

APRIL 2005



Clutch Chatter

THE OFFICIAL PUBLICATION OF THE
INDIANAPOLIS REGION OF THE



NEWS AND STORIES ABOUT EVENTS OF YOUR REGION OF YOUR CLUB

March Madness results inside

(aka M.O.R.E.)

AND OTHER EVENTS OF MARCH





*We Want You
and You*



FOR THE NEXT RALLY

"Springtime In The NW", a TSD Run

Sunday, April 17, 2005

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



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

and especially You For The Indy Region

Mother's Day Sprints

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



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



April 3	Solo Test & Tune, 16th Street
April 17	Second Rally, Springtime in the NW
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

Contents

RE Report	3
Minutes of last month Board meeting.....	3
Custom Helmet Painting Ad.....	4
JES Communications Ad.....	4
Annual Tech Notice	4
Thrifty Rentals Coupon.....	4
Mothers Day Sprints Ad.....	5
Special Sponsors Ads	5
Solo Report	6
Solo Test & Tune Ad	7
Solo Points event #1 Ad	7
Solo Spring Training Report	8
Flying So Low at Grissom Ad	10
Solo School Ad CSCC.....	11
Grissom Work Day Ad.....	11
Rally School Part 4.....	12
Rally results March 12.....	13
Rally Ad April 17.....	13
The Race Report.....	13
The Rookie (Steve Linn) Part 3.....	14
CenDiv Race Schedule	16
AIM Tuning ad.....	17
Opt-In/Opt-Out Policy	17
Membership Application	18
Classifieds.....	19
Board Meeting Notice	back cover

HOLLYWOOD BAR AND FILMWORKS

Activities Chairperson Lou Byer has arranged for an Indy Region SCCA day at Hollywood Bar and Filmworks. This year will be an April Fools Party for us, on Sat. April 2, for the movie "Grand Prix". Check the website for final details. Contact Lou Byer and let him know how many will attend.
Lou Byer 317-861-0710 cwbnewpal@insightbb.com

RE News: The Volunteers...

by Matt Curry

The chores of an RE can become pretty uninspiring sometimes.

I'm tired of ranting on about needing more help from people in the club. We could open our own chapter of "Volunteers Anonymous" for the handful of people who do most of the work. Everybody knows who they are. Make them show you their t-shirt with the big "V" on the front.

I can't write pointed things about the people who don't do anything. Why not? For one, I can't really think of too many people who would deserve to be called out. I've heard people describe "users" as those who only participate in the events put on by others. I guess a few come to mind, but maybe they put in their time years ago. There's so much history of this club that I haven't been around for.

I work with a person who used to be involved in the club. She knows a lot of the people who are still around after 20 years. She doesn't know any of the recent additions. It's interesting to hear her stories. I'm trying to get her to volunteer for something but she's not biting. At least not yet. I haven't stopped trying either.

Volunteers come and go, like drunks at a corner bar. No offense to drunks or corner bars.

It's funny to find that there are people so passionate about their club that they get emotionally ballistic about things. Is that volunteerism at its finest? Or worst?

Take for example the Cendiv Split. To me and many others who just don't get the gist of the rift, it seems like if these few dozen emotionally overcharged volunteers were

out of the picture we'd be able to sort out the differences and move on. I guess we will just blame it on Chicago (the traffic problems, not the region).

The Cendiv Split isn't the only lightning rod issue out there. Rules of all sorts always seem to bring out the heat. It's easy to have an opinion about rules. It's when work needs to be done to make a rule change/stick that you find out who the hard-core volunteers are. Winning in that case might require assuming some high position, like area director or comp board member.

I wonder what the club's non-volunteers think of the volunteers.

I like volunteering. Hi, my name is Matt and I'm a volunteer. I think that when I retire from the SCCA I'll probably volunteer to do something else. I could manage my daughter's soccer team, or even chair their club tournament. Why would somebody volunteer to do that? I'm not sure that I could answer for myself.

What would it cost to put on a race if we had to pay all of the workers? Would a racer pay a \$500 entry fee for a weekend? \$750? To a certain extent, the solo setup is easier since it requires participants to work. Could you imagine trying to staff solo events with all non-competitors?

No finishing pitch here. I've rambled long enough. Dick will be happy that I finally got this article written for the newsletter. Thanks, Dick, for your volunteerism.



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 meeting of the Indy Region BOD March 16, 2005. There were 9 directors and 10 guests present. Minutes of the previous meeting were approved.

