

February 2009

Clutch-Chatter

THE OFFICIAL PUBLICATION OF THE INDIANAPOLIS REGION



RE Changes for 2009



Thanks Dick for 6 years as Clutch-Chatter Editor

Banquet Report Page 5



Results of Indy Region events and other club news inside

Officers & Chairpersons

REGIONAL EXECUTIVE – **Bryan Deane**
Indianapolis, IN 317-280-9587
E-mail: flagchief@yahoo.com

ASSISTANT REGIONAL EXEC
& SOLO CO-CHAIR – **Dave Dusterberg**
Morristown, IN 765-763-0281
E-mail: mtownneon@verizon.net

SECRETARY - **Dick Powell**
Indianapolis, IN 317-407-7743
E-mail: clutchchatter@yahoo.com

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

MEMBERSHIP CHAIRPERSON
& CC EDITOR – **Pauletta Dusterberg**
Morristown, IN 765-763-0281
E-mail: sccaindy@verizon.net

ACTIVITIES CHAIRPERSON – **Lou Byer**
New Palestine, IN 317-861-0710
E-mail: cwbnepal@comcast.net

SOLO CO-CHAIR - **Phil Wehman**
Fortville, IN 317-485-2769
E-mail: pcwehman@comcast.net

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

WEBMASTER - **John Wilmoth**
Carmel, IN 317-843-0503
E-mail: indyscca@supertrouper.com

DIRECTOR – **Jim Lin**
Indianapolis, IN 317-753-8328
E-mail: linmotorsport@comcast.net

RACE CHAIRPERSON – **Steve Linn**
Indianapolis, IN 317-727-2132 (evening)
E-mail: racerlinn@sbcglobal.net

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

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

Indy Region Connections

Indy Region Home Page: indyscca.org
SCCA: scca.org GLdiv www.greatlakes.scca.org
Solo Info Sites: www.autocross.com
E-Group
<http://groups.yahoo.com/group/indyscca>

Calendar



Feb 3 Club Nite Out, McGilverys
Feb 19 BOD Meeting, Dooley O'Tooles
Mar 15 First Rally for 2009, Ides of March II
Mar 21 Annual Tech Party @ Performance Driven
April 5 Solo Fun Event, 16th Street
May 2-3 Indy Grand Pix National/Regional/Enduro

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**INDY REGIONS
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We have moved our location to the westside and moved back our start time to make it more accessible. McGilverys also has a racing radio show which pod casts from there and you might get on the air!

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RE_port: Starting the Year with changes

By: Bryan Deane



Greetings to all, and a belated Happy New Year! 2009 is a year of change for our region and our nation. A new President will have been Inaugurated by the time you read this. Our region has a new Regional Executive, Assistant Regional Executive, Membership Chair, with the appointed Board positions to be filled shortly.

As the newly elected Regional Executive I first want to give a big THANK YOU to Steve Linn and Andy Weldon for their service to the region as the RE and A/RE for the past 2 years. New A/RE Dave Dusterberg and I have pretty big shoes to fill. The dedication displayed by Steve and Andy to the region is an example of why we are a solid region with huge upside potential. Their continued contributions, counsel or insights are greatly anticipated and welcome.

Looking forward to 2009 and beyond we have some challenges before us that we can overcome with everyone's help. As with any organization or team the whole is only as good as the sum of it's parts. My goal is to improve on our strengths while also working on solutions for shoring up and tackling our weaknesses.

Our Rally and Solo Programs are on solid ground with tremendous leadership in Phil Wehman and Charles Hanson as the Chairs of the respective programs. Both are anticipating a fantastic year of competition and I am looking forward to participating in both disciplines in 2009. Lou Byer our Activities Chair has begun the "Membership Night Out" where each month we get together to bench race, tell stories (ok, lies) and share our experiences while recruiting new members. These nights have been a success with between 15-20 people participating and another huge upside as this catches on. Look for an announcement on our next night out soon and come join us.

Our Racing Program will have 1 event this year a combined National/Regional with Enduro the first weekend in May at O'Reilly Raceway Park. While at first glance this may seem a crazy undertaking with an aggressive schedule, as the Chief of F&C I was one of the first to sign-off on it as a great event. There is big upside potential for a rousing success. It's the first National in the Division, we have nothing on either the front end weekend or back end weekend to impeded us. The Regional will also be a GLD Regional Championship Series Event.

When I spoke at the end of the Awards Dinner/Annual Meeting I mentioned that Customer Service was going to be Job #1 for the Board. With that said I'd like to define that a little better right now. What I intend is for our members, new, existing and temporary, to be polled to determine what we do right and what needs improvement. By doing this we as a region can chart a course of growth, enjoyment and improved participation in all disciplines as the ultimate goal.

I also mentioned that no idea would be discounted. For us to succeed we need to be adaptable to change. With that concept in mind if anyone has an idea for an event, program or improvement please bring it to us. Everything is on the table until it is fully vetted out as either viable or not.

This may be preaching to the choir, but PLEASE come out to an event and participate. If you are a racer, come out to a solo or rally and consequently if a solo or rally participant come help us with the race. If we all work together as one we WILL succeed.

THANKS AGAIN, WORKERS (Our All-Volunteer Core)

See YOU at the Next Event ... Share the FUN

The Board will select additional directors at the February 19th meeting at Dooley O'Tooles. If you are interested in helping guide the future of the club as a director, you need to attend the meeting.

I would like to take this opportunity to welcome Pauletta Dusterberg as the new Editor of our newsletter. She has stepped up to volunteer, and let me take a rest.

I have enjoyed my years as Editor, and the chance to get more involved in club activities while meeting a LOT of new friends. I will continue to offer my assistance to Pauletta, and maybe get to compete at some of the Solos through the year. But mostly, I am going to do a lot of loafing as a retired person.

Thanks again, Pauletta, for stepping up to help the club and provide the members with the news and reports.

Thanks for your help,

Dick Powell, ex editor!

I want to say thanks to Dick for showing me the workings of the newsletter. I hope I can do 1/3rd as good a job at this as he has done. He is not going to go too far, I have his number (yeah, in more ways than one).

I look forward to working with everyone on this project. Please feel free to contact me with any story ideas or comments.

Thanks Dick for all your years as editor.

Pauletta
scaindy@verizon.net
Clutchchatter@yahoo.com



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2008 Indianapolis Region Awards Banquet

Report by Dick Powell
And Pauletta Dusterberg



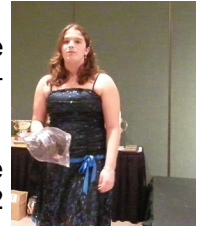
Saturday, January 17th was our annual awards banquet for about 110 Indy region members and guests, with a very nice buffet dinner at Primo's South Banquet Center. Lou Byer did a great job with the planning and preparation for the banquet, and deserves a lot of thanks from all of us for his work.



Steve Linn was the MC for the evening, starting by Thanking all the program chairs and their helpers for their work through the year. This also being the annual meeting for the club, Steve went on to give us a short report on the state of the club, which was then followed by a Treasurers Report from Rich Lankford.



Steve Linn presided in the drawings for door prizes throughout the evening, assisted throughout by the Lovely and Talented Aeron "Vanna" Hylton. We had a lot of great door prizes from Tire Rack, Performance Driven, Indianapolis Motor Speedway, even a Paul Newman picture donated by Rich Lankford.



After handing out a bunch of booty, we got to the Solo Awards for 2008. Will Lahee read while Mike Benz presented the Solo awards to 39 of our members (see List on page 8) for their results in 22 classes this year, plus the award for Solo Rookie of the Year, going to **Marshall Radwin** for his efforts all year competing in STU. This was followed by a special award to Chuck Hanson for his help in providing a place to keep "da Bus". Thanks to Chuck, the funds that would have been spent for storage can be utilized more effectively for the club. Then it was time for the infamous "Conehead of the Year" award, with **Leonardo Bonvino** earning the award, although absent from the banquet. He alone was responsible for almost 1/4 of all the cones hit in the whole year, and managed it in only 4 events!



The Spirit of Solo award was given to **Raleigh and Velma Boreen**. Not only did they chair the Divisional Solo at Grissom, but they have been at all the Indy events helping in any and every way they can find. All of us need to give special Thanks for these very Special Friends.



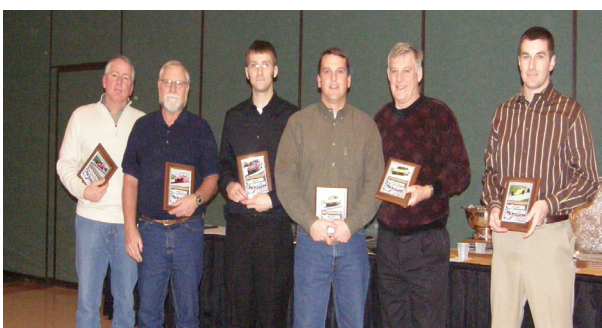
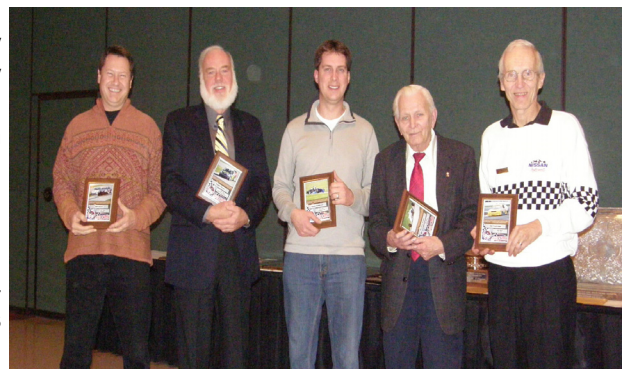
The Jack Tovey Solo2 Champion of the Year competition tends to be close all year, with multiple competitors close enough to keep it honest. Eventually, **Geoff Chambers** topped the final tally by about 1 percent to get the special Trophy.

