

JULY 2004



# *Clutch Chatter*

THE OFFICIAL PUBLICATION OF THE  
INDIANAPOLIS REGION OF THE



NEWS AND STORIES ABOUT EVENTS OF YOUR REGION OF YOUR CLUB

## *Official Program*

*For this years*



*Enjoy the Racing of the Indy Grand Prix Nationals at IRP.  
Come out to the track and — Join us for the FUN*

**indyscca.org**

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

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SCCA: [scca.org](http://scca.org) Cendiv: [cendiv.scca.org](http://cendiv.scca.org)  
Solo Info Sites: [www.autocross.com](http://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 3-4	Indy National Races at IRP
July 17	Indy Solo Points event #6
July 24	Road Rally 6, Indy
July 25	CSCC Solo Points event #4
Aug 14-15	National Rally, Indy
Aug 21	Indy Solo Points event #7
Aug 22	Workers Rally, Indy

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I want to take this opportunity on behalf of the Indianapolis Region to thank each and every one of you for participating in one of the premier club racing events in the Central Division of the Sports Car Club of America. Whether you are here as a driver, crew, spectator, or worker, we welcome you to one of the nation's most storied National Championship series road races.



For those of you new to SCCA road racing, you should find the many articles in this issue of interest. Read on and find out more about the cars, worker specialties and racing. If you want to get more involved you'll find information about our other primary programs, Solo 2 (autocross) and Club Rally. We have regular events here in central Indiana in both of these disciplines, and they're open to the general public to come out and participate.

For those many veterans, Indy Region welcomes you back again. We are continuing to put a lot of effort into building a race program that everybody wants to be involved in -- whether driver, worker or whatever role you play! I hope you will notice the continuing improvements. Let us know what you think and what more we can do to get you back again next year.

Finally, thank you all!

Sincerely, Matt Curry  
Regional Executive, Indianapolis Region SCCA

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

**See YOU at the Board Meeting... Share the FUN...**

# 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 Pig-In PARTY! Plus
- Special gifts to show our appreciation
- Each volunteer worker will receive a ticket entitling them to a free entry in an Indy Region event (Rally or Solo) this year.

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

See you there: Pete Hylton, Race Chairman, Indy Region SCCA  
Please RSVP to: 317-852-5923 or [petehylton@surf-ici.com](mailto:petehylton@surf-ici.com)  
At the track, check with us at registration and ask to help!



# 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, FFord 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 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**

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!



**Schedule:**

**Friday – July 2, 2004**

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

**Saturday – July 3, 2004**

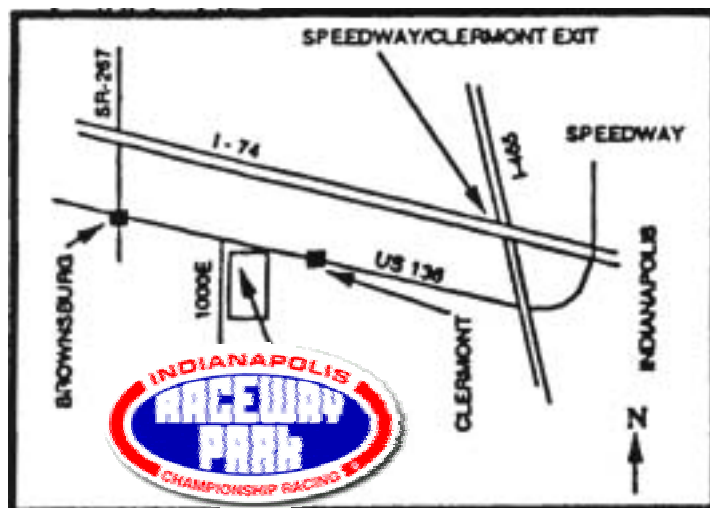
- Registration..... 7:15a - 10:00a
- Tech Inspection ..... 7:15a - 11:00a
- Practice** - 30 Minute Sessions ..... **8:00a**  
followed by Lunch
- Qualifications** - 30 Minute Sessions .. after lunch
- Giant Pig-In Party** ..... 6:00p

**Sunday – July 4, 2004**

- Registration..... 7:15a - 10:00a
- Warmups** 15 minute sessions..... **8:00a**
- Races** - Begin 18 Lap Races..... **9:00a**  
Groups 1 thru 3  
followed by Lunch, then Groups 4 thru 7

**Race Groups:**

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



# 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 Turn 1.

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. This is 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 Turn 3 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 lines thru 7, most of which are

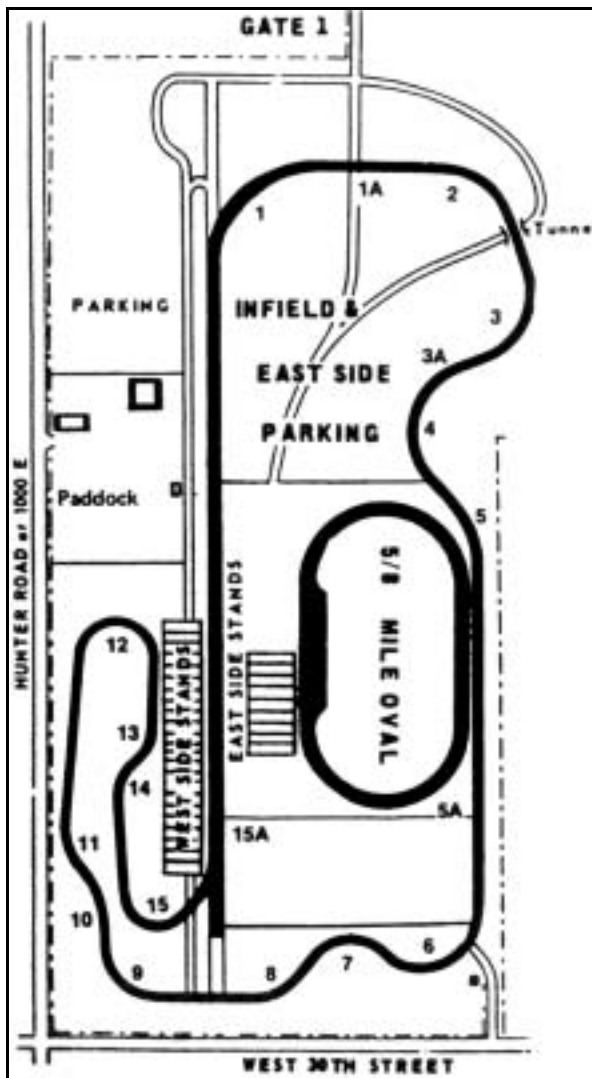
crafted to trade-off the shortest distance, maintaining a handle over the bump, and setting up for Turn 8 which shortly follows. A good run thru 6+7+8 can lead to a passing attempt going into Turn 9, but it's not usually very pretty.

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. Turns 13 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 doz-

ens 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.

