



# CLUTCH CHATTER

THE OFFICIAL MONTHLY NEWSLETTER OF THE INDIANAPOLIS REGION SCCA







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*from the*

# REGIONAL EXECUTIVE

**CHRIS BRAKE**

November is upon us, which means it's time for Karting League to get going and time to start planning for next year. If you haven't checked out our karting events, they are a lot of fun and a great chance to see everyone in the club over the traditional off season. Other things in the off season going on are board meetings, planning meetings, World of Wheels, we still have 1 more road rally, and other club activities that get announced as we go. Have an idea for something over the winter? Let us know!!!



On the subject of rally, I would like to say a huge thank you to Wendy and everyone involved with making the Halloween Rally happen this year. This is one of my favorite events every year. Even without the cemeteries to go through, it was still a ton of fun! I was the driver, Dusty Michael was the navigator and Daniel Froemming was in charge of questions/answers. Dusty did a fantastic job documenting the night as we went on Instagram. The





Toys for Tots rally in December I'm sure will be a ton of fun as well, please try to come out if you can!!!

Onto planning for next year, we will be having meetings over the winter if you would like to help decide what happens next year, we have board positions to run for, or just coming to board meetings. If you are in any way interested in becoming a leader in the club, I suggest coming to some meetings, ask some questions, we're here to help. All of us currently in leadership roles won't be doing them forever. While the work with the club is rewarding, it is a time commitment and it is also a good thing to rotate through leadership without burning anyone out. Transitions are a lot better for everyone when the new faces are already familiar with how things happen, so even if it is something you might consider in four years, ask questions now. 🌀





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Web: [IndySCCA.org](http://IndySCCA.org)

Facebook: [Indy SCCA Social](#)

Instagram: [IndySCCA](#)

Division Web:  
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PHOTO: Apollo Media



## EDITORIAL *thoughts*

DUSTY MICHAEL

There's a very distinct theme in this month's Clutch Chatter, and that is one of participation. November is one of those months that we typically start to see Indy region involvement fall into a slump until the new season. It's understandable with Solo being the most popular program for the region, and no autocross events keeping us active through the shorter days of winter time. Despite the falling of leaves and the occasional snow shower, there are still plenty of opportunities (aside from next season's prep work) to keep grease under your nails and cars around you. We'll be hearing from new participants, people who have been around for a while, and from some who have witnessed very closely the highest tiers of motorsport.

Every fall comes one of the single most-watched SCCA events in the Runoffs. Indy Region's very own Joel Harleman has been busy the past few years volunteering at this great event. His thoughts from this year at Sonoma Raceway prove that there's still extremely valuable experiences to have and interesting things to do while not behind the wheel - and they help out the club in massive ways!





October saw the final autocross events of the season and played host to one of the best events for outreach - the Dragcross/Fun Event. Two competitors share their experiences in our first series of articles named 'First Timers.' These short Q & A-style stories are meant to revisit early experiences in SCCA membership, and may provide some clues on what we can do to keep people coming back to our events.

Speaking of participation in SCCA event, Clutch Chatter readers may recall that I reflected on competing against Regional Executive Chris Brake last month. This month, I competed alongside him in my first ever SCCA Road Rally. Unsurprisingly, he didn't lose this event either, but I got to share in the spoils of victory with Chris alongside member Dan Froemming. To be honest, I didn't expect much from Road Rally going into my first event. Trust me, it's the most legal fun you'll have on the road in a car. From strategizing our route to changing the plan on the fly (to lose those competitors in the rearview), Road Rally has a lot of offer - especially the Game Tour Adventure variety. Please consider joining us for the last Road Rally of the year on December 1. With proceeds going to Toys for Tots, it's also a great way of giving back to charity. →





One of the most compelling opportunities I've heard lately is that of Norberto Monarrez, who worked trackside at this year's United States Grand Prix. Flagging the course was a great way for Norberto to see the stars of F1 first hand - and closer to the action than alot of race fans get to see!

We're also announcing our Indy SCCA iRacing league, which is another great way of staying in touch with fellow member throughout the off season. This, in addition to the yearly karting league, can help to keep the rust knocked off.

Finally, we've added a new segment to the newsletter with 'This Month in Indy SCCA History.' I have to thank Roger Baker, a non-active member, for his resources in our rich SCCA history. This month, we'll be looking back on the 1988 SCCA Runoffs!

Thanks for reading, we'll see you on track - karting or virtual - this off-season! 





# FIRST TIMERS - *Shelby Wagner*

**What event was your first SCCA competition and what got you interested in competing?**

*Drag Cross. Forrest Foster introduced me to Auto-cross. I had been to a few events previous to watch/ride and it sparked my interest.*

**What vehicle did you drive, compete in?**

*I competed in a 1996 Miata. The following day I drove a Forrester and a Gulf R in the fun event.*

**What did you think of the event overall?**

*I thought the event was well organized and welcoming to everyone. It was a great experience and I plan on coming back for more.*

**What was your favorite thing about competing with the SCCA?**

*I like that you can push yourself and the vehicle to its absolute limit.*

**Did you learn anything new about driving dynamics or navigation techniques, etc?**

*Learning manual a few months prior to the autocross was motivation enough. I learned how to take corners faster. I understand how to take back control of the car if it spins out. I found it beneficial having to start from a stand-still and shift fast. →*



## **What was the most surprising/unexpected experience you had with the SCCA?**

*The fact that everyone was kind and loved what they were doing. It wasn't work to anyone there.*

## **What sort of advice would you have for anyone who's not a member, but would like to try an SCCA event?**

*With it being my first autocross event I was extremely nervous. I assumed everyone would judge me for driving slow the first few laps. As I came to find out everyone was supportive and helped me whether I asked or not. It does require money but with the interest that I have now I don't find it expensive. It's a memory that I won't forget and can't wait to do more.*

## **What sort of events could you see yourself competing in the future?**

*Rally's, autocross and drag cross. I'm open to anything.* 







# *inside* SOLO

STEFANIE BRAKE

The 2018 Season is in the books! There were some rocky moments this season. We had to cancel an event due to lightning towards the beginning of the year, and we had another cancellation due to low registration and interest. Overall though, the Season was a SUCCESS! Thank you to everyone that came out to compete and volunteer at our events throughout the entire year.

And a HUGE THANK YOU to my 2018 Chiefs!

Chief of Registration – Dale Brier

Chief of Timing and Scoring – Colin Faucett

Chief of Course – Vinnie Taibi

Chief of Waivers – Dan Froemming

Chief of Safety – Lou Savino

Junior Driver Steward - Bruce Faucett

Chief of Workers – Ted Drummond

Chief of Tech – Bob Miller

Chief of DaBus/Co-Chair – Chris Brake

Chief of Novices – Will Lahee and Matt Adams





Now to announce our 2018 Solo Season Class Champions and Trophy Winners!!! If your name is listed below you will be receiving a year-end trophy at our Annual Banquet on January 26th.

#### A Street

1st: Darren Daubenspeck  
2nd: Lou Savino

#### B Street

1st: Kevin Kent

#### C Street

1st: Norman Currey

#### D Street

1st: Nate Pacheco  
2nd: Mike O'Barske

#### E Street

1st: Jacob Robins  
2nd: John Robins

#### F Street

1st: Michael Young  
2nd: Nick Myers

#### G Street

1st: Chris Shieldsmith  
2nd: Steven Brown

#### G Street Ladies

1st: Stefanie Brake

#### H Street

1st: James DaPuzzo  
2nd: John Manyik

#### Solo Spec Coupe

1st: Lee Miller

#### Street Touring Hatch

1st: Matthew Piscione

#### Street Touring Sport

1st: Dan Doud

#### Street Touring Xtreme

1st: Curtiss Malicoat Jr.

#### Street Touring Roadster

1st: Ted Drummond  
2nd: Chris Finnigan

#### Street Touring Ultra

1st: Dale Brier

#### Street Touring Pony

1st: Ryan Natzke

#### D Street Prepared

1st: Dallas Reed  
2nd: Zachary Leach





D Street Prepared Ladies  
1st: Katy Gray

E Street Prepared  
1st: Clint Griest

C Prepared  
1st: Paul Fox

Street Modified Street Tire  
1st: Vincent Taibi  
2nd: Daniel Vang  
3rd: Jonathan Heck  
4th: Nicholas Whittle

B Modified  
1st: Dan Stone

C Modified  
1st: Bruce Faucett

D Modified  
1st: Stephen Brinkerhoff

D Modified Ladies  
1st: Wanda Brinkerhoff

E Modified  
1st: Chris Kinnaman

F Modified  
1st: Josh Kikta

Pro Class  
1st: Will Lahee  
2nd – Robert Clark

Formula Junior B  
1st: Gage Justiniano

Classic American Muscle  
Contemporary  
1st: Zach Rogers  
2nd: William Gary Rogers  
3rd: Ralph Ford  
4th: Gabriel Moreno  
5th: John Clyne

Classic American Muscle  
Sport  
1st: Joe Hirsch

Tovey Cup Winner  
Clint Griest

Rookie of the Year  
Christopher Clark

Lady of the Year  
Johanna Foege

Heritage Competitor of the  
Year

Lou Savino 



# ANNOUNCING THE 2018 INDY SCCA iRACING LEAGUE



We will be hosting an official IndySCCA iRacing league this year! The league will consist of 5 races, the first one a fun event, the following 4 will be for points.

SCCA membership is required to participate, must be a Central or Great Lakes Division member by the last event to qualify to year end awards. Must compete in at least 3 points events to qualify for an award, and maximum of 3 events will be awarded. In event that an award member is not eligible, the next eligible competitor will be awarded that position.

All events will run the Global Mazda MX-5. Sessions will start at 8pm EST. First 30 minutes will be practice, followed by 10 minute qualification session, leading into a 20 minute race.