Treasurers Report Matt Curry presented a treasurers report from Rich Lankford. Steve Linn gave an update on the awards banquet invoice: Lou Ann Linn had paid the original deposit with her check, and the JA Center cannot find a record of payment. Lou Ann has a cancelled check. Steve will continue to work with them.

The final invoice for IRP from the 2004 Nationals was paid in January, Rich Lankford has the invoice and cancelled check.

Frank Pope has finished the 2004 corporate taxes, and has filed an extension to give Rich time to review them.

Solo Sanctions have been received for the April 3 and April 24 events. Darren is looking for a battery for the timing and scoring laptop; they are somewhat expensive, and he is looking for a better deal. Darren announced a workday for daBus on March 19, and welcomes anyone who can lend a hand.

The next meeting for the CenDiv Solo committee is April 22 at the Boreen's, open to any interested parties. A workday(s) at Grissom has been scheduled for April 9 & 10. Our contract with Grissom is being adjusted for reduced

fees based on our workday activities. All available persons are encouraged to help out our club by attending. In case of inclement weather, the workdays will be April 16 & 17.

Rally Our March Rally, organized by Vic Brunamonte, was quite successful, with 10 cars entered and fun had by all. Next rally will be April 17, "Springtime In The Northwest". Candice and Frank Pope will be the rallymasters for this easy TSD.

The October rally will be changed to October 29. Matt Curry has volunteered to be rallymaster for the November rally, "Stoic Indignation".

Race Paving at IRP: Steve Linn has gotten a contract Lawyer to prepare the contract for the track repairs; Steve will present to IRP by 3/18. Grady Brothers are planning to do the track repairs and preparation on April 1, and do the paving on April 2. IRP has removed the 4th and 3rd floors of the tower, leaving the 2 story structure for us to cover. Frank Pope and John Reidling will review the project to see what can be done.

The Supplemental Regulations have been finished for the May 7-8 Regionals, and submitted to SCCA. The entry form is being finalized for printing and mailing. We will have a race committee meeting after the BOD meeting.

Jeanne submitted proposed budgets for both the Regionals and Nationals.

Clutch Chatter March CC printing/ mailing costs were \$218 for 220 copies of a 20 page paper. Expenses are slightly ahead of the proposed budget increment so far. Dick Powell asked for all columns and articles be submitted by March 21 for the April issue.

Website John Wilmoth is looking into other ISP's to host our website, expressing concerns about the reliability of our current provider. Chad reminded John to be sure any providers are aware of the amount of storage space we consume with our pictures, and agree to allow us to continue with lots of pictures in the future.

Activities Hollywood Filmworks is set for April 2 at 1 PM, and will be a family event. "Grand Prix" is expected to be the feature film.

Membership Steve reported our current active membership at 536 members. He is getting the monthly reports of dues and rosters from SCCA headquarters to help tracking our membership.

Old Business Area 4 Incorporation is now complete, incorporated in Ohio. The SCCA directors have started scheduling for a split CenDiv. Indy Region BOD voted last year NOT to support the split, and reported same to Erik Skirmants (Area 4 director). Steve Linn moved to again NOT support the split, Candice Pope seconded. BOD voted unanimous. Matt Curry will report our results to Erik again.

Chuck Hanson has proposed renting our rally timing equipment to other regions for their rallies. Darren moved to rent our rally equipment to Chuck Hanson only: Chuck can make further arrangements as he sees fit. BOD passed unanimous.

New Business CenDiv Solo Spring Training: there were 85 participants in 10 different seminars, resulting in over 30 new Solo Safety Stewards for the Division. This was a great success for our region, Thanks to the work of the Bo-reens and Swarts.

CenDiv roundtable is scheduled for November in Milwaukee. More info when available.

Miami Valley Sports Car Club: this is a Solo club formed in Ohio. We have discussed the issue, and will continue to monitor and review the matter through the year.

Rotary Revolution would like to reward the workers for their autocross event(s) with certificated for a free entry at an Indy Region Solo or Rally. Their first event is April 23. Chad asked what we would charge for the coupons. The board discussed using our member entry fee as a basis. The BOD approved unanimous to sell them (through Chad) \$ 15 coupons, minimum of 10.

Next meeting scheduled for April 13, 6:15 PM, at Fas-times. Meeting was adjourned.

Respectfully submitted, Dick Powell, Secretary

Special Notes of Interest To Everyone

2005 Annual Tech: Jay Quinn underwent Open Heart Surgery on March 24, and will be significantly restricted in his activities for a while. He has been recovering well, and expects to be back in Tech at the races later this year. For right now, he is NOT able to do the annual techs he has done for so many years. Anyone who has not gotten their annual by May 6 can bring their cars to IRP for an Annual Tech. The Tech shed will be sufficiently staffed to be able to handle the regional race requirements and complete the extra Annual Techs for our members.

