

JULY 2003



# Clutch Chatter

THE OFFICIAL PUBLICATION OF THE  
INDIANAPOLIS REGION OF THE



OFFICIAL  
PROGRAM

**TRACKSIDE SUPPLY** 

**INDY GRAND PRIX**

*JULY 5-6, 2003*

INDIANAPOLIS RACEWAY PARK

**INDIANAPOLIS REGION**

SPORTS CAR CLUB OF AMERICA

**SCCA CENDIV NATIONAL CHAMPIONSHIP**



*Including the*

**indyscca.org**



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Indy Region Home Page: indyscca.org  
SCCA Home Page: scca.org  
Cendiv Home Page: cendiv.scca.org  
Solo Info Sites: www.autocross.com  
<http://personals.galaxyinternet.net/rotary/csc.htm>  
[www.spec-rx7.org/-cashmo/cendiv/](http://www.spec-rx7.org/-cashmo/cendiv/)

## Calendar



July 5-6 Indy Grand Prix Nationals, IRP  
July 16 Board Meeting at Fastimes  
July 19 Solo #5, Australian Pursuit, 16th Street  
July 20 Road Rally, TSD, Decatur Library  
July 27 Solo #5 at Walesboro  
Aug 9 Solo #6 at Anderson  
Aug 16 National Rally, TSD  
Aug 24 Solo #7 at Grissom

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Ladies and Gentlemen,

I want to take this opportunity to thank each and every one of you for attending one of the premier Central Division Club Racing events of the Sports Car Club of America (SCCA) as sanctioned by the Indianapolis Region. Whether you are attending this year's Indy Grand Prix presented by Trackside Supply at Indianapolis Raceway Park as a competitor, worker or spectator, I am very pleased to welcome you to one of the nation's most storied National Road Races.

This year the event is being held in memory of Larry Blackman. Larry was a very respected competitor and worker within the Indy Region for many years. Elsewhere in this program is an open letter to the SCCA from his brother Gary. To memorialize Larry's accomplishments and contributions, his beautiful '66 Shelby GT350 will be on display behind the control tower on Saturday and his family will be taking a parade lap during the lunch break that will conclude in a double-checkered flag at the finish line. Please join all of us in the Indianapolis Region and the SCCA in celebrating Larry's life and memory. He will be greatly missed.

As you read further through this program, you will find explanations of Road Racing, Worker Specialties, and the Cars of Club Racing. You will also see reports on the Indy Region's Solo2 (autocrossing) and Road Rally programs.

All of these events are highly competitive and require a great deal of dedication from all of those involved. In order to fully gain the satisfaction from your membership in the SCCA, I would encourage everybody to support all of the activities in your Region. If you are not a member, please feel free to contact me and I would be happy to help you begin your journey in the SCCA. We do provide on the job training!



I have been very lucky to be associated over the past several years with some of the most talented and enthusiastic people to ever become members of the SCCA.

To all of the dedicated people in this Region that make it possible for us to enjoy our various activities and programs, I want to again thank you for supporting our events, and I look forward to meeting and talking to all of you over the next month and thru the rest of the year.

I hope to see YOU out at an event in the very near future!

Sincerely,  
Steve Linn  
Regional Executive, Indianapolis Region

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

## TRACKSIDE SUPPLY

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## What is SCCA Road Racing?

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

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

The nonprofessional Club Racing side provides a complete range of events that begins with training novice drivers and progresses all the way up to the National Championships. While it is nonprofessional, to call it “amateur” racing would be anything but fair. Although many of the cars aren't terribly expensive - often coming right off of used car lots - still others may cost \$100,000 or more. And the levels of vehicle preparation and competition are every bit as fierce and professional as are found over on the pro side.

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

National racing — the goal at this plateau is winning a National Championship at the Valvoline Runoffs at Mid-Ohio Sports Car Course in September. This is the Olympics of road racing, where the top drivers from SCCA's 23 classes square off in a single 40-minute shoot-out for each class to determine who will wear the crown.

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

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

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



## Presents The INDY GRAND PRIX

### Schedule:

#### Friday – July 5, 2002

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

#### Saturday – July 5, 2003

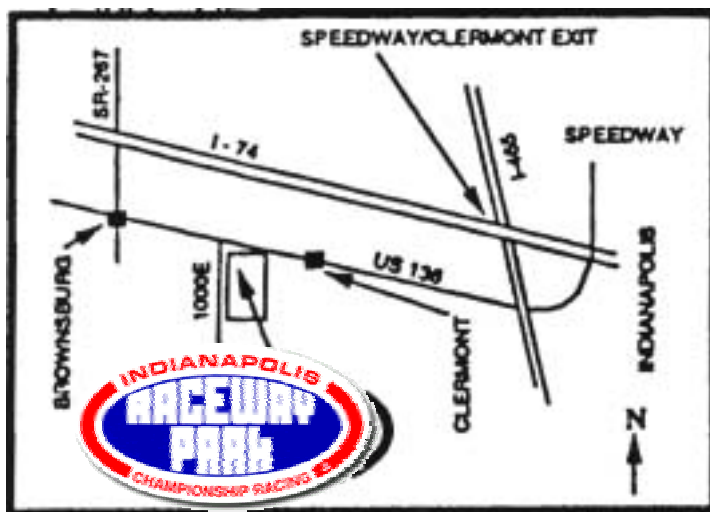
Registration.....	7:15a - 10:00a
Tech Inspection .....	7:15a - 10:00a
<b>Practice</b> - 20 Minute Sessions .....	<b>8:00a</b>
followed by Lunch	
<b>Qualifications</b> - 25 Minute Sessions ..	<b>1:00p</b>
<b>Giant Pig-In Party</b> for Everybody .....	6:00p

#### Sunday – July 6, 2003

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

### Race Groups:

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



# A Lap at Indianapolis Raceway Park

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

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

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

Turn 2 follows a short straight that offers limited passing chances. T2's another righty screamer requiring not much more than a quick lift, if that. Seventy degrees later you're confronted almost immediately with Turn 3. Setup requires moderate braking and a downshift (or two?). Three is the start of a long complex of turns – T3 right + long left T4 + T5 right -- leading onto the fast backstretch. There are a couple of ways thru T3 that both allow you to get into Turn 4 ok, but you must get thru 4 and 5 on line and on the throttle or else you're dead

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

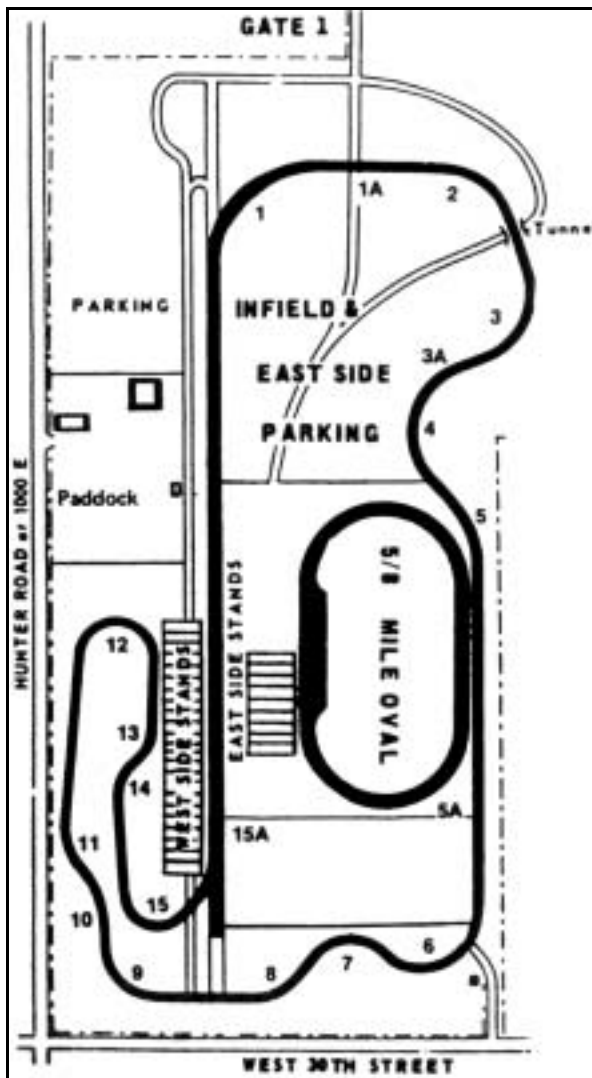
Entry into Turn 6 requires the hardest braking on the course. It's a very wide over-90 right bend, but if two cars go in abreast, they'll quickly need to sort things out to figure out who's getting thru on the correct line into Turn 7. Seven has a nasty bump that adds character to this track. There are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

