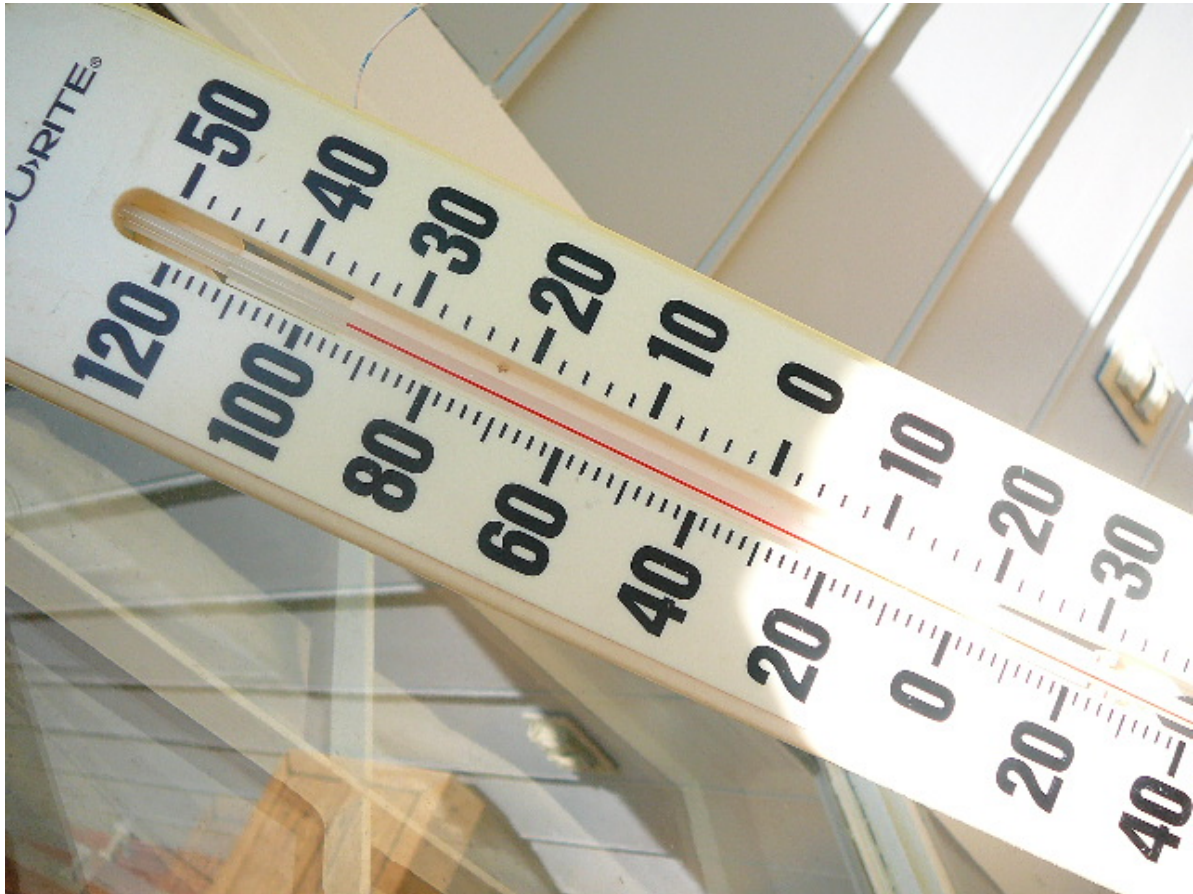




AUGUST 2011

Clutch-Chatter

**THE OFFICIAL PUBLICATION OF
THE INDIANAPOLIS REGION**



**THE ONLY THING HOTTER IS
THE COMPETITION**

indyscca.org

Results of Indy Region events and other club news inside

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Calendar of Upcoming Events

| | |
|-----------|---|
| Aug 6-7 | GL Div Solo Series #4 – Great Lakes Divisional @ Grissom Aeroplex |
| Aug 12-13 | Test 'n Tune – Grissom Aeroplex |
| Aug 14 | Solo Points Event #6– Grissom Aeroplex |
| Aug 14 | Rally Event – TIDD-III |
| Aug 20 | Subaru Event-Lafayette |
| Aug 21 | Walesboro–CSCC-Indy Challenge |
| Sept 2 | Solo Nationals– Lincoln, NE |
| Sept 11 | Solo Points Event #7– Grissom Aeroplex |
| Sept 25 | Rally Event - Back 2 School 2 |
| Oct 9 | Solo Worker Invitational– Grissom Aeroplex |
| Oct 29 | Rally Event: Halloween Rally |
| Nov 26 | Rally Event: NCBON |



Indy Region Connections

| | |
|------------------------|--|
| Indy Region Home Page: | www.indyscca.org |
| National SCCA: | www.scca.org |
| GLdivision: | www.greatlakes.scca.org |
| Solo Info Sites: | www.autocross.com |

Indy Region E-Group

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

Today, I received an e-mail note from our ever-popular Editor, it's that time of the month again (Dave, shaduppa your face). Time for one of my favorite things to do—write my report for the month of August. Strange, it's still July, oh well.

OK, for once in my life, I will get up on the ever-popular soapbox and preach some. During the next few months, we will get on with the unpopular (to some) voting process. I'm talking about the voting for our next director. I don't really care who ya'll vote for (Steve Harris is my choice, for those of you who care). But, the fact is we have two good people to vote for and from what I remember from the last election we had a reasonably poor turnout. If I remember correctly, it was around 10% of the members of Great Lakes Division bothered to get off their butts and even voted. That folks, stinks to high heaven. Like I said a little earlier, GET OFF YOUR BACK SIDE AND VOTE. The laziness is pathetic. OK, I will now get off my soapbox.

Now, I'm sure there are more than a few of you that remember getting an e-mail message from Josh about the number of Clutch Chatter's that we mail out each month. We're serious about that and we would appreciate you sending us a note telling Josh it's OK to NOT send you an issue each month. I know some of you don't have a computer, hopefully, one of your friends will tell you what's happening. Think of it this way, at least with the computer version, at least you'll get color pictures.

All right, at least I've run out of things to "comment" on, at least for this month. Ya'll be good and quick, at least on the track or the course.

Andy



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:
Josh Kikta
c/o Clutch Chatter
13101 S Elster Way
Fishers, IN 46037

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 _____

This is a synopsis of the minutes of the meeting of the Indy Region BOD July 14, 2011 at Dooley O'Tooles, 6:30 PM. There were 7 directors and 4 guests present. After a date correction, the minutes of the previous meeting were approved.

Treasurers Report Rich presented the report. After minor discussion, the report was approved.

Clutch Chatter Rich Lankford suggested we discontinue printing the newsletter, resorting to online on website distribution. With further discussion, we feel we can get the bylaws changed and stop hardcopies next year.

Membership Wanda reported current membership is 389. Some of our members are still having difficulty with SCCA National Office in getting multi-region memberships set up. Wanda will try to get a name and number for the members to call to get the desired listings.