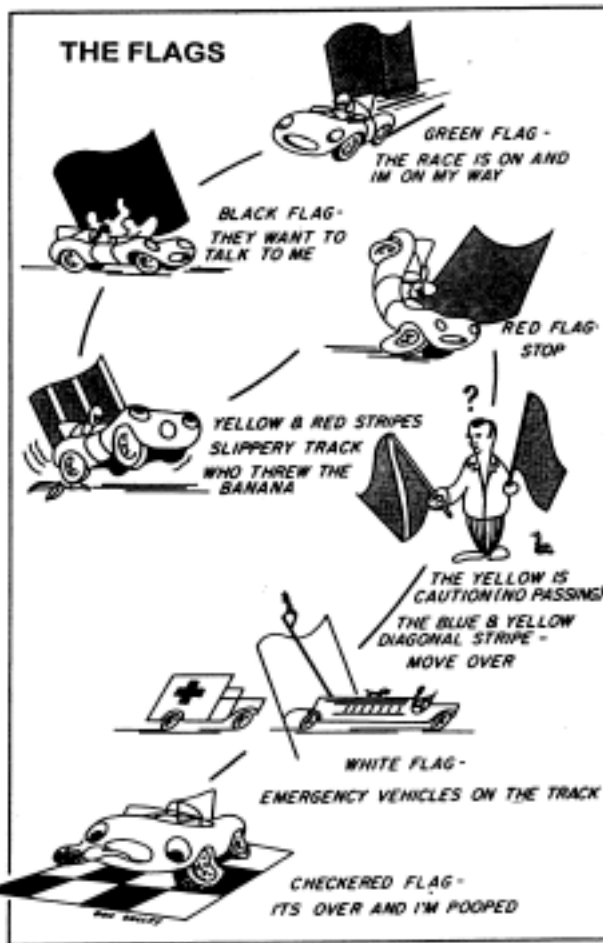
The next stop will be the tech shed. If a class is slated for safety inspections at this event, Scrutineers (tech inspectors) will check over the car and driving gear for compliance with safety rules. If not, they'll check just the gear. If a driver does well in the race, he'll be back again, and they'll 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



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

<b>Worker Contacts:</b>		
Race Chairman .....	Pete Hylton .....	317-852-5923
Co-Race Chairs.....	Jay Quinn, Jeanne Spellman .....	317-248-9626
Chief Steward.....	Steve Harris.....	937-435-5721
Asst. Chief Steward....	Rich Lankford .....	317-787-4010
Operating Stewards ...	Bob Burns, Andy Weldon, .....	Fred Cummings, Peter Olivola
Safety Steward.....	Bill Schubert	
Chairman, SOM .....	Ken Patterson	
SOM.....	Cindy Hylton	
Chief Registrar .....	Cathy Hart .....	317-849-2495
Chief Scrutineers.....	Jay Quinn, Jeanne 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/Pit.....	Ken Osiecki .....	317-375-9986
Co-Chief of Grid/Pit....	Deb Osiecki .....	317-375-9986
Asst. Chief of Pit.....	Steve Linn.....	317-297-4814
Chief Starter.....	Bobbe Orr.....	269-381-6317
Chief of Sound Ctrl....	John Holman .....	812-333-1623
Chief of Course .....	Harold Kulke .....	317-414-6937
Co-Chief of Course ....	John Lyghtel .....	317-541-9199
Driver Information.....	Lou Ann Linn .....	317-840-9915
Pace Car .....	Mark Badgley.....	317-852-8062

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 Ian Linn at 317-840-9915.

## 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 and want to watch somebody in particular race we can work around your schedule.

We also are giving each volunteer worker a free entry to a Solo or Rally for the Indy Region this year.

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 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 com-



Formula Ford

petition. 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.

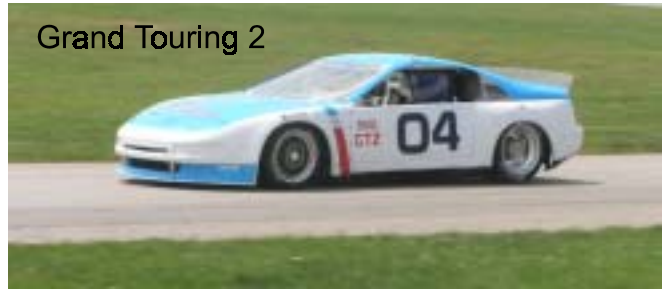
**Sports Racers** - The Sports Racing classes are also made up of pure racing cars, but they have full bodywork unlike the Formula cars. Spec Racer Ford and Sports 2000 are two of the most popular classes, and their use of



Sports 2000

identical stock-based engines makes for close racing. The C and D Sports Racing classes are among the smallest 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. While they a bear strong resemblance to their street-going cousins, a close look tells you that it is only skin



Grand Touring 2

deep. The Grand Touring cars use tube frame chassis and the bodywork has been modified to permit super-wide racing slicks to fit under the fenders. The Production cars



H Production

use original chassis, with significant suspension and body modifications. 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



Showroom Stock C

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 the American pony-cars like Camaros and Mustangs, with rules like the Trans-Am cars of the 60's and 70's. While not allowed the extreme modifications of the GT category, the class is popular because it is easy to build a competitive car.



## IRP Track Records

Class	Time	Driver	Car	M/Year
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	1:55.202	Chris Wikle	VW	Apr-03
ITC	1:58.874	Scott Fruth	Honda	May-02
ITE	1:49.192	Charles Mactrinder	Chevy Corvette	Apr 9-00
ITS	1:49.274	Doug Stewart	Datsun	May-01
IT7	2:03.761	Jason Albright	Mazda RX-7	May-04
LC	1:58.280	Richard Swearingen	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	1:53.394	Mark Bennett	Mazda Miata	May-04
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	1:51.337	Chris Puskar	Mazda Miata	Jul-02
SSC	1:53.842	Kevin Adams	Honda Civic	Jul-99
T1	1:43.642	Freddy Baker	Dodge Viper	Jul-01
T2	1:47.866	Don Mills	Camaro	Jul-02

## Cendi v National Racing Point Standings 6/16

Driver	Place	Pts	Races	Class
Ralph Porter	1	40	4	SSC
John LaRue	1	33	3	FF
Gerry Mason	2	40	4	GT2
Aaron Ellis	3	31	3	F500
Michael Baden	3	27	4	FF
Bill Partridge	3	21	2	GT4
David Bleke	3	19	3	FA
Don Munday	5	16	3	SRF
Paddy O'Brien	7	18	3	FA
Bill Baten	9	7	1	T2
Brian Jennerjahn	12	8	2	FV
Chris Jennerjahn	13	8	3	FV
Charles McNamara	16	2	1	FF
Terrence Garrett	16	1	1	S2
Greg Buttrey	19	3	1	FV
Sheldon Wilde	21	3	2	EP
John Salisbury	1	48	5	HP

## Regional Racing Point Standings as of 5/10

By Jan Castelluccio, Pointskeeper

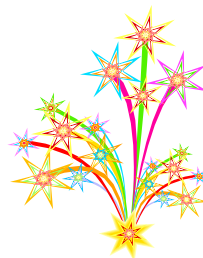
Driver	Place	Pts	Class
Hylton, Peter	1	60	GP
Selby, Tim	2	39	ITS
Hart, Dave	3	39	AS
Andrew, Glenn	4	24	GT1
Weida, Jerry	5	24	F500
Hoppes, Robert	6	21	FM
Doyle, Morey D.	7	16	ITS
Don Munday	8	15	SRF
Neylon, Michael	9	15	CFF
Leeke, Craig	10	14	FV
D'Angelo, Paul	11	12	ITS
Duncan, Brian	12	12	CFF
Bill Partridge	13	12	GT4
Tipton, Patrick A.	14	12	ITA
Benson, Shane	15	10	SM
Weida, James	16	9	F500
Rude, Darold	17	7	SRF
Schacht, David	18	7	SRF
Flock, Tim	19	5	FC
Reisert, John Mark	20	4	FC
Butler, Josh	21	3	SM
Neal, Michael	22	3	SM
Sheilds, Chris	23	2	ITS

All Indy Region Race Drivers need to keep Jan Castelluccio up to date on race results and the points they earn during the season. Contact information is inside the front cover.



