

JULY 2008



Clutch Chatter

THE OFFICIAL PUBLICATION OF
THE INDIANAPOLIS REGION OF THE



NEWS AND STORIES ABOUT EVENTS OF YOUR REGION OF YOUR CLUB



SCCA National Races



OFFICIAL PROGRAM

**Welcome To Our
National Races**

See the worker specialty descriptions on page 8, and the Worker Incentive Program (Work for Dues) on page 10. Besides having fun, you can earn credits towards your annual membership dues.

Results of Indy Region events and other club news inside

indyscca.org

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Indy Region Home Page: indyscca.org
SCCA: scca.org GLdiv www.greatlakes.scca.org
Solo Info Sites: www.autocross.com

Indy Region E-Group

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

Calendar



- July 5-6 Race, Indy Grand Prix Nationals,
O'Reilly Raceway Park
July 13 Solo Pts 4, CSCC / Indy Shootout Round 1,
Walesboro
July 20 Rally No. 4 July Junket / Journey / Jaunt
Aug 9-10 Solo CSCC School and Points 6, Walesboro
Aug 17 Solo Pts 5, CSCC / Indy Shootout Round 2, TBD
Aug 24 Rally No. 5, RM Sam Crites
Aug 31- Sep 1 Solo CSCC Super Weekend, Walesboro
Sept 16-19 Solo SCCA Solo National Championships,
Heartland Park Topeka
Sept 27-28 Race Fall Frolics, O'Reilly Raceway Park
Oct 5-12 Race SCCA National Championship Runoffs,
Heartland Park Topeka

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RE News: Welcome Race Fans !

by Steve Linn

Ladies and Gentlemen,

I want to take this opportunity to thank each and every one of you for attending one of the premier Club Racing events of the Sports Car Club of America (SCCA) as sanctioned by the Indianapolis Region. Whether you are attending the 2008 edition of the Indy Grand Prix at O'Reilly Raceway Park at Indianapolis as a competitor, worker or spectator, I am very pleased to welcome you to one of the nation's most storied National Road Races!

As you read further through this program, you will find explanations of Road Racing, Worker Specialties, and the Cars of Club Racing. You will also see reports on the Indy Region's Solo (autocrossing) and Road Rally programs. All of these events are highly competitive and require a great deal of dedication from all of those involved. In order to fully gain the satisfaction from your membership in the SCCA, I would encourage everybody to support all of the activities in your Region. If you are not a member, please feel free to contact me and I would be happy to help you

begin your journey in the SCCA. We do provide on the job training!

I have been very lucky to be associated over the past several years with some of the most talented and enthusiastic people to ever become members of the SCCA. To all of the dedicated people in this Region that make it possible for us to enjoy our various activities and programs, I want to again thank you for supporting our events, and I look forward to meeting and talking to all of you over the next month and thru the rest of the year.

As always, if you have any questions feel free to contact me! See you on track, on the road, or between the cones!

Steve Linn
Regional Executive
Indianapolis Region



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



And don't forget the
Indy Region Fall Frolics
SCCA Double Regional
Races
September 27-28

Featuring the

**Headless
Horseman
Handicap
Race**



**Thank You's from Special
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We are offering a 20% discount to all of the SCCA Racers, Workers, and Friends for their races at O'Reilly Raceway Park this year.

This includes the July 5 & 6 Indy Grand Prix Nationals, and the Sept 27 & 28 Fall Frolic Double Regionals.

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



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What is SCCA Road Racing?

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

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

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

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

National racing — the goal at this plateau is winning a National Championship at the Runoffs at Heartland Park Topeka in October. This is the Olympics of road racing, where the top drivers from SCCA's 30 classes square off in a single 40-minute shoot-out for each class to determine who will wear the crown.

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



Schedule:

Friday – July 4, 2008

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

Saturday – July 5 2008

Registration..... 7:15a - 10:00a
 Tech Inspection 7:15a - 11:00a
Qualifications - 20 Minutes, Groups 1-7 **8:00a**
 followed by 40 minute qualifying for Enduro
 followed by LUNCH
Qualifications - 25 Minute, Groups 1-7 after lunch
 followed by The Leap Laps Extra Enduro
The Giant Party Family Cookout 6:00p
 Track Closes..... 10:00p

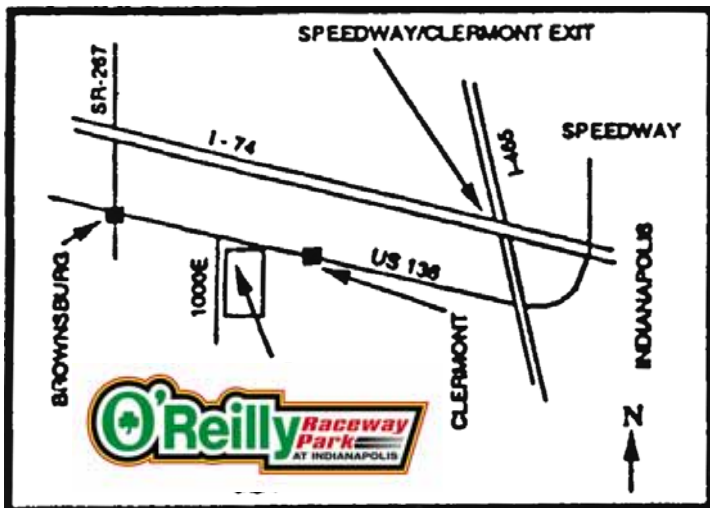
Sunday – July 6, 2008

Registration..... 7:15a - 10:00a
 15 minute emergency practice, closed wheel **8:30a**
 followed by open wheel plus SRF
Races - Begin 18 Lap Races..... **9:00a**
 Groups 1 thru 3
 followed by Lunch, one hour
 followed by 18 Lap Races Groups 4 thru 7
 Track Closes..... 7:00p

RACE GROUPS:
 Group 1 T2, T3, SSB, SSC
 Group 2 GT1, GT2, GT3, AS, BP, DP, ST, T1
 Group 3 FA, FB, FC, FE, FM, S2, CSR, DSR
 Group 4 SM
 Group 5 GTL, EP, FP, GP, HP
 Group 6 SRF
 Group 7 FV, F500, FF
 Enduro ITE, ITS, ITA, ITB, ITC, ITR, SSB, SSC, SM, SP,
 SPU, EP, FP, GP, HP, GTL, BP, DP, T2, T3

GETTING INTO O'Reilly Raceway Park for the INDY GRAND PRIX NATIONAL RACES

From US 138, Turn south onto 1000E. About a mile south you'll see GATE 8 on your left. Enter GATE 8. You made it! The registration tent/trailer will be on your right if you're working, driving or crewing. Have a great time!



The Cars of SCCA Club Racing

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



Formula Ford

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

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



Sports 2000

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

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



Grand Touring 2

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



H Production

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

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



Showroom Stock C

the closest racing comes from these classes, so don't let the lack of noise fool you. There's no lack of excitement on the track. The Touring classes (T1 - T3) are similar to Showroom Stock, but allow more modification for safety's sake since the cars are faster. A Sedan is the fastest growing SCCA class. It is made up of the American pony-cars like Camaros and Mustangs, with rules like the Trans-Am cars of the 60's and 70's. While not allowed the extreme modifications of the GT category, the class is popular because it is easy to build a competitive car.