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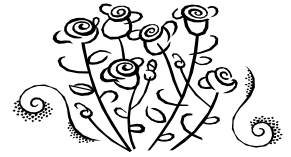
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Jack Bich**

Solid colors	\$150
Two Colors, Simple graphic	\$225
Custom Designs	Quoted

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Join Indianapolis Region for the
Mother's Day Sprints



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

But doesn't Mom deserve flowers and dinner out? You bet she does!

So bring her along.....

.....We'll provide the flowers !

.....We'll feed her dinner (something special and wine)

..... (You can eat too, but you get pizza & beer)

.....We'll even offer her a manicure or massage



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DAVID GARNER Email hoosiertireply@netscape.net
 Road Race Product Manager

Contact us for your Hoosier Tire needs. We can have your tires for you at the Hoosier Tire Trailer at the Indy Region Mothers Day Sprints.



31 Maplehurst Drive (Near I-74 at Rt 267)
 Brownsburg, IN 46112
 Tel: 317/852-5353 Fax: 317/852-6737
www.hiexpress.com/ind-brownsburg

We are offering a 20% discount to all of the SCCA Racers, Workers, and Friends for their races at Indianapolis Raceway Park this year.

This includes the May 7 & 8 Mothers Day Sprints, and the July 2 & 3 Indy Grand Prix Nationals.

Mention this ad when making reservation, and tell us you are with the Indy Region Races. We look forward to serving you.



AIM Tuning is pleased to offer a special in conjunction with the Indy Region races. Call us at **317-381-0898** for a 10% discount on labor and a 10% discount on Mazda OEM parts. We can help you get ready to race!



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Special Rate for our SCCA Racers, Workers, and Friends for the May 7 & 8, 2005 Mothers Day Sprints weekend.

Stay with us for \$ 72 per night for up to 4 persons. Mention this ad when making reservation.

Be sure to remember us for your lodging needs for the Indy Grand Prix Nationals on July 2 & 3. Call us to reserve, and mention this ad.

Solo Report: Spring Cleaning

by Jim Lin

It's been yet another month without an Indy autocross, and while we wait for the season to start up (April 3, 16th St Test & Tune), many are bench racing online via the IndySCCA Yahoo email list. If you're not aware of the e-group, check it out at <http://sports.groups.yahoo.com/group/indyscca/> and sign up (it's free!). There's also a link to the group located in the top right corner of <http://www.indyscca.org>. It's a great way to keep up with our region's news and events.

So what's a solo co-chair to write about when the season hasn't started and the annual "article about nothing" has already been written? Da Bus! It's old, and it's not real pretty, but it's been our trusty timing vehicle over the past few seasons. The solo co-chairs, with the help of a volunteer (thanks Mike!), met up on Saturday March 19 to pull Da Bus out of winter hibernation (thanks Chuck!). Fluids were checked, batteries were reconnected (yes, there are two batteries under the hood), and she actually started on the first try :)

We sorted through the contents of Da Bus to make sure we had enough tech stickers, waivers, armbands, and other event necessities. We did some minor cleaning and fixed up some small maintenance issues. We watched head solo-geek Darren do valiant battle with some uncooperative tail lights. That's entertainment!

During our maintenance and inventory fest, we found some old trophies which were earned but never picked up. Some of these have been hanging out in Da Bus (and in Da Little Red Trailer We Had Before Da Bus) for a few years. What follows on the next page is a list of the unclaimed trophies. If you're listed and you want the trophy, let us know and pick it up during one of the first couple of events. The rest will be recycled or tossed after the May event when we prep Da Bus for our CenDiv in June.

As always we're always looking for volunteers to help out with events. Whether it's showing up early or staying late to setup/tear down the course, helping out with registration, being an Event Chair, or maybe you're interested in giving course design a try, we'll provide on the job training and guidance as needed. The more we spread things out, the easier it is to pull off our events. Feel free to contact any of the solo co-chairs if you're interested in giving something a try. Remember, the last event of the year is an invitational for our "above and beyond" workers. Last year's Invitational was a blast!

Hope to see y'all at the Test & Tune!