Ties for year end points will be broken on basis of quality of finishes, i.e. most number of first, most number of seconds, etc. Remaining ties will be broken by comparing cumulative best lap times from events where both competitors competed.

Details to follow on Indy SCCA social channels!

## POINTS STRUCTURE

- 1 - 12 pts
- 2 - 9 pts
- 3 - 7 pts
- 4 - 6 pts
- 5 - 5 pts
- 6 - 4 pts
- 7 - 3 pts
- 8 - 2 pts
- 9 (and below) - 1 pt

## SEASON SCHEDULE

DATE	EVENT	TRACK
NOV. 21	FUN EVENT	JEFFERSON CIRCUIT
DEC. 5	ROUND 1	SUMMIT POINT
JAN. 2	ROUND 2	PHOENIX ROAD COURSE
FEB. 6	ROUND 3	JEFFERSON CIRCUIT (R)
MAR. 6	ROUND 4	LIME ROCK PARK

## CHAMPIONSHIP AWARDS

- 1st - Free Season of Indy Region SCCA solo points events OR 1 Track Event plus a physical trophy
- 2nd - 50% discount towards Track event OR 3 free Indy Region Solo entries + physical trophy
- 3rd - 25% discount towards Track event OR 1 free Indy Region Solo entries + physical trophy
- 4th and 5th – physical trophy only





# ACTIVITIES *agenda*

VINNIE TAIBI

Hey everyone, I'll keep this relatively short, as I only had one day off from work during the month of October, along with getting everything ready for the Winter Karting League. If you are reading this before **SUNDAY, NOVEMBER 11th**, there is still time to pre-register and get on track! Email me at [IndySCCAActivities@gmail.com](mailto:IndySCCAActivities@gmail.com) for information and to pay your entry fee. Each event is \$30 for 2 track sessions. There are 5 events and best 4 are scored for year-end trophies. I have some really nice trophies picked out for last season and have a few ideas for even better ones this season! Don't miss out! Spread the word! ➔







Also, as I mentioned before, the 2018 Indy SCCA Awards Banquet will be held on January 26th at the Sycamore at Mallow Run (same location as last year). It will be the same pricing as last year:


\$25/adult (13+)

\$10 (8-12)

FREE (7 and under)

\* age at beginning of season

Please RSVP to [IndySCCAActivities@gmail.com](mailto:IndySCCAActivities@gmail.com) prior to January 19th if you would like to attend. We had a surplus of people who did not RSVP who showed up last year and it made for some seating/food quantity issues. We will plan ahead and make sure this does not happen again this year, but an RSVP would really help us out. I appreciate your understanding.

As always, if you have any questions, comments, or suggestions, feel free to reach out to me! Thanks and have a great Thanksgiving! 





# UPCOMING INDY SCCA EVENTS

WHAT	WHEN	WHERE
Winter Karting League Round 1	Sunday Nov 11 12-2 PM	Saturday Nov 11 12-2 PM
Indy SCCA BoD Meeting	Tuesday NOV 13 6:00 PM	Dawson's On Main 1464 N Main St, Speedway, IN 46224
Indy SCCA iRacing League Fun Event	Wednesday Nov 21	Jefferson Circuit (Online)
Toyrs for Tots Road Rally	Saturday Dec 1	TBD
Indy SCCA iRacing League Round 1	Wednesday Dec 5	Summit Point (Online)
Indy SCCA BoD Meeting	Tuesday Dec 11 6:00 PM	TBA
Winter Karting League Round 2	Sunday Dec 16 12-2 PM	Fast Times Indoor Karting Indianapolis
Indy SCCA iRacing League Round 2	Wednesday Jan 2	Phoenix Road Course (Online)
Winter Karting League Round 3	Sunday Jan 13 12-2 PM	Fast Times Indoor Karting Indianapolis



# Formula Once In a Lifetime: Indy SCCA Member Flags USGP

WORDS & PHOTOS | Norberto Monarrez

*One of our very own member, Norberto Monarrez, had an amazing opportunity in course work for the United States Grand Prix, round 18 of the 2018 Formula One World Championship.*

My role for this year was blue flag marshal. Flag marshals are responsible for displaying signal flags to drivers. Blue flag marshals specifically are responsible for displaying the blue flag which is used to tell lapped traffic to make way for lead cars. The blue flag and yellow flag marshal work together to display the other flag conditions as needed. We do rotate positions for the support series though, so I also worked as communications marshal (responsible relaying info to and from race control) and intervention marshal (responsible for responding to track incidents)

My favorite part about it was by far the people, both the fans and my fellow marshals. The crowd at an F1 event is great. Fans from all over the US and the world come to enjoy racing. The atmosphere is very energetic and fun to be a part of. It's also great getting to work with new people and catch up with old friends.



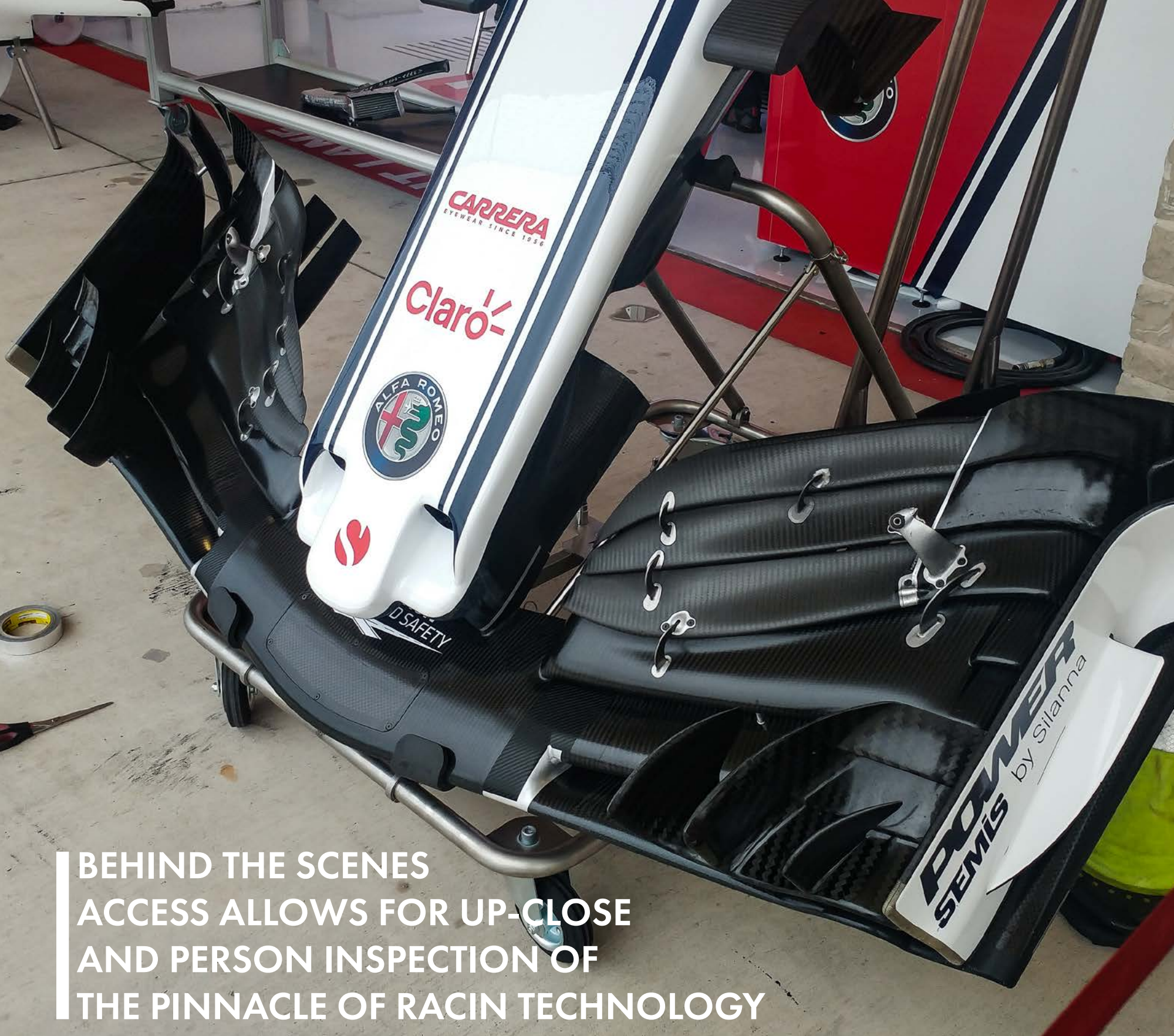


The biggest difference is the sense of speed. The broadcasts use a lot of sweeping and high up shots. They don't really give a good sense of the speed. Watching them from station is a whole different experience though. You get to see how truly fast an F1 car is.

In addition to F1, I've had the chance to work INDYCAR, Formula E, IMSA, SCCA, SVRA, NASA, and Karting events. Of those, my favorite so far has been INDYCAR. The racing is great and I'm able work a few events a year.

Aside from flagging, I've been involved in a number of SCCA programs such as autocross, road rally, and the winter karting season. I also like taking part in winter karting, which is a great way to get some racing in during the off-season. I originally joined the SCCA for autocross, an inexpensive and fun way to race your car. →





BEHIND THE SCENES  
ACCESS ALLOWS FOR UP-CLOSE  
AND PERSON INSPECTION OF  
THE PINNACLE OF RACIN TECHNOLOGY



AUSTIN, TEXAS - THE  
HOME OF THE CIRCUIT OF THE  
AMERICAS - FEATURES WIDE OPEN SPACES







While being involved in the club, I learned about a Mustang club event at IMS that needed more flaggers to work the course. I signed up because I thought it would be a cool experience. Ever since then, I've been hooking on flagging in addition to driving a variety of driving SCCA events.

