



AUGUST 2004

Clutch Chatter

THE OFFICIAL PUBLICATION OF THE
INDIANAPOLIS REGION OF THE



NEWS AND STORIES ABOUT EVENTS OF YOUR REGION OF YOUR CLUB

CenDiv Event Results Inside

The CenDiv Solo II at Grissom Matt Curry wins GS



The Indy Grand Prix Nationals at IRP Jay Lutz wins HP

indyscca.org

Officers & Chairpersons

REGIONAL EXECUTIVE – **Matt Curry**
5023 TC Steele Lane, Carmel, IN 46033
317-818-0769 (evening) E-mail: mc2fast@indy.rr.com

ASSISTANT REGIONAL EXEC – **Jeanne Spellman**
6748 Dorchester Ct, Indianapolis, IN 46214
317-248-9626 E-mail: speedcop101@yahoo.com

SECRETARY – **Alyson Kunack**
4110 Lake Park Blvd, #327, Indianapolis, IN 46227
317-787-5564 (eve) E-mail: msnovtue@hotmail.com

TREASURER – **Frank Pope**
143 W. 88th St., Indianapolis, IN 46260
317-705-9996 E-mail: swplf2@ameritech.net

MEMBERSHIP CHAIRPERSON – **Ian Linn**
2228 N Auburn St, Speedway, IN 46224
317-840-9915 E-mail: linn19@netzero.net

ACTIVITIES CHAIRPERSON – **Lou Ann Linn**
2228 N Auburn St, Speedway, IN 46224
317-840-9915 E-mail: lalinn70@netzero.net

BOARD & SOLO CO-CHAIR – **Darren Daubenspeck**
655 Park Drive, Greenwood, IN 46143
317-865-0864 E-mail: drdspeck@on-net.net

BOARD & RALLY CHAIRPERSON – **Candice Pope**
143 W. 88th St., Indianapolis, IN 46260
317-705-9996 E-mail: c080154@yahoo.com

SOLO CO-CHAIR – **David Burkhead**
6019 Terrytown Parkway, Indianapolis, IN 46254
317-291-3521 E-mail: dburkhuad@comcast.net

RACE CHAIR – **Pete Hylton**
7591 N State Rd 267, Brownsburg, IN 46112
317-852-5923 E-mail: petehylton@surf-ici.com

BOARD MEMBER – **Steve Linn**
7534 Augusta Court, Indianapolis, IN 46268
317-297-4814 (evening) E-mail: racerlinn@juno.com

BOARD MEMBER – **Jim Lin**
5222 E. 86th Street, Apt 307, Indianapolis, IN 46250
317-915-0569 E-mail: LinMotorsport@comcast.net

BOARD & CLUTCH CHATTER EDITOR – **Dick Powell**
2835 Madelynn Dr. Apt D, Indianapolis, IN 46229
317-897-0666 E-mail: clutchchatter@yahoo.com

WEBMASTER – **Chad Stringer**
3301 Oak Tree Drive N., Indianapolis, IN 46227
317-258-5170 E-mail: cjstringer@yahoo.com

RACE CAR TECH INSPECTIONS — **Jay Quinn**
317-248-9626

LICENSING CHAIRPERSON &
POINTSKEEPER — **Jan Castelluccio**
9115 Trinity Place, Indianapolis, IN 46229
317-898-9273 (evening) E-mail: jccastel@indygov.org

Indy Region E-Group

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

Indy Region Connections

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

Calendar



Aug 14-15 National Rally, Indy
Aug 15 CSCC Solo points #5
Aug 21 Workers Rally, Indy
Aug 22 Indy Solo Points event #7
Sep 5-6 CSCC Solo points #6 & 7
Sep 6 Indy Solo Points #8 w/CSCC #7
Sep 11 Road Rally 7, Indy
Sep 19 CSCC Solo points #8
Oct 3 Indy Solo Worker Invitational

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RE News: CenDi v Divorce ?

by Matt Curry

I would bet that most of you don't know that an ugly divorce is in the future for Central Division racing. Apparently this breakup has been brewing for years. If it wasn't so difficult to get a split approved, it likely would have happened already. Whether or not it is actually a good thing is certainly up for dispute.

I am no expert in this acrimonious state of affairs and don't know all of the history. But a few weeks ago I participated in a meeting of many regional execs who got together to discuss this situation. You all need to be aware of what is going on, provide me and/or the Indy Region BOD with your thoughts and concerns, and stay tuned for further developments that could affect you. So as I try to lay this out for you in a non-emotional way, others may see things differently. Hopefully I won't mistate any facts and welcome correction from those in the know.

Who are the parties in this CenDiv divorce? Many of you probably aren't aware that Central Division SCCA is comprised of two areas. Area 4 is the eastern half of CenDiv, Area 5 is the western half, and the dividing line is the Indiana-Illinois border and up through Lake Michigan. Why two areas in CenDiv? Because each area elects a rep on the BOD, which equates in power and a bigger say in national SCCA affairs. By the way, CenDiv is unique to the SCCA in this way, as other divisions are one area.

The main point of contention stems from the race program. Regions vie for race dates, as races generally make money and often are the way regions fund themselves. Ah, but there is one CenDiv race calendar, and rules that limit how many dates are available. One main charge is that Area 5, which has only two tracks (Road America and Blackhawk Farms), wants their "fair share" of race dates, which is disproportionate to the number of tracks AND host regions (there are five tracks in

Area 4, including IRP). Drivers competing in CenDiv championships complain about the long hauls, especially when they have to go "around the lake" (and through Chicagoland traffic). So regions from both areas use this argument, especially those on the "outer reaches" like NEOhio and Milwaukee.



I have not heard of similar issues with the CenDiv solo and rally programs. And I am not aware of any major issues coming from the race workers that has them arguing for a breakup.

What could be coming? The divorce could lead to two separate divisions. And thus two full race calendars, and potentially twice as many races, and all that comes from that. Like twice as many entries into the Runoffs available for the same population of drivers. But also twice as many races to staff with the same population of race workers -- which already suffers shortages all up and down, from stewards to corner workers.

Think about how a split would affect you.

There are two possible ways to make the divorce happen: the SCCA Board of Directors would have to approve it, or there is a petition process that could lead to a ballot of the entire membership of the SCCA. Even if everybody in CenDiv wanted the breakup, it's possible that it would be overruled by the rest of the club. It appears to be headed toward a showdown possibly later this year, in time to have it started before the 2005 race calendars are set this fall.

The time to voice your opinion is now. Let the Indy Region BOD hear from you. Our contact information is located in the inside cover of Clutch Chatter.

THANKS AGAIN, WORKERS (Our All-Volunteer Core)

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

Activities Report : Christmas is coming !

By Lou Ann Linn

Christmas? In August? Yes, our big months of June and July have come to a close and that means we only have 4 months left until our Year-End Awards Banquet! Just to note on what is currently in the works; the date for our banquet will be December 4th, 2004 from 6:00 p.m. to 11:00 p.m. This year's banquet will be held at the new Junior Achievement Education Center 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

Pictures from our Solo, Rally, and Race events are posted on our website, and are available for anyone who is interested to download for free. This does take some time on dial-up to download pictures of this size and quality. If you would like to have all the pictures from any specific event on a CD, we can provide them to you for the small fee of \$5 per event. Send a check to Indianapolis Region

SCCA for the \$5, along with a note of the particular event you want the pictures for, to:

Dick Powell, editor
2835 Madelynn Drive, Apt. D
Indianapolis, IN 46229

You should get the CD in the mail in about a week.