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)	Points Event 1	16 th Street
May 21 (Sat)	Points Event 2	Anderson
June 4/5 (Sat/Sun)	CENDIV – Event 3	Grissom AFB, Peru
July 9 (Sat)	Points Event 4	16th Street
July 30 (Sat)	Pts Event 5 – Aussie Pursuit	16 th Street
August 28 (Sun)	Points Event 6	Converse
Sept 18 (Sun)	Pts Event 7 – with CSCC	Walesboro
Oct 16 (Sun)	Points Event 8	Grissom
Nov 6 (Sun)	Worker Invitational	16 th Street

Columbus schedule at Walesboro Airport

- 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

- 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 April 10 - Points Event #1

Saturday May 14 - Solo School

Sunday May 15 - Points Event #2

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

Name	Class	Finish	Event
Busby, Jeff	STS	4	Aug 31, 2002
Cochrane, Bob	ES	1	2003 year end
Drummond, Ted	Class B	2	2004 Rally year end
Fox, Paul	CP	1	2004 year end
Gard, Brian	GS	4	Apr 27, 2003
Hammerly, Gus	SM2	1	2004 year end
Humphreys, Jeff	SM	2	2002 year end
Kent, Kevin	STX	1	2004 year end
Kerr, Marc	DSP	1	2004 year end
Kniesley, Joe	GS	1	2004 year end
Kudlaty, John	STX	2	Sep 20, 2003
Kudlaty, John	STX	3	2003 year end
Lazaro, Paul	STX	2	Sep 20, 2003
Lazaro, Paul	STX	3	Aug 24, 2003

Unclaimed Trophies

Name	Class	Finish	Event
McKee, Kyle	FS	Novice	Jul 28, 2002
Metz, Larry	FM	1	Aug 31, 2002
Metz, Larry	FM	1	2004 year end
Mieritz, Steve	CSP	1	Jul 28, 2002
Murphy, Greg	AS	1	Sep 20, 2003
Murphy, Sean	FS	1	2004 year end
Myers, Nicholas	SM	1	Sep 20, 2003
Ordo, Rick	SS	1	2003 year end
Parkinson, Kent	SS	2	Aug 31, 2002
Povalac, Steve	ESP	1	2002 year end
Ramsey, Jeff	GS	2	2002 year end
Ridenour, Don	EP	1	Jul 28, 2002
Woolard, Bruce	STS	3	Aug 31, 2002



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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Solo Spring Training Report

By Raleigh Boreen

What do people in Indianapolis do on a cold Saturday in March? Stay at home and watch basketball? NO! Indy Region gets together on the east side of Indianapolis to talk about cars and Solo III! To make this a successful Saturday, many people from Indy Region helped in the organization and the set up for the seminars at Andersen Logistics. The Andersen Logistics location was chosen because it has several conference rooms and the ability to drive cars into the warehouse. A huge thank you goes out to Rick and Cheryl Swarts, Velma Boreen, Jim Lin, Dan Stone, Lee Miller, Warren Leveque, Shane Benson and Jeff Alexander for all of their help on Saturday and before hand. Eighty four hearty souls braved the cold weather to show up for 4 ½ hours of workshops, seminars and bench racing (aka – lying) on Solo II. We had people from all over CenDiv attending the Solo II training. When we say all over CenDiv, we mean from West Virginia, Ohio, Illinois, Wisconsin, Michigan and of course, Indiana. The best part was – it was warm inside and it didn't cost anyone anything to attend the training!

The trainers for the day came from all over. Most of them did multiple training sessions.



Timing and Scoring Seminars
Jerry and Linda Hansen from BVR



Solo Safety Steward Seminars
Rick Swarts from Indy Region



Course Design Seminars
Dave Feighner – SVR and Darrel Padberg – BVR



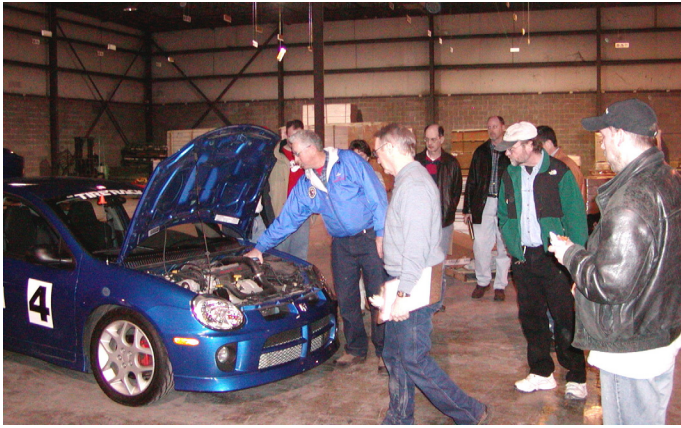
Registration Seminars
Crissy Weaver from SBR



Kent Weaver from WOR
Seminars on how to get started in Solo II.



