



AUGUST 2005

Clutch Chatter

THE OFFICIAL PUBLICATION OF THE
INDIANAPOLIS REGION OF THE



NEWS AND STORIES ABOUT EVENTS OF YOUR REGION OF YOUR CLUB

Results and pictures inside from the 2005 Indy Grand Prix National Races

*Indy Region has 5 winners
and 15 podiums at our own
National Races.*



*John LaRue doubles his wins with
the Indy Grand Prix Nationals and
the June Sprints !*

*See what's happening at our Solo
and Rally activities!
Mid-season points reports
and upcoming events*

Come out and — Join us for the FUN

*Check out the Involved Member Awards points rules:
Page 12 - submit your points and BE an Involved Member!*

indyscca.org

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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



August 20	Fun Rally around Eagle Creek Park
August 21	CSCC Solo points # 6, Walesboro
August 28	Solo points # 6, 16th Street (changed)
Sept 4	CSCC Solo points # 7, Walesboro
Sept 5	CSCC Solo points # 8, Walesboro
Sept 18	Solo points # 7 with CSCC, Walesboro
Oct 8-9	CSCC Solo points # 10, Walesboro
Oct 16	Solo points # 8, Grissom
Nov 16	Solo Worker Invitational, 16th Street

Contents

RE Report	3
JES Communications Ad	3
Custom Helmet Painting Ad	3
Indy Grand Prix Nationals Results	4
June Sprints Results	6
The Race Report	8
Thrifty Rentals Coupon	8
Solo Report	9
Solo Points Event 4 Results	10
Solo Midseason Points	10
Solo Points Event 6 (8/28) Ad	11
Solo Points Event 7 (9/18) Ad	11
Solo Rulebooks Ad	11
Solo Is: Iowa Corsa Convention	12
Involved Member Award Rules	12
Minutes of last month Board meeting	13
Fun Rally 8/20 Ad	14
National Rally Series Report	15
CenDiv Race Schedule	16
Runoffs Qualification Explained	16
National Point Standings	16
AIM Tuning ad	17
Opt-In/Opt-Out Policy	17
Membership Application	18
Classifieds	19
Board Meeting Notice	back cover

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 the particular event you want pictures of, to: Dick Powell, editor, 2835 Madelynne Drive, Apt. D Indianapolis, IN 46229 You should get the CD in the mail in about a week.

RE News: Thanks for a Great Indy Grand Prix Nationals

by Matt Curry



Thanks to everybody who supported the Indy Grand Prix on July 2-3.

We had a good turnout of workers including many newcomers, and several of them said that they are looking forward to our next race. Pretty much across the board, specialty by specialty, we had a mix of newcomers and vets. The vets were from Indy Region and other regions (including a couple of new specialty chiefs). The response to our call for help was the best in years.

Workers chose from free event coupons or Mechanix Wear gloves as their freebie. The gloves were a big hit. Thanks to Jason Baugh at The Racer's Source: Trackside Supply for helping to pull that together.

We hosted 140 drivers who behaved very well (few incidents) and put on some great shows. I counted 27 Indy Region drivers and must say that their turnout was encouraging and an improvement over what we had last year; I take this as a signal of their support for the work we've done. Some of them took home one of the excellent trophies which still get rave reviews.

We heard a lot of compliments about the improvements to the track and about how well the event was ran -- which is a reflection on the efforts put in before and during the weekend. The tower again served us well. A huge thanks is due to Steve Linn as our construction manager, the people involved in getting the roof on the tower, and IRP for the additional pavement upgrades done in June.

The Saturday evening party was well-attended, with an excellent band and lots of giveaways. Thanks to Hoosier, Dave Garner and his

trackside crew for providing that most excellent grand prize -- a set of four Hoosier race tires! Many people don't realize that this is probably the best party put on at any race event in all of Cendiv, and the effort put into making this happen can easily be taken for granted by those who have grown used to attending year after year. Jeanne Spellman and her crew deserve the thanks for another outstanding effort.

There were many "behind the scenes" heroes. Dick Powell and Cathy Hart deserve specific mention and they know why.

We faced a few challenges over the weekend, all of which were handled promptly and professionally. This is the testament to the desire of all involved to put on an excellent event.

We were blessed with great weather -- you almost couldn't have asked for any better. I hope you all had fun and are looking forward to next years' races.

Looking forward to 2006, we e-mailed a survey to 100 drivers and many workers, seeking their comments about this year's event -- what worked well, what needs work. The response rate was very good. The responses were insightful. The many positive comments were encouraging. There are also many challenges out there for Indy Region to overcome. If you did not receive the survey, please contact me directly at mc2fast@indy.rr.com or call me in the evening at 317-818-0769.

Thanks again to all of you,
Matt Curry, RE, Indy Region SCCA

THANKS AGAIN, WORKERS (Our All-Volunteer Core)

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Indy Region Members Take 5 Wins and 15 Podium Spots at the Indy Grand Prix National Races

The Independence Day weekend saw some great racing at Indianapolis Raceway Park for the Indy Grand Prix SCCA National Races. With 23 classes in competition, a full third of the classes were won by less than 2 seconds, many bumper to bumper. Race 5 had the first three overall F500's from Indy Region, followed by the Jennerjahn's in their FV's making the top 5 overall, followed by the rest of the pack: Hey Indy Region! The weather cooperated, and the track was good enough to show us 5 racers running under existing track records, not counting GTL, which as a new class had all new records. Those who finished well enough for a trophy were rewarded again with a personalized trophy containing a picture of their own car on the track.

Another Fun thing we did again this year was the Worker's Choice Awards. After each race, the workers all voted on their favorite among all the competitors in the race, and the most votes got a case of Coke. Some were winners, some were hard chargers, some were hard-luckers, but all were the favorites of the Workers.

Presented here are the results for our Indy Region Racers, and the Worker's Choice awards.