A Lap of O'Reilly Raceway Park at Indianapolis

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

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

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

Turn 2 follows a short straight that offers limited passing chances. This is another righty screamer requiring not much more than a quick lift, if that. Seventy degrees later you're confronted almost immediately with Turn 3. Setup requires moderate braking and a downshift (or two?). Three is the start of a long complex of turns – T3 right + long left T4 + T5 right -- leading onto the fast backstretch.

There are a couple of ways thru Turn 3 that both allow you to get into Turn 4 ok, but you must get thru 4 and 5 on line and on the throttle or else you're dead meat down

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

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

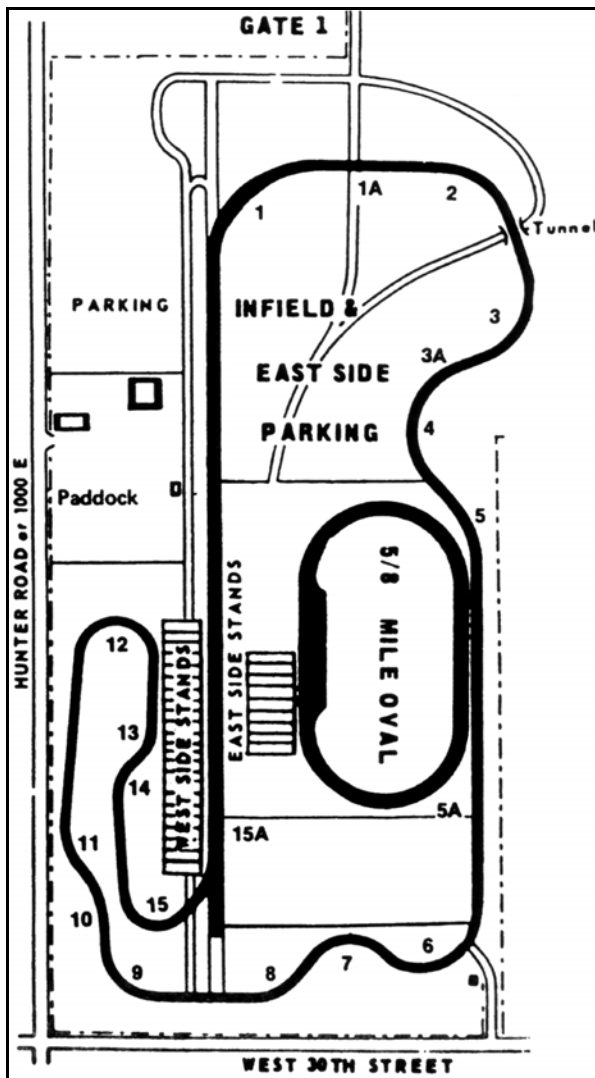
now, and the best line thru 7 will be setting up for Turn 8 which shortly follows. A good run thru 6+7+8 can lead to a passing attempt going into Turn 9, but it's not usually very pretty.

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

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

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

You want to get a closer look at the ORP road course? Come out and work a corner. See the info on page 8, and the Worker Incentive Program on page 10.



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

Key Benefits of being a race official at the 2008 Indy Grand Prix National Races:

- The best seats in the house!
- A worker incentive program that pays a portion of your SCCA dues for each day you work (see pg 10).
- A free ticket for the race weekend so that you can bring along a spouse or friend
- A free lunch each day that you volunteer
- A great party on Saturday night!
- If you are not an SCCA member, we will give you a trial membership.

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

We're looking forward to seeing all of you at ORP on July 5th and 6th !

How Do I Become a SCCA Race Official?

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

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

Race Official Specialty Descriptions

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

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

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

GRID MARSHALLS - Place the cars in proper order for races and perform traffic control as cars are released to the track. They check driver safety gear and that cars permitted on track have passed inspection. This gets you up close to the cars, but also allows for socializing with the drivers and crews while they prepare to run.

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

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

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

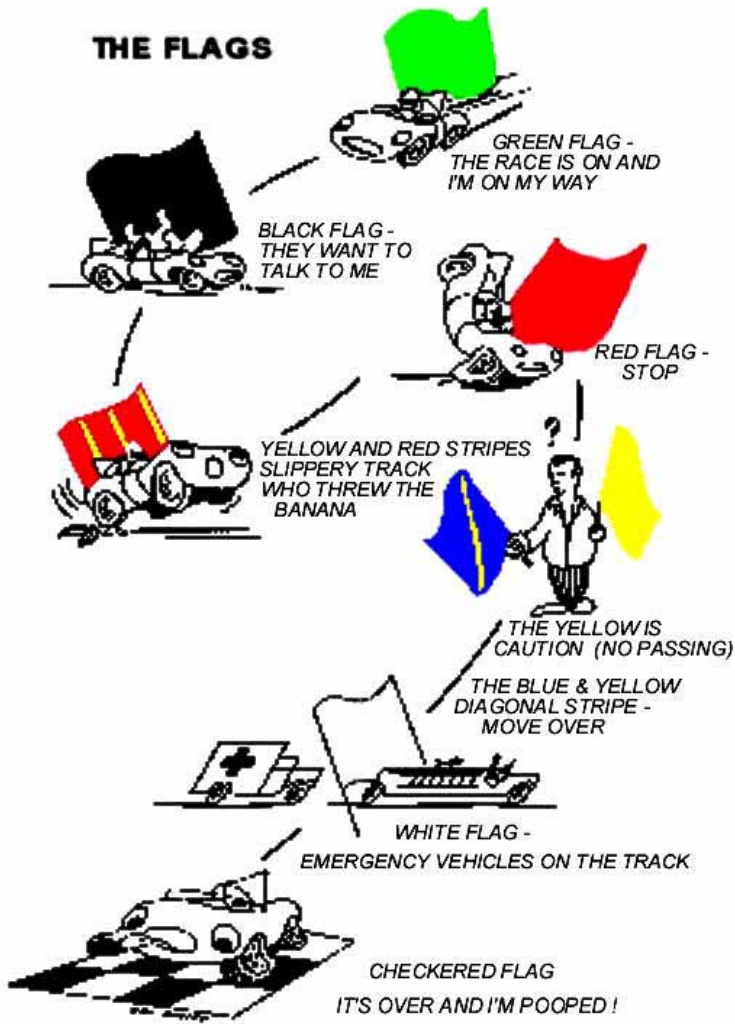
SOCIAL CREW - Be responsible for preparation and distribution of volunteer official lunches at events, and putting on the Saturday party.

SOUND CONTROL - Administer sound meter readings of race cars.

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



THE FLAGS



Come Out and Work A Corner

Thinking about working corners for the July 5-6 Indy Grand Prix National races at ORP? No experience is necessary -- we will show you the ropes. As a head start, we now have an F&C manual available on indyscca.org on the Club Racing page.