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

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

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

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





## SCCA Worker Specialties

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

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

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

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

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

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

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

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

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

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

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



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

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

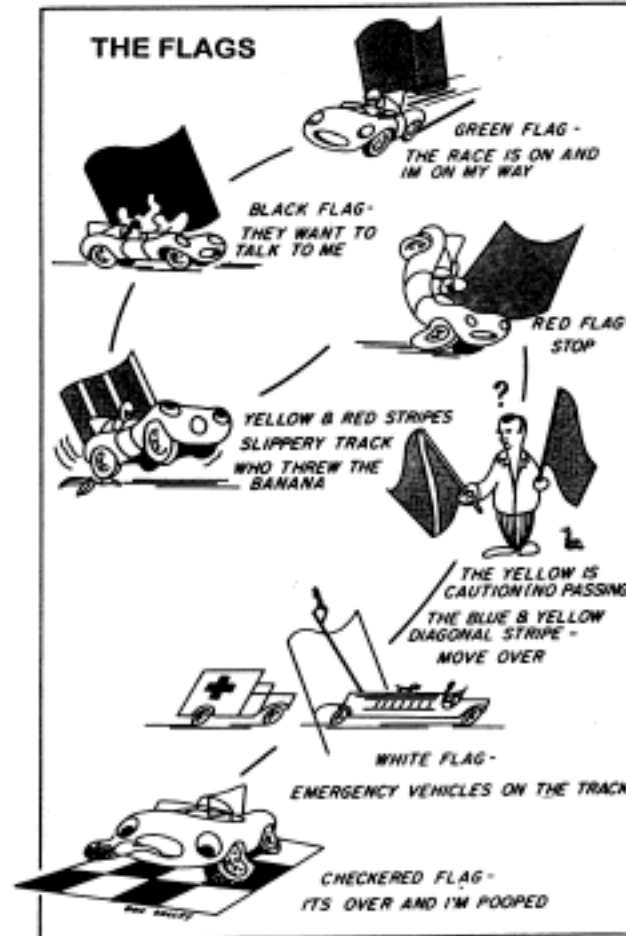
As cars leave the false grid and head for the track, Pit Marshals will guide them safely through the pits. It can get very crowded and confused. Once on the track, cars first come under the control of the Starters. Among other things, they get to wave the green flag to turn the field loose and the checkered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

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

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

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

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



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

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

call our membership chairman Dave DeBolt at 317-891-8596.

**Worker Contacts:**

- Race Chairman .....Matt Curry.....317-818-0769
- Chief Steward.....Bob Burns.....317-852-5187
- Chief Registrar .....Cathy Hart .....317-849-2495
- Chief Scrutineers.....Jay Quinn, Jeannie Spellman  
.....317-248-9626
- Chief of T&S.....Sue Young.....317-297-5474
- Chief of F&C.....John Best.....765-642-2916
- Chief of Grid.....Ken Osiecki .....317-375-9986
- Chief of Pit.....Ken Osiecki .....317-375-9986
- Chief Starter.....Bobbi Or .....269-381-6317
- Chief of Sound Ctrl.....John Holman .....812-333-1623
- Chief of Course .....TBD
- Chief of Paddock.....TBD
- Driver Information.....Lou Ann Linn .....317-297-5474
- Pace Car .....TBD

**Interested?**

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

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

## The Cars of SCCA Club Racing

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



Formula Ford

Rosintowski photo

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

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



Spec Racer Ford

Rosintowski photo

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

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



F Production

Rosintowski photo

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

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

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



Touring 1

Best photo

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

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



Formula Vee

Rosintowski photo



## IRP Track Records

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

## Cendi v National Racing Point Standings 6/22

Driver	Place	Pts	Races	Class
Ralph Porter	1	53	5	SSC
Terrence Garrett	5	29	4	S2
John LaRue	6	24	2	FF
Bill Partridge	5	14	2	GT4
Bill Baten	8	14	2	T2
Scott Schick	7	12	2	GT5
Vince Ashton	11	12	3	GT1
Emmett Murphy	10	11	2	FM
Don Munday	13	9	3	SRF
David Bleke	17	5	1	FC
Aeron Ellis	17	5	1	F500
Paul Holeman	21	3	1	FM

## Regional Racing Point Standings as of 6/18

Campbell, William J.	40
Selby, Tim	40
Shire, Bruce E.	35
Benson, Shane	24
Fesi, Tony	24
Flock, Tim	24
Hart, Dave	24
Hasselbrinck, Fred	24
Partridge, Bill	24
Schick, Scott M.	24
Andrew, Glenn	21
Duncan, Brian	21
Livingston, Larry	21
Woodard, Turner	21
Baden, Michael	18
Claudy, Joe	18
Van Vlymen, Andrew	18
Garner, David	13
Ashton, Vincent	12
Clark, Curtis	12
Neylon, Michael	12
Ridenour, Don	12
Rude, Darold	12
Holeman, Paul	11
Tipton, Patrick A.	11
D'angelo, Paul	10
Jones, Travis	9
Linn, Ian	9
Huerkamp, Joe	7
Hylton, Peter	7
Neal, Michael	7
Doyle, Morey D.	6
Jones, Craig	6
Leeke, Craig	6
Reisert, John Mark	4
Schacht, David	4

## The Last Checkered Flag: Larry Blackman

May 7, 1938 – April 17, 2003

You don't know me but I am Larry Blackman's brother. Larry was an active member of the SCCA for many years and participated in many events as a starter and official at SCCA races as well as a driver. I do not know if any of your club members that knew Larry are aware of it, but, Larry passed away on April 17th, he was 64 years old.

The SCCA and their racing program was Larry's passion for many years. He thoroughly enjoyed being around SCCA folks and I am sure that he made many friends over the years. In 1994 Larry experienced postoperative problems from a brain tumor removal that left him unable to swallow anything (including his own saliva). This left him handicapped to a degree, since his only way to take food or water was thru a g-tube, and it also left him unable to talk very well. He still, however, continued to attend SCCA events as often as he could, even helping out officiating at SCCA events at IRP. I know he was quite thrilled anytime he was invited to attend or help out at one of your events. Larry has an amalgam of trophy's, posters and memorabilia of SCCA events throughout his house. One of his prize possessions is a rather large poster of a 1980's SCCA Road Atlanta race that has a picture of him as the Starter. This poster was hung in predominate place in the hallway of his house.

Larry had been a race "nut" for as long as I can remember, me and him went to several Indy 500's back in the '50's and early '60's, we would go up the night before and get in line to go in the infield (we couldn't afford a grandstand ticket). In the '60's and '70's Larry helped form the Ohio Falls Sports Car Club (OFSCA) and was eventually the president of the club. He participated in numerous Gymkannas with his TR-3 and Sunbeam Tiger, and won many of them, and was also an avid rallyist. In about 1969, Larry bought a formula Vee (I was his mechanic) and raced it at events at Mid Ohio and IRP (his last race in it was at IRP where he flipped it and wound up right side up on a guardrail; he was trying to get it restarted and get back in the race when one of the corner-workers told him he was teetering on the guard rail and they didn't think that he could "drive it" off of it....that's the story he told anyway, ha ha) Later on, after I had moved to Oklahoma, he bought a C- Sports Racer and raced it for a few years.

Larry was a successful Architect and I can remember him telling me that the only way he could "really" relax and get his mind off of his business was to "go to the races" as a driver or as an official (he enjoyed either equally). I wanted to write to someone and let them know how thankful that I am that there was an organization like the SCCA,



that gave my brother so much enjoyment throughout his life, even when his handicap prevented him from being as active as he would have liked to have been.

