

SEPTEMBER 2005



Clutch Chatter

THE OFFICIAL PUBLICATION OF THE
INDIANAPOLIS REGION OF THE



NEWS AND STORIES ABOUT EVENTS OF YOUR REGION OF YOUR CLUB

Runoffs Preview for Indy Region Racers



photo courtesy of Roz Rosintoski Motorsports Photography

*John LaRue leads in Central
Division, trying for Triple Crown !*

*See what's happening at our Solo
and Rally activities!*

Results and upcoming events

Come out and — Join us for the FUN

indyscca.org

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Indy Region Connections

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

Calendar



Sept 4	CSCC Solo points # 7, Walesboro
Sept 5	CSCC Solo points # 8, Walesboro
Sept 18	Solo points # 7 with CSCC, Walesboro
Sept 25	Road Rally # 4, Rick and Cheryl Swarts
Oct 8-9	CSCC Solo points # 10, Walesboro
Oct 16	Solo points # 8, Grissom
Oct 22	Road Rally # 5
Nov 16	Solo Worker Invitational, 16th Street
Nov 20	Road Rally # 6

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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 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: Where Did Summer Go?

by Matt Curry



This time of the year means different things to different people. For most of us it's a busy time of the year for a variety of reasons.

For my daughters it means the end of summer, back to school, and the start of fall sports seasons. That translates almost directly into how I get to spend my time, too. Anybody want to do my yardwork for me? I'd really rather spend my time at a soccer tournament.

To our club's top competitors and funseekers, it means trips down the road to Topeka and Mid-Ohio. Those truly are two of the world's greatest motorsports events. Best of luck to all of you! Make Indy Region proud! Bring back some hardware and/or stories to share with us.

Many others have their eyes on their own prizes, competitive and otherwise. Within the next few months all of the award and trophy standings will be final. Another long year will be behind us. Some will be glad that it's

over, others will wish that it would never end.

While fall is the time for planting trees, similarly it's time to start sorting out our leadership team for 2006. By the time you read this we'll be about three months shy of elections.

I do not intend to seek re-election in 2006. Two years at the wheel as RE meet my self-imposed term limits. I need a break, I know there are others capable of filling this position, and it is time for new perspectives.

As we say every year, there are many levels of involvement in Indy Region leadership. Every little bit helps. If you're interested, let a BOD member hear from you. We can work with you to figure out a role that fits with your desires.

THANKS AGAIN, WORKERS (Our All-Volunteer Core) See YOU at the Board Meeting... Share the FUN...

Activities Report

By Lou Byer

Saturday the 20th proved to be a splendid afternoon for the Candi's Watermelon Rind Run. The Lilly Lake Pavilion overlooks the lake of the same name, maybe that's why they named it that. The sun reflecting off the water and the ducks motoring about the lake made for a terrific end to a fun day! I just wish we could get more members to turn out for such events; even if you don't rally you could have joined us for the food and fun.

We did have about twenty-five or so members and their families show up and that was good. The drinks, the burgers and dogs, watermelon, cookies, and all the treats brought by everyone were all enjoyed. I manned the grill and despite that, no one complained about what came off it, I even had calls for seconds. The party started about 4:00 and we were finished close to 6:30, so we didn't stay and close the park but I believe everyone had a good time. Before, during and after the eats were consumed,

lots of catching up and visiting was going on. The ducks on the lake even received the benefit of our presence as several buns were donated to the ducks evening feed.

Afterwards Candi asked if a hayride and chili cook off some time after the runoffs would get some interest, the response seemed to indicate that people would be interested, so I will let you know about that later. I would like to thank Jeanne and Candi for their help in getting me through this event and hopefully I won't be so stressed the next time. I would also make a request to all our members that it is a club and being so a social organization as well, and clubs are there for the enjoyment of all the membership! So please come out join your club, make a new friend or two. They may prove to be a valuable asset in your life or race, rally or solo program.

Seeya. -- Lou

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Minutes of Board Meeting

by Dick Powell

This is a synopsis of minutes of the meeting of the Indy Region BOD at Dookz Sports Grille August 10, 2005. There were 6 directors and 5 guests present. Minutes of the previous meeting were approved.

Treasurers Report Rich Lankford emailed his report to the BOD prior to the meeting. Matt found on the race sheet an expense listed twice: with this correction, the report was accepted. There was an adjustment from IRP on charges for the Regional races, after which we show a profit for the event. At present, it appears that we had a very good Nationals, with a nice profit to offset the major expenses. The race program, with the very large expenses for track and IRP repairs, has a loss for the year. Jeanne did an exceptional job of cost containment to make the Races a success for the year.

The IRS has declared they did not receive our tax filing for 2003 (filed 2004), in addition to their claim of late filing for 2002. Rich Lankford and his accountant have re-filed taxes for 2003, and are continuing to work with the IRS to clear up the other issues.

Rally Candice is reviewing the possibilities of reducing entry fees for our Picnic/Rally August 20. We may get a sanction as a social rally, which would reduce the sanction fees to SCCA.

Frank will ask Candi to send results from the May 1 Rally to Dick Powell (CC) and John Wilmoth (website), and also send midseason points for publication.

Solo CenDiv has requested our Bus for the CenDiv Solo Championships Aug 13-14. Waylon Hunsucker and Chris McGuire will arrange transportation of da Bus and equipment.

Race We need to firmly establish our Race Program Leadership for next year. We need to be working on the 2006 race dates, and following up on contacts with other regions for possible race dates at IRP. Our Nationals at IRP are definitely moved to the weekend after July 4 (July 8-9, 2006). We have the option of moving our Double Regionals to the weekend before Mothers Day, which the BOD agreed would be better.

