



NOVEMBER 2005

Clutch Chatter

THE OFFICIAL PUBLICATION OF THE
INDIANAPOLIS REGION OF THE



NEWS AND STORIES ABOUT EVENTS OF YOUR REGION OF YOUR CLUB

2006 Board of Directors Election Ballot Inside

See page 5

Last two Indy Region scheduled events for 2005. Join the rest of the members having FUN with our club, and get ready for all the activities in 2006 !!

Stoic Indignation *A touring rally of epic proportions November 20. See the Ad on page 15. Last chance to get Competitor of the Year points. Come out and have some FUN with the rest of the Rally Bunch!*

Indianapolis Region Annual Meeting December 3.

See the Notice on page 6 and plan to attend.

After the meeting: Enjoy some special Racing Films!

And plan to attend our Awards Banquet January 21, more information on page 8. Check out the Involved Member Awards points rules: Page 7 - submit your points and BE an Involved Member!

indyscca.org

Officers & Chairpersons

REGIONAL EXECUTIVE – **Matt Curry**
5023 TC Steele Lane, Carmel, IN 46033
317-818-0769 (evening) E-mail: mc2fast@indy.rr.com

ASSISTANT REGIONAL EXEC AND RACE
PROGRAM CHAIRPERSON – **Jeanne Spellman**
6748 Dorchester Ct, Indianapolis, IN 46214
317-248-9626 E-mail: speedcop101@yahoo.com

SECRETARY &
CLUTCH CHATTER EDITOR - **Dick Powell**
2835 Madelynne Dr. Apt D, Indianapolis, IN 46229
317-897-0666 E-mail: clutchchatter@yahoo.com

TREASURER – **Rich Lankford**
3440 S. Meridian St., Indianapolis, IN 46217
317-787-4010 E-mail: richlank@sbcglobal.net

MEMBERSHIP CHAIRPERSON – **Steve Linn**
7534 Augusta Court, Indianapolis, IN 46268
317-727-2132 (evening) E-mail: racerlinn@sbcglobal.net

ACTIVITIES CHAIRPERSON – **Lou Byer**
7914 W 300 S, New Palestine, IN 46163
317-861-0710 E-mail: cwbnewpal@insightbb.com

DIRECTOR &
SOLO CO-CHAIR - **Darren Daubenspeck**
655 Park Drive, Greenwood, IN 46143
317-865-0864 E-mail: sccadaub@insightbb.com

DIRECTOR & RALLY CHAIRPERSON – **Candice Pope**
143 W. 88th St., Indianapolis, IN 46260
317-705-9996 E-mail: swplf2@ameritech.net

DIRECTOR & SOLO CO-CHAIR - **Jim Lin**
5222 E. 86th Street, Apt 307, Indianapolis, IN 46250
317-915-0569 E-mail: LinMotorsport@comcast.net

DIRECTOR – **Andy Welden**
3414 Waterloo Drive, Indianapolis, IN 46268
317-297-5474 E-mail: andywelden@sbcglobal.net

DIRECTOR – **Rick Swarts**
9019 Split Tree Court, Indianapolis, IN 46256
317-842-5306 E-mail: cmod73@sbcglobal.net

SOLO CO-CHAIR – **Chris McGuire**
14417 Chapelwood Lane, Fishers, IN 46038
317-577-2518 E-mail: mcguirecm@aol.net

WEBMASTER - **John Wilmoth**
14703 Strauss Dr., Apt 1912 Carmel, IN 46032
317-843-0503 E-mail: indyscca@supertrouper.com

RACE CAR TECH INSPECTIONS — **Jay Quinn**
317-248-9626

LICENSING CHAIRPERSON &
POINTSKEEPER — **Jan Castelluccio**
9115 Trinity Place, Indianapolis, IN 46229
317-898-9273 (evening)
E-mail: jccastel@indygov.org

Indy Region E-Group

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

Indy Region Connections

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

Calendar



Nov 20 Road Rally # 6
Dec 3 Annual Meeting, Hollywood Filmworks
Jan 21 Awards Banquet, Primo's North

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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: The End (for now ?)

by Matt Curry



According to my calendar, this is my last RE News after two years serving Indy Region as RE. So I went back to my first RE News from January 2004 just to see how things measure up over the last two years.

Finances – With the help of a strong suite of programs and support from the new board, I will ask the board to not allow the club to have another deficit spending year. We can achieve this without cutting our competition programs, which are all in good position to do well in 2004. We must manage our expenses closely and find ways to reduce costs.

The IRP investments this year were a necessary evil. Aside from that, tax penalties that we may not be able to get out of are a black mark on otherwise decent performance.

Involvement – This item isn't just about gaining members. This is about increasing the amount of effort and input we get from our members. This won't be easy, because there's no formula, but I have some ideas, some ways to build on momentum we gained last year. This is difficult to measure and report, but here are a couple of ways: let's shoot for more contested Board elections next year. And let's give away more year end trophies.

This area continues to confound me. I don't think we have made any progress over the past two years. Indy Region as an institution needs to find a way to find and develop new leaders and to energize its general membership.

Solo – Good things are in store in 2004. Last year we made some upgrades to our regional series, and the plans for this year include leveraging what they have while improving further. Examples: a Cendiv series event at Grissom, the possibility of a good new site in the Indy area, and some new blood heading the program.

Kudos to all of the people involved in making our Grissom Cendiv event one of the best divisional solos in the country! This is the best thing to happen to Indy Region in the past two years, no doubt. Otherwise my concern about sites has grown, as I believe we're still very vulnerable due to our reliance on 16th Street. And it looks like we continue to struggle to find help leading the program.

Rally – Candice Pope is really fired up and heading into the year with enthusiasm and great plans for the program. She took over the reigns last summer and hasn't slowed down. We can all look forward to a full slate of good events, and I encourage all of you to come out and try this one time – because I think that you'll find out how fun a rally can be.

After a decent 2004, the rally program practically disappeared this year. Without adequate promotion, no program can succeed. I still think rally has a future, even despite gas prices, but the program needs committed leadership to return from the dead.

Race – I think Pete Hylton and the Indy Region race crew are geared up to take another big step forward, using the momentum from 2003 as a springboard. The program will benefit from Pete's wisdom and fresh ideas. I expect that we will see increased entries and more workers, two key measures of success.

The IRP facilities headline the race category and will likely be the most historically significant event of the past two years. We made strides to overcome some big hurdles, but this race is not yet won. A lot of effort from a few people is not enough to make a race program a success. There are many challenges yet to overcome.

Activities – There's more to do as a club than just race, rally and solo, and I think LouAnn Linn will help to prove that this year. I hope you all will support these events, whether you participate with your family or friends. Let's have some fun together!

LouAnn and others have gotten us together for some fun events. I still think there's much more that can be done in this area, but it's really a matter of finding more people to help make things happen.

Let's have some great fun together and make 2004 a year to remember!

I'll let you be the judge.

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

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This is a synopsis of the minutes of the meeting of the Indy Region BOD October 12, 2005 at Dookz Sports Grille. There were 9 directors and 5 guests present. Minutes of the previous meeting were approved.

Treasurers Report Rich Lankford sent treasurers report to BOD by email. Rich reported the IRS has acknowledged receipt of tax returns for 2003 and 2004, and has assessed penalties. His accountant is sending letters of appeal.

Dick Powell (as our registered agent) received a notice from Indiana for filing our corporate entity report, which he will file in December as required.

Rally Rick Swarts provided results from the September rally. We still do not have results from May or August. The October rally is Oct. 29, a Halloween rally. November will be Ben Tackett's rally, "Stoic Indignation", and Chuck Hanson will be the rallymaster.

