



**NOVEMBER 2011**

# Clutch-Chatter

THE OFFICIAL PUBLICATION OF  
THE INDIANAPOLIS REGION



**THANKS TO ALL OF OUR VETERANS!**



**[indyscca.org](http://indyscca.org)**

*Results of Indy Region events and other club news inside*

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

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## Calendar of Upcoming Events

Nov 26	Rally Event: In Search of the Raintree
Dec 3	RallyX Test N' Tune - Friendswood Golf Course, Camby, IN



## Indy Region Connections

Indy Region Home Page:	<a href="http://www.indyscca.org">www.indyscca.org</a>
National SCCA:	<a href="http://www.scca.org">www.scca.org</a>
GLdivision:	<a href="http://www.greatlakes.scca.org">www.greatlakes.scca.org</a>
Solo Info Sites:	<a href="http://www.autocross.com">www.autocross.com</a>

\*Cover photos courtesy of Larry Metz of metzPhotos

Greetings Indy Region Members!

I decided to wait until after the Roundtable to write this month's article so I could give ya'll my opinion of what happened and how good it was. OK, so I'll begin at the end, the Roundtable was fine and those of you who didn't make it, well, your loss. The meetings were good and everything was covered. Solo, Rally, RallyCross and racing were all discussed. If you want to talk to someone who was there, Velma Boreen (my co-chair for the meeting), Raleigh Boreen (the Chairman for the two meetings that everyone was invited), Pauletta Dusterberg (registrar), Dave Dusterberg (chaired one of the meetings), and Chuck Hanson (on the National staff of the Rally groups), one of these folks was at just about every meeting.

This whole thing started a year ago when I volunteered for us to hold the meeting, Velma said she'd help me. Over the next year, we found a hotel. Almost lost it when the hotel said they were going to be sold to another group or go bankrupt by Sept 15. Well, we were lucky, they were sold to another group and we were OK. Over the next two weeks or so, we had a few meetings with each other and the hotel. Oh, did I tell you that I met with a different person at the hotel on each of the first three meetings I had with the hotel, not just a different person, a new person, the previous person had left to seek newer opportunities. Filiz Poyraz was our final contact and she was fine.

Next year's meeting will be held by the OVR region, in Columbus, Ohio. The date is November 9-10 (I think).

To put it mildly, the meeting went fine.

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. Due to rising costs, the BOD asks that you only opt-in if you cannot access the online version.

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 the month. If they participate in another event during the following month, then they will stay on the list for another month.

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 October 13, 2011 at Dooley O'Tooles, 6:30 PM. There were 6 directors and 2 guests present. Minutes of the previous meeting were approved.

**Treasurers Report** Rich emailed the report to everyone before the meeting. After minor discussion, the report was approved.

**Clutch Chatter** Josh stated the goal is to continue updating email addresses and to become entirely electronic distribution. A reminder to everyone to get newsletter articles to him by the 15<sup>th</sup> of each month.

**Membership** Wanda reported current membership is 391.

**Website** We have a website and it looks good.

**Activities** Dave gave an update on activities. Board finalized the date for the annual meeting for January 21. Meeting will be at Ray Skillman Classic Car Museum. Catering will be by Famous Dave's BBQ. We are planning to have three speakers, Indy Lights drivers Connor Daly and Dan Clark and Grand Am Continental Tire Series Driver Robert Stout.

World of Wheels: We are allowed up to 8 cars that are preapproved by WoW selection Committee. It will be a themed display. We have a possible theme of "You Can Compete".

Velma gave an update on Round Table—we have 16 registered at this time.

**Rally Cross** Travis Camp and Dave will be talking with the owner of a golf course in Camby this Saturday about 10 acres of unused land that he would like to rent to us for the purpose of holding a rally cross.

**Rally** Wendy gave the rally report. Chuck is at the runoffs in California. Ted is having the Oct. 29 Halloween Rally. Everything has been checked and ready to go. Nov 26 rally was designed by a national guy from Pittsburgh, it's a GTA ONLY rally, In Search of the Rain Tree Rally.

**Race** Andy reported that there is not much to discuss as per race this meeting.

**Solo** Pauletta reported that solo had a great season. We are in preparations for next year already. We've had several calls from groups wanting us to host or assist with solo's this coming year. We have had one meeting already and will be having a second solo planning meeting in November.

**New Business** No new business to discuss at this meeting

Next BOD meeting scheduled for November 10 at Dooley O'Tooles. Meeting was adjourned.