Minutes of July Board Meeting

by Alyson Kunack

These are the minutes of the July 13, 2004 meeting of the Indy Region Board of Directors. Present at the meeting were eight members of the Board of Directors and 6 Guests. Minutes of the previous meeting were read and approved.

Treasurer's Report. Frank estimated a small profit was made on the July National; we will know for certain once the final bill comes in from IRP. Refunds for the race have been worked out. A more expensive but nicer canopy was purchased for use at the scales, but it was a good price and felt to be a worthwhile expenditure. Overall, Frank estimates roughly a \$6,000 to \$7,000 profit for the race program this year.

Rally. Chuck has run the last three rallies preparing for the National Rally. **Workers are desperately needed for all upcoming rallies, particularly the National Rally in August!!!!** The lack of participation in the rally program is very discouraging; please come out and help support the program.

The next rally is "Take it to the Limit" on July 24th. It starts at I-65 and main Street in Greenwood. Alyson is working on the September rally.

Solo. The Divisional event at Grissom was a big success. Dick Powell took over 1400 pictures which will be posted on the website. It was the biggest CenDiv event in several years; 241 cars were registered (221 actually ran) and competitors got 4 runs each day.

Darren updated everyone on the search for new solo sites. Lafayette Square Mall's manager has okayed the use, but they are asking \$1500 per day. There have been some changes in security procedures at FedEx, so it is still a possibility, although a very, very slim one. At the moment, it looks like the August event will be at 16th Street.

A motion was made to purchase and install a low-power FM transmitter for the PA system, so that competitors can hear announcements via their radios rather than having to sometimes struggle to hear the PA itself. The cost of the transmitter was estimated at around \$50; motion was seconded and approved.

There was also discussion regarding equipment rentals. Some cones and the back-up timer are being rented to the Cougar Club for their event at IRP. Also, we have had a request to rent the bus and equipment for the CenDiv divisionals qualifier for Nationals. They have offered to pay expenses and lodging for the bus driver.

Race. It looks like we made money on the Indy Grand Prix. The Saturday night party was a big hit, and thanks to the volunteers whose efforts help to save money. The track condition problems were discussed, along with any other options that might exist. Also, there was some discussion regarding the transponder-related problems that occurred.

Clutch Chatter. Dick could not be present for the meeting, but sent a report. The Budget looks good; Dick requested the various program chairs check their points rules and let him know if they needed to be published. He is also working on the photo CD idea.

New Business. Matt asked about any interest in trying to get out and promote the club at local car shows. The next meeting is tentatively scheduled for Thursday, August 19th at Junior Achievement Education Center.

Meeting was adjourned.

Respectfully submitted, Alyson Kunack, Secretary

Notes From A Nut - Busy Times for many

By Dick Powell

This is a big issue because we have a lot to report! We have had the two largest events of our region during the last few weeks: the CenDiv divisional Solo II at Grissom (Thanks Raleigh, Velma, Rick, and Cheryl) and our Indy Grand Prix National races at IRP (Thanks Pete, Wendy, et al). Both events were great successes thanks to the hard work of the chairpersons and all the workers. We have results and large quantities of pictures posted on the website, and results and some pictures in this issue. We are also going to have quite a few Indy Region racers qualified for the Runoffs in September, and quite a few Solo competitors who will be going to the Solo II National Championships in Topeka, also in September.

I have also had to be gone for a few weeks again. It became necessary to take care of a lot of things and clear out an apartment. I found it very difficult to get back to the newsletter, and I apologize for the extra delays. I hope the newsletter is worth your waiting.

We still have a busy schedule of Rallies (Thanks to rally

chair Candi Pope) and Solo events (Thanks to co-chairs Darren and David) for everyone to enjoy. Any car can be classified for the solo events, and any two persons can enter a rally (driver and navigator). Give it a try!

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.

If you enjoy taking pictures at club and racing events and think you might like writing about them, I would sure like to have an assistant editor. You would have lots of opportunities to take pictures at races, rallies, and solo's for the newsletter and for the website, and help me getting the papers ready for mailing. If you think you might be interested, give me a call at 317-897-0666 or email any questions to clutchchatter@yahoo.com

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

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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

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Fax us – (574) 936-1673

Email us – hoosiertireply@netscape.net

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

The first Indy region sponsored CenDiv Series Solo2 Event in 4 or 5 years is now history! Thanks to the tireless efforts of the co-chairmen Raleigh Boreen and Rick Swarts, the event ran quite smoothly, and all had a good time. Raleigh helped to design a great course, worked some magic with the local vendors, and orchestrated a great lunch deal through Subway, and pulled off a great deal for the Saturday night party through Pizza Hut, for some nice touches we can't get for the normal regional events. Subway was nice enough to keep the event in ice, for all the drinks and worker stations.

The supporting cast for the team is too large to mention, but here's most of the folks who took on Specialty Chair positions to guide this event to the biggest attended Series event so far in 2004!; Steve Linn, Clemens Burger, Jack Tovey, Paul Fox, David Burkhead, Velma Boreen, Cheryl Swarts, Dan Stone, Linda Hansen, Darrel and DeeDee Padberg, Darren (I think I did sumptin...)..... aw, I know I'm forgetting some more folks, and I can't find my darn notes.

Folks who came early and stayed late to support all the chairs were the unsung heroes that I'm going to sing about now: Matt Curry, Larry Harts, Larry Metz, Scott Dales, Steve Brinkerhoff, Jim Lin, Mike Stensland, Chad Stringer, Shawn Murphy, Warren LeVeque, John and Jacob Adams, Joe Kneisley..... I know there are more, and I'm sorry if I've skipped you. What's so great about these Solo2 large events is that everyone pulls together to get the job done, so the event goes on. Notice some folks who took major positions aren't even Indy region folks – these CenDiv events truly transcend the regional level, and pull together folks from across our division.

Here's a call for next year's CenDiv: We are looking for at least two individuals to take the helm of Event Co-Chairmen for an Indy Region Sponsored CenDiv Event in 2005. You'll have lots of help, as evidenced by the folks who come out of the woodwork to help with these CenDiv events. If you'd like to see Indy region run Grissom in 2005, and provide a major boost to the Solo2 program, please contact either Darren, David, or Matt Curry to let your intentions to help out be known.

The Australian Pursuit on July 17th was a great time, and the Dramamine I shot before the event kept me from getting dizzy. I don't see how those NASCAR and IndyCar guys can walk a straight line after a race. Maybe it's just me..... Congratulations to the overall Aussie champ Michael Clevenger, who came all the way from Louisville to show us Indy folks how to drive in (kinda) a circle. Second place overall goes to our own Brian Alexander. Those two won their qualifying groups, as well as Joe Kneisley and Paul Fox.

We are utilizing the great 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. Please check that site on a regular basis, as the information there will be further updated.

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 website or you can go directly to:

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

Upcoming Indy Region Solo2/Autocross Events
August 21st Points Event #7 16th Street Stadium
September 6th Points #8, with CSCC Columbus
October 3rd Worker Invitational (TBD)

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
drdspeck@on-net.net indysolo@sff.net

Gri sson CenDi v Solo Report

by Rick Swarts and Raleigh Boreen

WOW! That is the only word that can describe the Solo II that Indy Region sponsored over the weekend of June 26 and 27, 2004. The weather was great, the turnout was good and the racing was exciting! The fourth event in the CenDiv Series presented by Subaru was a total success!