Working local events is the best way to work your way up to larger series. IMS has a lot of events next year that would be great for picking up experience. There's also a training day in spring for those that would like to get started.







# SECRETARY'S *board meeting notes*

JOEL HARLEMAN

Indianapolis Region/SCCA – October 9, 2018 – Board Meeting – Dawson's, Speedway, Indiana

The meeting was called to order by RE Chris Brake at 6:30 pm. Those in attendance: Chris and Stefanie Brake, Wendy Harrison, Vinnie Taibi, Daniel Froemming, Dusty Michael, Dick Powell, Colin Faucett, Gwen Faucett, Bruce and Sue Faucett, Matt Adams, Michael Young, Charles Hanson, Lee and Reba Miller, Raleigh and Velma Boreen.

The minutes from the September board meeting were approved.

## **OLD BUSINESS**

Stefanie has flights and hotels rooms booked for the SCCA National Convention in Las Vegas in January.

Registration for the Convention opens on 10-26-18.

The iRacing schedule has been posted.

## **NEW BUSINESS**

Chuck indicated that nominations for 2019 are open. He has confirmation from several that they will continue in their current positions. The deadline for nominations is December 15th. Please contact Chuck if you are interested in running for the board.

## **WEBSITE**

Website still up and running. John Wilmoth thanks everyone for getting information to him in a timely manner.





## **CLUTCH CHATTER**

Dusty Michael, the new Clutch Chatter editor, welcomes any feedback from members. The next issue should be out yet this week. Changes that were suggested to him have been incorporated. He will be including a nomination form in this next issue. He is using FedEx for printing and sending the Clutch Chatter. He would like to make sure that Clutch Chatter is out by the end of the first week of the month so he is requesting that articles be to him by the 2nd of the month and the Clutch Chatter will be out by the 7th of the month. With that schedule, it should be to everyone before the monthly board meetings.


## **MEMEBERSHIP**

Matt reported that we are currently at 537 members. Matt also received a couple of events worth of weekend membership forms. He will get that information to Dusty so those people can get the Clutch Chatter for a couple of months. Matt was asked about responses that he gets back from people who have let their membership with SCCA lapse. The answers range from – I forgot to mail it in and will get it done right away – to – I have decided to let my membership go for now.

## **TREASURER'S REPORT**

Colin reported on how each of the areas are doing now that the season is wrapping up for most of our events. He also discussed closing out the CDs that we currently have. Colin is also working again with Mallow Run on the banquet on January 26, 2019. He will up the head count from last year. He will work on the menu, table configuration and centerpieces.

## **ACTIVITIES AND SOCIAL MEDIA**

Activities – Vinnie has a schedule for the Karting League. The dates are November 11, December 16, January 13, February 3, and March 24. These are all Sundays and the 



time is 12 -2 pm. Vinnie would also like to do a LeMans style event between the February and March dates. For that to happen the Karting facility requires a down payment to secure the date and time. Colin made a motion and Daniel seconded to ok the down payment. Motion passed.

Social Media – Matt requested that Vinnie post on social media a note in regards to getting information to Matt about the Involved Member information. Matt would like to have that information by the end of December.

It was also suggested that a push be done on social media for the Halloween Rally.



## SOLO

Stefanie reported that the Solo Trials were cancelled this year due to lack of interest. The events for this weekend are on, as pre-registration has picked up. The events that took place at Grissom and the Fairgrounds since the last board meeting were successful. The Fairgrounds seems to draw lots of people that normally wouldn't make the trip to Grissom so it was decided to continue having the Fairgrounds in our schedule. Stefanie has scheduled a 2019 planning meeting to take place on November 6 at Raleigh and Velma Boreen's home. Time is 6:30 and pizza will be served. A headcount is needed so Stefanie will get that information posted.





## RALLY

Wendy indicated that the Halloween Rally is still scheduled. She will be doing final checking soon. Starting point will be in the area of 56th and Post Road. Registration – 4:45 pm. First car off – 6:00 pm. Rally ends – 9:00 pm. There will be no cemeteries involved this year.

The Toys for Tots Rally will be in December and it will be a Scavenger Hunt Rally.

Indy Region will be doing another weekend National Rally the weekend of July 13-14, 2019. The National Rally will be on Saturday, the 13th. It will be approximately 8 hours in length and venture into the Cloverdale area. Wendy wants to push the social aspect of the weekend. Dinner will be included with the entry fee.

## TRACK EVENTS

Mike submitted his 2019 proposed budget to the board. He is in contact with Putnam Park regarding weekends. They will not have a final contract to Mike until the end of November but Indy Region is “penciled in” on the 2019 calendar for two dates. A motion was made by Bruce, seconded by Vinnie to approve the budget. A motion was made to approve the dates. Both motions passed. There was discussion about timing equipment that Mike would like to purchase to have the ability to time laps at the track. Much discussion ensued. Mike will be making arrangements to purchase said timing equipment.

Bruce has let the management at Dawson’s know that Indy Region would like to continue meeting there. We are on the calendar for 2019, second Tuesday of the month, except for January.

The next board meeting in November 13th at Dawson’s.  
Meeting adjourned at 7:30.

Respectfully submitted,

Velma Boreen for Joel Harleman 



# BULLETIN BOARD

(Announcements & Local Happenings)

**Indy SCCA - Winter Karting League**  
Season Opener  
Sun, Nov 11th (12p-2p) @ Fastimes



\$30 for 2 track sessions  
pre-registration required -  
email [IndySCCAactivities@gmail.com](mailto:IndySCCAactivities@gmail.com)

## INDY SCCA RACING LEAGUE

WIN A FREE SEASON OF SCCA SOLO COMPETITION

CALLING ALL KEYBOARD COMMANDOS AND ARMCHAIR RACERS



FUN EVENT NOV 21  
ROUND 1 DEC 5  
ROUND 2 JAN 2  
ROUND 3 FEB 6  
ROUND 4 MAR 6

Don't let Chris Brake drive your car.



**LORD DARTH VADER**  
Master of the Dark Side  
of the Force

IMPERIAL FLEET COMMANDER  
BATTLE STATION DEATH STAR





## RALLY *reconnaissance*

WENDY HARRISON

Graveyards, Halloween houses, pie plates, obscure letters on bridges, a puzzle to solve and GLITTER PUMPKINS!!! The Haunted Hunt had all of these plus some dark country roads. Six cars competed for trophies. While the 3-hour time limit was doable, going back to find the Glitter Pumpkins took a little longer and proved to be a challenge. In the end, 3 of the 5 Glitter Pumpkins were left warding off the goblins at the entrance to Mt. Gilead/Reeves Pioneer Cemetery. If you're out that way, feel free to take one of them home with you.

A big thank you to all the workers:

Susan Vogt – help with route planning and proofreading

Craig Beidelman – safety check and on-course help

Dick Powell – photographer

Jeff Alexander – trophy maker

Ted Drummond – moral support and fun run the night of the rally

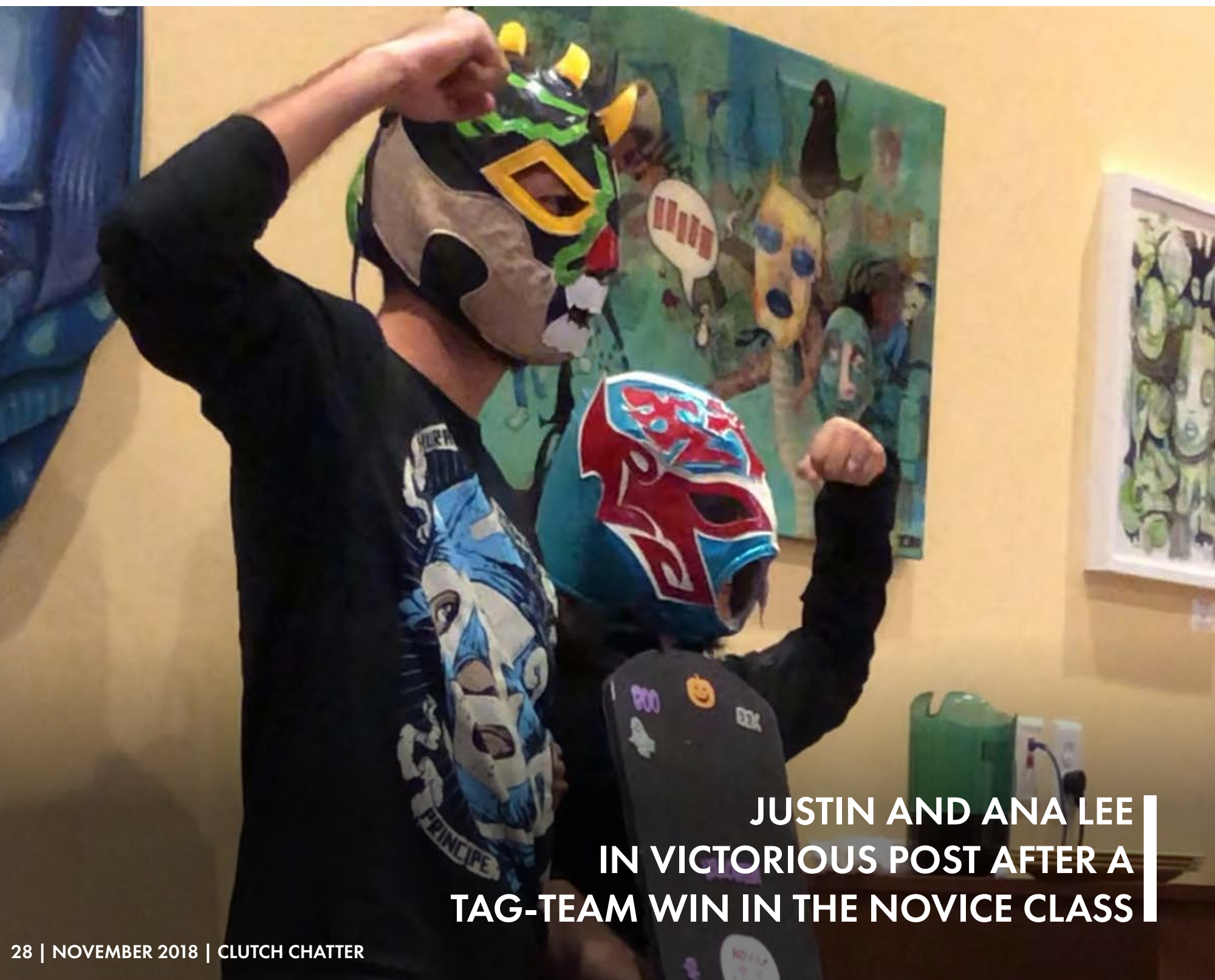




Also, a special mention to first-time ralliests: Alex Dettore, Elizabeth Faucett, Gwen Faucett, Ken Froemming, Mary Ann Beckerich Froemming, Ana Lee, Justin Lee, and Dustin Michael. You all did an amazing job!