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# Involved Members Form

**Involved Members Points form** - Please use this form for filling out your year end Involved Member Points. This form is also available on the Indy Region website along with the rules: <http://indyscca.org/information.html>

2011	Involved Member Points			
	Indianapolis Region SCCA			
NAME		Member No.		
Date		Event	How Participated	Points
			Total	0

The 2012 season is in pre-planning mode already. Introducing your 2012 solo crew:

Solo Chair – Pauletta Dusterberg  
Safety Steward of Record – Lee Miller  
Chief of Courses – Kevin Kent  
Chief of Registration – Dale Brier  
Chief of Timing and Scoring – Stephanie Striebling  
Chief of Tech – Dave Dusterberg  
Worker Chief – Ted Drummond  
Chief of Waivers – Tim Harris  
Chief of Bus/Equipment – SOMEONE NEEDS TO STEP UP OR WE WON'T BE GOING ANY-  
WHERE!!!!  
Rookie Coordinator – Ben Newburn with a little help from his friend Will Lahee  
Chief of Sound – Chris Brake  
Kart Steward- NEED A KART STEWARD OF RECORD

We are looking at having 7 points events again this year. 1 to 2 fun events and several special events again this year.

We are going to be getting a FM transmitter for 2012, this will let us share our great announcing with everyone right in your own car. Also, we will be getting new Timing and Scoring Software.

We will be having another planning meeting in November, please watch the website and the SCCA Forums for the date, time and location. We hope to have a great turn out. As we get closer to the start of our season we need to get our thoughts together.

I look forward to working with our members to have another great season. Get your proposals together for the next meeting. See you at the next meeting!

**We need to remember it takes everyone to make us great!!!**



*Pauletta J. Dusterberg*

[indyscca@indy.rr.com](mailto:indyscca@indy.rr.com) or 317-512-1479



WOW!!! Fourteen cars for The Haunting of Blue River, with enough extra passengers to have fielded at least three more cars. Well, I guess the word is getting out that this is one really fun event. Many of you are Solo enthusiasts and we welcome you to our part of the SCCA motorsports heritage. There was a time, many years ago, when it was possible for one person to run all of the rallies and all of the solos. Ted is about the only one attempting to do that now, and writing two events this year as well. He has been the Superman of the sport.

Wendy Harrison, Craig Beidleman, and myself made the trek west to Los Angeles, CA for the annual USRRC (United States Road Rally Challenge). As befits a reigning National Champion, Wendy whipped me on the GTA. The committee assured us that the GTA was pretty much a copy of what was regularly done for course following in the 70's (but without the timing). That being said, I was very happy that the Course event was more current. Wendy and Craig had set some goals for themselves on the Course event and said they met them. I admire their courage learning how to do timing and calculations on a Challenge event. My CA driver kept me on the straight and narrow for a very satisfying Class win. It was my only opportunity for pride all weekend.

Next event is In Search of the Raintree courtesy of Bruce Gezon (National Pointskeeper who stopped here to run the July rally on the way home from the St. Louis Nationals, and amused himself by writing a rally for us while he waited for Sunday to come). I can't tell you much about the course because I have yet to do the Safety Check, but I can tell you that it shares the starting and endpoints with the July rally; i.e. I-65 and Main St in Greenwood.

## 2011 Rally Dates

#	Event Name	Categories	Date	Rallymaster(s)
IX.	In Search of the Raintree	RC/RT/RG	11/26	Bruce Gezon

In Search of the Raintree	Saturday November 26, 2011
12:00 PM – 12:40 PM	Registration – Behind the Chase Bank – South Park Business Center - Greenwood, IN
12:40 PM	Meeting
1:00 PM + Car #	Start Rally
5:00 PM + Car #	All paved, written by a Great Grand Master during his July visit.



# The Haunting of Blue River

By: Chuck Hanson

Event Type (Circle One): Course Tour **GTA**

Event Name: The Haunting of Blue River

SCCA Sanction #: 2011-RG-13-08

Chairman: Ted Drummond

Region: Indianapolis  
(13)

Event Date: October 29, 2011

Scoring Opportunities 79

Event Mileage: N/A

Elapsed Time: 3 hours



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

Worker Points (#1) Ted Drummond co-rallymaster

Worker Points (#2) Charles Hanson pre-checker

## Class E

Position	Driver	Member # or Hometown	Status	Navigator	Member # or Hometown	Status	Score
1	Ryan Kowalewski	375805	Member	Joel Harleman	333259	Member	44.5
2	Travis Rondot	8707397	Weekend	Mitch Rondot	8707398	Weekend	35.5
3	Craig Beidelman	411012	Member	Karen Beidelman	8707380	Weekend	34
4	Susan Vogt		Member	Wendy Harrison	396406	Member	31.5
5	David Dusterberg	374620	Member	Puletta Dusterberg	374621	Member	29.5
6	Bryan Alexander	8707378	Weekend	Cameron Alexander		Minor	28
7	Randy Hall	77455	Member	Jay Nogan	284570	Member	25

