



MARCH 2005

Clutch Chatter

THE OFFICIAL PUBLICATION OF THE
INDIANAPOLIS REGION OF THE



NEWS AND STORIES ABOUT EVENTS OF YOUR REGION OF YOUR CLUB

And The Beat Goes On !!





Join us for the FUN of



THE YEARS FIRST RALLY

“March Madness”, a TSD Run

Sunday, March 13, 2005

 **16th Street Solo Test & Tune** 
Indianapolis Region Solo2 Series
 Sunday, April 3, 2005



 **And look for the Points Opener at 16th Street** 
Indianapolis Region Solo2 Series
 Sunday, April 24, 2005

AND for the Racers, the Indy Region's Double Regional at IRP on May 7-8



indyscca.org

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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.html>
www.spec-rx7.org/-cashmo/cendiv/

Calendar



March 4-5	CenDiv Annual Worker Training, Indy
March 12	Solo Spring Training Seminars, Indy
March 13	M.O.R.E. Rally
March 20	CSCC Solo Fun Event, Walesboro
April 3	Solo Test & Tune, 16th Street
April 17	Second Rally, TBD
April 24	Solo Points #1, 16th Street
May 1	Third Rally, TBD
May 7-8	Indy Regional Races at IRP
May 14-15	CSCC Solo School & points #2, Walesboro
May 21	Solo Points #2, Anderson
May 30	CSCC Solo points #3, Walesboro
June 4-5	CenDiv Solo, Grissom
June 26	CSCC Solo points #4, Walesboro
July 2-3	Indy National Races at IRP
July 9	Solo Points #4, 16th Street

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Change is constant, or so they say. But then some things never change. We see examples of both situations around us all the time.

Speaking of change, I'm looking forward to it warming up. Soon.

In mid-March I'm heading over to Gateway to play crew chief for Steve Linn at his driver's school. Ten years ago I did about the same thing, putting a cage in my long-time daily driver and going racing. Even back in '95 people looked at me like I was crazy, saying the day of driving the race car to the track were over. I didn't care. I was racing. On my 500-mile drive home from Hallett, Oklahoma, to Jackson, Mississippi, I had a smile on my face the whole time. I hope Steve has one, too.

When I hear from newbies asking the same questions that I asked many years ago, I tell them that the key is just getting involved. You don't even have to have a car. You can work a race position, or navigate for somebody in a rally. Ah, but the mysteries of the Secret Car Club of America haven't been unlocked after all these years.

Are we still going to be driving cars like we do now in twenty years? It's hard to imagine that there won't be some changes that affect us. But who would have imagined that there would still be so many British production cars racing? Could it be that we continue to be oblivious to oblivion? I hope that changes.

At work we're sending some support stuff offshore to India. Much to my surprise, come to find out that one of the Indian guys I work with is a huge F1 fan. He'll have a countryman to cheer for this year, unlike me. It has been over ten years since Michael Andretti botched the re-entry of US drivers into the Grand Prix scene. That's something I figured would have changed by now. I keep hearing talk about that changing, but that's something that hasn't changed – lots of talk, nothing to show for it.

As an always-welcome change, Formula 1 is trying out some new rules to try to make things more racy. It will be interesting to see if this new tire rule can be managed. As in any level of racing, change costs money and the money teams typically come out on top – that hasn't changed.

Did you notice that in this year's Daytona 500 the top four finishers in last year's championship standings finished in the top five of the race? With all the variables in play working against that, especially at a restrictor plate race, is this a coincidence or one of those situations where things don't change?

Spring is a season of change, right? A start to the new season of what we do. It's exciting to see competitors plans unfold. Fun to get to show the new people around. See you all soon!



THANKS AGAIN, WORKERS (Our All-Volunteer Core)

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

Minutes of February Board Meeting

by Dick Powell

This is a synopsis of the minutes of the Indy Region BOD meeting February 15, 2005. There were 7 Directors and 5 Guests present. Minutes of the previous meeting were approved.

Solo Jim Lin presented a proposed budget for the Solo program for 2005. The Sanction and Insurance fees for the events has been increased by SCCA to \$8 per entrant. The entry cap of 175 has been removed, which will only be a factor at the Divisional Solo. The Solo schedule has been finalized for the year, and has been coordinated with Columbus and the rally chair.

The CenDiv Solo has been scheduled for June 4-5 at Grissom, with setup and some registration on Friday. The next meeting for the organizing group is Feb 22 at Bo-reens. Raleigh presented a budget proposal for the event, and has an agreement from the Grissom management that we can get a reduction in rental if we have a club work day at the site, which has been tentatively set up for Sunday, April 17.

The March 12 Solo Spring Training seminar has been well received, with over 50 people already indicating they will attend. The Indy region has been offered a table for promotional material and flyers. We will have a double sided flyer with our club schedule(s), contact information, and other goodies.

Rally Frank Pope presented a proposed budget and schedule for the rally program in Candi's absence. The

February Rally date originally scheduled was not able to be met, and the only remaining dates have conflicts. The board discussed possibilities and decided Sunday May 1 was the best choice for the replacement date. The amended budget and schedule were approved.

Race IRP wants to remove the existing tower we use for Timing and Scoring. Some other locations for T & S and Start/Finish have been discussed, but no specific alternatives have been accepted yet.

The BOD has approved an expenditure for a Contract Lawyer to draw up a Contract for our agreement for the Paving and Repairs. Steve Linn will continue to work directly with Mike at IRP to resolve our issues.

Jeanne is to set up the race committee and get the first organizational meeting scheduled for early March.

Clutch Chatter February expensed for CC were \$ 219 for 220 copies of a 20 page paper. Current totals for the year are within a few dollars of the proposed budget. Dick needs to have articles and columns in by Monday 2/21 to get the March issue prepared.

Activities Several of our members attended the annual Awards Banquet for CSCC at Primo's off Keystone, and were impressed with the location. Lou Byer should check into the possibility of using them for our banquet. We also discussed the possibility of moving our Awards Banquet from December to early next year, which might reduce our costs and also relieve some conflicts for members.

(February minutes continued)

Membership Steve Linn presented a proposed Budget, which was approved. Steve is also working on a New Member Packet to introduce the club to new or relocated members.

Treasurers Report Rich Lankford presented the Treasurers report and account balances, current assets \$56,067, accepted and approved by BOD. Note that the IRP expense will be occurring in March.

Old Business Matt has the documents ready to send to SCCA for our Charter Renewal. We still have not received

the final invoice for the Awards Banquet. The CenDiv Area 4 Incorporation is proceeding; our portion of the expenses has been paid.

Matt reminded us of the CenDiv Training Seminars on March 4 & 5. We should try to have a good presence.

New Business Our region has been asked if we want to host the Roundtable at the end of the year, which will again be in Indianapolis this year. The general feeling of the BOD is we do not desire to do so this year.

Next meeting scheduled for Wednesday March 16. Lou Byer to set up the date with Fastimes. Meeting adjourned.

Special Notes of Interest To Everyone

2005 Annual Tech: Jay is back from their Florida trip, and is available by appointment for 2005 Race Car Annual Technical Inspections. Call Jay at 248-9626 to get ready for the season.