<b>Class</b>	<b>Driver</b>	<b>Navigator</b>	<b>Others in Car</b>
Experienced	Jeff Alexander	Alex Dettore	
Experienced	Chris Brake	Dusty Michael	Dan Froemming
Novice	Colin Faucett	Gwen Faucett	Elizabeth Faucett
Novice	Justin Lee	Ana Lee	
Novice	Ken Froemming	Mary Ann Beckerich Froemming	
Novice	Norberto Monarrez	Armaan Patel	

Next up is the December charity rally the afternoon/evening of Saturday, December 1. It will benefit Toys for Tots as well as a local food bank. Entry is free with a toy donation. Grocery shopping will be part of the rally adventure, so cash or a debit card will be useful as well as a camera or cell phone to take pictures and earn extra points. 🌀



**JUSTIN AND ANA LEE  
IN VICTORIOUS POST AFTER A  
TAG-TEAM WIN IN THE NOVICE CLASS**



# 'Running Off' Towards SCCA Stewardship

WORDS | Dusty Michael

PHOTOS | Joel Harleman

If there's one SCCA event each year that has the most following from the normies, those general race fans that invest much of their time and dollars into the support major racing series from the collectible soft drink cans and fried chicken buckets to t-shirts and brightly colored foam fingers, it's the SCCA National Championship Runoffs. Most club members already know the Runoffs feature the best of SCCA's wheel to wheel racers (all 28 classes of them) in an epic week-long tournament of competition, but very often this events gets the most exposure to the group of non-members that are race fans. And that's not a bad thing! Many current SCCA competitors have found their way to membership by first being captured by what they saw on Speedvision or online racing streams.

If it takes a village to raise a child, then it takes an entire nation of dedicated members to support a motorsport that allows motivated racers of all ages to compete at the



HARLEMAN (FAR LEFT) POSES WITH A TEAM OF SCCA VOLUNTEERS



highest levels of amateur motor racing. The importance of the Runoffs is perhaps not better understood by anyone aside from those select, hard-working members that play key roles in its vital functions - the corner marshalls, safety stewards, pit lane workers, race control, and many others. Not least in the various disciplines are the Stewards of the Course. Yes, more often than not, drivers aren't thrilled if they're first greeted by a member of the 'SOC' after returning from the track, but it's these members that form the network of messaging neurons that keep amateur racing healthy.

What do Stewards of the Course do? A post on the SCCA website aims to answer that question through the comments of Herb Shipp, Central Florida Region member that has four years of experience in the position. Shipp states, "Our first job is to get drivers the information that something happened on the track or there's something wrong with their car. Occasionally, two cars will touch out on course and they might not know they hit each other. We might not be able to share that information if we didn't stop them right here in pit lane." Indianapolis Region's Joel Harleman refers to the position as the 'investigative arm of the Race Stewards.'

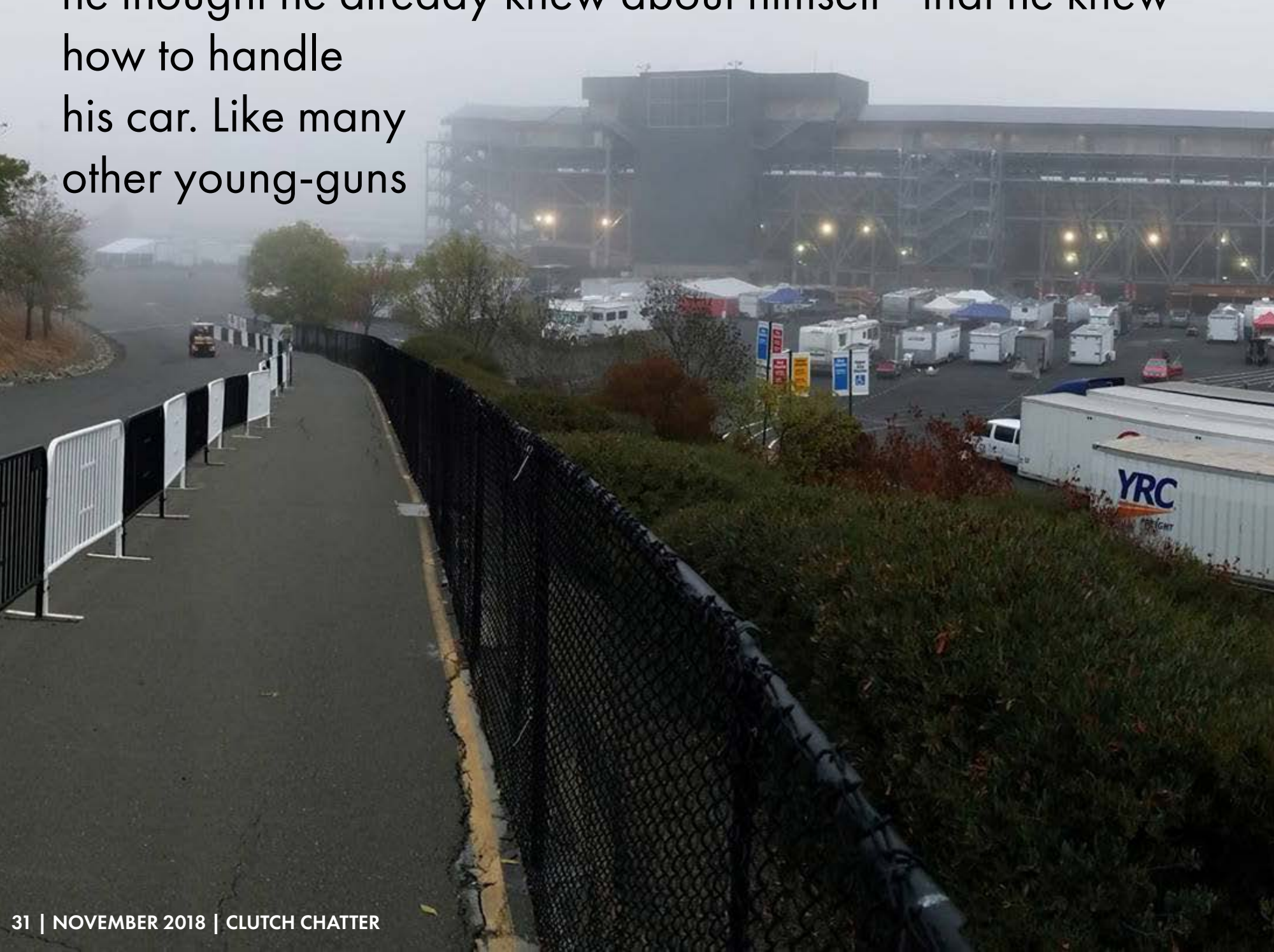




It's through this responsibility that Joel finds a balance between his desire for competition and his compassion for motorsport fellowship. This year's 55th running of the event was his third year in stewarding and while it's hard to follow up after last year's event at the Racing Capital of the World, Sonoma Raceway provided for more than enough opportunity for members to continue to support the roots of racing.

You wouldn't be faulted for thinking the position would find drama behind nearly every interaction they have with a driver, but when asked about if Stewards of the Course experience problems with drivers Joel clarifies. "Not really. You get the drivers that come off the race track that are pretty wound up and hot because somebody just destroyed their race car, but a lot of those conversations are fairly calm."

Joel's participation in the SCCA started in the late 90's with a Pontiac Fiero and a desire to prove to others what he thought he already knew about himself - that he knew how to handle his car. Like many other young-guns





in the club, he quickly found out how much there is to learn with performance driving. "I got completely destroyed," Joel admits with a chuckle. Years later, emeritus Regional Executive Bryan Deane, sold him on the idea of flagging at the most important race track in the world - the Indianapolis Motor Speedway. Since then, stewarding has given Joel a handful of memories at the 'Speedway.'