Chuck Hanson took over for the Rally Awards, presenting the 1st Place Trophy for Experienced class to **Ted Drummond**, and second to **Sam and Beth Crites**. Our Novice class winners **Wendy Harrison and Susan Vogt** received their awards, and then were also given the trophy for National Champions in the Sportsman GTA category, an amazing accomplishment for two young ladies who just joined our region this year to do rallies!



Time for more door prizes! We had gift certificates and goodies from Performance Driven LLC (Thanks Brian), lots of goodies from Indianapolis Motor Speedway (Thanks Tony), gift certificate from Tire Rack, and other interesting prizes. Steve (and Aeron) had a busy night drawing for all those goodies.

Our Race program awards were presented by Steve Linn and Andy Welden, starting with our competitors at the National level. **Gerry Mason and Michael Baden** tied for 5th in points for our region, and **Bill Patridge** with his GTLite was 4th. 3rd in points was **Jason Knuteson** in his Formula 500, and **Ralph Porter** worked real hard in SSB to get 2nd place points. **Bill Baten** drove his Camaro in T2 and led the region in National Points.



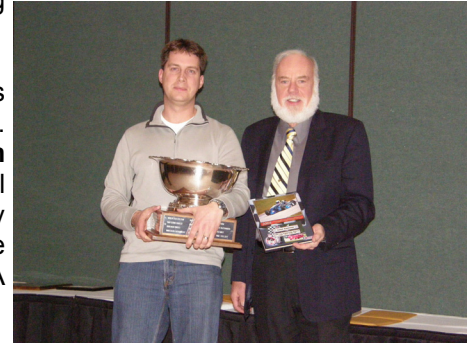
In the Regional Series, the points showed a tie for 5th between **Brad Hayes** and **Morey Doyle**, with Morey's son **Andy Doyle** right behind in 4th. **Riley Dill** was 3rd in points, while **Stephen Best** drove his old Sprite to 2nd place. **Charles Smith** in his Club Formula Ford was tops in points for the region.



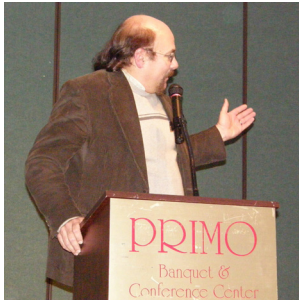
Our National level competitors who finished well in their classes in the Great Lakes Division National Championship Series were recognized and received their trophies from GLDiv. **Bill Partridge** was 1st in Division in GTL, **John LaRue** 1st in FC, **Jason Knuteson** 1st in F500. **Gerry Mason** was 2nd in GT2, **Ralph Porter** 2nd in SSB, **Michael Baden** 2nd in FF, and **Bill Baten** 2nd in T2. Also **Brad Hayes** was 3rd in FF. Andy then presented the GLDiv Awards to the competitors who finished in the top 5 their class in the regional championships: **Dave Schacht** was 1st in SRF and **Charles Smith** was 1st in CFF.

We did not have anyone meeting the criteria for the Club Racing Rookie Of The Year Award for 2008.

Each year the recipient of the Hergenroether Award is selected by all winners from previous years on the basis of attitude, sportsmanship, and competitiveness. This is truly a recognition of an outstanding racer by his peers. **Jason Knuteson** is the winner this year, a very unusual repeat award, after a year of successful competition winning every race, ending with a National Championship in the very tough Formula 500 class. Jason thanked his Wife for helping him get through the year (he still hasn't told her what it cost), and he especially Thanked all the SCCA Workers for making our Racing possible.



Pete Hylton, our Race Chairman and also the SCCA National Historian, came to the podium to discuss some sportscar related history. He specifically told of the early members that our special awards are named for, and some of the colorful members who won those awards in the clubs early years. He started with a copy of our 50th Anniversary Poster from the National Races in 1996, and told of the exploits of the drivers and cars that were included in that pictorial record of our club.



Pete's discussions and explanations of our clubs premier awards helped many of us younger members learn why the names were attached to the awards, and the significance of winning one of the awards. It is indeed a special honor for a member to have their name engraved on the permanent trophies along with such historical figures from our clubs forming and growing years.

Steve Linn presented Appreciation Awards for their support of our club and competition programs through the year to O'Reilly Raceway Park at Indianapolis, Indianapolis Motor Speedway, The Tire Rack, Performance Driven LLC, Indy Parks and Recreation, and Office Max Impress. All of us need to remember those who support our club when we need goodies throughout the year.

Membership Chairperson Brian Gard recognized our members who have attained multiples of 5th anniversaries during 2008, including 50 years as a member of SCCA for **Sophie Payton**. The listing of these members is in the membership report on page 11.

Brian then recognized the 2008 recipients of the Involved Member Award, those members who accumulated more than 800 points in two or more disciplines for the year. Receiving the awards this year were **Michael Benz, Steve Brinkerhoff, Brian Davis, Bryan Deane, Ted Drummond, Will Lahee, Jim Lin, Steve Linn, Dick Powell, J.L. Quinn III, J.M. Spellman, Phil Wehman and John Wilmoth**. I know there are a few others who forgot to submit their points. Look in the March issue of Clutch Chatter to review the points system for this award, and see how you might participate next year and get an Involved Member Award.



The 2008 Worker of the Year award was doubled, and awarded to two very hard working and deserving individuals. **Will Lahee** was not only a Solo co-chair, but also works at our Region Races at ORP as Pit Out coordinator. The second award goes to **John Wilmoth**, our very capable and timely Webmaster, who also prepares the artwork and assembles all the photo trophies for our region races, rallies, and awards. Thanks, guys, for your hard work and dedicated efforts to make our Region one of the Best !!

The John McGee Member of the Year Cup was presented by Steve Linn to **Dick Powell**. Dick has been the newsletter editor for the last six years, does preparation of the mailers for our Race Program, and also takes pictures at the races for the trophies, and pictures at Solo and Rally events for the website.





Time for Competitor of the Year. This award is based on finishes in 2 or more of the competition categories for our region, counting the best 9 results with no more than 4 from any one category. The 2008 Competitor of the Year is **Ted Drummond**, who gained his points in Rally and Solo, including wins and class championships in both. He even wrote and was Rallymaster for our Halloween Rally! Congratulations, Ted, for a solid season of competition.

The final door prize for the evening was a certificate for \$100.00 from the Tire Rack, suppliers of competition tires for the Solo crowd. Thanks for your support of our club.



The final bit of business for the annual meeting was the announcement of election results. Charles Lameron did final counting of the ballots and Steve Linn announced the results. Our officers for 2009 are Bryan Deane as Regional Executive, Assistant RE is Dave Dusterberg, Treasurer Rich Lankford, Secretary Dick Powell, Activities Chairperson Lou Byer, and Membership Chairperson Pauletta Dusterberg. These new officers will be selecting the rest of the Board Of Directors at the February BOD meeting at Dooley O'Tooles on February 19. Anyone interested in helping guide the future of the club as a director should plan to attend the meeting.

Thanks again to Lou Byer for organizing the banquet and making it a huge success, and for stepping up to be our Activities Chairperson again in 2009.



THANKS to our special Friends for their donations !

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Year End Class Winners Trophy List Rally and Solo

Rally Classes 2008 Experienced 1st Ted Drummond 2nd Sam and Beth Crites Novice Wendy Harrison & Susan Vogt	DM 1st Stephen Brinkerhoff EM 1st Warren LeVeque 2nd Lee Miller FM 1st Charles Lemerom STS 1st Bob Miller 2nd David Dusterberg STS2 1st Harold Hammerly STX 1st Andrew Madson 2nd David Sockrider 3rd Bryan Welch STU 1st Nick Myers 2nd Matthew Jordan 3rd Justin McCarthy STUL 1st Kelly Cogdill SMS 1st Kevin Miller 2nd Chris French 3rd Jay Warfel 4th James Priest 5th Travis Camp	SM 1st Michael Benz 2nd John Wilmoth SM2 1st Sean Seamon Junior Kart 1st Robby Linn 2nd Marissa Linn X 1st Kevin Kent 2nd Geoff Chambers 3rd Gustavo Hammerly 4th Brian Davis Conehead Leonardo Bonvino Solo Rookie of the Year Marshall Radwin Tovey Cup COTY Geoff Chambers
Solo Classes SS 1st Jack Tovey AS 1st Shahab Sakha CS 1st Geoff Gallup DS 1st Roland Bayley ES 1st Ryan Kowalewski FS 1st Chris Hacker 2nd Sean Murphy ASP 1st Phil Wehman CSP 1st Ted Drummond 2nd Jeff Alexander CP 1st Robert Richwine		

Descriptions and Criteria for Indy Region Special Awards

**By: Steve Linn
And Pete Hylton**

The **Spirit of Solo Award** is presented to the Solo person or competitor that may not have won a year-end class award, but showed the most enthusiasm, helpfulness, and spirit, and exemplifies what we believe all Solo competitors should be like. This award is chosen by the Solo Chair(s) after the finals points event of the season, but before the Annual Meeting/Awards Banquet.