# Indy Grand Prix

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Editors Note: Warren LeVeque competes in Solo2 at the Divisional and National level, and writes the "Solo Is" columns to provoke our thoughts and entertain us. Thank You Warren!

This notion has been simmering under the surface for me for some time. I have been quiet because I don't want to upset my racing friends without cause. Then the April issue of SportsCar added fuel to the fire.

According to SportsCar figures for the last ten years:

Club racing participation for those with incomes up to \$50,000 has decreased from 30% to 10.8%

Club racing participation for those with incomes over \$125,000 has increased from 16% to 32.9 % in the same time.

Yes, I know that racing is expensive, but I used to be barely able to afford it. I don't even desire to go road racing now, but the point is ---I can't.

I have sons and friends who really want to go racing but can't afford it. They have incomes now which are similar, counting for inflation, to what I had in my racing days. What has changed?

Racing fields are getting smaller, clubs can't afford to have driving schools, and non SCCA groups have increasing fields. Autocross is growing by leaps and bounds. Lapping and Time trials are so popular, that all of the track dates are filled years in advance. What has changed?

At autocrosses, I have corner conversations with many prematurely retired race drivers. What has changed?

What has changed is the price of safety. Of course I want safety, but not if the cost of safety is not racing at all. I raced for ten years and never witnessed any tragic accidents. I quit because of the cost of changing from production to GT3. I have informally interviewed racing officials and they could not find the safety incidents to justify the safety cost increase. I suppose that the 200mph + acci-

dents of Nascar, Indy, IRL, Cart and Formula one negatively influenced the insurance companies.

I ventured anew into road racing in 2000 at Midwest Council. Since they trail SCCA by about 2 years in rule changes, I will not be able to do it again.

I recently installed a roll cage in a customer car, the cost of material (DOM vs ERW) is 4 times higher now. The tubing is still welded together by the builders; where is the justification? Have roll cages been splitting apart?

The cost of fire systems versus extinguishers is 10 times, and a lot of people will still carry extinguishers to not use and replace the expensive halon. . The cost of new fuel cells has doubled. More expensive restraint systems now have to be replaced every two years. How quickly do they fade and deteriorate in closed cars? Helmet prices due to new standards have doubled. How about the cost of driver's uniforms.

At the last race I entered/watched, another Nascar influence was sadly witnessed. Spec class drivers at the regional level have developed driving habits learned by watching Nascar bumping and rubbing and Formula one starts. This aggressive behavior used to be seen at only the highest national level. I believe that the absolute carnage of the above behavior influences safety more than the lack of good equipment. The very nature of spec class also contribute to this as all of the cars, being identical, enter and leave the corners in exactly the same manner. Maybe the bumping and rubbing is built in.

Is SCCA club racing being held to the same standards as their professional divisions. Have we forgotten our amateur roots?

I'll be seeing you somewhere at a hill climb, time trial, lapping day or an autocross.



2519 N. Michigan Street  
Plymouth, IN 46563  
Telephone: 574-936-8344  
Fax: (574) 935-1673

DAVID GARNER

Road Race Product Manager

Racing season is now in full swing. Once again Hoosier Tire Midwest will be servicing the events listed below. As the Road Race Product Manager for Hoosier Tire Midwest I am responsible for servicing the CENDIV and NEDIV events at these tracks.

I am asking for your assistance in informing racers of our plans to attend the events and that we will provide support services for race tires of all manufacturers. In addition, we are dealers for wheels from the following manufacturers – BBS, HRE, Jongbloed, Keizer, Kodiak, OZ, Real, Panasport, Bassett and Weld.

We will be servicing these events this year.

- 7/03-04 Indy National @ IRP
- 7/03-04 Cincy Double Regional @ Mid Ohio
- 7/24-25 NeOH Regional & Enduro @ Nelson Ledges
- 7/31-8/1 Fort Wayne Double Regional @ Mid Ohio
- 8/14-15 Steel Cities NEDIV Double Regional @ Beaver Run

- 8/28-29 MVR NEDIV Double Regional @ Nelson Ledges
- 9/11-12 OVR Double Regional @ Mid Ohio
- 9/20-26 Valvoline Runoffs @ Mid Ohio
- 10/02-03 WOR Double Regional @ Mid Ohio
- 10/16-17 MVR NEDIV Double Regional @ Nelson Ledges

We are asking you to include information about our services in any information that you mail out to racers with entry information. In addition, we would like to ask that you include a reference to us on any website which addresses race entry.

We would like to ask you to include our contact information for pre-event tire reservation, availability questions, application information or pricing. Drivers can contact use via telephone, fax or email, without fear of obligation if a racer does not need the tires. Advance contact guarantees that we will have the tires if the racer needs them.

David Garner

Road Race Product Manager

Call us – (574) 936-8344, and ask for the order desk

Fax us – (574) 936-1673

Email us – [hoosiertireply@netscape.net](mailto:hoosiertireply@netscape.net)

please include event, name, phone number, class, tire size and compound.

## Minutes of June Board Meeting

by Alyson Kunack

This is a summary of the Indy Region Board of Directors meeting held June 15, 2004, held at the Junior Achievement facility on Keystone Ave in Indianapolis. All 11 board members attended, as well as 6 other members.

May Board Meeting minutes were reviewed and approved.

**Treasurer's Report.** Frank addressed several issues concerning the Double regional including refund procedures and payment policies. We still do not have a bill from IRP. The Solo program has one more batch of cones to purchase.

**Solo.** The P.A. system is completely dead. Jim Lin is going to try and work on it; a motion was made to buy a new system (approx. \$100) that is compatible with the power system in Da Bus. Lafayette Square is being investigated as a potential event site. The August event will be held there if possible; otherwise it will be at 16<sup>th</sup> Street.

The CenDiv event at Grissom is coming along very well. Competitor info packets are being put together, and new scoreboards have been made for posting results. Subway will be making box lunches available, and Saturday night's dinner will be from Pizza Hut. Currently, there are approximately 150 entrants. The deadline to register is June 20<sup>th</sup>, and the event is *pre-registration only*.

**Rally.** Only one car showed for the last rally ("Stoic Indignation"), and therefore the event was not run. **Workers are desperately needed for the National Rally in August!!!!** Those who come out and work will receive a free entry for the next club rally. The lack of participation in the rally program is very discouraging; please come out and help support the program. The July 24 rally is "Take it to the Limit", starting at I-65 and main Street in Greenwood.

**Race.** Things are coming together for the July Indy

Grand Prix. Saturday night will be brats and burgers, and the lunches have been arranged. The Board approved the purchase of a canopy for use at the scales. The biggest problem appears to be the lack of workers, especially for Flagging and Communications. **Please come help!!**

**Clutch Chatter.** The costs for the June issue was \$252 for 250 copies. Dick is planning on an extra 550 copies for the July issue to serve as the Indy Grand Prix program, expected to be mailed before June 23<sup>rd</sup>.

**Activities.** Lou Ann is meeting with the usual caterer for Junior Achievement Center soon to discuss catering for our Awards Banquet December 4th.

**Membership.** The new system for getting a membership roster from National is somewhat difficult to work with. The listing contains an entry for each license a member hold, which makes it very difficult and time-consuming to determine an accurate member count. There were also no monies received from Topeka this month. Ian will try to take the matter up with the National office.

**Old Business.** Jeannie gave a report for the several Indy Region members who, as guests of Steve Johnson, attended the Women in the Winner's Circle luncheon hosted by Lyn St. James.