Matt Curry has the forms for requesting race dates from CenDiv for 2006, due at CenDiv by Sept 7 for Nationals

dates, and Sept 30 for Regionals and Drivers Schools. CenDiv Roundtable will be in Milwaukee this year on November 5; no decision has been made yet for who will attend.

The SCCA National Office has sent out requests for nominations for Yokohama Worker Of The Year in several categories. Andy Welden suggested we submit Jeanne Spellman for Race Chair of the Year, and has agreed to do so.

Clutch Chatter August expenses were reported for 235 copies of a 20-page paper, 210 mailed. Expenses for the year are still slightly ahead of projected budget. Dick reminded everyone to submit their items for Sept by Sunday August 21.

Solo midseason points and the Involved Member Award rules were published in August. Matt is trying to coordinate points for Competitor Of The Year, which we hope to publish in Sept.

Website John asked if we should remove pictures from 2002 and earlier from the website. In general, the BOD felt we should leave them there until the host requests we reduce memory requirements.

Activities The Rally/Picnic for August 20 is planned and in progress. We are hoping for a good turnout for this fun event.

Membership current membership is 540. Steve asked us to remind everyone we know about the Involved Member Awards for the year. We will put some comments in CC for September also.

New Business Andy Welden will call Chuck Hanson to ask if he will chair the nominating committee again this year. We need to get the word out for interested persons to get their names in for the elections.

Next meeting scheduled for Tuesday September 13; we will try for Fastimes again.

Meeting was adjourned.

Respectfully submitted, Dick Powell, Secretary

Membership Report

By Steve Linn

We would like to welcome the following new members to the Indianapolis Region of the Sports Car Club of America:

Kathi Borsos, Whiteland, IN
Gerardo Gomez, West Lafayette, IN
Yat Kwan Ho, West Lafayette, IN
Arin McIntosh, Mitchell, IN
Richard Parker, Cicero, IN
Sean Murphy, Indianapolis, IN

The Dulin family: James, Tamara, JD and Alexandra Dulin, Carmel, IN
The Smith family: Ken, Cheryl, and Parker Smith, Indianapolis, IN

We look forward to meeting you at an upcoming event!

With the addition of these new enthusiasts, the Indy Region is currently 550 members strong.

The Indy Region Solo Program took its annual mid-summer break from our standard events to once again host our (in)famous Australian Pursuit at the 16th Street facility on July 28th. Over sixty competitors, including several guests who were in town for the national Mercury Cougar convention, enjoyed a challenging and dizzying course designed by Steve Linn. As usual, we divided the competitors into four groups of roughly equivalent PAX levels and then dropped the green flag for a day full of left-hand turns.

In Group One, it was strictly street tires as STS and STX combined were enough to fill an entire bracket. The relative equivalency of these two classes led to a lot of tight finishes and a few re-runs when the victor was too close to call. In the end, Pat Gilbert in his STX Neon defeated Kevin Kent's STX WRX Wagon to claim the group win despite giving up almost 75 HP to the turbocharged Subaru.

Group Two was comprised of our fastest classes stretching all the way from SS through the faster SP cars all the way to DM and EM. In somewhat of an upset, Aaron Haskel and his SS Lotus Elise narrowly beat the EM Lotus Seven replica of Phil Wehman. Where else in the world would you see two Lotuses (or is that Loti?) chasing each other counter-clockwise around an old baseball stadium parking lot?

Group Three combined some of the middle stock classes with the slower street-prepared cars. This led to some strange battles between high HP RWD vehicles against smaller FWD SP cars. The final showdown matched Curt Bagley in his CS Miata from the winner's bracket against Sean Murphy's FS Camaro who had already been defeated once. Ultimately, nimble handling won out over raw power as Curt took another win in this class.

The two slowest stock classes comprise Group Four, with GS and HS facing off in a battle of economy sedans and low-powered coupes. The final battle matched Brian Gard and his highly-decorated GS Neon against Randy Hall's HS Civic Si with Randy taking the hard-fought win despite being severely distracted by the Neon's colorful decorations.

In the Champion of Champions final group, Aaron Haskel defeated Curt Bagley to take the highly-coveted overall victory. This was the first time in a long time that a stock class car won the final round. Not a bad day for someone who just started autocrossing with us a few months ago.

By the time you read this, our August event will be finished and we'll be getting ready to once again head down

to Walesboro for an event with our friends in Columbus on September 18th. After that is our final points showdown on the magnificent concrete of Grissom on October 16th. If you enjoy longer courses and LOTS of grip do not miss this event.

Don't forget that all year-end awards must be qualified by working before or after an event. If you're in the running for a trophy but haven't worked yet, the October event is your last chance. Also, anyone who has qualified their points will also be invited to the Worker's Invitational in November. This event is our way of saying thank you to everyone who has helped support the program during the season by offering the chance for a lot of runs (we had at least eight last year) and to drive a lot of different cars (Steve Linn drove at least eight last year).

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>
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

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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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.