## Class N

Position	Driver	Member # or Hometown	Status	Navigator	Member # or Hometown	Status	Score
1	Jordan Allen	870373	Weekend	Joshua Kikta	422333	Member	42
2	John Crowe	8707376	Weekend	Nick Wasson	8707374	Weekend	37.5
3	Cindy Heibaugh	8707371	Weekend	Dustin Smith	8707372	Weekend	25
4	Jeff Roach	8707382	Weekend	Becki Roach	8707383	Weekend	24.5
5	Ian Girvan	388727	Member	Janet Girvan	8707379	Weekend	22
6	Shealyn Rondot	870396	Weekend	Justin Burdine	8707384	Weekend	13.5
7	Ben Newburn	504482	Member	Corrine Carter	423210	Member	0



I thought about titling this story "And the Cat Came Back" which is an old campfire song about how someone tried to get rid of a cat and the cat kept coming back; but then I realized that in my book about old racing history and my old photo albums all of the pictures of our old open wheel car were of my wife Sharon driving or posing with trophies. My number was 93 and all of the pictures were of her number 39. This then will be a tale about the return of the Levair Velociraptor (small, fast bird of prey).

I built the Velociraptor in response to SCCA solo rules. I was road racing my huge, (108" wheelbase, 72" wide) Yenka Stinger Corvair and would occasionally take it autocrossing. The length and width were fine for track events but SCCA had published autocross minimum rules of 8 feet wide gates and 25 ft. Slaloms. Some local clubs even had 17 Ft. slaloms. I was then classed in D Prepared with the same cars that I road raced with such as MG Midgets and Austin Minis.

My response was to build a very small autocross car that would be fun to drive with no built in handicap. I obtained parts of a Formula Saab and began to adapt a Corvair drivetrain to it. There was no discussion of road racing a Formula car because Sharon and I had worked a corner and witnessed a bunch of Formula Fords coming together and turning into fiberglass scraps. The car became 60 inches wide with an 80 inch wheelbase Sharon immediately took to the little car as it was much easier to drive than the Stinger and easier to push, tow and show off. It even once had an automatic transmission just for her until the trans blew up in a spectacular fashion. I had a lot of trouble adapting to the short, low polar moment wheelbase and SCCA had just relaxed the solo rules, so Michael and I, through switching possession of it, rebuilt it into a longer 92" wheel base and 66" width easier to handle car. I researched aviation books and hand built what you would call "crop duster" low speed wings and side pods just for autocrossing. SCCA required a one meter rear wing. After trying several engine combos, including supercharging, I decided on a 6 runner intake and 6 into one exhaust 2900cc naturally aspirated engine. During this time, I was tired of braking light duty transmissions and finally went to a heavier Saginaw unit. We relocated the steering shaft to make it easy for the wide pedal left foot braking—took me a season to learn how.

This car was never a National competitor, and certainly not now in our division, but great fun. Sharon, Michael and I raced this car up into the early nineties until I became ill and quit racing for a few years and I traded it for a restored 1963 Corvair Spyder which became our "Date" car.

The subsequent owners insisted on running the "un-cooled", air cooled, car at track events against my recommendations and both melted down the engine. I got paid twice for rebuilding the cylinder heads. At the last rebuild, I converted the 10.5 to one heads to 13 to one heads by using 10 millimeter spark plugs, relocated for aggressive milling, and using welding re-

pair to reshape the combustion chambers.

The previous owner then became seriously ill and let it set outside for 3 years. I heard that he was trying to sell it and became emotionally involved. It had never run since the head replacement and the engine was stuck. This helped the bargaining and the car was bought for a fraction of the original price and it included the very nice trailer.

For some unknown reason the original correct wings were replaced by high speed wings and the "crop duster" wings, and ground effect side pods reportedly became winter sleds. I modified and remounted the new wings to become, hopefully, decent low speed autocross wings. The aluminum wheels had been replaced by heavier steel ones. Thankfully, the proven suspension system was left alone. The forward mounted battery (for better turn in) had been moved rearward, so it was moved back forward by me. I even relocated the little wagon that was pulled by the car. Michael and I, with major force and lots of penetrating oil, finally got the engine unstuck and started. The brakes were also stuck and we replaced the master cylinder and the flexible brake lines. The previous owner was much larger than me and the forward moved pedals were moved back to the original positions. The exhaust system was completely



wrapped, and since it was outside contributed to a rust down of the header system.

There were only two events left in the year, and you can't test a mod car in the driveway or highway. The first available event was in the rain and sand; if I touched the throttle, the car spun. It also smoked unbelievably, so I only made three runs. The engine was then torn down to the pistons. Two cylinders were horribly rusted and one had a loose wrist pin groove in it. All cylinders were honed and two replaced. The top ring grooves looked suspiciously wide, so all of the available rings were measured for maximum thickness and reassembled.

The last event was a test and tune at Grissom AFB and you got many fast runs, and time to repair and experiment between them. The restricted entry meant fewer people to embarrass myself in front of. The car handled beautifully. But still smoked a lot; apparently it does need new pistons and cylinders. This winter will be complete rebuild at the full 3 liters.