**New Business.** Matt asked about any involvement with Formula SAE. Purdue has a program and is in Indy Region's area, but no one had any details on the program. The SCCA Hall of Fame nomination rules will be printed in the next issue of *Sportscar*.

The next meeting is tentatively scheduled for Tuesday, July 13<sup>th</sup> at Fastimes.

Meeting was adjourned.

Respectfully submitted, Alyson Kunack, Secretary

## Technically Speaking

by Jay Quinn and Jeanne Spellman

The wonderful 4<sup>th</sup> of July National Race is nearly upon us and it's hard to believe we are well into racing season with some drivers already qualified for the RunOffs. It is also that time of year when some driver's personal equipment begins to show signs of wear and tear. The lovely ladies of tech will be thoroughly checking **all** driver's gear for this race. Now is the time to examine your gloves, socks, uniform, shoes and balaclava for those ugly signs of old age (equipment, not driver!). It is much easier to take the time now and replace what is needed than to have to deal with it at the track when the adrenalin is pumping and you're rearin' to go. It is a safety issue and will be dealt with accordingly.

Thorough preparation ...including **reading the supplements**...is the absolute best way to come to any event. Fill out your tech cards **completely** before arriving in tech. Bring all of your personal gear and log book. If any notations have been made in your logbook from prior events **please correct** any unresolved issues or damage. Again **read your supps!** Know if you are to go to post qualifying

or post race impound and go **directly** without delay. If you don't know, it is always better to appear and ask rather than risk losing your national points. Again **read your supps!** Be prepared for fuel testing. Voluntary fuel testing will be available for a \$5 charge. The track fuel will be tested and results posted on the pumps. Please understand what type fuel you are purchasing for your class vehicle by reading the pump postings. Occasionally a crew member has purchased the wrong type fuel, e.g., unleaded racing fuel instead of leaded racing fuel, resulting in a DQ. Please have the proper tools or fittings **ready** in impound to draw a fuel sample in a timely manner. You don't really want to be the party responsible for holding up the entire class from impound.

This being said, please remember that you are here to **have fun!** Tech people really want to have fun with the drivers and crews, and most importantly, want you to return home safely from a great weekend of fun and fellowship with kindred spirits.

P.S. Remember, "Rubber side down"!

## Solo Report: In The Thick Of The Season!

by Darren Daubenspeck

The June 6<sup>th</sup> Converse event was a good time and a great change of scenery for the Indy region club. I know I enjoyed the amazing grip of the WWII era concrete of the Grissom Site, in my traction-impaired DSM fwd. I know Joe Kneisley must have also, as he whupped my keister in his also traction impaired blown Mini. The morning sprinkle threatened to make the day soggy, but it moved off by about 10:45. I think the wet concrete of the Converse site has almost more grip than in the dry, as most of the PAX quick times were in the morning. But, maybe that's just the ultra-soft GS PAX factor this year, I dunno. That's what everyone tells me, anyway....

Big thanks to Jon Adams and Matt Curry, who really pulled the event together. Those guys, as well as apparently their whole family, and Lee Miller, and Larry Metz showed up early on Saturday to scope out and set the course. Please give them a "thank you" or pat on the back next time you seem them, eh? It's getting pretty challenging to dodge around the bad spots at Converse, so we will probably have a concrete patching party before next year's trip up north.

Keep an eye out for the Blossom Chevrolet "This Is Real Racing" motorsports show on Saturday and Sunday mornings on UPN 23 at 11 AM, here in Indianapolis. The show is a look at grassroots motorsports in the central Indiana area. The show producers attended our May 2<sup>nd</sup> Autocross at the 16<sup>th</sup> Street Stadium, and taped quite a bit of the event. We hope central Indiana motorsports fans will get a feel for SCCA Autocrossing, Indy Region style, from the comfort of their easy chairs. The show did interviews with several of our members, and focused on some of the action. The producers have stated that our Autocrossing episodes will air in late June or early July, so stay tuned to the Yahoo eGroup, and this column, for updates on the exact day the Indy Region SCCA focused episodes will air.

We are utilizing the great [www.myautoevents.com](http://www.myautoevents.com) service for pre-registration on the Internet. It's free to you, and makes registration a breeze. It's simple to use... On the main page, just type "Indy" into the search box, and hit the "go" button. All our available events will pop up. And, YOU MUST PRE-REGISTER FOR THE JUNE 26-27 CenDiv INDY REGION-SPONSORED EVENT!!! We anticipate that we will fill the event registration cap BEFORE the event, due to it's optimum placement of the PRO and qualifications events, so registration will probably not be taken at the event. Please check that site on a regular basis, as the information there will be further updated.

I'd like to thank and congratulate the CenDiv Event Co-Chair team, which seems to actually be a 4 person squad! Raleigh and Velma Boreen, and Rick and Cheryl Swarts, are doing a great job of organizing the biggest Indy Region Solo2 event in several years. If you don't participate in this one, you're really missing out. For a small additional fee, the team has arranged for a nearby Subway to deliver sandwiches made to order to speed up the midday lunch process. Grid spots will be assigned. This should be a pretty slick event, folks!

By the way, did I mention that ENTRANTS MUST PRE-REGISTER FOR THE JUNE 26-27 CenDiv INDY REGION-

SPONSORED EVENT!!! Tech inspection will also take place MOSTLY Friday afternoon. Due to the event's schedule, entrants must notify the event planners 5 days in advance if you need tech inspection Saturday morning.

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/>

We have a firm Indy Region solo schedule now ready for your planning purposes. A few locations are yet to be determined, but most are now set. As always, please check the [www.indyscca.org](http://www.indyscca.org) website and the yahoo e-group for more current information, because it is updated frequently between Clutch Chatter publications.

June 26 <sup>th</sup> -27 <sup>th</sup>	CenDiv-Points Event #5	Peru
July 17 <sup>th</sup>	Points Event #6	16 <sup>th</sup> Street
August 21 <sup>st</sup>	Points Event #7	(TBD)
September 6 <sup>th</sup>	Points #8, with CSCC	Columbus
October 3 <sup>rd</sup>	Worker Invitational	(TBD)

Also please check the Columbus Region website for their Solo schedule. [Www.cscscca.org](http://www.cscscca.org) Walesboro is not too far to get a lot of extra solo events each year.

It takes the dedicated efforts of Co-Chairmen, Event Chairmen, Event Specialty Volunteers, and an Uncredited Cast of Thousands (well, maybe not that many) to pull off our events, so please step up to give back! During the 2004 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!