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 your address and a note of the particular event you want the pictures of, to:

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

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

HOLLYWOOD BAR AND FILMWORKS

Activities Chairperson Lou Byer is arranging for an Indy Region SCCA day at Hollywood Bar and Filmworks. Last years event was well attended, and much liked by everyone. We watched the movie "LeMans", and had time for a second feature.

This year will probably be an April Fools Party for us, on Sat. April 2. Check the website for final details. Lou has had some input on Movie selection, but has not made the final decision yet. If you have a special movie you want, contact Lou and vote for your choice.

Lou Byer 317-861-0710 cwbnewpal@insightbb.com

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Cen-Div Spring Training

Steward / Workers Seminar

The Annual Central Division Spring Training and Seminars for Workers and Stewards is scheduled for **March 4-5, 2005**. This year it will be held at Clarion Waterfront Hotel in Indy; very convenient for all the Indianapolis Region folks! For workers wanting to refresh their memories, and for those who would like to start working in one of the race disciplines, this is an opportunity that should not be passed up. Go to the CenDiv website www.cendiv-scca.org for agenda and registration forms.

2005 Annual Tech Day at Aim Tuning: Jay is working with Shane Benson of Aim Tuning to set up a club day at AIM for our racers to get their 2005 Race Car Annual Technical Inspections. It is expected to be in March, but the date is not decided yet. As soon as the information is available, it will be posted on the Region Website. You can also call Jay at 248-9626 or Shane at Aim Tuning (317-381-0898) for more information.

Notes From A Nut - A New Season Underway!

By Dick Powell

The Indianapolis Region SCCA had a very successful year in 2004, and it looks like we can repeat the success in 2005. Last years success in the Race program for our Regionals and Nationals were due to the organizing and hard work of Race Chair Pete Hylton, along with the help of all the specialty chiefs and members who put in some long hours to make it work. Our very active Solo program was successful because of the organizing skills and work of our Solo Co-Chairs Darren Daubenspeck and Dave Burkhead, and all of their specialty workers putting in the extra effort to make it happen; and of course the boost from the CenDiv Solo organized by the Boreens and Swarts, along with a lot of workers there too. And our Rally program was the biggest ever Thanks to our Rally Chair Candice Pope and her staff of dedicated workers who also put in more hours than any of us would believe to make a full schedule of Rallies for the club, along with Chuck Hansons special effort to put on a National Rally again in 2004. If you did not participate in the club events last year, you really should come out and join the rest of us in 2005. Share the FUN with us!

Candice is Chairing the Rally program again this year, and has a schedule of 6 rallies for us. She needs some Rallymasters for some of them, so think about stepping

up to help. And of course, get a partner and enter the rallies to share the FUN with the rest of us.

Darren and his Co-Chairs Jim Lin and Chris McGuire have planned for 10 Solo events through the season, including another CenDiv Solo with special help from the Boreens and Swarts again, so come out and see what Solo is all about. They can classify your vehicle, so you can join the FUN behind your own wheel in the safety of the cones and away from the cops.

Jeanne Spellman has taken the Race Program Chair for this year, and has been preparing for a great Racing schedule this year, hoping to increase our record entries in our Regionals and Nationals. There is always room for more people to get on the corner stations at the races, or to help with Timing and Scoring in the tower, and be part of the FUN of Sports Car Racing.

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

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

Get Ready for the Indianapolis Region

Mother's Day Sprints

Double Regional Races at
Indianapolis Raceway Park
May 7 & 8, 2005



Neohio 2005 Competition Clinic Set for March 19th

Last year, Neohio did something that no other region attempted – we built a Spec Miata in a day at our competition clinic. So, you might ask, how can the region keep that momentum going during the 2005 competition clinic?

We have the answer – hands on demonstrations on **two** cars. Yes, get your hands dirty and learn a few things, too!

The 2005 Competition Clinic is on Saturday, March 19th in Cleveland at the I-X Center (just south of Cleveland Hopkins Airport). It will again be a full day of workshops, demonstrations, exhibits, and more.

If you are an experienced driver and want to learn how to shave seconds off your lap times, there is definitely something for you – the return for the ever-popular engine prep workshop, suspension, brakes, tires, and much more. For the beginners out there, we provide a full day of information about how to get started and how to get your first racecar ready.

As word gets out each year, more and more SCCA members come to this extraordinary day from as far each as New Jersey, as far west as Chicago, and as far south as Kentucky. It is an information-packed day for just \$30 if you get your registration in by March 7th (\$35 after that date).

For more information and a registration form, go to the Neohio web site: www.neohio-scca.org. Or, you can contact Sherrie Weitzenhof at (330) 666-2627 (between 6-9 pm) and by e-mail at SWeitzenho@aol.com; or Con Peplowski at (440) 442-4521 and by e-mail at times99@sbcglobal.net.



Indy Region Solo II Test & Tune



Indianapolis Region Solo2 Series
Sunday, April 3, 2005

Come knock 6 months of rust off of your driving skills and see what your competitors have purchased over the winter

Rain or Shine
(It's still only April – dress appropriately!)

Location:
16th Street Speedway/Bush Stadium

Sorry, No Karts Allowed 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 Chairmen for copies of Minor Waivers before the event.

Restrictions on high center of gravity vehicles are also applicable. Contact the Solo Chairmen 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

Contacts:
Darren Daubenspeck 865-0864 drdspeck@on-net.net
Jim Lin LinMotorsport@comcast.net
Chris McGuire 317-694-3048 mcguirecm@aol.com



Indy Region

Solo II Points Event 1

Indianapolis Region Solo2 Series
Sunday, April 24, 2005 **Let the games begin**

Rain or Shine (It's still only April – dress appropriately!)

Location:
16th Street Speedway/Bush Stadium

Sorry, No Karts Allowed 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 Chairmen for copies of Minor Waivers before the event.

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Here we are with another monthly Solo Report where there are still no Solos to report upon. So, let's talk about what to expect in the upcoming season instead. The schedule shown below is pretty firm at this point, although some locations could change if we find another site in the area. We're visiting five different locations this season, including a second visit to Grissom for the final points event, which will hopefully result in a lot of variety in terms of course designs and lot surfaces for this year's competition. The only possible change to the schedule that we foresee other than a possible new location is the Saturday, July 9th event may move to Sunday the 10th. We'll have that finalized by next month's report.

Rumor has it that a prominent regional competitor has moved on from his current car to something with a few more cylinders and a lot more power. I can't reveal my sources but someone from the region was recently seen shopping at a local Dodge dealership. And he wasn't looking at tow vehicles with a V10, but a V10 may have been involved. I don't know if this rumor is true, but I'm already calling dibs on a ride-along at the first event. Several other local members are changing classes or running new cars this year so plan to show up early at the first Columbus and Indianapolis regional events just to check out what's new in the paddock area. And, as usual, Steve will just show up with his helmet and try to bum rides in whatever he can get his hands on.

Speaking of the Columbus region, their schedule for this season has also been finalized. Look for it elsewhere in this issue.

Also, see the ad in this issue for the Solo 2 Spring Training that Raleigh is coordinating at Andersen Logistics. This should be an informative and fun opportunity to learn more about all aspects of autocrossing and also catch up with friends we haven't seen since November.