This year Indy Region decided to put on an event in the Subaru CenDiv Solo II Series. We were the fourth event in the series and the largest event year-to-date, with 241 people entered and 218 actual competitors. The event was a huge undertaking for the club but the club came through with flying colors. The event organizers had two goals for the event and both of those goals were met. We wanted to put on a very good event and that definitely happened, with everyone at the event saying good things about the course, event management and the organization of the event. The second thing that we wanted to do was expose as many Indy Region members as possible to a big event. Thirty-one members of the region participated in the CenDiv event! We had several Indy Region members trophy at the event and three people took first place in their classes – GS – Matt Curry – HS – Rick Swarts and DM – Stephen Brinkerhoff.

Twenty plus people showed up Friday morning at Grissom, ready to help get the event underway. The group was met with rain but by 10:00, it was hot and steamy! The paddock, grid and course were all marked and ready, and we were able to open up registration

promptly at 3:00, with registration continuing until 7:30.

On Saturday, we had a tough task in front of us, as we had to register and tech over 125 cars in less than 90 minutes! Velma's and Jack's crews were up to the task. The driver's meeting started on time and we began running 15 minutes ahead of schedule! We were done running on Saturday (4 runs per person X 218 cars = 876 runs!) at 4:30 and this included 45 minutes of downtime during the second heat for broken cars! Pizza arrived at 5:00 and the course for Sunday was open for walking after dinner. Seventy large pizzas were consumed by the competitors and guests!

The gates opened Sunday morning at 5:45 and we began running cars at 8:15 – once again ahead of schedule. We finished the day and began trophy presentation at 2:30. We were cleaned up and off the site by 4:00!

Rick and I want to take this opportunity to thank everyone that helped make this event possible! When we first said that we need to have monthly meetings, starting in January, some people thought that we were crazy! But the monthly meetings and all of the preparation and planning really paid off.

Once again, a big THANK YOU to all of the Indy Region members and friends who helped make this event not only possible, but a great success!



June 26-27 Flying So Low at GriSSOM results for Indy Region

Pos.	Driver	Car	2 Day Time	Pos.	Driver	Car	2 Day Time
B Stock Drivers: 10				C Street Prepared Drivers: 8			
8	Mike Stensland	00 Honda S2000 Red	95.488	3	Raleigh Boreen	96 Mazda Miata Red	93.905
9	Paul Crisostomo	00 Honda S2000 Black	97.380	7	Chad Stringer	96 Miata M Starlight	101.753
B Stock Ladies Drivers: 2				C Street Prepared Ladies Drivers: 3			
1	Joan Karnas	95 BMW M3 Yellow	100.960	2	Velma Boreen	96 Mazda Miata Red	96.112
C Stock Drivers: 13				C Prepared Drivers: 18			
6	Daniel Stone	04 Toyota MR2 Spyder	96.098	12	Warren Leveque	64 Yenko Stinger Yllw	95.618
12	Brian Klein	95 Mazda Miata Red	99.413	13	Paul Fox	66 Chev Corvair Wht	97.226
13	Jeff Alexander	00 Mazda Miata BRG	104.280	B Modified Drivers: 2			
D Stock Drivers: 11				2	Clemens Burger	76 LeGrand Mk18 Blue	85.679
6	Lee Miller	04 Dodge Neon SRT Bl	101.174	C Modified Drivers: 7			
E Stock Drivers: 4				4	Mark Lamm	73 Dulon Mp15 Wht/Yel	84.752
3	Joel Harleman	87 Pontiac Fiero GT Blk	101.612	D Modified Drivers: 2			
F Stock Drivers: 11				1	Stephen Brinkerhoff	03 Locost 7 Purple	91.314
5	Jon Adams	87 Chev Camaro Red	104.830	F Modified Drivers: 4			
6	Jacob Adams	87 Chev Camaro Red	104.973	3	Larry R. Metz	Zink C4 Solo Vee red	93.416
G Stock Drivers: 13				Street Touring Drivers: 9			
1	Matt Curry	95 Dodge Neon Red	99.487	6	Jim Lin	91 Acura Integra White	102.325
3	Joe Kniesly	02 Mini Cooper S R/Wh	101.420	Street Touring 2 Drivers: 2			
7	Waylen Hunsucker	04 Mini Cooper S Silver	103.374	2	David Burkhead	97 Mazda Miata White	110.866
9	Darren Daubenspeck	90 Plym Laser Teal	103.510	Street Modified Drivers: 16			
10	Matthew Jensen	03 Mini Cooper S Red	104.954	7	Scott Dales	03 Mini Cooper S BRG	98.116
G Stock Ladies Drivers: 2				8	Scott Aley	04 Dodge Srt-4 Blue	98.614
2	Amanda Graham	04 Mini Cooper S Silver	111.311	10	Steve Linn	92 Nissan Sentra SE-R	99.251
H Stock Drivers: 4				Street Mod 2 Drivers: 12			
1	Rick Swarts	04 Mitsu Lancer Red	101.371	6	Gustavo Hammerly	89 Honda CRX White	99.167
2	Larry Harts	04 Mini Cooper Black	101.562				
A Street Prepared Drivers: 3							
3	Jack Tovey	02 Honda S2000 Silver	98.716				



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The Brick(Stadium)Yard 40(Seconds) Autocross!



Indy Region Points event #7

Sunday, August 22 Rain or Shine
Location: 16th St. Speedway
1501 West 16th Street, Indianapolis, IN

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



The Indy and CSCC Annual Showdown



Indy Region Points event #8

Monday, September 6 Rain or Shine

Location: The Walesboro Airport
Columbus, IN

See Indyscca.org website for directions.