As always, the solo chairs can be contacted at:

Darren Daubenspeck	or	David Burkhead
317-865-0864		317-291-3521
<a href="mailto:drdspeck@on-net.net">drdspeck@on-net.net</a>		<a href="mailto:indsolo@sff.net">indsolo@sff.net</a>

## June 6 Flying Low at Converse Solo No. 4 results

No.	Driver	Car	Best Time	No.	Driver	Car	Best Time
<b>A Stock</b>				<b>G Stock Ladies</b>			
7	Jason Duggan	04 Honda S2000 Ylw	64.994	17	Amanda Graham	03 Mini Cooper S Silver	67.227
<b>B Stock</b>				12	Kelly Tipton		74.509
6	Mike Stensland	00 Honda S2000 Red	57.108	<b>H Stock</b>			
<b>PAX Fast Time of the Day</b>				246	James Wade Hill	87 Ford Escort Beige	68.108
<b>C Stock</b>				<b>A Street Prepared</b>			
4	Matt Curry	97 Mazda Miata Red	61.822	11	Jack Tovey	02 Honda S2000 Silver	60.444
74	Brian Klein	95 Mazda Miata Red	61.925	<b>C Street Prepared</b>			
70	Christian Kramer	96 Mazda Miata Blue	63.549	11	Kevin Miller	00 Acura Integra Type R	59.976
93	Jeff Alexander	2000 Miata BRGreen	65.182	12	Chad Stringer	96 Miata Starlight Mica	61.675
16	Jonathan Durell	Mazda Miata	65.411	326	Joseph Alexander	01 Toyota MR2 Spyder	63.506
164	Bruce Durell	99 Mazda Miata Blue	65.822	<b>E Modified</b>			
67	Jerry Martin	01 Mazda Miata Blue	67.872	93	Warren LeVeque	64 Chevy Corvair Red	57.475
<b>D Stock</b>				<b>F Modified</b>			
4	Lee Miller	04 Dodge SRT-4 Blue	61.990	66	Larry R. Metz	Zink C4 Solo Vee red	56.811
113	Steve Baker	03 Mazda Protege BI	63.809	<b>Formula SAE</b>			
13	Brandon Baker	03 Mazda Protege BI	68.998	29	Jeff Everett	04 Formula SAE Blue	55.461
<b>E Stock</b>				<b>Fast Time of the Day</b>			
13	Joel Harleman	87 Pontiac Fiero GT Blk	62.371	<b>Street Touring</b>			
37	Cooper Lacy	90 Mazda Rx-7 Black	63.606	63	Michael LeVeque	66 Corvair White/Blue	61.004
3	Alexander Yovanovich	90 Mazda RX-7 Blk	64.496	21	Jim Lin	91 Acura Integra White	63.431
<b>F Stock</b>				71	Justin Krause	02 Honda Civic Silver	64.765
71	Mike Miserendino	00 Chevy Camaro Blk	62.449	27	Ryan Shreve	02 Honda Civic EX Red	68.220
17	Aaron Mathewson	00 Chevy Camaro Z28	62.833	<b>Street Touring Ladies</b>			
12	Sean Murphy	95 Chevy Camaro Red	62.935	63	Vanessa Leveque	66 Corvair White/Blue	67.973
90	Nathan Glass	90 Mustang 5.0 Black	67.812	<b>Street Modified</b>			
130	Jacob Adams	87 Chevy Camaro Red	68.149	90	Scott Dales	03 Mini Cooper S Brg	60.657
7	John Stachula	86 Ford Mustang Grey	68.208	6	Steve Linn	92 Nissan Sentra Red	61.095
30	Jon Adams	87 Chevy Camaro Red	69.067	14	Don Armenoff	02 Subaru WRX Black	63.202
<b>G Stock</b>				510	Mike Hurst	88 Ford Mustang Red	64.049
76	Joe Kneisly	02 Mini Cooper S R/W	61.615	41	Warren Kniesly	02 Subura WRX Blue	66.164
25	Darren Daubenspeck	90 Plymouth Laser	62.432	27	Dale Brier	03 Sub WRX Wagon	67.240
7	Waylen Hunsucker	03 Mini Cooper S Slvr	62.718	<b>Street Modified Ladies</b>			
5	Chris Rostron	02 Mini Cooper S Grey	62.739	6	Mary Jo Linn	92 Nissan Sentra Red	69.879
15	Matthew Jensen	04 Mini Cooper S Red	63.478	<b>Street Touring Ultimate</b>			
24	Jason Lindsey	95 Nissan 240sx Black	63.487	1	Ryan Mansfield	03 Mitsu Evo VIII Silver	64.048
1	Eric Glymph	00 Nissan Maxima Blk	69.536	<b>Street Touring 2</b>			
97	David Burkhead	90 Plymouth Laser Teal	71.598	95	Keith Bower	90 Honda CRX Black	62.158

## Activities Report : Christmas in July

By Lou Ann Linn

Christmas? In July? Yes, June has come to a close and that means only 5 months until our Year-End Awards Banquet! Just to note on what is currently in the works; the date for our banquet will be December 4<sup>th</sup>, 2004 from 6:00 p. m. to 11:00 p.m. This year's banquet will be held at the new Junior Achievement facility at 7435 North Keystone Avenue. It is a great site and the banquet room is equipped with 3 video screens and state of the art technology (thanks to Ian and his company). We will be going back to the \$20.00 ticket per person price this year. There will be great door prizes (there will be a different system for distribution this year) and other fun things.

So please mark your calendars now!!!!  
Watch Clutch Chatter and the web site for updates

## The Jack Tovey Solo 2 Champion Of The Year Award

It is my pleasure to announce that the former Solo Competitor of the Year Award has been renamed the Jack Tovey Solo2 Champion of the Year Award. Just as the former SCOTY, the Tovey Champion Award will be announced at the year-end membership banquet in December. The award will be calculated as per the former SCOTY rules that were published in the March 2004 issue of the Clutch Chatter.

The Tovey Champion Award's intent is to recognize the most consistent winning competitor based on the PAX system, but eligibility must be qualified by giving back to the program, by taking a seat in some Event Chair positions, and by general contribution to the program. This echoes the award's namesake, as Jack Tovey has been a consistent tough competitor in all his SCCA endeavors, and always pitches in to help with event responsibilities. Jack has kept his dedication to the Indy Region for many years, and has earned the honor of namesake for this important award.



Plus, he's kind of getting' on in age..... We want Jack to know how much we appreciate his efforts before he puts another ride on its roof! (Sorry Jack, I just couldn't resist – and we know you've got broad shoulders and a great sense of humor!)

On behalf of the Board of Directors, Indy Region SCCA: Darren Daubenspeck, Solo Program Co-Chair

### Solo 1s: Jack Tovey

By Warren LeVeque

Editors Note: This article was originally published in November of 2001. It has been reproduced here in honor of the announcement of The Jack Tovey Solo2 Champion of the Year Award. The article has not been updated, so some of the vehicles mentioned will not be the same as currently in use. Thanks to Warren for a great article.



I can't remember autocrossing without Jack Tovey. I attended my first event in 1968; Jack goes a lot farther back than that. We'll see just how far.

Jack was born on June 17, 1934. That makes him one of the few racers forced to collect Social Security. Jack has always lived in Indiana, mostly in the Columbus and Indianapolis area. He now resides in Plainfield, IN with his wife Sandy who is a language teacher. Jack has three surviving sons: Kurk, Stephen, and Eric, all from a previous marriage. Of the three, only Kurk is car crazy at all. Jack may be the most car crazy person that I have ever met. To the right is a list of some of the cars that Jack has owned. This eclectic groups surely is the most diverse imaginable.

Jack was educated at IU and John Heron Art Institute. For several years he tried to support himself by art painting. He also attended Wabash College. Jack became a Pedorthist in 1970, which is a form of foot appliance specialist. At one time Jack owned six Tovey Shoe Stores. Only one remains in Speedway. Jack claims to be slowing down. I was astonished several years ago to hear Jack singing in a deep baritone at the SCCA Solo II National talent show. It was astonishing mainly because the so called "talent" shows had never been about talent before. Jack sang with dance bands in high school and college. He studied voice at IU and has sang at Carnegie Hall with excellent revues. He also sang with a religious "Masters Quartet" on WLW. He still has it. We practiced together this summer (no I can't sing - it was all Jack). Jack shares my views about the lack of any new real music in the day of MTV and VH1 -- just noisy stage shows.

