Young and Andy Welden

For Sale: 10 Used Hoosier Autocross tires, (6) 205-55R14 and (4) 225-50R14 \$75 takes them all, Jason Strain (812)339-6559.

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

REDUCED! 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 onboard 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 \$5,000. Call Jay Shadoan at 317-846-5784 or 317-698-9512 or jay-shadoan@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 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@crrtc.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, dave.hart@insightbb.com

Autocross/Tire Trailer - approx. 4'X4' with wood floor & sides; tool/gear box and tire retainer bar installed; tie down straps included; fits 4 tires, 275mm width max per tire; \$150 and you haul it away.

Wheels & Tires - 4 OE '97 Mustang Cobra Wheels (17"X8", will fit all 94+ Mustangs) plus 4 Kumho ECSTA V700 275/40-17; wheels have center caps and are in good condition; tires have 9 events and have just been "flipped" so have at least that many events left; \$400 for whole set, \$300 for wheels only, \$200 for tires only.

Kyle Broeker H 317-891-0095 eve. C 765-994-7292 days Broeker97@aol.com

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.

WANTED: Solo Co-Chairman for the 2003 Indy Region Solo2 Series. Responsibilities: Help run the 2003 Solo series in preparation for taking over the Solo program in 2004. Computer skills helpful, a sense of humor required. Contact Steve Linn asap!

Indy Region's October 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!

Thursday October 24

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