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

Indy Region Solo II Midseason Points

By Darren and Dave

Name	Car	Points Total	No. of Events	Name	Car	Points Total	No. of Events
SS				FS (cont.)			
Benjamin Brinn	2001 Corvette Pewter	12	1	Mike Miserendino	2000 Camaro Z28 Blk	24	2
AS				Jacob Adams	1987 Camaro Red	19	4
Jason Duggan	2004 Honda S2000 Yllw	24	2	George Williams	2002 Camaro Z28 Wht	12	1
Bill Partridge	1988 Chevy Corvette Red	16	2	Jon Adams	1995 Chevy Camaro Red	12	3
Julie Partridge	1988 Chevy Corvette Red	13	2	Nathan Glass	1990 Ford Mustang 5.0 Blk	11	3
Tim Buckner	2003 Mitsu Lancer Evo Blk	12	1	Chad Streider	1985 Nissan 300ZX Black	4	1
Ryan Mansfield	2003 Mitsu Lancer Evo Slvr	12	1	John Stachula	1986 Ford Mustang Grey	4	1
Juan P. Pertierra	2003 Mitsu Lancer Evo Blk	9	1	GS			
Chad White	2003 Mits Lancer Evo Wht	9	1	Darren Daubenspeck	90 Plymouth Laser Teal	34	4
David Johnson	Camaro	7	1	Waylen Hunsucker	2004 Mini Cooper S Silver	25	4
Jeremy Corne	1988 Chevy Corvette Red	0	0	Joe Kniesley	2002 Mini Cooper S Rd/Wht	24	2
BS				Walter Bishop	1995 Ford Probe Green	18	2
Mike Stensland	2000 Honda S2000 Red	48	4	Matt Jensen	2004 Mini Cooper S Red	16	3
David Mason	2000 Honda S2000 Silver	9	1	Jason Lindsey	1995 Nissan 240sx Black	13	3
Joshua Garrett	1997 BMW M3 Yellow	9	1	Jay Nogan	2003 VW GTi Black	12	2
Steve Knitter	1987 Porsche Cabriolet Slvr	9	1	Brian Gard	95 Plymouth Neon White	12	1
Jason Anspach	2003 Honda S2000 Blue	9	1	Cooper Lacy	1991 Nissan 240SX Black	7	1
Michael Lindsey	1989 Mazda RX7 White	7	1	Bruce Faucett	2000 Acura Integra Green	6	2
Robert Shapinsky	1973 Porsche 911E Blue	6	1	Chris Rostron	2002 Mini Cooper S Grey	6	1
CS				Peter Brown	1996 Saturn SC2 Red	5	2
Matt Curry	1997 Mazda Miata Red	38	4	Andrew Frink	1996 Nissan 240SX Red	4	1
Christian Kramer	1996 Mazda Miata Blue	25	4	Eric Glymph	2000 Nissan Maxima Black	3	1
Brian Klein	1995 Mazda Miata Red	25	3	Rob Fulkerson	1986 Ford Mustang SVO Slvr	2	1
Daniel Stone	2002 Toyota MR2 Spyder	21	2	Trent Whitaker	1996 Nissan 240SX Red	2	1
Jeff Alexander	2000 Mazda Miata BRG	18	4	Valerie Gard	95 Plymouth Neon White	2	1
Curt Bagley	1999 Mazda Miata White	12	1	David Burkhead	1990 Plymouth Laser Teal	2	1
Bruce Durrell	1999 Mazda Miata Blue	11	3	Joy Boroff	2003 Ford Focus SVT Black	1	1
Matt Reeck	1997 Mazda Miata Blue	7	1	Richard Schonecz	86 Ford Mustang SVO Red	1	1
Vic Brunamonti	1999 Mazda Miata Blue	6	1	Harold Hammerly	1994 Acura Integra Red	0	0
Dick Davis	1999 Mazda Miata green	6	1	GSL			
Jonathan Durrell	1999 Mazda Miata Blue	5	1	Amanda Graham	2004 Mini Cooper S Silver	48	4
Matthew Lawson	1999 Mazda Miata Green	4	1	Catherine Faucett		9	1
Jerry Martin	2001 Mazda Miata Blue	3	1	Kelly Tipton		9	1
DS				Claire Lacy	1991 Nissan 240SX Black	7	1
Lee Miller	2004 Dodge SRT-2 Blue	30	3	HS			
Brandon Baker	2003 Mazda Protégé Blue	28	3	Randy Hall	1991 Honda Civic Si Black	21	2
Steve Baker	2003 Mazda Protege Blue	19	2	Larry Harts	2004 Mini Cooper Black	21	2
Eric Brunamonti	2003 Mazda Protege Grey	12	1	Tom Nichols	2003 Mini Cooper Blue	19	2
Jon Kerns	2004 Volkswagen R32 Red	7	1	James Wade Hill	1987 Ford Escort Beige	18	2
T.R. Scrivner		7	1	Todd Dearborn	1992 Mitsubishi Eclipse Blue	10	2
Chris Powers	2003 Nissan Sentra SER	6	1	Darryl Miller	1988 Honda Accord Black	10	2
Charles Kothe	2004 Volvo S60R Gray	5	1	Matthew Mondary	2002 Hyundai Accent Silver	9	2
Brandon Dilger		4	1	Nathan Glass	95 Pontiac Grand Am SE Blk	9	1
ES				Dana Howard	93 Honda Del Sol S Black	7	1
Joel Harleman	1987 Pontiac Fiero GT Blk	48	4	John Ausbrooks	1991 Honda Prelude Black	6	1
Alex Yovanonvich	1990 Mazda RX-7 Black	16	2	Eugene Park	1992 Honda Accord Red	4	2
Frank Palin	1985 Dodge Omni GLH Blk	9	1	Judah Beachy	1988 Honda Accord LXI Blk	4	1
Chad Streider	1984 Porsche 944 Black	9	1	Donald Fore	2003 Honda Civic EX Red	3	1
Cooper Lacy	1990 Mazda RX-7 Black	9	1	Jon Robinson	1990 Toyota Camry Silver	2	1
Michael Gough	1979 Alfa Romeo Spider Blk	7	1	Robert Moriarty	2000 Honda Civic LX White	1	1
Marc Kerr	1991 Mazda Miata Black	0	0	Brian Tabor	1985 Honda CRX Blue-Red	0	0
Bob Cochrane	1985 Toyota MR2 Silver	0	0				
FS							
Sean Murphy	1995 Chevy Camaro Red	32	4				
Aaron Mathewson	2000 Chevy Camaro Black	31	4				
Michael Hacker	1987 Pontiac TransAm Wht	25	3				