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

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

ORP Track Records

Class	Time	Driver	Car	M/Y
FA	1:24.529	Larry Connor	Ralt RT41	7/00
FB		new class		
FC	1:29.771	Jeff Shafer	Nemesis	7/97
FE	1:36.175	Tim Floyd	Van Diemen	5/08
FF	1:33.575	Mark Davison	Swift DB1	7/99
FM	1:31.665	Scott Rettich	Formula Mazda	7/06
F500	1:38.037	Ron Vince	KBS	7/98
FV	1:44.852	Bill Wallschlaeger	Lazer MKII	4/93
FST	1:48.029	Dave Dawson	Evolution Mk 1	9/07
CFC	1:34.988	Brian Schuman	Reynard	5/99
CFF	1:38.780	Dave Harmison	Royale	9/91
CSR	1:27.130	Tony Coniewski	Swift	7/04
DSR	1:32.651	Alvin Beasley Sr	Beasley Decker	7/92
S2	1:32.563	Alan Andrea	Lola 89/90	4/93
SRF	1:44.308	Tom Vancamp	SR Ford	4/96
EP	1:43.592	Sam Halkias	Triumph TR6	7/07
FP	1:42.106	Rick Haynes	Midget	4/93
GP	1:45.773	Steve Sargis	Spitfire	7/92
HP	1:47.977	Craig Chima	MG Midget	7/06
GT1	1:31.231	Max Lagod	Camaro	4/96
GT2	1:36.148	David Finch	Porsche	7/97
GT3	1:39.197	Mike Cyphert	Toyota	7/05
GTL	1:47.003	Bill Partridge	Nissan Sentra	7/06
AS	1:43.136	Andy McDermid	Ford Mustng	7/06
T1	1:41.171	John Buttermore	Corvette	7/07
T2	1:46.631	Bill Baten	Camaro	7/06
T3	1:48.363	Nathaniel Ellis	Honda S-2000	7/07
SSB	1:51.337	Chris Puskar	Mazda	7/02
SSC	1:53.842	Kevin Adams	Honda Civic	7/99
SM	1:51.150	Mark Bennett	Mazda Miata	7/06
ITA	1:49.381	Kevin Ruck	Acura Integra	5/06
ITB	1:54.525	Scott Hileman	VW GTI	5/05
ITC	1:55.649	Scott Fruth	Honda Civic	5/05
ITE	1:43.997	Robert Pfeffer	Corvette	5/06
ITS	1:48.351	Tim Selby	Mazda RX-7	5/06
SP	1:37.158	Scott G Holley	Porsche 911	5/05
SPU	1:53.181	Bob MacDonald	Locosaki	5/05
BG	1:49.926	Dan Schaut	Monte Carlo	5/00
LC	1:58.280	Richard Swearinger	Legends Sedan	4/00
SRX7	2:03.612	Jeff Cashmore	Mazda RX7	5/00
ASR	1:25.880	Jerry Hansen	Lola T333	M5/80

2008 Indy Region Club Racing Worker Recognition Program

You Can Get YOUR SCCA Membership Paid For By Working at ORP!

The Rules:

1. Workers are defined as people working a Specialty at one of the three Club Racing weekends held by Indianapolis Region at O'Reilly Raceway Park at Indianapolis (formerly IRP). The following are the available Indy Region Specialties: Race Chairman, Registration, Grid & Pit, Steward, Tech Inspection, Flagging & Communications, Guest Services / Driver Information, Radio Tech, Sound Control, Starter, and Timing & Scoring.
2. This promotion is open to any worker, including any SCCA Member from any Region.
3. Workers begin to earn Credits after working three days of a Specialty. Combining of days of more than one Specialty worked simultaneously is not allowed. A maximum of two days worth of credit is available to a worker for each race weekend. A "day" is defined as working more than 90% of the available hours within a single day per the requirements of that specialty. A "weekend" is defined as the Friday, Saturday, and Sunday of the scheduled Club Racing event.
4. Each worker must have the designated Chief of that Specialty sign off on the attached credit submission card for each day of a weekend. Specialty Chiefs will have either the Race Chairman or Regional Executive sign off on their credit submission card. At the end of each race weekend, the Chief of each Specialty will provide a log of all signed cards within their Specialty that weekend to Regional Executive or his designate. This log will be retained by the Region and is for reference only. It is the workers responsibility to submit their completed credit submission card to the Regional Executive (see address on card, below) after the final race weekend. Completed cards may be mailed or will be accepted at the track after the final checkered flag of the final race weekend of the season. Cards must be received within 30 days after the final race weekend. Late submissions will not be accepted. Earned credits will not be applied to the worker's National Membership account until after the final race weekend is completed. Paid or compensated staff are excluded from this program.
5. Indianapolis Region will credit up to \$80.00 for dues for each worker qualifying based on the following credit structure:
 - 3 days worked: maximum \$30.00 credit
 - 4 days worked: maximum \$40.00 credit
 - 5 days worked: maximum \$50.00 credit
 - 6 days worked: maximum \$80.00 credit
 First Gear Members will be credited a maximum of \$45.00 after five days. If the worker is part of a Family or Spouse Membership, a maximum of \$120.00 will be credited to the Membership if submissions are received from more than one worker within the Family or Spouse Membership.
6. Credits will be sent to the SCCA National office in the workers name and will be credited to their account for the next membership renewal due. No cash will be given to members. Credits are non-transferable. The Indianapolis Region Board of Directors will address any questions and will review all credit submissions and reserves the right to reject any submissions it deems necessary.

2008 Indy Region Club Racing Workers Credit Submission Card

All fields must be completed

Name					
Address					
City , State, Zip					
Phone , Email address					
SCCA Member Number				Expire Date	
Membership?	Family	Spouse		First Gear	
Event	Friday	Saturday	Sunday	Specialty Worked	Chief Signature
Spring Sprints Double Regional	May 2	May 3	May 4		
Indy Grand Prix National Race	July 4	July 5	July 6		
Fall Frolic Double Regional	Sept. 26	Sept. 27	Sept. 28		

Completed card must be submitted to the Indianapolis Region after the final race weekend of the season: Indy SCCA, c/o Steve Linn, 6714 Hoover Road, Indianapolis, IN 46260 317-727-2132 racerlinn@sbcglobal.net

On Station: Indy Grand Prix Nationals

by Bryan Deane



Hello everyone, Happy Independence Day! As we celebrate our nations Birthday it is a time for cook outs, fireworks and RACING! And that is what we have in store for the region this 4th of July weekend. It's National racing at its best right here in Indianapolis at O'Reilly Raceway Park.

As I sit here in the planning stages for the race weekend and writing this column, I would like to appeal to all of the Club Racers, Rallyists and Soloists out there to consider helping us out with this event, especially on a corner station! No experience is required, only the desire to learn, help and have fun! We'll teach you the basics and guide you every step of the way.

If you're a Regional driver or even a crew member this is a perfect opportunity to pick up some pointers from the people who see everything on an area you might be having problems with at ORP. At the very least you get to see how the "National" drivers attack the section you're in running in the same or very similar equipment. I can honestly say that because I was a flagger first I am a better driver than had I not spent time on a station first.