Chuck Hanson will file event audits with SCCA for the four rallies since April, which he discovered had not been sent.

Solo Jim Lin reported the Grissom Solo will be set up Sunday Morning (previously planned for Sat evening). The qualified worker list for the November Invitational has been published.

We do not have any commitments for Solo Chairpersons for 2006 yet.

Race IRP Track Inspection: we are expecting to get the track inspection done this year to give us more time to make any requested changes. Steve Linn and Andy Welden have been discussing a method of netting the tire barriers, and believe we will be able to do it ourselves.

A third date for IRP has been established for Sept 30/Oct 1, 2006. This will be a Double Regional for the Cincinnati Region. Steve Linn will continue communication with Cincinnati Region, and include Pete Hylton in the discussions.

Clutch Chatter October CC expenses are still slightly ahead of the projected budget. Dick Powell noted that the election ballot must be in the November issue, along with the proposed changes to the bylaws. Dick requested articles be submitted by Oct 23 if possible.

Activities Lou Byer mentioned the Detroit Auto Show is in January. He will get info to CC and the website asking for anyone interested in attending.

The Annual Meeting is set for Saturday December 3 at 2 PM at Hollywood Filmworks, open to families and all members. The BOD discussed possibly showing some of the Speed Channel broadcasts of the runoffs.

The Awards Banquet has been set for Saturday January 21st at Primo's North on Ft. Benjamin Harrison. Ticket prices will be held at \$20 per person. Matt Curry and Steve Linn will arrange for the needed audio/visual equipment, as well as working on the trophies.

Membership current membership is at 537, plus associate members. Dick Powell will prepare a current mailing list for all members for the election ballot and annual meeting notice.

Old Business Rick Swarts will get the nominations to Dick Powell for publication in Clutch Chatter and mailing to other members.

Central Division Roundtable in Milwaukee: Andy Welden will be attending, and will represent the region in any general meetings.

New Business Next meeting to be held at Dookz Sports Grille, Wednesday Nov. 9, starting at 6:30 PM.

Meeting was adjourned.

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Club Elected and Appointed Office Descriptions

Compiled from the Bylaws of the Indianapolis Region SCCA and from the National Office of the SCCA:

Duties of Regional Executive: The Regional Executive shall reside at all meetings of the members and directors, and shall perform the duties usually pertaining to this office. The R.E. is the Chief Executive and Official Spokesperson for the Region; prepares agendas, presides, and reports on the Region status at all meetings; signs and executes (with the Treasurer) all contracts, files all required reports, statements, and certificates; enforces the Bylaws and supervises all Region activities.

Duties of Assistant R.E.: Assists the R.E. with filings, By-law enforcement, and Region supervision. In absence of the Regional Executive, or in case of his resignation or inability to act, the duties usually pertaining to that office shall be performed by the Assistant Regional Executive.

Duties of Secretary: The secretary shall attend all meetings of the members and officers and shall record all minutes and votes in a book kept for that purpose; shall give all notices of meetings of the members required by law or these Bylaws and shall perform all duties incident to the office as may be required by the Board of Directors.

Duties of the Treasurer: The Treasurer shall, subject to such conditions and restrictions as may be made by the directors, have custody of all moneys, debts, and obligations belonging to the corporation; shall receive all moneys of the corporation and deposit same in the corporation's account; shall make all payments of corporation debts; all contracts, checks, drafts, notes or other orders for payment of money shall be signed in the name of the corporation by the Treasurer; shall have custody of the corporate seal, and the records of the corporation; will report Region Financials at BOD meetings (including an Annual Report) and ensure preparation and filing of all tax information.

Duties of the Activities Chairman: It shall be the duty of the Activities Chairman to arrange and promote all activities of the corporation and shall have other duties as may be prescribed from time to time by the Board of Directors.

Duties of Membership Chairman: The Membership Chairman shall solicit, issue, and process all new membership applications. The Membership Chair will work closely with the Activities Chair in the recruitment and retention of members.

Mail completed ballots to:

Should be mailed by Nov 29, 2005

**Election Committee
Indianapolis Region Sports Car Club Of America
c/o Rick Swarts
9019 Split Tree Court
Indianapolis, IN 46256**

Ballot for Election of the 2006 Indianapolis Region Sports Car Club of America Board of Directors

<u>OFFICE</u>	<u>CANDIDATE</u>	<u>VOTE</u>	<u>(WRITE IN) or CANDIDATE</u>	<u>VOTE</u>
Regional Executive	Steve Linn	_____	_____	_____
Assistant Regional Executive	Andy Welden	_____	_____	_____
Treasurer	Rich Lankford	_____	_____	_____
Recording Secretary	Dick Powell	_____	_____	_____
Membership Chairperson	Cheryl Swarts	_____	_____	_____
Activities Chairperson	Lou Byer	_____	_____	_____

Should bylaws Section I, Section II, and Principle Office section be changed as proposed and defined in the October and November issues of Clutch Chatter? YES _____ NO _____

Member Signature _____ Printed Name _____

Member Signature _____ Printed Name _____

No proxy votes will be honored. Deadline for receipt is December 3, 2005 2:00 PM.

Indianapolis Region SCCA notice of 2005 Annual Meeting

The 2005 Annual Meeting of the Members of the Indianapolis Region SCCA will be held on Saturday, December 3, 2005 starting at 2:00 PM, at the location of Hollywood Filmworks, 247 South Meridian Street, Indianapolis, IN 46204. This will be for all members and their families who wish to attend.

At this meeting, the members will be voting for the officers for 2006, according to the official ballot produced by the nominating chairman and printed in Clutch Chatter. The ballot will have space for write-in candidates for the offices.

Also at this meeting, the members will be voting on proposed changes to the bylaws of the Indianapolis Region of the Sports Car Club of America. The Board of Directors has discussed these changes, and feel these changes make a positive improvement to the bylaws, making the clubs functions easier and/or more in line with reality. We recommend the membership approve these changes by voting YES on the ballot.

After the business meeting is finished, we will have more Fun for the Families with some interesting racing film(s). Come to the meeting and Join Us for a casual afternoon of Fun!

Following are the specific changes to the region bylaws being proposing at the 2005 Annual Meeting. These changes are to be voted on by the membership at that meeting.

Annual Meeting:

Was:

Section I – Annual Meeting – The annual meeting of the members of this corporation shall be held within the first two weeks of December, of each year, at which time the membership shall install the officers of the Corporation, elected in accordance with Article IV, who shall also constitute the Board of Directors and shall transact such other business as may be properly brought before the meeting.

Proposed change:

Section I – Annual Meeting – The annual meeting of the members of this corporation shall be held within the first three weeks of January, of each new year, at which time the membership shall install the officers of the Corporation, elected in accordance with Article IV, who shall also constitute the Board of Directors and shall transact such other business as may be properly brought before the meeting.

Essentially moving the meeting from the first two weeks of December to the first three weeks of January. We are moving the Awards Banquet to be after the Christmas Holiday activities, to make it more accessible to our members, and this will allow us to again have our annual meeting in conjunction with the Awards Banquet.

Voting Procedures:

Was:

Section II – Voting Procedure – The committee will mail each member in good standing age 18 or over an election ballot containing nominations for all elected offices at least ten (10) days before the election. The election ballot will carry no more than three (3) names for each office. Members may write in a name for any office providing they have that member's consent to run for that office. The election ballot must be signed and either delivered to the election meeting or mailed in the specially marked election ballot envelope. Note: Ballots returned by mail must be in specially marked envelopes provided by the Election Committee.