Name	Car	Points Total	No. of Events	Name	Car	Points Total	No. of Events
ASP				FM			
Jack Tovey	2001 Honda S2000 Silver	36	3	Larry R. Metz	Zink C4 Solo Vee red	24	2
Nick Snyder	1987 Mazda Rx-7 Turbo Rd	12	1	STS			
BSP				Jim Lin	1991 Acura Integra White	36	4
Josh Hayes	2001 Honda S2000 Yellow	12	1	Michael LeVeque	1966 Chevy Corvair Red	31	3
CSP				Bob Farr	1993 Honda Civic Red	12	1
Kevin Miller	2000 Acura Integra Yellow	36	3	Justin Krause	2002 Honda Civic Silver	12	2
Chad Stringer	1996 Mazda Miata Starlight	27	3	Ryan Shreve	2002 Honda Civic EX Red	10	2
Joseph Alexander	2001 Toyota MR2 Silver	14	3	Mike Zimmerman	1992 Honda Civic DX Black	9	1
Damon Acton	1991 Mazda Miata Red	13	2	Jeff Rapp	1966 Chevy Corvair Red	9	1
Dan Acton	1991 Mazda Miata Red	12	2	Chris Waltenberry	1998 Dodge Neon R/T Blue	7	1
Raleigh Boreen	2002 Mini Cooper S Red	9	1	Alan Ausbrooks	2000 Subaru Impreza Blue	6	1
Jay Hofacker	1997 Mazda Miata Blue	8	2	Matt Kloos	2002 Mitsubishi Lancer Grey	5	1
Velma Boreen	2002 Mini Cooper S Red	7	1	Jeremy Garrett	2001 Ford Focus Yellow	3	1
Chad Jaeckel	1999 Mazda Miata Green	4	1	Matt Kloos	2002 Mitsubishi Lancer Gray	2	1
Jason Russell	1990 Mazda Miata Red	2	1	Randy Hoover	1989 Honda Civic Red	0	0
DSP				James Bose	1996 VW GTI VR6 Red	0	0
Marc Kerr	1991 Mazda Miata Red	24	2	Brian Hoover	1989 Honda Civic Red	0	0
Charley Goddard		12	1	Craig Allen	1998 VW GTI VR6 Red	0	0
Ian Linn	1990 Mazda Miata Silver	9	1	Kevin McKinney	1998 Honda Prelude White	0	0
Matthew Smith	1996 BMW 328is Red	7	1	STSL			
Mike Linn	1990 Mazda Miata Silver	6	1	Vanessa Leveque	1966 Corvair White/Blue	12	1
ESP				Neva Hoover	1989 Honda Civic Red	0	0
Wayne Beams	1987 Toyota Supra Silver	12	1	Brenda Bland	1989 Honda Civic Red	0	0
Larry Hatheoat		9	1	STX			
Josh Heyse	2002 Trans Am Firehawk Bl	7	1	Kevin Kent	2003 Subaru Impreza Red	36	3
Rick Singer	1986 Ford Mustang SVO Org	6	1	James Bose	1996 VW GTI VR6 Red	14	2
FSP				David Woodward	2004 Subaru Wagon Silver	9	1
Ahmed Farnan	1989 Mazda 626 Silver	12	1	Eric Downey	2002 Subaru WRX Silver	9	1
CP				Mike Baker	2003 Mini Cooper S Blue	8	2
Paul Fox	1966 Chevy Corvair White	33	3	Rob Morelli	2003 Mini Cooper S Silver	6	1
Roderick Lopez	1989 Camaro Z-28 red	12	1	Craig Allen	1995 VW GTI Red	6	1
Scott LeVeque	66 Corvair Yenke Stinger Rd	7	1	Kurt Matz	2003 Subaru Impreza Red	5	1
Rodney Lopez	1989 Camaro Z-28 red	6	1	David Sockrider	1998 VW Golf GTI VR6 Red	5	1
Mark Gillespie	1966 Yenke Stinger Wht/Bl	0	0	SM			
FP				Scott Dales	2003 Mini Cooper S BRG	48	4
Don Riddenour	80 Fiat Spyder Blue	12	1	Chris McGuire	2002 Subaru Impreza Silver	25	3
BM				Steve Linn	92 Nissan Sentra SE-R Red	22	3
Clemens Burger	1976 LeGrand Mk18 Blue	12	1	Dan Armenoff	2002 Subaru Impreza Black	13	3
CM				Warren Kniesley	2002 Subaru Impreza Blue	12	4
Mark Lamm	73 Dulong MP-15 Wht/Yel	12	1	Mike Miserendino	1994 Pontiac T/A Black	11	2
Stephen T Young	73 Dulong MP-15 Wh/Yel	9	1	Kevin Miller	00 Acura Integra Type R Ylw	9	1
DM				Scott Aley	2004 Dodge srt-4 Blue	7	1
Stephen Brinkerhoff	2003 LoCost 7 Purple	24	2	Chester Bell	2002 Honda Civic Si Black	6	1
EM				Mike Hurst	1988 Ford Mustang Red	6	1
Warren LeVeque	1964 Chevy Corvair Red	31	3	Greg Murphy	95 Acura Integra Wht	5	1
Chris Ellis	1984 Pontiac Fiero White	12	1	Dale Brier	2003 Sub Impreza Wagon	5	2
Greg Fugate	1984 Pontiac Fiero white	9	1	Chris Smith	99 Subaru Impreza White	4	1
Don Kline	1972 Opel GT Yellow	0	0	Clara Stutzman	1999 Subaru Impreza White	4	1
				Isaac Fehrenbacher	1994 Mitsu 3000 GT Red	3	1
				Benjamin Chang	95 Acura Integra GS-R Black	3	1
				Dustin Pangburn	99 Audi A4 1.8T Quattro Slvr	2	1
				Jake Gardner	2002 Subaru Impreza Blue	1	1
				Owen Feigel	1997 Honda Civic Red	1	1
				David Sloop	1985 Ford Mustang SVO Red	1	1
				Brian Wendelburg	2003 Subaru Impreza Yellow	0	0

Name	Car	Points Total	No. of Events	Name	Car	Points Total	No. of Events
SML				SM2			
Mary Jo Linn	92 Nissan Sentra SE-R Rd	12	1	Gustavo Hammerly	1989 Honda CRX HF Wht	21	2
STS2				STU			
Kyle Broeker	1997 Mazda Miata White	21	2	Greg Murphy	2003 Nissan 350Z Grey	12	1
David Burkhead	1997 Mazda Miata White	21	2	Erik Nor	2003 Nissan 350Z Grey	12	1
Adam Locsi	1989 Honda Crx Si Yellow	12	1	SKRT			
Keith Bower	1990 Honda CRX Black	12	1	Chad Stringer	1995 Trick Kart White	12	1
JL Quinn	1991 Mazda Miata Red	0	0	Steve Linn	1995 Trick Kart White	9	1
FSAE							
Jeff Everett	2004 Formula SAE Blue	12	1				

P O R ("POPE" on Rallying) The Rally Report

By Candice Pope

Not a lot going on. We are getting ready for the National to be held August 14 and 15. Of course I like to think that our rally volunteers are the best and most dedicated but that would be false. I personally think all the volunteers no matter what venue are the best of any organization. It always blows my mind at how our members step up to the plate. So this is Kudos to all our volunteers. Thanks for all you have done this year and will do the rest of the year. We still need workers for the National event. If you can work one day or both days let us know. Contact Chuck Hanson (317-780-9007 leave a message: dtcgh@gte.net) or myself (317-705-9996 c080154@yahoo.com).

On Saturday, August 21, we will be having a little rally (a couple of hours) to say thanks to all of the people that volunteered to help at the National Rally. For the volunteers there is no charge. Now for those of you that cannot help don't get upset; the cost of this rally will be \$10 for members and \$15.00 for non members. You don't even have to bring a coupon. The rally will start at the Sam's Club parking lot on W. 86th street. Registration is at 4 pm, drivers meeting at 4:30 and 1st car out at 5 pm. This is to be a map rally similar to Julie and Bill Partridge's wine rally. BUT this is for the whole family. Oops I forgot to tell you the

name... It is Putt Putt Putting around the Indy Area. The rally will be ending at a putt putt course so that the family can have lots of fun playing golf or other activities that are offered.

Our September Rally will be on the 11th. It will have a little bit of German History and end at German Park on the Southside. Look for the ad in this paper, or more details on the Web. In October we will be having a Halloween night Rally and in November will be a Thanksgiving Rally.

Hope to see you at some of the events; it should be a fun last half of the season. PS we can always use workers.

CH Pope

Remaining 2004 Road Rally Schedule

August 14	Perimeter Restrictions II (National)
August 15	La Rally Variforme IV (National)
August 22	Workers Run (Stoic Indignation)
September 11	Alyson's Oktoberfest
October 23	"Mysterious Adventure" Halloween
Nov 20	"Southern Comfort" Thanksgiving Rally

Putt Putt Putting around the INDY Area

August 21st

Registration: 4:00 pm

Driver's Meeting 4:30 pm

1st car out 5:00 pm

Simple map rally

Car that makes it to the most places & answers easy questions at each place in the allotted time will be the winner!!

Starting Point Sam's club parking lot on W 86th Street

Ending point TBA (but it will be a Putt Putt course)

Bring the Family!!

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 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

Take It To The Limit Results, Saturday – July 24

Gareth Nixon, et.al.	Suburu	317 points	1N T
Matt & Tim Curry	Neon	343 points	1B T
Ted Drummond, et.al	Pontiac	400 points	2B T
Steve Booker, et. Al	Caravan	400 points	2N

The July rally was of the Course / Trap genre. We have not run a lot of these locally, and the results demonstrated that. Therefore, I am going to get back to my rally school series to introduce the concepts of course rallying.