Not only that, but who knows, you may even become hooked and want to continue flagging! I can only hope so.....after all it is the second best seat in the house!

I want to give kind of a "Flagging 101" in this column and in the next couple of columns to introduce those who aren't sure what it is we do at the track. With that said I'll start with what to wear and what to bring:

Wear WHITES! At the very least a Long Sleeve Cotton shirt that is white, preferably a pair of White Cotton or Denim pants. Comfortable enclosed toed shoes like sneakers or hiking boots.

BRING, the following: A pair of gloves (Gardening Gloves will be perfect), Sun Screen (Self Explanatory), Rain Gear (a slicker or some sort of covering) so long as it is NOT Red and preferably not yellow either. A folding or camp chair to sit on during down time, eye protection (sunglasses), a hat, and warm extra clothes like sweat-shirts etcetera (although generally not necessary for a mid-summer event like July 4th), ear protection, in some cases you are right at the edge of the racing surface. And finally a change of clothes to account for either in climate conditions or for something a bit more comfortable to have on at the end of the day social activities. A positive, open attitude. Remember we're all here to have FUN!!!!

What to do when you arrive at the track: First, register and get your credentials! Check in with the Flag Chief (or the chief of the specialty you are working) **before** the flag meeting or your specialty briefing. I know this sounds trivial, but *make sure you attend the briefing held by the specialty chief before on track activities start!* For those of you

who would be flagging that means the flag meeting at 7:30am. Right now they are held at start finish, but in the event of precipitation the meeting WILL BE UNDERNEATH the stands by Station 15A so we can be out of the weather for at least a short while.

For those who may want to introduce a friend to our merriment (as a flagger and that includes yourself if a novice) I will give anyone who commits to both days and brings a new friend along to flag both days as well their choice of station assignments or people they work with for both days! Temporary memberships will be available at registration. In order to take advantage of this unique opportunity however, arrangements must be made with me prior to Thursday July 2, 2008. Please send me an email with the name(s) of the people including yourself that are committing to the event along with the station request or crew request you would like. My email address is: flagchief@yahoo.com.

Well, I hope everyone has a safe, happy and wonderful 4th of July holiday. Until next time I hope to see everyone "On Station."

NATIONAL RACE OFFICIALS July 5-6, 2008

Race Chairmen	Pete & Wendy Hylton (317-852-5923) (petehylton@surf-ici.com)
Chief Steward	Andy Welden (317-297-5474)
Operating Stewards:	Doug Mildon, Steve Harris, Pat McCammon, John Peterson
Black Flag Steward:	John Pfetzing
Safety Steward:	Jeff Jankiewicz
Chairman, SOM:	Bob Burns
Stewards of the Meet:	Kyle Breedlove, Rich Lankford
Chief Registrar:	Cathy Hart (317-849-2495) Cathy.M.Hart@gmail.com
Chief of Tech:	Jay Quinn (317-248-9626)
Chief of T&S:	Julie Rigger
Chief of F&C:	Bryan Deane (317-280-9587)
Chief of Pit/Grid:	TBD
Chief Starter:	Bobbe Orr (269-381-6317)
Chief of Sound Control:	John Holman
Driver Information:	Aeron Hylton, Phil Osborn
Pace Car Driver:	Mark Badgley
Fire/Rescue/Course:	IRP Fire/Rescue Staff
Medical:	IRP Medical Staff
Security:	Hendricks County Sheriff

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

SCCA Loses Inaugural Hall of Fame Member Argetsinger

TOPEKA, Kan. (April 23, 2008) – Sports Car Club of America is sad to report that former SCCA Executive Director and Hall of Fame member Cameron Argetsinger passed away Tuesday, April 22, 2008.

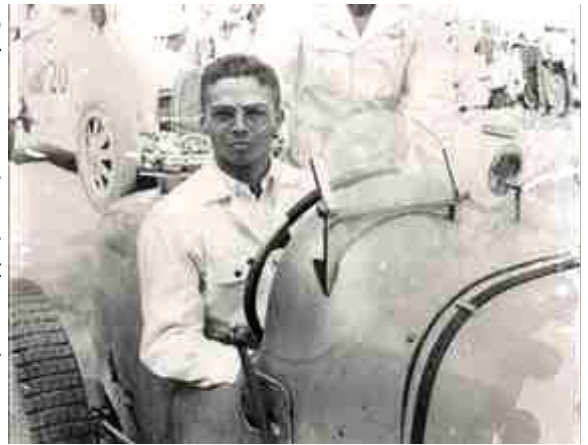
An SCCA member since 1947, Argetsinger is best known for organizing the Watkins Glen Sports Car Grand Prix around the roads of Watkins Glen, N.Y., and later creating Watkins Glen International, when the street race was deemed too unsafe. Argetsinger brought the Formula 1 to the track in 1961 for the United States Grand Prix, making it the epicenter of American motorsports for two decades.

After working at Chaparral Cars for several years, in 1972 Argetsinger became the Director of Professional Racing and then Executive Director of SCCA, the equivalent to today's President.

Argetsinger left the SCCA post in 1977 to return to his law practice, but in 2002 was named President of the International Motor Racing Research Center in Watkins Glen. In 2005, he became an inaugural member of the SCCA Hall of Fame for his tremendous contributions to road racing in the U.S.

Argetsinger was 87. He is survived by his wife Jean, nine children, 15 grandchildren and 11 great-grandchildren.

A funeral mass will be held on Sunday, April 27, at St. Mary's of the Lake Church in Watkins Glen. Afterwards, the family plans to meet with friends at the Racing Research Center. In lieu of flowers, the family suggests contributions to the Research Center.



Sports Car Club of America Hall of Fame

The Hall of Fame formation was announced February 7, 2004 at the National Convention with a mission "to preserve, protect, recognize and record SCCA's accomplishments and history for current and future members through recognizing and honoring dedicated and loyal members who have made significant contributions to the development of Sports Car Club of America and its goals."

Nominations were submitted to and reviewed by a Hall of Fame Selection Committee. Of the nominated individuals, 10 were selected to be in the inaugural induction class.

Class of 2005 - Inaugural Inductees

Cameron Argetsinger	Vern Jaques
A. Tracy Bird	Bill Milliken
John Fitch	Sue Roethel
Arthur Gervais	Art Trier
Harry Handley	Rob Walker

Class of 2006

John Bornholdt	Denise McCluggage
John Buffum	Grant Reynolds
Mark Donohue	

Class of 2007

Marge Binks	General Curtis E. LeMay
Marc Gerstein	Theodore F. Robertson
Carl A. Haas	



Photo by Mark Windecker

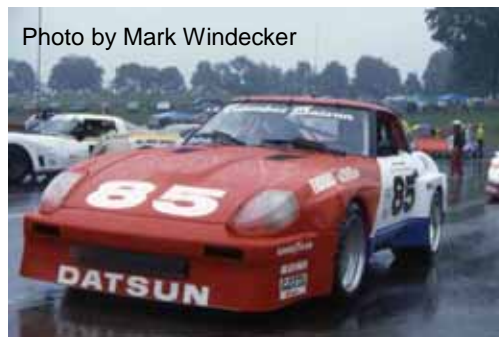


Photo by Mark Windecker

THE TIRE RACK
Performance Specialists

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574-287-2316 800-445-0179
FAX 574-236-7000
www.tirerack.com

All the Indy Region old-timers should be able to identify these drivers. Mark Windecker took these photos during the IMSA event at Mid-Ohio in 1983, with Tim Selby in the Porsche, and Logan Blackburn in the Datsun.