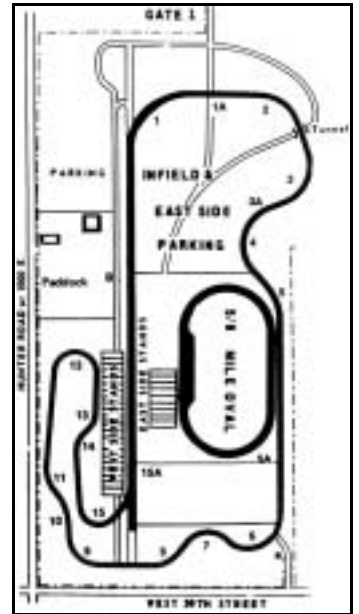
I would like for you to pass this on to anyone that knew Larry. You also might let them know that Larry's '66 Shelby GT 350 "proudly" lead the funeral possession to his gravesite and that a checkered flag that was used at Road Atlanta was draped over his coffin and is entombed with him.....(Norm Mosier, Larry's friend of many years and fellow SCCA'er was with me in his Shelby and donated the flag).

For my brother Larry Blackman, with sincere appreciation of the SCCA

Gary Blackman

# WE WANT YOU

Indy Region SCCA would be honored to have YOU as a Club Volunteer at the Indy Grand Prix National races.



Many specialty opportunities are available for this truly fun event.

- Additional new events are planned throughout the weekend - The Saturday Night PARTY! Plus
- Our SPECIAL Worker Hospitality Area (wink, wink) - Special gifts to show our appreciation

Let us know your availability or if you have additional questions.

See you there,  
Jason Baugh  
Race Chairman  
Indy Region SCCA  
Please RSVP to:

317-244-4700 or  
indyscca@tracksidesupply.com



At the track, check with us at registration and ask to help!

## Special Notes to everyone

SCCA Headquarters has instituted a change in Policy and Procedures for this year and all future years. For all competition events, Minor Waivers must be signed by **BOTH** parents or legal guardians, and 2 copies provided at registration. This included passengers at rallies. A parent or legal guardian must accompany all Minors during the entire event. If you are bringing your offspring to an event, and your spouse is not attending, you need to have the waiver signed by your spouse before the event. Our webmaster has made copies of the waiver forms for each type of event available on the website as Acrobat pdf files. You can download the copies to fill out and sign ahead of time.

If yours is a single parent household, the waiver can note this, but be prepared to prove single parent status with documentation that can be attached to the waiver.

From: Sandy Abrahams, V.P. Finance, SCCA Thursday, May 29, 2003 11:58 AM

Please be aware that the SCCA merchandise previously handled by Jean Crouch out of SCCA Enterprises has now been outsourced to Bear Promotions. All items except for Marketing material will be sold through the Bear Promotions website (scheduled to be ready beginning in July.) Until then, the toll free number for Bear Promotions is 800-445-5960 for orders called in. The fax number is 785-825-8537 for orders to be faxed in. The order form on the website can be downloaded, should be updated within the next couple of days.

This new arrangement will allow orders for SCCA merchandise on hand to be shipped within 24 hours which should greatly improve our customer service. Also, orders can be combined with SCCA apparel from Bear, so that the members now have one stop shopping available on the web!



# June 8 Cones Over Converse Solo Results

No.	Driver	Car	Best Time
<b>Super Stock</b>			
381	Rick Ordo	93 Mazda RX7 Red	52.388
38	Debbie Ordo	93 Mazda RX7 Red	54.846
<b>A Stock</b>			
84	John Murray	84 Chevy Corvette Black	49.466
61	Greg Greer	03 Mitsubishi Evo 8 Yellow	52.259
67	Nick Greer	03 Mitsubishi Evo 8 Yellow	53.036
<b>B Stock</b>			
13	David Johnson	02 Chevy Camaro SS Black	48.308
90	Harold Hammerly	01 Honda S2000 White	48.818
6	Mike Stensland	00 Honda S2000 Red	49.478
17	Nick Snyder	88 Mazda RX7 Red	50.383
<b>C Stock</b>			
92	Curt Badgley	99 Mazda Miata White	46.699
49	Dan Stone	02 Toyota MR2 Spyder Ylw	47.445
70	Christian Kramer	96 Mazda Miata Blue	51.517
11	Jim Stochburger	95 Mazda Miata White	51.733
5	David Burkhead	97 Mazda Miata White	55.472
<b>D Stock</b>			
18	Gareth Nixon	02 Subaru WRX Black	52.101
<b>E Stock</b>			
11	Bob Cochrane	85 Toyota MR2 Silver	49.315
<b>F Stock</b>			
71	Mike Miserendino	00 Chevy Camaro Black	50.859
17	Aaron Mathewson	00 Chevy Camaro Black	54.182
30	Jon Adams	87 Chevy Camaro Red	54.949
<b>G Stock</b>			
57	Larry Harts	02 Mini S Silver	48.849
76	Joe Kniesley	02 Mini Cooper S Red	49.570
5	Darren Daubenspeck	90 Plymouth Laser RS Teal	49.831
25	Chris Rostron	02 Mini Cooper S Grey	50.947
66	Kurtis Lothamer	99 VW Passat Silver	51.766
7	Waylen Hunsucker	03 Mini Cooper S Silver	53.565
6	Michael Allen	99 Ford Mustang White	55.286
15	Ryan Hood	90 nissan 240sx black	57.000
50	Nathan Brown	92 Saturn SC Red	58.818
<b>H Stock</b>			
25	John Ausbrooks	91 Honda Prelude Black	50.202
1	Bob Farr	92 Mercury Capri Teal	50.350
15	Britt Dickinson	Swift GT White	54.402
5	Zach Brinkerhoff	Swift GT White	55.192
12	Dick Powell	89 Toyota Tercel White	58.501
<b>C Street Prepared</b>			
34	Raleigh Boreen	96 Mazda Miata Red	46.797
134	Norm Dively	96 Mazda Miata Red	48.292
42	Jay Hofacker	97 Mazda Miata Blue	50.446
<b>C Street Prepared Ladies</b>			
134	Velma Boreen	96 Mazda Miata Red	48.081
34	Sue Faucett	96 Mazda Miata Red	49.379
<b>F Street Prepared</b>			
42	Scott Woosley	83 VW Rabbit GTI Silver	48.085
93	Jeff Alexander	92 Toyota Paseo Red	54.700



No.	Driver	Car	Best Time
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<b>A Prepared</b>			
4	Lee Miller	84 Pontiac Fiero Silver	51.793

<b>C Prepared</b>			
63	Michael LeVeque	Chevy Corvair Yellow	47.366
6	Paul Fox	66 Chevy Corvair White	48.322

<b>C Modified</b>			
73	Rick Swarts	78 FF Tiga Blue	42.228

<b>C Modified Ladies</b>			
73	Cheryl Swarts	78 FF Tiga Blue	45.734

<b>D Modified</b>			
17	Stephen Brinkerhoff	Lowcost 7 Silver	46.658

<b>E Modified</b>			
93	Warren LeVeque	66 Corvair Yenko Red	46.309

<b>F Modified</b>			
99	Karly Chnupa	68 Solo Vee Zink Red	42.232

<b>Street Touring S</b>			
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6	Alan Ausbrooks	00 Subaru Impreza Blue	49.383
18	Sean Tate	98 Dodge Neon Blue	49.666

21	Jim Lin	91 Acura Integra White	50.416
118	Chuck Tate	00 Toyota Celica Blue	50.430

77	James Bose	96 VW Golf Red	50.498
16	Jonathan Durell	94 Honda Civic Teal	54.301

<b>Street Touring X</b>			
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6	Steve Linn	92 Nissan Sentra SE-R Red	48.359
90	Scott Dales	03 Mini Cooper S Green	48.599

255	Paul Lazaro	99 Mitsu Eclipse Red	49.050
12	John Kudlaty	97 Eagle Talon TSI Black	51.129

69	Charles Kothe	03 Mini Cooper S Silver	51.328
82	Chris McGuire	02 Subaru Impreza RS Silver	52.613

169	Rob Morelli	03 Mini Cooper S Silver	53.391
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<b>Street Touring X Ladies</b>			
6	Mary Jo Linn	92 Nissan Sentra SE-R Red	53.589

<b>Street Modified</b>			
37	Greg Murphy	92 honda civic red	49.270

99	Christopher Smith	99 Subaru Impreza white	49.350
191	Darren McCarley	00 Ford Mustang Blue	52.035

13	Leonardo Bonvino	92 Eagle Talon Black	52.136
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<b>Street Modified 2</b>			
11	Jack Tovey	02 Honda S2000 Silver	49.774

<b>Street Modified 2 Ladies</b>			
34	Sandra Dively	96 Mazda Miata Red	51.471

<b>Junior Kart</b>			
114	Kirstin Collins	01 Kart Kart Blue	No Time
14	Briana Tate	92 Kart Kart Black	No Time

<b>Senior Kart</b>			
24	Derek Allen	85 Kart Bobcat Orange	60.176



# The aim challenge conducted at the Converse Solo Event

The Aim Challenge was a single Elimination type of competition, using a standard 32 qualifier Ladder, consisting of the 25 class winners and the 7 fastest second place finishers. The fastest qualifier competes directly against the slowest qualifier. For this challenge, the PAX multipliers were used to balance the competition. The fastest PAX time moved to the next round.