I may also propose a concept that has worked very well on both the east and west coasts for rally training; i.e. a non-championship series of short events ending in a social setting. Los Angeles calls theirs the First Friday Night series. SCCA provides a venue for short events, under 50 miles, that are not part of a championship series to not require either a sanction application/fee, or an insurance payment. There would be no trophies either, so the entry fees can be rock bottom. Each event would then be tailored to teach an explicit rally concept that would be explained in the general instructions. Send your feedback on this concept to either Candi or myself. If there is enough interest we will make it happen.

The first lesson in Course rallying is to define the difference between Course and Tour rallying. The fundamental difference is that a Tour rally has one, and only one, route from one checkpoint to the next checkpoint. A Course rally may have one, or more than one route from one checkpoint to the next. However, only one is the Right, or correct, route. The others are wrong, or off-course, routes that will result in the competitor getting a bad score at the next control. The art of Course rallying is learning how to identify the points where the route can split, and where it is back together, since this is where the next checkpoint will be located.

On a Tour rally every intersection where you change direction is required to have an explicit instruction telling you what to do. On a Course rally every intersection is required to have what is called a Main Road leaving the intersection. It may very well require an uninstructed change of direction to stay on the main road.

On a Course rally explicit instructions are only used to cause you to leave the main road. This is where the opportunities for the course to separate occur. If you execute an instruction that takes you the same direction as the main road, you will later fail to execute the instruction at the correct place and diverge from the correct course. The art of writing a course rally is finding a way of writing instructions so that the off-course route re-converges with the on-course route prior to the next checkpoint.

The purpose of this lesson is to give a strong introduction to the concept of the Main Road Determinant which is the means by which you identify the main road leaving an intersection, which you have to know in order to determine if the working route instruction is eligible for execution.

One Main Road Determinant (MRD) is rarely sufficient to control the course all the way from one checkpoint (Control) to the next. Therefore, you will usually be presented with a list of MRD's. This list is ordered; i.e. it is a hierarchy defining the order in which the MRD's are to be considered. The main road leaving the intersection is the one defined by the highest MRD on the list. So, at each intersection you start at the top of the list and ask yourself if that MRD can define a road leaving the intersection. If it can not, you go to the next MRD on the list and ask yourself the same question. If this answer is no, you go to the next MRD on the list and continue. If you get to the bottom of the list and have not found a valid main road, you have made a mistake and need to start over.

Let's talk about some common MRD's that you may encounter:

Right (Left) at T: This is a very common MRD. Obviously it can only apply at an intersection where you have to turn either left or right, and the issue is which. If the MRD is Right at T (RAT), the main road goes right by definition. In general, the left is eligible to execute a route instruction if its conditions have been met. Otherwise, go to the right and continue to look for an intersection where you can execute the route instruction. Important: a route instruction directing a right turn can NOT be executed at a T under this MRD unless the instruction contains an official mileage that occurs at the intersection; i.e. if the instruction is mileage, but the mileage is not correct at the intersection, then you still can't do it. See Rally School Lesson # 1 from last year for how to correct your mileage measurement.

Straight as Possible (SAP): is another common MRD. This is usually the last MRD on the list. It means that, in the case that no other MRD applies, proceed as straight as possible. Obviously it can not be executed at a T, unless the top of the T is slanted. Let's consider this beyond the scope of this discussion.

Protection: is still another common MRD. The main road is the single road leaving an intersection that does not have either a stop or a yield sign (which you will have to be able to identify from the back).

Onto: is one of the trickiest common MRD's. The main road is the single road leaving an intersection that has a specific name or number (designation) that you have been given. An instruction could direct you onto SR135, for instance. This would mean that if you encounter an intersection where SR135 leaves the intersection in only one direction, that is the main road. Note: The road that you are driving on as you come into the intersection has no place in the application of these determinants.

Now, let's do a couple of examples: For these, let's presume that the MRD list says that A= RAT; B= Protection; C= Onto; and D= SAP. You are looking for a place to execute the instruction: Right onto 400W. You are going west on 200N and you come to an intersection with 400W which is a T. There is a Yield sign on the right. RAT is above protection, so the yield sign is irrelevant.

(Rally School Part IV continued)

You turn right by RAT. You did not execute the instruction Right onto 400W. Now you are going north on 400W. Suppose that at 250N the road makes a left turn to go west again. Shortly after this turn, a road goes off to the right and it is labeled 400W. Now you are eligible to execute the instruction: Right onto 400W.

Now suppose that you continue north on 400W and you come to another T at 300 N. You turn right on 300N by RAT. Suppose that just to the east there is a road continuing north, and that it is labeled 400W. You would turn left because you are "onto 400W" and continue north.

Suppose that the instruction following the Right on 400W was: Left on 400W. and you thought that you executed the Right on 400W at the previously defined inter-

section of 200N and 400W, and forgot the definition of onto. You would continue past 400W on 250N. Suppose the next intersection is a crossroad where 500W crosses 250N. There is a stop sign going both directions on 250N and a yield sign to the left on 500W. Protection now causes you to turn right on 500W. Suppose that 500W also makes a T at 300N so that you turn right by RAT. Now you come back to where 400W jogs across 300N looking for a Left on 400W and make the turn. You are going in the same direction as the on course cars, you just drove an extra 2 miles (roughly) and if the CAST was 40, you are 3 minutes late; i.e. a maximum.

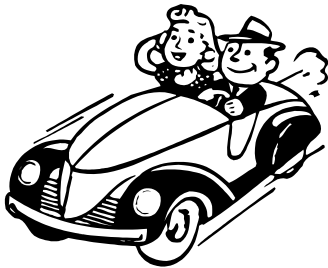
This was an example of the kind of "trap" that occurs on a Course rally. It was based entirely on MRD's. This series will continue, in future lessons, to introduce other types of traps that you may encounter.



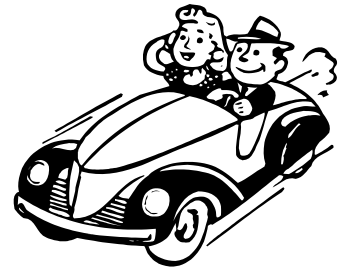
Come and Join us on winding roads...

Welcome Fall and Oktoberfest time...

Enjoy a day of good driving, or, as they say in Germany...



Gute Fahrt!!!!



September 11, 2004

Registration 11:00 AM

Drivers Meeting 11:30 AM

First car out: 12:00 PM + car number

Start: Bluff Park

Corner of Hanna Ave. & Bluff Rd.

Note: No gravel!!

And

After the rally, please join us at the German-American Klub at 8602 South Meridian for Oktoberfest!!! More details coming soon !!