FINAL RESULTS FOR - Race # 1- SRF

OA	CL	CAR	PLACE	#	CLASS	DRIVER	HOMETOWN	ST	REGION	YR	CAR	LAPS	FAST-TIME
2	2	57	SRF	Donald	Munday	Avon	IN	Indy			SRF	18	1:46.139
14	14	03	SRF	Les	Acree	Carmel	IN	Indy			SRF	18	1:50.692

Margin of Victory: .587 seconds
Workers Choice Award: #31 B.J. Zacharias

FINAL RESULTS FOR - Race # 2- AS GT1 GT2 GT3

OA	CL	CAR	PLACE	#	CLASS	DRIVER	HOMETOWN	ST	REGION	YR	CAR	LAPS	FAST-TIME
17	8	14	AS	Yngvar	Brynildssen	Indianapolis	IN	Indy		95	Ford	16	1:48.231
19	5	80	GT3	Patrick	Tipton	Indianapolis	IN	Indy		73	Mazda	15	1:56.550
DNF		30	AS	Darren	Stanley	Indianapolis	IN	Indy		98	Mustang	*3	1:46.521

* Not running at finish
Workers Choice Award: GT2 #50 Tom Patton

FINAL RESULTS FOR
Race # 3
FA FM
CSR DSR S2



OA	CL	CAR	PLACE	#	CLASS	DRIVER	HOMETOWN	ST	REGION	YR	CAR	LAPS	FAST-TIME
1	1	69	FA	Paddy	O'Brien	Indianapolis	IN	Indy			Swift DB4	18	1:28.441
4	2	73	S2	Terrence	Garrett	Fishers	IN	Indy			Cole	17	1:34.905
11	3	17	FA	David	Wayne	Franklin	IN	Indy			Swift 008	*11	1:29.590
DNF		05	CSR	Johnny	Reisert	New Albany	IN	Indy			Shannon 002	*1	No-Time

FA Margin of Victory: 25.24 seconds
S2 Margin of Victory: .827 seconds
Workers Choice Award: FM #71 Max Ericson

FINAL RESULTS FOR - Race # 4 - EP FP GP GTL HP
OA CL CAR

PLACE	#	CLASS	DRIVER	HOMETOWN	ST	REGION	YR	CAR	LAPS	FAST-TIME
8	2	8	GTL Bill Partridge	Mooreville	IN	Indy		Nissan	15	1:47.037
19	2	33	HP Jay Lutz	Indianapolis	IN	Indy	60	A-H	15	1:54.265
20	5	01	EP Sheldon Wilde	Indianapolis	IN	Indy	99	Mazda	15	1:51.471
25	3	7	GP Pete Hylton	Brownsburg	IN	Indy	85	VW	14	2:05.909
27	8	84	FP Bobby Caldwell	Terre Haute	IN	Indy	81	BMW	*13	1:52.276

GTL Margin of Victory: 1.597 seconds
Workers Choice Award: FP #29 Woody Smith



FINAL RESULTS FOR - Race # 5- F5 FV
OA CL CAR

PLACE	#	CLASS	DRIVER	HOMETOWN	ST	REGION	YR	CAR	LAPS	FAST-TIME
1	1	92	F5 Jason Knuteson	Danville	IN	Indy	04	Novakar	18	1:38.710
2	2	43	F5 Aaron Ellis	Indianapolis	IN	Indy		Red Devil	18	1:39.420
3	3	91	F5 James Weida	Lafayette	IN	Indy	00	NovaKar	18	1:44.735
4	1	46	FV Chris Jennerjahn	Hartford City	IN	Indy		Mysterian	17	1:48.585
5	2	48	FV Brian Jennerjahn	Hartford City	IN	Indy		Citation B	17	1:49.080
7	4	86	FV Mike Landon	Zionsville	IN	Indy	91	Williams	17	1:49.238
12	4	38	F5 Fred Edwards	Sturgis	MI	Indy	95	KBS VII	10	1:38.855
DNF	14	F5	Jerry Weida	Lafayette	IN	Indy	00	Novakar	*0	No-Time

Workers Choice Award: F5 #38 Fred Edwards



FINAL RESULTS FOR
Race # 6- SSB SSC T1 T2
OA CL CAR

PLACE	#	CLASS	DRIVER	HOMETOWN	ST	REGION	YR	CAR	LAPS	FAST-TIME
3	2	98	T2 Bill Baten	Indianapolis	IN	Indy	01	Chevy	18	1:48.220
8	1	32	SSC Ralph Porter	Kokomo	IN	Indy	01	Dodge	17	1:56.279

SSC Margin of Victory: .716 seconds
Workers Choice Award: SSC #32 Ralph Porter



FINAL RESULTS FOR
Race # 7- FC FF

PLACE	#	CLASS	DRIVER	HOMETOWN	ST	REGION	YR	CAR	LAPS	FAST-TIME
4	4	34	FC Tim Flock	Mooreville	IN	Indy	95	Van Diemen	18	1:34.253
6	1	17	FF John LaRue	Muncie	IN	Indy		Citation	17	1:35.973
10	4	2	FF Craig Jones	Zionsville	IN	Indy	98	VanDiemen	17	1:40.662
DNF	19	FC	Gregory Gray	Carmel	IN	Indy	98	VanDiemen	*0	No-Time

Workers Choice Award: FC #67 Dave Weitzenhof

Workers Choice Award for Worker Station: Corner 5



The June Sprints at Road America in Wisconsin is the second most prestigious racing event in the SCCA, behind only the runoffs. National Racers come from all over the US to compete for a Sprints Trophy, and to secure the first leg of the SCCA Triple Crown: winning the June Sprints, first in their Division, and the Runoffs National Championship. Three of our Indy Region Racers have won the first leg of their Triple Crown.

Starting the sixth race from his 3rd qualifying position in his T2 Camaro, Bill Baten soon took the lead position over his competitors, and held a slim but solid lead for the rest of the race. The two who out-qualified Bill were never more than 5 seconds back for the entire race, but couldn't catch the hard driven and flawless Mr. Baten. Fine job Bill, taking your trusty old Camaro and showing these snappy newer BMW's and Dodge's how to get around Road America. In the same race, Ralph Porter drove his SSC Neon in some very tough competition to gather a 5th place finish.

Race 7 for Formula Mazda and Formula Ford had John LaRue qualified fastest FF, with a field of strong competition behind him. John steadily drove away from them by hard charging and mistake-free racing, finishing the race with a 15 second cushion. He is second in points in the division for FF, only 1 point behind first, so he is well on the way to the second leg of his Triple Crown. Go John!

