

JULY 2005



Clutch Chatter

THE OFFICIAL PUBLICATION OF THE
INDIANAPOLIS REGION OF THE



NEWS AND STORIES ABOUT EVENTS OF YOUR REGION OF YOUR CLUB

Official Program

*For the 2005 running of the SCCA
Indy Grand Prix National Races*



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

indyscca.org

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

Indy Region Connections

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

Calendar



July 2-3	Indy National Races at IRP
July 17	Solo Points #4, with CSCC at Walesboro
July 30	Solo Points #5, Aussie Pursuit, 16th Street
August 20	Fun Rally around Eagle Creek Park
August 21	CSCC Solo points #6, Walesboro
August 28	Solo points #6, Converse
Sept 4	CSCC Solo points #7, Walesboro
Sept 5	CSCC Solo points #8, Walesboro

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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.

RE News: Welcome To The Indy Grand Prix Nationals

On behalf of Indianapolis Region SCCA, I thank every one of you for participating in one of the premier club racing events in the Central Division of the Sports Car Club of America. Whether you are here at the Indy Grand Prix as a driver, crew, spectator, or worker, we welcome you to one of the nation's most storied National Championship series road races on this 40th anniversary of Indy Region's first National race.

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

For those many veterans -- whether driver, worker, crew, family, or whatever role you play -- we welcome you and hope you will notice the result of our many efforts put into our race program. Via an agreement reached with

IRP, Indy Region **by Matt Curry** funded the repair

of the serious pavement deterioration that affected the 2004 Indy Grand Prix races. Turn One was completely re-paved. Patching was done at the apexes of Turns 3, 4 and 12. Other facility repairs were also done by Indy Region. With your support of the 2005 Indy Grand Prix, Indy Region will continue to work with IRP to improve the track and this event.



Take note that the paving agreement also provides for the Indy Grand Prix National to move to the second weekend in July starting next year.

Let us know what you think and what more we can do to get you back again next year.

Have a great, enjoyable and safe race weekend.

Thank you all,
Matt Curry

Regional Executive, Indianapolis Region SCCA

THANKS AGAIN, WORKERS (Our All-Volunteer Core)

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

Special Friends Helping Us

Hoosier
TIRE MIDWEST-PLYMOUTH

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

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 Grand Prix Nationals.



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!



BY CHOICE HOTELS

& CONFERENCE CENTER

2930 Waterfront Parkway W. Drive
Indianapolis, IN 46214
Tel: **317.299.8400**
Fax: 317.299.9257
www.ClarionWaterfront.com

Special Rate for our SCCA Racers, Workers, and Friends for the Indy Grand Prix Nationals on July 2 & 3 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. Call us to reserve, and mention this ad.

What is SCCA Road Racing?

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

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

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

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

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

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



Schedule:

Friday – July 1, 2005

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

Saturday – July 2, 2005

Registration.....	7:15a - 10:00a
Tech Inspection	7:15a - 11:30a
Practice - 30 Minute Sessions	8:00a
followed by LUNCH	
Qualifications - 25 Minute Sessions ..	after lunch
Giant Pig-In Party	6:00p
Track Closes.....	10:00p

Sunday – July 3, 2005

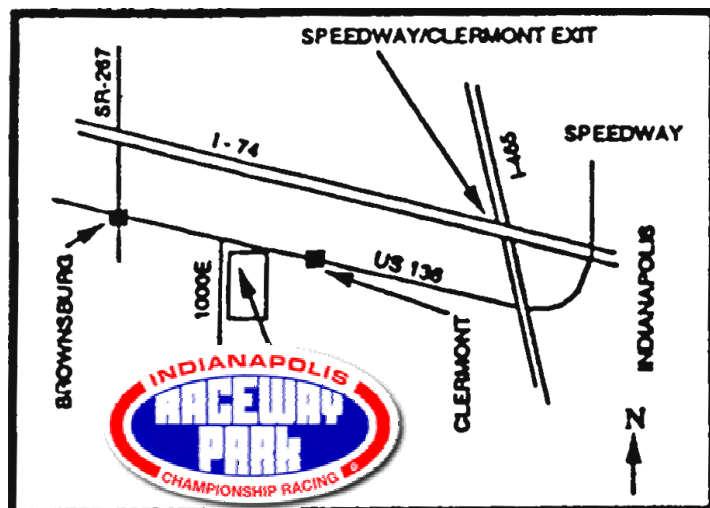
Registration.....	7:15a - 10:00a
10 minute emergency practice, open wheel	8:00a
followed by closed wheel	
Races - Begin 18 Lap Races	9:00a
Groups 1 thru 4	
followed by Lunch, then Groups 5 thru 7	
Track Closes.....	7:00p

Race Groups:

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

HOW TO GET TO INDIANAPOLIS RACEWAY PARK for the INDY GRAND PRIX

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



A Lap at Indianapolis Raceway Park

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

As you begin a lap on the front straight, two features of note are its length and width. It's long and wide. This tends to make for exciting race starts, as it's not at all uncommon to see four abreast racing to the first turn. Wow! Drivers will try to avoid being squeezed high or low by the pack, but it's not uncommon to see some lawn-bound adventure racing as the field funnels down into Turn 1.