For more info, contact Alyson Kunack (317-787-5564 or msnovtue@hotmail.com)

The Indy Grand Prix Nationals results



FINAL RESULTS FOR - Race # 1- SSB SSC T1 T2					
PLACE	Class	Driver	Car	Laps	FAST-TIME
T2	SSC	Ralph Porter	01 Dodge Neon	17	1:57.334
5	T2	Bill Baten	01 Chevy	*16	1:49.931



FINAL RESULTS FOR - Race # 2- AS GT1 GT2 GT3					
PLACE	Class	Driver	Car	Laps	FAST-TIME
T3	AS	Darren Stanley	98 Ford Mustang	17	1:48.645
5	AS	Brian Doll	98 Firebird	17	1:49.525
4	GT2	Gerry Mason	95 Nissan 300ZX	*10	1:38.206



FINAL RESULTS FOR - Race # 3- CSR DSR FA FM S2					
PLACE	Class	Driver	Car	Laps	FAST-TIME
T1	FA	David Wayne	Swift	18	1:28.596
T3	FA	B. Paddy O'Brien	90 Swift	18	1:30.221
T1	S2	Terrence Garrett	Lola	17	1:35.168
5	FM	Paul Holeman	Star Mazda	16	1:39.329



FINAL RESULTS FOR - Race # 4- SRF					
PLACE	Class	Driver	Car	Laps	FAST-TIME
T3	SRF	Donald Munday	SRF	18	1:47.973
9	SRF	Darold Rude	SRF	18	1:49.876
11	SRF	Vicky Otoupal	SRF	17	1:56.966



FINAL RESULTS FOR - Race # 5- EP FP GP GT4 GT5 HP					
PLACE	Class	Driver	Car	Laps	FAST-TIME
T1	GT4	Bill Partridge	Nissan Sentra	18	1:48.337
5	EP	Sheldon Wilde	99 Mazda	18	1:49.448
T1	HP	Jay Lutz	60 A-H	17	1:54.522



FINAL RESULTS FOR - Race # 6- FC FF					
PLACE	Class	Driver	Car	Laps	FAST-TIME
DNF	FF	Michael Baden	74 Zink	*3	1:41.455

FINAL RESULTS FOR - Race # 7- F5 FV					
PLACE	Class	Driver	Car	Laps	FAST-TIME
T3	F5	Aaron Ellis	03 Red Devil	18	1:39.609
T4	F5	Jason Knuteson	04 Novakar	18	1:39.998
T2	FV	Chris Jennerjahn	99 Mysterian	17	1:48.821
10	FV	Craig Leeke	Citation	16	1:54.622
11	FV	Joe Claudy	01 Dunlap	*14	1:54.874
DNF	FV	Steve Dunlap	04 Dunlap Wasp	*7	1:55.509



Runoffs Qualification Explained

The Runoffs are the SCCA Amateur Championships, with the best drivers from the 8 Divisions in each of the 24 classes competing for the title National Champion. This is an Invitational meet, and the drivers must meet certain qualifications to get the invitation.

The Driver must have qualified for 4 National Races in the year, and Finished 3 of them. At least 2 of the races must have been in the drivers Division of record.

The Driver must be in the top 10 in points in his Division, counting points from no more than 2 out of Division races, and must accumulate a minimum of 4 points. Points are awarded for finishing First (12 Points), 2nd (9), 3rd (7), and decreasing 1 point per position from 4th thru tenth. Only the Drivers best 6 finishes are counted for the points total.

For example, I crew for John Salisbury in H Production, who is 1st in Cendiv with 55 points in 6 races. He is qualified.

Indy Region Drivers National Points

Driver	Standing	Points	Races	Class
Aaron Ellis	1	57	6	F500
Ralph Porter	2	54	7	SSC
Gerry Mason	2	46	5	GT2
Bill Partridge	2	42	5	GT4
John LaRue	2	33	4	FF
Paddy O'Brien	2	32	6	FA
David Bleke	3	31	4	FA
Michael Baden	7	27	4	FF
Chris Jennerjahn	7	26	5	FV
Don Munday	7	23	3	SRF
Jay Lutz	7	21	2	HP
Bill Baten	9	20	4	T2
Jason Knuteson	10	18	3	F500
Terrence Garrett	12	13	2	S2
Brian Jennerjahn	13	9	4	FV
Sheldon Wilde	15	8	3	EP

Pictures from the





And from the Party



Letters to the Indianapolis Region SCCA from Indy Grand Prix Racers

Pete Hylton and Workers,

Just wanted to give my thanks and praise for yet another successful Indy Region Grand Prix! You guys have always put on a great event, and this year was no exception. Even with the adverse conditions of the track and weather I feel your Region handled the situations correctly and fairly. All the workers were friendly and polite! The trophies were by far the best ever! Definitely a keeper! And the party is still the #1 in the division! As long as I'm racing I will always attend your events, heck, maybe after I'm done with racing I'll still attend your events! You guys are the best!



Sam Halkias EP # 83 TR6

Pete Hylton and Workers,

I just wanted to say that last week's National Race at IRP was like every other year; FUN! It is also one where I always want to finish high enough for a trophy because each year they are more unique than the previous year. I really like the personalized plaque - very special. Thank you also for what must be one of the world's largest souvenir checkered flags.



Pass along my appreciation to everyone in Indy Region.

Jim Marinangel SRF # 5

The Road America Cat Nationals results July 24-25

I did not get to the Cat Nationals at Road America this year, so I do not have a story or photos. I was able to get the results, and have listed them for the Indy Region racers who went there to compete. Looks like Jason Knuteson is getting his season going with a great win to follow up his fine 4th place finish at our Indy Grand Prix Nationals. He only needs one more race to get qualified for the Runoffs: I'm betting he does it!

FINAL RESULTS FOR - Race # 2- AS SSB SSC T1 T2

PLACE	Class	Driver	Car	Laps	FAST-TIME
2	AS	Brian Doll	98 Firebird	12	2:38.561
5	SSC	Ralph Porter	01 Dodge Neon	11	2:52.489

FINAL RESULTS FOR - Race # 3- Spec Miata Cup

PLACE	Class	Driver	Car	Laps	FAST-TIME
13	SM	Shane Benson	Mazda Miata	15	2:52.150
43	SM	Joshua Butler	Mazda Miata	14	2:56.893
48	SM	Ian Linn	Mazda Miata	14	3:02.704
58	SM	Michael Neal	Mazda Miata	*10	2:52.449

* Not Running at the Finish

FINAL RESULTS FOR - Race # 4- F500 FV

PLACE	Class	Driver	Car	Laps	FAST-TIME
1	F5	Jason Knuteson	04 Novakar	12	2:29.614
3	F5	Aaron Ellis	03 Red Devil	12	2:29.515
4	FV	Chris Jennerjahn	99 Mysterian	11	2:45.615
DNF	FV	Brian Jennerjahn	Citation	*3	2:48.190

FINAL RESULTS FOR - Race # 6- CSR DSR FA FM S2

PLACE	Class	Driver	Car	Laps	FAST-TIME
3	FA	B. Paddy O'Brien	90 Swift	12	2:15.636

FINAL RESULTS FOR - Race # 8- GT4 GT5 EP FP GP HP

PLACE	Class	Driver	Car	Laps	FAST-TIME
DNF	GT4	Bill Partridge	Nissan Sentra	*4	

The BRIC Vintage Races at Road America

By Lou Byer

What a great trip to the Brian Redman International Challenge Vintage Races at Road America in Elkhart Lake, WI. I thought it might be a good chance to catch some of our Vintage racers from Indianapolis and Central Indiana areas, as well as spending a fun weekend at a great track and town.

The weather was terrific, the cars were beautiful, and the scenery as always was equally beautiful. We spent much time at the track but also some time in and around Elkhart Lake, antique shopping, and in general browsing. Saturday after everything was done at the track, they had a race car parade into town for concours judging; what a party! I would guess that 80 cars were there on the streets. My favorite was a 1948 Cadillac sloped roof road racer, built for the very difficult Mexican La Carrera Panamericana.



In Group 1, Lee Milazzo of Saint John IN. in the Collectors Choice 1998 Ford Mustang Trans Am #28 started in 14th and finished 12th out of a field of 40 starters. Lee showed steady progress all week starting with a 2:59.678 in practice and a best race lap of 2:24.159.