Activities The “Garage-In Movie” was a success, with about 15 attendees enjoying “Gumball Rally”. Dave and Pauletta are planning another such outing for later this summer.

Ray Skillman Classic Car Museum has agreed to let us use their conference room for our annual awards banquet for this year. Dave is starting the planning to make it happen.

Indianapolis Motor Speedway has contacted Dave about having us help at their Engineering Day as we did this year. They have also asked if we can put on a Road Rally for the Electric Vehicles within the track infield: Chuck has stated this is very feasible, and we can do it.

Rally Wendy Harrison presented the Rally report. Ted Drummond’s July 24 Rally is pre-checked and ready to run. The August 14 Rally is going to be a charity Rally with easy instructions and activities at checkpoints, with emphasis on including youngsters in each vehicle if possible.

Wendy and Craig are working on setting up a National Rally for next year, probably in June.

Solo Dave is working on acquiring 2 more possible Solo sites, hopefully can get on schedule for next year.

The Hoosier Challenge is this weekend (along with a Solo School on Saturday) at Grissom. Pauletta is getting a travelling trophy for the event for either Ft. Wayne or Indy Region based on scoring for the challenge.

Two new timing photoheads are on order, which will replace one defective and give us a spare. Will has arranged to borrow units from Ft. Wayne Region for the events this weekend.

New Business Josh printed an article in the July CC concerning older Solo competitors possibly being excused from work assignments, and has had some responses from readers. The BOD discussed the situation and agreed everyone needs to fill a work assignment. Workers with special needs can see Pauletta at the event, and she can find special jobs on an individual basis.

Next BOD meeting scheduled for August 11 at O'Tooles. Meeting was adjourned.

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Services:

- Restoration Specialist
- Vintage and Contemporary Racecar Prep + Maintenance
- Autocross Prep
- Trackside Services
- Transportation
- Vehicle and Parts Storage
- Fabrication and Repairs
- Detailing

Last month Larry Metz wrote an article in this space with the following question posed: *Why not permit those drivers over 65 not have to work course?* (They can chose to work or assist, but are not required, and given a waiver.)

I asked for responses from readers and received the following two responses, thanks gents!

Warren LeVeque, 70 in November — I agree with Larry Metz on his article about older autocrossers.

I have a not so visible physical problem which does not always bother me, but when it does I really have trouble walking and standing a lot. My handicap tag on the scooter is for real. Usually I have no problem getting easy jobs---I must really look old and decrepit---but I would enjoy the option of not having to worry about the work assignments. I've been a member of SCCA since 1969.

Ben Newburn #290 SMS/ST/STX/whatever class your car I'm driving fits into — I was involved in this discussion at it's roots with Warren Leveque. I am ALL FOR IT! I feel like Warren has earned the right to sit back and watch us. We generally have enough people to be able to do this. When I was worker Chief I ALWAYS tried to put Warren, Lee Miller, and Jack Tovey as Safety Stewards or Grid during their work heats as I felt that they could

benefit the younger generations more by being in a position to give pointers to them as they were running as opposed to standing on a corner station. I'd also like to think that if I make it to 65 the whipper snappers will give me enough respect to not make me run around in the Indiana summer heat. Our members that are at or beyond that plateau have put in their work for the region and generally continue to support in ways beyond shagging cones.

I then presented the idea and these opinions to the BOD. There was a very good discussion of the pros and cons of the suggested worker waiver. Some felt that although some of our older members would like this, others might be offended by being categorized as "too old to work". Another good point was about those members who may be much "younger", but have another good reason not to work—where do you make the cutoff? What if some people get offended because some people do not have to work and they do?

In the end, the board decided that if a person has an issue, be it age, handicap, or something else, then come see Pauletta. As solo chair, she will work with the worker chief to ensure that a person receives the proper accommodation for their need.



Indyscca.org Solo Series

Regular and Special Events

| | | |
|--------------|------------------|--|
| August 6-7 | Special Event | Great Lakes Divisional– Grissom Aeroplex |
| August 12-13 | Test 'n Tune | Grissom Aeroplex |
| August 14 | Points Event #6 | Grissom Aeroplex |
| August 20 | Special Event | Subaru Event– Subaru Plant-Lafayette |
| August 21 | Non Points Event | Walesboro– CSCC-Indy Challenge |
| September 11 | Points Event #7 | Grissom Aeroplex |
| October 9 | Worker Invite | Grissom Aeroplex |

This article is meant to give us all a round of applause, not to denigrate anyone. In the Olympics or professional sports, the athletes must nearly be freaks of nature. They must be so perfectly physically that they don't really represent a cross section of America. Seven-foot tall basketball players, 300-pound linebackers, sculptured gymnasts and swimmers, and 90 pound acrobats, don't really look like the America that we know.

Surely, you can't pretend not to have noticed the greatly varied physical states of our fellow racers. Then you've also had to notice that same lack of relationship to racing performance. We've all seen: small 90 pound people, 300 Pound people, short people, tall people, very young and Very Old people. Some of the infirmities among competitors include: Asthma, arthritis, poor eyesight, deafness, back problems, foot, leg, and hip problems, amputees, crippling or maiming defects, heart trouble, high blood pressure, diabetes, paralysis, cancer, emphysema, baldness, hairiness, ugliness, prettiness, blandness, obeseness, skininess, meanness, niceness, surgical impairments, muscle weakness, and poor race car choosing. The list is endless. If you haven't noticed any of the above, then bravo for our sport. I have at least five of the above. Thank you for not noticing. Isn't it wonderful that widely different physical shapes, sizes, strengths, ages and either gender can compete equally?

How does this eclectic group adapt to the rigors of racing? An observation can be made about the range of special equipment involved. Isn't a tiny motor scooter just a two-wheeled motorized wheel chair? We've seen three wheeled bicycles, push scooters, canes, crutches, and real wheel chairs. Isn't a large motor home just an air-conditioned port-a-potty and a place to lie down between runs?

How about our selection of race vehicles? Heavy cars on racing slicks with non-power steering or non-power brakes are going the way of the dinosaurs. Physically, the new breed of power assisted sports car are pretty easy to drive. These cars even think for you with automatic braking systems and traction control. Surely, it isn't too much of a stretch to see that hand controlled vehicles could be completely competitive.

However, the even playing field and all of the power assists doesn't mean that it is easy. At the very top level where 0.001 sec. may win the trophy, the driver who is the least exhausted may prevail. This is a cerebral sport, so clear concentration is very important.

Exhausted? How can a sixty second run make you exhausted?

Maybe I'm a wimp, but the energy, concentration, and energy expended to put a year's effort into a final run can leave me barely able to lift my arms. Forgetting the run itself, the preparation and arrival is very energy consuming.

Late nights getting a Prepared or Modified car ready plus the tow vehicle and equipment can add up to minus energy. My personal rule is: If the car isn't ready and loaded by Thursday night, then I'm not going.