Has anyone seen the recent Tire Rack ad? Larry Harts, who drives the black #57 HS Mini, is prominently featured in the two page layout. Inquiring minds want to know how someone who just started autocrossing two or three years ago can end up in every car magazine in North America in such a short amount of time. I've been doing this for over seven years and I can't even get my wife to let me hang a picture of my car anywhere but the garage.

Finally, we still need volunteers for the early events. Actually, we need volunteers for the later events too. So far, exactly ONE PERSON has stepped up to the plate (thanks Joel). If we don't start getting more volunteers, I'll be forced to start calling everyone at home and trust me, you don't want that.

See you April 3rd.



Schedule for the Indy Region events.

<u>Date</u>	<u>Event</u>	<u>Location</u>
April 3 (Sun)	Test/Tune	16 th Street
April 24 (Sun)	Event 1	16 th Street
May 21 (Sat)	Event 2	Anderson
June 4/5 (Sat/Sun)	CENDIV – Event 3	Grissom AFB, Peru
July 9 (Sat)	Event 4	16 th Street
July 30 (Sat)	Event 5 – Australian Pursuit	16 th Street
August 28 (Sun)	Event 6	Converse
Sept 18 (Sun)	Event 7 – with Columbus	Walesboro
Oct 16 (Sun)	Event 8	Grissom
Nov 6 (Sun)	Worker Invitational	16 th Street

Columbus schedule at Walesboro Airport

- March 20th - Fun Event 2
- April 10th - Points Event 1
- May 14th - Solo II Drivers' School
- May 15th - Points Event 2
- May 30th - Points Event 3 - Memorial Day
- June 26th - Points Event 4
- July 17th - Points Event 5
- August 21st - Points Event 6
- September 4th - Points Event 7
- September 5th - Points Event 8 - Labor Day
- September 18th - Pts Event 9 - joint w/ Indy at Walesboro
- October 8th/9th - Points Event 10 - Super Weekend
- November 13th - Fun Event 3

2005 The Tire Rack® SCCA Solo National Tour Schedule

- March 12-13 Qualcomm Stadium, San Diego, Calif
- March 19-20 Walnut Ridge Airport, Walnut Ridge, Ark.
- April 2-3 Gulf Greyhound Park, Houston, Texas
- April 9-10 Gwinnett County Fairgrounds, Atlanta, Ga
- April 30-May 1 Castle Airport, Atwater, Calif
- June 11-12 Toledo Express Airport, Toledo, Ohio
- July 2-3 Grissom Aeroplex, Peru, IN
- July 23-24 TBA, Seattle, Wash
- July 30-31 Denver International Airport, Denver, CO
- Sept. 13-16 Forbes Field (National Championship), Topeka, Kan

The solo chairs can be contacted at:

- Darren Daubenspeck 317-865-0864 drdspeck@on-net.net
- Jim Lin 317-915-0569 LinMotorsport@comcast.net
- Chris McGuire 317-577-2518 mcguirecm@aol.com

Columbus Solo events at Walesboro

Sunday March 20 - Fun Event #2

Sunday April 10 - Points Event #1

Members \$15 Non-Members \$20

Registration and Tech 9AM to 10AM

Course Open for Walking 8AM to 10AM

Guided Course Walk 9:45

Driver's Meeting 10:15

First Car 10:30

Approx. Completion Time 3-4PM

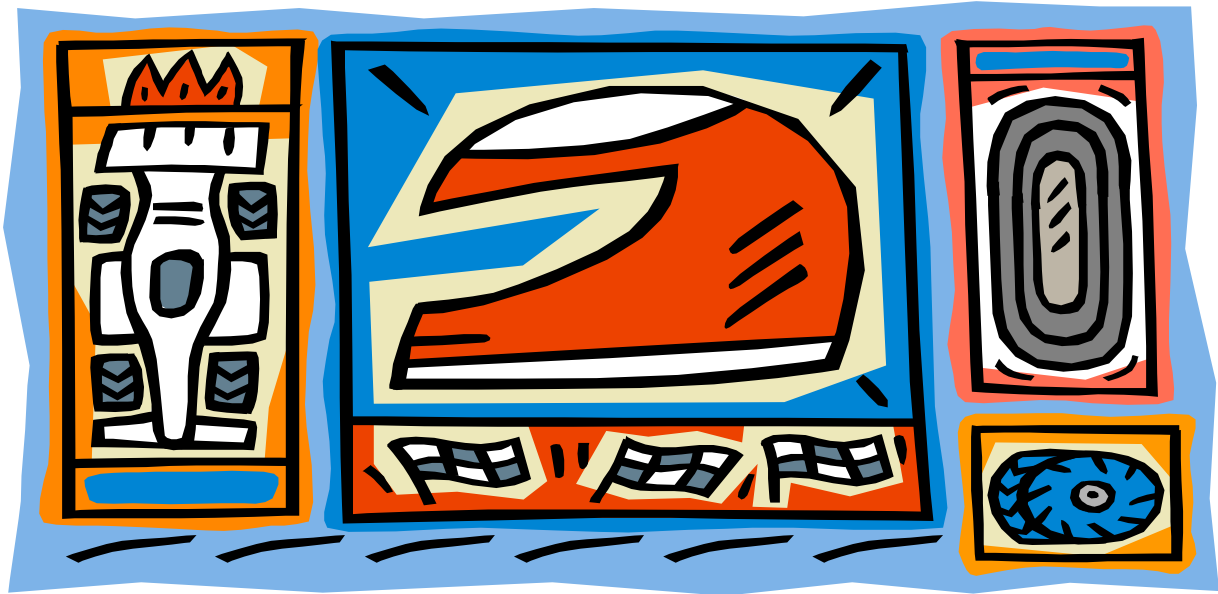
I want to let you know about an exciting event going on in Indianapolis on March 12, 2005. The idea behind this Solo II seminar is for people to get together before the Solo II season starts to do some bench racing and to get some training to help all of the Solo II programs be as good as they can be. The seminars will be held on the east side of Indianapolis at the Andersen Logistics facility. The event is "no charge" to all participants.

We will have 18 seminars going on during the day, beginning at 12:00 on Saturday and going until 5:00 - including car prep, tech inspection, T & S, Solo II testing, a Solo Safety Steward seminar, how to get started in Solo II and many others.

See you in Indianapolis in March!

Velma Boreen, Saginaw Valley and Indianapolis Regions/SCCA

DO YOU LIKE SOLO II? DO YOU WANT TO DO SOME BENCH RACING? COME TO INDY IN MARCH!



2005 SOLO II SPRING TRAINING
Saturday, March 12, noon – 5pm

AT ANDERSEN LOGISTICS, 3333 Mesilla Court – Indianapolis

Post Road exit – 1st exit east of I-465 on the east side of Indianapolis off of I-70
Go north on Post Road about 1 mile – over railroad tracks to the next stoplight – 33rd St.
Left on 33rd St. to Mesilla Court – right on Mesilla Court – right hand side on circle.

This will be a chance to see your friends before that first autocross of the season, do some bench racing, attend a seminar or two or three – all at **NO CHARGE** to you!