August 28 Points Event 6 at 16th Street results

Driver	Best Time	Driver	Best Time	Driver	Best Time
Super Stock		Jim Lin	38.902	C Prepared	
Aaron Haskell	36.709	Darren Daubenspeck	39.188	Paul Fox	43.522
Jack Tovey	37.771	Chris McGuire	39.690	D Modified	
Chris Northway	38.361	Nathan Glass	41.113	Phil Wehman	35.410
A Stock		H Stock		Fast Time of the Day	
Mike Stensland	36.594	Brad Hayes	40.335	Street Touring S	
Paul Crisostomo	37.009	Juan Pablo Romero	42.941	Brian Davis	38.951
Nathan Keirn	37.946	Yat Kwan Ho	45.835	Jordan Cothran	39.223
A Stock Ladies		Adam Ackerman	46.452	Kyle Ruddy	40.245
Mary Crisostomo	42.193	H Stock Ladies		Jorge Vega	40.698
B Stock		Nancy Hayes	43.945	James Priest	41.505
John Wilmoth	38.940	A Street Prepared		Mathew Hull	43.439
Shaun Willelm	40.253	Larry Metz	39.457	Elizabeth Tinsley	43.828
C Stock		B Street Prepared		Ryan Gebauer	44.605
Bruce Durell	39.305	Ralph Ford	36.604	Street Touring X	
Jeff Alexander	39.585	C Street Prepared		Kevin Kent	37.072
Dick Davis	39.940	Kevin Miller	35.739	David Woodward	37.966
D Stock		Matt Krazit	38.496	Dale Brier	40.179
Ross Maguire	38.804	Joel Harleman	38.599	Warren Kniesley	40.472
F Stock		Scott DeCoursey	39.855	Robert Del Bello	40.629
Sean Murphy	38.040	James Hayes	40.425	Brandon Dilger	41.955
Bill Farr	38.236	D Street Prepared		Street Modified	
Matt Curry	39.284	Steve Linn	37.573	Scott Dales	36.559
Jon Adams	41.700	Robert Heeter	41.202	Eric Schulenburg	39.714
G Stock		Mary Jo Linn	42.029	Owen Feigel	40.339
Joe Kniesly	PAX FTD			Travis Leach	41.148
				Street Modified 2	
				Brian Bauer	40.232

Indianapolis SCCA 2005 Solo Points Series Qualified Worker List, As of 8/29/2005

Individuals on this list have spent time and effort to carry out the region's Solo2 events beyond the scope of during-event work details. Qualifying efforts include event or specialty chairmanship, consistent work to set-up or clean-up events, attendance of non-event work days, or other extra effort details.

Presence on this list means an invitation to the year-end Worker Invitational Solo Autocross event.

Persons who believe they have been overlooked for inclusion on this list should contact Darren Daubenspeck, Solo2 program co-chairman, to discuss the issue.

Adams, Jacob	Daubenspeck, Darren	Haskell, Aaron	Lin, Jim	Partridge, Julie
Adams, Jon	Drummond, Ted	Hayes, Brad	Linn, Steve	Rapp, Jeff
Alexander, Brian	Durell, Bruce	Hayes, Nancy	Markwalder, Brent	Shapinsky, Robert
Alexander, Jeff	Farr, Bob	Hunsucker, Waylen	McGuire, Chris	Simmons, Andy
Ausbrooks, John	Fox, Paul	Jensen, Matt	Metz, Larry	Stensland, Mike
Bane, Brian	Gilbert, Pat	Kent, Kevin	Miller, Kevin	Stone, Dan
Benson, Shane	Glass, Nathan	Kline, Don	Miller, Lee	Swarts, Cheryl
Boreen, Raliegth	Graham, Amanda	Kneisley, Joe	Murphy, Sean	Swarts, Rick
Boreen, Velma	Hacker, Michael	Kneisley, Warren	Nay, Josh	Tovey, Jack
Brinkerhoff, Stephen	Hall, Randy	LeVeque, Michael	Nogan, Jay	Wilmoth, John
Curry, Matt	Harleman, Joel	LeVeque, Scott	Northway, Chris	
Dales, Scott	Harts, Larry	LeVeque, Warren	Partridge, Bill	



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](http://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



Indy Region Solo II Points Event # 8



Indianapolis Region Solo2 Series

Sunday, October 16, 2005

Rain or Shine

Location:

Grissom Aeroplex, Peru, IN

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:	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

Timely Fashion by Rick Swarts

When I was originally asked to write an article about incident reports, I said sure. "When is it due to the editor?" So I started the article, but during the time that I was writing it, I was interrupted by a new addition to the family. So, I put off writing article until I was asked about the article again -3 months later! Now, 3 months later, I have to basically start over because I forgot what I wanted to say. This is what can happen if you don't do something when you are first thinking about it, in a "timely fashion".

By not filling out the incident reports within a few days of the event, you may forget to do it .And the longer you wait; you may forget many of the details of the incident. The majority of the incident reports can be filled out there in site during the event, and then mailed to the National office and to the Divisional Safety Steward within a few days after the event. In some cases, the report can not be fully filled the same day of the event. In those cases, the report should be completed as soon as all the information has been gathered.

Has this happen to you? There is incident at the event, you get the witness statement and their signature on the form, now you get interrupted from finishing the report.

You tell yourself that you'll finish the report later at the event. As you get busy working on other event stuff, you get sidetracked. Now the event is over, time to change tires, load the car up, and help with cleaning up the site. Once you're home, you bring in the unfinished report lay on the desk, and go unload the car and get cleaned up. Now its bed time, and you tell yourself that you'll finish it in the morning". Monday morning comes along, you leave for work... life goes on, and you forgot all about the report.

As the cycle of interruption goes on, the report sits on your deck collecting dust. Now it's 3, 4 or more weeks later. You clean off your desk; there is the report that completely forgot all about. You sit down to finish it. Now, weeks later, you try to remember the details of the incident. When you start to write down what you remember. you are not sure if the car was going right then lost control... or was it going left? So much time has gone by; you find it hard to correctly recall all the details of the incident.