The **Worker Of The Year** is selected by the Regional Executive as the person the RE believes made the most significant differences in the running of the clubs activities based on the special work they did during the year. Many times the work of an individual may be more behind the scenes and is not readily apparent to the general membership, but the valuable contributions to the club are known by the RE and recognized by this award.

The Club Racing **Rookie Of The Year** Award is presented to the Indianapolis Region member and SCCA competitor accumulating the highest total points, awarded per GCR, for the best six finishes in regional and/or national events with no more than 2 out of division events counting. The competitor will be a Racer who has never previously held an SCCA racing license, and who begin the season on a Novice Permit and met National license requirements during the season.

In the event of two competitors qualifying for the award and having identical points, the award will be made to co-Rookies of the Year. The award was founded in 1971.

1971 Martin Carver	1983 Rex Ecoff	1996 Tom Edwards
1972 Greg Mansfield and Warren Mockler	1984 Steve Teeters / Joel Kirby	1997 Bill Baten
1973 Dave Shafer	1985 Alan Knell	1998 Mark Dismore
1974 Jay Shadoan	1986 Barb Sweet / Larry House	1999 Les Moore
1975 George Halleck	1987 John Christos	2000 Dave Hart
1976 Tom Henricks	1988 Jan Castelluccio	2001 Michael Baden
1977 D. J. Fazekas	1989 Bill Coughlin/Tony Broso Jr.	2002 Shane Benson
1978 Don Boyle / Ted Hartman	1990 Ken Adams	2003 Vicky Otoupal
1979 Jay Koontz	1991 Kerry Alexander	2004 not awarded
1980 Pete Hylton / Chris Schultz	1992 Aaron Ellis	2005 Steve Linn
1981 Horst Muehlbronner	1993 Dick Deering	2006 Mark Terrell
1982 Mike Angus	1994 Raphael Mariano	2007 Charles Smith / Brad Hayes
	1995 Jerry Middleton	2008 not awarded

The Jack Tovey Solo Cup Solo2 Series Championship

Founded 2002

A Solo Competitor of the Year Award is presented each year to the Solo competitor earning the most points during the season via PAX scored finishes at each Indianapolis Region points-scoring event, with 100 points for the fastest PAX time, and Ten points for the slowest PAX time. Individuals between those times get points proportional to their relative PAX scores. The points for each competitor's worst event during the season is dropped. In 2004, the Solo Competitor of the Year award was renamed in Honor of Jack Tovey.

Jack first got interested in fast cars when his neighbor got a new 55 Corvette. He was hooked by "performance envy" and has never looked back. He started attending Rallies and Gymkhanas (gimmick autocrosses) in the 1950s. He remembers CSCC (Columbus Sports Car Club) events in the Public Service parking lot, and then at the Walesboro airport, which CSCC has since returned to. Some of these Gymkhanas even had "LeMans" Starts'. Ask a "Senior" what that is! Other things we remember is how Jack had his red formula car shortened by Jim McKamey after hitting a curb. In the era of 8 ft. gates and 35 ft slaloms, short cars were supposed to be the fastest, so.... Jack won two National Solo I Championships in his motorcycle-powered car. The third year he didn't attend the Championships and they sent him the first place trophy and jacket anyway. How's that for scaring the competition away?

When asked what he would do if he were absolute Czar of autocrossing, Jack responded: "I would make stock cars absolutely stock; tires, suspensions, everything. The current stock cars' preparedness and equipment level is not good for recruiting new people. If the money were somehow available, I would have permanent sites and permanently marked courses for comparing times for development."

Several years ago Jack had major heart surgery to replace a faulty valve. We missed him for a year but he came back strong. Jack intends to keep working and racing for a few more years. While you may see him in his current ride, you are more likely to hear him first with his baritone voice and infectious laughter all over the paddock.

We're all watching Jack. The longer he runs, the longer we think we can run.

2002	Steve Linn	2005	Joe Kniesly	2008	Geoff Chambers
2003	Scott Dales	2006	Phil Wehman		
2004	Matt Curry	2007	Kevin Kent		

The Jack Hergenroether Memorial Trophy

**A Perpetual Trophy Awarded Annually To The Outstanding Competition Driver of Indianapolis Region, SCCA
Dedicated 1965**

In 1956, Jack Hergenroether, a long time Indianapolis Region member and one of the people who helped get the region started, died in a motorcycle accident near Greenfield, Indiana. Indy Region member John McGee was instrumental in inaugurating the Jack Hergenroether Memorial Trophy, represented by a large silver bowl. It was to be presented to the top race driver in the Region on the basis of attitude, sportsmanship, competitiveness, and the manner in which the driver represented the Indianapolis Region. After the first couple of years of presentation, the selection of each year's winner was turned over to the past recipients of the trophy. The award carried a great deal of respect and as time passed the winners became a rather elite group. They placed the selection criteria very high with an emphasis on racing success, such that one had to almost win a National Championship just to be eligible to win the trophy. At the 1979 Indy Region Awards Banquet, the selection committee of previous winners announced that they did not feel anyone had performed well enough to earn the award that year, so they were not going to present it that year. Frankly, the membership was rather taken aback by the decision. The same scenario repeated again in 1980, and the Indy Region Board of Directors took matters into their own hands, reclaiming the Trophy and choosing Greg Graham as the 1981 recipient. The Board of Directors selected the winners over the next several years, but then again decided to turn the winners selection over to the past recipients of the Trophy, with instructions to put equal emphasis on all of the original criteria, not just on the ultimate competition success part.

1965 Logan Blackburn	1976 Wayne Nelson	1987 Chris Schultz	1998 Ralph Porter
1966 Jack Hurt	1977 Logan Blackburn	1988 Bob Sweet	1999 David Daughtery
1967 Harvey Hess	1978 Dale J. Fazekas	1989 David Daughtery	2000 Aaron Ellis
1968 Erwin Dollinger	1979 Not Awarded	1990 Bruce May	2001 Greg Buttrey
1969 David Causey	1980 Not Awarded	1991 Alan Knell	2002 Shane Benson
1970 Don Ramsey	1981 Greg Graham	1992 Chris Schultz	2003 William Campbell
1971 Logan Blackburn	1982 Horst Muehlbrunner	1993 David Daughtery	2004 Bill Partridge
1972 Jim Lloyd	1983 Chris Schultz	1994 David Ham	2005 John LaRue
1973 Sid Rust	1984 Gerry Mason Jr.	1995 Kerry Alexander	2006 Ralph Porter
1974 Gerry Mason	1985 Gerry Mason Jr.	1996 Bruce May	2007 Jason Knuteson
1975 Warren Mockler	1986 Pete Hylton	1997 Tim Selby	2008 Jason Knuteson

Michael Buchanen Fairbanks Memorial Award Competitor of the Year

The first award the Indianapolis Region ever presented was the High Point Award, which went to the driver scoring the most points in all of the Indy Region's events. It was first presented in 1952 to Bob Magenheimer, driving a 1948 MG TC that is now owned by Indy Region member and National SCCA Club Historian Peter Hylton. Bob repeated the feat and won the award again in 1953. Then in 1954, Mrs. Joseph Daniels donated a large silver plate to the region as the Michael Buchanen Fairbanks Award. It was named after her son, who had died in a car crash while attending Depauw University. As a matter of interest, Michael happened to be the grandson of Charles W. Fairbanks, Vice President of the United States under Teddy Roosevelt from 1905 to 1909. The new Fairbanks Award replaced the High Point Award, and continued to be given to the top competitor across all forms of competition in the Indy Region. As the club evolved into having more and more events, this interpretation evolved such that the award was given to the top competitor who competed in all forms of competition. This is a subtle distinction, but an important one. Originally it did not matter what events you competed in, you scored points in any event you ran, and they counted toward the award. In the later interpretation, you HAD to compete in all forms of competition. This is the reason that in the seventies the Fairbanks Award was not always presented. Unless someone scored points in all three disciplines of Racing, Rally, and Solo, they were not eligible to win the award. In 1982, after the Fairbanks Award had sat in a closet for 4 of the 6 previous years, the Indy Region Board of Directors created a new Competitor of the Year Award, using essentially the rules we have today. However, a number of long time members objected to eliminating the Fairbanks Award, so the original plate was brought back, mounted on the base we have today, and the name of the award was officially changed to the Michael Buchanen Fairbanks Memorial Competitor of the Year Award.