Proposed change:

Section II – Voting Procedure – The committee will mail each member in good standing age 18 or over an election ballot containing nominations for all elected offices at least ten (10) days before the election. The election ballot will carry no more than three (3) names for each office. Members may write in a name for any office providing they have that member's consent to run for that office. The election ballot must be signed and either delivered to the election meeting or mailed to the Chairman of the Election Committee.

Removing the requirement that the ballot be returned via the "specially marked envelope".

Principle Office:

Was:

The principle office of the corporation shall the offices of Charles Spillman & Co., Certified Public Accountants, 107 N. Pennsylvania Street, Indianapolis, IN 46204.

Proposed change:

The principle office of the corporation shall be the current legal address of the corporation on file with the Internal Revenue Service.

Clarification and easier control of principle office location.

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 December 10 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

Indy Region's Annual Awards Banquet

To be held Saturday January 21, 2006 At
Primo North Banquet & Conference Center
5649 Lee Road, Lawrence, IN 46216
(on Ft. Benjamin Harrison)



*Buffet Dinner and Drinks to be followed by the
2005 Indy Region Awards Presentations*

A cash bar will be provided for sodas and alcoholic drinks.

\$20.00 per person. Pre-registration is required

*Please RSVP to our Activities Chair person by
January 7, 2006 with names of attendees and
full payment to:*

*Indy SCCA Awards Banquet
C/O Lou Byer
7914 W 300 S*

*New Palestine, IN 46163
317-861-0710 or Email: cwbnewpal@insightbb.com*



Come out and join the rest of us for an evening of fellowship and festivities. Enjoy a great dinner with your friends, and be there to help congratulate the award winners. Check out the Involved Member award rules, and you may be getting an award yourself! Help us celebrate another great year for the Indianapolis Region SCCA.

Activities Report

I have been to Primo's at Fort Ben and made arrangements for the Indy Region Annual Banquet. It will be held on the 21st of January from 6:00pm to 10:00pm, cost will be \$20.00 per person. Everyone is invited and we hope that by moving the date after the holiday crush is over that more members will be able to attend. I haven't heard from anyone about menu preferences, so if you wish to voice your desires go to Primo's web site and see what is available, then email me at cwbnewpal@insightbb.com. Please mark your calendar and be thinking about it, because I will need to let Primo's know how many will be attending.

Also I have not heard from anyone regarding the Detroit Auto Show; if there are some interested people out there please contact me. The dates for the show are from January 14th through the 22nd. Thanks, Happy Motoring!

Oh one more thing, to those of you that I managed to get one of my Halloween cards to please let me know if you liked it, I need all the support I can get.

Thanks, Lou.

By Lou Byer

New Home Needed for the Solo Bus !



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 m McGuirecm@aol.com

By the time you read this, the 2005 Indianapolis Region Solo II Series season will be over. The equipment bus soon will be returned to its hibernation cave, our ears will finally stop ringing from the sounds of ITS Mazdas at the Australian pursuit, and we'll all be bored on the weekends again. But, before we wrap up the season, there are a few items left to discuss.

On October 16th, we returned to vast expanse of Grissom concrete in Peru to tackle Larry Harts' fun and challenging course design. Larry had combined some elements of past National Tour courses at the site along with a few ideas of his own and the result was a great day of cone dodging and high-grip turns.

Ninety drivers from around the Midwest traveled to Peru for one last day of fun on the sticky surface and were treated to pretty good weather for this time of year - though those who arrived early to help set up would argue that the first few hours of the day were less than ideal in terms of ambient temperature. The PAX results were topped by current EP National Champion Todd Green in his awesome Datsun convertible (if you ever get a chance, ask Todd to let you smell the ultra-high-octane fuel he uses - it smells like...victory). Second in PAX was Scott Nardin and his FM Formula Vee - also a trophy-winner from Topeka - followed behind was local driver Waylen Hunsucker in his GS MINI. Well, it actually isn't his MINI. Or his co-driver's for that matter. But it's a long story and we don't have the time or space to explain.

Several class battles came down to the wire with the results at Grissom determining who would win the coveted year-end first place trophies. STS was interesting in that class leader Jim Lin was competing in GS due to an axle issue on his Integra. He could still win the STS championship based up past performance but only if other drivers finished in a certain order. Where did he finish? You're going to have to attend the banquet to find out.

(Or look elsewhere in this issue if we get the results organized in time.)

The tightest class going into the last event was GS. Starting the day, there were four drivers who had a chance to win the class. The aforementioned Waylen Hunsucker had seen the most success during the year but had not attended as many events as the others in the class so he did not have any room for error - remember that only your top six finishes count towards the year-end calculations. Joe Kneisley also had several wins going into event 8 with one only bad finish at the CENDIV in June. Darren Dauben-

speck and Chris McGuire were also within striking distance - Darren because of his on-track performance and Chris because he had attended the most events and has access to the points-keeping Excel file.



Just kidding.

Maybe.

In the end, all four drivers changed positions based upon the Event 8 results. And you're going to have to wait until the banquet to find out who won.

(Or look elsewhere in this issue.)

For the overall program, the 2005 program was overall a success but we had quite a few obstacles along the way. We fought bus gremlins all year and had to unfortunately cancel an event for the first time in recent memory due to a dead equipment transport vehicle. On the plus side, our June event at Grissom was named the CENDIV Solo Series Event of the Year which is a huge honor and tribute to the many people who helped organize or worked at the event. It's many of those same people who showed up early or stayed late to help at events - we had over sixty people eligible to attend the worker invitational by qualifying their points this way which is the highest total that I can remember - and that says a lot about the quality of people we have in our region and competing in our program.

Now it's time to start thinking about next year. Darren has signed on to once again be a Solo Chairman but Jim is stepping down and I'm not yet sure how much I'll be able to help due to some new responsibilities at work in 2006. So, we're looking for a volunteer or volunteers to help run the program next year. If you have any questions about the responsibilities, workload, or whatever, please feel free to give any one of us a call.

I think that's enough rambling for now. See you at the banquet.




Chris

The solo chairs can be contacted at:
Darren Daubenspeck 865-0864 sccadaub@insightbb.com
Jim Lin 317-915-0569 LinMotorsport@comcast.net
Chris McGuire 317-577-2518 mcguirecm@aol.com

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October 16 Points Event 8 at Grissom results