Some of the seminars being presented are tech, timing and scoring, solo safety steward seminar, registration, car prep, MAE.com – there should be something for everyone!

Pre-registration is requested but not required. You can either e-mail, snail mail or call.
No confirmations will be sent out.

Please contact Velma Boreen at wiznby1973@yahoo.com, 14861 Jonathan Drive, Westfield, Indiana, 46074 or 317-706-8969.

2005 Spring Solo II Seminar in Indy

Times	Activity / Seminars	Location	Instructor
12:00 - 12:30	Registration	Lobby of ALI - Indy	
12:30 - 1:15	How to get started in Solo II	Upstairs Conference Room	Kent Weaver
12:30 - 1:15	Tech Inspection	Back of Warehouse	Warren Leveque
12:30 - 1:15	Course Design	Upstairs Lunch Room	Darrel Padberg Dave Feighner
1:15 - 2:00	Registration/MAE.com	Upstairs Conference Room	Crissy Weaver
1:15-2:00	Tech Inspection	Back of Warehouse	Warren Leveque
1:15-2:00	Safety Steward Seminar Phase 1	Downstairs Conference Room	Rick Swarts
2:00 - 2:45	Timing and Scoring	Upstairs Lunch Room	Jerry & Linda Hansen
2:00 - 2:45	Car Preparation	Back of Warehouse	Marcus Merideth Shane Benson
2:00 - 2:45	Safety Steward Seminar Phase 2	Downstairs Conference Room	Rick Swarts
2:00 - 2:45	Making the time spent testing worthwhile	Upstairs Conference Room	Jennifer Merideth
2:45 - 3:30	Timing and Scoring	Upstairs Lunch Room	Jerry & Linda Hansen
2:45-3:30	Car Preparation	Back of Warehouse	Marcus Merideth Shane Benson
2:45 - 3:30	Safety Steward Seminar Phase 1	Downstairs Conference Room	Rick Swarts
2:45 - 3:30	How to get started in Solo II	Upstairs Conference Room	Kent Weaver
3:30 - 4:15	Tire Talk	Warehouse Lunch Area	Tom Reichel
3:30 - 4:15	Safety Steward Seminar Phase 2	Downstairs Conference Room	Rick Swarts
3:30 - 4:15	Registration/MAE.com	Upstairs Conference Room	Crissy Weaver
3:30 - 4:15	Course Design	Upstairs Lunch Room	Darrel Padberg Dave Feighner
4:15 - 5:00	Tire Talk	Warehouse Lunch Area	Tom Reichel
4:15 - 5:00	Being a good worker at an event	Downstairs Conference Room	Dede Padberg
4:15 - 5:00	Making the time spent testing worthwhile	Upstairs Conference Room	Jennifer Merideth

CENDIV SOLO II CHAMPIONSHIP SERIES

presented by



Flyin' So Low At Grissom

Grissom Aeroplex, Peru, IN

June 4-5, 2005

Schedule of Events

Friday, June 3

3:00pm – 7:30pm Registration and Tech @ site gate

3:00pm - 7:30pm Day 1 course open for Walking

7:45pm Gate closed, site locked

Saturday, June 4 -- Day 1

7:00am - 8:30am Course open for walking

---Late registration by appointment only---

9:00am Driver's Meeting

9:30am First car off

5:00pm Dinner @ site

6:00pm - 7:30pm Day 2 course open for walking

7:45pm Gate closed, site locked

Sunday, June 5 -- Day 2

7:00am - 8:15am Course open for walking

8:30am First car off

After last car Trophy Presentation

Other Information

- Enter site near water tower, take first right
- No camping allowed at event site
- Overnight, self-contained camping is available at the Grissom Air Museum for a minimum \$7.50 donation/night
- Site gate will be locked from dusk to dawn

Registration Information

Entry Fees:

Series Event (SCCA Members).....\$45

Series Event (Non-SCCA).....\$55

Late fee (*postmarked after May 28th.*).....\$15

Dinner on Saturday night provided for competitors...N/C

Dinner for all non-competitors..... \$5

Make checks payable to:

Indianapolis Region SCCA

Send entry to:

Velma Boreen

14861 Jonathan Dr.

Westfield, In. 46074

(317) 706-8969

wiznby1973@yahoo.com

Hotel/Camping Information

Hotels

Grissom Inn On Base (765) 689-8000

Best Western Peru (756) 473-8800

Knight's Inn Peru (765) 472-3971

Shelton Inn Peru (765) 472-1925

EconoLodge Kokomo (765) 457-7651

Signature Inn Kokomo (765) 455-1000

Motel 6 Kokomo (765) 457-8211

Camping

Mississinewa Lake State Park (765) 473-6528

Honeybear Hollow (765) 473-4342

For more information contact:

Raleigh Boreen – Co-Chairman

14861 Jonathan Dr.

Westfield, In. 46074

(317) 706-8969

wiznby1973@yahoo.com

Chris McGuire – Co-Chairman

14417 Chapelwood Lane

Fishers, In. 46038

(317) 577-2518

m McGuirecm@aol.com



SCCA

Sports Car Club of America

Well the time is now. Another year in Rallying. Our first rally was supposed to be in February but due to work load was unable to happen . So that said Our first rally will be on March 13. The rallymaster is Vic Brunamonti.. He was the rallymaster last march and if you ran that one you know just how good his rallies are to participate in. For details please see the ad in this issue. Also make sure you bring a copy of the ad so you can receive a \$5.00 discount.

March 13	March-On-Regardless	Vic Brunamonte
April 17	need rallymaster	
May 1	need rallymaster	
Sept 25	Rick and Cheryl Swarts	
October 22	need rallymaster	
November 20	need rallymaster	

I still am looking for Rallymasters. Don't be afraid to try. We have a lot of experienced rallyists that will provide a helping hand.

Our other dates are as follows:

Hope to see you soon, CHP

MARCH MADNESS - Sunday, March 13

aka M.O.R.E. - March On RegardlEss

An Easy TSD Rally Rallymaster: Vic Brunamonti
 Start: I-65 South, Exit 76B, at McDonald's, near Edinburgh Premium Outlets
 Registration: 12 PM Drivers Meeting: 12:45 PM First Car Starts: 1 PM
 Approx. 85 total Miles - all paved End: approx. 4:30 PM @ Edinburgh Premium Outlets Food Court
bring copy of this ad and receive \$5.00 discount off entry fee! Members \$20 non members \$25.00

DETROIT REGION SCCA PRESENTS

TENTATIVE SCHEDULE

Moonlight Monte 2005 Saturday April 2, 2005

WEDNESDAY, March 23, 2005 Draw for car numbers and mail Generals

A DAYLIGHT/EVENING ROAD RALLY

SATURDAY, March 26, 2005 Early Entry Deadline
 SATURDAY, April 2, 2005

THIS EVENT WILL COUNT TOWARD THE 2004 DETROIT REGION AND SCCA CENTRAL DIVISION RALLY CHAMPIONSHIPS

12:00-13:30	Registration
12:30	Rally Introduction for Novices
13:31	Car # 1 Receives Route Instructions
14:01	Car # 1 Start
21:00	Car # 1 Finish (approx.)
22:00	Preliminary results posted
22:30	Awards presented

This year's "Monte" will take contestants over 180 miles of roads in the area directly west of Detroit. Because many of Michigan's most interesting and less traveled roads for rallying are unpaved, expect to run on Saturday and wash on Sunday. All of the roads chosen will be traversable at rally speeds in the average family car. Depending on weather conditions, you can expect a combination of snow, mud or washboard so prepare accordingly. Course following will be straightforward with frequent mileage instructions. A combination of speed changes, transits and pauses will challenge the teams to arrive "on time" at both open and closed controls.