1954 Bob Magenheimer	1967 Harvey Hess	1982 Pete Hylton	1997 Dave Hart
1955 Bob Magenheimer	1968 Mike Robbins	1983 Cindy Hylton	1998 Dave Daugherty
1956 Luke Stear	1969 Mike Robbins	1984 Cindy Hylton	1998 Dave Hart
1957 Chuck Rickert	1970 Mike Robbins	1985 John Scherer	1999 Matt Curry
1958 Bob Clifford	1971 Mike Robbins	1986 Glenn Davis Jr.	2000 Dave Hart
1959 Mike Norris & Phil Vickery	1972 Will Zobbe	1987 Roger Baker	2001 Matt Curry
1960 Mert Jaguar	1973 Vic Drummond	1988 Frank Pope	2002 Shane Benson
1961 A.J. Werner	1974 Keith Hess	1989 Pete Hylton	2003 Chad Stringer
1962 Gerry Mason	1975 Keith Hess	1990 Pete Hylton	2004 Bill Partridge
1963 Mike Robbins	1976 Not Awarded	1991 Mark Badgley	2005 Steve Linn
1964 Dave Causey	1977 Jud Jaqua	1992 Pete Hylton	2006 Steve Linn
1965 Harvey Hess	1978 Not Awarded	1993 Cindy Hylton	2007 Riley Dill
1966 Jack Hirt & Mike Robbins	1979 Chuck Hanson	1994 Mark Badgley	2008 Ted Drummond
	1980 Not Awarded	1995 Not Awarded	
	1981 Not Awarded	1996 Sam Crites	

The John McGee Memorial Award Member of the Year

John McGee was one of the most respected members that Indianapolis Region and the Central Division of the Sports Car Club of America ever had. He served the Indy Region in nearly every capacity and he competed in all forms of club activities. But he was best known as one of the finest stewards that the SCCA race program ever saw. He served as Indy Region's senior steward for years, he was Chief Steward for the Indy National Race for as long as anyone could remember, he mentored numerous new stewards into the racing program, served Central Division as it's Executive Steward, and in 1983 received the Dave Morrell Award at the SCCA National Convention. For years the region had given out a Member of the Year Award to someone who had shown long-term commitment and dedication to the region. When John died, the Indianapolis Region Board of Directors renamed the award as the John McGee Memorial Award.

1994 Peter Hylton	2001 Jan Castelluccio
1994 Cindy Hylton	2002 Matt Curry
1995 Bob Burns	2003 Alyson Kunack
1996 Mark Badgley	2004 Jeanne Spellman
1997 Terrence Garrett	2005 Steve Linn
1998 Myra Kulke	2006 Darren Daubenspeck
1999 Dave & Cathy Hart	2007 Pete and Wendy Hylton
2000 Chuck Hanson	2008 Dick Powell

Membership Report

By: Pauletta Dusterberg

At the Indianapolis Region's Annual Awards Banquet on January 17th, our 2008 Membership Chairperson Brian Gard provided the list of individuals who have achieved milestone anniversary marks of membership with the Indianapolis Region and the Sports Car Club of America. Those members with 20 to 50 years membership were honored for their continued support and commitment to our sport.

Celebrating 50 years of membership —

Sophia M Payton Clearwater Beach FL

Achieving 40 years of membership —

Richard H Bunce Altamonte Springs FL
Gloria Blaha Portage IN
James D Thompson Indianapolis IN
Charles G Hanson Indianapolis IN

Achieving 35 years of membership was —

Richard Teagar Indianapolis IN
Janet Henricks Kokomo IN
Sheldon Wilde Indianapolis IN

Achieving 30 years of membership were —

Ricke D Katko Martinsville IN
Michael J Martz Pittsboro IN
Brent Alan Cary Indianapolis IN

Achieving 25 years of membership were —

Mary Cary Indianapolis IN
Erik J Kassig Indianapolis IN
Ralph A Porter Kokomo IN
Anton H George Speedway IN

Achieving 20 years of membership were —

Gregor W Henricks Omaha NE
Theresa Best Yorktown IN
Richard A Randall Muncie IN
Richard E Swarts Jr Indianapolis IN
Larry W Ellis New Palestine IN
Todd Houtz Indianapolis IN

We also had a number of members who reached the 15 year, 10 year, or 5 year anniversaries. We congratulate them, and encourage them to continue to be the next group of 20 to 50 year members.

Reaching 15 years of membership were —

Chelsea Whikehart Findlay OH
John & Sharon LaRue Muncie IN
Dan E Green Aurora IL
Jacek Mucha Laval QC

Reaching 10 years of membership were —

Charles P McBride Indianapolis IN
Kendall Baten Indianapolis IN
David Garner Brownsburg IN
Deborah Reisert New Albany IN
Chris & Kristie Jennerjahn Hartford City IN
Adam & Alexandra Jennerjahn Hartford City IN
Ted Drummond Indianapolis IN

Reaching 5 years of membership were —

Clara Schloemer Indianapolis IN
Cooper Lacy Cutler IN
Verla Ashton Anderson IN
Travis Robuck Fort Wayne IN
Joseph A Kniesly Carmel IN
Kevin Kent Indianapolis IN
John H Flock Mooresville IN
John F Martin Indianapolis IN
Sam Murphy Fort Worth TX
Bruce Durell Plainfield IN
Charles Turner Indianapolis IN
Ray E Sharp Smyrna TN
Mary Lou Mason Indianapolis IN
Sharon Porter Kokomo IN
Dennis Brown Avon IN
Jana Brown Avon IN
Kristen Brown Avon IN
Trey Brown Avon IN
James R Weida Lafayette IN
Benjamin, Susan & Sydney Schacht Noblesville IN
Jason Knuteson Danville IN
John H Caldwell Terre Haute IN
Amanda Graham Indianapolis IN
Joel B Harleman Avon IN
Brooks M O'Brien Indianapolis IN
Jason Lindsey Brooklyn NY
Benjamin & Jamie Brinn Lafayette IN
Jennifer & Justin Brinn Lafayette IN

New Member Welcome

By: Pauletta Dusterberg

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

Christopher Robert Cox Indianapolis IN
Brian Fisher Indianapolis IN
Joel Mark Parris Fortville IN

Warren & Stephanie A Mockler Westfield IN
Mike LaFontain Lizton, IN

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 458 members strong.

Solo Report: And now for something completely different

By: Phil Wehman

Maybe not completely different. However, there are some changes for the Solo Program in 2009 that will affect you.

Organization

Let's start with the Co-chairmen. Will Lahee and Mike Benz both stepped down after a very successful 2008 season. If you have not thanked them, you should take the time to do that. It was a well-run and well-attended season. Two new Co-chairs are in place for 2009. Dave Dusterberg has stepped up to be a chair. Phil Wehman comes back after co-chairing the 2006 and 2007 season.

I'm pretty excited about this season and how the organization will look. We've taken a different approach to organizing the Solo team this year. The Solo chairs will still be busy, but by creating a "chief" structure with more people taking specific yearlong roles, it will be easier on everyone to put on this year's program. Needless to say, I'm really proud to be part of a club that has so many people willing to step up to get the job done!!

This year's chiefs are:

- T/S Chief - Will Lahee
- Registration Chief - Pauletta Dusterberg
- Tech Chief - Bob Miller
- Bus Chief - Dave Dusterberg (takes care of the bus)
- Equipment Chief - Steve Brinkerhoff (takes care of the stuff in da" bus)
- Course Chief - Geoff Chambers (responsible for course design and set-up at events)
- Rookie Chief - Ron Conrad
- Worker Chief - Ben Newburn
- National Tour - Raleigh and Velma Boreen
- Waiver Chief - volunteer still needed

If you have ideas or issues you'd like to discuss you can always talk to Dave or myself, but ideally you should talk directly to the chief of the area.

Changes

The Solo Committee has been busily planning the 2009 season. One goal is to make our events run more efficiently and to get more runs. Yes, I thought you'd like that! No single change can do this, but a number of related changes will do the trick.

Prior to event:

Registration: We are strongly encouraging registration before the event through MyAutoEvents.com or by contacting the registration chief. For details, please see the Registration Article in this month's Clutch Chatter.

Permanent numbers: Permanent (yearlong) numbers will be available this year. This will help both competitors and registration. Details are in the same Registration article.

Annual Tech: We will continue having Annual Tech this year. We would like to have ALL eligible members be annually tech'd this year. It's a huge time saving for everyone involved. There will be a Tech Day prior the season again this year to reduce the lines at tech during the first events. See the article on Annual Tech in this issue.

At the event:

New schedule: The standard schedule for Indy Region events will change to the following times (unless otherwise posted prior to an event):

- 6:00 - 7:30: Course set up
- 7:30 - 9:10: Course open for walking - no starts after 9:10
- 7:30 - 8:50: Registration
- 7:40 - 9:15: Tech open
- 8:50 - 9:00: Late Registration (then straight to tech, no course walk guaranteed)
- 9:00 is hard cut-off for Registration
- 9:00 - 9:15: Rookie meeting
- 9:25 - 9:40: Drivers meeting
- 10:00: First car off



We will work hard to keep to this schedule. With our growing number of competitors and commitment to more runs, we would rather disappoint a small number of late arrivers than have 90 other people waiting and possibly lose a run.

Number enforcement: We've been pretty loose with number and class letters for several years. We've allowed tape and shoe polish, impossibly low contrasting numbers and paisley print numbers, and tiny, tiny numbers that can barely be read standing next to the car. I know it's tough to read some numbers when working the course. It's even tougher in the bus. I spent some time in the bus last season and am convinced there is a very good reason for the SCCA's number requirements - and we're going to start enforcing them. In the heat of an event it's too hard for folks in the bus trying to verify/guess at numbers and keep cone calls straightened out.

Soooo, to pass tech (including annual tech), you must display your numbers. Numbers must be a minimum of 8" high with a 1.25" stroke. Class letters must be a minimum of 4" high with a 0.75" stroke. They may be any durable material that contrasts with the car's paint. We will allow tape as long as the finished product meets requirements and are on the car before tech occurs. The window "shoe polish" used in the past has proved difficult to read and will be discontinued.

National Tour: Indy Region will host the National Tour at Peru again this year over the July 4th weekend. We'll be dedicating a lot of planning and preparation to making this a success for everyone. And, just like when we've hosted other special events in the past, we'll look to the club membership and encourage people to step up and help out - both in event preparation and the event weekend. There will planning meetings announced. We encourage everyone to attend these meetings and help us shape this event. Watch the website and the forums for times and places.