Solo Report: When It Rains, It Pours ! We Need Your Help !!

by Mike Benz



Unfortunately this past weekends new Terre Haute event had to be cancelled due to unforeseen and uncontrollable weather and flooding. We regret this happening and strive to continue to push for another event at the Terre Haute Airport next season. As of current, there is no rain date scheduled.

Our next event in our region is the National Tour at Grissom AFB on June 28th and 29th. We would like to thank everyone that stepped up to volunteer to take a part in making this happen this year. We expect a smooth event with great results! Following this our next points event will be held at Walesboro, IN as a combined region event with Columbus Region. This is a great place to run at and we encourage all to attend!

We are currently working on putting some ink on contract for a Subaru event at the plant in Lafayette, IN and will need additional volunteers to help on August 23rd, but this will be announced later after the finalizations have been made and signatures attained....but I wanted you guys to know about it ASAP so you could plan on helping if you are free on that date. Helpers will get perks for attending and helping out that day!

We need members to step up and volunteer to be event

chairs, active safety stewards, scoring and timing chiefs, waiver chiefs, etc. in order to put these events on and get them properly sanctioned. Many of the jobs require no prior or little prior experience to accomplish and take little effort on your part to accomplish. It goes a long way to fulfill your responsibilities toward your annual involved member award goal as well as helping make the event even possible in the first place! Without volunteers, we can't have the events! So when I come up to you and ask, if at all possible, please step up and volunteer. I was an event chair last year and was surprised how little extra effort I had to go through to accomplish the task. I promise, it's not an overly burdensome to accomplish.

We need some additional volunteers to step up in the coming weeks to help host and fill in the necessary positions for our future events and are asking all parties that can help to step up to the plate and volunteer. If there is anything you are concerned about or have questions about feel free to ask anytime. That is, in part, what we are here for! As always, the solo chairs can be contacted at:

Mike Benz	Will Lahee
317-753-2062	317-596-8938
michaelbenz@comcast.net	indysccareg@sbcglobal.net

June 8th Solo Canceled Due to Floods. What is an Autocross Junkie to Do?

By - Will Lahee

The morning of Saturday, June 7th I awoke to a phone call from the portalet vendor we were to use in Terre Haute telling me that they could not get to the Terre Haute Airport because the roads were flooded. At that point I did not know the severity of the situation, so I advised my contact to wait until the roads were clear since we weren't going to arrive until early Sunday. I had planned on travelling to Terre Haute that afternoon to meet with the people at the Airport to make sure all was well and they were ready for our descent to the airport (pun intended).

So after the phone call that awoke me, I proceeded to start to gather everything to get ready to go get "Da Bus". A couple hours later I get another call from someone in Terre Haute who was pre-registered for the event. He advised that the flooding was bad enough to close down some major highways. This got my attention, so I turned on the television to see if there was any news about what I was just told. Sure enough, the media was all over the fact that there was flooding everywhere from Terre Haute all the way to the south side of Indianapolis.

After talking to Tom Long, the Terre Haute Airport Director, we decided it was best to call off the event and not put

people in harms way. With the help of some other Indy Region members, we started making phone calls to as many people as we could alerting them that the Indy Region June 8th Solo had to be canceled. Sad, to say the least. But canceling a Solo is nothing compared to some of the people who may have lost homes due to the floods.

So what does an autocross junkie do? He looks to higher ground is what. Brian Davis and Raleigh Boreen both reminded me of the South Bend Region's event going on at Grissom. However, they had a late fee system in place and it seemed really expensive to go up (especially since co-drivers traditionally pay the car owner's entry fees!). But since Raleigh Boreen seems to know absolutely everyone in the SCCA (I'm not kidding, mention someone in the SCCA and Raleigh is likely to know their cell phone number and have had dinner with them at some point in time!), he got the South Bend Region to waive the late fees for the Indy Region folks who were planning on heading west to Terre Haute. We got the word out about the South Bend event, and the trophy raid was on!

Arriving at Grissom, we started to see a lot of familiar faces (read: Indy Region was represented well). First things first, the South Bend Region folks were gracious hosts, and ran a really smooth event. We can't thank them enough for letting us in without paying their late fee. But this is still a

(continued on page 14)

sport, and we came to win....gracious host or not. So thanks to all the Indy Region competitors who represented us so well at the event. So the *real* answer to the title question is: we conduct a trophy raid.

For those of you who could not partake in our "raid", here are the results of the Indy region competitors at the June 8th SBR event at Grissom:

Clemens Burger – 1st BM, **FTD**
 Joan Karns – 1st BML
 Dan Stone – 1st CS, **Top PAX**
 Mark Lamm – 1st CM
 Michael LeVeque – 1st DM
 Brian Davis – 1st STS
 Chuck McMillion – 1st STU
 Geoff Chambers – 1st STS2

Larry Harts – 1st HS
 Raleigh Boreen – 1st CSP

Will Lahee – 2nd STS
 Kevin Kent – 2nd STU
 Gus Hammerly – 2nd STS2
 Steve Brinkerhoff – 2nd DM

Velma Boreen – 2nd CSP
 Ben Newburn – 2nd STX

Mark Galovic – 3rd CSP
 Paul Snyder – 3rd DM
 Travis Robuck – 3rd STS
 Harold Hammerly – 3rd STS2



The Indy and CSCC Annual Showdown I

Indy Region Points event #4



Sunday, July 13 Rain or Shine
 Location: The Walesboro Airport, Columbus, IN
 See Indyscca.org website for directions.

Junior karts only allowed at this event.

Note: A Minor Waiver must be signed by BOTH parents or legal guardians. A parent or legal guardian must accompany all Minors during the entire event. Contact the Solo Chairman for copies of Minor Waivers before the event.

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

Registration & Tech: 8:00 AM – 9:30 AM Driver's Meeting: 10:00 AM Event Start: 10:15 AM

Cost: \$20.00 SCCA Members, \$35.00 Non-Members (*Non-Member fee includes temporary SCCA membership*)

Contact Will Lahee, 317-596-8938, Indysccareg@sbcglobal.net or Mike Benz, 317-753-2062, michaelbenz@comcast.net

Non-members get a temporary weekend membership in SCCA, which puts them under the SCCA insurance umbrella, plus a certificate that entitles them to a \$15 discount on a full membership. The certificate is good for 60 days from the date of issue, and you are entitled to use two certificates.