Jack got interested in fast cars when his neighbor got a new '55 Corvette. He was hooked by performance envy and has never looked back. He started attending Rallys and Gymkhanas (gimmick autocrosses) in the '50s. He remembers CSCC events in the Public Service parking lot, then Walesboro. Some of these Gymkhanas even had LeMans starts. Ask a Senior what that is.

I first remember Jack taking out the timers and nearly my motor home with his Pantera in 1972. Jack remembers his '70 Corvette as being a notably good autocross car and his V6 formula car as being especially bad.

Solo Is: Jack Tovey continued

Some things that we remember is how Jack had his red formula car shortened by Jim McKamey after hitting a curb. In the era of 8 ft. gates and 35 ft slaloms short cars were supposed to be fastest. We remember how Jack used to carry two formula cars in his fabric covered trailer. One of the cars was shod with slick tires and the other with rain tires. Jack won two National Solo I Championships in his motorcycle-engine powered car. The third year he didn't attend and they sent him the first place trophy and jacket anyway. How's that for scaring the competition away?

At one of the year-end banquets, I heard Jack give the most eloquent acceptance speech in which he stated how the sport has enriched his life and how the activity is more about people and friendship before cars. I saw him demonstrate this in this spring's autocross school when he took a nap after instructing and slept through his driving opportunity. When asked about his driving ability, Jack rates himself average except for the times when he is able to pump himself up for special occasions. He's been doing that a lot lately.

Several years ago (less than ten) Jack had major heart surgery to replace a faulty valve. We missed him for a year but he came back strong. Jack intends to keep working and racing for about 5 more years.



Jack Tovey's actual current ride; driven hard as usual!

You can see him now in his renewed BMW "lightweight" with the number 11 and the Tweety Bird on the side. Actually, you don't have to look for him at all; you can hear his baritone, infectious laughter all over the paddock. When not with his car, Jack can be found near his motorhome with one of his many dogs (babe magnets). When asked what he would do if he were absolute Czar of autocrossing Jack responded: "I would make stock cars absolutely stock: tires suspensions, everything. The current stock cars' preparedness and equipment level is not good for recruiting new people. If the money were somehow available, I would have permanent sites and permanently marked courses for comparing times for development."

We're watching Jack. The longer he runs, the longer we think we can run.



## 16<sup>th</sup> St Kangaroo Hunt (What would you call an Australian Pursuit?)

Indianapolis Region Solo2 Series Points event number 6 !

Saturday, July 17 Location: 16<sup>th</sup> St. Speedway Rain or Shine (Them Kangaroos are FAST in the rain!!)

### Sorry, no karts at this event.

Note: A Minor Waiver 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. Contact the Solo Chairman for more details.**

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

Contact: Solo Co-Chairs

Darren Daubendpeck or David Burkhead  
317-865-0864 317-291-3521  
drdspeck@on-net.net indysolo@sff.net

or event chair Steve Linn  
317-297-4814 (evenings)  
racerlinn@juno.com



Well, Frank and I did the final run thru on the Stoic Indignation rally scheduled for June 13. I have to say that it is a great rally. I don't know if the general public is aware but the Rally master is E Benton Tackitt IV. He left for Iraq on May 10<sup>th</sup>. In addition to packing, saying good bye (for at least 2 years) to his family and praying, he spent over 50 hours completing this rally: Stoic Indignation. Unfortunately on Sunday only one car showed up. That was our illustrious and supportive leader Matt Curry. This is the first time that we have had more workers than participants. Needless to say, with everyone in agreement the rally was cancelled. I do understand that the date conflicted with another clubs event not an Indy event. That said it is too bad that our club did not support this event better. We have a lot of members that for whatever reason belong to the club but do not participate. Maybe it is time that you tried some of the events. Rallying is for the whole family. We have had all types of rallies this year, something for everyone.

As you know the events in May, June, and July (24<sup>th</sup>) are preludes to the National rally August 14 and 15<sup>th</sup>, what I am not sure you realize is what an honor it is to be able to host a National Rally event. It takes hours and hours of work. It is not just something that takes an hour to set up.

The Indy region has a National rally because of one person and that is Chuck Hanson. The Indy region continues to have this honor because of the quality of the event that we host. Please come to the July event either to run or work. You will not be disappointed. Also we need workers for the National event. If you can work one day or both days let us know. Contact Chuck (317-780-9007 and leave a message: dtcgh@gte.net) or myself (317-705-9996 c080154@yahoo.com).

CH Pope

### 2004 Road Rally Schedule

July 24	Take It To The Limit
August 14	Perimeter Restrictions II (National)
August 15	La Rally Variforme IV (National)
August 22	Workers Run (Stoic Indignation)
September 18	Alyson's Oktoberfest
October 23	"Mysterious Adventure" Halloween
November 20	"Southern Comfort" Thanksgiving Rally

## Just a note from your assistant RE

Where have all the rallyists gone? It was a very sad day indeed Sunday June 13<sup>th</sup> when a very well prepared and exciting rally was set to go through beautiful southern Indiana when...alas...only one team arrived to compete in this points event. We have strong, committed leadership, willing and able volunteers and trainees, and exciting and challenging rally courses. We are putting on a double national event in August and this was a perfect tune-up event, yet, here we are **totally embarrassed** by the lack of participation. Many, many hours of design and preparation go into planning a first rate rally. Please show appreciation for the volunteers and the hours put in around tough work schedules and **participate!** This is a club that embraces all disciplines of motor sports and often one sees the same volunteer core at Solos, Road Races, Rallies and Socials. Now let's see more participation by club members. If we don't support these events they won't happen. Please reflect on this, show up, enjoy your sport, and move forward.

Jeanne Spellman  
Assistant Regional Executive

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***Come spend a Saturday in July  
in Southern Indiana  
July 24, 2004  
TSD Road Rally***

***“Take it to the Limit”***

***Registration: 12:00 pm  
Driver’s Meeting: 12:30 pm  
1<sup>st</sup> car out 1:00 pm + car number***

***Start: Lee’s Inn Greenwood, IN  
I-65 and Main Street exit***

***This event will be a Regional Pre-Check of half of the National Course Rally that will be presented on August 14 & 15. There is only a small amount of gravel in this event, less than 5 %. A Course Rally means that you utilize logic to travel the correct route and get a good score. The participants meeting is longer than normal so that we can give everybody an introduction to the main concepts of the day.***

***Bring this ad for \$5.00 off entry fee  
Save time and fill out entry form from the website***

# *Perimeter Restrictions II*

## *La Rallye Variforme IV*

Presented by the  
Indianapolis Region SCCA  
August 14 / 15, 2004



### I. **Introduction :**

These events are parts of the National Course and Tour Championship series respectively. The object of these competitions is for each team to follow a predefined course, using specified average speeds and/or other timing information, so as to arrive at each of a series of timing controls ("checkpoints") exactly when due. Please contact Charles Hanson at [dtcgh@gte.net](mailto:dtcgh@gte.net) or at (317)780-9007 if you can help on either day. We need about 15 workers for each day.

Perimeter Restraint uses defined roads to limit the contestants ability to get lost; i.e. the perimeter is used to define a box that contains the course. No roads exist outside the box, although the perimeter roads do exist. The only complication this year is that Aristotle does visit. I have been told that the existence of Aristotle automatically raises the difficulty level to 5 on a scale of 10.