Driver	Best Time	Driver	Best Time	Driver	Best Time
Super Stock		B Street Prepared		Street Touring X	
Emanuel Papandreas	45.512	Larry Diemer	45.742	David Woodward	51.329
Jerry Strope	46.863	C Street Prepared		Warren Kniesly	51.768
David Ortega	47.279	Raleigh Boreen	45.649	Dale Brier	52.282
Aaron Haskell	50.133	Velma Boreen	46.832	Jeff Detrick	52.480
Jack Tovey	50.694	Rob Fosnaugh	48.191	Craig Moore	52.715
Super Stock Ladies		Joel Harleman	50.777	Alec Cervenka	52.867
Toni Brown	49.302	Steve Povalac	57.008	Street Modified	
A Stock		D Street Prepared		Steve Linn	47.065
Mike Stensland	47.121	George Badger	52.046	Scott Dales	47.110
B Stock		Peter Brown	54.483	Tim Boles	50.599
John Wilmoth	51.962	Robert Heeter	55.576	Scott Aley	50.934
Shawn Wilhelm	54.117	E Prepared		Ernie Calderon	52.010
C Stock		Todd Green	43.710	Jeff Rapp	52.489
Daniel Stone	47.165	PAX FTD		James Bose	52.908
George Schmitt	47.797			Craig Allen	53.075
Matt Krazit	52.354	D Modified		James Boles	53.199
Bruce Durrell	53.380	Phil Wehman	44.673	Matthew Jaffe	53.251
Jeff Alexander	54.120	E Modified		Jeff Wickizer	53.726
D Stock		Steve Tamandli	43.584	Michael Gough	53.925
Ross Maguire	51.307	John Meyers	45.802	Paul Lucas	54.127
E Stock		Warren LeVeque	46.201	Clint Plummer	62.779
Mark Feldhake	56.966	Jack Banker	49.965	Street Modified 2	
Andrea Renegar	57.028	F Modified		Brian Bauer	53.446
F Stock		Scott Nardin	42.308	Myron Bauer	57.698
Adam Locsi	51.411	Fast Time of the Day		Street Modified 2 Ladies	
Bill Farr	52.442			Catherine Faucett	52.395
Bob Farr	52.865	Larry Metz	49.316	Street Touring Ultra	
Sean Murphy	53.868	Street Touring S		Clint Pleasant	49.209
G Stock		Michael LeVeque	50.682	Lee Miller	50.529
Waylen Hunsucker	48.615	Geoffrey Chambers	50.772	Derrick King	52.963
Chris McGuire	50.077	Aaron Lucas	51.430	John OBrien	55.142
Tom Nichols	50.296	Brian Davis	52.140	Clinton Florczyk	61.173
Joe Kniesley	50.757	Jordan Cothran	52.667	STS2	
Jim Lin	51.633	Paul Kapoor	56.557	Paul Chambers	57.865
Darren Daubenspeck	51.816	Street Touring X Ladies		STS2 Ladies	
Mike Morschauser	54.396	Catherine Scionti	53.241	Formula Junior 1	
Scott Main	54.855			Robby Linn	54.021
Ryan Gebauer	58.339			Parker Dales	62.918
Ryan Kerns	58.788				
H Stock					
Larry Harts	49.300				
Brad Hayes	51.115				
Cameron Bagley	53.801				
Jimmy Stine	56.720				
Corey Bagley	57.906				

CenDiv Solo II Championship Series Presented by Subaru Year End Banquet

On Saturday, October 22nd, soloists from all over the Central Division were treated to a fun afternoon and evening at the Auburn Cord Duesenberg Museum in Auburn, Indiana. The reason everyone was at the ACD Museum was to take part in celebrating the 20th Anniversary of the CenDiv Solo II Championship Series. After 20 years, it continues to be the premier Solo II series in the country! Several members (old ones) brought trophies and t-shirts from events over the last 20 years. They brought back some good memories!

By Velma Boreen

Many competitors from Indy Region participated in the series this year. Twelve members of Indy Region distinguished themselves by being in the trophies in their class. Of the twelve members, eight received championship trophies for their efforts. The trophy winners are:



Dan Stone	CS Champion
Matt Jensen	GS 2 nd Place
Waylen Hunsucker	GS 3 rd Place
Larry Harts	HS Champion
Cheryl Swarts	HSL Champion
Raleigh Boreen	CSP Champion
Velma Boreen	CSPL Champion
Mark Lamm	CM Champion
Brent Cary	CM 4 th Place
Steve Brinkerhoff	DM Champion
Lee Miller	STU Champion
Amanda Graham	Ladies Rookie of the year
Matt Jensen	Mens Rookie of the year
Waylen Hunsucker	2 nd Place Mens Rookie of the year

Indianapolis Region hosted the second event in the eight event series in 2006. All of us involved with Indy Region thought that we had put on a good solid event and felt that everyone had a great time. Little did we know that soloists from all over the division thought the same thing as Indy Region was honored to receive the "Event of the Year" award! A big thank you goes out to everyone who helped with the event.

Plans are in the making for Indy Region to host a CenDiv event in 2006 – hope that you can be part of it!

Larry Harts HS Champion



Steve Brinkerhoff DM Champion



Mark Lamm CM Champion



Indy Region Solo Series year end points

By Darren Daubenspeck,
Jim Lin, and Chris McGuire

Class Driver	Points		Cones	Class Driver	Points		Cones	Class Driver	Points		Cones
	Total	Best 6			Total	Best 6			Total	Best 6	
Super Stock				F Stock				A Street Prepared			
Jack Tovey	47	47	2	Sean Murphy	63	63	1	Larry Metz	12	12	1
Chris Northway	16	16	18	Bill Farr	30	30	2	C Street Prepared			
David Ortega	7	7	0	Jon Adams	28	28	5	Joel Harleman	43	43	11
Super Stock Ladies				Michael Hacker	18	18	9	Raleigh Boreen	18	18	3
Toni Brown	12	12	1	Jacob Adams	14	14	6	Jason Russell	12	12	3
A Stock				Nathan Glass	10	10	8	Scott DeCoursey	12	12	2
Mike Stensland	24	24	5	Matt Curry	7	7	3	Chad Stringer	9	9	0
Tim Buckner	21	21	0	Bob Farr	7	7	1	Velma Boreen	9	9	1
Fred Roudebush	12	12	0	G Stock				Matt Curry	9	9	0
Paul Crisostomo	9	9	0	Joe Kniesly	37	37	2	Bruce Durell	7	7	0
A Stock Ladies				Chris McGuire	35	35	20	Steve Povalac	5	5	0
Mary Crisostomo	12	12	2	Darren Daubenspeck	32	32	10	Shane Benson	4	4	1
B Stock				Waylen Hunsucker	32	32	7	C Street Prep Ladies			
John Wilmoth	43	43	2	Matthew Jensen	24	24	3	Velma Boreen	12	12	1
B Stock Ladies				Jay Nogan	15	15	0	D Street Prepared			
Joan Karnas	12	12	0	Jim Lin	14	14	0	Steve Linn	41	41	1
C Stock				Brian Gard	12	12	0	Mary Jo Linn	16	16	0
Dan Stone	49	49	15	Mark Stonecipher	7	7	0	E Street Prepared			
Jeff Alexander	33	33	5	Valerie Gard	6	6	0	Jeremy Straus	6	6	0
Dick Davis	26	26	1	Nathan Glass	5	5	11	C Prepared			
Bruce Durell	25	25	3	Matthew Gray	4	4	1	Paul Fox	24	24	0
Curt Bagley	12	12	0	Kacey Curry	2	2	0	Warren LeVeque	2	2	0
Clemens Burger	6	6	1	G Stock Ladies				E Prepared			
D Stock				Amanda Graham	6	6	1	James Bose	9	9	3
Bob Farr	24	24	0	H Stock				A Modified			
Pat Gilbert	9	9	0	Brad Hayes	48	48	3	Jack Banker	12	12	1
E Stock				Randy Hall	36	36	0	C Modified			
Cooper Lacy	21	21	2	Larry Harts	21	21	1	Mark Lamm	12	12	1
Steve Lavey	21	21	3	Yat Kwan Ho	21	21	3	Brent Cary	6	6	1
E Stock Ladies				Stephen Brinkerhoff	12	12	1	Steve Geiger	2	2	1
Peggy Stone	12	12	1	Rick Swarts	6	6	4	Randall Turner	1	1	0
				H Stock Ladies				D Modified			
				Nancy Hayes	48	48	1	Phil Wehman	76	69	1
				Cheryl Swarts	12	12	0	Stephen Brinkerhoff	24	24	0