I talked to Gerry Mason before qualifying his GT2 Nissan in race group 8, and he expressed concern that the Porsche Cup cars had a significant advantage on this long and fast track. In the first qualifying session, the two fastest Porsche Cup Cars went around the track below the existing track record, and then Mr. Mason pushed his Nissan 300ZX to its limits and set a new Qualifying Track record, beating the second place Porsche by 0.4 seconds. Through the race, he drove hard and fast without making any mistakes, and held off the Porsches for the victory.



Yes, those Porsche Cup Cars were very good on this long and fast course, but Indy Regions Mr. Gerry Mason proved he could not only stay with the best, but beat them to BE the Best! Let's hope this carries over to another long and fast track called Mid-Ohio in late September.

The first 3 races were actually held on Saturday Afternoon, and some of our Indy Region members had very interesting track time: some close racing, some good times, and some not-so-good times.

Race 2 had the F500's in front of the FV's on the grid, with Jason Knuteson qualified 3rd, Aaron Ellis 4th. When the flag flew, Jason stayed with Brian Novak for a very tight



duel at the front. Aaron had a poorer start, and was working diligently to get to the front and join the fray, watching Jason trying all the tricks to get the lead. Jason's efforts ended on lap 11 with a broken steering tie rod end, and Aaron passed Novak for the lead about the same time, holding on to take the Checkered Flag. Unfortunately,



Aaron Ellis and two other F500 competitors were disqualified for not having the pull-cord recoil starters attached to their engines, taking away a very well driven and hard fought race. This really hurts for something that had no bearing on the results, but as Aaron and all of us know, rules are RULES and must be met.

In the second group in that race, Indy's Brian Jennerjahn got the family bragging rights with a great 2nd place qualifying, starting alongside multi-time National Champion Brad Stout. Chris (the son) Jennerjahn had difficulties in qualifying, only managing to post 19th fastest. When the serious part started, Brian stayed right in there with the front bunch, holding position and staying in the draft,



perhaps learning some of Brads techniques and hoping to slingshot at the end. Meanwhile, Chris was working hard to gain some spots through the field, reaching the second drafting bunch and getting up to 7th, but never quite able to get to the first bunch. In the end, the car got tired and Chris slid back to 11th for the flag. Brian was able to stay with the front bunch, but got caught out in the drafting moves and ended in 5th. This Family of Indy Region Formula Vee Racers really showed their capabilities in the most competitive class of SCCA National Racing, staying

with and challenging the best racers in the US. Well Done, Brian and Chris.

Race 3 was the last for Saturday, the Production and GT Lite classes. Our own Bill Partridge used the second qualifying session to put his Nissan Sentra 2nd in class, and gridding directly behind Bill Davidson's Fast Fiesta leading the class. Coming to the starting flag, the field had a major hiccup, and Bill ended up running off track to avoid other vehicles, getting back on track after losing a few positions. There were four vehicles in the concrete wall on the uphill before the start line, requiring a few laps of Full-Course Yellow to clear the track for competition. When the



track was ready, Bill was far back from his class lead, and had a hard drive to regain some positions, finally managing to get back to 2nd in class and a respectable 12th overall.

Our "honorary Indy Region Racer" John Salisbury was also in the third rage group with his H-production Sprite. During the first qualifying session on Friday, John had a slight disagreement with the Turn 5 concrete wall: the wall won. The front end had a lot of damage, and we spent the rest of Friday and all day Saturday getting the front section of the frame in workable shape, and the front bodywork repaired to look reasonably normal. The car was fired and taken to the grid at last call, and started from the 41st grid spot, 3rd HP, and a dozen places behind Chris Christenberry's HP pole. John somehow missed the big mess at the start by inches, and set out to gain some positions when the flag flew to race for real. The handling was off somewhat, but John drove all he could to catch Richard Root and pass on the 11th lap (in turn 5) for a hard-earned second place in HP. The effort was definitely worthwhile, as the 9 points put John first in HP for CenDiv.



The Race Report: Greetings from the road racer..

By Jeanne Spellman

I want to thank everyone who worked so hard on the race program this year. As we had major issues at home I appreciate Matt & Steve especially for stepping forward and putting in the extra effort needed.

When I took on the position of race chairman I had certain goals in mind for the program. These have basically been met after the bumpy worker issue of May races where I had naively put trust into a couple of specialty chiefs who had grossly let us all down and nearly cost us the race. We won't revisit that. Combined efforts to correct have put that in the past with an ever watchful eye on the future.

My goals were as following:

When our club committed to continue the road racing program Matt did a fantastic job working out an agreement with IRP on the paving. As all are aware this really challenged us financially from our savings. My goal at that time became that road racing would cut excessive spending enough without diminishing the quality of the product so that we could repay savings within a 2-3 year time period. Although not all of the figures are in and we have had many "surprise" expenditures it looks like as a whole we will accomplish that goal ahead of schedule. As an example, we saved on the national race for lunches, beverages, pig in, and equipment rental, while Matt has been able to add some work but save us more money for trophies & flags and the feedback in these areas have been very positive. This certainly helps offset the tower issue and expenses.

When Andy, Steve, and myself met with Mike Myslinski in March it was brought to my attention that there was a communication error that it was set in granite that the tower was going down. I committed to save the tower for what I considered safety reasons on changing the finish line. Frank & I knew the right guy to go to for roofing help. John Reidling Construction has been very good to us with help on the roofing and siding materials and labor. We can give credit to Steve for "job boss liaison" & Matt & helpers for continuing the hard effort on the tower. There are still communication issues and more work to be done.

When Matt & I sat down to work on the supplementals for both races a goal was to make the race groupings more manageable for T&S, Tech, the stewards and basically, all workers. Nobody likes to be the last group of the day but it

has worked out with smaller groups at the end less pressure on everyone to finish the event & pack it up. We've all gotten out a little earlier.

One of my largest goals was to increase member involvement. Matt & I (and several others) have worked diligently to recruit, train and retain workers. May was a crisis, July was the fruit of our labor. We need to continue throughout the year to recruit and train as we still have some worker areas that need improvement (starters, f&c, pit & grid, course). My goal was to set into motion an integrated system of teamwork where workers could help in other specialties that they might enjoy or that need the extra help. We had many "newbies" who came out and worked more than one job and had fun doing it. A prime example of a great team player is Candy...everywhere there was a need Candy stepped forward to learn a little more and do a little more. She has a great calling at driver information! She is only one example and Matt has appropriately thanked everyone as I have too. It was great to see solo, rally and racers all working together to put on this event. We even have volunteers from outside our racing community who wish to do the cooking & serving at next years pig in. That "wows" me!!