Competition was tough, with a lot of close matches. When it got to the final, Alan Ausbrooks ran his STS Subaru to set the goal, and Steve Linn knew he had to run a very strong round to win. He pushed his STX Nissan for all it was worth, crossing the line with a winning time, but hitting some cones in the runout section which is still part of the course. The adjustment to his time put him out of the race.



Driver: Dan Stone  
Class: CS  
Time 47.596  
Indexed 38.743

### Last two Rounds of Eliminations

Driver: Alan Ausbrooks  
Class: STS  
Time 48.797  
Indexed 38.257

Driver: Steve Linn  
Class: STX  
Time: 100.000  
Indexed: 79.800

Driver: Alan Ausbrooks  
Class: STS  
Time 48.513  
Indexed 38.034

Driver: Curt Badgley  
Class: CS  
Time: 46.837  
Indexed: 38.125

Driver: Steve Linn  
Class: STX  
Time: 47.733  
Indexed: 38.091

## The Indy Australian Pursuit

Indianapolis Region Solo2 Series

Saturday, July 19, 2003

Points Event #5 of the Indy Region 2003 season  
Rain or Shine!



### Location:

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

***A different kind of event from a different kind of Region!  
Come out for some head-to-head Solo2 competition!***

**Sorry, No Karts Allowed at this Event**

For those of you unfamiliar with an Australian Pursuit: Imagine an hourglass shaped "oval" course bisected by dual Start / Finish lines. Cars are assigned to one of four run groups that are set using the 2003 PAX multipliers. Competitors then run against each other within their own group in a double elimination format.

Two cars are run on course at the same time, starting on opposite sides of the "oval", and run two laps of the course counter-clockwise. A flagman starts the cars and the first car to complete the two laps wins. Instead of racing the clock, you're racing the other driver to see who can complete the two laps first! The winners of each of the four run groups then challenge each other in a grand finale for fastest car of the day. After the Championship challenge, we then offer up "grudge match" runs for \$2 per run per car. Due to the format of this event, two-driver cars are still allowed but are not recommended as both drivers may end up being matched to run against each other.

Note: A Minor Waiver for Minor Competitors must be signed by BOTH parents or legal guardians. A parent or legal guardian must accompany all Minors during the entire event. Contact the Solo Chairman for copies of Minor Waivers before the event. Restrictions on high center of gravity vehicles are also applicable. Everyone entering the site must sign an SCCA liability waiver.

Registration & Tech: 8:00 AM - 10:00 AM

Driver's Meeting: 10:15 AM

Event Start: 10:30 AM

Cost: \$15.00 SCCA Members, \$25.00 Non-Members 317-297-4814 or email: racerlinn@juno.com

Contact: Darren Daubenspeck (Solo Chair)

317-865-0864 or e-mail: drdspeck@on-net.net

or Steve Linn (Solo Chair)



# ***Assiduous Anderson Autocross Action***

Indianapolis Region Solo2 Series  
Saturday, August 9, 2003  
Points Event #6 of the Indy Region 2003 season  
Rain or Shine

## **Location:**

Former Delco Remy Plant #3 Parking Lot, Anderson

## **Directions from Indianapolis:**

Take I-69 North from Indianapolis to the second Anderson exit (Exit 26) at Indiana State Road 9 North (do not take "Old IN-9 North"). Turn left (north) onto IN-9 and pass back under I-69. Continue north on IN-9 (Scatterfield Road) for 2 miles to the stoplight at East 32nd Street (right after the Lowe's on the left side of the road). Turn left (west) at the light on to East 32nd Street and take the first, immediate right in to the Delphi Plant entrance. Stay to the left and follow the yellow guardrails towards the railroad underpass at the back of the lot. The paddock area for our site is on the left after passing under the railroad. The gate previously used at East 27<sup>th</sup> Street and IN-9 (Scatterfield Road) will be LOCKED.

## **Karts Welcome!**

**(Contact Steve Linn for Rules)**

It is the judgment of the Solo Safety Steward whether the course design, surface, solid objects, and type of karts running present an unsafe mix (2000 Rulebook 2.1.D). Please contact the Solo Chairman prior to the event to determine the likelihood of limitation or exclusion occurring. Restrictions on high center of gravity vehicles are also applicable. Contact the Solo Chairman for more details.

Note: A Minor Waiver for Minor Competitors must be signed by BOTH parents or legal guardians. A parent or legal guardian must accompany all Minors during the entire event. Contact the Solo Chairman for copies of Minor Waivers before the event.

Cost: \$15.00 SCCA Members, \$25.00 Non-Members  
Registration & Tech: 8:00AM - 10:00 AM  
Driver's Meeting: 10:15 AM  
Event Start: 10:30 AM sharp!

Contact: Darren Daubenspeck (Solo Chair)  
317-865-0864 or e-mail drdspeck@on-net.net  
or Steve Povolac (Event Chair)

# ***"Terror on the Tarmac"***

Indianapolis Region Solo2 Series  
Sunday, August 24, 2003  
Points Event #7 of the Indy Region 2003 season  
Rain or Shine

## **Location:**

Grissom Aeroplex, Peru, Indiana

Located on US 31 approximately 10 miles north of Kokomo, Indiana. To enter, use the main road nearest the large water tower (not the Grissom Museum). Take the first right (heading north) and follow the SCCA signs and cones. Overnight camping is not permitted on-site. Overnight, self-contained camping is available at the Grissom Air Museum for a minimum \$5 donation. Please help support the surrounding community by patronizing local businesses.

## **Karts Welcome!**

**(Contact Steve Linn for Rules)**

It is the judgment of the Solo Safety Steward whether the course design, surface, solid objects, and type of karts running present an unsafe mix (2000 Rulebook 2.1.D). Please contact the Solo Chairman prior to the event to determine the likelihood of limitation or exclusion occurring. Restrictions on high center of gravity vehicles are also applicable. Everyone entering the site must sign an SCCA liability waiver.

Note: A Minor Waiver for Minor Competitors must be signed by BOTH parents or legal guardians. A parent or legal guardian must accompany all Minors during the entire event. Contact the Solo Chairman for copies of Minor Waivers before the event.

Course Set-Up: Saturday, 2 - 6:00 PM  
Site Gate Opening: Sunday, 7:00 AM  
Registration & Tech: Sunday, 8 - 10:00 AM  
Driver's Meeting: 10:15 AM  
Event Start: 10:30 AM sharp!

Cost: \$15 SCCA Members, \$25 Non-Members  
Contact: Darren Daubenspeck (Solo Chair)  
317-865-0864 or e-mail: drdspeck@on-net.net  
or Scott Dales (Event Chair)  
317-882-7638 or email: sadales@aol.com

Many thanks to Raleigh and Velma Boreen, and Steve and Mary Jo Linn for organizing a great Converse event on June 8. They all make the trek north on Saturday to set up the site, which made Sunday a much more relaxed day. I think everyone had a great time on the Converse Concrete.

The July Indy Region Solo event will be a different type of competition that has become an annual tradition. The "Australian Pursuit" event format is a departure from the normal autocross course, which eliminates most of the analysis of the typical sea of cones. The course is an hourglass shape, and is easily kept in memory. What is difficult, is remembering how many times you've gone around the hourglass! I can speak from personal experience of forgetting how many laps have been made. I've gone one and stopped, and I've made three laps before. Two circuits of the hourglass are what is required, and one must complete those two laps faster than the opponent (who started 180 degrees away on the course, traveling the same direction) in order to move on to the next level. You're missing out if you skip this one!