Besides the nostalgia of Sharon, Michael, Scott and Michelle driving it, there are other reasons for owning this car; it's about horsepower or horsepower to weight ratio. In CP the Corvair has less than half the engine of the pony cars and we just can't get any lighter. In EM, the rules now allow ANY engine for only a 100 # penalty. In Corvair club events, I have to run against V8 supercharged cars to win overall. I will be out of excuses now.

Sharon's shoulders won't permit her to drive it now, but maybe I can talk some children or grandchildren into it if I need it to go really fast.

## Activities Report

By: Dave Dusterberg

Well gang, it's that time of the year again; the competition season is coming to a close. That means that soon it will be time to honor our champions and elect the 2012 Board of Directors.

This year's Annual Meeting / Awards Banquet is getting a makeover. The banquet will be held at Ray Skillman's Classic Cars in Greenwood. If you've never been there, it's a very cool place. With approximately 100 collector cars and memorabilia under roof, it's a car guy's or gal's dream. Catering will be by Famous Dave's BBQ. The last change for this year will be a Q&A session with a panel of up and coming professional drivers. Scheduled to appear is Indy Lights drivers Dan Clark and Conor Daly as well as Grand Am Continental Tires Sports Car Series driver Robert Stout. Put on your thinking caps and come up with some questions you'd like to ask them. This year's banquet will be held on January 21<sup>st</sup> and the cost will be \$25 per person.

Another project we're working on is a larger display at the 2012 World of Wheels auto show. We will be displaying several members' race cars. I am in need of a clean Club Race car for this so if you have one and want to display it, please give me a call @ 317-512-3208.

If you have any ideas for activities, give me a shout.

Cheers,  
Dave

## General Announcements



**NEEDED:** A place to store the bus. We need to store the bus and have access to it when needed. We have to house the bus, the race trailer and misc. equipment.

**WANTED:** Bids for the Awards Banquet trophies. Anyone who would like to make a bid to supply the trophies this year, please contact Dave Dusterberg @ 317-512-3208.

Everybody has good intentions, right? I was going to write regular reports about Indy Region members competing in Solo events outside the region. I managed a few until life caught up with me about mid-summer, and, besides work, autocrossing and taking care of chores around the house, there was no time left for writing. Although it's been quite a while since some of these events took place, I decided to still sit down and write a few more short reports. It was a nice way to reflect back on part of the 2011 season.

### GLDiv Series #5, Pepsi Coliseum, Fort Wayne/IN, July 10

The weekend following the Toledo National Tour/Northern States Championship, the GLDiv series continued with a single-day event at the Pepsi Coliseum in Fort Wayne. Registration and tech inspection took place the evening before the event at Sweet Cars, a dealer for low-mile luxury, performance and exotic cars, that include vehicles like Porsches, Ferraris and Lamborghinis, but also more affordable vehicles, such as Smart cars, Beetles, Miatas and Minis. We looked at some nice cars, which also included a Tesla Roadster.

During the day of competition, the weather was, once again, very hot. We had temperatures around 100°F for a good portion of the day. The size of the lot at the Pepsi Coliseum is impressively large. It was never a small lot, but tearing down a baseball stadium a couple of years ago and paving that area for additional parking for the Coliseum gave us an even bigger area we can play on. The course was accordingly long with only a handful of cars running times below 70 seconds. The surface tends to be on the sandy side, but the racing line cleans up after a while. At that point, you better don't get off the line.

So, who from Indy Region made the trip up to Fort Wayne and how did they finish?

**Larry Harts** finished first in HS. **Will Lahee** and **Kevin Miller** took Will's ST Honda up there and finished first and second, respectively, only separated by a few tenths of a second. **Christian Banker** ran his STS Miata and brought it home in first place, and **Shahab Sakha** ran his Miata in SSM and finished third. **Jason Proksch** won STU in his trusted BMW. **Kevin Kent** took his BMW up there and handily won BSP over an AWD Mitsubishi Evo.

**Raleigh and Velma Boreen** ran in CSP and CSPL, respectively, both coming home in first place. CM was won by **Mark Lamm**, who also posted the fastest time of the event, with **Nick Myers** finishing third. EM was completely dominated by Indy Region members, namely **Warren Leveque**, **Lee Miller**, and **Spenser Vaughn**, who finished in this order. SMS is a highly popular class in Fort Wayne, where **Ben Newburn** finished third, and **Michael Leveque** finished eleventh in a 1966 Chevy Corvair, a rather unusual

car choice for this class.

So, what about BM? **Dan Stone** and I were there, as well. Dan posted a DNF on his first run, and so did I after getting into the sand and deciding to drive around the cones I was sliding towards to instead of hitting them head-on. When Dan was out on course for this second run, I noticed major positive camber on the left front wheel. After he came back, it was quickly determined that the lower A-arm at that corner started to rip out of the frame. Obviously, we were done for the day and tied the class with one DNF, each.