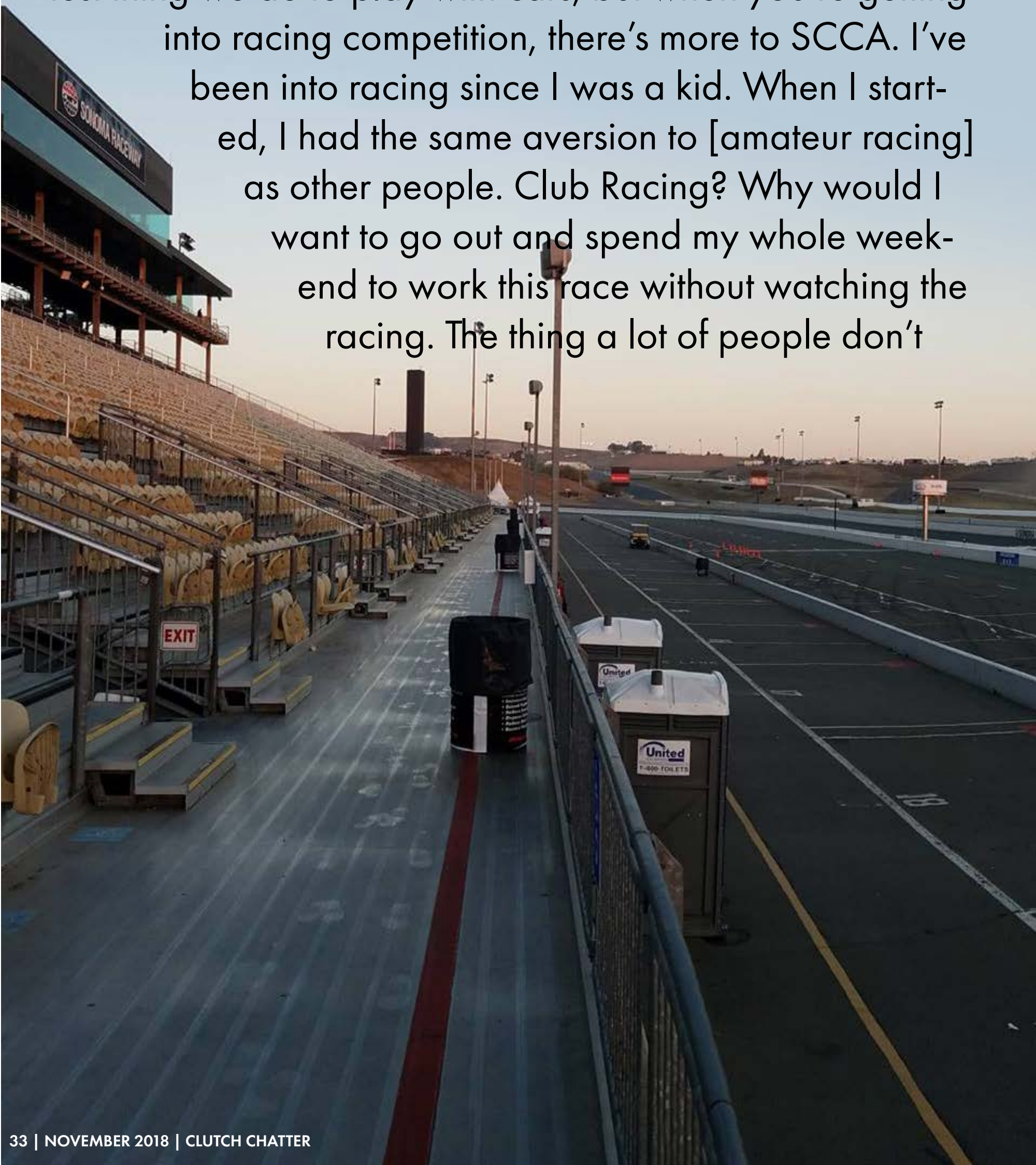
"From Indy, one moment that sticks with me was Brandon Lavender [a now local to Indy competitor] was running in the Formula Ford race and I was standing up there [in the grandstands] watching. He's running in this pack of four cars that had been switching positions every lap in the race, running hard with each other. They were running for about 10th. I watched their pack come off the last corner and start coming down the main stretch. You see the second car drop down to the right behind the guy leading the pack and the third guy gets a bigger draft and hops out to the left. Brandon's got this vacuum cleaner draft sucking him down the straight away. He pops out to the left, four wide into Turn 1 at Indy on the road course. In the back of my mind, I'm thinking this is going to end in tears and they have no one to blame but themselves. It was that kind of a moment! From where I was looking, you sort of lost the [sightline in the] braking zone, but you knew they were four-wide going into the corner. Then you catch the cars going in between 1 and 2 and there goes Brandon. He made the pass, four-wide on the outside. It was just nuts!"

Despite a lower car count than 2017 the 481 competitors at this year's event was a strong number for normal years. Even if the quantity of entries were lower, the quality of membership was as strong as ever. Joel recounts a moment where during his track walk, which is normally completed unaccompanied, he met a P2 driver and his wife



local to the region. “He talked me around the whole race track. He gave me a unique perspective of the race track that I never would have gotten walking myself. That’s one of the sides of the club event that some people don’t see in SCCA as I’d like them to see. There’s always people out there that are willing to help you.”

It’s that aspect of SCCA participation, not just membership, that provides a sense of being a part of something much larger than yourself. “There’s more to the club than just Solo,” Joel reminds members, despite being a familiar face in the Autocross paddock. “Solo is the cheapest, easiest thing we do to play with cars, but when you’re getting into racing competition, there’s more to SCCA. I’ve been into racing since I was a kid. When I started, I had the same aversion to [amateur racing] as other people. Club Racing? Why would I want to go out and spend my whole weekend to work this race without watching the racing. The thing a lot of people don’t





understand about flagging, is that you have just about the best seat in the house to watch the race from. For the club to survive and still be the thing it is and to do road racing, they need to get some of the young people more involved. I don't know how to do to it, but the easiest way to do it is to just give them a day flagging out on a corner. It's actually a pretty cool thing to do, especially if you're corner captain allows you to experience the different responsibilities out there. When you're on the radio or the landline and you're hearing all the chatter going back and forth going on between the various corners and race control, you get this cool understanding of what's actually going on behind the scenes in a race."

Looking into the future, Joel is excited to see the Runoffs visit Virginia International Raceway. A bucket list track to race for him, Joel plans to take every opportunity as an SOC member to learn as much as VIR next year before hopefully returning to compete on the infamous circuit. It's just another example of how volunteering in the SCCA could lead to new adventures and provide unforgettable experiences.





# CLASSIFIEDS

## LOOKING FOR NEW HOME - 2004 T4 BMW Z4

Fresh Motor (only run at Indianapolis Motor Speedway Runoffs)

New Alternator

New Battery

9) 17X7 spare wheels

5) 245-40X17 A7 stickers mounted

4) 245-40X17 A7 scuffs mounted (qual at Indy)

2) 245-40X17 R7 unmounted

4) 245-45X16 rains mounted (only used as roll a rounds)

4) 245-45X16 A6 stickers (some mounted, some not)

14) 16X7 OEM wheels

1 spare motor (6 races)

Many-Many spare parts including; new Frt. struts, fuel pump, brake sensors, O2 sensors and much more.

Asking \$15,000

Delivery can be arranged.

Contact Ralph Porter cell (765)271-4995 leave message or

ralpptr9@aol.com (subject BMW Z4)





# FIRST TIMERS - *Zach Wenzel*

## **What event was your first SCCA competition and what got you interested in competing?**

*DragCross Event #3 at Grissom Aeroplex. I grew up around racing. I spent my life trying to get into racing. So, when this guy that thinks I'm his friend and the editor of this newsletter told me about the event, I thought it was time to get into something a bit more powerful than a go kart.*

## **What vehicle did you compete in?**

*2015 Mustang GT (Performance Pack)*

## **What did you think of the event overall?**

*Awesome! Welcoming, non-judgmental volunteers working the event made it a friendly atmosphere to get introduced to autocross.*

## **What was your favorite thing about competing with the SCCA?**

*Simply the chance to compete. It's eye opening and a blast in general to see how you stack up against the rest.*

## **Did you learn anything new about driving dynamics or navigation techniques, etc?**

*This is tough to answer as it was only my second time driving the car I used to compete. I learned a ton about the car and was so heavily focused on getting shift points, line launches, braking points, apexes, and acceleration points figured out in that car, that I didn't feel I was able to spend much time focusing on the craft of autocross. But, I suppose, that is the craft of autocross, isn't it?*