Since you did not fill out the incident report in a "timely fashion", you may not have all the correct, complete accounts of the incident.. It's important to have those reports filled out in detail (with pictures -if possible), signed, and mailed off to the National Office and your local DSSS, as soon as you can have everything done.

New Home for the Solo Bus Needed!



The Solo Bus may be losing its home in the coming year, and needs to find a new port to dock in around Indianapolis when not at an event. The Indy Region Club needs an unused corner of a parking lot, or preferably a covered storage location.

Access issues can be worked out. The Club would be willing to pay a modest space rental fee, but we really need a generous Indy Region Member to donate a space to save the club some \$\$\$\$\$\$.

Anyone willing to share some space with Indy Region for storage of the Solo Bus is urged to contact the Solo Chairs (Darren, Jim, or Chris) to discuss the issue.

Darren Daubenspeck 865-0864 sccadaub@insightbb.com

Jim Lin

LinMotorsport@comcast.net

Chris McGuire 317-694-3048

mcguirecm@aol.com

Pego Mack Named SCCA Rally Manager

TOPEKA, Kan.

(Aug. 24, 2005) - Sports Car Club of America, Inc. has announced the hiring of Pego Mack as Rally Manager.

Mack, of Manchester, Conn., joins SCCA's National staff after having served the Rally community in a variety of roles, including organizing

event teams, SCCA New England Region Rally Chairperson, SCCA RoadRally Board Member and Rallymaster of more than 100 Time Speed Distance (TSD) events since 1973.

As New England Region Rally Chair, she coordinated all region rally activity, which included RallyCross, Performance Rally and RoadRally. She was also a senior organizing team member with the Maine Forest ProRally, which once ran as part of the SCCA ProRally



Championship

The Rally Manager announcement was a highly anticipated one as it followed SCCA's announcement in July that it will hold the Club's first, National-level RallyCross event Oct. 14-16 in Hastings, Neb.

"Pego joins us just as a new chapter in SCCA Rally is starting to be written, and she will be an important contributing author," SCCA Vice President of Competition Programs and Region Development Howard Duncan said. "We are excited about having someone with Pego's extensive, varied Rally background, and she will be instrumental in helping to grow not only the traditional RoadRally program, but also our new Closed Course Rally program, beginning with our inaugural SCCA RallyCross National Challenge event in Hastings."

Mack will assume full control of the program in Topeka beginning Oct. 1.

"I am looking forward to joining the dynamic team at the National Office," Mack said. "I am also excited for the opportunity to work with the entire rally community and build on the momentum we have going."

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"Back to School- An Educational Rally"

Sunday, Sept 25

Type of Rally: Map and Search by Rallymasters Rick & Cheryl Swarts

Starting point: Lawrence Library, 7800 N Hague Rd. (next to Lawrence North High School)

Registration open at Noon

Drivers Meetings: 12:45 PM

First Car Out: 1:00 PM

Run time about 3 hours

Ending point: TBA

Contact: Rick & Cheryl Swarts 317-842-5306

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

Members \$20 and non members \$25.00

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.

Our Membership Chairman this year is Steve Linn. Sent your points to Steve at:
7534 Augusta Court, Indianapolis, IN 46268
317-727-2132 (evening) E-mail: racerlinn@sbcglobal.net

Date	Event	How Participated	Points

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. A driver who finishes within the top 10 in points, but does not have the required 4 starts, does not qualify for the runoffs. For example, Paddy O'Brien is 5th in points on only 3 races. Without the 4th race, he is not eligible for the runoffs.

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.

Indy Region Racers National Point Standings 8/29

Driver	Place	Races	Pts	Class
John LaRue	1	5	60	FF
Craig Jones	10	4	17	FF
Ralph Porter	2	7	54	SSC
Bill Partridge	2	6	51	GTL
Fred Edwards	2	4	42	F500
Aaron Ellis	4	6	40	F500
Thomas Edwards	9	4	26	F500
Jason Knuteson	10	5	25	F500
Bill Baten	3	7	45	T2
Terrence Garrett	4	5	45	S2
Gerry Mason	5	4	33	GT2
Don Munday	9	4	22	SRF
Chris Jennerjahn	10	7	24	FV
John Salisbury	2	5	45	HP
Paddy O'Brien	5	3	26	FA

What About The Runoffs This Year?

By Dick Powell

Where did the year go ?? With only two weeks to the runoffs, I am trying to remember what happened to the racing season. Seems to have been shorter than ever this year! However, it has been long enough for our Indy Region Racers to make a good showing this year, and we seem to be well ready for the runoffs. Most of our drivers who qualified have sent their entries, and we expect to be strongly represented on the podium.



making strong showings against a lot of newer and faster cars, with 2 Wins, 2 Seconds, and a Third during the year to secure a second in CenDiv points. Ralph has been fast around Mid-Ohio before, and can still turn some good times to surprise the newer cars. If hard work can get to the podium, Ralph definitely has a chance.

The previous classes of GT-4 and GT-5 have been



Topping the list of guys with a great year has to be John LaRue in Formula Ford. He has a perfect record of 5 races and 5 wins, including two at Mid-Ohio and the June Sprints. He is first in CenDiv, making him one of the drivers eligible for the Triple Crown of SCCA Road Racing: Winning the June Sprints, The Division Champion, and the Runoffs. He has been picked for the win by the Sports Car staff, and even had his picture on the cover this year. In the same class, Craig Jones cracked the top 10 in division, and has also entered; lets see if he can latch on to John and get to the podium too.