The Indy and CSCC Annual Showdown II

Indy Region Points event #5



Sunday, August 17 Rain or Shine
 Location: The 16th Street Stadium, Indianapolis
 See Indyscca.org website for directions.

No karts allowed at this event.

Note: A Minor Waiver must be signed by BOTH parents or legal guardians. A parent or legal guardian must accompany all Minors during the entire event. Contact the Solo Chairman for copies of Minor Waivers before the event.

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

Registration & Tech: 8:00 AM – 9:30 AM Driver's Meeting: 10:00 AM Event Start: 10:15 AM

Cost: \$20.00 SCCA Members, \$35.00 Non-Members (*Non-Member fee includes temporary SCCA membership*)

Contact Will Lahee, 317-596-8938, Indysccareg@sbcglobal.net or Mike Benz, 317-753-2062, michaelbenz@comcast.net

Solo Is: Play

By Warren LeVeque

Play is not an option for humans. You can even see good examples of play in the animal world; Otters, Puppies, Kittens, etc.

The Bible even reminds us to play: Proverbs 17:22 ; A merry heart doeth good like a medicine. We were designed to play.

Maybe play could be justifiably called escape. This escape doesn't mean escape from reality as you might seek drugs for, just escape from the daily drudgery.

Everyone has regular, normal troubles; I recently crawled out from the muddy "crawl" space under my house repairing a pipe leak, followed by repair and replacement of plumbing under the kitchen sink. This is no big deal in itself, just another of those unpleasant things that make you wish for the weekend and the carefree excitement or relaxation that follows. You'll notice that I said excitement OR relaxation. Everyone's idea of play is different; basking on the beach, sleeping in a hammock, attending a concert, vacations, conventions, sky diving, scuba, racket ball, car racing, car shows, bingo or poker. I go for the big adrenaline rush myself. Some people out playing refuse to discuss what they do during the week; I don't blame them. We're all the same while at play. We're not parents, mortgage payers, caretakers, workers, drones, etc; we're distinct, free individuals who need reminders of why we're working.

Home or car maintenance is NOT play; home or car projects are. Improving something, even just washing or waxing a car, or practicing an instrument, can be play. Driving a semi is a job, driving a car on a trip is play.

Play can be a Hobby that you do regularly, that you anticipate, that you get a feeling of accomplishment from, and don't think about the drudgery for a while. I'm reminded

about the show NCIS, where an agent builds a large boat in his basement; which he can't remove from the basement. Actually using the boat isn't the point; the point is the "escape" time spent building it.

People need goals, or a sense of achievement, one more rep, one more pound, or one more lap in exercising can do it.

I've often thought that the process of building a project was the point, not the completion. The thinking, the planning, and the engineering, plus the "hands on" sweat is the purpose.

However, the competition exercise of the project is a real bonus. You get the fresh air and sun, the camaraderie, and the adrenaline rush. If your play project has competition usage, then you get the "no other thinking allowed" (red mist) pursuit to win.

Sometimes when I volunteer musically at various places, people ask why I do this. The answer is generally, "I'm escaping". Even when I don't feel so well going in, I feel much better afterward.

I was hospitalized for a traumatic illness. My wife couldn't understand why I wanted to talk about the vintage race the next Spring. Talk about the future fun was as near to play as I could get.

When we're in our dotage and in rocking chairs, Playing, Bingo, and reminiscing, do we want it to be about the time spent on the roof or under the house or the great vacation that we took?

Some conjecture that pets at play are an example of breeding - in arrested development, so they will act as puppies forever. If we humans at play are an example of arrested development, I say more power to the condition.

The greatest gift that parents can give their children is happy parents.



Warren at Play !!!



2008 National Tour Solo June 28-29 Call For Workers

The Indianapolis Region has again agreed to host the June 28 — 29 National Tour Solo at Grissom. The course design has already been submitted to the National office for approval. We need people to help with all aspects of the event, especially for setting up the course on June 27, and for registration and Tech also on the 27th. Here is your chance to come out and help us put on the event, and see some of the top autocrossers in the country competing for the points and the trophies. If you can help, please contact:

Will Lahee, 317-596-8938, Indysccareg@sbcglobal.net
or Mike Benz, 317-753-2062, michaelbenz@comcast.net

Must have taken too long a break and some of you must have forgotten to put us back on your schedules. Please put July 20 (Sunday) on your schedules.

The July event is again, a "universal" rally which means that you get to choose your category: Tour, Course, or GTA. We will continue our "training" program by changing the available main road determinants (MRD's). In March we used Protection, Right at T, and Straight as Possible. In April we used Onto, Left at T, and Straight as Possible. For June we used Onto, Protection, and Straight as Possible. Since several people expressed concerns about the meaning of Protection, we will make the July event Protection, Onto, and Straight as Possible.

We had some Rallymaster problems with the June event. In one case, I didn't pick up a correction that I had noted during one of my run throughs. And two that could have been avoided easily by adding a landmark reference to the offending instructions. In both cases there was a readily available landmark with the required identification sign that could have been used. I tried to simplify and screwed up. In any case, my old partner Dan Cook says that he will not be available to compete on July 20, but would be happy to assist me by doing an independent pre-check. That should avoid the kind of problems that we had this month. (It is always dangerous for an author to proof read his own material.)

Let's talk about Protection in some detail. The definition in the rules is: The SINGLE road (other than the one you arrive on) that does not have a STOP or YIELD sign. This requires that you be able to identify the sign by its shape in many cases, even when you are looking at an edge of the sign. And edges are frequently the basis of the trap. An example would be that you are approaching a T where you have to go either left or right (Straight would put you in the woods or a field) and either the left or the right has a sign, but not both. This means that the main road goes in the direction that does not have the sign, and you cannot execute an instruction that takes you in the direction of the main road. So, if the instruction you are working on directs you to go left, and the road to the left is the one without a sign, you cannot execute the instruction at this intersection. You go left and look for another intersection at which the instruction takes you off of the main road.

Now, let's consider a more difficult example: MRD priorities are July (Protection, Onto, SAP) and you are working on an instruction that directs you left as before. Only now, you are also Onto a road and when you come up to the T the road to the right with the Stop or Yield sign also has a sign identifying it as the road that you are Onto. You do the same thing as the first example because Protection is the highest priority and overrules the Onto. (This is why you evaluate the MRD list from the top; so you can quit as soon as one of them defines a main road.)

Now let's revise the second example by using the June priorities which were (Onto, Protection, SAP). In this case, the main road would be right by Onto, and you could execute the instruction "left" because it takes you off of the main road.

Subtle, yes. but this is why I suggest that you should have your children learn how to rally. It makes them observant of the road / intersection conditions, and it develops mental clarity. This will allow them to make better use of the physical reactions that they are endowed with. Especially when combined with solo training.

There is an open seat in the Contour for the Sept. 5 / 6 Michigan event known as the POR (Press On Regardless). This is a two night, almost entirely in the dark, event that will be running for the 60th consecutive year. I am looking for somebody who would like to learn how to run the computer and willing to commit to navigating this event.