To ease the strain, you and your car should go racing somewhere about two weeks before an important event to get your routine down pat and to break something important at a non-championship event. Then you won't have to fix it in the heat of competition, losing both energy and concentration.

If you have a very long drive, you could plan to arrive near to the site the evening before. The morning drive to the event can be short and refreshing. Even if driving a short distance, it helps to start early enough for a light breakfast and arriving an hour before registration begins to avoid a hurried preparation.

During the day, you don't want all of your concentration to be on restrooms instead of racing. Eat all that you want the day before—load up, drink all that you can stand. Have a light breakfast with few fluids, especially caffeinated ones. Try not to swig cokes and such during the event. This is a good time for non-sugary snacks i.e.: crackers pretzels, apples, bananas, grapes, and a little Gatorade. An ice cube will relieve that thirst after a run. You are not really that thirsty, it's the adrenaline. Some supportive shoes save a lot of energy. You are on your feet for hours and in the racecar for a few minutes. You can look stylish at the banquet in your pumps and tassel toes. You are really going to enjoy supper.

If your championship event is held on a typical 90 degree, 90% humidity day, the loading, unloading, tire changing, car pushing, and pylon chasing seems as bad as a decathlon. Four or five hours of standing in the hot sun is exhausting enough. I have to remind myself to sit down when I can. We Special Olympians should volunteer for one of the non-course working jobs; like timing, scoring, P.A. tech inspection, clean up, safety, marshals, etc.

What are we Special Olympians doing to get fit? It had better be something that we enjoy or we won't do it. Anything to tone you up and make your body better able to stand the heat and activity is fine. This can be simple stuff like Mall walking, push-ups, chins, swimming, bicycling, and winter sports. How about something to improve your grip? I've seen runs lost because the driver couldn't handle the switch-backs at the finish.

You are ready for the last run. The Championship beckons. Now relax, you are not tired. Your concentration is good. Let your sub-conscious drive for you. Come on brain stem, the win is yours and it can be anyone from the second paragraph.

Save one of the easy work assignments for me!



Indy Region Solo Points Event 6



2011 Indyscca.org Solo Series
Sunday, August 14, 2011

Rain or Shine

Location: Grissom Aeroplex

Karts ARE 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 (can also be found on web site).

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

7:30 - 9:10: Course open for walking
7:30 - 8:50: Registration
7:40 - 9:15: Tech open
9:00 - 9:15: Rookie meeting
9:25 - 9:40: Drivers meeting
10:00 First car off

Cost:

Register on www.motorsportreg.com by August 13th @ 12pm:
\$25.00 SCCA Members, \$40.00 for Weekend memberships

For Registration day of event:

\$30.00 for SCCA Members and \$45.00 for Weekend Members.

All payments are made the day of event.

Solo Chairman:
Paulette Dusterberg
317-493-1297 (H)
indyscca@indy.rr.com

For more information on Indianapolis Region SCCA Solo events, go to:

www.indyscca.org/SoloPage.html

The Region hosted the Corvair Olympics on June 18 in Connersville, IN at the Carbon Motors Plant. Also, we hosted the Tri-Region Challenge on June 19 in the same location. The Indy Region won this event. We have a great trophy to prove it. It was all part of Connersville's Planes, Trains and Automobile weekend.

What a great weekend for the region. Connersville is already looking forward to us coming back again next year. Plans are already in process for the 2nd Annual Tri-Region Challenge. The gloves have been tossed and Cincinnati and Western Ohio have accepted the challenge.

Coming up on Saturday, July 16 we are holding a driver's school at Grissom. Then on Sun, July 17 we are holding the Hoosier Challenge with the Fort Wayne Region. Go Indy!

We will be hosting the Great Lakes Divisional on August 6-7. We will be counting on our members to make it a successful event. We want to show the Division that we are there when it counts and show them how good an event we can put on.



Pauletta J. Dusterberg

indyscca@indy.rr.com or 317-512-1479

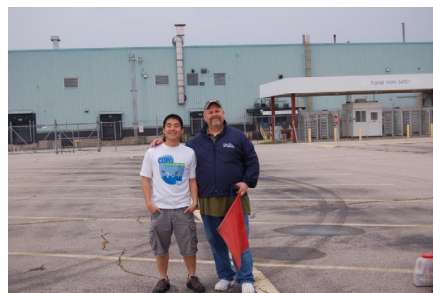
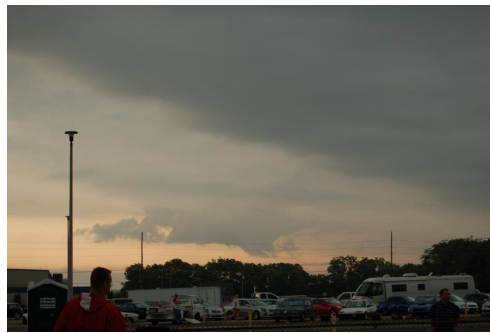


2011



CORVAIR OLYMPICS





1st Annual Tri-Region Challenge

And the winners are.....

OVERALL EVENT WINNER- INDY REGION



**FASTEST MAN-
DAN STONE**



**FASTEST LADY-
GRETCHEN LEE**



**SPECTATORS CHOICE-
KEVIN PARISH**



**FASTEST PAX-
CLEMENS BURGER**



**FASTEST STREET TIRE-
RYAN KOWALEWSKI**



**FASTEST ROOKIE-
SPENCER VAUGHN**

Ted Drummond and I ran the Roamin Candle rally on July 2, which was a wonderful event by the folks at Champaign County Sports Car Club. It harked back to the kind of rallies that we had in the 70's with simple traps and brisk speeds through great scenery. And lunch was worth the trip! Not going to say a lot about it because we will probably be going back on one of our National's next summer. Speaking of which, we picked up three more volunteers from CCSCC to help us with those.

Wendy Harrison has negotiated to get us a headquarters hotel for the National rallies at the Holiday Inn Express in Cloverdale for the weekend of June 23/24, 2012. We have a great core group of Rally Masters, Pre-Checkers, and a strong start on Control Captains. We still need workers! Our plan is to split the two National events into four Regional events to be run early in the year so that those of you who volunteer to work will have an opportunity to run the events.

We had six cars run the Beat of the Drumm rally including two National competitors who came and ran with local partners, and the Clutch Chatter Editor who demonstrated that he will be a formidable competitor with a little practice (he got half of the controls in double digits and got a 2 on one). I think that I had been running for several years before I got a single digit score.

I have pre-checked the Girl's Inc. Charity Rally and am looking forward to a fun event. Come out and enjoy a classic Sunday afternoon drive in the country while supporting a worthwhile organization that makes life better for our daughters and sisters.