Group 2 had three entries from Indiana. Richard Milburn from South Bend in the Richey's Imports 1966 Jaguar E-type #61 started 16th and moved up 2 positions to finish 14th with a best race lap of 2:55.935.



Thomas Mittler driving a very pretty blue 1964 Renault A110 from Mittler Motorsports did a good job starting 23rd and finishing 17th with a best lap of 2:57.120 averaging 81.300 mph. Nahjeeb Kahn of Granger IN showed them how its done by starting 45th in his 1962 Jaguar XKE and finishing 26th with a best lap

of 2:55.873.

For Group 3, Shairon Beale of Indianapolis brought two cars for the week but for unknown reasons did not race the #31 Elvin Mallala. However in her 1962 Lotus 22 #333 she finished first in class and 25th overall with a 2:45.710. She also did herself proud by finishing 2nd in a special race for Formula Junior cars with a 2:43.883 lap and 87.894 average.



Group 6 saw Jim Bradley driving the JMB Motorsports 1967 Chevy Camaro number 0 from Gaston, Indiana do well in qualifying by knocking nearly a full second off his time with a best lap of 2:28.336 and starting 5th overall. His race time of 2:27.944 was even better but he was nudged out of 5th to



take 6th place. Richard Lind of Noblesville in his #78 1969 Chevy Camaro Z28 started 25th, then had some trouble and finished 42nd: but he sure looked good doing it!

Group 8 saw the return of Thomas Mittler to the track driving his #98 blue 1966 Austin Mini pickup finishing 45th. The little truck didn't have enough in it and only completed 5 laps.



The Vintage racing weekends are really great. You can walk through the paddock and get next to some of the most fabulous race cars (and sometimes the Drivers) ever produced for competition. There are still quite a few Drivers from that era who come to the Vintage races to be reunited with the cars they drove then. After seeing them up close and reviewing the history of such cars as the Can Am Shadows, Lolas, and McClarens, as well as the Formula 1 cars of the 70's and 80's, you can walk to the viewing areas and see them at speed on the track, turning times that are often quicker than they turned when they raced for World Championships. This could be habit-forming!

View From The Corner

by Alyson Kunack

Greetings once again from the wonderful world of SCCA workers. In my last column, I mentioned how an SCCA license can be your ticket to the rare air of professional racing. Since then, I've had the opportunity to actually work a pro weekend, and I thought I'd share some of the experience.

Back in the second half of June, I took off to Mid-Ohio to volunteer as a corner marshal for the American LeMans Series event. The weekend would also include SPEED Touring Cars, Star Mazda, and SPEED World Challenge GT series. It promised to be a weekend full of good racing, and an... er... interesting one for the course workers.

Saturday morning found me being assigned to station three—the keyhole at the south end of the track. (Side note: workers often use station numbers, rather than turn numbers, since a change in track configuration can change turn numbers.) Having worked three before, I knew that you never had a completely calm day there; you either had a few scattered incidents, or things just got completely out of hand. Thankfully, this day was the former. For me, the highlights were getting to 'blue flag' ALMS practice and then being cross-track for their qualifying session. Cross-track basically put me right next to the TV camera stationed there, but trust me—the camera didn't even come close to capturing the same perspective I got. Imagine one of the LMP1 cars or one of the big GTS cars (the Corvettes and the Saleen S7R were particularly impressive) accelerating out of the first turn on a qualifying run. Now imagine being eye level with the headlights from a head-on view. That was pretty much what I saw, and to quote Keanu Reeves: "whoa, dude..."

'Blue flagging' something like ALMS, where you have a fairly large number of cars in several classes with a significant difference in speed between them, is a unique challenge. Basically, you have to keep track of your class leaders, know who's just racing and who's about to become an obstacle, etc. Thankfully, most drivers in ALMS (and SCCA) keep a close eye on their mirrors, and we're just there as an added bonus. Still, it's a challenging task that takes a good memory, quick reflexes, and good eyesight.

Saturday night brought the inevitable party, which was one of the best I've been to, not because of the food, or the freebies, or anything like that. Simply put, we had a large turnout of experienced workers, which as the evening pro-

ceeded, resulted in some of the funniest tales I've ever heard. This included the creation of several new hand signals for workers, and an entertaining lesson on how to argue cross-track using only hand signals. (I'm also still waiting to see the pictures of Johnny O'Connell strangling the rubber chicken. Long story.)

Sunday morning found everyone eager and ready to go (well, after a few cups of coffee, anyway.) For race day, I found myself at Station 9, right before the "Honda" bridge. A typically quiet corner, with one exception: I was warned that everything that happens at the exit of 8 would inevitably slide downhill—straight to us.

Mostly, though, it was a fairly quiet day, as it should be. The two incidents that burned themselves into my memory involved the GT-class Ferrari 360 Modena and the GTS Saleen. The Ferrari had been involved a good fight with several of the Porsches in the class. Unfortunately, something happened that caused the electronics to shut down, and the driver pulled off at our corner. No big deal to us, but the driver was obviously and understandably frustrated, and after parking the car, simply walked off back to the paddock. One of my fellow workers, after getting the car to a safe location, looked at me and commented, "Cool. He left us a Ferrari!" (Alas, no such luck.)

The Saleen turned out to be a demonstration of why workers watch the cars like a hawk—it doesn't take much for a little problem to turn into a big one. The Saleen had tangled with one of the numerous GT Porsches up at station three, but was able to keep going with minimal damage, or so everyone thought. He came into our corner, and we immediately saw that the hood was loose and bouncing around. Being on the radio, I called in, "Control, turn 9. Car 63 silver's hood is loose and flapping in the breeze..."

I had just barely gotten the words out of my mouth when turn 14 called in: "This is 14. It's gone," which led to the following exchange: Race control: "Car 63 silver had lost its hood. 14, where is it?" Turn 14: "Uh, we think it's in a tree somewhere..."

All in all, a fun, challenging weekend full of great racing and plenty of action that definitely kept things interesting. I was certainly a challenge working my first three-hour race. I can't wait to work ALMS again next year; it was an absolute blast. And remember: it all started with an SCCA license.

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2004 CenDi v Race Schedule with Local Event Listings

DATE	DRIVER'S SCHOOLS	REGIONALS	NATIONALS	LOCAL & OTHER EVENTS
Aug 14-15		CHI @ RA (D) (C)	NEO @ M-O	Indy National Rally No. 7
Aug 15				CSCC Solo Points No. 5
Aug 21-22				ALMS @ RA VSCDA @ GRA
Aug 21				Indy Worker Rally
Aug 22				Indy Solo Points No. 7
Sep 4-5-6 Labor Day			WMR/SBR @ GRA	CSCC Solo Points 6 & 7
Sep 6				Indy Solo Points No. 8 With CSCC Solo Points 7
Sep 11-12		OVR @ M-O (D) (C)		
Sep 11				Indy Rally No. 8
Sep 14-17			Solo National Championships at Topeka, KS	
Sep 19				CSCC Solo Points No. 8
Sep 20-26			SCCA RunOffs @ M-O	
Oct 2-3		WOR @ M-O (C)		Indy Solo Invitational
Oct 9-10		CHI @ BHF (C)		
Oct 16-17				CSCC Super Weekend Solo
Oct 24				Indy Rally No. 9
Nov 21				Indy Rally No. 10
December 4				Awards Banquet at Junior Achievement Center



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



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

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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.

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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.

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.

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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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