## What was the most surprising/unexpected experience you had with the SCCA?

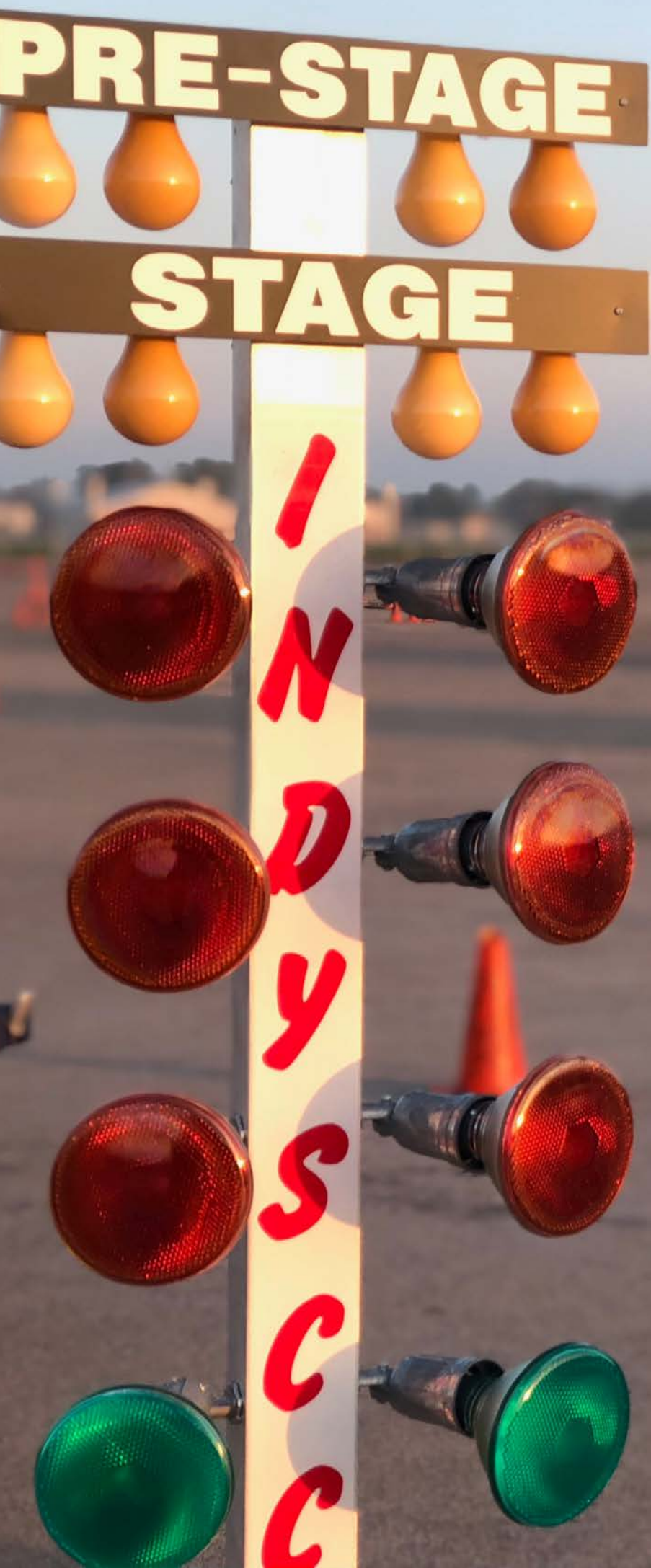
*The ease of joining the community and competing. Motorsports of any variety seems difficult-if not unattainable-to participate in. That was not the case with autocross. I show up with a car, \$45, and a helmet and, boom, we're racing. And they can even loan you the helmet, if you need.*

## What sort of advice would you have for anyone who's not a member, but would like to try an SCCA event?

*Skip a few lattes next month. Set aside the \$45. Come "run what you brung" and see what it's all about. At worst, you're out the entry fee and a few hours. At best, you've got a new hobby and community to join.*

## What sort of events could you see yourself competing in the future?

*Definitely more autocross and, specifically, drag cross. That was the most fun I've had with my clothes on in quite some time; and people typically prefer I have my clothes on.* 







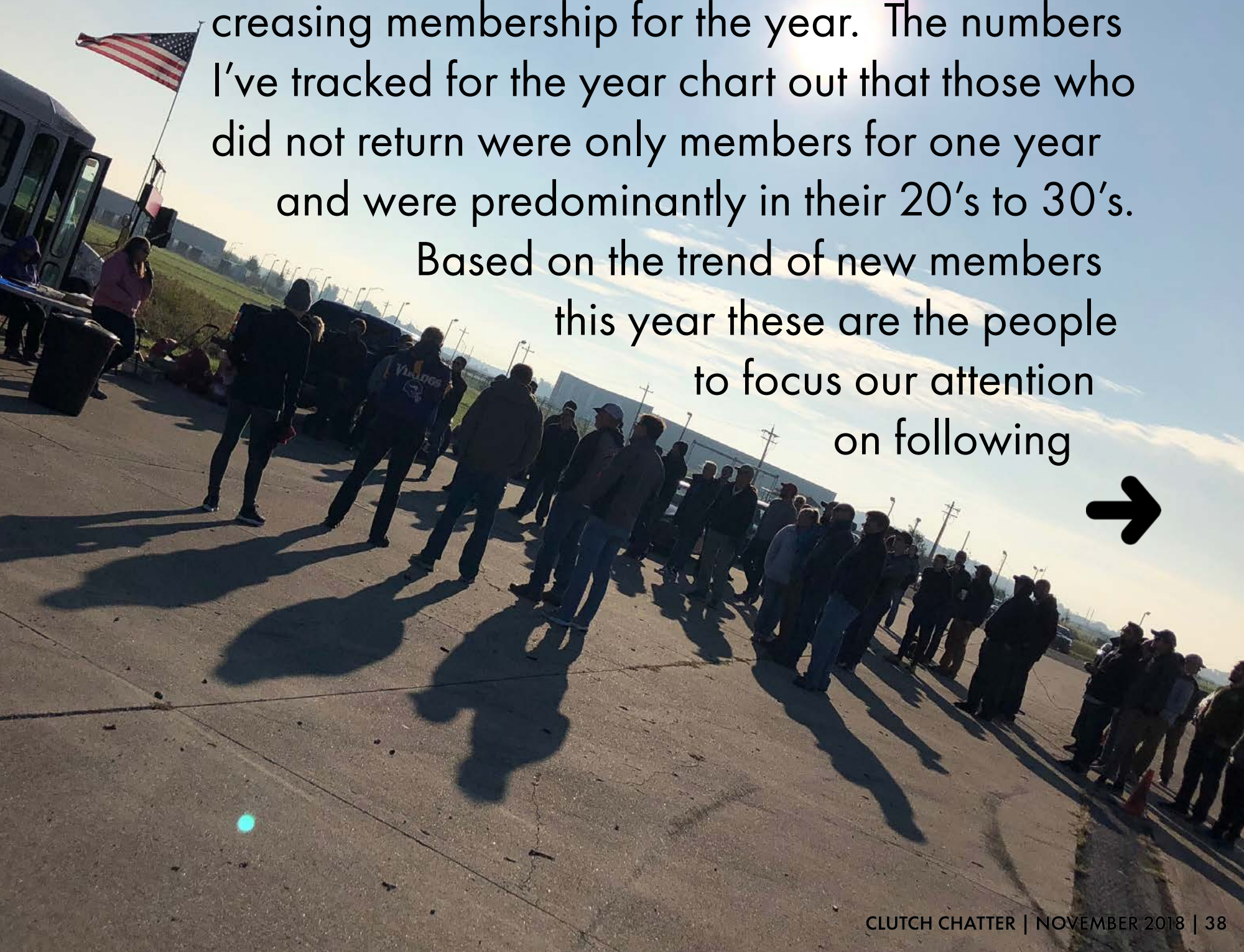
# MEMBERSHIP *report*

MATT ADAMS

To start off, a brief reminder to start turning in involved membership award submission forms. I'm looking forward to seeing what everyone was involved in for the 2018 season! The due date is 31 December 2018, please try to turn it in before that if possible. Jackets that are getting updated embroidery are due to me by January 7th 2019. After that they will have to wait until next year to be updated.

Membership went down quite a bit, matching a trend that was shared by the national office. The totals are 509 members with 5 new members. This was a significant drop from 537 in October and matches the trend of decreasing membership for the year. The numbers I've tracked for the year chart out that those who did not return were only members for one year and were predominantly in their 20's to 30's.

Based on the trend of new members this year these are the people to focus our attention on following





up with, encouraging and understanding what they are looking for from the club to make solid gains growing our membership.

## October New Members

Scott Kiovsy	Arcadia , IN
Michael Myers	Lizton, IN
Robert Donati	Munci, IN
Alex Trubey	Terre Haute, IN
Matthew Parssinen	Greenwood, IN

## Indy Region November Anniversaries

Charles Hanson	Indianapolis, IN	50 Years
Joel Harleman	Indianapolis, IN	15 Years
Andrew Jefferson	Indianapolis, IN	5 years





# THIS MONTH IN INDY SCCA HISTORY

(Originally Published in Nov. 1988 Clutch Chatter)

## PIT PASS

### Runoffs Edition

by Bob Sweet, with help from Mary Cary

A full ten days in the hills of northeast Georgia can be an experience that is hard to put into words. The countryside in October rivals that in Brown County and Nashville, Indiana. Add the ingredient of near perfect weather with absolutely no rain, and you've got the makings of a great fall vacation. Add a week of sports car racing to the picture and you have what many Indy members consider the possible escape from the "real world".

This was the 25th Anniversary Runoffs, and upon arrival we were quite impressed; the drivers and officials got really nifty polo shirts with the 25th Anniversary logo on the chest. The upper paddock area has been completely paved and the road passing the grid area was widened to eliminate the usual bottleneck in that area. The track has been purchased by some local investors, and the new management seemed to be making a good effort to keep the facility in shape even with all the crowds. There were favorable comments on how well they did with picking up trash and servicing the Port-a-Johns. A beautiful memorial park for Jim Fitzgerald has been constructed behind the tower, complete with picnic tables and a gazebo.

Of course going to Road Atlanta as a competitor can be quite different from being a worker or a spectator. Usually the competitor is faced with the familiar parking hassle, and this year was no exception. You are allowed a space 16'X 20' to keep your race car, all of your gear, and one support vehicle. If you've been there before you have learned that you cooperate with the people who park you, and then things become more flexible as the first weekend passes. There are also certain spots that are more desirable than others. You have to consider convenient access to facilities, especially when the weather turns nasty, dust clouds from the passing cars (ask Larry House!) and the how warm you like to be. Back in the wooded area of Motorhome Park, the temperatures are almost always 10 degrees cooler. This year's special hassle occurred on the first Saturday. A new unpublished rule prohibited competitors from driving support vehicles into the paddock until about 4:00 P.M. Of course this meant less than ready access to such necessities as tools, coolers and spare parts. Our van was parked about half a mile from our paddock area. The ATV got a real workout that day!

If you keep your ear to the ground you may be able to find a party or lunch available almost every day. There were lots of parties for workers. Harold Kulke got lucky at one of them; he's got himself a brand new radar detector! The worker party on Saturday night in the new Jim Fitzgerald Memorial Park was quite a bash. There were barbequed chicken and all the fixin's for dinner, two bands, and also a fireworks display which was underwritten by Honda. Bridgestone sponsored a series of luncheons, much appreciated, for their drivers. Yokohama sponsored one of the parties for the workers, and Mazda, Nissan and Porsche had various parties for their drivers and friends.