Ralph Porter has kept his older Neon in the hunt this year,



combined this year for the new class GT-Lite, and Bill Partridge has adapted to the new restrictions (to balance the two classes) and put his Nissan Sentra second in CenDiv points. He had 2 Wins, and 3 Seconds behind Bill

Davidsons flying Fiesta, including the June Sprints and Mid-Ohio. CenDiv and MidDiv have always been strongholds for the little GT classes; maybe we will see our guys on the podium this year.

At the time of this writing, Fred Edwards (and Tom Edwards and Jason Knuteson) had not sent their entries for the runoffs. With Fred second in CenDiv points, including a win at Mid-Ohio this year, it would be a shame to have him miss the runoffs. Even the Sports Car staff have picked Fred for the win, so I am hoping for a late entry. Aaron Ellis holds the 4th place in CenDiv points, and has also been picked by Sports Car for a podium spot.



Aaron drove to the flag first at the June Sprints, only to have the position and points taken away on a very minor technicality (reported last month). After winning the Runoffs in 2000, Aaron is primed for another Gold Medal at this year's contest. I will definitely be looking for him on the top spot.

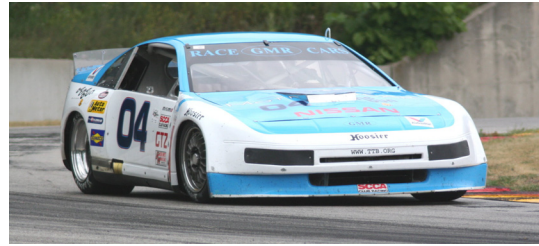


Bill Baten has been driving his Camaro to some impressive finishes this year, including the win at the June Sprints, and a second place at Mid-Ohio. The runoffs have not been kind to Bill through the years, but with the season he has had this year, it may be time for a better year. If the June Sprints are any indication, Bill is due to show the newer cars how to race to the podium.



Terrence Garrett started his season early with a trip out West to get two wins in January (including new track records). Then his construction business got busy, and he

had to miss most of the CenDiv races. He did get a nice 2nd place at our IRP Nationals, and got 4th place finishes at the two Mid-Ohio races, enough to gain the 4th in CenDiv points. With the last Mid-Ohio race only a couple weeks ago, Terrence should be tuned up for the runoffs, and looking for a good finish this year.



Gerry Mason has been working hard this year to sort out a new fuel injection system on his trusty old Nissan 300ZX. He says it still isn't quite right, but he drives the car hard enough to make the difference. He only had 3 finishes this year (of 4 starts), but one of them was the win at the June Sprints, along with another win and a 2nd. Only 5th in CenDiv points, but the capability is definitely there. In a class with active drivers holding 20 National Championships, Gerry will need all his talents to stay up front, but I have seen him do it before, and expect no less this year!

Don Munday is 9th in CenDiv points in the very competitive Spec Racer Ford class, including a strong 3rd place at our own IRP Nationals this year. With 34 entries in the class, Don will need all his talents (and some clear track) to get a good qualifying time, and make a strong run for the finish. With all identical cars, the field will stay close together for the whole race.

The Formula Vee race has an even larger field of 44 cars, and the field stays just as tight as the SRF's. Chris Jennerjahn has raced his older Mysterion in these tight groups through the year, and ran in front of all of them at our IRP Nationals to take the win. The same problems present themselves for qualifying and the race; if Chris can get a reasonable starting position, he should be able to race with the best of the best, and gain a strong finish.

Paddy O'Brien has raced well in his Formula Atlantic this year, but only has 3 races; qualifying requires 4 races. Unless Paddy can get another (out of division) race, his 5th in CenDiv points won't be enough.

John Salisbury (honorary Indy Region Racer) spent a lot of time getting his Spridget back to proper form after the altercation at the June Sprints. We had a shakedown run at Blackhawk a couple weeks ago, and the car is nearly as good as it was before. John has finished 4th at the runoffs for 3 years in a row now, and we are hoping to move onto the podium this year. Last year saw a tremendous race with Chris Chrisenberry's Spitfire for 3rd, losing the spot on the last lap. John will have the same battle with the Spitfires again, and they still seem to have a few more horses than we can find in the Spridgets. Should be quite a race.

What's A Grid Marshall ?

by Dick Powell and Ken Osiecki

We are always looking for new people to help at our races, in any of the specialty areas. One of the places needing more people is in the grid and pit areas. Ken Osiecki has been Chief of Grid for many of our races, and has put together a manual for grid operations, explaining the duties and activities of the Grid Marshals.

Function of Grid Marshal

1. Final safety check and/or communicator between competitors and race officials.
2. Race ready car, driver inspection. We check roll bar height, gloves, shoes, underwear, chin strap, hair showing, safety harness, fire bottle, arm restraints, loose items in/on the car, tech sticker. Driver should not chew gum, be wearing jewelry, false eyelashes, or have any exposed hair.
3. Helmets should be plainly marked stating, name, age, blood type, allergies and medical conditions (i.e. diabetes, etc.). If the driver has any additional information such as contact lenses, dental bridge work, braces, etc., these should also be noted on the driver's medical card.
4. Maintain organization of the field.
 - a. Practice, qualifying, and warm-up session cars are gridded in the order of arrival (competitors may refuse a forward position).



- b. Race sessions are gridded according to the qualifying times (fastest to slowest), late to grid, no time and did not start.
5. Initiate starting procedures:
 - a. Give five (5) minute warning to competitors (3 minute and/or 2 minute courtesy warning may also be given).