2011 Rally Dates

| # | Event Name | Categories | Date | Rallymaster(s) |
|-------|----------------------------|------------|-------|--------------------------|
| VI. | Rally Chick's (Girls Inc.) | RG | 8/14 | W. Harrison & Susan Vogt |
| VII. | Back 2 School 2 | RC/RT/RG | 9/25 | Andy Kowalczyk |
| VIII. | Halloween Rally | RG | 10/29 | Ted Drummond |
| IX. | NCBON | RC/RT/RG | 11/26 | Charles Hanson |
| | | | | |

| Rally Chick's Charity Rally | Sunday, August 14, 2011 |
|--|--|
| 12:00 – 12:45 PM EDT 12:45 PM 1:00 PM + Car # 4:30 PM + Car # | Registration – Girl's Inc. of Greater Indianapolis – 441 W. Michigan Meeting Start Rally Benefits Girl's Inc. of Greater Indianapolis. Spend a pleasant Sunday afternoon touring some small towns west of Indianapolis. In the spirit of BBC's Top Gear, have fun following directions and looking for signs with a photograph hunt and other fun activities along the way. |

| Back to School II Road Rally | Sunday September 25, 2011 |
|--|---|
| 12:00 PM – 12:40 PM 12:40 PM 1:00 PM + Car # ??? PM + Car # | Registration – Hardee's Restaurant – 3301 W. 3rd St. – Bloomington, IN Meeting Start Rally Some gravel, lots of curves, great scenery! |

The Beat of the Drumm II Rally Results

By: Chuck Hanson

Event Type (Circle One):

Course

Tour

GTA

Event Name: The Beat of the Drumm II

SCCA Sanction #: 2011-RC/RT/ RG - 13 - 05

Chairman: Ted Drummond

Region: Indianapolis
(13)

Event Date: July 24, 2011

No. of Controls (if any): 10

Event Mileage: 95.45

Elapsed Time: 220 minutes



Worker Points may only be assigned to Chairman, Rallymaster(s), or Pre-Checker(s)

| | | |
|--------------------|----------------|----------------------|
| Worker Points (#1) | Ted Drummond | Rallymaster |
| Worker Points (#2) | Charles Hanson | Pre-checked/controls |

Class E

| Position | Driver | Member # or Hometown | Status | Navigator | Member # or Hometown | Status | Score |
|----------|----------------|-------------------------|--------|-------------------|-------------------------|--------|-------|
| 1 | Bob DeMeritt | 402692 | Member | Marianne DeMeritt | 402693 | Member | 19 |
| 2 | Andy Kowalczyk | 424068 | Member | Jack von Kaenel | 215786 | Member | 34 |

Class S

| Position | Driver | Member # or Hometown | Status | Navigator | Member # or Hometown | Status | Score |
|----------|--------------|-------------------------|---------|--------------|-------------------------|--------|-------|
| 1 | Douglas Shaw | 8707356 | Weekend | Joshua Kikta | 422333 | Member | 784 |

Class E

| Position | Driver | Member # or Hometown | Status | Navigator | Member # or Hometown | Status | Score |
|----------|-----------------|-------------------------|--------|-----------------|-------------------------|---------|-------|
| 1 | R. Bruce Gezon | 5877 | Member | Charles Lemerou | 393664 | Member | 14 |
| 2 | Wendy Harrison | 396406 | Member | Susan Vogt | 396421 | Member | 15 |
| 3 | Craig Beidelman | 8707302 | Member | Karen Beidelman | 8707355 | Weekend | 29 |

GLDiv Series #3 and #4, Wurtsmith AFB, Oscoda/MI, June 25/26

In late June, the GLDiv Solo Series moved to Oscoda in Michigan for two more days of competition. Oscoda has been part of the divisional schedule as long as I remember, and we've had a pretty good contingent from Indy Region going up there in the past. However, this year, there were only three of us.

The official population of Oscoda is under 1000, but being right on the shore of Lake Huron, it is a popular vacation spot and grows considerably over the summer months. I decided to add a couple of days to my trip this year for some hiking and sightseeing, which included the River Road National Forrest, Largo Springs, Lumberman's Monument, and a neat new little museum, the Melvin Motorcycle Museum. Some day, I might also visit the Wurtsmith Aviation Museum and take a canoe ride down the AuSable River while I am up there for an autocross. However, we did not exactly have canoeing weather on this trip. The shorts did not come out until Sunday due to chilly temperatures, which was actually a nice change from roasting in almost 100° F heat in Blytheville two weeks earlier.

However, the real attraction in Oscoda is a piece of concrete, which was part of Wurtsmith Air Force Base. Wurtsmith AFB was, similar to Grissom AFB, closed down quite a few years ago, but is still a great place to run cars around pylons. The scenery is also great if you like airplanes. The airport always has a good number of Boeing 747 cargo planes parked on the tarmac. I counted 16 of them this year.

Detroit Region and Saginaw Region hosted this event together and continued the same format they started a few years ago to assure maximum seat-time by running three courses over the two days of competition. The weekend started with a T&T on Friday, which was a steal at \$25/driver. The official event started on Saturday morning with four runs. During lunch break, the hosts fed the competitors with free hamburgers, hot dogs,

pasta salad and drinks. Competition continued after lunch with four more runs on the same course in the opposite direction, with only a few minor changes. The event concluded with four more runs on a new course on Sunday morning. The first course of the weekend had a couple of tight corners, which were opened up for the afternoon course. The Sunday course flowed really well with relatively high average speeds. For the final results, the best time from each of the three courses were added up.

Raleigh Boreen ran his trusted Miata in CSP and finished second behind his co-driver. Velma Boreen ran the same car in CSPL and also ended up in second place, only 25 thousandths of a second behind her co-driver. I ran by myself in BM, since Dan was not able to go to Oscoda due to another commitment.

The complete results for this event can be found at:

http://www.soloseries.org/2011/11_DET-SVR2_Sat.html

http://www.soloseries.org/2011/11_DET-SVR2_Sun.pdf

Northern States Championship, Toledo Express Airport, Toledo/OH, July 2/3

The July 4th weekend National Tour is a long-standing tradition. In a way, this event even precedes National Tours. SIR, or Southern Indiana Region, typically held their Freedom Festival autocross in Evansville as part of the CenDiv Solo series. When the SCCA started National Tours in 1992, The Freedom Festival autocross became the Freedom Festival National Tour, a very popular event that usually filled up every year. The Freedom Festival National Tour tradition on the 4th of July weekend ended in 1999 when SIR decided to not host it anymore. However, the 4th of July NT tradition continued now at Grissom Aeroplex, hosted by Kentucky Region. A few years later, Indianapolis Region stepped in as the host of this NT at the same location, since Grissom was a long way from Kentucky.

Solo on the Road...Continued

There is another great concrete Solo site in GL Division with the Toledo Express airport. After a decade at Grissom, the National Office decided to start alternating the 4th of July National Tour between these two sites. 2011 was the first year of this rotation. Therefore, a number of Indy Region members traveled to Toledo this year to compete in the GLDiv area National Tour, instead of hosting their own event. However, this event was not only a National Tour, but also counted as one of the three legs towards the Triad Award as the Northern States Championship.



Another tradition that continued this year was great attendance. Due to space limitations, the entries were limited to 250 drivers. The event did fill

up, and a great number of people did not get in. While the drivers who did not enter early enough to make the cut missed the opportunity to qualify for the National Championship event in Lincoln later this summer, there will be another opportunity with the GL Div Divisional Championship at Grissom in early August.