On this note I would like to say "thanks for the memories". Most goals having been accomplished and with the racing season now over for Indy races, "Elvis has left the building" and I'm going with him. I will work with the next race chair only as needed but I want to enjoy working under my other licenses as well as tech. I have been too busy the last 5 years assisting & chairing that I haven't gotten to be a moving target in the pits or grid, registration or anything else. I pass the torch and my blessings on to the next chair.

Thanks again for the memories!



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SoLo Report: Hot Year for SoLo, and Event #6 Change of Venue

by Darren Daubenspeck



Looks like we're having a real Hoosier Summer in 2005, instead of the cool summers of the most recent years. You can practically listen to the rubber sizzle, bubble, and melt in the grid during a heat. There's more hand-pump sprayers in the grid than on the shelf at the Home Depot! Ask Steve Linn - he counted while buying parts (?) for his car there. I guess they sell stickers?

PLEASE NOTE THE CHANGES TO POINTS EVENT #6 - THE LOCATION HAS CHANGED! Our August 28th event will be at the 16th Street Stadium, NOT at Converse as originally published. The group responsible for putting on the #6 Event (The 3 co-chairs, the event chair, and the course designer) all decided to relocate to 16th Street, because of the conditions at the Converse Airport. Apparently there is quite a bit of grain residue and dirt left over from the temporary grain storage at the site last winter - and then the deteriorating surface conditions factored in the decision as well. A Converse event will require a volunteer work day to clean up the site and patch potholes before we can run on it again, and the no one in the group could commit the necessary time to administrate a work day - much less drum up volunteers. Anyone who wants to take a leadership role for a Converse Event in 2006 is urged to contact the Solo program chairs, so that we can start getting support and Work Day volunteers NOW to make a Converse event a reality.

Our CSCC hosts at Walesboro put on a great Event on July 17th, which was incorporated into the Indy Solo season as a regular points event. STS was the most popular class, with 9 competitors. G Stock, my stomping grounds, was the second-largest class - and a real dogfight for Daubenspeck. Mini S's were swarming me like angry bees, and I got stung by one-a dem. At least I beat the Subie, and the Golf players. Really, why did VW name a car after a Scottish game where drunks chase a little white ball through a cow pasture? Those silly Deutchlanders musta been tanked up on the schnapps that day!

Muchas Gracias to those who have already volunteered for an event specialty position at the first few events of the year. We'll need more caring, g-force crazed souls to step up to carry out the remaining events - please contact one of the Solo chairs to volunteer!

If you're a user of the MyAutoEvents.com event schedule and registration system (and you SHOULD be, it's pretty handy!), you've noticed that we do advertise on that Internet service. Unlike last year, we are not accepting pre-registration on that Internet service. Our typical registration system did not have enough manpower to take advantage of the web registration streamlining, so all the normal series points events are at-site registration only. Volunteers to show up early and take turns at registration working with the event chair are SORELY needed - if you want to help out, please do! Just make yourself known at the event!

Remember that thanks to Jim Lin's electronics skills, dur-

ing the solo events we are now radio broadcasting on 95.1 FM in a small area around the site. This is a great way to stay in contact with the event while you're in the paddock or your car. Pre-event announcements, calls to assemble for meetings, and run times will be announced over the radio and PA system.

It takes the dedicated efforts of Co-Chairmen, Event Chairmen, Event Specialty Volunteers, and an Uncredited Cast of Thousands (well, maybe not that many) to pull off our events, so please step up to give back! During the 2005 season we will be REQUIRING Event Chairman for each Solo event. This will allow members to get more of a feel as to the actual running of individual events while the Solo Program Chairmen will concentrate on the program as a whole. The duties of an Event Chair are all the things you already see us do at an event: Arrive early, set the course, run registration, run the drivers meeting, assign run groups, oversee the running of the event, and hand out trophies at the end. By working as an Event Chair, you will get a good idea of all that is involved in running a successful event, plus you can qualify those year-end class trophy points. Don't worry, the Solo Chairs will still be there to guide you along. We will be posting the names of those that have volunteered to be an Event Chair (see the Solo Schedule in this issue) in both the Clutch Chatter and on the website. It's easy to volunteer - just contact us!! Solo Events without a designated Event Chair will be cancelled. Remember - this is YOUR club!

I urge those of you that have email to sign up for the Indy SCCA Yahoo email group to receive the latest updates and information. There are different contact options available so that you can choose to receive individual emails, digests, or special notices only. It's a relatively low volume list and it is a great way to keep in touch with the latest news about the Indy Region. A link to the group site is located on the main page of the www.indyscca.org website or you can go directly to: <http://groups.yahoo.com/group/indyscca/>

Schedule for the Indy Region and Local area Solo events.

<u>Date</u>	<u>Event</u>	<u>Location</u>
August 28 (Sun)	Points Event 6	16 th Street
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

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 m McGuirecm@aol.com

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July 17 Points Event 4 at Walesboro results