Rookie Program: See Ron Conrad's Rookie update in this month's Clutch Chatter.

2009 Schedule:

We still have a lot of confirmations required before we can publish a firm schedule. Here is a VERY tentative schedule that we're working with. As dates and locations get confirmed this will be updated.

04/05/2009 Fun Opener event - TBD
04/19/2009 Points 1 - TBD
05/17/2009 Points 2 - TBD
06/14/2009 Points 3 - Grissom
07/03/2009 National Tour – Grissom (Friday – Sunday)
07/12/2009 Aussie - Non-points - TBD
08/02/2009 Points 4 - Grissom
08/16/2009 Points 5 - TBD
09/20/2009 Point 6 - TBD
10/04/2009 Points 7 - Grissom
10/25/2009 Worker Invitational - TBD

Finally, we close many of the Solo articles with the following reminder. Please take a moment and read it again. Since it's early in the year, please consider how you can help the Solo program. It's great fun to show up, pay your entry fee, run, work course, and go home. But our events only succeed when we get more than that from our membership. It takes the dedicated efforts of Co-Chairmen, Chiefs, and many others to pull off our events, so please step up to give back! There are many positions that you can help with.

Please watch Clutch Chatter, www.indyscca.org website, and the e-mail forums for late breaking news and further announcements about Solo Steering Committee meetings. The solo co-chairs can be contacted at:

Phil Wehman Dave Dusterberg
317-485-2769 (H) 765-763-0281 (H)
pcwehman@comcast.net mtownneon@verizon.net

2009 Solo Registration/Timing and Scoring

**By: Will Lahee and
Pauletta Dusterberg**

The key word for 2009 is Pre-registration. In an effort to have more participants pre-register for events, the Solo committee has come up with a new entry fee structure for 2009. For any pre-registered entry, SCCA Members are \$20 and Weekend Members are \$35 (same as 2008). On-site registration is now \$25 for SCCA Members and \$40 for Weekend Members. Once again, we will run our pre-registration online through MyAutoEvents.com. For those of you without internet access, we will give you an option to call in your pre-registration. Entry fees will all be taken on-site when you check in at the bus.

So how will registration now work from a participant standpoint? Well if you pre-registered for an event:

- (1) Show up on time
- (2) Check in at the bus by showing your driver's license and SCCA Membership (if you are not an SCCA member, fill out the Weekend Member form at the Information table outside the bus)
- (3) Pay your entry fee. That's it! No more registration card to fill out.

However, if you register on site, here is the process:

- (1) Show up on time
- (2) Fill out a registration card
- (3) Check in at the bus by showing your driver's license and SCCA Membership (if you are not an SCCA member, fill out the Weekend Member form at the Information table outside the bus)
- (4) Pay the higher entry fee. The registrar will let you know if your number is available. If not, you will need to change numbers.

In addition to the improved registration process, we will have yearlong reserved class numbers for 2009. This does not mean everyone will have a unique number (i.e. 0-199). We will follow the same structure as in years past, but this

year without worry that someone else in your class will take your number before you get to pre-register (example: Participant A reserves EM 4, Participant B reserves SMS 4; this is okay). Reserved numbers will also be administered on MyAutoEvents.com, and will be first-come, first-served. This will be up very soon, look for an announcement on the Yahoo groups and SCCA Forums. Again, those without internet access may call in their reservation. How this works is that we add a listing on MyAutoEvents.com that will hold all the reserved class numbers. You enter your number and class on that listing, and each Indy Region event on MyAutoEvents.com references that listing to save your number for you.

There will be a couple of administrative changes to Timing and Scoring. Three classes will have new letter designations in 2009: STS now becomes ST. STS2 now becomes STS. SM2 now becomes SSM. Please make a note of these changes if you are planning on participating in these classes in 2009. The other change is that we will have the use of TWO laptops in Registration and Timing and Scoring! This will allow our announcers to have their own "scorecard" so they can better announce the heats, and TWO laptops to process registrations. Thanks to Chuck Hansen and Geoff Chambers for donating the laptops to the Solo program!



Will Lahee
Timing and Scoring Chief
317-402-2514

Pauletta Dusterberg
Registration Chief
765-763-0281

Annual Tech Party

By: Bob Miller and Dave Dusterberg

Once again, the region has teamed up with Performance Driven Ilc. to hold an Annual Tech party. If you're eligible for Annual Tech, then this is a great way to help ease things in tech the first couple of events of the year. This year it will be open to both Solo and Club Race Annual Tech.

The cool thing about Annual Tech is that it eases your morning at the events. Pay your entry fee, then walk the course, get the car ready, hang and talk with folks, but no need to run the car through the tech line! Show up at the party on March 21st, 2009, get tech'd, get the sticker applied, have a famous PD hot dog, and bench race for a while.

Bob and the boys in tech will thank you if you participate in the Annual Tech program and take advantage of the Annual Tech party at Performance Driven.

When: March 21st, 2009 Time: 9AM to 4 PM

Where: Performance Driven 4444 Decatur Blvd, Indianapolis IN 46241

The rules for Annual Tech are: The Solo II Annual Tech Program, which was introduced in 2005, will be continued in 2009. We will begin issuing Annual Tech sticker at either a pre-season tech party (See www.indyscca.org for details), or at the first Fun Event on 4/5/09.

For those interested (and we hope you are), here's the scoop:

PURPOSE: To provide a convenience for trusted regular competitors by helping reduce the amount of pre-event preparation time and reduce the time required for inspections.

ELIGIBILITY: You must be a current SCCA member of any region and fall into one of the 3 following categories.

1. You must have competed in four verifiable SCCA Solo II events in the current or previous year.
2. All Indy Region Solo Committee members and any solo chiefs in the region are eligible. These members spend a large part of their morning preparing equipment and helping other members for the day and will be granted annual tech inspection regardless of how many events they ran the season before. The only other members/cars that will be eligible for annual tech are people directly approved by the solo committee, and solo chairperson. They may include registration, set-up and tech workers.
3. Any member presenting a road race car with a current logbook with annual tech completed.

COST: Annual Tech fees will be waived in 2009.

ANNUAL TECH PROCESS: Annual Tech inspections will be available during the first 4 solo and/or Fun events. The inspections will take place prior to, or directly after, the regular solo event and must be scheduled in advance by appointment with the Chief of Tech. The amount of inspections may be limited. The Chief of Tech may schedule a special annual inspection at his/her discretion to perform the inspections.

What to bring: You must bring your car, helmet(s), and all safety gear (for kart drivers). The car must be in full race trim with numbers and class letters on the car and on the primary wheel and tire combination (dry). You must also

have a current copy of the SCCA rulebook with your name on it, OR, a personalized copy of section 3.3. People not able to present all of the above will not be granted annual tech. Keep in mind that if the car normally has two drivers, the second driver's helmet and safety equipment must be present as well.

The annual tech procedure will be performed by the Chief of Tech or designee. You must be present when we are performing the procedure. The process may take longer than a regular tech inspection as we are checking the car more thoroughly. If any infraction is found, the car will be denied its annual tech until the infraction is fixed.

Issued Credentials:

1. Annual Tech Sticker: The car will be given an annual tech inspection sticker, which is distinct from the event-to-event stickers. This sticker is to be placed on the left side of your windshield or car body panel in a conspicuous location so it will be visible to grid workers and Solo Safety Stewards.

2. Helmet Sticker: You will be given an Annual helmet inspection sticker to be placed on the lower left side of your helmet so it may be visible to grid workers and Solo Safety Stewards.

3. Your registration/tech card will be marked to indicate that you have been annually inspected.

Modifications / Alterations: Significant modification to the car or if a car changes to a more prepared class after Annual Tech is granted will require the car to be re-inspected.
Surprise Inspections: The Chief of Tech has the right to ask for re-inspection at any time of an Annual tech'd car.

ON OR OFF TRACK INCIDENTS: Any car subject to obvious mechanical damage or failure due to an on or off track incident after Annual Tech must be re-inspected.

RESPONSIBILITY: *Each member is responsible for having a safe and legal car.* Car classification and legality is not brought up in any technical inspection process. Each competitor is responsible for being in the correct class and having legal modifications. Each annual tech inspected member is responsible for having their car meet the safety rules in section 3.3 of the rulebook at all events.

REVOCATION: The Annual Tech is a privilege and may be revoked at any time from a specific member or the entire group as a whole. Grounds for Annual Tech revocation can be, but are not limited to: violation of the safety rules, and failure to report for work assignments.

OTHER ELIGIBLE REGIONS: At this time, no other SCCA regions are required to recognize our annual tech program.

QUESTIONS: If you have any questions, comments or concerns on this procedure please contact the Solo Technical Inspection Chief.

2009 SEASON CONTACT:

Solo Technical & Inspection Chief, Indy Region SCCA
Bob Miller 317-769-4917
bobnjenmiller@tds.net or bmiller@edmartin.com

Solo Novice program changes for 2009

By: Ron Conrad (Rookie Chief)

Novices, some changes to be aware of for 2009. With our main goal of packing the most autocross fun in a day, we are moving our start time (First Car Off) to 10 am. This will mean more competition time! Also, take note that there will be an additional \$5 onsite registration fee, so save yourself \$5, and pre-register on MyAutoEvents.com, or if you don't have access to the Internet, there will be a mail-in form, and a phone option. Pre-Registrations need to be received by midnight the Friday before the event (for Regional Solo events).