The weekend was hot, hot, hot, with the temperature reaching 100° F in the Toledo area. This was a new all-time record high for July 2nd and eclipsed the old record of 97° F that was set exactly one hundred years earlier in 1911.

Just like the weather, the competition was hot, too, which is expected from an event of this caliber. The participants represented a good portion of the Eastern half of the country and even an entry from California was mixed in. Indianapolis Region was represented by 13 drivers, of which two went home as Northern States Champions. Competing in ES was Brandon Lavender, who finished in 12th place. Will Lahee was leading ST after the first day, but could not hold on to his

lead and finished second. Kevin Miller, co-driving Will's car, was right up there in times, but hit cones during most of his runs, which left him in sixth place in the end, just one place out of the trophies.

Shahab Sakha drove Andrew Peppler's car in STS and finished two spots ahead of the car owner in 13th place. Raleigh Boreen took home 3rd place in CSP. Velma Boreen had a new co-driver for the weekend in Krystal Broom. Krystal was leading the class after Saturday, just a few thousandths ahead of Velma. She was able to hold on to the lead until the second run on Sunday, but, in the end, she could not overcome big deficit in experience compared to Velma and finished second, while Velma took the win. I took first place in BM ahead of Dan Stone, who finished second. CM had the most participants from Indianapolis Region with four, but all of them dealt with car issues sometime during the weekend. Leading the Indy pack was Nick Myers, who finished in fifth place in an ill-handling car. Two spots behind him was Mark Lamm in seventh place. Geoff Chambers and Ben Pullen had a fuel pump failure on Saturday on their car, which hampered their effort. Geoff finished the event in eleventh place, and Ben ended up 12th.

The complete results for this event can be found at:

<http://www.scca.com/documents/resultfiles/Toledo%20results7.pdf>



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Welcome New Members

By: **Wanda Brinkerhoff**

We would like to welcome these new members to the Indianapolis Region of the SCCA:

| | | | |
|------------------|-------------------|-------------------|------------------|
| Wayne Bruzzese | Anderson, IN | Brian Kodrich | Whitestown, IN |
| Connie Bruzzese | Anderson, IN | Richard Moyer | Indianapolis, IN |
| Paul Bruzzese | Anderson, IN | Randall Schwoerer | Indianapolis, IN |
| Branden Bruzzese | Anderson, IN | Spencer Vaughn | Anderson, IN |
| Jeff Cruise | New Palestine, IN | Matt Walton | Indianapolis, IN |
| Gerald Gordon | Greenfield, IN | Reid Westphal | Indianapolis, IN |
| Alok Gupta | Indianapolis, IN | Russell White | Greenwood, IN |
| Alex Hilt | Indianapolis, IN | Karina White | Greenwood, IN |

We look forward to seeing you at an Indy Region event in the near future.

As of the date of this newsletter we are **389** members strong.

Solo Results Points Event #5

By: Velma Boreen

| Pos. | # | Driver | Times | | | | Total |
|----------------------|-----|--------------------|--------------|----------|------------|------------|--------------|
| 'Super Stock' | | | | | | | |
| 1T | 77 | Gregory Lloyd | 45.730+1 | 45.488+3 | > 45.248 | 45.281+1 | 45.248 |
| 2T | 98 | Kent Weaver | 46.503+2 | > 45.914 | 46.168+1 | 46.882+1 | 45.914 |
| 3 | 198 | Crissy Weaver | > 46.567 | 46.737 | 46.811+2 | 46.586+1 | 46.567 |
| 4 | 92 | Jerry Strobe | 47.481+1 | > 46.687 | 48.213 | 48.198+1 | 46.687 |
| 5 | 11 | Jack Tovey | 55.223 | > 53.622 | 54.439 | 53.821 | 53.622 |
| 'A Stock' | | | Times | | | | Total |
| 1T | 63 | Reid Westphal | 54.823 | 52.894+1 | > 52.517 | 52.849 | 52.517 |
| 2 | 15 | Henry Schmidt | > 55.347 | 55.951 | 54.861+1 | 55.628+1 | 55.347 |
| 'B Stock' | | | Times | | | | Total |
| 1T | 74 | Greg Lukach | 50.893 | > 49.745 | 49.788+1 | 49.9 | 49.745 |
| 2 | 119 | Bruce Faucett | 52.276 | > 51.168 | | | 51.168 |
| 3 | 19 | Colin Faucett | 52.905 | > 51.713 | | | 51.713 |
| 'C Stock' | | | Times | | | | Total |
| 1T | 25 | Darren Daubenspeck | 48.195 | > 47.736 | 48.696 | 48.194 | 47.736 |
| 2 | 9 | Kip Mitchell | > 55.173 | 61.998 | 66.723+1 | | 55.173 |
| 3 | 1 | William Partirdge | 64.534+DNF | 60.304 | 58.789 | > 58.262 | 58.262 |
| 'D Stock' | | | Times | | | | Total |
| 1T | 1 | Alexander Noguera | 55.547 | 53.644 | > 53.396 | 54.137 | 53.396 |
| 2T | 81 | Timothy Harrison | 54.568 | 55.708 | 53.699 | > 53.512 | 53.512 |
| 3 | 17 | Matt Voirol | 55.299+1 | 54.307 | 55.224+1 | > 54.123 | 54.123 |
| 4 | 56 | Ivan Almodovar Sr | 55.533 | > 54.387 | 55.174+DNF | 55.411 | 54.387 |
| 'E Stock' | | | Times | | | | Total |
| 1T | 46 | Brandon Lavender | 47.788+1 | 47.526+1 | 47.732+1 | > 48.231 | 48.231 |
| 2 | 5 | Rick Dempsey | 55.681 | 54.825 | 54.362 | > 54.213 | 54.213 |
| 'F Stock' | | | Times | | | | Total |
| 1T | 194 | Jim Zeisler | 48.552 | 49.086+2 | > 48.351 | 48.493 | 48.351 |
| 2T | 94 | Jack Burns | 48.78 | 49.091 | 48.407 | > 48.375 | 48.375 |
| 3T | 6 | Myke Dziengel | 49.181 | 48.729+1 | 48.883 | > 48.696 | 48.696 |
| 4 | 7 | Bryan Welch | 54.676 | 53.729 | 53.325+DNF | > 53.609 | 53.609 |
| 5 | 14 | Jordan Knerr | 53.963+1 | > 53.901 | 57.058 | 52.845+1 | 53.901 |
| 6 | 2 | Anthony Angelozzi | 57.712 | 58.263 | 58.433 | > 56.306 | 56.306 |
| 7 | 1 | Jose Bortner | 66.237 | 62.074 | 61.83 | > 60.509 | 60.509 |
| 'G Stock' | | | Times | | | | Total |
| 1T | 23 | Ian Girvan | 52.288 | 51.742 | > 50.901 | 52.640+DNF | 50.901 |
| 2T | 47 | Brian Fisher | 52.66 | 53.021+1 | > 52.539 | 52.583 | 52.539 |
| 3 | 13 | Blake Pettit | 60.850+2 | 59.401 | > 59.308 | 59.493+1 | 59.308 |
| 4 | 199 | Evan Kelso | 62.094+1 | 59.66 | 60.512+1 | > 59.525 | 59.525 |
| 'H Stock' | | | Times | | | | Total |
| 1T | 97 | Larry Harts | 52.133 | 52.452 | 57.341 | > 52.027 | 52.027 |
| 2T | 7 | Cory Innis | 53.433 | > 53.030 | 53.046 | 53.860+1 | 53.03 |
| 3T | 45 | Ben Keefer | 54.344 | > 54.269 | 54.276 | 54.908 | 54.269 |
| 4 | 9 | Daniel Levey | 55.294 | 55.772 | 54.954+1 | > 54.648 | 54.648 |
| 5 | 3 | Robert Miller | 57.912 | 57.252 | 56.524 | > 56.052 | 56.052 |
| 6 | 33 | Jason Massey | 56.830+1 | 57.28 | 56.827 | > 56.271 | 56.271 |