- b. Observe field for any illegal activities (i.e. push start after 1 minute warning, etc.).
 - c. Enforce the rules as needed.



- d. Give 1 minute warning when told to do so from Control Tower or Chief Steward depending on particular track circumstances. Confirm that all drivers are securely fastened in their vehicles.
 - e. When all drivers are ready and the course clear, send the field on course.
 - f. If it is a race session, the splitter will split the field into two columns behind the pace car.

In the case of a RED FLAG, or Race halted, Black Flag All (for drivers to put on rain tires if rain starts after race begins, or an accident which results in track blockage, Grid Marshals will assist in monitoring the field and will re-grid the cars according to the Chief Steward's instructions, whether it be a re-grid of the original order or if a new grid will be brought from timing and scoring. -Re-grids should not take more than ten (10) minutes.

6. Provide traffic control in the paddock at intersections near Grid. One person only per intersection to direct traffic.
7. For the pro races, gridding is according to the pro race steward. Consult the Grid Chief or Acting Grid Chief.

If you think this might be an interesting way to spend a day at the races, contact Ken Osiecki (317-375-9986, kenongrid@hotmail.com), or any of the directors listed inside the front cover.



Michael and I took the Bill Thomas/ Doug Roe car to Grissom Air force base in Peru IN today. I know that it's ridiculous right after our 3 week vacation but this is my only chance, since I'll be missing the Divisional Championships at Grissom next week due to my wife's Mich. High school reunion.

I just love the courses at Grissom, acres of good concrete and 2nd and 3rd gear sweeping course designs. The turns were fast enough (very top of 2nd or about 5000 in 3rd) to rotate the car around them. We found that due to the nature of turbocharged engines, we could run very well all of the way around in third gear, since high rpms aren't necessary to make good boost and good power. It also makes you be more careful about your lines. Yes, there was plenty of room to pick your preferred lines.

I can't understand why we didn't have double or triple the entries. Most clubs would kill for this caliber of event. Are we just spoiled?.

I think that there were about 8 CP drivers . We never saw a print out or score sheet--just the timing display. Scott Lewis's tube frame Camaro? dominated the event, but there was a good racing among the rest of us. Michael and I were 2nd and third. I got Michael by about .3 sec. after 5 runs. He is tough competition--maybe just taking it easy on his dad.

I had never seen the Roe car run. It has the most unusual sound on takeoff. Sort of a whooshing, whirring , wheeing noise like a jet warming up. I loved it. Michael is going to get me soon, so I have to brag while I still can.

One disadvantage of a front mounted oil cooler is the high oil temp on relatively short runs. The oil will have to be changed before Beaver Run and the Tall tires reinstalled. After Beaver Run it will see very little action except maybe a vintage race or a hill climb next year. I want to develop my Roadster some more. I received a new set of reverse ring and pinion gears from Bob Anderson of CIDCO and will modify the car accordingly. Bob was a real gentleman about taking care of my previous gear problem.

I am really pi**ed about the SCCA EM rule changes. I built the car exactly to the previous rules and absolutely refuse to add 120 more pounds of ballast to the car. It will end up only 100 # lighter than the engine unlimited (500+ HP) EM cars. Bah-humbug. I will lighten it and run in AM

if I have to. I'm just in this for grins anyway and I've been grinning a lot.

It's been a great year--life is good,

Perfect race car

They say that the perfect race car is one that crosses the finish line running great and then blows up---sort of like Michael's in Iowa.

My story is not that dramatic but still follows the rule. I checked the compression on the Thomas/Roe car today. The number 4 and 3 cylinders are about 50 psi compared to the rest that are around 110 psi. Yes the plugs are oily.

I'm not complaining. I used a one race old short block and installed new 7/1 (high squish) comp-ratio 140 hp cylinder heads. . I had new Ross forged pistons waiting on the shelf. I knew that high boost turbos and trw pistons are not a good combination.

After solving many, many problems at local autocrosses this Spring, the car was quite trouble free and fast during the major Corvair events. Our record is four FTDs out of 5 events. What a great variety---Portland International Raceway, Beaverun Raceway , Marshalltown Kart track, Blackhawk Downs, 1/4 and 1/2 mile ovals and the Portland autocross. I believe that Bill and Doug would have been proud. This was the last of the events for this car anyway.

The car smoked after the timed runs at Beaverun and was slightly slower on each run. I found out later that the water injection was not working properly because the check valve in the water pressure line was frozen closed. The small details will get you every time.

I will freshen the engine for whatever comes next--nothing planned; may make some modern improvements for durability. I tried to run it exactly like it was run in the sixties. That's done. I have two intercoolers on the shelf. Next move?

I haven't autocrossed locally since April. I was looking at the schedules and realized that I can't afford to go to any.

When Sharon and I planned our summer of 2005 trips, we realized that this might be a last chance blow out and we may not ever get to do it again. We were so right! We can't afford the gas to go anywhere now.

I cleaned up the track Stinger and the autocross roadster. They hadn't been started in a full year. My how time flies.

Michael and I hope to be at Putnam Park Oct 2 for a track day with our Stingers, then it's over for the year.

We might barely be able to drive our stock Fieros to some local event.