Due to the tightness of Turn 15, which leads onto the drag strip, speeds at the end of the front straight aren't the highest around, but the wide arc of Turn 1 allows for some high pucker factor speeds. Turn 1 is a big, right-hand, 90 degree sweeper leading onto another short stretch. You don't have to brake much before you turn in – just enough to plant the front end. A prime area for passing and seeing who has the biggest/best/most – you know what I mean, right? Instantly back to full throttle after turn in. With the new pavement through turn 1, this section will be even faster for those with the nerve.

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

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

Entry into Turn 6 requires the hardest braking on the course. It's a very wide over-90 right bend, but if two cars go in abreast, they'll quickly need to sort things out to figure out who's getting thru on the correct line into Turn 7. The nasty bump that made 7 tricky in the past is gone

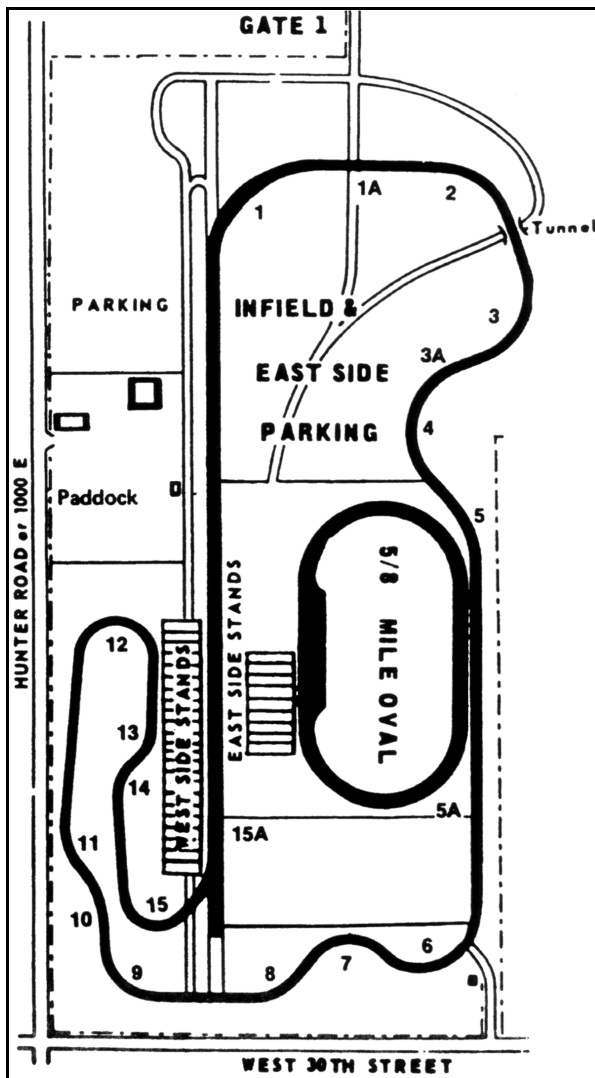
now, and the best line thru 7 will be setting up for Turn 8 which shortly follows. A good run thru 6+7+8 can lead to a passing attempt going into Turn 9, but it's not usually very pretty.

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

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

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

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



Being a volunteer race official for the SCCA means many things. You find new doors opening, going places and seeing things others only dream about.

Key Benefits of being a race official at the 2005 Indy Grand Prix National Races:

- The best seats in the house!
- A free entry to any Indy Region solo or rally event for each day you work
- A free ticket for the race weekend so that you can bring along a spouse or friend
- A free lunch each day that you volunteer
- A great party on Saturday night!
- If you are not an SCCA member, we will give you a trial membership.

If you're a newcomer, you'll also receive introductions, on-the-job training, and assignments according to your skill and desires. Read the info below and please come out to help put on this event.

We're looking forward to seeing all of you at IRP on July 2nd and 3rd!

How Do I Become a SCCA Race Official?

It's easier than you think to get started! Check the specialties described below and pick one at which you'd like to try your hand. None of these positions require education or prior experience. Every one is open to newcomers.

If you can, call the chief of that specialty (listed below) and let him or her know you like you'd like to work as an official. She/he will arrange for training for you at the event. (If a specialty does not have a chief, contact the Race Chairman.) If you don't make the call, come out to the track either day, check in at Registration or Driver Information, and tell them you're a newcomer who wants to work.

Race Official Specialty Descriptions

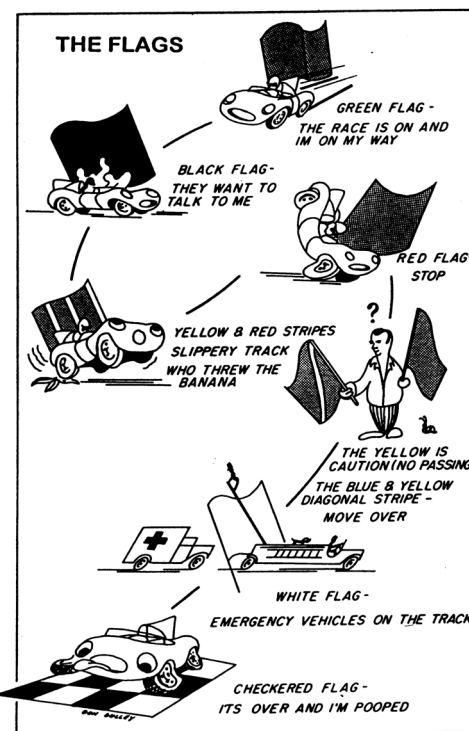
COURSE - Maintain and deliver equipment to the corners and provide equipment and course support as needed during an event. Spread Oil Dry on the track after race cars lose oil. Help to flat-tow disabled cars.