| | | | | | | | |
|----------------------------|-----|---------------------|--------------|-------------|------------|-------------|--------------|
| 7 | 12 | Dick Powell | 58.492+DNF | 56.615 | > 56.274 | 58.223 | 56.274 |
| 8 | 6 | Mari Levey | 59.529 | 58.122+1 | 58.82 | > 58.306 | 58.306 |
| 'B Street Prepared' | | | Times | | | | Total |
| 1T | 110 | Rich Hammond | > 47.013 | 51.126 | 53.898+2 | 46.966+1 | 47.013 |
| 2 | 11 | Steven Ruschak | 48.116 | > 47.599 | 47.848 | 48.429 | 47.599 |
| 3 | 21 | Ryan Kowalewski | 49.249+1 | 49.398 | 48.982 | > 48.347 | 48.347 |
| 'C Street Prepared' | | | Times | | | | Total |
| 1T | 87 | Dave Dusterberg | 60.459+1 | 48.969+1 | 58.526 | > 48.018 | 48.018 |
| 'D Street Prepared' | | | Times | | | | Total |
| 1T | 101 | Justin Gates | 50.355 | 49.119 | > 48.958 | 49.204 | 48.958 |
| 2 | 110 | Jenna Gates | 54.083 | 51.507+1 | 52.553 | > 50.908 | 50.908 |
| 'X Prepared' | | | Times | | | | Total |
| 1T | 99 | Scott Holley | 49.539 | 49.038 | 48.2 | > 48.058 | 48.058 |
| 2 | 646 | Mark Wathan | 49.192 | 48.497+1 | > 48.505 | 48.151+1 | 48.505 |
| 'C Prepared' | | | Times | | | | Total |
| 1T | 56 | Scott Lewis | 47.013+DNF | 45.85 | 46.497 | > 45.337 | 45.337 |
| 2 | 6 | Paul Fox | 50.052 | 50.011+DNF | > 48.627 | 48.953+1 | 48.627 |
| 'A Modified' | | | Times | | | | Total |
| 1T | 9 | Dan Wasdahl | 38.458 | > 38.005 | 38.142 | 37.111+1 | 38.005 |
| 2 | 116 | Kevin Parrish | 49.442 | 45.798 | > 44.948 | 50.280+DNF | 44.948 |
| 'C Modified' | | | Times | | | | Total |
| 1T | 188 | Mark Lamm | 41.979+1 | 42.253 | > 42.140 | 42.273 | 42.14 |
| 2T | 187 | Nick Myers | 42.901 | 42.727+3 | > 42.502 | 42.613 | 42.502 |
| 3T | 55 | Donald Elzinga | 42.804 | > 42.512 | 43.109+1 | 42.596 | 42.512 |
| 4 | 1 | Tom Walgamuth | 44.528+DNF | 44.064 | 43.763 | > 43.185 | 43.185 |
| 5 | 83 | Ray Thomas | 44.457 | 44.16 | 43.417 | > 43.187 | 43.187 |
| 6 | 11 | Jimmy Chiu | 47.873 | > 44.062 | 43.660+1 | 44.250+1 | 44.062 |
| 7 | 87 | Kevin Kent | > 45.087 | 63.780+DNF | 44.318+1 | 43.726+1 | 45.087 |
| 8 | 88 | Eric Nunemaker | 46.898+DNF | 156.544+DNF | 47.655 | > 46.404 | 46.404 |
| 'D Modified' | | | Times | | | | Total |
| 1T | 77 | Stephen Brinkerhoff | 57.388 | > 56.889 | 57.882 | 110.800+DNF | 56.889 |
| 'E Modified' | | | Times | | | | Total |
| 1T | 198 | Robert Tamandli | 47.665 | 63.092+1 | 46.981 | > 46.256 | 46.256 |
| 2T | 98 | Steve Tamandli | 47.5 | > 46.939 | 47.879 | 47.925 | 46.939 |
| 3T | 1 | Christian Banker | 47.653 | 47.196 | 47.668 | > 47.005 | 47.005 |
| 4 | 93 | Warren LeVeque | 48.508 | 47.727 | > 47.306 | 47.374 | 47.306 |
| 5 | 23 | Michael LeVeque | 49.846 | > 48.915 | 49.5 | 48.956 | 48.915 |
| 6 | 4 | Lee Miller | 49.954 | 49.109 | 50.886 | > 48.995 | 48.995 |
| 7 | 10 | Jack Banker | 51.826 | 49.987 | 49.572+DNF | > 49.523 | 49.523 |
| 8 | 14 | Spencer Vaughn | 51.555 | 51.024 | > 50.671 | 51.202 | 50.671 |
| 'F Modified' | | | Times | | | | Total |
| 1T | 191 | Craig Hudson | 45.192 | 44.4 | 43.266+1 | > 43.449 | 43.449 |
| 2 | 19 | Paul Johnson | 45.738+1 | 47.307+3 | > 44.265 | 81.756+DNF | 44.265 |
| 3 | 66 | Larry Metz | > 56.133 | | | | 56.133 |