Didn't I have already enough failures this season? I guess years and years of road racing, possibly with a couple of crashes, and several seasons of autocrossing on super-sticky tires finally put enough stress on this 35 year old race car frame for the suspension mount to give up. Definitely not what you want in the middle of the season, but the schedule was light after this event anyway, and Mark Lamm put everything back together for me in time for the Divisional Championship three weeks later. Luckily, I recognized the problem before a more catastrophic failure could occur.

The complete results for this event can be found at: [http://www.soloseries.org/2011/11FWR3\\_res.html](http://www.soloseries.org/2011/11FWR3_res.html)

### GLDiv Series #6/7 and GLDiv Divisional Championship, Grissom Aeroplex, Peru/IN, August 6/7

Only four weeks before the Nationals Championship in Lincoln, the GLDiv Divisional Championship took place at Grissom Aeroplex. This event was covered by Velma Boreen in the September Clutch Chatter, but I want to focus more about how our members fared. Since the event took place on our home-turf, Indy Region was fairly well represented.

In BS, **Bruce Faucett** took the win over his son **Colin Faucett** by only 0.247 seconds. **Brandon Lavender** finished first in ES, and **Eric Nunemaker** took second in ASP. **Velma Boreen** placed first in CSPL, and **Raleigh Boreen** finished second behind his co-driver Dave Feigher. I won BM, ahead of **Dan Stone**.

Many know that CM is a popular class in Indy Region, but who would have thought that we would have eight (!) drivers from our region competing in this class? Nick and Mark did their part by bringing both of their cars to provide additional people the opportunity to run in CM, and Larry Harts surprised many when showing up with his recent purchase (no, he did not compete in the 2004 Mini Cooper that shows up in the results). In addition, Jason Proksch took the opportunity to jump into Tom Walgamuth's car where a seat became open after Jimmy Chiu moved out to the West Coast.



## Solo on the Road...Continued

The Indy Region gang finished in the following order: **Mark Lamm** second, **Nick Myers** third, **Geoff Chambers** fourth, **Randy Turner** sixth, **Austin Yazel** eighth, **Jason Proksch** ninth, **Tom Walgamuth** tenth, and **Larry Harts** eleventh.

**Wanda Brinkerhoff** finished first in DML, and **Steve Brinkerhoff** finished second in DM. EM also turned out to be a well-subscribed class, where **Lee Miller** finished sixth and **Warren Leveque** seventh. **Kevin Miller** took second place in ST, ahead of **Will Lahee** who finished third. As always, those two guys were right on top of each other, only separated by 0.281 seconds. **Andrew Toth** placed sixth in the same class. **Krystal Broom** ran a borrowed car in STSL and finished second. STS also had several Indy Region members competing, where **Gus Hammerly** came out to take third place, and **Chris Brake** finished eighth, one position ahead of car owner **Christian Banker**. **Jenna Gates** finished first in STRL, and **Justin Gates** came in sixth in STR. **Ben Newburn** took third place in SM.

And, how did the LeGrand hold up? Well, the left front suspension was fixed, and I had replaced all 3/8" rod ends in the suspension after suffering two failures. There are also two 1/2" rod ends in the rear suspension, but I figured they are so strong that I did not have to worry about them. Wrong! **Dan Stone** parked the car half way around the course on his first run. One of the two rod ends I had not replaced, one of the big ones, had broken. We rushed to the trailer to get the Zonker, my second sports racer and project car, in which we finished the first day. However, that also did not go without a hitch, since I sheared off a driveshaft as I crossed the finish line on my last run of the day. So, we broke two cars in one day, with the driveshaft issue being a known design flaw in the Zonker. We had the LeGrand fixed again a little later with a borrowed rod end and ran on Sunday without any problems. O.K., I've now had more failures in one season than in my entire autocross career before this year combined. I sure hope that I got the next 20 years worth of failures out of the way!

The complete results for this event can be found at: [http://www.soloseries.org/2011/2011\\_Div\\_champ\\_6-7Aug\\_fin.htm](http://www.soloseries.org/2011/2011_Div_champ_6-7Aug_fin.htm)

### GLDiv Series, Year-End Awards

Just like the IndySCCA.org Solo Series, the GLDiv Series awards year-end trophies, which are typically quite nice and sometimes even practical. With the seven competition days we had this year over four weekends, the competitors' best four days will be scored to compute the year-end points total. In order to qualify, the competitor needed to compete during at least three days. In addition, a competitor needs to carry a full SCCA membership to earn a GLDiv Series Award. A more complete rule set, although still relatively short, can be found at:

<http://www.soloseries.org/2009GLSSRules.pdf>

It was actually fairly easy for an Indy Region member to make the three competition days to qualify for year-end points (obviously, you have to finish at the front to win an

award). This could be accomplished with one trip to Fort Wayne and one trip to Grissom.