Again, during the 2003 season we will be REQUIRING Event Chairman for each Solo event. This will allow members 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. 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 in running a successful event, plus you can qualify those year-end class trophy points. Don't worry, the Solo Chairs will still be there to guide you along. We will be posting the names of those that have volunteered to be an Event Chair (see the Solo Schedule in this issue) in both the Clutch Chatter and on the website. It's easy to volunteer – just contact us!! Solo Events without a designated Event Chair will be cancelled. Remember – this is YOUR club!

We will also be having a special final event at the end of the season. The October 12 event will be an Indy Region Solo Worker Invitational. This invitation-only event will not be open to the general public. In order to attend you must:

1. Be an active Indianapolis Region member in good standing.
2. Qualify your year-end points by working in one of the Specialty positions at an event during the season.

We expect this to be a fun-filled event with lots of runs due to the limited number of entrants and the opportunity to run the last few threads off of those year-end worn out tires!

I urge those of you that have email to sign up for the Indy SCCA Yahoo email group to receive the latest updates and information. There are different contact options available so that you can choose to receive individual

emails, digests, or special notices only. It's a relatively low volume list and it is a great way to keep in touch with the latest news about the Indy Region. A link to the group site is located on the main page of the [www.indyscca.org](http://www.indyscca.org) website or you can go directly to:

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

As always, we can be contacted at:

Darren Daubenspeck  
317-865-0864  
[drdspeck@on-net.net](mailto:drdspeck@on-net.net)

Steve Linn  
317-297-4814  
[racerlinn@juno.com](mailto:racerlinn@juno.com)

### **2003 Indy Region Solo2 Series Schedule:**

Sat., July 19, 16<sup>th</sup> Street Lot – Points Event #5  
Event Chair: **Steve Linn** (Australian Pursuit)  
Sat., August 9, Anderson Plant 3 – Points Event #6  
Event Chair: **Steve Povalac**  
Sun., August 31, Site TBA – Points Event #7  
Event Chair: **Scott Dales**  
Sat., Sept. 20, Anderson Plant 3 – Points Event #8  
Event Chair: **Chris McGuire**  
Sun., Oct. 12, 16<sup>th</sup> Street Lot – Region Worker Invit.  
Event Chair: **Darren Daubenspeck**

### **2003 Columbus Region (CSCC) Schedule:**

July 27, Walesboro, IN – Points Event #5  
September 1, Walesboro, IN – Points Event #6  
September 14, Walesboro, IN – Points Event #7  
Oct. 18-19, Walesboro, IN – Super Weekend #8  
November 9, Walesboro, IN – Points Event #9  
[www.cscsc-scca.org](http://www.cscsc-scca.org)

### **2003 National ProSolo Schedule:**

June 28-29 Oscoda, MI  
July 19-20 Wendover, UT  
August 9-10 Peru, IN  
August 16-17 Denver, CO  
Sept. 6-7 Topeka, KS, ProSolo Championship  
[www.scca.org/amateur/solo2/prosolo/index.html](http://www.scca.org/amateur/solo2/prosolo/index.html)

### **2003 Solo2 National Tour Schedule:**

July 5-6 Peru, IN  
July 26-27 Bremerton, WA  
August 23-24 Denver, CO  
Sept. 9-12 Topeka, KS, Solo National Championship  
[www.scca.org/amateur/solo2/nat\\_tour/index.html](http://www.scca.org/amateur/solo2/nat_tour/index.html)

### **2003 CenDiv Solo2 Series Schedule:**

July 13 Flint, MI  
July 26-27 Columbus, OH  
August 2-3 Milwaukee, WI  
August 16-17 Peru, IN  
August 31 Toledo, OH  
October 11-12, Cincinnati, OH  
[www.solo2.cendiv-scca.org](http://www.solo2.cendiv-scca.org)

## Solo 1s: Junkyard Wars

By Warren  
LeVeque

Rarely does someone give me so much ammunition for an article about prepared classes.

Ben Thatcher's recent article in "North American Pylon" is titled:

"Prepared classes are as old as their drivers, let them wither"

Is this guy just trying his best to hit our hot button? The old guys he is referring to started the autocrossing clubs and classes that he is so hot to dismiss. We old fogies welcomed the youngsters and their "fast and furious" cars and classes with open arms. We were genuinely glad to witness their arrival to continue what we started. We are very aware of the natural progression of things and somewhat eagerly await replacement by the "young lions" when the time comes, because this also means taking over the work and organizing from us.

What we seem to be witnessing instead by this particular writer is the arrogance of youth with money. "Move over geezers, we're taking over and throwing you out with the trash".

Prepared classes started for two main reasons. First, in the beginning of autocrossing there just simply weren't any good cars---Falcons and Valiants for example. We had to make our own competition cars. Second there were many outdated prepared road racing cars to be had cheaply. This put us in competition right away. We could also progress naturally to road racing and track events with these cars.

Today, there are many very good cars available direct from the factories; so good in fact that preparing them may initially slow them down. You can't blame anyone for taking advantage of this modern opportunity, especially if the cars have domestic usefulness. This doesn't mean that there isn't room for both old and new classes.

I say let people vote with their feet. If a class is unattended it will die a natural death without the young and arrogant prearranging the burial.

The argument against prepared classes seemed to center on the notion that old tech was intrinsically bad. The question was asked as to why we stay with carburetors, or limit wheel diameters. Why penalize fuel injection and electronic suspension control systems?

If you want to spend thousands of dollars on injection systems and engine and suspension controls, that's your choice, more power to you. If you have the funds, off the shelf performance enhancements are intriguing. There's plenty of classes for this.

Prepared is limited for MONEY reasons. Carburetors cost \$300 or a lot less if you watch the trader papers or visit the junkyards. Everyone runs the same one. Wheels are limited to what is cheaply available or handed down from the road racing classes. The tires are sometimes literally handed down to us sometimes for free. Virtually every thing on a prepared car (especially CP) can be bartered for, junkyard scrounged, found at swap meets, or bought new, cheaply because of the great market in V8 performance cars and parts. The entire ex road race car

can be bought at junkyard prices sometimes.

We don't give any thought to the fact that some "stock" cars are faster. We're not running against the \$50,000 cars. We're having "junkyard wars". Our entire engine cost is less than the price of aftermarket injections. Huge engines and huge tires sure make up for a lot of expensive sophistication. This is in essence a "formula" class.

A lot of us have mechanical engineering backgrounds and find the challenge of making these cars fast without electronic controls quite fascinating--just using good solid physics and mechanics. I for one, enjoy wrenching more than soldering or lapping. I worked for years in an electronics lab--I know how--I just prefer greasy fingernails. You would be quite surprised at the innovations taking place in our small shops. Instead of resistors, diodes, and integrated circuits, we are building with steel, rod ends, cutting torches and welding rods. An old car built with good engineering principles is still currently fascinating. What is interesting about electronically controlling poorly designed suspensions and drivetrains?

I've noticed many younger (less than 40) prepared entrants. Let's hear from them about what is attracting them to prepared classes.



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TIME FOR A NEW DRIVERS SUIT?  
PILOT RACE GEAR IS THE ALL NEW  
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# June 22 Hoosier Showdown Solo Results from Walesboro

Thanks to Warren LeVeque for a very nice report.

The abandoned Walesboro airport near Columbus Indiana would seem at first glance to not be a suitable autocross site. Yet it enjoys greater attendance every year. I can remember going there in the 70s and wondering how long the deteriorating surface would last. It's still there and still fun to drive on.

I've tried to figure out it's continued popularity. For one thing it draws as it did today from the Indy Region, Columbus Region, Louisville Regions and various car clubs; such as the Nissan, Mustang, and yes, the Corvair ( 4 entering today) groups. We had 110 cars today as diverse as an NSX and a Bricklin.

The asphalt course is a lopsided rectangle of about .7 miles, plus paddock space. The loose surface is a great competition leveler. Sliding around at 40 mph feels just like concrete at 70 mph, and the mistakes don't happen at such a great speed. When you do make an error it's usually just an embarrassing trip through the grass. There are no poles or curbs to hit. A lot of the beginners like it because the course usually continues to flow in the same direction with no reversals and it is harder to lose your way.

Another reason for Walesboro popularity is the fact that neither racing slicks nor horsepower seem to be rewarded due to the low traction surface and FTD can literally come from any class. I received my only Cendiv Championship at Walesboro for just that reason. Cars that were humbled by slicks and HP at grippy venues get to whup up on those same cars at Walesboro. I always drove the 2 hours to get there anticipating the gutsy fun of the two north end sweepers. Unfortunately few persons share my enthusiasm for fast sweepers and they

have become very rare of late.