| 'Street Touring' | | | Times | | | | Total |
|--------------------------|-----|--------------------|------------|------------|------------|------------|--------|
| 1T | 93 | Kevin Miller | 49.368+DNF | 49.282 | 48.657+1 | > 48.498 | 48.498 |
| 2T | 193 | Will Lahee | 48.945+1 | 48.765 | 48.496+1 | > 48.629 | 48.629 |
| 3T | 81 | Kathy Grunenwald | 49.959+1 | 48.786 | 48.336+2 | > 48.663 | 48.663 |
| 4T | 181 | Richard Grunenwald | 49.488+2 | 49.880+1 | 49.505 | > 48.985 | 48.985 |
| 5 | 10 | Allan Scott | 50.784 | 50.915+1 | > 50.390 | 50.415 | 50.39 |
| 6 | 816 | Jeremy Kendall | 54.750+1 | 55.287+1 | 53.968 | > 53.826 | 53.826 |
| 7 | 819 | Ben Rollins | 56.683 | 54.619 | 54.805 | > 54.001 | 54.001 |
| 8 | 104 | Alex Hilt | 56.783 | 56.031 | > 55.753 | 55.926 | 55.753 |
| 9 | 27 | Ryan Mawhorr | 57.787+1 | > 55.918 | 55.505+1 | 56.419 | 55.918 |
| 10 | 72 | Nicholas Mawhorr | 57.657 | 56.203 | 57.115 | > 56.117 | 56.117 |
| 'Street Touring S' | | | Times | | | | Total |
| 1T | 22 | Christina Bell | 54.696 | > 53.899 | 53.449+1 | 65.270+DNF | 53.899 |
| 2 | 50 | Dennis Shipley | 58.281 | 64.881 | > 56.026+1 | 56.192+1 | 58.026 |
| 'Street Touring R' | | | Times | | | | Total |
| 1T | 95 | Chris Brake | 51.310+1 | 50.859+1 | 50.990+2 | > 51.131 | 51.131 |
| 2 | 59 | Stefanie Stribling | 55.836+1 | > 54.914 | 55.582 | 54.974 | 54.914 |
| 'Street Touring X' | | | Times | | | | Total |
| 1T | 13 | Joel Harleman | 49.987 | > 49.602 | 50.188 | 49.775 | 49.602 |
| 2T | 5 | Matthew Douds | 51.902+1 | 51.625+1 | 51.936 | > 51.495 | 51.495 |
| 3T | 71 | Travis Camp | 52.111 | 51.996 | 51.645 | > 51.600 | 51.6 |
| 4 | 95 | Allen Vitkus | 53.996 | 53.710+DNF | 52.141+1 | > 53.277 | 53.277 |
| 5 | 10 | Wayne Bruzzese | 54.554 | 61.627+5 | > 53.576 | 54.412 | 53.576 |
| 6 | 195 | Michael Vitkus | 54.702+1 | > 53.894 | 54.061+1 | 58.566+DNF | 53.894 |
| 7 | 110 | Paul Bruzzese | 57.942 | 55.223 | 54.746 | > 54.661 | 54.661 |
| 8 | 37 | Brian Groh | 58.894 | 55.775 | > 55.245 | 53.525+1 | 55.245 |
| 9 | 14 | Andrew Carpenter | 62.212+1 | 56.916+DNF | 59.576+DNF | > 55.930 | 55.93 |
| 'Street Touring U' | | | Times | | | | Total |
| 1T | 77 | Eric Burns | > 47.748 | 47.774+1 | 48.297+2 | 47.859 | 47.748 |
| 2 | 3 | Jason Proksch | > 48.263 | 48.362 | 48.902 | 48.344 | 48.263 |
| 'Street Modified' | | | | | | | |
| 1T | 3 | Chris Weldy | 48.336 | 48.565 | 48.376 | > 48.221 | 48.221 |
| 2 | 33 | Gary Burton | 49.732 | 49.964 | > 49.600 | 49.655 | 49.6 |
| 'Street Mod Street Tire' | | | | | | | |
| 1T | 4 | Austin Yazel | > 48.222 | 48.331+1 | 48.807 | 48.333 | 48.222 |
| 2T | 290 | Benjamin Newburn | 50.531+1 | 50.535 | 50.027 | > 49.287 | 49.287 |
| 3T | 86 | Mat Jordan | 50.332 | 49.994 | 50.466 | > 49.314 | 49.314 |
| 4T | 6 | Kyle Roland | 49.964 | 50.023 | > 49.433 | 49.774 | 49.433 |
| 5T | 26 | Dale Brier | 67.942+1 | 50.567 | 49.719+1 | > 49.906 | 49.906 |
| 6 | 167 | Tyler Pedersen | 54.342 | 51.124+1 | > 50.575 | 50.945 | 50.575 |
| 7 | 117 | John McAfee | 53.817 | 54.281 | 52.526 | > 51.870 | 51.87 |
| 8 | 15 | John Fehring | 53.256 | 52.676+1 | 53.317 | > 52.047 | 52.047 |
| 9 | 89 | Tim Birdsell | 53.964 | 53.267 | 53.409 | > 52.666 | 52.666 |
| 10 | 17 | James Fehring | 53.936+3 | 53.944+2 | > 53.525 | 53.836 | 53.525 |
| 11 | 101 | Jay Hawkins | 63.132+2 | 54.48 | 54.239 | > 54.193 | 54.193 |
| 12 | 645 | Nick Hetrick | 56.314+2 | > 54.712 | 54.076+1 | 54.996 | 54.712 |
| 13 | 518 | Ivan Almodovar | 58.46 | 56.040+1 | 56.173+1 | > 55.671 | 55.671 |
| 14 | 18 | Joel Fehring | 57.329 | 57.084 | > 56.212 | 57.143 | 56.212 |