Advantages of pre-registration:

- You can volunteer for a worker position you like.
- You can select an available number for your car.
- You get through the Registration line a lot faster.
- Your information will be more accurate if you type it yourself. You SAVE \$5 on your entry fee!

Numbers for your car: Numbers will be required at Tech Inspection (on the vehicle). Shoe polish will no longer be acceptable, but there will be colored masking tape available if you don't have numbers. You can also purchase magnetic, or vinyl numbers from Performance Driven. Contact Dave Dusterberg, or Brian Gard to order yours today!

Reserved Numbers: There will be an option on MyAutoEvents.com to reserve your number for the season (available for SCCA members on a first come, first serve basis).

Novice Meeting / Course Walk - We will be combining the Novice Meeting with the Novice course walk. Be sure to arrive early to the events so you don't miss this meeting / walk (a complete schedule will be published on MyAutoEvents, and on the event flyer).

Chris Hacker has volunteered to be the Co-Chief of the Indy Rookie program. Chris runs a 2003 Pontiac Firebird currently in F/Stock, and has been a quick learner when it comes to autocross. He will be a great asset since he too

was recently a Rookie himself. I have been autocrossing since 1983. I started autocrossing a rear-drive 1974 Mercury Capri, then purchased a Dodge Colt Turbo in 1984. In 1985 I competed in a Three Rivers Festival solo that Fort Wayne Region SCCA put on, and I met Chuck Sample who took me under his wing, and helped mentor me. In 1985 I joined the SCCA, and immediately took on the duties of Activities Director (Solo, and Rally Director positions combined). In October of 1985 I bought my 1986 Honda Civic Si, and immediately started autocrossing it. I campaigned that same car until the end of the 2000 season. It was a daily driver, and I had put 459,000 hard miles on it. The drivetrain was in great shape, but the car was on it's second floor, and rusting out fast. During the Winter of 2000/2001 I purchased another 1986 Honda Civic Si that Renee Eady of Georgia had built for National level STS competition. I disassembled a lot of the car, and had a local sponsor (Race Paint USA) repaint it. I have been autocrossing the little Honda with the Dice since then, and it still looks pretty good. This car only has around 260,000 miles on it, and is 98% rust-free.

Looking forward to another great season in 2009. We will be glad to ride with you to give you pointers. Look for the 'X' class folks, we would be glad to give you a ride to help you out.

If you are not an SCCA member, and are getting tired of filling out temporary memberships, turn a temporary membership into the real one. It would save you money if you plan to compete in more than a couple events a season, and you can travel out of region, and run at SCCA rates in other cities.

Annual Tech party at Performance Driven: Come to the annual tech party at Performance Driven. You can get pre-registered, Tech inspected, and watch a great video on autocrossing. A lot of folks came last year, and it was fun!



Say What!? Ramblings from around the region.....

You do know that there are a variety of 12 step programs available to deal with your addictions.....

"Drag racing is for fast cars, autocrossing is for fast drivers"

I like the idea of a karting get together...

Voice your interest and suggestions to the Activities Chair, Lou Byer

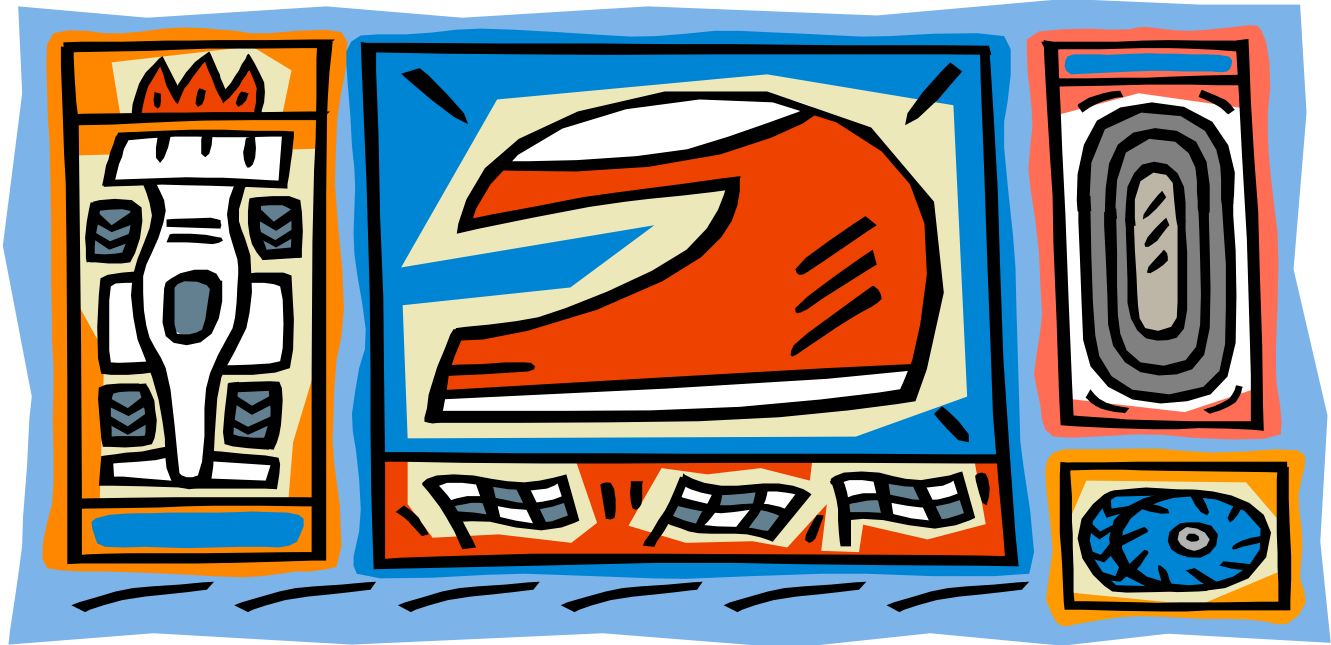
It's getting close to that time again, RACE SEASON!

Annual Tech Party @ Performance Driven March 21st, 2009.

This is a new section I'd like to have some input from our members for. Send an email with SayWhat?! In the subject and give me a 1 sentence statement. It can be a cool saying, a brain fart, or anything you want to say. I do reserve the right not to use items due to content or limited space.

7101 Vorden Parkway
 South Bend, Indiana 46628
 574-287-2316 800- 445- 0179
 FAX 574-236-7000 www.tirerack.com

DO YOU LIKE SOLO? DO YOU WANT TO DO SOME
BENCH RACING? COME TO TOLEDO IN MARCH!



2009 SOLO SPRING TRAINING
Saturday, March 7 – Registration and
Continental Breakfast 7 – 8:30 am
Seminars from 8 am – 4:30 pm
At Park Inn
101 N. Summit St., Toledo, Ohio

Attached to Seagate Convention Center – 419-241-3000

Rooms \$90/night – Ask for the Sports Car Club of America rate.

Room block reserved until 2-13 – after that, as available. The cost for attending the meeting/seminars is \$25.00.

This will be a chance to see your friends before that first autocross of the season, do some bench racing, and attend a seminar or two or three.

Some of the seminars being presented are tech, timing and scoring, solo safety stewards seminar, registration; – there should be something for everyone!

ATTENTION: If your club needs more "SOLO SAFETY STEWARDS", this is their opportunity to be trained for the 2009 season

Please check the GLDiv website for the registration form or contact
Val McCammon at 260-637-0500 – pyramid@bluebirdview.com – for more information.

This car was a project that actually started with my son Michael and I building the "Velociraptor" Corvair powered open wheel formula car. This car was essentially a B Modified Formula Atlanta/Formula 5000 with a naturally aspirated Corvair drivetrain. A later Paxton Supercharger put it hopelessly in the unlimited A Modified class.

Many of the lessons we learned; such as extending the wheelbase from 80 to 92" made it more drivable and ultimately faster. Moving weight forward also made it faster. Moving the battery just a foot forward to the very nose greatly improved the turn in. Weight was 1150# in a 1100# class.

The next car was Corvair components in a Fiat 850 Spyder body. This was to experiment with different engine configurations, as engines are unlimited in SCCA's E Modified autocross category and to have a passenger seat for "victims" or "Babes". The Paxton Supercharger was installed on the Corvair engine at this time.

In all cases a reversed engine was used after a reverse ring and pinion failed immediately. The reversed engine was ultimately a necessity because of the supercharger direction of rotation.

Once again the short 80 in. wheelbase and very low polar moment made it nearly undriveable at high speeds for this average driver; Michael didn't seem to have any trouble at all.

I had always wanted a small "Corvair looking" car to run in autocross events where large size is a big disadvantage. The Stinger - although I love it greatly - is a serious "PIG" on small courses. I had saved an old early convertible to use for this purpose, but decided it was just too heavy to start with; so just started anew with a tube frame replica.

I purchased all of the available commercial repair parts for a fiberglass body and made all of the rest from molds off of a junk 64 Corvair. Since I wanted the car to be short and still be "Corvair" related, I chose a 95" FC wheelbase. All models of Corvairs were listed on the same line in the modified rulebook. The mid engined Fiat was just large enough for me alone, the Roadster will seat anyone.