CHAIRMAN / RALLYMASTER:
 Dave Harkcom (248) 652 8747
 1432 Sandy Ridge Dr. Rochester Hills, MI 48306
 moonlightmonte@aol.com

HEADQUARTERS: Comfort Inn & Conference Center
 1645 Commerce Park Dr. Chelsea, MI 48118
 I-94 Exit 159 (734) 433 8000

REGISTRAR:
 Mary Shiloff, SCCA Registrar 586-725-3057
 7307 Dyke Rd., Algonac, MI 48001
 mshiloff@algonac.k12.mi.us

Additional information and updates: www.detroit-scca.org

ENTRY FEES: Rec'd by 3-26: \$30 After 3-26: \$40
 (Make checks payable to Detroit Region SCCA)

Chuck Hanson is looking for a driver, or navigator, for the Detroit Moonlight Monte event. If driving, note that Chuck is planning on furnishing the vehicle. Interested parties should contact Chuck directly at (317)780-9007 or Email to dtcgh@gte.net or chanson@lattatech.com.

In Part I of this little series, we demonstrated how a competitor goes about calibrating his odometer to read the same as the rallymasters. In Part II we demonstrated how the Navigator goes about calculating perfect time using the combination of the odometer correction factor and the referenced locations for changing average speeds along the course. In this lesson we are going to describe some things that the Driver can do to keep himself very close to on time with minimal intervention from the Navigator. In many areas this is described as SOP (Seat of the Pants) navigation, and gets raised to a sublime art by the folks who run The Great Race because they are not even allowed to use an odometer, only a speedometer.

The first step in applying the technique is realizing that since your odometer does not match the rallymasters "official" odometer, your speedometer doesn't either. This means that you can not just drive at the indicated CAST and expect to get there on time. We showed in Part I that Official Miles = Correction Factor times Measured Miles. In Part II we showed that your minutes per mile factor is equal to 60 times the correction factor divided by the CAST. The actual speed that you want to average is 60 divided by your actual minutes per mile factor, or

Average speed = CAST/Correction factor.

In Part I we calculated a correction factor of 1.01974, so a CAST of 30 MPH would be achieved by our running at 29.42 MPH. If you have requested the Common Data and Calculations form that I offered in Part II, you will note that I have a column for entering the corrected speedometer reading for each of the CASTs on the event. Doing this up front will simplify things during the event. (As soon as I have the correction factor, I will fill in the chart for each whole number speed from 15 to 50 MPH because that will cover anything that is likely to occur.)

In order to make rallies fun for the driver, the rallymaster chooses roads that are as twisty as possible, and sets the average speed low enough to be legal, but high enough to present a challenge to the driver. In other words, it is almost impossible to drive at a constant speed, and you will frequently be dropping below the official CAST. So how do you make it average out? This is where we get into the art.

We need to have a means of estimating how much time is lost slowing down for a corner and accelerating back to the desired average speed. If we know that, we can calculate how long we have to run at some higher speed in order to re-gain the lost time. We do this by driving to a linear speed profile; which means simply that we decelerate at the same rate we accelerate (note; modern cars will decelerate substantially faster than they will accelerate, so some practice will be required to learn this).

If, as we approach a corner while running the CAST, we start decelerating on the approach and start counting

seconds, we finish decelerating at the apex of the corner and immediately start accelerating in balance with the deceleration until we reach the CAST. We have to note the minimum speed reached at the apex, along with the total time taken to return to CAST. Our average speed for the maneuver was CAST + minimum speed, all divided by two. So, if our CAST was 30 MPH and we slowed to a minimum of 20 MPH, our average speed for the maneuver was 25 MPH. If the total time for the maneuver was 12 seconds (0.2 minutes) we now have the ability to calculate the lost time as follows:

We averaged 25 MPH for 0.2 minutes, so minutes divided by minutes per mile = miles = $0.2/2.4 = 0.0833$ miles. ($60/25 = 2.4$)

We were CAST 30, so this distance should have taken 2.0 times $0.0833 = 0.166$ minutes and, therefore, we lost 0.034 minutes executing the corner.

If, instead of holding at the CAST when we finished the corner, we maintained our acceleration to 40 MPH and then decelerated back to 30 MPH in another 12 seconds, we would average 35 MPH for that time. Using $60/35 = 1.7143$ minutes per mile, we get $0.2/1.7143 = 0.11666$ miles. This should have taken 0.232 minutes at CAST, but actually took 0.2, so we gained 0.032 which almost perfectly offsets the loss.

In summary, the technique boils down to the following steps for the driver:

1. Learn to decelerate at the same rate that you accelerate.
2. Note the minimum speed that you reach executing the maneuver.
3. From the minimum, accelerate to the same amount over the CAST as the minimum was under.
4. Decelerate at the same rate that you accelerated until you get back to the CAST.

The problem is slightly more complicated for a STOP. Obviously the minimum is now 0 MPH, and this means accelerating to twice the CAST after the STOP, which probably will involve exceeding the speed limit. (Doing which exposes you to arrest, a fine, and automatic disqualification from the event.) In addition, when you come to a complete stop, you have to add in the time that you are stopped.

Again, using our base CAST of 30 MPH, coming to a complete stop means that we are averaging 15 MPH. This time, we need to have the count right to the full stop, and double that for the ideal time for getting back to 30. The difference between that number and when we actually do get back to 30 is the amount of time that we were stopped. So let's assume the you count 15 seconds (0.25 minute) to come to a complete stop and actually return to 30 MPH after 36 seconds (meaning that you were stopped for 6 seconds which is about average for a stop sign).

The distance that you traveled during the maneuver is $0.5/4 = 0.125$ miles (I hope that you are following the

(Rally School III continued)
arithmetic by now). Perfect time for this distance would be 0.25 minutes at 30 MPH, so your actual time of 0.6 minutes means that you lost 0.35 minutes.

40 MPH is a nice number to work with for catching up when the CAST is 30 MPH because you will recover exactly one half minute for every mile that you drive at 40. We know from the calculation for the simple corner that accelerating to 40 and coming back to 30 will gain 0.032 minutes, so we still need to re-gain 0.32 minutes at 40 MPH. This means that you have to stay at 40 for 0.64 miles (0.32/0.5) before decelerating back to 30.

Here is a tip about why the Common Data and

Calculations Sheet used the way I described above is really useful. If you have a pretty full chart, it is very easy to look at your current CAST and find the speed associated with gaining 0.5 minutes per mile. For instance, if the CAST was 35, the speed required to gain 0.5 m/M would be between 49 and 50. If the CAST was 40, then the speed required to gain 0.5 m/M would be 60 MPH.