Jennifer Merideth from Detroit
Seminars on how to get the most from a test session.



Lee Miller and Warren LeVeque from CSCC/Indy put on tech seminars.



Marcus Merideth – DET and Shane Benson – INDY Seminars on car preparation.

Tom Reichel from MidAtlantic Motorsport held tire talk seminars.



Lorien Feighner – SVR, Deb and Jim Zeisler – CINCY, Marlene Obenour – FWR, Cheryl Swarts – INDY, and Velma Boreen – SVR/INDY handled registration for the event.

Dede Padberg from BVR put on a seminar on how to be a good worker.



Dick Powell – INDY was our official photographer and got some great shots!

Some highlights of the day is that we now have over 35 new solo safety stewards in CenDiv going through the training process and should be licensed soon. Kent Weaver was able to have a new Mini Cooper for his seminar on "How to get started in Solo II" He illustrated to people how much "stuff" needs to come out of the car before it's ready for the Solo II course. The pile of floor mat, CD's, window scrapers, gloves and loose change was bigger than expected! It was a contrast in styles when Marcus Merideth, the engineer and Shane Benson, the car builder, put on their seminar on car preparation. Their seminar was one of the most interactive with lots of questions. Tom Reichel introduced the new S05 tire from Hoosier. All who attended the seminar on course design were subjected to Dave Feighner's humor that "you always end the course with a 'bang'." He was told by several solo safety stewards that "bang" is not a good word; his meaning was that he wants people to come off the course with a smile on their face and a feeling of having enjoyed the course. People attending were able to pick up information on many of the clubs in CenDiv and the CenDiv series from a table top area.

The overall feeling was that the spring training was a huge success and discussions have already begun about doing it again, with improvements, in 2006. We were lucky to have many people from the Indianapolis area participate in the workshop so hopefully this will translate into new member and active participation in the club. With any luck, this will be the last Solo II event that everyone has to wear heavy jackets and long pants at for 2005!

See ya on a hot parking lot!

Raleigh Boreen – SVR/INDY

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.....**FREE**

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

Or register at MyAutoEvents.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



CSCC Presents the "Those Who Can't.....Teach" Auto-X School May 14th, 2005 at Walesboro Airport



Bring a safe car (secure battery!) and Snell '90 or newer rated helmet.
Loaner helmets are available. Remember to bring clothes for any kind of weather!
Contact Warren LeVeque at (765) 643-9290, (765) 779-4391 or at Levair@aol.com

Instructors: Warren LeVeque, Lee Miller, Jack Tovey, and most of the CSCC Board Members

Test your car's handling and agility in a controlled environment:

Without worrying about:

9:00 to 9:45

Registration

10:00

'Open Air' Class Room Session

11:30 to 12:30

Lunch Break - bring your own

12:30

Break into 3 groups, work with instructors on a set of skills, rotate among instructors

3:00

Run entire course



Come back on Sunday for a chance to run against the clock!

\$20 for Saturday's School or Sunday's Autocross

\$30 for the School and Sunday's Auto-X for CSCC members

\$35 for the School and Sunday's Auto-X for non-members

To get to the Walesboro Airport: Take I-65 South from Columbus, Indy and points north or from the south of Seymour, take I-65 North; either way, take Exit 64. Head east on Hwy. 58 to CR 50 West (the first left after the Arvin Technical Center) turn north. Watch for signs (CSCC and Cummins CDL Site) on your left.

A map and additional information is available at www.cscsc-scca.org

Volunteers Needed! for Grissom Work Duty Weekend April 9th and 10th

Indy Region has the opportunity for discounted Grissom site rental fees for our two 2005 Solo Events – IF we get some volunteers on 4/9-10 to help paint the guard shack, paint paddock lines, patch holes in the tarmac, and other miscellaneous duties.

We'll need about 7-10 people each day, and one-day-only workers are very welcome! Make sure to wear some get-dirty work clothes!

To volunteer, please let one of the following parties know which day(s) you can help out:

Darren Daubenspeck 317-865-0864 drdspeck@on-net.net
Raleigh or Velma Boreen 317-706-8969 wiznby1973@yahoo.com

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 Madelynn Drive, Apt. D
Indianapolis, IN 46229

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

Last years July rally was of the Course / Trap genre. We haven't run a lot of these locally, and the results demonstrated that, so this part of my rally school series will introduce the concepts of course / trap 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 it 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. 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

(Rally School 4 continued) 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 intersection 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.