DRIVER INFORMATION - Staff the primary information clearinghouse, making announcements over the PA system, and distributing results and trophies.

FLAGGING & COMMUNICATIONS (F&C) TURN MARSHALS - These are the folks dressed in white, trackside at each turn. They use flags to inform drivers of track conditions, operate a race control radio net, and handle first response to incidents on track. This is the specialty for those who want to experience the excitement of racing close-up. You can't get any closer to the action without slapping on a driver's suit and strapping in!

See the following link for a guide for the F&C novice: <http://www.texasscca.org/novice.pdf>

GRID MARSHALS - Place the cars in proper order for races and perform traffic control as cars are released to the track. They check driver safety gear and that cars



permitted on track have passed inspection. This gets you up close to the cars, but also allows for socializing with the drivers and crews while they prepare to run.

PIT MARSHALS – Control action in pit lane, serve as traffic cops during practice, qualifying, and race, and insure that conditions in the pits are safe, taking care of matters such as fire control.

REGISTRATION - Sign-in and greet volunteers, competitors, crews, and guests. If you like working with people, this may be for you. You may work here in the morning and elsewhere in the afternoon. This also needs help on Friday evening.

SCRUTINEERS (TECH) - Tech inspectors check cars for safety and rules compliance and ensure drivers' gear is in good condition. They manage impound, and verify that the top finishing cars are in legal racing condition.

SOCIAL CREW - Be responsible for preparation and distribution of volunteer official lunches at events, and putting on the Saturday party.

SOUND CONTROL - Administer sound meter readings of race cars.

TIMING & SCORING - Work timing computers and transponder system recording lap times for race cars in competition. Produce computerized entry lists, grid sheets and official results for each event. This is a great specialty to get started with. Family members and guests are welcome to stop by. It is also an ideal specialty for spouses and crew members of racers, to get even closer to the details and excitement of racing without actually being on the track. It's also done in the comfort of indoors and air conditioning.

RACE OFFICIALS FOR THE INDY GRAND PRIX NATIONALS JULY 2-3, 2005

Race Chairman.....	Jeanne Spellman.....	317-248-9626
Race Chairman.....	Matt Curry.....	317-818-0769
Chief Registrar.....	Cathy Hart.....	317-849-2495
Co-Chiefs of Tech.....	Jeanne Spellman & Jay Quinn.....	317-248-9626
Chief of Timing & Scoring.....	Sue Young.....	317-297-5474
Chief of Flagging & Communications.....	John Best.....	765-642-2916
Chief of Sound Control.....	John Holman.....	812-333-1623
Chief of Course.....	Tom Carr.....	618-993-2329
Chief of Grid.....	contact Race Chairman	
Chief of Pit.....	contact Race Chairman	
Driver Information.....	contact Race Chairman	
Social Crew.....	Jeanne Spellman.....	317-248-9626

THANKS IN ADVANCE TO ALL MARSHALLS AND OFFICIALS WHO HELP TO MAKE THIS SCCA RACING EVENT HAPPEN!

Thinking about working corners for the July 2-3 Indy Grand Prix National races at IRP? No experience is necessary -- we will show you the ropes. As a head start, we now have an F&C manual available on indyscca.org on the Club Racing page.

There are several areas where we can use your help. That means a specialty that works for each of you — inside, outside, near the cars and action, interacting with people, intense or laid back — work both days, one day or the other. Twenty new volunteers can make a huge difference.

If you're a newcomer, don't be intimidated. We will help you find the specialty that is right for you, help you learn what to do and answer your questions "on-the-job". You'll receive introductions, on-the-job training, and assignments according to your skill and desires. Check out the articles in the current issue of

Clutch Chatter describing the different race specialties. Contact us with any questions.

Key Benefits of being a race official at the 2005 Indy Grand Prix:

The best seats in the house!

A free entry to any Indy Region solo or rally event for each day you work

A free ticket for the race weekend so that you can bring along a spouse or friend

A free lunch each day that you volunteer

A great party on Saturday night!

If you are not an SCCA member, we will give you a trial membership.

Primary contacts:

Matt Curry mc2fast@indy.rr.com 317-818-0769

Jeanne Spellman 317-248-9626

The Cars of SCCA Club Racing

Formula Cars - Formula cars are pure bred racing machines which were never intended to turn a wheel anywhere but the race track. They are single seat, open wheel machines, and the faster classes have wings to provide aerodynamic downforce to improve handling. The fastest class is Formula Atlantic where the cars can reach top speeds of 180 mph with lap averages over 100 mph. Formula Continental is a similar, but slightly slower class. The remaining classes use identical stock based engines and therefore provide some of the closest com-



Formula Ford

petition. Formula Fords use 1600 cc Ford engines while Formula Vees use air-cooled VW powerplants. Formula 500 cars use snowmobile engines, and Formula Mazdas use nearly stock Mazda 13B rotary engine.

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



Sports 2000

identical stock-based engines makes for close racing. The C and D Sports Racing classes are among the smallest in terms of numbers, but they frequently lead the way in terms of technical innovation in chassis design, engines, and aerodynamics.