Driver	Best Time	Driver	Best Time	Driver	Best Time
Super Stock		H Stock		Street Touring S	
Jack Tovey	64.442	Randy Hall	67.146	Vic Brunamonti	64.338
C Stock		Brad Hayes	70.253	Jim Lin	66.758
Paul Feigert	66.685	Jeff Skeens	77.428	Brian Davis	67.008
Jeff Alexander	68.692	B Street Prepared		Toby Wallace	67.196
Lloyd Feldman	69.607	Ralph Ford	63.680	Todd Kirkland	68.314
Dick Davis	69.608	C Street Prepared		Logan Davis	70.965
D Stock		Kevin Miller	63.016	Jeremy Garrett	71.236
Bob Farr	63.431	Joel Harleman	66.148	Jorge Vega	71.405
James Cannon	66.393	Bruce Durrell	68.699	Craig Hadley	77.015
E Stock		Scott DeCoursey	68.996	Street Touring X	
Bob Cochrane	66.430	E Street Prepared		David Woodward	65.821
F Stock		Brian Kerns	65.414	Pat Gilbert	65.955
Sean Murphy	64.809	Shaun Holsapple	69.099	Craig Moore	66.204
Ryan Truex	73.192	F Street Prepared		JD Ferguson	71.785
G Stock		Bob Weimer	70.701	Steve Bohon	74.113
Matt Jensen	64.498	Zach Weimer	74.774	Street Modified	
Fast PAX Time Of The Day		D Modified		Steve Linn	62.476
Darren Daubenspeck	64.589	Stephan Brinkerhoff	59.846	Scott Dales	64.068
Waylen Hunsucker	64.915	Fast Time Of The Day		Adam Kolatorowicz	66.072
Jay Nogan	66.685	Phil Wehman	60.399	James Bose	69.136
Chris McGuire	67.029	E Modified		Brian Meyer	70.877
Justin Short	68.864	Jack Banker	67.813	Street Modified 2	
Kyle Amich	69.586	Street Touring Ultra		Brian Bauer	68.853
H Stock Ladies		Lee Miller	65.172	Formula Junior Kart 1	
Nancy Hayes	76.842	Spenser Vaughn	73.251	Nicholas Whittle	66.830
				Robby Linn	74.785

Indy Region Solo 2 midseason points

Driver	Points	Driver	Points	Driver	Points	Driver	Points	Driver	Points
SS		GS		Gerry Thompson		CSPL			
Chris Northway	18	Matthew Jensen	24	Jacob Adams		Velma Boreen	12		
Jack Tovey	12	Darren Daubenspeck	21	HSL		DSP			
SSL		Waylen Hunsucker	20	Cheryl Swarts	12	Steve Linn	5		
Toni Brown		Chris McGuire	11	ASP		ESP			
BS		Joe Kniesly	7	Larry Metz		Jeremy Straus	6		
John Wilmoth	19	Brian Gard		CSP		CP			
BSL		Mark Stonecipher		Joel Harleman	18	Paul Fox	12		
Joan Karnas	12	Valerie Gard		Jason Russell	12	Warren LeVeque	2		
CS		GSL		Bruce Durrell	7	AM			
Dan Stone	16	Amanda Graham	6	Raleigh Boreen	6	Jack Banker	12		
Dick Davis	6	Stephen Brinkerhoff	12	Scott DeCoursey	6				
Clemens Burger	6	Rick Swarts	6	Shane Benson	4				
		Jason Russell		Velma Boreen					

Indy Region Solo 2 midseason points (continued)

Driver	Points	Driver	Points	Driver	Points	Driver	Points
CM		STS		STX		SM	
Mark Lamm	12	Jim Lin	26	David Woodward	21	Scott Dales	21
Brent Cary	6	Jeffery Boldt	10	Kyle Broeker	12	Steve Linn	12
Steve Geiger	2	Brian Davis	7	Warren Kniesley	11	Chester Bell	
Randall Turner	1	Jeremy Garrett	3	Dale Brier	7	Rob Morelli	
		Chris McGuire		Mike Baker	4	Jeremy Straus	
DM		Jeff Rapp		Rob Louie	2		
Phil Wehman	28	Geoffrey Chambers		Kevin Kent		STS2	
Stephen Brinkerhoff	24					Kristian Hahne	12
		STSL		STXL		STS2L	
EM		Catherine Scionti		Amanda Graham	12	Catherine Scionti	12
Jack Banker	24						
						SM2	
						Brian Bauer	24
						Gus Hammerly	
						STU	
						Lee Miller	36
						Ryan Mansfield	9
						FJ1	
						Robby Linn	9

Indy Region Solo II Points Event # 6

Indianapolis Region Solo2 Series

Sunday, August 28, 2005
Rain or Shine

Location:
16th Street Speedway/Bush Stadium

PLEASE NOTE LOCATION CHANGE!!!

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 sccadaub@insightbb.com
Jim Lin LinMotorsport@comcast.net
Chris McGuire 317-694-3048 m McGuirecm@aol.com

Indy Region Solo II Points Event 7

Indianapolis Region Solo2 Series
Hosted by the Columbus Region SCCA Solo Program
Sunday, September 18, 2005 Rain or Shine
Location: **Walesboro Airport (just south of Columbus)**

For directions visit www.cscscca.org

Karts Welcome 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:	9:00 AM – 10:00 AM
Driver's Meeting:	10:15 AM
Event Start:	10:30 AM

Cost: \$15.00 SCCA Members, \$20.00 Non-Members

Contacts:
Darren Daubenspeck 865-0864 sccadaub@insightbb.com
Jim Lin LinMotorsport@comcast.net
Chris McGuire 317-694-3048 m 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.

No pylons in Iowa. And a little "Pig" racing. Assuming that all of the actual facts will be covered elsewhere; here are just a few memories from the Iowa cornfields. This was the most laid back and relaxed convention ever. A National would be just to busy to achieve this status.

The first event, while not truly convention related, was the Marshalltown Iowa time Trials. I purposely arrived a day early to achieve this Zen state. It almost didn't work as I had to replace the truck alternator in the Autozone parking lot after starting out. Apparently a life time warranty is 1 1/2 years.

The little road course at Marshalltown was originally a Kart racing facility. It has been improved over the years to become a 2nd and 3rd gear road course without all of those boring long straights.

I had visited there in 1999 at the first Iowa Corvair Fire and Ice event and set a 2 lap fast time of 79.3 in my YS 015 Stinger. Michael stuffed his 13/1, 6 runner, 3 9/16, 312/320 cammed race car engine (his words "Grenade with the pin half pulled") into his barely streetable YS 045 and brought 3 different types of competition tires with him - going to run wherever the greatest interest was. Apparently the record was of greatest interest, because the Race Slicks went on.

I was debuting the Bill Thomas/Doug Roe car. It was tested at local SCCA events this Spring to assure that not too many parts would fall off in Corvair public. The Orange car engine is 7 /1 comp, 280 cam, .030 overbore, and 10 psi boost. The grenade part starts at 15 psi boost.

I was cautioned by the racers who had run this event for 6 years that the fastest runs always came early in the day. It was 98 degrees this day, so I was a believer.