The General Instructions for the July Tour/Trap/Trick (J4-2) rally will be posted on the web site by July 5. Feel free to study these and e-mail questions to me by July 18, particularly if you intend to run either the Course or GTA events. Questions should be in a form that can be answered yes, no, or will not occur. I will post the answers at registration. Feel free to fill in a Registration Form on-line and e-mail it to me as well (Tour or Course competitors need to use the ELSN form. GTA competitors need to use the EN form.). Then all I have to do at registration is see your drivers license, collect your money, and have you sign the liability waiver (and fill out a temporary membership form if you are not a member).

Firm dates for 2008: (These events count up to 10 points toward the National Championship) as well as for the Regional Championship and for Competitor of the Year.

July 20 – J4/2 (July Junket / Journey / Jaunt) (choose your category: Tour, Course, GTA) See Ad below.

Aug. 24 – Tour To Providence - Sam Crites

Sept. 21 – Still unnamed – Jeanne Spellman / Jay Quinn

Oct. 19 – Still unnamed - Pete Hylton

Tentative dates for 2008:

Nov. 16 – rallymaster needed (2009 Championship event)

As an explanation of the last event; there is a season ending event called the USRRC (United States Road Rally Challenge) that is held the third weekend in October (moved to last weekend this year). All events occurring after that are scored for the following years championship.

RALLY CHAIRPERSON **Chuck Hanson**, Indianapolis, IN
317-780-9007 E-mail: dtcgh@verizon.net

LATE BREAKING NEWS !!

It is with great sadness that we note the destruction of the Moscow Covered Bridge. The first draft of the June Rally included passage of the bridge, but use made the event over an hour longer, so I deleted it.

The residents of Moscow hope to be able to rebuild it, but the first numbers place the potential cost at \$3,000,000 and there are no readily available funds. Anybody who would like to send a check made out to "Moscow Covered Bridge Restoration" can send it to me and I will make sure that it gets to the appropriate parties.

Last weekend's torrential downpour landed right squarely on top of the July rally course. (The twistiest and most fun driving roads tend to parallel creeks and rivers where they are very subject to flooding.) It may be the fourth of July before I can get into the area to find out if we still have a course at all. Please check www.indyscca.org before coming to the July rally. I will have John post an official notice of event status before Sunday July 13 on the website.

Obviously, it has been a very bad week of weather for a lot of people. Keep them in your prayers and offer them any help that you can spare.

June Junket / Journey / Jaunt (J4) Rally Results

June 1, 2008

Type	Class	In Class	Driver	Navigator	Car Type	Points
Tour	S	1	Michael Harrison Westfield, IN	Kenny Myers Fishers, IN	Mazda	670
Course	S	1	Dan Cook Indianapolis, IN	Bella Serrat Westfield, IN	Chrysler	408
GTA	Exp	1	Ted Drummond Indianapolis, IN	Ted Drummond Indianapolis, IN	Hyundai	7
GTA	Exp	2	Andrew Kowalczyk Bloomington, IN	Zachary Kowalczyk Bloomington, IN	Subaru	7
GTA	Nov	1	Wendy Harrison Indianapolis, IN	Susan Vogt Indianapolis, IN	VW	9

July Junket/Journey/Jaunt (J4-2)

Fourth Rally for 2008! Sunday, July 20

Competitors will again have the option of running the Rally as a Course event, a Tour event, or a GTA event.

Starting at: Southern Plaza Shopping Center between Pizza Hut and Steak & Ale
(US 31 & I-465) (same as March Rally)

Registration starts 12:00 PM Drivers Meeting 12:45 PM First Car out at 1:00 + car number

End Location will be divulged at Drivers Meeting.

Entry fee Members \$20 per car One Non-Members \$25 per car Two Non-Members \$30 per car

For more information contact Chuck Hanson, 317-780-9007, dtcgh@verizon.net.

EXPLANATORY NOTE: GTA stands for Game Tour Adventure. The important thing about a GTA event is that there are no mathematical calculations required. In this case, people will be scored on a combination of responses: i.e. which part of an A/B instruction did they do, and answers to a series of questions inserted among the instructions.

Non-members get a temporary weekend membership in SCCA, which puts them under the SCCA insurance umbrella, plus a certificate that entitles them to a \$15 discount on a full membership. The certificate is good for 60 days from the date of issue, and you are entitled to use two certificates; a \$30 value for \$10 investment.

Make plans NOW to come out and join the FUN in 2008 with the Indy Region Rallies!!

Tour To Providence

Fifth Rally for 2008! Sunday, August 24

Rallymaster Sam Crites invites you to take a tour of mid-south Indiana. A GTA rally for All to enjoy!

Starting at: Meier Plaza (SR 135 –West end of Main St. in Greenwood, about 1.5 miles S. of County Line)

Registration starts 12:00 PM Drivers Meeting 12:45 PM First Car out at 1:00 + car number

End Location will be divulged at Drivers Meeting.

Entry fee Members \$20 per car One Non-Members \$25 per car Two Non-Members \$30 per car

For more information contact Chuck Hanson, 317-780-9007, dtcgh@verizon.net.



Photos by
John Wilmoth
jwwPhotos.com





Indy Region
Members at the
Spring Sprints



2008 Great Lakes Div Race Schedule with other events

DATE	DRIVERS SCHOOLS	REGIONALS	GREAT LAKES NATIONALS	CENDIV OR MIDIV NATIONALS	OTHER EVENTS
July 5 - 6		INDY @ ORP (R)	INDY @ ORP		
Jul 12 - 13					
Jul 19 - 20					
Jul 26 - 27		NEO @ NL (D)(C)		MIL @ RA	
Aug 2 - 3				R/N/IT @ Gateway	
Aug 9 - 10		CIN @ MO (R)	WMR @ GRA		CIN @ MO (PDX)(T)
Aug 16 - 17				CHI @ ABJ	VSCDA @ GRA
Aug 23 - 24		SBR @ GM (R)	SBR @ GM		NEO @ NL (R)(24hr)
Aug 30 - 31		WOR @ NL (D)(C)		N/N @ HPT	
Sep 6 - 7		OVR @ MO (D)(C)			
Sep 13 - 14					
Sep 20 - 21					
Sep 27 - 28		INDY @ ORP (D)(C)			
Oct 5 - 12		Runoffs at Heartland Park Topeka			
Oct 11 - 12		OVR @ MO (D)(C)			
Oct 25 - 26				R/R @ Gateway	

GM-GingerMan	GRA-Grattan	M-O-Mid Ohio	NL-Nelson Ledges
ORP-O'Reilly Raceway Park Indy	WAT-Waterford Hills	HPT - Heartland Park Topeka	MM- Milwaukee Mile
ABJ- Autobahn Joliet	BHF-Blackhawk Farms	GIR - Gateway International	RA-Road America
(C) GLDiv Regional Champ Series	(R) Restricted	(D) Double	

<p>Membershi p Report By Bri an Gard</p> <p>We would like to welcome these new members to the Indianapolis Region of the Sports Car Club of America:</p> <p>Edward Funk Terre Haute Jay L Warfel Muncie Lucas J Wilson Danville Wendy Harrison Indianapolis</p>	<p>Susan Vogt Joseph O'Neill Kyle Ulshafer Roland Bayly</p> <p style="text-align: right;">Indianapolis West Lafayette Greenfield Indianapolis</p>	<p>We look forward to seeing you at an Indy Region event in the near future. With the addition of these new enthusiasts, the Indy Region is currently 454 members strong.</p>
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TOPEKA, Kan. – Sports Car Club of America, Inc. has launched a new program designed to encourage membership growth by rewarding current members who refer new members to the organization.