Production and GT - The Production classes (EP through HP) and GT classes (GT1 through GTL) are made up of cars which were originally designed for street use. However, they have been highly modified for racing. While they a bear strong resemblance to their street-going cousins, a close look tells you that it is only skin



Grand Touring 2

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



H Production

use original chassis, with significant suspension and body modifications. The cars range from Trans Am type Corvettes and Porsches in GT1 to Triumphs and Austin Healeys in GP and HP.

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



Showroom Stock C

the closest racing comes from these classes, so don't let the lack of noise fool you. There's no lack of excitement on the track. The Touring classes (T1 & T2) are similar to Showroom Stock, but allow more modification for safety's sake since the cars are faster. A Sedan is the fastest growing SCCA class. It is made up of the American pony-cars like Camaros and Mustangs, with rules like the Trans-Am cars of the 60's and 70's. While not allowed the extreme modifications of the GT category, the class is popular because it is easy to build a competitive car.

IRP Track Records

Class	Time	Driver	Car	M/Year
AS	1:45.559	Tim Selby	Camaro	Jul-97
ASR	1:25.880	Jerry Hansen	Lola T333	May-80
BG	1:49.926	Dan Schaut	Monte Carlo	May-00
CFC	1:34.988	Brian Schuman	Reynard	May-99
CFF	1:38.780	Dave Harmison	Royale	Sep-91
CSR	1:27.130	Tony Coniewski	Swift	Jul-04
DSR	1:32.651	Alvin Beasley Sr	Beasley Decker	Jul-92
EP	1:43.810	Dave McDowell	Datsun 2000	Jul-87
F440	1:39.796	Wesley Wilfong	Zink	Jul-90
F500	1:38.037	Ron Vince	KBS	Jul-98
FA	1:24.529	Larry Connor	Ralt RT41	Jul-00
FC	1:29.771	Jeff Shafer	Nemesis	Jul-97
FF	1:33.575	Mark Davison	Swift DB1	Jul-99
FM	1:32.573	Tim Jennings	Formula Mazda	Jul-00
FP	1:42.106	Rick Haynes	Midget	Apr-93
FV	1:44.852	Bill Wallschlaeger	Lazer MKII	Apr-93
GP	1:45.773	Steve Sargis	Spitfire	Jul-92
GT1	1:31.231	Max Lagod	Camaro	Apr-96
GT2	1:36.148	David Finch	Porsche	Jul-97
GT3	1:39.873	Don Meluzio	Paseo	Apr-95
GT4	1:43.202	David Schlueter	Tercel	Jul-94
GT5	1:47.462	Jeffrey Clinton	Nissan 120	Jul-90
GTL		New class		
HP	1:48.977	Chester Niemczycki	A-H Sprite	Jul-99
ITA	1:50.526	Kevin Ruck	Acura Integra	May-05
ITB	1:54.525	Scott Hileman	VW GTI	May-05
ITC	1:55.649	Scott Fruth	Honda Civic	May-05
ITE	1:48.819	Steve Junken	Porsche 911	May-05
ITS	1:49.274	Doug Stewart	Datsun	May-01
LC	1:58.280	Richard Swearinger	Legends Sedan	Apr-00
PV	1:46.547	Donald O Schanke	Protoform	Jul-99
S2	1:32.563	Alan Andrea	Lola 89/90	Apr-93
SCA	1:34.670	Davis Tenney	Shelby Can-Am	Apr-91
SP	1:37.158	Scott G Holley	Porsche 911	May-05
SM	1:53.394	Mark Bennett	Mazda Miata	May-04
SMT	1:51.819	Shawn Slattery	Mazda Miata	May-05
SR	1:46.971	BJ Zacharias	Spec Racer	Apr-96
SRF	1:44.308	Tom Vancamp	SR Ford	Apr-96
SRX7	2:03.612	Jeff Cashmore	Mazda RX7	May-00
SSA	1:51.307	Terry Coates	BMW	Jul-95
SSB	1:51.337	Chris Puskar	Mazda Miata	Jul-02
SSC	1:53.842	Kevin Adams	Honda Civic	Jul-99
T1	1:43.642	Freddy Baker	Dodge Viper	Jul-01
T2	1:47.866	Don Mills	Camaro	Jul-02

Cendiv National Racing Indy Region Racers Point Standings 6/16

Driver	Place	Races	Pts	Class
Bill Partridge	1	3	33	GTL
Terrence Garrett	3	3	30	S2
Ralph Porter	3	4	28	SSC
Fred Edwards	4	2	24	F500
Aaron Ellis	6	2	15	F500
Jason Knuteson	7	2	13	F500
Bill Baten	7	1	9	T2
David Bleke	8	2	13	FA
Don Munday	8	3	13	SRF
Ingvar Brynildssen	9	3	15	AS
John LaRue	9	1	12	FF
Gerry Mason	10	1	9	GT2
Craig Jones	11	2	8	FF
Emmitt Murphy	12	2	12	FA
Chris Jennerjahn	12	3	7	FV
Thomas Edwards	14	1	7	F500
Brian Jennerjahn	15	3	6	FV
Darren Stanley	16	1	4	AS
Sheldon Wilde	17	1	2	EP
Bobby Caldwell	17	1	0	FP
Paul Holeman	21	1	1	FM
John Salisbury	2	4	36	HP



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Updated report from Mothers Day Sprints

In my report

of our Indy Region Double Regionals at IRP May 7-8, I missed one of our members. Our own Patrick Tipton raced his GT-3 Mazda RX-3 to a first place on Sunday, with a best time of 1:57.747. Congratulations, Patrick!