March Madness 03-13-2005 Road Rally Results

Our first rally was a great success. Vic Brunamonti (Columbus region) put on a wonderful TSD rally. We had 10 cars and half of them were Novices. We also had 2 cars from the Florence KY area. I want to thank Vic for taking the time to put on the rally. I also want to thank the Columbus region for their support. Once again I would be remiss if I did not thank Dick Powell and Jeanne for saving the day on workers. Here are the results. Candice Pope

Overall	Class	In Class	Driver	Navigator	Points
1	A	1st (T)	Carolyn Goelz	Chuck Hanson	23
2	C	1st (T)	Randy Hall	Bill Farr	25
3	C	2nd (T)	Bob Farr	Pam Farr	80
4	C	3rd (T)	Rick Swarts	Cheryl Swarts	293
5	C	4th	Eric Brunamonti	Kim Stelzer	305
6	Novice	1st (T)	Lance Van Doren	Alan Van Doren	567
7	C	5th	Amanda Graham	Waylen Hunsucker	574
8	Novice	2nd (T)	Garry Carter	Larry Gaston	599
9	Novice	3rd	Jeff Poston	Lynne Poston	615
10	Novice	4th	Megan Moore (Junior Award)	Sarah Moore	1210

Rally 2: Springtime In The Northwest - Sunday, April 17

An Easy TSD Rally Rallymasters: Candice and Frank Pope

Start: I-465 and Michigan Road, at Costco (Northwest Indianapolis)

Registration: 12 PM Drivers Meeting: 12:45 PM

First Car Starts: 1 PM

End: approx. 4:30 PM @ L. A. Café in Whitestown

bring copy of this ad and receive \$5.00 discount off entry fee!

Members \$20 non members \$25.00

The Race Report: Where is Tech ?

By Jeanne Spellman

In last month's issue, I discussed the Florida region loss of their chief of tech, Scott Lewis, just prior to the Sebring National Race, and the thoughts in our minds of just what we would do if any of our specialty chiefs were suddenly incapacitated. 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? Sometimes the "let the other guy handle it" doesn't work because they aren't there.

The main Tech guy in Indianapolis has been Jay Quinn for years. On March 24, Jay underwent Open Heart Surgery, and suddenly our Chief of Tech isn't there!! In our region, we have a large group of people to work Tech, and we were able to change the Chief of Tech for our Mothers Day Sprints. Our plans for the upcoming races have been

disrupted by our close personal attachment to Jay, but not by the need to replace him for this event. I wonder if this would have been as easy for our other race specialty chiefs: do we have the staff available if this happens to one of our other "Regular Volunteer Chiefs"?

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! "

And Please keep Jay in your hearts and prayers for a speedy recovery. We want that mean old bum BACK in the Tech shed !!

After a 10 month wait, the final days before leaving for Gateway were unbearable. I was fortunate that I had all of my car prep done so there were no late night sessions of thrashing. Instead I double and triple checked everything I needed to pack: tools, spares, electronics, personal items, oh yeah, a driver's suit and helmet too. But with everything done, all I could think about was the wait. Sleep did not come easy, but I made sure I was fully rested. I procured (beg, borrow, steal) a big honkin' Class C RV from some friends for the trip, so at least we had plenty of room for anything that Matt Curry and I decided to bring. Of course as we loaded up on Thursday afternoon, it was cold and it began to snow. And the fact that the RV had a faulty running light circuit that delayed our departure (and which we never got fixed) did not help much. After a couple hours delay, we hit the road for Gateway in sporadic rain and snow showers (of course I had washed the race car before it was loaded on the open trailer – nuts). I treated Matt, my highly paid crew chief, to a high-class overnight stop at the I-70 Silver Lake Interstate Rest Stop about 30 miles from Gateway. Nothing like the lullaby of rattling big-rig diesel engines all night to promote a good night's sleep. Morning did not come early enough and we hit the road early to make sure we had time to gas up the AM-50 Heavily Armed Urban Assault Vehicle before pulling in to the track. Of course after we got the rig parked and the car unloaded, it proceeded to snow some more. Great. A real confidence builder as I prepared for a school on a track I had never driven. Fortunately the weather Gods decided to part the clouds and we had a partly sunny, but still very chilly, first day of the school.