For each new member referral generated, current SCCA members will receive a \$5 discount on their next National dues renewal. With National dues currently set at \$60, if a member is responsible for 12 new members, the program would make their next year's dues free.

In addition to the recruiting member receiving an incentive, new members activated through the program will receive a one-time discount of \$15 off their National dues for an individual and \$20 off a family membership.

To qualify for the program, the new member may not have been an SCCA member in the previous 18 months.

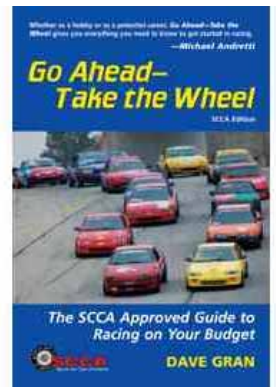
In order to receive credit for referring a new member, the recruit must provide your name and membership number when they sign up. This may be done via SCCA.com (preferred), phone, fax or mail.

Book Report SCCA's Guide to Racing "Go Ahead – Take the Wheel"

You may have already heard some of the buzz surrounding the SCCA edition of the book "Go Ahead – Take the Wheel." What you may not be fully aware of are the benefits this resource can provide our region, prospective members, and existing members. Let me ask you this, have you ever been approached by someone asking how they can begin racing with the SCCA? Or have you known anyone that might have interested in racing but simply didn't have the necessary information to make it a reality? All too often novices do not even recognize all of the questions they should be asking leading to further confusion.

This book does a great job of simplifying the process and essentially invites readers on a guest tour of the inner workings of our club. It provides detailed information on Solo racing, Performance Driving Experience events, opportunities for volunteering with the club, and wheel-to-wheel Club Racing. It truly is a "How To" of SCCA racing.

So next time someone does approach you asking how they can begin racing, just point them to the SCCA Collection website (www.SCCACollection.com) where this guide can be found. (Books may also be ordered by calling 888-267-2187.) This 192-page book is sold solely by the SCCA national office and its regions for \$16.95.



Clutch Chatter Mailing Opt-In/Opt-Out

A complete, printable, electronic format copy of Clutch Chatter (including back issues) is available in Adobe pdf format for downloading on the Indy Region website at indyscca.org. Paper copies are only mailed to those who have sent the "Opt-In" form.

When an issue of Clutch Chatter is completed and ready for publication, the pdf file will be posted 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.

New members of Indy Region will receive Clutch Chatter in the mail for two 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 plan is to add non-member competitors to the mailing list for two months. If they participate in another event during the two months, then they stay on the list for two more months.

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 Madelynn 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 299, Topeka, Kansas 66601-0299.

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	\$60.00 +	Regular Member	\$20.00	\$80.00
03 Spouse Member*	\$20.00 +	Spouse Member	\$10.00	\$30.00
10 Family Membership	\$95.00 +	Family Membership	\$25.00	\$120.00

*Spouse must be regular member's legal spouse.

First Gear Membership (**You must be under age 24**)
 Birthdate: ____/____/____

	National	Region	Total
15 First Gear	\$ 35.00	\$ 10.00	\$ 45.00

May compete in rally and solo events; may be active in many race specialties.
 To enter speed event competitions, must step up to regular membership.

NATIONAL OFFICE USE ONLY

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

Source

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

VISA Mastercard No. _____ Expiration Date _____

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

Applicants Signature _____ Date _____

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

Classifieds are offered as a free service to Indy Region members. Send to Dick Powell, 2835 Madelynn Dr, Apt D, Indianapolis IN 46229 317-407-7743 Email: clutchchatter@yahoo.com

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.

Classified Ads



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.

FOR SALE: Timewise 797A rally computer for Class E competition. Complete except for external wheel sensor (normally sold separately depending on desired vehicles usage). Principle difference from current 798A model is that the internal clock does not have battery backup. A new 798A goes for \$1300, this unit is offered for \$400 .
 Chuck Hanson (317) 780-9007
dtcgh@verizon.net



FOR SALE: 2004 Mini Cooper S prepared to North American Mini Cooper Championship Group 4 spec, but still street legal. 210 HP, 15% pulley on supercharger, M7 Intercooler, 6 speed manual transmission, Quaife LSD, Willwood 11.75" brakes, coil over suspension, Cobra carbon fiber race seat & 5 point harness, full chrome-moly steel cage, stripped interior, and more. Several small dents and missing 1 plastic side skirt. \$19,000 Or Best Offer.
 Contact: Waylen Hunsucker
 317-201-8670
 or miniguru7@yahoo.com



FOR SALE: 24' x 7.5' v-nose enclosed trailer, 1994 by Unlimited Custom Trailers, 110 volt 30 amp hook-up, 3 shop lights, 2 outside lights, 12 volt system, 3 ceiling lights, stereo w/ speakers, workbench and shelves, storage, 20x12 detached awning . Good for a small or formula type car. Asking \$2600 or best offer.
 627-4044 leave message will call back
 Rick & Cheryl Swarts
cmod73@sbcglobal.net

FOR SALE: 1985 Jaguar XJ6
 4.2 l, auto, power windows, power sunroof, 100K miles, needs some work. Asking \$1500.
 John Holman, 812-333-1623
jholman@indiana.edu



FOR SALE: 1999 E prod Miata
 Mazda close ratio transmission, Boig engine, Braake body work, Electromotive Tech III engine control.
 11 races on car, 2 races in 2006, 1st place (reg), & 2nd place (nat), not raced in 2007. Never wrecked or damaged. Over \$50,000 invested, asking \$15,000 included spares .
 Sheldon Wilde 317-570-4518
 or sheldonwilde@sbcglobal.net

WANTED: 5.0L Mustang engine parts (leftovers from AS cars?): Upper and Lower intake manifolds, fuel rail, EGR spacer, throttle body, EEC IV computer, mass airflow sensor, cam.
 Email riggenteam@sbcglobal.net
 Or call 815-584-9726

FOR RENT: GARAGE: 1000 sq. ft. heated and alarmed, overhead door and people door, some additional fenced storage. Near Emerson and Southeastern Ave, easy access near I-465. \$ 450 per month on annual lease.
 Stephen and Jackie Garrett, call (317) 783-6360 or (317) 694-6794

Indy Region's Next Board Meeting

Dooley O'Tooles

160 E. Carmel
Drive (121st Street)

0.6 mile west of
Keystone Ave.



Thursday July 17, 6:30 PM

Contact: Lou Byer cwbnewpal@insightbb.com 317-861-0710
Dick Powell clutchchatter@yahoo.com 317-407-7743

Or any Board member from the inside front cover.

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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