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The Indianapolis Region Solo program took its show on the road to Grissom for the weekend of June 4th and 5th to organize the 2nd event in the 2005 Subaru CENDIV Solo Championship Series. Almost 160 competitors attended despite a less-than-favorable forecast for the weekend. In the end, we dodged rain all three days – except for the drive home for most of us – and we finished earlier than planned on both days of competition. This allowed for a lot of time for socializing and pizza consumption on Saturday evening and helped all of our long-distance travelers to get on the road by 3:00PM Sunday afternoon after trophies were awarded. Both days ended up being sunny and a little too warm for this time of year, and Sunday included a hot wind from the southwest that made it feel more like Texas in early August.

Speaking of long-distance travelers, formerly regular CENDIV competitor Clemens Burger traveled all the way from Germany to attend the event, co-driving Dan Stone's MR2 Spyder in our largest class for the weekend, C-Stock. In a battle of 1999 Miatas, Chris Harvey won the class by almost one full second over Bradley Lamont but Clemens finished in the trophies despite the lack of 2005 seat time.

G-Stock was the 2nd largest subscribed class for the weekend with a mixture of MINIs, Neon ACRs, Celicas, Subarus, and one lone Chrysler Conquest competing for the top spot. Jim Zeisler and his 05 MINI defeated William Loring's Celica by a little over one-half second, with John Rogers and Waylen Hunsucker filling out the trophy spots. Waylen had two victories for the weekend – not only did he finish in the points, some of the other MINIs in the points are cars that he has helped prepare for competition.

The Junior Kart classes combined to total six competitors, so there are plenty of drivers in the pipeline for the future of the sport. Ross Bollinger was our fastest kart competitor with a total time of 106.245. This was faster than the winning time in twenty-four classes, and would have put him solidly in the middle of the pack in Super-Stock. Look out when this young man gets his learner's permit.

Remember when Formula One used to have one qualifying session on Saturday afternoon? There were no combined session times, tire restrictions, or race fuel strategies, just lap after lap of faster and faster times as each driver took their best shot for the pole. This somewhat describes the excitement surrounding C-Modified for the weekend. The last four runs announced on Saturday were followed by louder and louder cheers as each driver made one last attempt to lead at the halfway point and better the competitor before him. John Engstrom set the mark with a 49.463 and was soon eclipsed by Don Elzinga's 49.002. Don's position as P1 lasted about thirty seconds as Peter Calhoun's 48.634 was announced. By this time, everyone in the paddock, grid, and social tent was watching Mark Lamm as he was the last CM driver on course. When he wiggled at the finish you could hear the groan from the crowd above the roar of the Formula Ford engine – until the timer showed an amazing 48.300. The fans went wild. Sunday was more of the same and Mark maintained his

slim lead for the class win. As many of these drivers are traveling to Topeka in September, be sure to have a seat in the grandstands reserved to watch them go at each other again with a coveted National Championship on the line.



Note – as this was being written the FIA announced they were going to renew the Saturday-only qualifying session. Maybe Bernie heard about our event?

I'd like to send a special thanks to everyone who gave their time to help the Indianapolis Region organize this event. We had almost twenty volunteers – both from the local region and from throughout the Central Division – show up at 9:00AM on Friday to set everything up and get things off to a good start. This momentum was carried throughout the weekend and resulted in a great weekend for everyone involved.

Our next event will be July 17th with the Columbus Region as we try to tackle the tricky surface at Walesboro. Please see their website for details or contact one of the solo chairmen for more information.

At the end of the month, we take our annual break from the timers and run the much-anticipated Australian Pursuit at 16th Street on the 30th. This unique event puts driver-against-driver in a winner-take-all format (well, actually it's double elimination but that's not as exciting to type) on an hourglass-shaped course with competitors starting on opposite sides. Basically, the first one around the course twice wins – no times, no PAX, just you against the guy (or woman) on the other side. This tends to be our most social event of the year so even if you're not competing feel free to stop by and enjoy the competitive atmosphere.

Schedule for the Indy Region and Local area Solo events.

<u>Date</u>	<u>Event</u>	<u>Location</u>
July 17 (Sat)	Pts Event 4 – with CSCC	Walesboro
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

- July 17th - Pts Event 5 - joint w/ Indy at Walesboro
- 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

The solo chairs can be contacted at:


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

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Flyin' So Low at Grissom

CenDiv Solo Results

Position	No.	Driver	Total Time	Position	No.	Driver	Total Time
B Stock				E Street Prepared			
3	7	John Wilmoth	120.867	4	32	Jeremy Straus	119.390
B Stock Ladies				C Prepared			
1	70	Joan Karnas	115.512	8	36	Warren LeVeque	108.534
C Stock				A Modified			
4	49	Clemens Burger	108.773	1	10	Jack Banker	124.128
6	149	Daniel Stone	109.226	C Modified			
14	39	Jeff Alexander	121.354	1	188	Mark Lamm	93.763
E Stock				Fast Time of the Event			
2	37	Cooper Lacy	115.425				
E Stock Ladies				4	131	Brent Cary	95.635
1	9	Peggy Stone	134.695	8	31	Steve Geiger	97.621
F Stock				10	88	Randall Turner	97.772
2	21	Mike Hacker	121.125	D Modified			
3	90	Nathan Glass	121.646	1	117	Stephen Brinkerhoff	103.445
4	1	Rick Fosnight	134.525	3	7	Phil Wehman	105.498
5	130	Jacob Adams	No Time - Saturday only	F Modified			
6	30	Jon Adams	No Time - Saturday only	2	66	Larry Metz	106.333
G Stock				Street Touring S			
4	199	Waylen Hunsucker	113.711	1	177	Eric Brunamonti	111.927
7	99	Darren Daubenspeck	116.621	2	77	Victor Brunamonti	113.887
9	82	Christopher Mc Guire	116.996	4	63	Michael LeVeque	115.775
10	76	Joe Kniesly	119.219	5	21	Jim Lin	121.834
G Stock Ladies				6	1	Jeffrey Boldt	131.168
4	99	Amanda Graham	120.898	Street Touring S 2 Ladies			
H Stock				1	33	Catherine Scionti	127.634
2	57	Larry Harts	114.073	Street Touring X			
4	73	Rick Swarts	118.339	5	41	Warren Kniesly	119.885
H Stock Ladies				Street Touring Ultra			
1	73	Cheryl Swarts	123.175	1	4	Lee Miller	115.455
C Street Prepared							
4	134	Raleigh Boreen	105.624				
6	34	Shane Benson	106.294				
C Street Prepared Ladies							
1	134	Velma Boreen	111.290				
D Street Prepared							
5	6	Steve Linn	115.093				

Found at the CenDiv :

Air Tank, was left in Grid on Saturday at the Indy Region sponsored CenDiv Solo Champion Event #2. Claimant must identify capacity and color in order to claim. To claim, contact Darren Daubenspeck, Indy Region Solo Program Co-Chairman, sccadaub@insightbb.com, or 317-865-0864.



The Australian Pursuit

Indianapolis Region Solo2 Series Points event # 5
Saturday, July 30 Rain or Shine at 16th Street Speedway



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 Chairman for copies of Minor Waivers before the event.

Restrictions on high center of gravity vehicles are also applicable. Contact the Solo Chairman for more details.

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

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

2005 Season Official SCCA Solo Rule books are now available from the Indy Region, at \$20. Save the shipping charges from Nationals! Pick them up at the next Indy Region Solo Event, or contact Darren Daubenspeck to pick them up.

Solo Is: Corvair Fun At The CenDiv

By Warren LeVeque

I love Indiana weather! Once again, I drove in the rain to get to an event. I'm home now (Sun afternoon) and it's pouring rain again. During the event at Grissom Air Force Base near Peru IN, the weather was clear and in the eighties both days.

Grissom has the grippiest surface of any place that we run, far grippier even than the Nationals site. Which means that we have no need to go to the Nationals as all of the National quality competitors come here to practice. This is a great come-uppence for us home bodies as we get thoroughly clobbered.

The test of a good course design is when you are getting clobbered and enjoying it tremendously anyway. The top speeds were no higher than usual (very top of second gear with a 3.27 axle), but the AVERAGE speed was way up. There was no point and squirt (slowing to a near stop and accelerating down a long straight) but lots of high momentum, high G force sweepers. I thought that Saturday's course was unbeatable, but I was wrong; Sunday's was even better. Kudos to the Indy Region! Best event ever at Grissom.



We met another Corvair enthusiast there--Tom Donovan driving a late turbo coupe in ESP.

Michael ran his Stinger in STS and I sort of competed in CP. My sorting seems to be done on the Orange car, so



it'll see very few autocrosses now. I installed a shift light as I never have time to look at the tach. I ran the alarm up to 7000 to avoid seeing the alarm, the setting wasn't high enough. There was so much grip that I



was lifting (not tucking) the inside rear wheel in the sweepers.

Wow,
Great fun!!

June 5/6 was the weekend of the second event of the 2005 CenDiv Solo II Championship Series. Indianapolis Region put on a great event, but unfortunately, only a relatively small number of drivers entered. The approximately 160 who showed up were able to enjoy a couple of excellent courses, a free pizza party, and even some dry sunny weather, despite the thunderstorms in the forecast. The rest missed out. Remember, the 20th anniversary of the series will not happen again. Some entrants who were well aware of that, made the trip to the Grissom Aeroplex from Oklahoma, Missouri, and Minnesota, and they weren't disappointed.

A number of '05 Minis started showing up in GS to give the more established Celicas and Neons a hard time. William Loring could fend off the Mini invasion for one day and took the lead into Sunday's competition. However, Jim Zeisler had the fast time of the class on Sunday and drove past William into first place. John Rogers also went faster than William on Sunday but could not make up his deficit from the first day. However, it was enough to pass Waylen Hunsucker, which left William in second, John in third, and Waylen in fourth place.

In FS, Indy region was well represented, and although George Williams of SBR finished in first, Indys Mike Hacker got the 2nd, edging out Indys Nathan Glass by only ½ second for the two days. And Larry Harts finished 2nd in HS by less than ½ second for the two runs.