These procedures are very effective. With the Navigator making periodic calculations and the Driver using these pacing techniques, competitors should be able to consistently run less than 5 points per control, or better.

The Rookie - Part 2

By Steve Linn

The School

After having talked to others that had attended the St. Louis Region's Double School and Regional weekend, I decided that it sounded like the best way for me to get my Novice License requirements fulfilled as early as possible in the 2005 season. Just a 4 hour drive west of Indy, this annual School/Regional weekend in mid-March at Gateway International Raceway is regarded as one of the best around for completing the two days of SCCA drivers schools required for a rookie license. The added bonus of a regional race on Sunday as well helps toward completing the requirement of finishing two regional races to acquire a full SCCA regional competition license.

Another advantage to attending the Gateway event is the fact that my Crew Chief, Truck Driver, and Chief Bottle Washer has been there several times with other rookie drivers. The lucky individual that I was able to convince to put up with me for a long weekend of racing would be none other than our current Regional Executive, Matt Curry. I'll be relying on Matt's background as a club racer as well as his familiarity of the Gateway track and the St. Louis school program to try and keep out of trouble for the weekend (at least while on the track).

The Invisibility Factor

My main goal for the weekend as Gateway is to be "invisible". In my view the basis of the school is to gain more on-track time, to become comfortable with being in close proximity to other cars, and to understand and be able to recognize signals and commands from the starters and corner stations. The first part, on-track time, is the least of my concern. Having done many lapping events at Putnam Park and IRP, I am already comfortable with my car and how it handles at speed. With the large amount of scheduled on-track time during the school, I will have plenty of opportunity to slowly get up to speed. I have had many people comment to me about stressing consistency over raw speed, and that will be my main focus. As far as proximity to other cars, my lapping experiences have given me a good familiarity, but it certainly will be interesting once the restrictions on passing zones are lifted. On-track communication will



also be very interesting to experience as I have been on the other end of this while working a corner station. Being able to repeatedly recognize and identify the corner stations and their signals is a major way to stay safe on-track. Missing a waving yellow flag can obviously become a devastating experience. With my emphasis on safety and my experience in having waved the flags, I will most certainly be concentrating on not missing them being waved at me. During the two days of the drivers school, I hope to be able to show my instructor(s) my abilities to run consistently and to stay out of trouble on the track, while at the same time staying way out of view of the stewards.

The Race

Obviously my goal is to have my novice license signed off after the two day school and to run my first race on that Sunday. While I have no notions of setting track records or winning races that weekend, my race day goal is to make sure I don't qualify dead last in my run group and to make sure I have the opportunity to run close with other cars during the race. No incidents, no dents, and no agricultural experiences!

Next Month: **The Results!**

"Technically speaking.....

The weather is unpredictably Indiana, National Convention has come and gone, spring is just around the corner and we are already deeply entrenched in preparation for the upcoming racing season. Nationally we have already had races in Florida and Arizona and already technical issues are being studied. New fuel testing rules will possibly be initiated this year. I say possibly because already there seems to be potential issues that will be addressed at the convention. Proposals that would do away with the \$30 gallon designer fuels have been laid out with standardized "accepted fuel" lists, including color and DC requirements, are at the top of the list. These changes will not be enforced until published so keep your eyes on "FasTrack" in Sports Car magazine. Competitors have again been reminded to show up at post race impound and that the scales of the meet are the official scales. There are questions to be answered in T2 over shock perches. Early spring can be a great time to work on car preparation and checklists are always a great idea, thus avoiding the little problems that occur the day you decide to have that car teched for the new annual inspection. Jay Quinn is back in town so be sure and book an appointment early. We are working with our good friend and sponsor Shane Benson at AIM to schedule a tech day open house. Please check the website for time and date and any additional news. Your 95 helmet is still good this year (Not M-rated for road racing!) but please check your seatbelts...the two year rule is in effect now. Remember the Boy Scout motto "be prepared"! Looking forward to seeing you all, Frick 'n' Frack "

#2: "Ramblings from the road.....

"Can't hardly wait!"...how often I have heard that from enthusiastic teenagers off to conquer the world! Now I'm an over-aged (yep...had another birthday) gearhead and after working the first two national races of the year in Florida I "can't hardly wait!" till we start racing season in CenDiv and especially in Indy. The first CenDiv event is the national race at Gingerman in April, followed immediately by our own Indy Region Double Regional Mother's Day in May followed by our spectacular 4th or July National. Again we are planning something special for our Mom's. I hope all racers, whether regional or national competitors, are busy working on your favorite toys. We are available to do annual tech inspections. My cousin is Central Florida Region's RE and he says he always has a great turnout for regionals. I'm betting we can beat his numbers so please come out and race! Remember, this is a family sport, so please bring out the whole family. We always enjoy wives, girlfriends, teenagers and best friends working and playing together (HINT: please come out and learn a specialty or at least give us a little moral support!). We also want to see some of the newest family members or at least some cute new pictures... Both the Swarts & Stringer families are congratulated on the newest racing team members!

On the more serious side of racing I must report that Florida region lost its chief of tech, Scott Lewis, just prior to the Sebring National Race. He will be sadly missed by many who have known him through Club Racing and Pro Racing. It brought sobering thoughts to mind of just what we would do if any of our specialty chiefs were suddenly incapacitated. Would our races go on? Would we have to call in outside help to cover the specialty to fulfill licensing requirements or would we even have enough workers to cover? So often we decide to just "let the other guy handle it, they're always there". Are we going to run out of "the other guy"?

How deep are we into worker burnout? What are we doing to grow? It is so easy in any organization or sport to rely on others who have worked for so long that we have a tendency to believe we will always go on as such until burnout or mortality slaps us in the face leaving us with few options and usually under emergency conditions. What are we doing as members to encourage that young pup with aspirations of working in the racing field to realize those dreams? SCCA has always been a great ladder upwards to professional careers in racing, whether it is the Matt Borland's (Ryan Newman's crew chief...former Indy Region racer!) or the Bobby Rahal's of the world. We are a great club in a great sport but we must mentor our young and give them the training, skills and respect that enable them to live their dreams. With this in mind I challenge all of our members and workers to recruit, train, and retain. Keep the dream alive! We don't quit playing because we grow old, we grow old because we quit playing. Now go dream dreams of spring and racing! "

#3

"The pavers are coming! The pavers are coming!" Spread the good news around. Grady Brothers are scheduled to begin work on the road course at IRP April 1 (no foolin'!) with scraping scheduled that day followed by paving the very next day. They are using a compound that cures in 7 days with a hardness that one could drive Mack trucks on. We are on schedule to race Mother's Day weekend without delay. There are changes on the horizon regarding relocation of Driver Information, Race Control & Timing & Scoring. These changes may require a change in finish line location and we will keep you up to date as the information flows. We look forward to a very exciting Mother's Day weekend and look forward to a large Miata turnout as these guys prepare for next year when they become a national class. Their racing is always exciting as these machines are pretty evenly matched and the class has been a stepping stone for some drivers going into the various pro series.

Keep the dream alive and come out this May...whether you are a racer, a worker, a supporter or a spectator, **YOU** are our racing family!