In order to give the car proper proportions, it was sectioned in 3 places; 8" between the rear of the hood and the dash humps, 13" between the rear of the door and the rear wheelwell, and 9" behind the rear wheelwell, for 30" shorter overall.

The over all width was kept at a totally stock 68 inches. When using a tube frame and all Formula car type fabricated suspension and axles It was possible to put 13 x 10 wide wheels under the front and 15 x 13" wide wheels under the rear - no flairs - but tubbed. With similar wheels on the Stinger, the width is 73"

On all of these three cars both Paxtons and Turbos were tried; the driveability just wasn't there for a short, light car.

SCCA minimum weight at the time for EM was 1500#. The car came in at 1488# so was ballasted up with lead in the front. From my previous driveability experiments I moved every thing possible toward the nose of the car; battery, fuel tank, oil filter, oil cooler, fuel pump, and the driver.

The Roadster has a huge air scoop behind the seats, which is ducted to the engine. The car has a front air dam and ground dragging air dam just in front of the mid engine, to keep positive pressure from under the car interfering with the cooling. A no-fan system was adequate for autocrosses and marginal for track

events, so a half speed, full size Corvair fan was added when the Rootes supercharger was placed over the fan inlet.

The rules at the time required metal doors and an original floor and rocker panels, so those parts appear very stock.

Mid engine cars are very hard to work on so both halves of the car open up like a giant clam shell. The driver sits one inch from the center of the car and the steering wheel is moved also. Steering is Porsche rack and pinion. The engine is centered and the suspension made to accommodate that. The pedals and brakes were donated from the previous Fiat. The brakes were barely adequate for track events so when SCCA again changed to rules requiring me to further ballast the car I decided to do it with larger brakes and a bigger supercharger. Unfortunately this type of ballast is not quickly removable. The brakes now are Cavalier fronts with aluminum hubs and S-10 rears with aluminum calipers. I chose these to still be able to run 13' dia. wheels if desired and to have less rotor and wheel/tire flywheel effect. I will always believe that the best way to improve braking is to lighten the car and give the brakes less work to do.

I did try adding the extra ballast exactly in the polar moment center of the car as per all of the experts on the various performance chat groups recommended. It turned in worse so I moved it forward as usual. I will have to say that all of this forward weight (45/55 whether or not I'm in it) makes it a terrible drag racing car.

The suspension is typical formula car with quite short A arms on the front due to the driver being forward between the wheels. The rear is typical formula car with multilinks (8 by my count) with a very low roll center. Antiroll bars on both ends (rear adjustable). The shocks are Aluminum double adj. Koni coil overs.

The engine is a reversed 3100 cc (94mm) with 9 to one compression and a 6 tube intake. The Blower is from a 3800 cc Buick, the M 60 model, making about 8 psi max and using maybe a tenth of the horsepower to drive the Paxton. Of course the intake system had to be totally fabricated. The alignment of the blower drive system was the hardest task. The cam is a mild 280 adv. Crower. As with any blown engine, engine crankcase breathers abound. Flywheel is a scalloped Dale. Clutch is hydraulic for simplicity. I can't even glance at the tach so use a shift light and rpm limiter. Distributor is an S-10 HEI. Plugs are platinum. Spark is about 26 deg. Total advance.

Currently the carburetor is a 45 DCOE progressive placed where the throttle body would be. A smaller carb was tried but went sonic and dead rich. I don't have the patience for injections after all of the failed ones I tried. Due to the mid engine complexity, the throttle is hydraulic.

Various transmissions have been tried, including Yenko, and a special autocross only box. Since the low end torque is so great, a standard Saginaw with a 327 4 spider axle works fine for all uses.

The boost is always available, constant and boring compared to the exponential rush (and drivability problems) of centrifugal blowers. It just feels like a larger engine.

But, since SCCA has allowed any engine whatsoever in EM with only a 100 # penalty, the Roadster is still not very nationally competitive, but great fun.

The Rally Report: Checkpoint 1

By: Chuck Hanson

The 2009 Indianapolis Region Awards banquet was a rousing success with the largest attendance of the new millennium. Thanks to Lou Buyer for an outstanding party, to John Wilmoth for an outstanding slide presentation of the members enjoying competition, and to April for putting up with the endless hours that John “gives” to the Region maintaining the web site, creating trophy designs, and taking pictures at events. And note the word “gives.” John and all of the other volunteers that make events happen for the competitive enjoyment of the general membership GIVE of their time, and frequently of their monetary resources to make these things happen for YOU! Thanking them is nice, but the greatest expression of gratitude will be for YOU to step up and volunteer to put on an event, or help with an event so that other volunteers can have a chance to compete themselves.

Congratulations to Ted Drummond for winning the Fairbanks / Competitor of the Year award for the 2008 season. SCCA exists to provide opportunities for our membership to compete with their automobiles. So I feel that this is really the very top award that our Region presents each year. Ted earned this award by competing in both Solo and Rally, taking first in his class in both categories. In addition, Ted GAVE of his time by setting up a Solo and writing a rally. Outstanding season Ted. And thank you for your support, including your promise to do another event in 2009. A True Friend of the Sport!

Congratulations again to Wendy Harrison and Susan Vogt on their Sportsman Class National Championship in the GTA category. Wendy and Susan started the season on weekend memberships and finished by writing an event. Oh, and yes, they also won the Region’s Novice award in rally. Pales in comparison to that National award, I suppose, but that would normally be a pretty big accomplishment in itself. I thank both of you for your support, including your promise to do another event in 2009.

Congratulations also to our Region Recording Secretary, Clutch Chatter Editor, alternate photographer, and 2008 Member of the Year, Dick Powell. Dick was very humble in his acceptance speech, minimizing his contribution to the Club, but Dick, you have been the firm foundation who makes sure that the Club get’s publicized. Yourself and John Wilmoth, who shared Worker of the Year are indispensable, in my humble opinion.

Building the program involves several steps. Key is developing a group of people who want to see the program continue and prosper. These will be people who enjoy drives in the country spiced up with an element of competition. The next key is a willingness to contribute. Everything about SCCA is dependent on members volunteering to help make things happen. “Somebody” has to contribute their time, and gas money, to go out and find a course that will be interesting for others to drive and write a set of instructions. Generally, this task requires several trips

through the course to choose the most interesting roads and verify the instructions. It is

then necessary for “somebody else” to drive the course using those instructions to validate the accuracy and safety of the event. Depending on the nature of the event, it may take several other “somebodies” on the day of the event to assist with controls (checkpoints).

It is perfectly natural to have some reluctance to step up to taking the responsibility for an event when you are basically a beginner yourself. I am prepared to assist anybody who wants to learn more about the concepts of the rally sport so that you can increase your confidence level. That assistance can include opportunities for you to either drive, or navigate, for me at out of town events such as the Champaign events, or even Divisional and National events. If you are interested, contact me about available opportunities (there really are quite a few).

I have asked several people to take the Road Rally Safety Steward Training, and intend to ask several more. I plan to offer this training in January or February. Road Rally Safety Stewards are the people who check events before they are offered to the public for competition; i.e. they are the “somebody else” mentioned above. If you would be interested in participating in this class (one afternoon) and I haven’t asked you personally yet, please contact me. I am absolutely not attempting to exclude anybody.

I am working on a schedule for 2009. I have three volunteers for next season with two more good prospects. I am planning to write at least one personally, and maybe as many as three. I would rather spend the time helping you write an event so that we have more available “somebodies.” The value of this is that it is no longer necessary to depend on the same people to write events every year, allowing them to “relax” and just compete. It also helps avoid “burnout” which is a major factor in losing people from the program.

The first event of the season will be Ides of March II on Sunday March 15. Full details will be in the March Clutch Chatter and on the web site as soon as they are finalized. Starting point will be in Brownsburg near the intersection of I-74 and US231. The finish will be at the Beef House Restaurant near Covington, IN (bring your appetite because this is a destination place to dine). Truth in advertising requires that I inform you that there will be a fair amount of unpaved roads on this event. Kind of unavoidable because most of the really twisty roads in this part of the state are unpaved, and the paved ones are mostly straight (boring).

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



Beware The Ides of March !!

First Rally for 2009! Sunday, March 15

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

Starting at: Brownsburg near I-74 and US231. More details in March.

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

End Location: Beef House Restaurant, Covington, IN (Bring an appetite; a dining experience.)

Entry fee Members \$20 per car Non-Members \$30 per car

For more information contact Chuck Hanson, 317-780-9007, dtcgh@verizon.net, or look on the website.

Make plans NOW to come out and join the FUN in 2009 with the Indy Region Rallies!!

Minutes of Indy Region Board Meeting

By: Dick Powell

This is a synopsis of the minutes of the meeting of the Indy Region BOD December 11, 2008 at Dooley O'Tooles, 6:30 PM. There were 10 directors and 8 guests present. Minutes of the previous meeting were approved.

Old Business The format of the election ballot has been questioned by one of the BOD members. After discussion, the BOD voted to change the format to have all the candidates for office listed on the left side of the ballot. Where there are multiple candidates for a position, the sequence of listing is to be determined by lottery. Votes sent in to the Election Chair from Clutch Chatter will be accepted as valid votes. The new ballot will be printed with the Awards Banquet information, and will be mailed to all households.

Steve reviewed the bylaws, and determined that the election committee cannot be current members of the BOD or anyone running for an office for the new BOD. Steve has withdrawn from the Election Chair position. Charles Lemeran has agreed to take over, and will be listed as the mailing address for the ballots.