After a couple hours of classroom time reviewing the basic rules, flags, and expectations of the instructors, we completed a chilly drive-and-stop tour of the course. I think most of us were more than ready to don our nomex undies and three-layer suits to help fight the chill. The on-track activities for the afternoon of the first day consisted of five 25 minute sessions of lapping under a full course yellow. The disparity between drivers and cars became readily apparent after the first couple sessions and a variety of tactics began to be employed by some drivers to ensure that at least some portions of the course (mainly the infield) could be traversed at a "lively" speed. Sand-bagging thru the oval portion and pit stops were the most popular maneuvers. One unfortunate Spec Miata driver experienced a rather bizarre spin off the 4th turn of the oval and had a rough encounter with the inside wall. At the classroom session at the end of the day, the instructors made sure to mildly admonish us for the tactics.

Saturday morning dawned warmer and sunnier. The dispositions of the drivers were sunnier as well as the full course yellows would be pulled for the days sessions. After a few warm up laps, the yellow was pulled and open passing commenced. After having looked forward to this

moment for a very long time, my first pass in the corner of turn 2 was quite anti-climactic. Performing an inside pass on 1-month-out-of-the-junkyard 1972 turd-brown Pinto on what appeared to be full tread snow tires was not what I had envisioned as my first competitive pass. But the day progressed well from there and I had plenty of opportunity to pass and be passed. Matt began giving me lap times via my elcheapo Motorola Talkabout radio set up and I worked on learning the track. On one lap as I made the quick left hand turn into turn 1 during one of the mid-day sessions, I caught a glimpse of a corner worker hustling somewhere in a big hurry. I quickly discovered that it was the yellow and red debris flag she was running for as I had a real puckering, sideways moment under braking into turn 2. One of my fellow students cars had decided to expel a load of oil in the turn before my arrival. Quite an eye opener for myself, and not one I look forward to experiencing again. Some others also experienced a loss of either grip or talent later in the day as several cars met unyielding walls. During the fourth session I began to experience a vibration in the front of the car as I ran down to turn 1 at around 115mph.



A quick check of the tires after the session and we discovered that I had corded the left front tire! So it was off with the old set of worn Kuhmos and time to try out my new set of Victoracers. For the fifth and final session of the day, we were lined up for a series of three practice starts via our practice times during the day. I lined up 8th out of 25 cars in my run group. Of course this meant I was going to end up having to take the outside line into T1 on the first start, not what I had really wanted. The first practice start went well (ie. no one screwed up) and we lined up for our second start. Again, I ended up on the outside for the run into T1, but this would actually turn in to a bit of luck as a Honda Civic a spot ahead of me on the inside line missed a shift on the start and managed to lock up his brakes, sending everyone scurrying around him. Heads up driving by all involved and no bent sheet metal resulted. For the third start that would also include an 8 lap race, I managed to line up on the preferred inside line for the run into T1 and T2. Another good, clean start and the race was on! Everyone used their heads and we all took the checkered flag with a huge sense of accomplishment. We made it! We picked up our rookie permits at the Saturday night party and we began concentrating on our next big challenge – the next days qualifying and race!

The Qualifying Results

Sunday morning was less than ideal – we woke up to a cloudy and cold 25 degree morning. It had not broken the 30 degree mark when I took the track for my morning qualifying session. After a big WAG at what cold tire pressures to start with, I took a full 6 laps to get heat in the tires and finally get up to speed. Again, Matt began giving me my lap times and Don Ridenour, who graciously offered to help crew the car for the weekend, became my spotter for the infield section of the track. As Matt and Don kept me updated, I got used to the lack of grip on the cold track and slowly picked up speed each lap. As Matt began to count down the final couple laps of the session, I willed myself to make sure I hit my marks and to hold the throttle down everywhere. On my final flying lap to take the checkered on the session, I pulled a 1:15 lap out and put the little red Sentra on the pole for the ITA class ahead of a Miata, a Saturn, an RX7, and an MR2, and 11th out of 35 cars in the race group. Smiles erupted around our paddock spot!