The first time out was the record breaker at 78.0 which was unachievable, but close, again as the day heated up even with the removal of 150# of unneeded items.

Michael was next fastest and the Tweety Fastest Stinger at 80.743. Dan Konkle was the Tweety Fastest 90% racer at 81.882. Ed Cunneen got the Tweety Fastest Street Car at 85.808. Jim Dallas borrowed John Miller's '65 110 Pg coupe to win Tweety Fastest Stock car at 101.474 on his last run. Sheila Lambson received the Lady Tweety with 104.0. Tweety's Choice was by acclamation and went to Kevin Wilson for best sound and for the long trip from Alaska.

Donna Mae Mimms -- our Yenka Stinger celebrity (Raced Stingers in the 60's) -- injured her foot while trying to repair the alternator on her very pink Corvette. She and Tom Shepard were seen racing each other around the road course on their electric scooters. A kiss from Donna

Mae was my trophy.

As I didn't have a suitable car for the Econorun and Rally, the next two days were very relaxed. I got to examine the valve cover racer's ingenuity up close, visit the vendors and just visit. There was a piano in the Hospitality room which Paul Moore, myself and two others shared. We tried but couldn't get a sing-along group together. Singers; be forewarned in Portland. Donna Mae told us Yenka stories at the Spaghetti dinner.

The Hotel was just beautiful. All of the floors had terraced internal walkways, flowing waterfalls and glass elevators. The breakfast and lunch buffets were great and reasonable and we didn't have to go out for food. We did dine in the Amana Colonies one evening.

The Friday autocross was at Hawkeye Downs. The banked 1/2 mile oval track and the banked 1/4 mile oval track shared the main straight. We made a lap around each before going through the finish lights. The outside 1/2 mile track was over 50 feet wide and the only pylons used were to keep the cars 25 ft. from the hard outside walls. Stock cars ran less than 70 mph at the fastest.

I had remarked earlier in the day, that my son Michael was sure to beat me in the near future. It turned out to be this very day! He was ahead after the 3rd runs. He is the bravest racer that I've ever known. He took all of the turns in 4th gear and in the high line. I went back to my truck and pondered (sulked) about what to do. We had identical gears, power, and tires. The only answer was to never let up and only adjust with brakes (remember--turbo engine) and take the highest and most banked line possible. I kicked up dirt and grass on the 1/4 oval and was scared shi---less; but I got him.

There was lots of car sharing and fun runs. Michael had the perfect race engine as it gave up in the fun runs with Ned Madsen driving.

Jim Dallas borrowed another car and won a trophy in CC class which Michael won over Jeff Rapp who was driving for ailing Mark Gillispie.

Chuck Armer put Michael's Falken tires on his Senior winner concours car "Darth" and won a 2nd place trophy. Kevin Wilson won Street mod.

The most deserving, but not winning racers were Dan Higdon and Ray Lough. Ray is the blind owner and preparer of the race car. He is a lawyer and has fostered 26 kids and had an adopted daughter with him. Ray is an amazing model for all of us.

On to Portland Oregon, for the National Convention, where we have the Portland International Road Race course rented.

Involved Member Award Points, Rules, and Report Form

The purpose of the Involved member award is to recognize Indy Region members who exhibit exceptional participation during the year. It is not a competition between members. In fact, the more award recipients the better. It is truly a celebration of dedication, support and commitment to Indy Region SCCA.

An Involved member award will be presented to each Indianapolis Region member, 16 years of age and older, who earns a minimum of 800 points in a calendar year by participating in at least two of the following four areas of participation: meetings and other club-sponsored special events, rally, race and solo.

An Involved member award will be presented to each Indianapolis Region junior member, under 16 years of age, who earns a minimum of 400 points in a calendar year by participating in at least two of the areas of participation.

The Involved member award will be an embroidered lightweight jacket or fleece. A member will be awarded a jacket only once in five years. A repeat award will be recognized by embroidering the award year on the jacket.

Points are awarded as follows:

Indy Region Board of Directors	100 per year
Newsletter Editor	100 per year
Webmaster	100 per year
Pointskeeper	100 per year
Program Chair	100 per year

Race Events:

Event Chair	400 per event
Event Co/Assistant Chair	250 per event
Working Chief of Specialty	125 per day
Worker	100 per day
Driver/ Crew	50 per day

Solo 2 Events:

Divisional Event Chair	400 per event
Divisional Event Co/Chair	250 per event
Event Chair	100 per event
Event Specialty Chair	75 per event
Driver / Worker	50 per day

Rally Events:

Rallymaster	200 per event
Rally PreCheck / Safety Steward	100 per event
Working Chief of Specialty	75 per day

Driver / Navigator / Worker 50 per day

Other Events:

National/Divisional Rally or Solo Registrar	75 per event
Race or Cendiv Roundtable Chair	100 per event
Banquet or Trophy Chair	100 per year
Cendiv Roundtable/SCCA National Convention	50 per day
Activities Participation	50 per event
Awards Banquet attendance	50 per event
Clutch Chatter / Website article/photos	50 per article
Monthly meeting attendance	30 per event

Points are only awarded for Indy Region events, Cendiv Roundtable, and SCCA National Convention. There will be no combination of points for a single event; points from only one category may be scored per day. For example, a member who is a worker and a driver on the same day at the same event may only score points for one category or the other.

Each member is solely responsible for tracking and reporting their points; no one else will do this for you. To be eligible for an award, the Indy Region member must fill out the form below or a reasonable facsimile and mail it or e-mail it to the membership chairman. The form is available on our website in Excel format. The form must be delivered no later than November 15 in order to receive the award at the annual awards banquet. All forms must be received no later than January 10 in order to be eligible for an Involved member award for the year. Confirming receipt of submitted points is the sole responsibility of the entrant. A person's eligibility will be verified by the Membership Chairman.

Date	Event	How Participated	Points

Minutes of Board Meeting

by Dick Powell

This is a synopsis of minutes of the meeting of the Indy Region BOD July 12, 2005. We had 10 directors and 1 guest present. Minutes of the previous meeting were approved.

Treasurers Report Rich presented the treasurers report, including much of the expenses and income from the National Races.