| 'Super Street Modified' | | | Times | | | | Total |
|---------------------------------|-----|---------------------|-------------|----------|----------|----------|--------|
| 1T | 87 | Ben Pullen | 46.996+1 | 46.007+1 | 46.187 | > 45.708 | 45.708 |
| 2T | 187 | Velma Boreen | > 47.415 | 48.13 | 47.437 | 47.463 | 47.415 |
| 3T | 111 | Robert Burkholder | 53.364 | 48.927+1 | > 47.879 | 47.915 | 47.879 |
| 4 | 186 | Shahab Sakha | 49.509 | > 48.852 | 48.961 | 48.933 | 48.852 |
| 5 | 86 | Travis Robuck | 51.32 | 50.587 | 50.231 | > 49.695 | 49.695 |
| 6 | 24 | Ben Bush | 50.532 | 50.997+1 | 49.958 | > 49.740 | 49.74 |
| 7 | 25 | Ted Drummond | 65.824+1 | 52.402 | 52.002 | > 50.388 | 50.388 |
| 8 | 69 | Ted Skreko | 58.498 | 52.878 | > 52.705 | 59.506 | 52.705 |
| 'Junior Kart B' | | | Times | | | | Total |
| 1T | 2 | Jensen Peppler | 60.028 | 58.191 | 57.076 | > 56.399 | 56.399 |
| 2 | 64 | Brett Wathen | 999.000+DNF | 93.665 | 85.995 | > 78.432 | 78.432 |
| 'C Stock Ladies' | | | Times | | | | Total |
| 1T | 10 | Linda Ruschak | 56.557 | 55.274 | 56.558 | > 54.180 | 54.18 |
| 'F Stock Ladies' | | | Times | | | | Total |
| 1T | 94 | Debbie Zeisler | 54.216 | 52.897 | 52.232 | > 51.812 | 51.812 |
| 2 | 6 | Jolynne Dziengel | 53.8 | 53.68 | 52.726 | > 52.464 | 52.464 |
| 3 | 14 | Amanda Bade | 63.9 | 61.892 | 62.087 | > 59.662 | 59.662 |
| 'E Street Prepared Ladies' | | | Times | | | | Total |
| 1T | 10 | Cathleen Burkholder | 51.499 | 50.944 | 51.396+1 | > 50.783 | 50.783 |
| 'B Modified Ladies' | | | Times | | | | Total |
| 1T | 87 | Carol Rodrigez | 58.220+1 | 56.236+3 | 55.309+1 | > 55.462 | 55.462 |
| 'D Modified Ladies' | | | Times | | | | Total |
| 1T | 77 | Wanda Brinkerhoff | 68.211 | 65.784 | > 65.459 | | 65.459 |
| 'Street Modified Ladies' | | | Times | | | | Total |
| 1T | 3 | Bennii Weldy | 52.685 | 52.372+1 | > 51.379 | 53.250+1 | 51.379 |
| 'Street Mod Street Tire Ladies' | | | Times | | | | Total |
| 1T | 5 | Rhonda Fehring | 57.655+1 | 55.047+1 | 54.927+1 | > 54.475 | 54.475 |
| 2 | 18 | Rachel Fehring | 55.544+1 | 55.648+1 | > 55.530 | 54.354+1 | 55.53 |
| 3 | 23 | Tracy McLean | 60.843 | 63.3 | > 59.749 | 59.466+1 | 59.749 |
| 'X Class' | | | Times | | | | Total |
| 1T | 187 | Raleigh Boreen | > 46.137 | 46.002+1 | 46.792+1 | 47.137+2 | 39.585 |
| 2T | 33 | Adam Deffenbaugh | 50.409 | 50.496 | > 50.253 | 50.384 | 39.75 |
| 3T | 33 | Andrew Peppler | 48.861 | 49.382 | 49.476+1 | > 48.582 | 39.983 |
| 4 | 187 | Clemens Burger | 43.291 | 42.832 | 42.42 | >41.838 | 40.08 |
| 5 | 1 | Brian Britten | 53.786 | 52.384+1 | > 51.805 | 51.868 | 40.977 |
| 6 | 87 | Daniel Stone | 45.045 | 43.704 | >43.416 | 43.987+4 | 41.592 |
| 7 | 1 | Melissa Britten | 55.375+DNF | 54.376 | > 52.707 | 53.228+1 | 41.691 |

| Top Times of Day | Class | Name | Time | Top Times of Day | Class | Name | Time |
|------------------|-------|---------------|--------|-------------------------|-------|---------------------|--------|
| Raw time: | AM | Dan Wasdahl | 38.005 | Street Modified: | SSM | Ben Pullen | 45.708 |
| PAX: | AM | Dan Wasdahl | 38.005 | Junior Kart: | FJB | Jensen Peppler | 56.399 |
| Stock: | SS | Gregory Lloyd | 45.248 | Stock Ladies: | FSL | Debbie Zeisler | 51.812 |
| Street Prepared: | BSP | Rich Hammond | 44.574 | Street Prepared Ladies: | ESPL | Cathleen Burkholder | 50.783 |
| Prepared: | CP | Scott Lewis | 45.337 | Modified Ladies: | BML | Carol Rodrigez | 55.462 |
| Modified: | AM | Dan Wasdahl | 38.005 | Street Modified Ladies: | SML | Bennii Weldy | 51.379 |
| Touring: | STU | Eric Burns | 47.748 | X Class: | XCSP | Raleigh Boreen | 39.585 |



Indy Region Solo CSCC – Indy Challenge Non-points event



2011 Indyscca.org Solo Series
Sunday, August 21st, 2011

Rain or Shine

Location: Walesboro, Indiana

Karts ARE 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 (can also be found on web site).

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

7:30 - 9:10: Course open for walking
7:30 - 8:50: Registration
7:40 - 9:15: Tech open
9:00 - 9:15: Rookie meeting
9:25 - 9:40: Drivers meeting
10:00 First car off

All payments are made the day of event. This is a CSCC event.

Solo Chairman:
Paulette Dusterberg
317-493-1297 (H)
indyscca@indy.rr.com

For more information on Indianapolis Region SCCA Solo events, go to:
www.indyscca.org/SoloPage.html



RALLY CHICKS CHARITY RALLY

August 14, 2011

Sports Car Club of America Road Rally Benefiting
Girls Inc. of Greater Indianapolis

Registration Begins: Noon

Drivers Meeting: 12:45

Rally Begins: 1:00

Meet: 441 W. Michigan St. (map below)

\$30 per car

\$5 discount per SCCA member



Spend a pleasant Sunday afternoon touring some small towns to the west of Indianapolis. In the spirit of BBC's Top Gear, have fun following directions and looking for signs with a photograph hunt and other fun activities along the way.



Here are some of the basics to this GTA (Game/Tour/Adventure) Road Rally:

- The Rally is just over 3 hours of driving and activities.
- You drive your own car.
- Each team consists of 2 people: a driver and a navigator. (We suggest no more than 3 people in a car.) Experienced drivers a plus.
- A perfect score is 0 - each mistake earns you a point

Regardless of how well you score, rallying is a lot of fun if you like to take road trips in your car, see some scenery and spend time with congenial people. At the end, over dinner, you can join the rest of the crowd in discussing how the event went and how your team did while waiting for the final scores and announcement of winning teams

- Rally ends at Steak N Shake on W. 38th St.
- Donation given to Girls Inc. of Greater Indianapolis
- Prizes and trophies will be given out.

Go to IndySCCA.org for additional information, waivers and registration forms. Youth (18 years or younger) will need a waiver from a parent or guardian





*It's a hilarious coast-to-coast,
180 mile-an-hour, outrageous road race.
And it's all just for glory, and a gumball machine.*



A FIRST ARTISTS PRODUCTION
"THE GUMBALL RALLY" Starring **MICHAEL SARRAZIN**
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 JOANNE NAIL J PAT O'MALLEY NICHOLAS PRYOR
 Produced and Directed by **CHUCK BAL** Story by **LEON CAPETANOS** with **RAUL JULIA** as "Francisco"
 Music by **CHUCK BAL** with **LEON CAPETANOS** Co-Producer **FIRST ARTISTS PRODUCTIONS**
 PGV PARENTAL GUIDANCE SUGGESTED Music by **DOMINIC FRONTIERE** TECHNOLOGY PANAVISION® From Warner Bros. A Warner Communications Company

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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

| | Annual National dues | Annual Region dues | Total |
|---------------------------|----------------------|---------------------------|-----------------|
| ____ 01 Regular Member | \$65.00 + | Regular Member \$20.00 | \$85.00 |
| ____ 10 Family Membership | \$85.00 + | Family Membership \$25.00 | \$110.00 |

*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)

Indianapolis Region SCCA
Clutch Chatter Newsletter
c/o Josh Kikta
13101 S Elster Way
Fishers, IN 46037

FIRST CLASS MAIL DATED MATERIAL