A great year; too soon over,

Warren



Saturday at Indianapolis Raceway Park

Well, it's been a few months and a few races since my last report, but here goes. After my fun weekend at Gateway in March, it was a long 2 month wait until the Mother's Day Sprints weekend at I.R.P. But the wait was worth it as it was fun to have the family being able to come out and watch. Matt was busy running the event so I was on my own as far as crew. But this was no big deal as I only live about 8 miles from the track. Heck, I drove the race car to the track. What could go wrong? Since I was running in Group 5 (out of 5) and had set up most of my gear on Friday, I spent Saturday morning helping out with some race program administrative odds and ends that needed attention. This helped keep me from over-thinking my second ever race day. Once we finally got on track late in the morning, I concentrated again on keeping it clean and getting up to speed. Having lapped at IRP before obviously helped. After working my way up to speed during the session, I happily qualified 8th out of 27 and 3rd in ITA. Now came the long wait for the race. Again, I kept myself busy with other things as there really isn't much to do to the car as I have very little adjustability when it comes to suspension set-up. The afternoon wore on and we finally got the Group 5 call to grid. Unfortunately, this also coincided with a ride-along session on the IRP oval that put us in a delay. And of course it coincided with a quickly forming thunderstorm. Huh, what a shock - rain, lightning, and thunder at IRP. That never happens..... So by the time we were supposed to be getting the 5 minute warning on grid, half the field had fled back to the paddock to mount rain tires while the other half of us (those without a set of Hoosier dirt-stockers sitting in our paddock) looked towards the ever-darkening skies. And of course, then it opened up on us. A cat's-and-dog's, get-your-hammer-and-nails-Noah style deluge. A quick decision by the stewards to delay the Group 5 race until the next morning was welcome as far as I was concerned. I've seen enough

carnage on the VHT-soaked drag strip that we also call the front-straight while working on pit road. I didn't want to add my car to the long-list of folks that have tagged the wall due to a wet track coming out of 15. A soggy Saturday night pizza party ensued, but of course this also meant I had all night to think about a Sunday schedule that would involve racing at 8:00 am, qualifying again around noon, and then racing again late in the afternoon. A short prayer to the weather gods was in order...

Sunday at Indianapolis Raceway Park

...and we were rewarded with an absolutely beautiful day on Sunday. Hey, the sun does sometimes shine at IRP!!! Of course I didn't sleep all that well. But I was certainly excited and ready to go racing. I started 4th in line on the outside behind a Spec Miata that I knew I could get a good jump on down the long front stretch. The green flag flew and I took the SM on the outside on the way down to T1 but got held up a bit by a Baby Grand, so the SM was able to get by me on the exit from T1. By T5 I was still in 8th spot and started to try and settle in and run my own race. Track-time, track-time, track-time. I needed laps under my belt. Of course this didn't keep me from having some fun battles with the Spec Miata's! On lap 10, a T3 class Dodge SRT motored up on me with Columbus Region Spec Miata driver Marc Kerr in tow. After a missed shift coming out of T5, the SRT pulled me in to T6 and I let him go on the inside. Marc was all over my tail end though, so the chase was on! We started catching



some lapped traffic and as we came around to T6 on the next lap the SRT took a bit of an agricultural excursion. While trying to keep from running over a back-marker SM ahead of me that checked up hard, Mr. Kerr swooped by and took the position. Well, that just wasn't going to sit well at all! With a good draft from the SRT (which was now depositing bits and pieces of earth) down the front straight, we caught back up to Marc and the Baby Grand that was just ahead of us. The car started to slide around a bit so it was obvious I was taxing my under-sized 14" Victoracers. On lap 13 I had Marc in my sights going in to T3 when he had a bit of a mishap with lapping a Neon on suddenly I had spinning cars blocking the track in front of me. While trying to wave off the car behind me, I tried to figure out which way the spinning car was going to go!

I was able to get by with inches to spare and spent the next few moments catching my breath. Wooooo, that was a close one! I decided to take it easy the last couple laps and make sure I had a good finish (still needing to get signed off on my rookie license). Going in to T1 on the last lap, I noticed a certain white, lab-rat looking SM coming quickly up on me. Uh oh, it's Shane Benson! Shane had to start at the back of the pack due to missing qualifying on Saturday as he was attending his sister's wedding (what a guy!). Well, I certainly wasn't going to let the mangy little white car by without a fight, so I gassed it again for the final lap and was able to keep the former SM divisional champion behind me. At least for one day! I finished 7th, 3rd in class, and just a few hairs ahead of Mr. Benson.

Now it was time to re-group and get ready for the next round of qualifying and the afternoon race. I took it a bit easier during qualifying, looking for my chance to get a single, clean lap. Unfortunately I waited to long (as well as taking time for a quick trip to the pits for some tire pressure readings). I qualified for the second race nearly two seconds slower than Saturdays session! Lck!! I was still 3rd in class, but now all the way back in 14th out of 23. It was time to concentrate on getting a really good start as I had a horsepower advantage over a bunch of cars in front of me. Again, I had an SM in front of me, but did not get a good start as an ITA Capri behind me tried to jump me and took the outside line I was trying to go for. I settled in and vowed to just concentrate and start picking off cars one at a time, working on my race-craft. With my thundering 124whp, I was able to start picking off cars on the run down into T1. By lap 4 I was up to 10th with 6 cars directly in front of me. This is really



getting fun! Coming thru T5 the shifter balked a bit on me and I nearly missed a shift again. It cost me some time as well but I concentrated on the ITB Golf ahead of me. He was my next goal! By lap 7 I had caught him and was getting ready to set him up for a front straight pass. Coming thru T9 I knew I was close enough that I could

get him on the next lap. And then it happened. In the 13 years that I have owned the car, I had never missed a shift so badly and put the car into the wrong gear. Well, today was the day. Coming thru the right hand T11 kink, I did a superb job of shifting at redline from 3rd into 2nd. Much clatter ensued followed quickly by dead silence. Yep, I did it. I killed it. I waved frantically to the cars coming quickly up behind me as I man-handled the now dead steering and took the access road of the track at T12. After a few attempts at getting the car to start, I diagnosed it as terminal, checked my mirrors and bailed out of the car. With the help of John Best, our flag chief, we pushed the car the rest of the way off course. A quick check revealed that there were no large holes or fluids pouring from the motor, so a small sliver of optimism returned. And of course now the speculation started by everyone in the paddock as to what had happened to the motor. Was the crank in pieces? Was there new ventilation that we had not yet discovered? Holed pistons anyone? Or just carnage in the head?