Class Driver	Points		Cones	Class Driver	Points		Cones	Class Driver	Points		Cones
	Total	Best 6			Total	Best 6			Total	Best 6	
E Modified				Street Touring X				Street Modified			
Jack Banker	42	42	1	David Woodward	56	56	12	Scott Dales	61	61	10
Warren LeVeque	7	7	0	Dale Brier	39	39	4	Steve Linn	24	24	2
F Modified				Kevin Kent	21	21	2	Bob Farr	12	12	0
Larry Metz	18	18	2	Pat Gilbert	21	21	0	Michael Gough	10	10	1
Street Touring S				Kyle Broeker	12	12	2	James Bose	9	9	0
Jim Lin	38	38	2	James Bose	6	6	0	Scott Aley	6	6	1
Brian Davis	25	25	6	Mike Baker	4	4	1	Jeff Rapp	4	4	1
Vic Brunamonti	21	21	1	Rob Louie	2	2	0	Street Modified 2			
Michael Hacker	19	19	0	Street Touring X Ladies				Brian Bauer	69	69	6
Michael LeVeque	18	18	4	Amanda Graham	12	12	1	Ted Drummond	12	12	0
Eric Brunamonti	12	12	1	Street Touring S 2				Street Touring Ultra			
Geoffrey Chambers	9	9	0	Kristian Hahne	12	12	0	Lee Miller	57	57	2
Jeremy Garrett	9	9	0	Street Touring S 2 Ladies				Ryan Mansfield	9	9	2
Jeff Rapp	7	7	0	Catherine Scionti	24	24	0	Formula Junior 1			
								Robby Linn	30	30	1
								Parker Dales	16	16	0

Solo Is: The Orange Odyssey

By Warren LeVeque

You would reasonably think that this adventure would only be interesting to other Corvair enthusiasts, but several SCCA members have asked about it just because it is an adventure, I suppose.

Two years ago, I received a famous, documented, old vintage racing Corvair to mechanically restore in my shop, I had admired this car way back in the sixties when it was featured in virtually every enthusiast's car magazine. I even went out to the Monterey Classics to see it run in 1987. It dnf'd due to a small oil routing problem.

Now it was actually in my shop and I had a chance to own it---which I jumped on.

This famous old car was just a roller, but what was there was in good shape, considering the 45 year life span. Everything remotely connect to racing safety had to be replaced and a new drive train had to be reproduced. This

hard to decide at what historic point to restore this rapidly evolving prototype car. I finally decided to use the pictures in the March 1969 Hot Rod, which was highly customized with a Huger Orange paint job, spoilers, an air dam, with a turbo charger nearly in the rear seat.



was an official Chevrolet road racing car in the sixties promoted first by Bill Thomas and then by Doug Roe. It was

Most of the preparation has been previously covered in other venues, but not the traveling experience. I figured that this retiree had better make a big splash in one season and try to get over the current deficit spending spree in the future. The Odyssey began by entering several local events to get the bugs out not so publicly. I was amazed at the interest shown by young SCCA people in this ancient race car.

Nothing worked right at the beginning. Getting pushed off of the course was a regular occurrence. I had absolutely no experience in preparing a rear engined, turbocharged, swing axle car and knew no one to ask. The only safe thing done was to use a known good short block to start with.

The steering was way too slow for autocrossing; and new steering arms had to be manufactured. The braking was way too hard with the large sintered metallic drums and required pedal arm modifications.

With the Corvair heavy duty springs the oil pan would nearly hit the ground on acceleration. The rear springs required triple the stock rate due to the motion ratio.

The rear of the car would not rotate---quite a surprise on a swing axle car. One front anti roll bar and three rear ones were tried, ending up with 1" on both front and rear.

The original aircraft gauges were kept and new ones installed in the glove box area. I couldn't read any of them at speed and had to install a "modern" shift light on the windshield pillar. There is no windshield.

After getting a rare FTD at a Ft. Wayne event it was decided to be brave and proceed on to the big Corvair events. Thirteen inch aluminum wheels were made in the style of the original 15" magnesium wheels in order to gear for both track and autocrosses.

The first Corsa (Corvair Society of America) event was at Marshall Town Iowa. They used a wide Kart road racing track, where a little of third gear could be used. I had set the Corsa track record in 1999 in my Yenke Stinger with a 79.9, but hadn't been back since. Imagine my pleasant surprise when on my first run I turned a 78.0. I wasn't able to better it as the track got hotter and greasier. My closest competition was my son Michael in his Street Mod Yenke Stinger (on slicks) at 80.0

The next event was at the Iowa Corvair convention. The venue was an oval track with both a 1/2 mile banked oval and a 1/4 mile oval connected together. The only pylons used were on the outside of the 1/2 mile portion to keep us off of the wall. We had never been on an oval before so were soliciting help from experienced people. I had a comfortable lead in the first heat. Michael ran in the second heat and beat me by a few tenths on his last run. I had one more run to do something about it. I had been running at the top of third gear at about the middle of the track. Michael dared to run it all in fourth at the top of the track. After musing/pouting in my truck, I decided that the only chance was to be as brave as Michael. I drove so near to the top of the track in fourth gear that I was kicking up dirt and grass on the outside of the 1/4 mile oval. Whew! I got FTD on the last run. Losing to your son can be a amazing motivator.

The next event was the Corvair National Convention in Portland Oregon. We had rented the Portland International Raceway for a time trial. I changed from the 13" wheels to the 15" ones and exchanged the turbocharged exhaust section to a larger A/R ratio. The greatest fun was dicing with one of the instructors who was in a CProd Datsun 240Z like the ones I raced against in the 70s. I was running 10 psi boost up until now and went with 15 psi for the

track. On the timed runs the boost was 15, then 10, than 5, then zero and the times showed it. The exhaust crossover pipe split from the heat and pressure. I shouldn't have left the insulation wrap on. A Corvair friend took the pipe and had it repaired locally for me so I could run the autocross later in the week. We didn't know our track times until later in the week. I got FTD again at the track. At the banquet I had to give the Top Tweety prize to myself.

The later autocross was all at the top of first gear with arm wrenching corners. What a variety of events; from flat out in 4th to flat out in 1st! As their instructor, I had coached the entrants to go all out on all of their runs and find the limits by spinning and hitting cones. I got the not so fortunate opportunity to demonstrate this method on all but my last run. I got FTD again. I had never experienced this kind of a streak.

The SCCA late model Corvettes on Hoosier tires were playing and turning times in the 41 to 43 bracket. My best after three runs was 42.0. Naturally they went back out and took about 12 runs apiece until they could beat my time. What great fun.

The next event was in the fall at Beaverun Raceway in PA. The fastest Corvair drivers and cars seem to reside on the east coast, so the competition was hot. I could tell from the practicing that I would not likely win this event but had a chance. Again, I practiced too much and went to the line with a tired, smoking engine. The three drivers (2 cars) that beat me had been beating me in practice anyway, but I still hoped for a miracle. First was the fastest SCCA road racing GT3 Corvair ever and the 2nd car was a well prepared 3100cc (vs 2700cc) track only car. I got to give my Top Tweety away to the son of the GT3 owner. AT least it wasn't MY son that beat me.

The last outing was a regional championship autocross at Grissom AFB. I invited my son to drive the car as I had never seen it run. It sounded like a jet engine whooshing at take off and looked like a diesel's exhaust. Yes, I just barely nipped him.

When I returned home from out west, I had a call from one of the previous owners, Doug Roe's son, and then contacted the first owner of the car; Bill Thomas. Fortunately I had good news to tell both of them.

What an unbelievable year. The new pistons and rings are setting on the shelf waiting for a Hill Climb and a Vintage Race, some time in the future.



Til Then, Warren

Last Saturday, October 29th, 2005 we had our annual Halloween Rally. It was a TSD, Limerick, murder mystery rally. Should have, would have been fun. But that was not to be. Since we only had 2 participants the rally was cancelled. I want to thank Rick and Cheryl Swarts for coming and also for supporting the rally program throughout the year. Needless to say they have been the only consistent participants this year. I want to thank Jeanne Spellman and Frank Pope for their consistent help. I have said it before, without their help (even with their help) there would be no rally program.