For today's course, the left side of the course was very gutsy, flowing, and fun and of course seemed very fast due to the previous reasons.. the second half was hard for this old brain to learn, but I finally did and it was fun too, but in a very different and technical way. I do miss the sweepers. I did get to row though the new close ratio (2/3) autocross gear box a lot and today it worked just right. I rode once with Jeff Rapp. He's doing a great job with his STS car running in ESP and nearly took the class on the run than I rode in.

Of the 110 cars entered today about 1/3 of them were novices. What a great thing for the growth of our sport. Which points out the greatest reason for the renaissance at Walesboro: the great mix of young and old ( I remember some from the 70s), friendly, laid back people who put on and work at the combined events. It's one big party atmosphere with no one seeming to take themselves too seriously. I even saw a long row of spectators on chairs. Several persons without entered cars just came to visit. It's always great to see our expanded circle of friends. The perfect low 80s beautiful day didn't hurt much either. I was unable to stay for the entire event so will look to Indy scca.org to find out the results.

Of the 4 Corvairs today, I was able to squeak out a win. Vanessa LeVeque garnered the most cones of at least 10 on one run. She got FTD (?) recently at an Indy event. When I left, the course designer Scott Dales was leading with his STX Mini as the fastest fendered car. Aah, a nice warm and fuzzy feeling from the perfect day,

Warren LeVeque

No.	Driver	Car	Best Time
<b>Super Stock</b>			
32	Jeremy Straus	Corvette Z06	58.038
38	Debbie Ordo	Mazda RX7	60.486
381	Rick Ordo	Mazda RX7	60.612
<b>A Stock</b>			
8	Arpad Pataki	BMW M3	58.999
61	Michael Greer	Mitsubishi EVO	62.995
51	Joe Elkins	Acura NSX	69.252
6	Nick Greer	Mitsubishi EVO	72.385
<b>B Stock</b>			
13	David Johnson	Camaro Z28	59.296
14	Brian Hardman	BMW M3	61.856
41	Scott Schafer		62.005
1	Gordon Alexander		63.670
71	Janet Feldmann	BMW Z3	68.788
<b>C Stock</b>			
49	Dan Stone	Toyota MR2S	54.403
92	Curt Bagley	Miata	55.174
71	Jim Moore	Miata	56.575
1	Vic Brunamonti	Miata	57.484
70	Christian Kramer	Miata	59.047
180	Dick Davis	Miata	59.231



FTD - Mark Lamm CM



PAX FTD - Bob Farr HS



See all the competitors pictures on the Indy Region Website at [Indyscca.org](http://Indyscca.org) Download and enjoy your pictures.

No.	Driver	Car	Best Time	No.	Driver	Car	Best Time
74	Brian Klein	Miata	60.234	<b>F Street Prepared</b>			
17	Lloyd Feldmann	Toyota MR2S	63.219	93	Jeff Alexander	Toyota Paseo	61.072
90	Diana Stevens	Miata	66.385	<b>A Prepared</b>			
<b>D Stock</b>				4	L:ee Miller	Fiero	58.934
18	Gareth Nixon	Subaru WRX	56.885	<b>C Prepared</b>			
17	Bryan Haza	Subaru WRX	59.231	63	Michael LeVeque	Corvair	58.581
<b>E Stock</b>				6	Paul Fox	Corvair	60.034
11	Bob Cochrane	Toyota MR2	56.502	<b>C Prepared Ladies</b>			
13	Joel Harleman	Fiero	58.919	63	Vanessa LeVeque	Corvair	73.323
15	Britt Dickinson	Toyota	61.085	<b>C Modified</b>			
5	Zach Brinkerhoff	Toyota	66.834	88	Mark Lamm	FF	53.461
<b>F Stock</b>				83	Steven Young	FF	55.736
00	Bill Farr	Mustang	57.795	16	Phil Wells	FF	57.072
<b>G Stock</b>				<b>D Modified</b>			
25	Darren Daubenspeck	Lasar	56.332	17	Stephen Brinkerhoff	Lotus	56.631
14	Matt Curry	ACR	56.484	13	Michael Wolf	Lotus	59.722
57	Larry Harts	Mini	56.695	3	M.R. Wolf	Lotus	60.408
5	Adam Blake	Audi	56.951	<b>E Modified</b>			
31	Pat Gilbert	Neon	57.137	93	Warren LeVeque	Stinger	55.156
12	CJ Stringer	Mazda MP3	57.537	<b>Street Tire S</b>			
9	Gustavo Hammerly	CRX	57.545	2	Todd Wright	Honda	57.913
56	Josh Nay	Mini	58.449	6	Alan Ausbrooks	Subaru 2.5RS	58.055
99	Walter Bishop	Probe	58.933	77	James Bose	VW	59.307
235	Jeff Milburn	Nissan	66.104	21	Jim Lin	Integra	59.949
<b>G Stock Ladies</b>				37	Paul Waco	Nissan	60.138
2	Marcia Alexander	Neon	80.549	42	Lindy Duncan	Mazda	60.570
<b>H Stock</b>				575	Wes Mattingly	Celica	61.054
6	Bob Farr	Capri	55.156	17	Damon Acton	Nissan	63.245
90	Randy Hall	GLH	56.175	5	Al Alcalá	VW Jetta	65.030
25	John Ausbrooks	Prelude	58.838	16	Jon Durell	Honda	65.137
21	Michael Hacker	Cavalier	60.271	7	Dan Acton	Nissan	65.155
7	Waylen Hunsucker	Mini	64.558	<b>Street Tire X</b>			
75	Joseph Legan	Civic	66.155	90	Scott Dales	Mini	54.594
111	Bruce Kolb	Mini	999.000	6	Steve Linn	Nissan SE-R	56.104
<b>H Stock Ladies</b>				12	John Kulaty	Talon	57.035
111	Jeanie Kolb	Mini	80.901	97	Jay Nogan	Talon	58.546
<b>A Street Prepared</b>				82	Chris McGuire	Subaru 2.5RS	60.475
25	Ted Drummond	Toyota MR2	56.678	69	Rob Morelli	Mini	63.889
112	Bob Beasley	Porsche 911TT	61.324	<b>Street Tire X Ladies</b>			
2	Tony Haggenjos	Toyota MR2	62.225	6	Mary Jo Linn	Nissan SE-R	64.503
<b>C Street Prepared</b>				<b>Street Tire Modified</b>			
9	Joe Galownia		55.788	240	Stuart McRay		58.368
31	Jason Odle	S4	58.215	14	Jeff Nelson		64.823
42	Jay Hofacker	Miata	58.532	41	Steve Nelson		72.918
2	Richard Atkins	Mazda RX2	62.033	<b>Street Tire Modified 2</b>			
13	Toby Wallace	Honda CRX	69.291	11	Jack Tovey	S2000	56.929
12	Joe Coleman	Mazda RX7	69.855	5	Matt Coleman	Corvette	62.238
<b>D Street Prepared</b>				<b>Nissan Club Group</b>			
22	David Patrick	Prelude	58.897	23	Mike Henderson		59.120
3	Matt Neisen	Mazda MX6	65.725	007	Josh Gallim		59.615
<b>E Street Prepared</b>				121	Nick Kreekich		63.719
71	Mike Miserendino	Camaro Z-28	60.405	24	Rubin Dastoor		65.812
19	Jeff Rapp	Corvair	60.789	19	John Donath		67.205
61	Greg Greer	Mitsubishi EVO	61.085	240	Robbie Gilmore		67.367
17	Aaron Mathewson	Camaro Z-28	62.785	69	Andy Simmonds		68.796
68	Trent Hutchinson	Camaro	68.034	21	Chuck Young		82.025
9	Ted Hunter	Corvair	69.013	Region PAX Averages:			
13	Connie Hutchinson	Camaro	85.136		CSCC		48.286
					Indy		49.001
					Louisville		49.284

## Notes From A Nut - Now THAT was FUN !

By Dick Powell

I went to the Solo event at Converse to take pictures of the event, but also to see what it was like to enter a Solo. I have been telling you it is easy, and they can classify any car, and now I have proved it! They classified my tired old 89 Toyota Tercel in H stock, and the Tech Inspectors found everything tight that should be, and said it was OK to run. I took pictures of the first two groups, then had someone else (I apologize for not having the photographers name, and Thank him for some really great pictures) taking pictures of the third group while I was running. Although my times weren't as fast as the other guys, I think I gave the little car a good workout, and I had A LOT OF FUN doing it. I also learned a lot more about what a front wheel drive car will do when it is pushed very hard, and that may make a difference sometime if I ever have to avoid an accident by rapid evasion. Makes me remember the old song by the clovers "I had so much fun that I'm going back again, I wonder what happens with, Love Potion No. 10".