The Race Results

While I was the fast qualifier in ITA, I certainly wasn't at the head of the pack in the overall run group as I had several T1 and ITE Corvette's, several Porsche's, and various other high horsepower cars ahead of me. Starting directly ahead of me was a Mazda RX8 and the nimble VW Golf of veteran Chris Albin. Behind me was a Dodge SRT and next to me a BMW 325. I knew the RX8, BMW and the SRT were all going to jump me on the start (especially the SRT as I correctly predicted and expected his turn 1 inside move) so my plan was to follow Albin and his Golf. An added distraction was the fact that I discovered I could not see the starters stand over the high roofline of the RX8! Thank goodness for the radios. Matt talked me to the start line and gave me his best NASCAR "green, green, green!" and away we went. The SRT flew by and I tucked in behind Albin while the Bimmer behind him slotted behind me for all of two turns before he motored by on the inside into T2. The 2nd place ITA Miata followed by me in the hole the Bimmer made. Shoot! We got sorted out and I got right back by the Miata on the oval – that big 125 WHP baby! The Miata and I then proceeded to run nose to tail (my tail, his nose) for nearly the entire race except for when he would stick a nose inside me in T5, 6, and 7. He was quicker through the tight infield section, but I was able to open a gap each lap on the oval. With three laps to go, one of the T1 class Vettes caught us coming out of T2. He's a rookie driver as well, but I expect him to get into T3 much quicker. Yow! I nearly turn into the back of him trying to make sure I can close the door on the Miata. But no such luck, the Miata has a nose inside me out of T3 and into T4 and I'm carrying way to much speed for the entrance to T5. If I try to stay on track, I'll probably loop it right into the Miata that is now on my left. My choice: go 4 wheels off in the grass at the apex into T5 and say a prayer that he realizes that I'm going need a little room on the other side. He gives it to me but is able to

complete the pass on the outside as I gather the car up and catch my breath. Now the Miata has about a 15 car lead on me on the oval section down into 1 on the second to last lap. I'm pedaling as fast as I can and he has some trouble with lapped traffic, so I close the gap a bit. I am totally focused on getting back to his bumper. If I can catch back up to him by the exit of T7 on to the oval, I'm pretty sure I can beat him to the line. On the final lap, he gets held up a little in T2 so I close, gets held up some more thru T3 and T4 and I close some more, and by the time we get to T6 he is really held up by an ITC Fiesta. The Miata gets by on the inside and I am right on the tail of the Fiesta running up to T7. The Fiesta gives me a block to the outside, so I dive bomb to the inside to the apex of T7 while the Miata does the same to a lapped RX7 in front of us. I'm only a few car lengths behind the Miata! Out of T7 and on to the oval banking, he takes the inside line into oval turn 3, but I have more horsepower (not a lot, but some)! Up to this point, I have put over 200 miles down on the track during the school, qualifying, and the race, and I have yet to pass a car on the outside line thru the high banking on the oval. Well, now's the time to put up or shut up. I stay in the middle groove and start to pull up to the outside. He of course starts to move up on me in turn 4 so I have my right side wheels right at the outside of the groove and almost to the gray. I wasn't moving over any farther, so it was going to be quite a spectacular wreck if he kept coming up on me! He stopped drifting up (he was just messing with me as he should have been) and I nosed past him coming off the turn 4 banking. We drag raced down the front straight to the finish line and beat him by about three car lengths. Much screaming and yelling then occurred inside the car! I did it! I won my first race with a last turn, last lap outside pass! And this after having



been in close contact with the Miata for the entire race. I don't think this is how your first race is supposed to end up! The Miata driver and I enjoyed talking to each other in impound after the race, both happy that we raced each other clean. The tow home allowed for plenty of time for reflection upon my first class win and 13th place overall within my race group.

What a way to spend a weekend. 😊

2005 CenDiv Race Schedule

DATE	DRIVER'S SCHOOLS	REGIONALS	NATIONALS	OTHER EVENTS
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: Come to IRP May 6 or 7 for your annual Tech, we will have National inspectors there for you.

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Clutch Chatter Mailing Opt-In/Opt-Out

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

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

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 _____



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 Membeship	\$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 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 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: 2002 Toyota MR2 Spyder. Fun economical street car and/or solo toy. Rare Silver and Red colors, 5 speed, AC, tilt wheel, power windows/mirrors, CD, 17 x 8.5 SSR's with 40 series Yokohamas. Clean, no damage. \$13,000. Call Kris Hahne at 317-984-8072



For Sale: 1988 Corvette red/red 59K miles. All original as seen at solos in 2004, looks and runs great. \$12,500

1986 Speedwagon enclosed trailer 24 foot with bench in front and box in back for jack stands. Needs work, but traveled many miles hauling the GT-4 car. Good tires and suspension overhauled prior to runoffs. \$2995 or best offer.

2000 Chevy Impala 91K runs great and gets great mpg. Red with gray interior, non smoking. \$6500 OBO

Bill or Julie Partridge 317-996-2610
jpartridgeatreefarm@hotmail.com

For Sale: 1989 BMW 535i Project or parts car. Good engine and fair interior, left rear half shaft needs repair. Body fair. Need to get rid of, would be a good parts car, bargain at \$500. Johnny Reisert 812-948-5865 or reisertracing@hotmail.com

Classifieds

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 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 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 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: 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.

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 Apr 13

6 - 10 PM

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

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

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