TOPEKA, Kan. (Feb. 17, 2005) - The SCCA Club Racing Department has announced a new way for SCCA members and sports car enthusiasts to compete and experience the thrill of road racing with the formation of the Performance Driving Experience (PDE), part of its new Time Trials program.

The PDE, the first of four levels of Time Trials activities (which range from instructional to all-out, top-speed events at venues from closed tracks to paved, non-track roads), offers a chance to improve driving skills while giving curious rookie enthusiasts a taste of competitive motorsports action.

SCCA Club Racing officials believe the new program will help introduce SCCA Club Racing, and motorsports in general, to people who might not have been on the Club's radar before.

"This is the first time Club Racing has expanded its programs to non-traditional areas," SCCA Director of Club Racing Terry Ozment said. "We are very excited about this opportunity for lots of reasons, but especially because it will bring SCCA to a brand new audience."

The new format provides competitive flexibility for motorsports enthusiasts by allowing both street cars and race-prepared vehicles to participate, depending on the program level. For rules information, visit the "Cars and Rules" section on the Club Racing homepage at www.scca.com. For a listing of events, go to the "Events" section at www.scca.com. Click the "Club" tab and select Time Trials. All other inquires should be directed to Bryan Cohn, SCCA Club Racing Manager, at 1-800-770-2055 or bcohn@scca.com.

A breakdown of each level:

"Performance Driving Experience" (PDE) - The PDE is the first level of the program and provides an instructional environment for drivers who want to improve driving skills and increase their enjoyment of driving their street vehicle. PDE is SCCA's unique version of "track" or "lapping" days.

"Club Trials" - Club Trials is the second level of the Time Trials program. This level combines elements of PDE instruction with the excitement of running against the clock to determine individual class winners. Cars range from street cars to fully prepared race cars.

"Track Trials" - Track Trials, the third level of the program, offers closed-course track time, and winners are determined by fastest time around the course. Cars prepared for both Solo and Road Racing competition are eligible for Track Trials.

"Hill Climbs" - The fourth and top level of the Time Trials program. Hill Climb events offer short-distance, timed events for race-prepared vehicles on paved mountain roads, with winners determined by fastest times.



Curtis Kitchen
Public Relations Manager
Sports Car Club of America (SCCA) Inc.
ckitchen@scca.com
800-770-2055

Photo Credit: Mark Weber © 2005 SCCA Solo and Club Racing cars, like this one from the Showroom Stock B class, will compete in the new Time Trials program.

SCCA Board Approves Late Model Miatas for Spec Miata Class

TOPEKA, Kan. (February 22, 2005) - Sports Car Club of America announced today that its Club Racing Board approved the inclusion of 1999 and newer Mazda Miatas into its SCCA Club Racing Spec Miata class, effective March 1, 2005.

The approval adds the newer body-style Mazda Miatas into the class that previously included only the original body style (1990-1997) Miata, but with two different engine displacements (1.6L and 1.8L).

Like the first-generation car, Mazdaspeed has developed a suspension kit for the newer cars, including shocks, springs and sway bars. As with the two different engines in the first-generation Miata, air restriction and weight will be utilized to achieve parity between the cars. Miatas of years 1999-2005 must weight 2500 lbs with a 41 mm air restrictor installed.

The inclusion follows the move by SCCA's Mazdaspeed Miata Cup Presented by Hankook pro series, which allowed the cars in for its 2005 season.

The Club Racing Spec Miata class will begin National competition in 2006, with the top drivers competing at the SCCA Runoffs® for the category's first-ever National Championship.

Note: The Technical Bulletin regarding the newer Miatas' introduction can be found at www.scca.com in the "SCCA Garage" section. The bulletin will also appear in the April edition of FasTrack.



Curtis Kitchen, Public Relations Manager
Sports Car Club of America (SCCA) Inc.
ckitchen@scca.com 800-770-2055

Photo by Mark Weber
Miatas from 1999 and newer are now eligible to run in the Spec Miata class.

2005 CenDiv Race Schedule

DATE	DRIVER'S SCHOOLS	REGIONALS	NATIONALS	OTHER EVENTS
Mar 4-5	CENDIV STEWARDS/WORKERS TRAINING SEMINAR, Clarion Waterfront Hotel.			
April 23-24	QUAD @ BHF (D)	QUAD @ BHF	INR @ GM	
April30-May1	DET/WHRRI @ WAT		BVR @ BHF	VSCDA @ GM School
May 7-8		INDY @ IRP (D)(C4)		
May 14-15	NEO @ NL		DET/FWR @ GRA	SVRA @ RA
May 21-22			MIL@ BHF	ALMS @ MO
May 28-29 Memorial Day		WMR @ GRA (D)(C4)		
June 4-5		MIL@ BHF (D)	OVR @ MO	AMA @ RA
June 11-12				
June 18-19		MIL @ RA (D)		VSCDA @ BHF
		SBR @ GM (D)(C4)		F1 @ Indy
June 25-26			CHI @ RA	
July 2-3		CINCY @ MO(D)(C4)	INDY @ IRP	
July 9-10		BVR @ BHF (D)		
		NEO @ NL(D)(C4)		
July 16-17		DET/WHRRI @ WAT (R)		BRIC @ RA
July 23-24		MIL @ RA (R)	MIL @ RA	
		NEO @ NL (R) Enduro		
July 30-31		FWR @ MO(D)(C4)		
		CHI @ ABJ		
Aug. 6-7		WOR @ MO(D)(R)(C4)		
Aug. 13-14		CHI @ RA (D)	WMR @ GRA	
Aug. 20-21			NEO @ MO	ALMS @ RA
				VSCDA @ GRA
Sept. 3-4 Labor Day		WMR/LSR @ GRA (D) (C4)		
		MIL @ MM (D)		
Sept. 10-11		OVR @ MO (D)(C4)		
Sept. 24-25		SCCA National	Runoffs @ MO	
Oct. 8-9		CHI @ BHF		

BHF-Blackhawk Farms	GM-GingerMan
GRA-Grattan	IRP-Indianapolis Raceway Park
M-O-Mid Ohio	MM- Milwaukee Mile
NL-Nelson Ledges	RA-Road America
ABJ- Autobahn Joliet	WAT-Waterford Hills
(D) Double	(C4) Area 4 Champ Series

The 2005 General Competition Rules will again be available to interested parties through our Race Car Tech Inspector Jay Quinn. Licensed Competition Drivers GCR's are included with the license fee for 2005.

2005 Annual Tech: Call Jay at 248-9626 after February 23 to get (your car) ready for the season.

aimtuning.com
298F Gasoline Alley Indpls IN 46222



RACING BEAT

AUTOPOWER

GROUND CONTROL



MOTUL



2002 CenDiv SM Champions

317.381.0898

Clutch Chatter Mailing Opt-In/Opt-Out

Indy Region implemented the 'opt in' approach for mailing Clutch Chatter with the April 2002 issue. Unless you sent in the 'opt in' form (below), you will not receive a copy in the mail.

A complete, printable, electronic format copy of Clutch Chatter (including back issues) in Adobe pdf format is available to view or download on the Indy Region website at indyscca.org.