In CM, Mark Lamm came into the event with the points

lead after finishing first also at Grissom just a few weeks earlier. However, he showed that this was not fluke as we were able to finish ahead again of some very established names in national Solo II competition: the drivers who finished second, third and fourth at this event have all scored top-3 results in CM at the National Championships in the past. He was able to take the lead during the first day of competition and held on to it until the end. This feat is even more amazing knowing that Mark drives a 1973 Dulon, which is not exactly considered the car to have. Behind him, Peter Calhoun finished second, Don Elzinga third, and Brent Cary fourth.

Steve Brinkerhoff brought his Locost 7 (Lotus replica) for DM, and won by nearly a second ahead of Charles Spera, with Indy's Phil Wehman back in 3rd by another second.

In FM, it was a battle of F500 vs FVee. That Formula 500 was really flying, and Larry Metz with the V had to settle for 2nd place.

In STS, one of the competing father-and-son teams finished upfront. Eric Brunamonti set the fastest times on both days, and nobody was able to touch him. He finished in front of his father in the same family Honda Civic, followed by Sean Grogan in his Dodge Neon ACR, who took home third. Michael LeVeque finished fourth in a car that is not seen very often in this class. His '66 Chevrolet Yenko Stinger is certainly not what the rule makers pictured when they created this class.

Notes From A Nut - The Season Goes Fast!

By Dick Powell

This has definitely been a busy season for me so far. Our club has had a lot of activity for me to enjoy, in addition to my crewing for John Salisbury at the CenDiv Nationals. We started off with Rallies in March and April, and I was able to help pre-check the courses and work checkpoints for the actual rallies. Candice has started the season with a string of great rallies, and will have a fun rally in August, then finish the season with 3 more rallies in the fall. All you need is a driver and navigator (easier than it sounds) to join in the FUN with the rest of us.

The Solo bunch started with spring training seminars to shake the rust off the mind, then the test and tune to shake the rust off the cars before the points season started. We have already had the CenDiv Solo at Grissom (reported in this issue) and will continue with another half dozen points series Solos. If you haven't come out for a Solo, get with it! They can classify any car so you can compete, and if you miss a turn on the

course, the cones don't hurt anything except your pride.

Of course, all this has occurred while the CenDiv National Racing has begun. Starting the end of April, the first 4 CenDiv Nationals occur in 5 weeks, keeping me rather busy. On the week between Nationals, our own Double Regionals took place at IRP, so I was busy there along with the great folks who came out to work the event. Next on our agenda is our own Indy Grand Prix National Races at IRP on July 2-3. We would like to see YOU out at IRP to help us out. You can get right next to the cars on the track by working at a corner station, where experienced people will help you with techniques and safety issues. Or maybe you want to help in Timing and Scoring, where you get to help keep track of the cars during the race to see who is going to win. Or you might like to help organize the cars on the false grid based on their qualifying times, so they go out on the track in the right order. All of these are available to you to help you enjoy the races even more, and you will get your lunches

(Notes From a Nut continued)
each day, and enjoy the Saturday Evening Party knowing you helped make it possible.

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!

Activities Report

By Lou Byer

This month's activities report has a picnic in your future. Rally chair, Candi Pope is planning a summer rally for August 20. Candi asked if I could help by arranging for a shelter at Eagle Creek Park, which I have. So keep your calendars open for a fun rally that will begin, and end with a picnic at the Lilly Lake shelter August 20. The club will provide food to grill, potato salad, slaw, the usual picnic stuff and cold soft drinks. Because it is a city park, I have to say this...no alcohol allowed, okay I said it, you do whatever. Anyone that feels the urge can create a dessert, we will judge them and the winner will get two tickets to the annual cow pie contest in Cammack, Indiana! Who says this club don't care?

Our esteemed leader has also asked me to announce

that the annual awards banquet and year end meeting will not be held together in December. The board, after some discussion as to how to improve attendance at the banquet, concluded that many of our members have too much to attend during December. Which is probably true, the solution is to have a year end meeting in December and move the awards banquet to January after the holiday. So after the Christmas parties are over, the tree and decorations are down, Grandma and Grandpa have gone back to Florida and before the VISA bill comes, we will party! The time and date for this gala event have yet to be finalized, heck I haven't called anyone yet, but as soon as I do, you will read here first.

Minutes of Board Meeting

by Dick Powell

Synopsis of the minutes of the meeting of the Indy Region BOD June 8, 2005. There were 10 Directors and 6 Guests present. Minutes of the previous meeting were approved.

Treasurers Report Rich submitted his report in new format. After slight adjustments, report was accepted.

The caterer's invoice for the awards banquet is still in process; Lou Ann is working to get it cleared up with her bank.

An accountant has the club corporate tax forms, books, and files for review.

Rally Candice Pope and Lou Byer are planning a summer fun rally for August 20, ending at a picnic in Eagle Creek Park. Candi will get the sanction as a social rally at a reduced fee.

Chuck Hanson is revising the rental contract: so far no other clubs have requested to rent.

Solo The CenDiv Solo had 160 entrants, fewer than last year but still above our break even point, primarily because of the rental break given to us in return for our workday at Grissom. Expenses and Deposits have been turned in to Rich Lankford. We expect a slight profit when everything is finalized.

Darren has found someone to work on the lights for da Bus in exchange for advertising in Clutch Chatter. The CenDiv Divisional committee has requested da Bus to be used at the Divisional event August 13: approved.