I also crewed for John Salisbury at the Nationals at Grattan (see report for Indy members later in issue), where John made it 4 for 4 in CenDiv H-Production wins. John made sure the Victory lap was memorable: the FUN continues and the grin may fade away in a couple months! John's 48 points leads the HP class for CenDiv, and we are looking forward to the Runoffs later this year. "I had so much fun that I'm going back again....."

As you can see, this issue is also the Official Program for the Indy Grand Prix Nationals presented by Trackside Supply at IRP on July 5-6. At the Road Races, there is always a place for someone to help on the corners, where you get the best views of the cars and drivers; or they can always use more help in Timing and Scoring, where you get to keep track of who is really the fastest. With the GT cars, Formula cars, Sports Racers, and Production type cars, there is lots of good racing on the track for all of us to enjoy. The Indy Grand Prix Nationals will be an even bigger event than the Spring Sprints were.



### And So Was That !!

Look for the ads in this newsletter to find out who to contact to join us in the FUN at the Indy Grand Prix Nationals

Have YOU joined the fun with the rest of your club? Did you get out to one of the Solo events, or a rally, or to the Regionals at IRP? There is plenty of FUN available for anyone who wants to come out. A Rally can be enjoyed with any car and two people, and the Solo folks can classify almost any car you might bring, so YOU can get out there with all the others enjoying Your Club.

YOU can contact the people who chair the events by finding their contact information inside the front cover. Each one of them will be more than happy to point you in the right direction to get you involved.

This is YOUR club, come on out and join the FUN with the rest of us! LET'S DO IT!

## Minutes of the June Board Meeting

By Alyson Kunack

These are the minutes of the June 18, 2003 meeting of the Board of directors. Present at the meeting were Scott Dales, Matt Curry, Steve Linn, Alyson Kunack, Lou Ann Linn, Chris McGuire, Jim Lin, Darren Daubenspeck, Ian Linn, CJ Stringer, Jay Quinn, and Jeannie Spellman.

**Old Business.** Minutes of the previous meeting were approved. A member directory is available in PDF format upon request.

**Treasurer's Report.** We are still waiting on a bill from IRP for the National. Right now, it looks as though the event will be an approximate \$3000 loss. The taxes are nearly done. We have a \$566 credit with the national office. Also, there was a question regarding one of the vendors for the race events.

**Clutch Chatter.** Everything looks good for the July Issue/Grand Prix program. There was some discussion regarding advertising and the number of Issues to print.

**Website.** CJ is working on the race page, hoping to emphasize the National.

**Membership.** No report at this time.

**Activities.** Lou Ann is still looking for a new location for the annual banquet. Jeannie raised the possibility of a movie night at Hollywood Bar & Filmworks.

**Rally.** No report at this time.

**Solo.** We have volunteer event chairs for all events now.

**Race.** The July National is coming up on the 5th & 6th; *we need workers!!!!!!* In particular, there is a great need for F & C (Flagging & Communications) workers, so please come help out!!!

**New Business.** Next meeting will be Wednesday, July 16th. The meeting was adjourned.

Respectfully submitted, Alyson K. Kunack, Secretary



## Terrence Garrett wins at Grattan Nationals



Terrence Garrett was fastest qualifier in the S2000 class at the Nationals at Grattan on June 15, getting under the existing track record while doing it. This placed him 7th on the grid with FA, FC, CSR, and DSR combined group, and 5 spots ahead of the second qualifier Mike Burke. At the drop of the flag, Terrence had some difficulty finding any open track on any useful line, and Mike was able to get thru to take the class lead. What followed was about 10 laps of tough competition, with Terrence right on Mikes tail, putting on the pressure and looking for an opportunity. Terrence finally got an opening and drove his way through, and then proceeded to give a lesson in how to put an S2000 around the track at Grattan, eventually finishing more than 20 seconds

ahead of Mike and Tony Sleuth, who also got around Mike near the end. This was one of the most exciting races of the day, with the top competitors closer together than most of the other classes for the whole day. After taking his crew guy for a Victory ride, Terrence dedicated the win to his partner (and Father, Stephen Garret), calling him on the phone to wish him a happy Fathers Day and tell him about the win.

There were some other Indy Region members competing at Grattan also. In the E,F,G &H Production, GT4&5 group, Scott Schick brought his No. 44 Renault GT-5 into a nice 3rd place finish, turning in times only a couple seconds off the well developed Mini of Ted Wollesen.



Don Munday also drove his SRF to a well deserved fourth place finish, never very far from the front, and scrapping with Minnesota's David Watson for the position right to the end.



And finally, Paul Holeman worked with his Formula Mazda to earn a 7th place finish, picking up 3 National points. That's the start for the runoffs qualification.



I got just a little information from the June Sprints, held June 20-22 at Road America near Elkhart Lake in Wisconsin. This is the second biggest event of the year, second in stature only to the Runoffs. We only had 4 competitors from the Indy Region at the June Sprints, but they made us proud with the results.

Ralph Porter won the SSC class, extending his points lead in the SSC class for CenDiv. Great job, Ralph! Also winning at the Sprints, keeping a hot streak going from the Mid-Ohio races, was John LaRue in the Formula Ford class. With the runoffs held at Mid-Ohio, John has definitely made his preparations. Bill Baten earned 9 points for a second place finish in the T2 class, following up his 5th at Mid-Ohio. And Aeron Ellis got his F500 out for the first time this year, driving hard to a 5th place finish. A Hearty Well-Done to all our Indy Region National Road Racers.

## Ralph Porter and John LaRue win at Mid-Ohio Nationals

Ralph Porter won again at the Mid-Ohio National June 1. In dramatic fashion. After qualifying second in class, he got through and was leading the race by a few seconds when he started to notice the shifting getting difficult. An American Sedan passed him and about that time he started to smell burning gear lube. He automatically assumed it was the AS car (as any knowledgeable racer familiar with AS cars would), but when the smell didn't go away, he started to wonder. Eventually he checked his mirrors and noticed he was trailing a nice cloud of blue smoke behind him. With only a couple of laps to go, he decided to try to nurse it to the end. The shifting became more and more difficult. On the penultimate lap they gave him the meatball flag. He came into the pits, kept speed, and took the checkers and the win by a slim margin! Despite the obvious tranny problems, Larry climbed aboard for the victory lap! They found a hole at the lowest point in the tranny about the size of an egg. Ralph did get a new transmission for the June Sprints, winning again to keep on top of the points for CenDiv.

In the same race, Bill Baten drove his Camaro to a fifth place finish, getting a good start on his points for the year. His second at the June Sprints makes a 14 point start towards the runoffs.

John LaRue was making his Formula Ford debut appearance for the year, and qualified first in class by more than a second. He won the FF Class with a margin of victory of over 15 seconds. Anyone familiar with the class and

the similarity of the cars knows those kind of margins are almost unheard of. John kept the momentum with another win at the June Sprints, building some nice points for CenDiv Championship.

In the GT4 & GT5 group, Bill Partridge drove his GT-4 Nissan to a nice fifth place to gain 5 points, and Scott Schick also drove his GT-5 Renault to a fifth in class for his 5 point share of the total. Both are building their points for the year end shot at the runoffs.

In Sports 2000, Terrence Garrett was able to work his way to a fifth place finish, getting 5 points and some valuable track time preparing for his runoffs bid. See how his work is paying off in the previous article about Grattan.

The Indy Region also had some other racers who got some track time at Mid Ohio, finishing their races, but not getting high enough to gain any National points. Tim Flock got a 12th place finish in Formula Continental, while Darren Stanley ran in the American Sedan class to finish 16th. And in the Spec Racer Ford class, Stu Coomer drove to 20th place, with David Schacht getting the 23rd position in a field of 39 cars.

We don't have any pictures of our guys at Mid-Ohio this time. When we get back there for the runoffs, we will definitely get a whole lot of pictures.