It has been very hard to get workers at the rallies. Last Saturday I cried on the phone to get workers. Thank you Brent Cary and Vicki Pope. I have had to be the rallymaster for 4 of the 6 rallies that we have had this year. It takes a tremendous amount of work. Not only creating the route but safety checking, timing etc. It is not, "let's go drive around come up with a route" and that is it. You have to rerun the route and rerun it. Last year we had an aggressive schedule. We had 10 Rallies, some successful some not. This year we tried only having 6 rallies, 3 in the spring and 3 in the fall. The thought process was that people are on vacation, busy during the summers, and that is a very

busy time for the Solo program. The Spring was pretty successful but so far the Fall has not been. I don't know what the program will look like for next year, but Please come out and support the rallies. I would still like to see a more aggressive program.

We have one more rally this year: the "Stoic Indignation" rally put together by Ben Tackett and used as part of the National Rally last year. The original Rallymaster cancelled so Chuck Hanson has taken it on. Please look for the ad in this issue, and watch the website for details.

One more thought. Remember you can write in people when placing your votes. Jeanne Spellman has been the assistant RE for the last 2 years. She has been Matt's right arm and his left when he was unavailable. Due to the old boys club she is not on the ballot this year. *(Editors note: The ballot was not closed when I received this column. I talked to Jeanne about this, and she said she appreciates the vote of confidence from this, but due to other personal and family needs, she declines to run for the office this year. I think she will be a great candidate in a future election.)* Write her in, as she would be a Great RE. (of course, that is not to say Steve would not be a good one too).

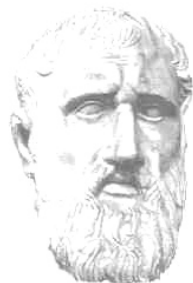
Back To School Sept 25 Road Rally Results

Overall	Class	In Class	Driver	Navigator	Points
1	E	1st	Steve Linn	Jim Lin	335
2	E	2nd	Jay Friend	Frank Pope	290
3	N	1st	Raleigh Boreen	Velma Boreen	284

A nice win by the "Brothers Lin(n)" in the experienced class, and also a good show for the Boreens in the Novice class, only a few points behind the experienced competitors.

Thanks for coming out to our rally!! Rick and Cheryl Swarts (and Trey)

Join the FUN at the 2005 last rally, Sunday November 20



A Touring Rally of Epic Proportions

STOIC INDIGNATION

When: **Sunday November 20, 2005**

Start: Big Lots at Burton Lane & SR-37 in Martinsville (behind Starbucks)

Registration opens at 11:30 AM

Participants Meeting at 12:30 PM

Rally Starts at 1:00 PM plus car number.

Members entry fee \$ 20, non-members \$ 25

Rally is about 40% gravel. The rally will end at Maldonado's Mexican Restaurant east of Nashville approximately 5PM.

Rallymaster: Chuck Hanson 780-9007 Join us for the Fun!

Bring a copy of this ad for a \$ 5 discount!



Greetings from the road racer..

By Jeanne
Spellman

Last Column from your outgoing Assistant RE....

It's hard to believe that 2005 is nearly at an end and the holidays are upon us already! This is such a busy time of year, but it is also a time of reflection over the accomplishments of this past year and anticipation of plans for this new year ahead of us.

As a club, we have certainly had a year of great change. We will be leaving the Central Division (as per the great Area4/Area5 split) and becoming part of the new Great Lakes Division. Many of us are nostalgic over that change and the rich history our club has had within CenDiv but it is also something to look forward to as we make new history within the new division....an end but a beginning...new records, new traditions. That's exciting!

Within our club we have seen some pretty big changes regarding road racing. Last December we took a stand to spend major dollars in track improvements at Indianapolis Raceway Park. This amounted to deciding if we wanted we wanted to take the risk and remain a road racing club with a rich history or just be a rich Solo/Rally club. Matt Curry primarily did much research, the board of directors did much soul searching and the end result was to accept the challenge, take the gamble and pay the price with an eye on the future, to insure that this sport would continue and grow. Initially the price to pay was only track paving repairs but that grew to include tower repairs justified primarily for race safety issues. Again this was a difficult and not unanimous decision but one that should have future benefits for the club.

Again, a look at the past with an eye on the future.

This work is not yet complete so please volunteer directly to Steve Linn to help in any way that you can. We put on two events this past year, had pretty good driver participation numbers and experienced both the worst and best in worker participation. As low as May was in volunteer numbers (we almost didn't get to race!), July was a real high point with about 120 volunteers and several new participants. We need to continue the growth, bring in younger people (or rather new people all ages certainly welcome!) and "grow" the sport. This has been through the years a stepping stone to pro racing, point in hand Bobby Rahal and now his son Graham, our youngest national champion. There are people out there who only dream about what we are privileged to do. Let's keep the dream alive! We don't quit playing because we grow old, we grow old because we quit playing! Learn these lessons from our kids.

Many of you know that circumstances outside of racing this past year have taken a heavy toll on me personally and as a result I am not running for Regional Executive this year. I genuinely appreciate the support that I have had and the many phone calls I have received regarding this and I thank you all, but I am not a candidate this year. I have pared back many activities and regretfully did not make it out to as many events as I would have liked but will continue to support the club next year as a volunteer as much as possible. With a look at the past and an eye on the future, I'm signing off now as your outgoing Assistant RE.

Whew....what a ride! JS

Notes From A Nut - End of the Season

By Dick Powell

As usual, this has been another busy season. In addition to our own races at IRP, I had a full season crewing for John Salisbury at the CenDiv Nationals. We had a tough year, topped off with difficulties at the runoffs, but it looks like next year will be better!

In the Indy Region, the Solo bunch started with spring test and tune and continued with a great Solo Points Series through the season, including some extra competition with the Columbus Club in Walesboro. We also had the CenDiv Divisional Solo at Grissom, which ended up being voted the Best Event in the CenDiv Series; Kudos to the Boreens and Swarts for leading our club to this honor.

We started off with successful Rallies in the spring, planning to finish the season with 3 more rallies in the fall. Unfortunately, I stopped getting information from the rally

program about upcoming events and results, so the events were not publicized and turnout has declined. We finally got some information about the last rally of the season on November 20 (Ad is on page 15) and hope to have a better attendance. Come out and join us for the FUN and see what a rally is all about!

Of course, the other event coming up for the year end is the annual meeting at Hollywood Film Works on Saturday, December 3 at 2 PM. After we have the business meeting and elect our new officers, we will be having some special racing films for our members to enjoy. This is a gathering for the whole family, so bring the kids along and enjoy an afternoon with the other members.

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

Proposal for 2007 SCCA Road Rally Championship Series

Forwarded to Clutch Chatter by Chuck Hanson

Proposal for 2007 SCCA Road Rally Championship Series from R. Bruce Gezon

Presented at the *RoadRally* Town Hall Meeting - October 22, 2005 – by R. Bruce Gezon

Premise – Realign the current National *RoadRally* Championship to bring all levels of competitors into a single series for the enhancement of the sport.

Format – Eliminate National and Divisional Rallies and replace with Regional Rallies.

Rally Format – Each SCCA Regional Rally will use either the RRRs or their own regional Rally Regulations. The regulations to be used will be identified in the entry flyer. The type of rally will be clearly identified as Course, Tour, or GTA (Gimmick). Compliance with the event regulations will be administered by the RRB only in those cases where the RRRs are to be used.