La Rallye Variforme is a two part tour. It consists of a tulip section (divided into two parts) which mimics the Laurel Run of the 2002 USRRC; i.e you actually have to measure the course. The other format this year is a Monte Carlo based on the Badger Trails concept used in the 2000 USRRC; i.e. there are automatic pauses and gains that have to be applied to the defined arrival time. Both modifications make the event more challenging than your everyday tour.

### II. **Headquarters Hotel:**

Lees Inn, Greenwood, IN (I-65 Exit 99)

### III. **Tentative Schedule:**

Saturday, August 14, 2004 Registration: 7:00 - 8 AM  
8:31 AM Car # 1 Receives Perimeter Route Instructions  
9:01 AM Car # 1 Starts Perimeter Rally  
5:00 PM Car # 1 Finishes Perimeter Rally (approximate)  
6:00 PM Preliminary results posted  
7:00 PM Awards Presented

Sunday, August 15, 2004 Registration 5:30 - 6:30 AM  
6:31 AM Car # 1 Receives Variforme Route Instructions  
7:01 AM Car # 1 Starts Variforme Rally  
3:30 PM Car # 1 Finishes Variforme Rally  
4:00 PM Preliminary results posted  
5:00 PM Awards Presented

## NE Ohio Double Regional Race Report

By Lou Ann Linn

Five Indy Region members and their crews made the 6 hour journey to Nelson Ledges Raceway in Northeast Ohio over the June 12-13 weekend. We represented 3 different classes: Spec Miata with Ian Linn, Shane Benson, and Mike Neal, AS class with Dave Hart, and GP class with Pete Hylton.

The newly partial paved track, the weather, and the rally portion of the weekend event made for experiences that some were glad to leave in Ohio. It rained all day on us on Friday during the open test practice, and then it turned rather chilly that evening. Saturday and Sunday were periods of clouds and sun. There were mixed emotions on the recent paving of  $\frac{3}{4}$  of the track surface which made corners 12 & 13 difficult for some. During the Spec Miata races alone there were approximately 10 different slide-offs and/or spins that occurred. The most damaging was Ian hitting the passenger side of the car directly parallel with the opposite side of a dip in the grass coming into corner 12 which bent the half shaft of the car. He did manage to continue and finish the race by limping the car back to the checkered flag. When it looked as if we were packing up and heading home early, Mark Bennett (a NeOhio Spec Miata member) offered to let Ian borrow a half shaft, if he was willing to drive the hour to Mark's house to pick it up. It is generous gestures like this that make our sport enjoyable.

But Ian did have some good luck, winning a set of Toyo tires! For those of you keeping track, this is the second set of tires that he has won in only his second year of club racing! I know, Steve; it is hard to believe, huh? But we did call you from Nelson Ledges and offered to bring you home some Hoosier tires that they had as part of their tire walls.

Pete brought not one, but two, laptops to work on his book project that he has only a few more days to complete. Now that is what I call multi-tasking! Dave Hart brought out his new blue car this weekend and did not touch a wall. Poor



guy is still getting hassled about his brush with the turn 15 wall at IRP! Shane kept us in suspense by waiting until the last minute to show up to the track both days minutes before qualifying. Although he did show up with enough time to actually get ready with time to spare, unlike Grattan last fall. And Mike Neal was his normal self, offering us his motor home to use if we needed to get out of the crappy weather. Thanks Mike!

All in all everyone representing our region had a good weekend.

Here are the results from this event:



Saturday

Group #3 SM, SMT

Shane Benson	3 <sup>rd</sup>
Mike Neal	12 <sup>th</sup>
Ian Linn	18 <sup>th</sup>

Group #4 GT1/2/3, SPO, ITE/S/A, AS, T1

Dave Hart	AS 2 <sup>nd</sup> Place
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Group #5 EP/FP/GP/HP, GT4/5, LC, GC, SPU



Pete Hylton  
GP 3<sup>rd</sup> Place

Sunday:

Group #3 SM, SMT

Shane Benson	2 <sup>nd</sup> Place
Mike Neal	11 <sup>th</sup> Place
Ian Linn	15 <sup>th</sup> Place

Group #4 GT1/2/3, SPO, ITE/S/A, AS, T1

Dave Hart	AS 1 <sup>st</sup> Place
-----------	--------------------------

Group #5 EP/FP/GP, HP, GT4/5, LC, GC, SPU

Pete Hylton	GP 3 <sup>rd</sup> Place
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## Indy Racers at Mid-Ohio ROC National s

By Dick Powell

John LaRue won again at the Mid-Ohio Race Of Champions Nationals to move him to 1<sup>st</sup> in the Formula Ford class in the Central Division. He qualified 2<sup>nd</sup> to last years Runoffs winner, but ran hard and clean through the race to get the Win. Looks like another good season, and a real shot at the Runoffs. Great work, John!

Ralph Porter (SSC), Gerry Mason (GT2), and Bill Partridge (GT4) all ran strong races to finish 2<sup>nd</sup> in their respective classes, gaining 9 points each for their season totals. Gerry had a race-long duel with former National Champion Tom Patton (Sunbeam Tiger), with the margin at the end of only  $\frac{3}{4}$  second.

In the FA class, Paddy O'Brien drove to a solid third,

with David Bleke finishing sixth to add points to their totals. Aaron Ellis got a good third place in the F500 class, bringing him to 3<sup>rd</sup> in class in CenDiv. We also had Don Munday bringing his SRF in fifth in a field of 29 cars, moving him to 5<sup>th</sup> in CenDiv for National Points.

Sheldon Wilde (EP) finished 7<sup>th</sup> in his second race of the season, and Bill Baten (T2) got 8<sup>th</sup> in his second race of the year. And Terrence Garrett took his new S2 out for the first time this year, working his way up to 3<sup>rd</sup> in class before having some difficulties on lap 13, dropping him to 9<sup>th</sup> for the finish. These guys still have 5 more CenDiv races they can use to get points and qualify for the Runoffs. Keep at it Racers, and Best of Luck!

# View From The Corner

by Alyson Kunack

Hello again, and greetings from those for whom the phrase "outstanding in their field" isn't just a compliment but also a pretty accurate job description. I'd like to extend a special welcome to all competitors, crew, workers, and guests for the Indy Grand Prix.

In a recent issue of *Sportscar*, there was an article on "10 ways to go racing for under \$10 grand." One of the suggested ways was to volunteer and work events. I thought I'd elaborate on the advantages and benefits of doing exactly that.

Sure, you don't get to compete. But you also don't get the hefty price tag that can often come along with it. For those on ..."restricted" budgets, I personally feel there is no better way to get involved, especially for Flagging and Communications. You are as close to the cars and on-track action as you can get without competing—literally and figuratively. Money-wise, it doesn't get much cheaper. For example, I can easily do an event, even at an out-of-town track, including travel cost to the event, for under \$100 for an entire weekend. It doesn't get much more "low-cost" than that.

As for those of you who want to compete, especially those who are just starting out, a day out on a corner sta-

tion can provide valuable information and experience, even though you're not driving. The key? Watch and learn. You may find that perfect line through the world's most frustrating corner just by watching a veteran driver carefully and noting their approach. And it's equally likely (sometimes more so, given the corner) that you'll learn exactly how *not* to take a corner, without the nasty potential for expensive car problems. I'm not a driver, but it sounds like a pretty good proposition to me—all the learning, next to none of the cost.

Finally, there's added benefit that comes with being a licensed SCCA worker. That license can be your ticket to the pro racing world. As I'm writing this, I'm getting ready to work the Formula One U.S. Grand Prix, and follow it up with a weekend at Mid-Ohio working an American LeMans Series race. Most professional racing series not only recognize SCCA licenses, but are also eager to get SCCA workers due to their experience and knowledge.