Rich and Matt Curry are trying to clear up the problem of the Tax Filing Extension for 2002 taxes. Rich has an accountant who is reviewing this years taxes, and is also trying to help with the extension problem.

Solo Darren has talked to a mechanic who may exchange transmission repairs for advertising.

For our August 28th Solo, Chris has suggested a change of venue from Converse, due to deteriorating conditions of Converse, and remaining grain storage on the concrete in areas we would use. He has suggested 16th Street or Anderson. The board agreed to a change; Darren to get

the new info to John Wilmoth and Dick Powell as soon as a decision has been reached so we can get the new venue advertised as early as possible.

Darren, Rick, and Raleigh are working to coordinate efforts to rent da Bus to CenDiv for a divisional Solo at Grissom in August. We need to have one of our people driving da Bus and monitoring the equipment, including use of our back-up timing system.

Darren reported some repairs were made to our timing system, and it is functional and ready for our next event.

Rally There was nothing to report for the rally program for July. Lou Byer is getting information on the August 20 rally/picnic for an ad for CC and website.

Race Jeanne gave a report on the race program for the year, and Thanked all those who made extra efforts to help with the races. She also reported we have been approached by other regions to get possible race dates at

IRP. We will definitely maintain contact with them.

Andy Weldon Thanked all of the workers for their efforts to make the Indy Grand Prix Nationals a successful event, and a credit to the club and the Chief Steward.

Matt Curry sent out questionnaires to the racers by email, and has received a lot of responses. Many excellent comments and suggestions, and many rated the race overall at 8 or 9. Many specifically mentioned the party and the Band in their comments. We also had a good commentary on the Official Observers Report.

Jeanne also announced she would not be able to continue as Race Program Chair for next year, citing increased workload and the desire to work in some of the other specialties at the events. The BOD commended Jeanne on a job very well done, and respects her wishes to step down. We will need to get an early commitment for next years race chair, to get an early start on the planning of next years events.

Clutch Chatter The July issue/Race Program was mailed to the full membership again as a means of making more people aware of the event and inviting more people to come out and work the event. Expenses are still slightly ahead of the projected budget for the year to date. We printed an 450 copies of the newsletter to be used as a program for the National Races. Dick thanked everyone for getting items to him early enough for the tight schedule.

Dick requested next months items be submitted by July 22 to allow time to get the paper together. We especially need event ads for the paper. We also need to publish mid-season points for our competitors in Solo and Rally.

Activities The annual meeting for the Indianapolis Region SCCA will be December 10th (Saturday). This year, we will have the awards banquet separate from the annual meeting, with the banquet to be in early 2006. Rick Swarts suggested an afternoon meeting to allow people to get to other December activities. Steve and Jeanne will review the possibility of Hollywood Filmworks for the location.

Lou Byer has investigated some locations for our Awards Banquet, best possibilities so far are The Rathskellar and Primo's. The BOD decided to schedule the Awards Banquet for Saturday January 14, 2006. Lou will continue with the possible locations, using that date for inquiries.

Membership Steve Linn reported current membership at 531. Steve reminded Dick that we needed to print the Involved Member Award information in the next issue of Clutch Chatter.

New Business Next meeting scheduled for Wednesday August 10, 6:15 PM. Lou will call Fastimes for the meeting room.

Meeting was adjourned.

Respectfully submitted, Dick Powell, Secretary

CANDI'S



WATERMELON RIND RUN

OR
**THE
WHO GIVES
A SPIT RALLY**

ALSO KNOWN AS THE
**I SEED THE
LIGHT BUT I CAN'T
RIND THE TIME RALLY**

SATURDAY AUGUST 20TH

BEGINS AT THE **STARBUCKS** PARKING LOT AT 56th & LAYFAYETTE RD.
ENDS WITH A PICNIK AT THE LILLY LAKE PAVILION IN EAGLE CREEK PARK.

THIS IS A FUN RUN NO POINTS WILL BE AWARDED!

**FOOD AND DRINKS WILL BE PROVIDED, AND YOU CAN BRING A DISH PLUS
WE ENCOURAGE DESSERT MAKERS TO DO THEIR BEST AND BRING GOODIES!**

REGISTRATION AT 1:00 PM. DRIVERS MEETING AT 1:30 , FIRST CAR OUT AT 1:45
PICNIC BEGINS APPROXIMATELY AT 4:00PM

ALL MEMBERS, AND NON MEMBERS WELCOME BRING A FRIEND!!

RSVP AND INDICATE IF YOU WILL BE RUNNING THE RALLY OR JUST THERE FOR THE GRUB
TO CANDI POPE @ 797-6151 OR LOU BYER @ 861-0710

WE'LL BE GRILLIN' & HILLIN' AT THE LILLY LAKE PAVILIN'



The 2005 National Rally season has started with three trips to the wild, wild west. Stop one was in Tucson, AZ in March. Stop two was in Bishop, CA in June. And stop three was in Portland, OR in July. Six events, of which five were Course rallies. Talk about frying your brain!

Tucson started with a brisk tour through the desert on mostly un-paved roads. Brisk might be too mild a descriptor as 5 of 14 starters made off course excursions, three of which were serious enough to prevent them from continuing. Fortunately my driver, Ron Ferris from St. Louis, was up to the task and kept us between the cactus and sagebrush. But there were some pretty exciting mountain descents. For those who don't follow the weather in other parts of the country, Tucson had an exceptionally wet winter. Needless to say, the route found its way through the last remaining puddle. We wound up looking like we had been mud bogging. That said, the wet winter had the desert in full bloom while we were there and it was positively gorgeous.

The second day in Tucson was the first Course rally of the season. Let's just say that Ron and I did not communicate very well. We got through the entire route, but managed to buy an awful lot of traps.

For Bishop I had a new driver, Nathan Harris from Los Angeles. Nathan is an enthusiastic member of a local club that specializes in Monte Carlo events. He ran last October's USRRC in Santa Maria, CA and was interested in trying some more SCCA Nationals. We ran in his twin turbo Dodge Stealth (sure is a bunch faster than the Contour).