Classes – Championship classes to be Course, Tour and GTA and will be further separated through classification by Lifetime Points. Year-end award to be made in Lifetime Point categories of Grand Master, Master, Expert, and Senior (all non classified entrants will be considered to be in the Senior Classification) for each championship class. Individual Class determined by Lifetime Points ranking as of January 1 of Championship year. Future Lifetime Points will be awarded on those events complying with existing RRRs having a minimum length of 180 miles and will be designated as a Lifetime Points Rally. Championship Points earned for these events will count as two events.

Championship Points – Points to be awarded per the RRRs in whichever regional class the entrant is entered on the individual event. Each of the twelve Championships to be based on the point total of an individual's best ten finishes. No worker points will be awarded.

Letter from Warren LeVeque after the last Solo points event for 2005

The Grissom Solo Points event No. 8 was cold at first but finished out nice and sunny. We didn't get into 3rd gear gear but were wound out in 2nd at one spot and didn't quite need to down shift to first. There was one sweeper which you were forced to enter and exit on the inside line. I was working near that corner when Michael ran and got to see him scaring some passengers as he swept the sweeper in a broad slide like a sprint car. Front drivers have no idea of how much fun this is---we don't care if it's not the fastest way--but it might actually be. .

Some of these scared passengers were Tom Miller who is the editor of (Ft. Wayne newsletter) Valve Clatter and Scotts new lady, Mindy, who is trying to relate this to barrel racing with horses.

Michael won the STS class. His Stinger is a popular winner. I didn't do so well in the EM class but had a great time visiting with friends that I hadn't seen all summer. Four E Modified cars at a local event must be a record. Jeff Rapp finished just out of the trophies in Street Mod. He has lots of improvements planned for next year.

Portions of the course were presumably a replica of this years National course---I wasn't there. The course was easy to follow, but didn't allow much in selection of lines (yeah, sometimes I

like to select the wrong ones.) Every one had a great time. If we don't get out again this year, we had a great finish for the 2005 season.

For you technophiles: I had changed the '64 Corvair roadster over from Paxton Supercharging to turbocharging with an inter-cooler because the supercharger requires 18 horse power to turn it and just shreds the belts when leaving the corners. Just the opposite of a light flywheel. I could feel the extra freeness in the engine but didn't develop all that much boost. (I employed riders to watch the boost guage). I haven't had the courage to do a compression check , but suspect this 8 year old 3100cc boost receptacle is just worn out. Plans are for a complete rebuild , new reverse ring and pinion (instead of reversed engine) and new aluminum brake calipers. The left rear caliper was locked on the entire 5 run event. It hadn't been run in a year and was protesting.

Congratulations to Indy region and to Larry Harts for a great event. Congratulations to Steve Linn for proving that borrowed cars do go faster.

Just loved seeing everyone again,

Warren LeVeque

With the carnage repaired and a “new” tire procured to replace the cut one from my Mid-Ohio debacle, it was time to return to Gateway International for the St. Louis Region’s season-ending “Spooktacular” Double Regional weekend. Although the course is a relatively short 1.6 mile “roval” that combines both the NASCAR oval and infield, I have come to really enjoy the course and my car is pretty well suited for it. Saturday morning was sunny but cool and 30 cars took the track for qualifying in my combined group of ITA, ITB, IT7, and Spec Miata. Seven cars turned out in the ITA class including a pair of Toyota MR2’s, a Nissan 240SX, a Bimmer and even a 70’s Mercury Capri. I was conservative during qualifying, just looking to get up to speed and never really got a single good, clear lap. The result was a 13th place spot and 2nd in class behind one of the MR2’s. The 240 and the Capri were close behind us. For the race, the starter really held us and I never really caught a good glance of the flag waving. Everybody else went, so I did too! Unfortunately this is not the way to get a good start and had to check up to avoid running in to the back of the lead MR2 down the front straight and going in to T1. The car took a step out on me in T2 (cold tires!) and the Capri got a run on me on the inside up to T3. Crud. That little slip was starting to hurt. The Miata’s were swarming everywhere and by the time we exited T7 out on to the NASCAR oval the 240SX got by as well. Great, from 2nd to 4th in class in less than a lap! With some heat in the tires at the completion of the first lap I felt better about running it back down hard into T1, so the chase was on. Nose to tail, the ITA train of MR2, Capri, 240SX, and my Sentra motored into lap 2. At the exit of T7 back on to the oval, the Capri slipped up allowing the 240SX past. With the Capri punching a big hole in the air, I drafted up and went to the outside of the Capri at the flag stand and passed him on the outside into T1. Back in third! A Spec Miata ahead of us balked the ITA train up going thru T6 and we all had a “close moment”. Back out on to the oval, the “mighty” 132 ft lb of torque from my SE-R allowed me to dive to the inside of the 240SX going into the banking and then catch a draft off the MR2. Down into T1 I was back to second and on the heels of the MR2! The Toyota was much quicker thru the tight infield section so I knew I had to stay on his tail and get a good exit back on to the oval. Coming out of the right hand T6, he understeered and had to check up.

Of course this caused me to check up and push out as well and I ended up exiting the corner with two wheels in the grass, straddling the rumble strips along the edge of the track. This is not the quick way thru the corner to say the least, but it did allow me to get a run down the inside of the MR2 into T7 and to get a good run on to the oval to complete the pass. First place! Yippee! Know I just had to make sure not to screw up. With my horsepower advantage on the oval and front straight, I had to make sure I kept a good



gap going into T1 each lap so that I could maintain my lead thru the infield. Each lap, the MR2 would be on my tail by the time we got back to T7. Soon we began lapping slower cars and traffic management became critical. Timing when and where to catch the car became vital in order to fend off the MR2. For the rest of the race the Toyota waited for me to make a mistake. Whenever I could open a gap, I started to conserve tires and brakes. The checker flag could not come soon enough as each time I came on to the front straight, I strained to see if the checker flag was waving. Finally, I took the checkers and maintained my perfect ITA winning record at Gateway (2 whole races!) After leaving impound, I knew that a tire rotation would be a good idea for Sunday and probably a check of the front brake pads. I had gotten a deal on a set of pads made by a vendor I had not used yet and so far was not particularly satisfied with their feel, wear, or what they were doing to the rotors. Well, following the mantra of other racers, always check them, because what I found was not good. The right fronts were down to the backing plates! I had finished the race by literally a razor thin margin. Well, since I had incorrectly assumed (rookie!) I would be able to get a full weekend on what I had left on the pads, I had not ordered a replacement set of my favored brand. That meant my emergency backup plan would have to take effect – ½ used high performance street pads. Yuck. On they went with

another used set of rotors; I crossed my fingers and hoped for the best.