These individuals have won GLDiv Series year-end trophies this year:

Velma Boreen 1<sup>st</sup> Place, CSPL  
Will Lahee 1<sup>st</sup> Place, ST (by one point)  
Kevin Miller 2<sup>nd</sup> Place, ST  
Christian Banker 1<sup>st</sup> Place, STS  
Clemens Burger 1<sup>st</sup> Place, BM  
Mark Lamm 2<sup>nd</sup> Place, CM  
Warren Leveque 1<sup>st</sup> Place, EM

Next time you see one of them, feel free to ask what they received as a trophy, since the awards banquet will have taken place by the time this article has been published.

The complete year-end standings can be found at: [http://www.soloseries.org/2011/11-GLSS-Points\\_Final.pdf](http://www.soloseries.org/2011/11-GLSS-Points_Final.pdf)

### Tire Rack SCCA Solo National Championship, Lincoln Air Park, Lincoln/NE, August 30 – September 2

A highlight for many Solo competitors is the Tire Rack SCCA Solo National Championship. This year was the third time it took place in Lincoln, Nebraska, on a concrete site so large that there is enough room for two courses with 60+ second run-times for the typical stock class car, a test course, a number of vendors and a paddock for 1100+ drivers with additional room to spare. It is an impressive event in all aspects, the size, the cars, the competition, and much more.

This year was a little different. No, not for the average competitor, I am speaking from my personal perspective, since I decided to take two cars this year for a total of six drivers from all over the US and Canada (ok, not from all over the place, but I thought it sounded good, and two of them were really from Canada, plus one from the West Coast). Dan and I were going to drive the LeGrand in BM, but I also had two drivers lined up to run the LeGrand in BML and two more drivers in the Zonker in BM. The Zonker is clearly a project at this time, and I sure had my work cut out, getting it "ready" for the big show. There was plenty to do, like installing a muffler and ballast and fixing various things. We had planned to leave at 7:00 a.m. on Sunday prior to the event, but it was close to noon when we finally took off. With the late departure, we rolled into the hotel parking lot after 2:00 a.m. on Monday morning.

At the site, we managed to get most Indy Region members in paddock spots close to each other, thanks to Raleigh and Velma. However, despite the fact that our "home bases" were almost next to each other, I did not see some of the other Indy Region members very much. There was not much socializing this year, and it seems like we were always busy running around, walking the courses, test-fitting the new drivers in the cars, taking runs on the test course and working on cars.



## Solo on the Road...Continued

The very first time I watched a car go around the competition courses was on Thursday, the third day of competition.

What did not help was the fact that the Zonker snapped a drive shaft again on the second test run on Wednesday morning. We spent the rest of the day getting it welded up and putting the car back together. I heard that some people back home were under the impression that the LeGrand broke again, which was not the case. It held up just fine in Lincoln (remember, I just went through 20 years worth of failures, so it won't break again). With the Zonker drive shaft clearly not being robust enough, we agreed that one of its two drivers would look for another ride, which still left five drivers in my cars.

I did manage to write a preview for the September Clutch-Chatter issue, so you might know who all made the trip to Lincoln. So, how did everyone do?

**Brandon Lavender** took the last trophy spot in ES with a tenth place. A trophy at Nationals is definitely always an accomplishment. **Jason Proksch** was signed up to drive Tom Walgamuth's car in CM, just like at the Divisional Championship, but Tom had to cancel last minute due to problems with the car. While Tom stayed home, Jason still went to run in another borrowed ride. According to him, the car he ended up driving was not the best prepped vehicle, and he ended up 40<sup>th</sup> in STX, just two spots behind the car owner. **Raleigh Boreen** struggled in his Miata in CSP. CSP ran in the wet on the first day. After a clean first run, his only one for the entire event, he DNF'ed on his second run and hit two cones on the third run, which did not put him in a good position for the second day. After another dirty run and two DNFs, he ended up in 25<sup>th</sup> place. **Velma Boreen** finished fourth in CSPL.

In CM, **Nick Myers** was in his element on Thursday on the West course, which was very slalom-intensive. Nick held the lead after Day 1, but could not capitalize on it and slipped to second place after Day 2. **Mark Lamm** was in fifth place after Day 1, which was the last trophy spot. He was able to improve on Friday and ended up with the third-place trophy. I took home the second place trophy in BM, and **Dan Stone** finished fourth, the last trophy spot in our class. **Steve Brinkerhoff**, running in DM, got only one run in on Day 1, since he had a suspension failure on his second run, which ended his day. However, the car was back together before DML ran later in the day, and Steve could take all of his runs on Day 2 and finished 17<sup>th</sup>. Steve also had a co-driver who moved on to another car after Steve's car broke. His co-driver decided to stay in the other car for the rest of the event, and Steve competed as a single driver on Day 2. **Wanda Brinkerhoff** ran the same Ultralite in DML without any problems after the suspension repair and finished in third place. **Lee Miller** finished 15<sup>th</sup> in EM.