6 of the Rotary Revolution Free Event Entry Tickets have been redeemed at one of our events.

Race We have received an invoice from IRP for the May races, but not itemized. Matt and Steve met with Mike at IRP with a list of needs for track future.

We have a written quote for siding repairs and new roof for the tower at IRP. We expect to use some of the existing siding to repair the lower sections, then use flashing to finish the upper sections. Motion was made to spend the necessary funds to complete the repairs: approved.

July Nationals race committee will meet after BOD meeting. June issue of Clutch Chatter was mailed to all members with a plea for help at the races. BOD decided to send the July issue / program to all members again to hopefully get more workers; extra cost to be designated to race budget.

Matt sent a letter of approval to Western Ohio Region for their event at IRP according to BOD decision in May.

Clutch Chatter Expenses for year to date are still slightly ahead of projected budget. Dick requested everyone's articles and input to be submitted by June 15 to facilitate getting the paper to everyone at least a week before the races.

Dick reminded our Solo and Rally chairs of our policy of providing 3 issues to non-member competitors, and asked for names to be submitted for the mailing list.

Activities Lou has the contract for the picnic area at Eagle Creek Park for the Aug 20 rally.

Lou has not gotten any information for our awards banquet yet, and is still pursuing some options.

New Business Matt is working with Car and Driver for possible recruiting booth space at their IRP event July 23-24.

Next meeting scheduled for Tuesday, July 12 at Cornerstone Controls.

Meeting was adjourned.

2005 CenDiv Race Schedule

DATE	DRIVER'S SCHOOLS	REGIONALS	NATIONALS	OTHER EVENTS
July 2-3		CINCY @ MO(D)(C4)	INDY @ IRP	
July 9-10		BVR @ BHF (D)		
		NEO @ NL(D)(C4)		
July 16-17				BRIC @ RA Indy Region Solo 4
July 23-24		MIL @ RA (R)	MIL @ RA	
		NEO @ NL (R) Enduro		
July 30-31		FWR @ MO(D)(C4)		Indy Region Solo 5
		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
Aug. 28				Indy Region Solo 6
Sept. 3-4 Labor Day		WMR/LSR @ GRA (D) (C4)		
		MIL @ MM (D)		
Sept. 10-11		OVR @ MO (D)(C4)		
Sept. 18				Indy Region Solo 7
Sept. 24-25		SCCA National	Runoffs @ MO	
Oct. 8-9		CHI @ BHF		
Oct. 16				Indy Region Solo 8
Nov. 6				Indy Region Solo Worker Invitational

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.

Runoffs Qualification Explained

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

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

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

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

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

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 # _____

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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 _____



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Membership Application

Dear Prospective SCCA Member:

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

PLEASE PRINT OR TYPE

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 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

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: GT1 Camaro, rolling chassis with spares, Dave Watson chassis, fully developed race winner, CENDIV Regional Champion 2000, 2001 not raced since. SCP quick change, Sweet power steering, Wide 5, Carrerra, Tilton, 32 gallon fuel cell, 12 wheels, rain tires, and spares. \$13K Ricke.Katko@GM.com or call (317) 242-2225



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
jpartridgeattreefarm@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 1275 Spridget race engine, 12.5:1, 40 over flat tops, Taber cam, roller rockers, head freshened and ready, new gasket furnished, crank has new rod bearings in place. With or without Back Plate to use Datsun 5-speed.

1275 Spridget race engine, 12:1, Top end, pistons, and head done by Taber w/ his cam, roller rockers, head freshened and ready, new gasket furnished.

For either or both, call 765-644-6631
W.J. Campbell, Anderson, IN



For Sale: 90 KBS Mark V w/QRS 4 Link & Custom Trailer

Due to current finances I am forced to liquidate from racing (a sad reality). So this is a complete racing package of everything you need to race in F500 at a very competitive basis! This KBS has the best of everything, QRS 4 link, Maverick dampeners, CNC masters, new Wilwood brakes, w/ 4 vented & slotted rotors, Hi-Tech updated Polaris/Arctic Cat clutches, new 6 pt harness & fire suppression, AIM MC3+ Gold for auto DAS, 2 sets of rains, 4 of slicks tons of spares including Car lift & SCCA transponder. Also, custom made lightweight trailer. Will haul car, car lift, pit cycle (I used Honda CT 70 for sale separately) 10X10 HD EZ up fuel, generator, standing rolling tool box, 2 sets of rains and 2 1/2 of tires and more. Trailer has fold out workbench, towel dispenser, stainless workbench & more. There is too much to list here. Pricing is negotiable between \$9~12,000 complete! I am making up detail set of pics of car and trailer.

Email FastRTeam@cs.com or call Tony at 317-776-2434



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: 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' tandem open trailer with tire rack. All 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 Rigen 815-467-9212
lrig60@aol.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 jahracers@quixnet.net

Indy Region's Next Board Meeting at Cornerstone Controls

8525 Northwest Blvd

**Just east of the 86th Street and I-465 interchange
on the northwest side.**

Contact: Lou Byer cwbnewpal@insightbb.com 317-861-0710
Matt Curry mc2fast@indy.rr.com 317-818-0769
Steve Linn racerlinn@sbcglobal.net 317-727-4010

Or any Board member from the inside front cover.

Tuesday July 12 6:30 - 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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