The Punt

Sunday morning provided a beautiful sunrise that I viewed from the top of the grandstands due to the fact that I was up early because my econo-lodging bed apparently had been fabricated from bricks and sticks. The plan I had formulated the evening before with my “crew” (a couple cans of domestic brew) was that my morning qual session would be fast and brief. Once I got the tires warm, it would be three fast laps and then back to the paddock in order to conserve brake pads for the race. I got to grid early to try and ensure a minimal number of cars ahead of me early on and quickly completed my 3 warm up laps and 3 hot laps. I was prepared to have to start further back in the pack, but much to my surprise and pleasure, I dropped three tenths of my Saturday qual time and put myself on the ITA pole and 12th overall! Hey, maybe I should do this more often. I knew the start would be interesting again as I had what appeared to be every Spec Miata in MidDiv ahead of me. Not being known as one of the torqueist (is that a word?) motors on the planet, I figured to get a good jump on a few of them at the flag. Well, I managed to go 0 for 2 on good starts for the weekend when the Miata in front of me nearly chopped my front end off when I went to pass him on the outside at the start. Having to check up, the MR2 had a good run down the inside and got past me coming out of T2. Close racing with the 240SX had me putting two wheels off at the entry into T5 and the Toyota gapped us a little more and was able to get two Spec Miata’s between us and him. The 240 made a strong outside move thru T7 and I followed the pack of 4 cars around the banking, preparing for a draft and dive into T1. They went three wide past the flag stand with the 240SX drafting an SM on the inside, right next to the MR2 and the other SM on the outside. Into T1, we could see tire smoke and the MR2 and one of the SM’s ran wide. I took my normal mid track entry into T2 and was just starting to turn in when suddenly someone turned on the spin cycle! A hard hit into my left rear corner and suddenly I was facing a pack of cars coming at me as I pirouetted thru a quick 360 out to the edge of the track. Fortunately instinct somehow kicked in and I did not lock the brakes up, instead allowed the car to spin and complete the 360 and jammed it back in first gear. By



this point most of the cars had already passed me to the inside and I was fortunate that the T2 corner station was directly in front of me, the corner worker waving me frantically back out on track! The car never came to a complete stop, but here I was, now bringing up the back of the pack. When I had entered T2 on close to my normal line but held up slightly by the cars ahead of me, another Spec Miata had made a diving move to my inside. His nose and right front fender had contacted my right rear fender well and just ahead of it. Of course, I don’t know what kind of damage I have as I have no crew or radio this weekend (the pair of beer cans from the previous evening had slept in at the hotel). After a lap of feeling the car out and waiting for something to fall off or spin off track, it was time to put my head down and pass some cars. Except that I suddenly had a steering wheel not dead straight as it was when I started the race. I haven’t confirmed it yet, but I think the hit also knocked some toe-in to the left rear wheel and the car was slightly “crabbing” and certainly not hitting the same top speeds at the end of the front straight by a few miles per hour. I had 18 laps to dig myself out of the hole I was now in! The “red mist” can certainly make you drive a car harder and any thoughts about brake or tire conservation went out the window. I started picking off cars and was especially attentive to the ITA cars I passed. When I went by the Capri which had spun off course, I knew I was getting close. Remember how just the day before I thought the checkered flag could not come fast enough? Well, now I was at the opposite end of the spectrum, pleading to not see the “last lap” sign each time at the starters stand. And then I started getting glances of the 240SX – and I was catching him too! Each lap I closed the gap, each lap I hoped to not see the “last lap” sign. Finally I saw it and I was still 100 yards back from the 240SX. My only hope was that maybe he didn’t see me and would take it easy on the last lap. Nope, no such luck. As we came around to take the checkers, he was still 50 yards ahead of me. But, I

(The Rookie Part 6 continued)

had managed to pass 18 cars in 18 laps to salvage a 12th place overall and to take 3rd in ITA. Not the win I had hoped for, but a very satisfactory finish none the less. When I got out of the car at impound, I was surprised to find that the damage was not nearly as bad as I had expected. At least nothing that a big hammer and some bondo can't fix. And hopefully no bent control arms, but that has yet to be inspected. After being released from impound, I went to find the SM driver that had made contact with me (I had to have someone else tell me who it was – I still didn't know!). When I pulled up and asked "what happened?", his response was "you ran over me". Huh? He brought his camera over and we viewed his in-car video. As I remembered (and later confirmed on my video), when I got held up in T1 and into T2, he dove to the inside of me. He view was that I turned in to him, thus "running over" the front of his car with the rear of my car. Hmm, that doesn't quite make sense considering that on my in-car video, I have just barely started to turn in to the corner (the wheel was just starting to move) when suddenly my helmet is bouncing off my head restraints and I'm taking Mr. Toads Wild Ride. And it was his right front corner banging my left rear, spinning me out. We agreed to disagree, chalked it up to just a "racing thing", shook hands, and went our separate ways. The issue of when does a driver "have the corner" is currently a greatly debated one. Many racers are asking for greater clarity via the GCR and it's a popular subject on any of a number of internet road racing forums. In the November issue of *Sportscar* magazine, veteran driver Randy Pobst has a nice article on it in his monthly column.

Dig it out and have a read and let me know what YOU think!

TV Schedule for 2005 Runoffs

Date	Time	Class
Sun., Nov. 13	1 p.m.	H Production
Sun., Nov. 13	2 p.m.	C Sports Racing
Sun., Nov. 20	1 p.m.	Showroom Stock B
Sun., Nov. 20	2 p.m.	Sports 2000
Sat., Nov. 26	1 p.m.	GT-Lite
Sat., Nov. 26	2 p.m.	Touring 1
Sun., Nov. 27	1 p.m.	G Production
Sun., Nov. 27	2 p.m.	Formula Atlantic
Sat., Dec. 3	1 p.m.	Formula 500
Sat., Dec. 3	2 p.m.	Touring 2
Sun., Dec. 4	1 p.m.	Formula Mazda
Sun., Dec. 4	2 p.m.	American Sedan
Sat., Dec. 10	1 p.m.	Formula Continental
Sat., Dec. 10	2 p.m.	D Sports Racing
Sun., Dec. 11	1 p.m.	E Production
Sun., Dec. 11	2 p.m.	GT-1
Sat., Dec. 17	1 p.m.	Showroom Stock C
Sat., Dec. 17	2 p.m.	Formula Vee
Sun., Dec. 18	1 p.m.	F Production
Sun., Dec. 18	2 p.m.	GT-3
Sat., Dec. 24	1 p.m.	Formula Ford
Sat., Dec. 24	2 p.m.	Spec Racer Ford
Sun., Jan. 1	1 p.m.	GT-2

Indy Region Racers Regional Racing Point Standings as of 10/31

Driver	Points	Driver	Points	Driver	Points	Driver	Points
Riggen, Lyle	72	Flock, Tim	24	Holley, Scott	12	Flock, Michael	2
Selby, Tim	54	Johnson, Ken	24	Junken, Steve	12	Shields, Chris	2
Hanson, Julie	48	Meskauskas, Rocky	24	Tipton, Patrick	12	This is all of the race results I have received to date. Remember it's the driver's responsibility to get their regional race results to me throughout the season. Thanks! Jan Castelluccio	
Best, Stephen	44	Leeke, Zach	21	Doyle, Andy	11		
Neal, Michael	43	Weida, James	21	Ashton, Vincent	9		
Linn, Steven	38	Weida, Jerry	21	Pfeffer, Jonathan	9		
Coomer, Stu	37	Doll, Brian	17	Rude, Darold	9		
Otoupal, Vicky	36	Doyle, Morey	16	Van Vlymen, Andrew	7		
Maynard, Mark	30	Duncan, Brian	16	Reisert, John	6		
Schacht, David	29	Benson, Shane	14	Todd, Deane	6		
Baden, Michael	24	Gray, Greg	14	D'Angelo, Paul	5		
Caldwell, Bobby	24	Clark, Curtis	12	Huerkamp, Joe	3		

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Clutch Chatter Mailing Opt-In/Opt-Out

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

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

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

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

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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.

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Return completed form to:
Dick Powell
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2835 Madelynne Dr, Apt D
Indianapolis IN 46229

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

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Your answer to the following question has no bearing on your choice:
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Membership Application

Dear Prospective SCCA Member:

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

PLEASE PRINT OR TYPE

Name _____ Birthdate ____/____/____
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 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 _____

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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.

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

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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.

Classifieds



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
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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 Reiser 812-948-5865 or reisertracing@hotmail.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.
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