Matt Curry and Dick Powell

### July Tour Rally "Tip Toe Through The Tulips"

Sunday July 20, 2003  
Rallymaster Dan Cook

Starting at Decatur Branch Public Library, 5301 Kentucky Ave.

Registration	12:00 Noon	Don't forget your minor waivers for our younger participants
Drivers Meeting	12:45 9M	MUST be signed by BOTH parents. See special notes on page 11.
First Car Out	1:01 PM	

Contact Ken Osiecki at 317-375-9986 or Kenongrid@hotmail.com

August 16th is the Indy Region National Rally. We still need volunteer workers for this event. Please contact Ken or Chuck Hansen (info inside front cover) if you will be available to help us at the National Rally.

## Indy Region night at Hollywood Film Works

Jay Quinn and Jeannie Spellman have gotten some information about a possible club activity night at Hollywood Bar and Film Works. We would have the entire place to ourselves for the evening, and we could select a Motor Racing Film that we would like to see. Just think about how great it would be to see Steve McQueen on the big screen again in "LeMans", or Paul Newman in "Winning", or James Garner in the classic "Grand Prix".

Maybe you have your own ideas of favorite racing flicks.

If you are interested, call Jeannie at 248-9626 and express your interest (and vote for your favorite movie). You can also contact our activities chairperson Lou Ann Linn or your newsletter editor Dick Powell. The contact information is inside the front cover. If we get enough interest, we can schedule an outing.

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## Clutch Chatter Mailing Opt-In/Opt-Out

Indy Region implemented the 'opt in' approach for mailing Clutch Chatter with the April 2002 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 (including back issues) in Adobe pdf format is available to view or download on the Indy Region website at [indyscca.org](http://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](http://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 for three months, after which they are expected to view or download from the website. They will be able to elect to opt-in 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:  
 Dick Powell  
 C/o Clutch Chatter  
 2835 Madelynn Dr, Apt D  
 Indianapolis IN 46229

**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 \_\_\_\_\_





800-770-2055 www.scca.com

# Membership Application

**Dear Prospective SCCA Member:**

To apply for membership in the Sports Car Club of America, the world's largest member participation automotive organization, please complete the form below in full and return, with payment, to your region or the SCCA Membership Department, PO Box 19400, Topeka, Kansas 66619-0400.

**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 Region dues		Total
01 Regular Member	\$55.00 +	Regular Member	\$20.00	<b>\$75.00</b>
03 Spouse Member*	\$15.00 +	Spouse Member	\$10.00	<b>\$25.00</b>
10 Family Membeship	\$85.00 +	Family Membership	\$25.00	<b>\$110.00</b>

\*Spouse must be regular member's legal spouse.

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C- \_\_\_\_\_ \$ \_\_\_\_\_  
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**First Gear Membership (You must be under age 21)**  
 Birthdate: \_\_\_\_/\_\_\_\_/\_\_\_\_

	National	Region	Total
15 First Gear	\$ 25.00	\$ 20.00	\$ 45.00

May compete in rally and solo events; may be active in many race specialties.  
 To enter speed event competitions, must step up to regular membership.

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 (\$24 value)  
 (Dues are not deductible as charitable contributions)

## 2003 CenDi v Race Schedule

DATE	DRIVER'S SCHOOLS	REGIONALS	NATIONALS	OTHER EVENTS
July 4-6		BVR @ BHF (D) (C) CINCY @ M-O (D) (C)	INDY @ IRP	
July 12-13		SBR @ GM (D) (C)	NEO @ NL	AMA @ M-O
July 19-20	NEO @ NL	DET @ WAT		BRIC VSCDA @ RA
July 19				Solo, 16th Street, Australian Pursuit
July 20				Road Rally, Indy
July 26-27			MIL @ RA	Solo, Walesboro
Aug 2-3		FTW @ M-O (D) (C)		CART @ RA
Aug 9-10			WMR @ GRA	Solo, Anderson
Aug 16-17		CHI @ RA (D) (C)		CART @ MO VSCDA @ GRA
Aug 16				Rally, National, Indy
Aug 23-24				ALMS @ RA
Aug 24				Solo, Grissom
Aug 30-31 Labor Day		WMR/LSR @ GRA (D) Restricted Closed wheel cars	NEO @ M-O	Road Rally, Indy SCCA PRO @ GRA
Sept 1				Solo, Walesboro
Sept 6-7		OVR @ M-O (D) (C)		
Sept 14				Solo, Walesboro
Sept 15-21			SCCA RunOffs @ M-O	VSCDA @ RA
Sept 20				Solo, Anderson
Sept 27-28				F-1 @ INDY Road Rally, Indy
Oct 4-5		WOR @ M-O (C)		
Oct 11-12	NEO @ NL	CHI @ BHF (C)		Solo, Invitational, 16th Street
Oct 18-19				VSCDA @ MO Solo, Walesboro
Oct 25-26				Road Rally, Indy
Nov 9				Solo, Walesboro
Nov 15				Road Rally, Indy

<b>BHF-Blackhawk Farms</b>	<b>GM-GingerMan</b>	<b>NL-Nelson Ledges</b>
<b>GRA-Grattan</b>	<b>IRP-Indianapolis Raceway Park</b>	<b>RA-Road America</b>
<b>M-O-Mid Ohio</b>	<b>WAT-Waterford Hills</b>	
(C) Champ Series	(D) Double	



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**For Sale: 1971 MGB-GT**, one owner, in storage six years, needs freshening, \$3,000 obo.

**5 Anson Sprint Mag Wheels**, Fit Ford Ranger, Size 14 x 7. Make offer.

Call 297-5474 6-10 pm,  
Sue Young and Andy Welden

**800 HP Stuska Dynamometer.** Complete with engine stand, cooling tower, starter, water pump, catch basin, return pump, control console, 3 torque meter scales (0-126, 242, and 656 LB-ft), flowmeters, calibration beam, and adaptations for Chevy, Ford, Mopar, Renault, and British Leyland. \$5000

Ricke Katko call 317 242-2225  
days or 765 349-9271 evenings.  
or at rkrinc@aol.com

## Classifieds

Classifieds are offered as a free service to Indy Region members.

Please submit to Dick Powell (contact info on inside cover). Deadline for next months advertising is the 15th.

If you want a picture with your ad, please send it as a separate JPEG file attachment to email or by snail mail as a photo for scanning.

2 great race cars for sale, **RX-7 ITA car** with 2002 tech and new belts, many spares, Jay Shadoans car, may include trailer (open) and many transmissions. 3 sets of wheels and new rains. Asking \$6,000. obo

Johnny Reisert 812-275-7528 or reisertracing@yahoo.com

**Neon Close-Out Sale:** (6) 14" x 6" Neon Factory Wheels with mounted 205/55/14 "R" compound Hoosier tires. \$300.00

**American Racing Wheels** (4) 14" x 6" with 5x100 pattern, and 35mm offset. \$100.00.

Please contact Mark Badgley at 317-852-8062 or badgley77@aol.com



This Race Car was recently stolen in the Atlanta area. If you have any information, please contact Mike Dickerson at the SCCA home office.

800-770-2055, ext 358  
or Mdickerson@scca.com

**'96 Ford Econoline E250 Cargo Van.** 138" wheelbase, preferred equipment package (XL trim, captains chairs, power windows/locks), 5.8L EFI V8, Electronic 4-speed Automatic Trans, 3.73 axle, Windows all around, AC, sliding side door, 4 wheel ABS, Chrome step-bumper, 35 gal tank, driver airbag, class 3 trailer hitch, 77,000 miles. Recent maintenance: spark plugs/wires, pcv valve, fuel filter, belts, coolant flush, rear axle seals. Running on Amsoil. Load leveling hitch/attachments available. Excellent tow vehicle - had no problems towing above car/trailer for 4 seasons.

Asking \$7150.

Julie Hanson (734)-699-1690 or jahracar@quixnet.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@crtc.com

# Indy Region's July Board Meeting at



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

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

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

**Contact:** Lou Ann Linn [louann70@netzero.net](mailto:louann70@netzero.net) 317-840-9915  
Matt Curry [mc2fast@indy.rr.com](mailto: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 July 16

## 6 - 10 PM

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

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Indianapolis Region SCCA  
Clutch Chatter Newsletter  
C/o Dick Powell  
2835 Madelynne Dr, Apt 4  
Indianapolis IN 46229-1055

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