How did the other drivers in my cars do? The two females in BML finished first and second. Although I had new tires for the Zonker, we decided it was not worth to install them, given the condition of the car. Therefore, it ran on the

same tires I ran at Nationals last year. Dan Cyr, the driver and a former F125 National Champion, still finished in the top half of the class after taking it a little easy on the first day and snapping a drive shaft again as he finished his second run on the second day. Should I take three cars next year?

So far, participation at the Solo National Championship has never exceeded 1200 entrants, but has come close several times. When looking at the entry numbers, it is easy to recognize a pattern. It seems like we set a new participation record at every 5-year anniversary, after which participation drops again slightly, just to set another record again five years later. Next year will be the 35<sup>th</sup> time the National Championship event takes place. Will there be another participation record? Will you be part of it?

The results from the National Championship actually fill an entire book, and every entrant receives a copy. The Web listing is broken up into four files based on the competition days. These results can be found at:

<http://www.scca.com/documents/resultfiles/TWWE%20results6.pdf>

<http://www.scca.com/documents/resultfiles/TEWW8.pdf>

<http://www.scca.com/documents/resultfiles/THEFW%20Results8.pdf>

<http://www.scca.com/documents/resultfiles/THEFW%20Results9.pdf>

### Tri-State Challenge National Tour, Blytheville/AR, October 1/2

This year, this event took place after the Indy Region points series had already wrapped up. The Blytheville National Tours generally offer flowing, fun courses with good speeds on gippy concrete, and this time was no exception.

**Mark Lamm** and **Nick Myers** took Nick's VanDiemen down there, where Mark finished first while beating the recently crowned CM National Champion. Nick finished third in class. Mark's class win also earned him third place on the PAX and an entry for the Super Challenge that was held upon completion of the regular Saturday competition runs. The Super Challenge has been offered at Blytheville NTs several times now and has almost become a tradition. It is a single-elimination event, similar to the challenge in a Pro-Solo, except without the side-by-side racing due to the different course layout. There was also a Ladies Challenge and a Bonus Challenge, and they all offer nice prizes for the winners. Mark lost in the first round, but his opponent was no slouch, as he went all the way to win the Super Challenge.

Also at the event were **Steve and Wanda Brinkerhoff**. Steve finished first in DM, and Wanda finished second in DML.

The complete results for this event can be found at:  
[http://www.scca.com/assets/results/Sunday%20Final%20Results%20\(2\).pdf](http://www.scca.com/assets/results/Sunday%20Final%20Results%20(2).pdf)