Treasurers Report Rich emailed the report to everyone before the meeting. After minor discussion, the report was approved. Rich will send out a Year End summary in early January.

Clutch Chatter The December / January issue of CC has been completed and mailed. Dick reported the final expenses for the year. Due to changes in mailing, the actual expenses came in about \$600 below the projected budget for the year.

Dick has put a notice in the newsletter asking for a new editor; so far has not had a response.

Website Steve will send a copy of the club bylaws to John for attaching to the website.

Membership Current membership is 467.

Activities 17 people attended the Club Nite Out at Shapiro's. Plans have been made to have another on Jan 5 at Shapiros. Some discussion has occurred about different locations for some future gatherings.

The Banquet is set up, with the menu being the same as last year. The location has been moved to Primo's South, as the North location has been closed.

Rally Chuck has been talking with some of our members, and some have agreed to become Rally Safety Stewards.

Chuck is working with the Champaign Rally Club (Illinois) to have a Joint club rally, meeting somewhere between the two locations.

Chuck is working with the Solo Chairs to coordinate schedules and avoid conflicts.

Race The GLDiv Race Schedule has been set for 2009. We will have a Regional / National on our traditional weekend in May. The next Regional is at Nelson Ledges 2 weeks later, and the next National is 4 weeks.

The GLDiv Executive Stewards have basically agreed with Mid Ohio for the Drivers School. Andy and Steve presented the information for discussion. Andy Moved for Indy Region not to support the Drivers School if the Mid Ohio costs exceed \$15,000. The Motion passed.

Solo Solo Committee meeting was held Dec 9, basically set up the staffing for 2009. Preliminary schedule looks like 7 points events and 3 non-points, plus hosting the National Tour at Grissom July 4 weekend.

We have a good possibility of a new site for Solo at Midwest Sports Complex. Phil and Dave are continuing to pursue the options.

Dave reported progress on da' Bus repairs and tuning. The engine will probably be OK for another year, but does need some work for long term future.

New Business Next meeting will be coincident with the awards banquet January 17. February meeting is planned for February 19 at O'Tooles. Meeting was adjourned.



2009 Great Lakes Div Race Schedule with other events

DATE	DRIVERS SCHOOLS	REGIONALS	GREAT LAKES NATIONALS	CENDIV OR MIDIV NATIONALS	OTHER EVENTS
March 7	Workers and Stewards and Solo Spring Training Seminar (Toledo, OH)				
Mar 14-15				N/N @ Memphis	
Mar 28 - 29				R/N @ Gateway	
Apr 18 - 19					MVR DS @ NL
Apr 25 - 26					CenDiv DS @ BHF
May 2 - 3		INDY @ ORP (C)	INDY @ ORP	BVR @ BHF	VSCDA DS @ GM
May 9 - 10					
May 16 - 17		NEO @ NL (D)(C)		MIL @ BHF	
May 23 - 24		WMR @ GRA (D)(C)		R/R @ Memphis	
May 30 - 31		OVR @ MO (R)	OVR @ MO		
Jun 6 - 7					
Jun 13 - 14					
Jun 19 - 21				CHI @ RA June Sprints	VSCDA @ BHF
Jun 27 - 28					
July 4 - 5			NEO/DET @ NL		
Jul 11 - 12		SBR/WMR @ GM	SBR/WMR @ GM		
Jul 18 - 19					SVRA Vintage @ RA
Jul 25 - 26				MIL @ RA	
Aug 1 - 2		CIN @ MO (R)		R/N @ Gateway	CIN @ MO (PDX)(T)
Aug 8 - 9			WMR/SBR @ GRA		
Aug 15 - 16				CHI @ ABJ	VSCDA @ GRA
Aug 22 - 23		NEO @ NL (R)(24hr)			NEO @ NL (R)(24hr)
Aug 29-30				CHI @ RA	
Sep 5 - 6		OVR @ MO (D)(C)			
Sep 12 - 13		WOR @ BMP			VSCDA @ RA
Sep 19 - 20					
Sep 22 - 27		Runoffs at Road America			
Oct 3 - 4					
Oct 10 - 11		OVR @ MO			VSCDA @ ABJ
Oct 24 - 25			DET / FWR @ GRA	R/R @ Gateway	

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

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.

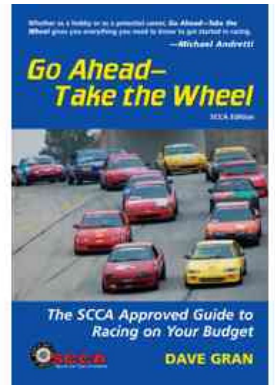
In order to receive credit for referring a new member, the recruit must provide your name and membership number when they sign up. This may be done via SCCA.com (preferred), phone, fax or mail.

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:
Pauletta Dusterberg
c/o Clutch Chatter
3732 E US Hwy 52
Morristown, IN 46161

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 _____



Membership Application

800-770-2055 www.scca.com

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 _____ E-mail _____

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

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

Spouse Name _____ Birthdate ____/____/____

Children Name _____ Birthdate ____/____/____

Name _____ Birthdate ____/____/____

Name _____ Birthdate ____/____/____

Name _____ Birthdate ____/____/____

SCCA's Weekend Membership Program: A \$15 discount can be used towards your first year's dues by using your weekend membership number. The maximum amount that may be applied is \$30 and expires in 60 days (date on receipt).

Weekend Membership # _____ Second Weekend Membership # _____

SCCA's Membership Referral Program is an incentive for SCCA members to refer new members. By providing the name of the SCCA member who sparked your interest, you are granted a \$15 discount and your SCCA friend will receive a credit on their membership renewal.

Referred by SCCA member: _____ # _____
First / Last Name & Member Number REQUIRED

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

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

Credits Weekend \$ _____ Referral \$ _____

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 Pauletta Dusterberg, 3732 E US Hwy 52, Morristown, IN 46161 765-763-0281
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.



FOR SALE: Formula V Trailer

Simple design, very well done formula vee trailer for Sale. Origin about 1972, believed to be build by the Zink factory as it came with my 1972 Zink C4. It is small and easy for one person to man handle either empty or full. Nice small but very well designed trailer that pulls well.

It has been upgraded with a removable tire rack.

I have had it since about 1980, and it has carried my Vee all around the country to solo events, divisionals, and several Kansas nationals.

The price is firm at \$350. It was recently painted, and stored in a garage, has working lights, and a spare. No the car in the picture does not come with it.

I am selling, as the rules for solo vee are such that with the wide wheels the cars no longer will fit on the trailer.

Larry R. Metz lrmetz@comcast.net or leave message at 317-576-0342

FOR SALE: Wheels (& tires)

Four 18" x 7" wheels for Mazda 6, etc, with 245/45 tires, medium tread. \$800 or best offer.

Chuck Hanson, 317-780-9007
email: dtcgh@verizon.net
Fax - 317-780-7845

Classified Ads



FOR SALE: Small Car Trailer

Homebuilt from the 1960's, for a small car. I bought it from a fellow that was carrying a Lotus 7, and I used it for several years to carry a 1975 Honda Civic sedan, that we ran in stock class soloing, going all over CenDiv and several trips to Kansas. I also carried a Triumph TR-4 on it to local events. Later I used it to carry my solo vee, when the wide tires would not fit on the vee trailer.

Trailer also has original other heavier fenders (these fenders were made so could put wider car on trailer.) It has three 13 inch wheels and tires, and also has 3 15 inch rims for carrying heavier cars. It is a heavily made steel frame, has several coats of paint from over the years. I put the axle and springs under it in the 1970's. The springs were a weight capacity of 2800 pounds. It is a sturdy little trailer, but has no brakes, that pulls very well. Lights worked last time used, and the wiring is pulled thru plastic tubes for better weather protection.

I am asking \$200 or best offer, as I want it to go. I have no title for it, as back then Indiana did not title trailers, and I have not licensed it for several years, so it would need to be inspected for title and licensed as a homebuilt. The trailer is located in Anderson right now.

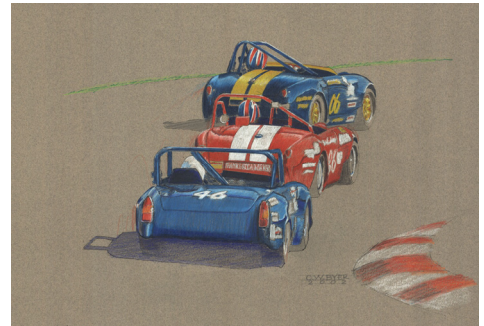
Larry R. Metz lrmetz@comcast.net or leave message at 317-576-0342



FOR SALE: ITS Miata RX-7

Speedsource motor and diff, spare trans & diff, Motec CPU, Koni double adjust coil overs, 22 gal cell, 12 wheels, runs cool, all kinds of spares including parts car, ready to go right now, nothing needed, lap records @ IRP and Gratten, competitive everywhere, all 1st's and 2nd's and 2nd in Mid-Ohio IT Festival in Aug. \$14,499.95.

Tim Selby, cell 765-661-3213
email: timselby@citzexch.com.



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@comcast.net

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 **at Dooley O'Tooles**

**160 E. Carmel
Drive**

(121st Street)

843-9900

**0.6 mile west of
Keystone Ave.**



Thursday Feb 19, 6:30 PM

Contact: Lou Byer cwbnewpal@comcast.net 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 Pauletta Dusterberg
3732 E US Hwy 52
Morristown, IN 46161

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