Indy Region representatives paid visits to many of the area's eateries. One night it was Major McGill's, "The best little fish house in Georgia" and the next it was the Chili Bordello. We've heard some stories about this place! Only Ron Oakes and Harold Kulke have what it takes to make it at the Chili Bordello. Jan Castelluccio and Larry Blackman seem to have shared the honors of being the least likely to succeed in a "Some Like it Hot" eating contest. (Of course, Barbara wasn't there to fight them for that honor!) The Sweets and the Knells visited their favorite All-you-can-eat seafood restaurant, The Dry Dock, which has been moved from Gainesville to a spot near the Lake Lanier Island cottages. Bud Evans, Kenny Farmer and Ken Graves gave Bob Sweet a run for his money on who could eat the most peel-and-eat boiled shrimp.

There were lots of Indy Region people at the Runoffs. We may have missed some, but we tried not to leave anybody off the list.

Bill & Julie Partridge	Myra & Harold Kulke
John Lyghtel	Ed & Anita Nicholas
Andy Jones	Pete Hylton
Pat Childs	Ken & Debbie Piepenbrink
Sue Emerson	Steve & Carol Smith
John Stewart	Todd Owens
Bud Evans	Jay & Anne Shadoan
Tony Moore	Larry & Kathleen House
Mike Murphy	Sue Young
Jake Jennings	Larry Blackman
Dave Jarvis	JoAnne Jensen
David Ecoff	Bob Burns
Keith Raisor	Clarence Willman
Pat Kelly	Dottie Smith
Mary Cary	Kenny Farmer
John McGee	Greg Graham
Vic Brunamonti	David & Susan Daughtery
Judy Becherer	David Lee
Ron Oakes	Jan Castelluccio



Rex Ecoff	Jon Jones
John Freeman	Brian Alexander
Chris Shultz	Terrence Garrett
Jeff Walters	David Kikendall, Jr.
Bob, Barbara & Stephanie	Sweet
Ken Graves	Gary Barnard
Morey & Suzanne Doyle	Harry Sauce
Steve Lathrop	Steve, Tippi & Alan Knell
Brenda Geiger	Steve Butz
Marty Hummel	John Griswald
Don Wilson	Ricke Katko

H Production: 1st, Ken Purgason; 2nd, Bob Weber; 3rd, Jon Stomps

SSC: 1st, Britt Ponder; 2nd, Peter Cunningham; 3rd Fred Fiala

The first of the Showroom Stock "tech" races was a fairly ho-hum race, especially since the top four finishers were disqualified. Indy's PETER HYLTON had an interesting week though. He couldn't come down till after work on Tuesday. As if that weren't enough of a handicap, the tow vehicle threw a rod in Shelbyville on the way down and they (Bob Burns and Pete) were delayed even more. Pete went into his first qualifying session having gotten a couple of hours of sleep among the spare tires and parts. Pete had a good race back in the pack with a Honda Civic Si, swapping positions several times. His final finishing position was 16th. After the race, Pete and I discussed his plans for next year. For those like me who've always known Pete as a VW driver, there may be a surprise in the offing. He says there'll not be much Hylton racing next season; the racing fund's getting beefed up. But when he comes back, look for him in one of those "real" race car type vehicles. (You can call your Rabbit Thumper, but what do you name an S2000?)

DSR: 1st, Al Beasley, Sr.; 2nd, Richard Camp; 3rd, Travis Duder

SSB: 1st, Tom Huges; 2nd, Rick Gambill; 3rd, Peter Cramer Top four cars disqualified

GP: 1st, Tom Mankin; 2nd, Gary Baucom; 3rd, Steve Sargis

FC: 1st, Claude Bourbonnais; 2nd, Curtis Farley; 3rd, Steve Knapp

GT-3: 1st, Craig Carter; 2nd, Freddy Baker; 3rd, Dennis Golden

REX ECOFF's Daytona got crunched early in the week, but good old racers tape held it together for the week. ANDY JONES and DON WILSON had to rebuild the right front corner and all of the front body work. The rear axle had to be repaired in Gainesville, but by Wednesday the car was sorted out and in good shape. Rex started the race in 12th; on the first lap a couple of cars spun in Turn One, and by the end of Lap 4 Rex was in 7th. He worked his way up a bit more, but the engine started to sour and he eventually settled for a seventh place finish.

SSA: 1st, Jim Roberts; 2nd, John Fernandez; 3rd, Wiley Timbrook

BOB SWEET and DAVID ECOFF were the Indy drivers featured in this race. All week long the turbo games were being played. And as previously mentioned, the tech inspectors wanted David to reinstall a seat belt mechanism that had been removed to install the rollcage. Between qualifying days, several drivers found between 2 and 3 seconds per lap, and Bob and David both moved backwards on the grid to start 10th and 20th. To quote Bob, "These guys are too good to become 2 or more seconds faster overnight." David agreed that they had been had by not playing the boost game and by running legal boost.

The racing ranged from "Fallout" races (whoever is running at the finish wins) to close racing to complete runaways. We even had several races that finished in the Tech Shed.

Tech continued the crusade to crack down on those Showroom Stock drivers. (David Ecoff had a terrible time finding a passenger side seat belt assembly on Thursday afternoon.) Of the 14 cars disqualified or excluded by the SOM's and the Chief Steward, 13 were from the top 17 finishers in the four Showroom Stock classes. Cars failed emissions tests on the Sun machine, had machined rocker arms, shaved cylinder heads, the wrong fuel injectors, oversize turbos and excessive turbo boost. The hot topic in the paddock was "Who got bounced and for what?"

It's my opinion that there are some major problems in Club racing as far as rules enforcement is concerned. (I don't think the problem is limited to Showroom Stock. Let's face it. Almost everyone in any class reads the rule books and interprets those rules to their advantage whenever legally possible.) Having to race against an illegal car denies the legal driver the opportunity to finish on the track in the position he deserves.

Maybe SCCA should practice a more open approach to rules enforcement. If minor infringements, such as the rolled fender lips on the Peugots, alternator brackets and seat belt mechanisms on the Mitsubishis and fuel injectors and catalytic converters on the Dodges, are suspected, the competitors could be told in advance that these items are suspected. I guarantee you that they would not be problems at impound. But the bottom line is that the cars should be raced in a legal configuration so the tech inspectors can spend some time on the other 18 classes.

Formula Atlantic: 1st, John Thompson; 2nd, Charles Batka, Jr.; 3rd, Stan Wattles

The first race of the week featured Indy's STEVE SMITH in his Tiga. This race got off to a really rocky start, as the smallest field of the week could not get lined up to the starter's satisfaction until the fifth try. Steve sat 10th on the grid and when the green flag finally fell he got a good start, and through Turn One he had moved up to about 8th in the 13-car field. By the next lap Steve had dropped back a position or two and was settling in for a good race with two other cars. Steve continued to run solidly in 10th until the Tiga suffered a broken A-arm in Turn 7 and Steve spent the rest of the race in the pits. He planned to drive in the Pro street race in St. Petersburg the weekend of October 22-23. Hope his luck gets him a better finish than his 12th place Runoffs finish.



But in the race each had a good drive, even though David had to pit after 12 laps with shifter problems. After a pretty wild crash in front of him early in the race, David had moved up to 14th (would have been 10th after all the DQ's) before he retired.

Bob was pushed wide on the start as the field moved through Turn One, but he fought his way back up to his starting position by the second or third lap. Playing catch-up cost him a chance to move up to the front of the field, as they had stretched out quite a bit by the time he regained position. As the race progressed Bob closed the gap dramatically on the next car to get within a bumper length, but couldn't get by at the finish.

Bob ended up in 6th place, good enough for another marble paperweight, and David was 21st.

F Production: 1st, Danny Montee; 2nd, Glenn Graham; 3rd, Ray Yergler

DAVID KIKENDALL, Jr. was our Indy driver in this race. David's week started out kind of rough as his practice engine had a rod bearing failure after just a few laps on the first practice day. After a quick engine change - David and crew chief TODD OWENS are real good at it - the car was ready to reenter the fray. David never did have the power that he wanted, (he was heard to say that next year there'd be RACING parts in that engine!) but he runs a very low budget operation, and making it to the Runoffs was a big accomplishment.

In the race David move up a few positions on the start and drove a steady pace to finish 15th.

GT-5: 1st, David Schaller; 2nd, David Schlueter; 3rd, Jeff Werth

CSR: 1st, Tom Foster; 2nd, Chuck Billington; 3rd, Al Beasley, Sr. This finish, along with his DSR win, earned Al the President's Cup.

SSGT: 1st, Freddy Baker; 2nd, Bob Strange; 3rd, Ken Payson

LARRY HOUSE made his first trip to the Runoffs in his IROC Z Camaro. Larry spent most of the week fighting off the orange dust surrounding his paddock site, as he parked next to a dirt road. Doing everything pretty much on his own most of the week was a challenge in itself, but trying to run against the Corvettes and Porsches continued to be an overwhelming task.

Larry qualified 15th - 2nd in next year's SSGT eligible cars - and finished 14th. Larry has got a whole year up on the rest of the competition and should be able to turn things around next year.

FF: 1st, Kenny Hendrick; 2nd, Kirk Stevens; 3rd, Mark Abel

EP: 1st, Paul Spruell, 2nd, Bob Studdard; 3rd, Joe Cogbill

GT-4: 1st, Duane Davis; 2nd, Don Erb, Jr.; 3rd, Dave Carkhuff

S2000: 1st, Bob Lesnett; 2nd, Jay Hill; 3rd, Steve Johnson A first lap crash in Turn 5 brought out a red flag for this race and only 18 of the starters were able to continue.