## Congratulations 2011 Tovey Cup Champion Mark Lamm!

Pos.	Driver	Pax Points	Pax W/Drops	Ex-1	Ex-2	Ex-3	Ex-4	Ex-5	Ex-6	Ex-7
1	Mark Lamm	688.55	593.03	98.02	100.00	100.00	98.78	99.32	95.52	96.91
2	Kevin Miller	673.92	582.96	99.82	98.34	97.72	99.47	93.04	94.57	90.96
3	Nick Myers	667.92	578.56	100.00	95.69	89.36	93.35	98.02	94.92	96.58
4	Clemens Burger	571.54	571.54		84.55	95.18	100.00	91.81	100.00	100.00
5	Will Lahee	662.25	571.31	97.26	95.01	94.68	98.19	92.62	93.55	90.94
6	Raleigh Boreen	660.98	569.64	94.38	96.51	96.83	95.10	93.76	91.34	93.06
7	Darren Daubenspeck	558.60	558.60	96.29	96.78	96.12	85.52	93.06	90.83	
8	Daniel Stone	550.34	550.34		79.10	89.95	97.99	85.84	99.02	98.44
9	Eric Burns	536.81	536.81	92.90	93.78	91.58		92.08	83.27	83.20
10	Ryan Kowalewski	536.66	536.66	90.47	89.41	91.31	94.17	86.09	85.21	
11	Kevin Kent	606.07	527.85	91.55	91.04	90.04	78.22	88.78	82.53	83.91
12	Cooper Lacy	525.62	525.62	84.58	91.73	87.97	89.31		87.17	84.86
13	Cory Innis	520.15	520.15	90.85	90.66		92.21	84.45	79.94	82.04
14	Mat Jordan	518.78	518.78	90.54	87.67	87.94	89.08	85.14	78.41	
15	Matthew Douds	581.44	510.78	83.75	86.05	89.35	89.27	82.53	70.66	79.83
16	Velma Boreen	564.23	501.40	78.87	89.49	81.35	62.83	86.25	81.46	83.98
17	Chris Brake	569.06	500.76	87.11	86.07	82.22	86.33	81.29	68.30	77.74
18	Dale Brier	573.19	500.52	82.87	89.69	82.59	78.91	83.17	72.67	83.29
19	Dave Dusterberg	566.40	495.68	70.98	70.72	75.25	88.09	87.39	87.11	86.86
20	Stephen Brinkerhoff	491.42	491.42		86.95	91.63	90.66	46.80	87.37	88.01
21	Christian Banker	553.88	486.49	82.07	86.11	80.53	74.97	81.18	67.39	81.63
22	Travis Camp	480.38	480.38	79.56		82.65	85.86	82.19	70.86	79.26
23	Ted Drummond	551.98	478.32	85.39	80.25	83.09	73.66	75.99	74.38	79.22
24	Bryan Welch	478.08	478.08	83.50	81.24	82.98	80.18	75.02		75.16
25	Daniel Levey	472.53	472.53		84.21	80.00	84.87	79.39	70.94	73.12
26	Geoffrey Chambers	470.73	470.73	92.22	92.82	93.35			95.26	97.08
27	Warren LeVeque	468.54	468.54	78.79		77.38	84.22	80.10	65.79	82.26
28	Benjamin Newburn	467.64	467.64	81.13	79.30		79.68	85.23	64.69	77.61
29	Lee Miller	517.67	458.33	80.77	80.04	77.18	64.52	74.03	59.34	81.79
30	Jack Banker	503.79	455.26	81.67	81.84	72.48	78.65	72.14	48.53	68.48
31	Paul Fox	453.80	453.80	75.44	55.33		94.64	84.95	56.02	87.42
32	Brandon Lavender	453.53	453.53			91.63	84.82	92.95	91.19	92.94
33	Larry Harts	449.84	449.84	94.62	92.73		90.41	87.58		84.50
34	Joshua Kikta	447.85	447.85	87.95	92.14	92.80	88.32			86.64
35	Jason Proksch	446.93	446.93	88.32	92.22	89.35		90.37		86.67
36	Reid Westphal	446.15	446.15	71.48	79.33	75.94		75.68	71.98	71.74
37	Tom Walgamuth	443.80	443.80	83.31	87.00	84.81	93.10	95.58		
38	Jimmy Chiu	437.13	437.13	85.58	89.25	92.30	77.56	92.44		
39	Tim Harrison	497.13	433.47	70.39	69.81	63.66	65.49	77.45	75.43	74.90
40	Austin Yazel	429.97	429.97			91.48	84.84	88.79	77.07	87.79

## Congratulations 2011 Rookie of the Year Tim Harrison!

\*For full results for the Tovey Cup, along with the full Class Results and Rookie Results visit <http://indyscca.org/SoloFiles/SoloResults/2011/2011SoloResults.htm>

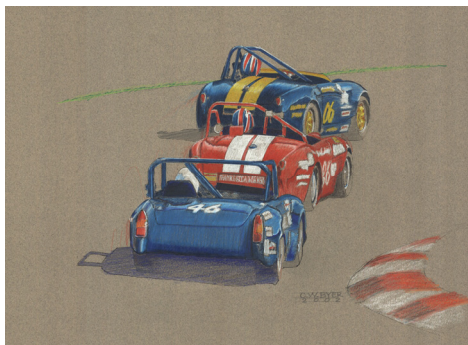
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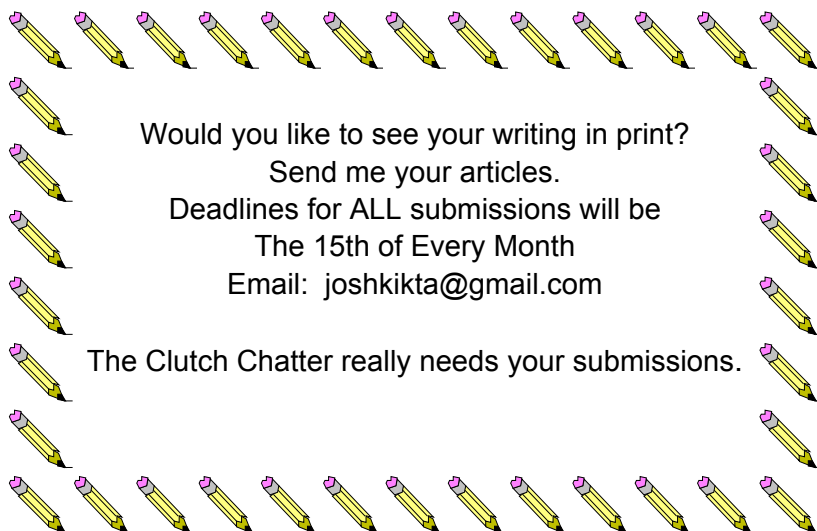
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