All this from just spending some time out on the corners, working with a truly great bunch of people, and occasionally bailing out a driver who is having...er... "technical difficulties". Not bad, eh?

# Aaron Ellis WINS at the June Sprints !

By Dick Powell

Aaron Ellis only qualified 8<sup>th</sup> in the field of 27 Formula 500 cars, but showed that qualifying isn't racing to win the event at the 2004 June Sprints at Road America on June 19-20. Even though his qualifying was 2.5 seconds off the fastest car, he stayed right with them for the whole race, saving his best lap for last to take the win, and the fastest lap of the race. Also in the race from the Indy region, qualifying 4<sup>th</sup>, was Jason Knuteson. He also stayed right in the front running pack until suffering a failure after 8 laps. Looks like both of these guys could be contenders at the Runoffs this year.



In the same race, The Jennerjahn Brothers entered their Formula V's. Chris qualified his older Mysterion in 5<sup>th</sup>, right behind multi-time National Champion Brad Stout of St. Louis, with Brian putting his older Cita-



tion into the 11th spot on the grid. Brad Stout went on to win the race, with Chris driving to 7<sup>th</sup> and Brian to 9<sup>th</sup>, both adding to their National Points totals. Look for them to get into the top 10 in CenDiv points and get to the Runoffs.



The next group out included John LaRue's Formula Ford. With 2 wins and a 2<sup>nd</sup> this year, he is looking to keep the lead in the Central Division. His old nemesis, and current National Champion Justin Pritchard set a new lap record in qualifying, getting around 1.6 seconds faster than John, with Scott Rarick from California also ahead of John on the grid. The race was exciting, with the three of them dicing



for the lead while running away from the field, until John had some significant difficulties on track on the 6<sup>th</sup> lap. Justin and Scott continued to race strong until the end. Scott got the win when Justin was eventually disqualified for an on-track incident. John's fastest lap in the race was under the existing track record, and only 0.2 from the new record set by Scott in the race. Looks like John LaRue is definitely ready for the Runoffs again this year.

The fifth race group contained two of our favorite racers from Indianapolis. We had Bill Baten with his very nice



Camaro in the Touring 2 class, qualifying 7<sup>th</sup> in a very strongly contested class. Ralph Porter was running in the Showroom Stock C class, to defend his title from last year as the June Sprints Champion. Jim Daniels from TN absolutely demolished the class record in qualifying in his



Mazda 3, with Ryan Ciechanski of Michigan and Ralph more than 3 seconds back. Results weren't official for this race when I left the track at the end of the day due to protests and investigations, but the best information has Bill Baten picking up a well earned 4<sup>th</sup> in T2. Ralph was within 100 yards of the leading Mazda of Daniels when a full

course caution came out. Unfortunately, the leading T1 Corvette had just passed Ralph, and had not caught the other two when the incident occurred, and Ralph got caught behind the pace car while the other two got a 4 mile gift for an unbeatable lead. Ralph worked hard for the rest of the race to get a 6<sup>th</sup> place finish: definitely not the kind of results he has been seeing this year. Ralph still leads the Central Division in SSC, and should have a good time at the Runoffs.

Race group 7 was the production cars and small GT cars. Our own Bill Partridge had his Nissan Sentra ready in GT4, but had a shortened qualifying session when the transmission destroyed itself.



He and his crew tore the car apart and put a bone stock street transmission in to salvage the weekend, and Bill went into the race with a car that was not geared suitably for the corners or the straights, but would get around the track after a fashion. Babying the gearbox and driving for all he was worth, Bill managed to bring the car home in 2<sup>nd</sup> place in the GT4 class. Great Racing, Bill !! This never give up attitude, and his continuing efforts in the Solo and Rally programs, has Bill showing very strong on the list for the Competitor Of The Year Award!

Also in Group 7, your intrepid editor was there to crew for John Salisbury Jr. and John Sr. in the H Production class. John Jr. set a new track record in qualifying, and went on to win the race after a battle with the second place VW of Richard Root. John Sr. got the 4<sup>th</sup> place, making my weekend quite memorable. This year is really FUN!

Race group 8 was the fast open wheel guys: the Formula Atlantics and Formula Continentals. Paddy O'Brien had his FA there to continue his points-building season, qualifying 11<sup>th</sup> in the field. Although he ran strong, and stayed with the front group, his race was over when the car broke after 11 laps. His race



times were as good as his qualifying times, and he would have had a points finish except for the breakage. He still has a good chance to qualify for the Runoffs, and I look forward to seeing him there for the championships.

Congratulations to our Indy Region racers for some great finishes at the June Sprints, and we look for these good results to continue through the rest of the season and the Runoffs.





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# 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.

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Member Number If Current Member \_\_\_\_\_

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

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 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>
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10 Family Membeship	\$85.00	+	Family Membership	\$25.00	<b>\$110.00</b>

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

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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 \_\_\_\_\_

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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:

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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.

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Return completed form to:  
 Dick Powell  
 C/o Clutch Chatter  
 2835 Madelynn Dr, Apt D  
 Indianapolis IN 46229

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Please submit to Dick Powell (contact info on inside cover). Deadline for next months ads 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.



### For Rent: Baby Grand Thunderbird

Available for most CenDiv Regional Races - call for schedule. \$1000 per weekend, \$500 for Friday practice day. You will have competition! My boyfriend maintains his and my car, so he will be racing against you. These cars are great fun to drive! Powered by a Yamaha 1200 motorcycle engine/trans with a quickchange rear end and slicks, and weighing only 1550 lbs, they are quite fast! 734-699-1690 jahracar@quixnet.net



**Beautiful full color illustrations of your race car, motorcycle, boat whatever.** Done from your photos or if you have been to the runoffs in the past two years, there's a good chance I have on track photos of you. They make great gifts and can be reproduced for family, crew, or sponsors. We can make greeting cards too, use on business cards and letterhead (I do great logos) or on your website.

Call me, Lou Byer, at 317-353-6660 or email cwbinindy@aol.com.

### Garage sale!!

Jeanne & Jay are emptying out one of the garages and the following must go: 1986 RX7 street car or potential racecar, 1976 TR7 and a 1972 Triumph Spitfire. Too many toys and not enough time! Give us a call at 248-9626 for details.



**1976 Dodge based Winnebago Minnie Winnie.** Fresh Paint, tires, and interior update. Reese style hitch and wiring. Will tow small sedan or formula car. Runs great. \$3300 OBO

OPM Custom racing seat. Brand New, rated as a sports seat. Great for Rally or autocross use. New Price \$295 will sell \$125 OBO

Bill or Julie Partridge 317-996-2610 leave a message or email:

jpartridgeattreefarm@hotmail.com

**Wanted:** good, used 205/55/14 "R" Tires for track lapping use. Toyo's, Hoosiers, Khumos, whatever....

Steve Linn 317-297-4814

racerlinn@juno.com



**The perfect tow vehicle!** 2003 Holiday Rambler Admiral SE 36DB. Workhorse chassis. 1½ bathrooms! Double refrigerator/freezer w/ice maker. Two queen size beds. Lots of storage! Priced to sell!

Call Steve Best at 765-759-5779 or e-mail Terri at tbest@bsu.edu

# 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 [lalinn70@netzero.net](mailto:lalinn70@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!

# Tuesday July 13

# 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 Dick Powell  
2835 Madelynne Dr, Apt D  
Indianapolis IN 46229-1055

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