When an issue of Clutch Chatter is completed and ready for publication, the pdf file will be posted out on the Indy Region website and a **special notice e-mail** will be sent to the Indy Region e-group with a link to the download page. This should be available several days before the mailed copies arrive, since it won't have to go through the printer or the mail.

In order to receive this special notice e-mail, you will need to be a member of the **Indy Region e-group**. Membership in the e-group is free and open to anybody, plus it's very simple to join. Just go to one of the following links and follow the instructions:

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

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

If you want to receive the e-mail notifying you that the new issue of Clutch Chatter is posted on indyscca.org, but you don't want to get all of the other regular e-mails that come through the e-group, you can select to receive only special notices. To change your e-group settings, go to <http://groups.yahoo.com/group/indyscca/>, then select **Edit My Membership**, then change your **Message select** option to **Special notices**.

You don't have to receive the e-mail to get the newsletter — it will be posted on the website and available for download by anybody. The e-mail will just be letting you know that the new Clutch Chatter is out there.

The **pdf format** is very popular and widely used. It is supported by Adobe Reader, which is available to download for free, commonly pre-installed on new computers, and widely compatible with all but the very outdated versions of Windows. There is a link to the Adobe page on the Indy Region website, too.

New members of Indy Region will receive Clutch Chatter in the mail for three months, after which they are expected to view or download from the website. They will be able to elect to opt-in by filling out and mailing in the form below.

Non-members. Clutch Chatter is a valuable tool for recruiting new members into the region, and drawing participants to our events. Our new process will be to purge them from the list after three months. If they participate in another event after the three months, then they stay on the list.

If you **change your mind**, you can complete and mail in the form below.

Opt-In/ Opt-Out Form

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

Indy Region SCCA **Members Only:**

Opt-in to continue receiving Clutch Chatter via mail by completing and returning this form.

Opt-out to stop receiving Clutch Chatter via mail by completing and returning this form.

Name: _____ SCCA Membership # _____

Address: _____
 (address is provided for confirmation purposes only and will not result in an address change)

Your answer to the following question has no bearing on your choice:
 Do you have an e-mail address or readily available internet access? Yes _____ No _____



800-770-2055 www.scca.com

Membership Application

Dear Prospective SCCA Member:

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

PLEASE PRINT OR TYPE

Name _____ Birthdate ____/____/____
 Address _____ Telephone (____)_____
 City _____ State _____ Zip _____ County _____
 Married Single Spouse's Name _____ / _____
 Member Number If Current Member _____

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

03 Name _____ Birthdate ____/____/____
 04 Name _____ Birthdate ____/____/____
 05 Name _____ Birthdate ____/____/____
 06 Name _____ Birthdate ____/____/____

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

PRIMARY INTEREST(S) IN SCCA:

Please send me a Crew License.(Check box)

Please indicate the area(s) of SCCA in which you plan to participate, or which interest you most. Your response will be used to allocate your national dues to the areas you indicate. Thank you.

Club Racing Pro Racing Pro Rally Road Rally Solo

Annual National dues		Annual Region dues		Total
01 Regular Member	\$55.00 +	Regular Member	\$20.00	\$75.00
03 Spouse Member*	\$15.00 +	Spouse Member	\$10.00	\$25.00
10 Family Membership	\$85.00 +	Family Membership	\$25.00	\$110.00

*Spouse must be regular member's legal spouse.

First Gear Membership (You must be under age 21)			
Birthdate: ____/____/____			
	National	Region	Total
15 First Gear	\$ 25.00	\$ 20.00	\$ 45.00
May compete in rally and solo events; may be active in many race specialties. To enter speed event competitions, must step up to regular membership.			

NATIONAL OFFICE USE ONLY	
C- _____	\$ _____
C- _____	\$ _____
C- _____	\$ _____
C- _____	\$ _____
C- _____	\$ _____
Source	<input style="width: 100px; height: 20px;" type="text"/>

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

VISA Mastercard No. _____ Expiration Date _____

I hereby apply for membership in the Sports Car Club of America, Inc. and its **Indianapolis / 013** Region and agree to abide by the bylaws.

Applicants Signature _____ Date _____

Dues include payment for subscription to Sports Car (\$24 value)
(Dues are not deductible as charitable contributions)

Classifieds

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

Please submit to Dick Powell (contact info on inside cover). Deadline for next months 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 Sale: 1995 BMW M3 coupe
 Avus blue exterior, light grey leather interior, manual transmission, 85k miles, 40k miles on engine, sun roof, sport suspension (I believe), very clean car. Car has basic autocross set-up with Koni shocks, stiffer front sway bar, and Schroth harness, would make a great B-Stock car (this car used to be autocrossed at the national level) or track car or daily driver.
 Call Clemens Berger 765-617-3267 or Email me at burgerc@iquest.net



For Sale: 1978 Datsun 280Z ITS
 Fully prepared, clean, race ready, fresh engine, 5 speed, fire system, current log book (raced in August), spares, parts car, 4 Panasport wheels, 8 extra alum. rims. Also comes with 16' tandum open trailer with tire rack. Everything for \$6,500.00
 Matt Chitwood 812-339-9143
 email mgchitty2002@yahoo.com

For Sale: Kumho V700 Victoracers
 4 tires size 245/45ZR17. Only used to roll the car around on, never seen the street. Rules change-can't use'em now. \$175ea new, make offer.
 Lyle Rigger 815-467-9212
 lrig60@aol.com



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 317-861-0710 or email cwbnewpal@insightbb.com.

FOR SALE Open race trailer, single axle, good for Spridgets, Miatas, etc. Storage box on front, steel ramps, 125# tongue weight, tows perfect. New stop and taillights. \$1000.
 Call W.J. Campbell, Anderson, IN 765-644-6631



For Rent: Baby Grand Thunderbird
 Available for most CenDiv Regional Races - call for schedule. \$1000 per weekend, \$500 for Friday practice day. These cars are great fun to drive! Powered by a Yamaha 1200 motorcycle engine/trans with a quick-change rear end and slicks, and weighing only 1550 lbs, they are quite fast!
 734-699-1690 jahracer@quixnet.net



For Sale: 93 Mazda B2200 Pickup
 5 speed, AC works good, 225K miles, 60K on engine. Runs very good, Rust bad. Contractors bed cover with side toolbox and ladder rack. Good reliable transportation at a low price. First \$1100 takes it.
 Call Dick Powell 317-897-0666 or Email me at powrp@yahoo.com

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: jpartridgeatreefarm@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

Wanted To Buy: Used Tires, 205-45-16 Hoosier/Kuhmo/Other R or A compound. As long as they're black, I'd like 'em!
 Darren Daubenspeck: 317-865-084
 drdspeck@on-net.net

Garage sale!! Jeanne & Jay are emptying out one of the garages and the following must go: 1976 TR7 and a 1972 Triumph Spitfire. Too many toys and not enough time! Give us a call at 248-9626 for details.

Indy Region's Next Board Meeting at



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

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

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

Contact: Lou Byer cwbnewpal@insightbb.com 317-861-0710
Matt Curry mc2fast@indy.rr.com 317-818-0769

Regular Fastimes pricing will be in effect. The cost for each 18 lap session is \$18. You must be 18 with a valid driver's license -- everybody is welcome to watch!

Wednesday Mar 16

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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