Oh, and did I mention that I drove the car to the track? Yep, now it's getting interesting. After a quick look around the paddock, I discovered that Shane had only brought one car in his new super-duper stacker trailer. Well, perfect! But after loading the lab rat on the top shelf of the trailer, we discovered that the Nissan was about 2" too tall to fit underneath. Well, so much for that idea. We then towed the car to the front gate of the facility to at least make sure it didn't get locked in. And that's when we decided it was time for Mr. Toad's Wild Ride. Darren Daubenspeck offered up a rope tow behind his "vintage" Dodge Ram. Oh boy. Let's just say that my heart rate was easily higher on the tow home than it was during the races. And a couple wrong turns didn't help either. But we made it home just in time to discover that a couple of the lug nuts on the back of Darren's truck had come loose! What a day! After a few days of gathering dust in the garage, I popped the valve cover off the motor to take a first look. Hmm, where did the rocker arms go? The over-rev busted the #1 cylinder intake rocker into many pieces and blew the #3 and #4 exhaust rockers clean off. But, the SR20 is a non-interference motor, so this may not be so bad. After fishing all the parts and pieces of the rockers and shims, I procured (borrowed?) the valve train from another blown motor, bolted it up and crossed my fingers. It started up! Although not quite as strong as she once was (I can't pull those pesky Miata's quite as hard on the straights), the car is back in race-able condition and the Rookie season continues!

2005 CenDiv Race Schedule

DATE	DRIVER'S SCHOOLS	REGIONALS	NATIONALS	OTHER EVENTS
Sept. 10-11		OVR @ MO (D)(C4)		
Sept. 12-16		SCCA Solo II	Nationals @ Topeka	
Sept. 18				Indy Region Solo 7
Sept. 19-25		SCCA National	Runoffs @ MO	
Sept. 25				Indy Region Road Rally
Oct. 8-9		CHI @ BHF		
Oct. 16				Indy Region Solo 8
Oct. 22				Indy Region Road Rally
Nov. 6				Indy Region Solo
Nov. 20				Indy Region Road Rally

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.

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

Indy Region Racers Regional Racing Point Standings as of 8/23

Driver	Points	Driver	Points	Driver	Points
Hanson, Julie Anne	36	Benson, Shane	14	Huerkamp, Joe	3
Neal, Michael	35	Gray, Greg	14	Flock, Michael	2
Maynard, Mark	30	Riggen, Lyle	13	Shields, Chris	2
Otoupal, Vicky	27	Clark, Curtis	12		
Baden, Michael	24	Doyle, Morey	12	Looks like Julie Hanson takes the lead!	
Best, Stephen	24	Holley, Scott	12	The only Regional racing results I have received since the May event at IRP are some from Julie Hanson.	
Caldwell, Bobby	24	Junken, Steve	12	Remember it's the driver's responsibility to get their regional race results to me throughout the season. Thanks!	
Flock, Tim	24	Tipton, Patrick	12		
Johnson, Ken	24	Rude, Darold	9	Jan Castelluccio	
Meskauskas, Rocky	24	Doyle, Andy	7		
Selby, Tim	24	Linn, Steven	7		
Leeke, Zach	21	Van Vlymen, Andrew	7		
Weida, James	21	Reisert, John	6		
Weida, Jerry	21	Todd, Deane	6		
Duncan, Brian	16	Schacht, David	4		

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TUNING

Miata RX-7 RX-8 Spec Miata

www.aimtuning.com
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.

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

NATIONAL OFFICE USE ONLY	
C- ____	\$ ____
C- ____	\$ ____
C- ____	\$ ____
C- ____	\$ ____
C- ____	\$ ____
Source	<input type="text"/>

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

VISA Mastercard No. _____ Expiration Date _____

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

Applicants Signature _____ Date _____

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

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

Please submit to Dick Powell (contact info on inside cover). Deadline for next months ads is the 15th.

If you want a picture with your ad, please send it as a separate JPEG file attachment to email or by snail mail as a photo for scanning.



For Sale: 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: 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: 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



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: 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 run-offs. \$1999 or best offer.

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



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 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



Beautiful full color illustrations of your race car, motorcycle, boat whatever. Done from your photos or if you have been to the runoffs in the past two years, there's a good chance I have on track photos of you. They make great gifts and can be reproduced for family, crew, or sponsors. We can make greeting cards too, use on business cards and letterhead (I do great logos) or on your website.

Call me, Lou Byer, at 317-861-0710 or email cwbnewpal@insightbb.com.

Wanted: good, used 205/55/14 "R" Tires for track lapping use. Toyo's, Hoosiers, Khumos, whatever.... Steve Linn 317-297-4814 racerlinn@juno.com

Indy Region's Next Board Meeting at



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

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

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

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

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

Tuesday Sept 13

7:00 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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