FV: 1st, George Fizell; 2nd, Bill Noble; 3rd, Buzz Collins

The Formula Vee race featured two Indy drivers, CHRIS SHULTZ and KEN PIEPENBRINK. Ken blew an engine and really had to scurry to get ready to race. He might have been better off if he hadn't! He was running pretty respectably during the race (his first trip to the Runoffs) until he got T-boned. He got knocked out, but he got a clean bill of health from the hospital. In one of those

comedy of errors that sometimes affects racing, Ken's crew rushed to the hospital, only to find that he had already gotten a ride back to the track.

I owe Ken one since I didn't know that he had enough points to get an alternate invitation. Sorry I left you off the list in October. You were definitely the most spectacular, especially the ambulance ride!

Chris went down early for some practice and was turning 1:40 laps. Unfortunately, when it came time for the real thing, Chris couldn't get below 1:43's. Said Terrance Garrett, "There is no joy in Mudville." During the race Chris had a hard time breaking out of the second pack of cars, but when he managed to get away, he moved up to finish 8th.

GT-2: 1st, David Finch; 2nd, John Kelly; 3rd, Jim Goughary

F440: 1st, Dave Drissel; 2nd, Brad Lohner; 3rd, Paul Elliot

GT-1: 1st, Scott Sharp; 2nd, Deborah Gregg; 3rd, Wayne Akers

SRenault: 1st, Mike Davies; 2nd, David Tenney; 3rd, Michael Alexander

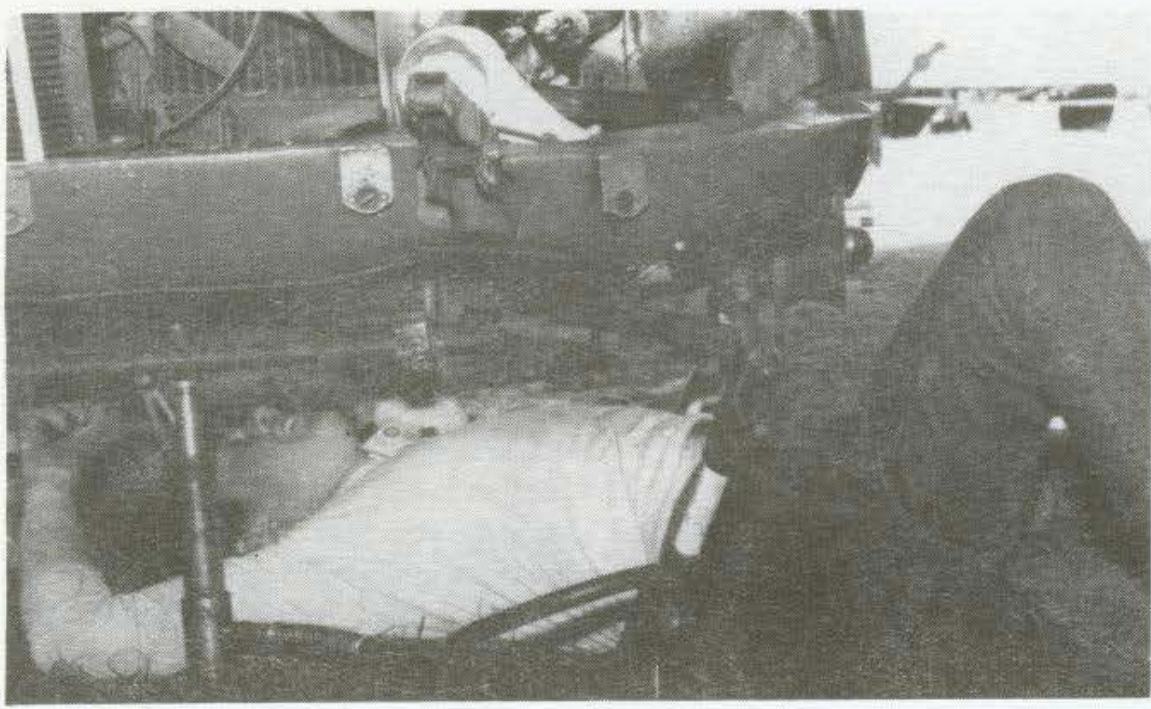
Michael Alexander's car was prepared by Sports/Formula Racing right here in Pittsboro. One of the Sports Renault drivers seemed to think they were driving bumper cars and kept crashing into the SRS Renault driven by Tom Van Camp. It kept Pat Childs busy taping it back together. (But he evidently didn't use enough; Tom was still underweight.)

(Say, did anybody get else get caught in that horrendous traffic jam in Nashville? We still haven't found out what caused it, but we heard it started about 10 A.M. and I know it was still going strong at 11:30 P.M. Going through about midafternoon, I thought it was my punishment for leaving before the FV race, but then I found out that staying wouldn't have saved me either. When the Sweets went around Briley Parkway, the CBers were saying it was an hour and a half back-up. Personally, after an hour, I found an exit -any exit- and went cross-country. The Ed.)

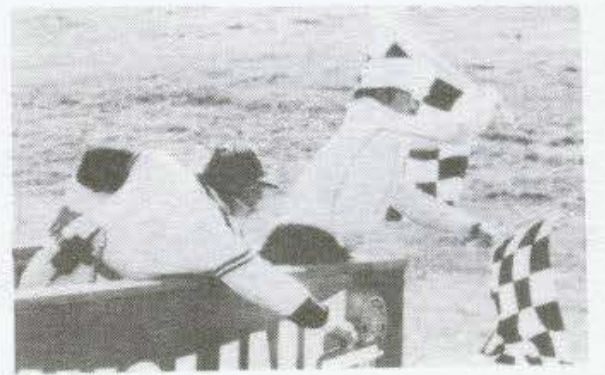
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Looks like David Jr. working on his car!



Larry Blackman at work



Harold and Myra Kulke in Atlanta



John Freeman gets a little 'fuel' from Keith Raisor



Jan Castelluccio sampling dinner



Could that be "John Boy" behind those shades?



Fatherly advice is nice - the Ecoffs



Larry House

Bob Sweet and his crew prepare for those last 19 laps



Railbirds: Brian Alexander, David Kikendall, Jr., & Todd Owens



# Clutch Chatter Newsletter

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 [www.indyscca.org](http://www.indyscca.org) Paper copies are only mailed to those who have sent the "Opt-In" form at the end of this newsletter. Due to rising costs, the BOD requests 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 email 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 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 opt-in by filling out and mailing in the form at the end of this newsletter.

Non-members: Our plan is add non-member competitors to the mailing list for one month. If they compete in another event, they will be added for another month.



# OPT IN/OUT FORM

Please fill out the bottom portion of this form and place in a stamped envelope, mailed to: Clutch Chatter, 258 S 200 E, Kokomo, IN 46902.

**Indy Region SCCA Members Only:**

\_\_\_ Opt – In to receive CC by mail by returning this form.

Name \_\_\_\_\_ Member # \_\_\_\_\_

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 email address or readily available internet access?

Yes \_\_\_\_\_ No \_\_\_\_\_

Email Address \_\_\_\_\_



# INDY SCCA BOARD OF DIRECTORS NOMINATIONS

Indianapolis Region of the Sports Car Club of America is first of all a “club” which depends on “volunteers” to make things happen. All of the events that the Region puts on for your enjoyment are the result of many hours of effort by the “organizers” and their assistants. Would you please consider returning the favor by becoming one of the people who give their time for the benefit of the other members. The old saying “Many hands make light work” is true. Serving on the BOD involves a 2-3 hour meeting once a month and occasional other duties. Think about it and return the attached form to the election committee chairman!



## **Call for Nominations for 2019 Indianapolis Region Board of Directors**

**Section IX – Duties of Regional Executive and Assistant R.E.** The Regional Executive shall reside at all meetings of the members and directors, and shall perform the duties usually pertaining to this office. In absence of the Regional Executive, or in case of his resignation or inability to act, the duties usually pertaining to that office shall be performed by the Assistant Regional Executive.

**For Regional Executive:** \_\_\_\_\_

**For Assistant R. E.:** \_\_\_\_\_

**Section X – Duties of Secretary** – The Secretary shall attend all meetings of the members and officers and shall record all minutes and votes in a book kept for that purpose. He shall give all notices of meetings of the members required by law or these Bylaws and shall perform all duties incident to his office as may be required by the Board of Directors. In absence of the Secretary from any of said meetings, a Secretary pro-tempore shall be chosen by the presiding officer.

**For Secretary:** \_\_\_\_\_

**Section XI – Duties of the Treasurer** – The Treasurer shall, subject to such conditions and restrictions as may be made by the directors, have custody of all moneys, debts, and obligations belonging to the corporation. He shall receive all moneys of the corporation and deposit same in the corporation's account. He shall make all payments of corporation debts. All contracts, checks, drafts, notes or other orders for payment of money shall be signed in the name of the corporation by the Treasurer. The Treasurer shall give a report on the financial status of the corporation at the annual meeting, and if so requested, at any other meeting of the directors. He shall have custody of the corporate seal, and the records of the corporation.

**For Treasurer:** \_\_\_\_\_

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

**For Activities Chairman:** \_\_\_\_\_

**Section XIII – Duties of Membership Chairman** – The Membership Chairman shall solicit, issue, and process all new membership applications.

**For Membership Chairman:** \_\_\_\_\_

Please print and return completed Form by Dec. 15, 2018 to:

Charles G. Hanson – Election Committee Chairman  
1014 E. Brunswick Ave.  
Indianapolis, IN 46227

Or email to either: [dtcgh@att.net](mailto:dtcgh@att.net) or [dtcgh8@gmail.com](mailto:dtcgh8@gmail.com)