Bishop is on the east side of the Sierra Nevada mountains and is a popular vacation destination for people who like to ride horses and fish. The scenery is awesome, since the area is dominated by Mount Whitney which is the tallest peak in CA. Saturday produced the most adventure. We started off with an odo check down to Big Pine followed by several traps around town. Then a run up to Mammoth Lake and a few more traps around that town. After lunch we took off to the east around some of the local lakes which was supposed to include some exotic sign traps in an area that turned out to be an Indian reservation, and the Indians were hostile. When they tried to cut us off with their SUV's, Nathan lit the turbos and we got the heck out of there with the Indians in hot pursuit. They chased us all the way to the next control, which fortunately was off the reservation so then they left us

alone, although they kept the control under observation until it closed. Later we found out that they had shattered the passenger window of Ron Ferris' Mini when they ran him off the reservation, so I guess Nathan's use of the turbos was a good idea.

Sunday was pretty anti-climactic after that. Just a lot of trips up and down the Owen River valley figuring out traps.

July was off to Portland, OR for two more Course rallies. The first ran east up the beautiful Columbia River Gorge. The event was aptly named the Scenic View. Jack VonKanel from Washington DC was my third co-pilot of the season and we got off to a decent start. Our main complaint about this event was that it was almost entirely DIYC controls. There would be five DIYC's followed by an open control and a break. Consequently there was no feedback on what you were doing right or wrong, and hence, no opportunity to correct errors.

Sunday was up into Washington state in the vicinity of Mt. St. Helen's. I was told that there was an ash cloud over the mountain, but I never really had a chance to look. We were on some of the twistiest mountain roads I have ever seen, with very large trees right up to the edge of the road, and looking for signs all of the time. Miss one and you were in la-la land. So looking at the view was not exactly an option. On Saturday, we had spent the entire day looking for signs reading "bus stop" which was actually part of "school bus stop ahead" and not to be confused with several "school bus stops ahead." We had seen so many of these on Saturday that we started out on Sunday joking about all the BS signs that we were seeing that didn't count. Unfortunately, we were still joking about these when the rallymaster hit us with "stop ahead." You guessed it, it was part of our old friend "school bus stop ahead" and we missed it because we were only seeing the bus stop. After we got back on course we did halfway decently, but we had screwed up our day.

Running Nationals is a lot of fun. The best part is getting to visit other parts of the country. We stayed an extra week in CA and went to Sequoia, King's Canyon, Yosemite, and Death Valley National Parks. Absolutely awesome. Wanted to stay the following week in WA/OR but had too much work to do. Have to say that I think they would have been as impressive as CA. Oh well, on to PA and ND.

2005 CenDiv Race Schedule

DATE	DRIVER'S SCHOOLS	REGIONALS	NATIONALS	OTHER EVENTS
Aug. 6-7		WOR @ MO(D)(R)(C4)		
Aug. 13-14		CHI @ RA (D)	WMR @ GRA	
Aug. 20-21			NEO @ MO	ALMS @ RA
				Indy Region Fun Rally
Aug. 28				Indy Region Solo 6
Sept. 3-4 Labor Day		WMR/LSR @ GRA (D) (C4)		
Sept. 10-11		OVR @ MO (D)(C4)		
Sept. 18				Indy Region Solo 7
Sept. 19-25		SCCA National	Runoffs @ MO	
Oct. 8-9		CHI @ BHF		
Oct. 16				Indy Region Solo 8
Nov. 6				Indy Region Solo Worker Invitational

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

CenDiv National Racing Indy Region Racers Point Standings 7/16

Driver	Place	Races	Pts	Class
Bill Partridge	1	5	51	GTL
Ralph Porter	2	6	45	SSC
John LaRue	2	3	36	FF
Terrence Garrett	3	4	39	S2
Fred Edwards	3	3	30	F500
Jason Knuteson	4	4	25	F500
Bill Baten	5	3	30	T2
Don Munday	5	4	22	SRF
David Bleke	5	3	20	FA
Aaron Ellis	6	4	24	F500
Brian Jennerjahn	7	5	20	FV
Gerry Mason	8	2	21	GT2
Chris Jennerjahn	8	5	19	FV
Ingvar Brynildssen	10	3	17	AS
Craig Jones	10	3	14	FF
Emmitt Murphy	11	2	12	FA
Jay Lutz	11	1	9	HP
Patrick Tipton	11	1	5	GT3
Paddy O'Brien	13	1	12	FA
Sheldon Wilde	13	2	7	EP
Johnny Reisert	13	1	0	CSR
Thomas Edwards	15	1	7	F500
James Weida	16	1	7	F500
Darren Stanley	17	2	4	AS
Bobby Caldwell	18	2	1	FP
John Salisbury	1	5	45	HP

Runoffs Qualification Explained

The Runoffs are the SCCA Amateur Championships, with the best drivers from the 8 Divisions in each of the 23 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.

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

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298F Gasoline Alley Indpls IN 46222
317.381.0898

Clutch Chatter Mailing Opt-In/Opt-Out

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

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

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

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

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

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

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

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

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

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

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

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

Opt-In/ Opt-Out Form

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

Indy Region SCCA Members Only:

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

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

Name: _____ SCCA Membership # _____

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

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



800-770-2055 www.scca.com

Membership Application

Dear Prospective SCCA Member:

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

PLEASE PRINT OR TYPE

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

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

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

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

PRIMARY INTEREST(S) IN SCCA:

Please send me a Crew License.(Check box)

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

Club Racing Pro Racing Pro Rally Road Rally Solo

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

*Spouse must be regular member's legal spouse.

NATIONAL OFFICE USE ONLY

C- ____ \$ _____
 C- ____ \$ _____
 C- ____ \$ _____
 C- ____ \$ _____
 C- ____ \$ _____

Source

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.

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: 1985 Mazda RX-7, Model FB331. Engine is 12A. This car is in excellent running order, with complete Service Records available. Need to sell to go to Topeka Solo II National Championships. \$2500 OBO
Mark Lamm 317-852-6247
cell (317) 538-6460



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, 494 Rotax, 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 have detail sheets on each item (excel format) with pics of car and trailer.

Email tj_fesi@InsightBB.com or call Tony at 317-776-2434 evenings or weekends

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: 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

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

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

Indy Region's Next Board Meeting at

DOOKZ SPORTS GRILL

3855 East 96th St

**0.6 mile east of
Keystone Ave.**



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

Or any Board member from the inside front cover.

Wednesday Aug 10 6:15 - 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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