



JUNE 2003

Clutch Chatter

THE OFFICIAL PUBLICATION OF THE
INDIANAPOLIS REGION OF THE



Winners !



Ralph Porter Story page 16

Get the details inside



Jason Strain Details page 7

indyscca.org

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

Indy Region Connections

Indy Region Voice Mail: 317-329-8888
Indy Region Home Page: indyscca.org
SCCA Home Page: scca.org
Cendiv Home Page: cendiv.scca.org
Solo Info Sites: www.autocross.com
<http://personals.galaxyinternet.net/rotary/csc.htm>
www.spec-rx7.org/-cashmo/cendiv/



Calendar

June 8 Solo points event #3, Converse, IN
June 18 BOD Meeting, Fastimes
June 22 Hoosier Showdown Solo, Walesboro
June 28 Road Rally, TSD, Lee's Inn Plainfield
July 5-6 Indy Grand Prix Nationals, IRP
July 19 Solo #5, Australian Pursuit, 16th Street
July 20 Road Rally, TSD, Decatur Library

Contents

RE News	3
Meeting minutes	3
Special Notes of Interest to All.....	4
Solo Report	4
Solo Is: Making Pigs Fly	6
CSCC May Walesboro Solo Results.....	7
June Solo Event ad	8
Hoosier Showdown Solo Event ad.....	8
July Solo Event ad.....	9
May Anderson Solo Results	9
Pilot Race Gear Ad.....	10
Rally School, Pts 1 & 2	11
June Rally Ad	13
July Rally Ad.....	13
June Covered Bridge Ohio Rally Ad	13
Rally Report	14
Notes From A Nut.....	14
Indy Grand Prix Ad.....	15
Grand Prix Call For Workers Ad	16
Ralph Porter Wins Blackhawk	16
Race Worker Specialties	17
Members Having Fun Pictures	18
AIM Tuning ad, Opt-In/Opt-Out Policy	19
Membership Application	20
Cendiv Racing Schedule	21
Bankers Express Mortgage Ad	22
Classifieds.....	23
Board Meeting Notice	back cover

The Season Continues! ("When am I gonna have time to mow the lawn?")

We are now a couple of events deep into the season and it's been great fun so far. The Solo program has had three successful events and we now have our new equipment truck ("Da Bus") stocked and running. The rally program has a pair of good events under their belt as well. And of course we had a great Indy Spring Sprints event out at IRP in April that we hope to build on when the National race comes around in early July. It looks like 2003 is going to be another great year for the Indy Region!

Unfortunately, there have been a few bad things as of late as well. Renowned racecar engineer Carroll Smith recently passed away and we also had the recent tragedy at the Sawmill Club Rally in which two spectators were killed after a competition car lost control during one of the stages. As of this writing, the National SCCA has suspended all Club Rally events not associated with a SCCA Pro Rally event until review of safety standards and policies can be completed. Our best wishes also go out to former Indy club racer Gary Parker and his fight with tonsillar cancer.

Due to new and greater commitments that Jennifer McLeish has taken on in her life (she's getting hitched!), she reluctantly submitted her resignation to the Indy Region BoD as Activities Chair. We would like to thank her for all of her work on the Board over the last couple years.

We are happy to announce that Lou Ann Linn (no relation to me that we know of so far) has stepped up and has

taken over the position of Activities Chair. If you have any suggestions on future activities for the Region, please contact her. Thanks LouLou!

Our next Indy Region Board meeting will be at Fastimes Karting Center on Wednesday, June 18, starting at 6:00 pm sharp and to be followed by kart racing at around 8:00.

Be sure to check out the latest issue of the National RE News that is available on-line at:

<http://www.scca.com/news/index.html#renews>

The May issue includes a ballot for the 2003 BF Goodrich Worker of the Year nominations.

Again, I urge those of you that have email to sign up for the Indy SCCA Yahoo email group to receive the latest updates and information. There are different contact options available so that you can choose to receive individual emails, digests, or special notices only. It's a relatively low volume list and it is a great way to keep in touch with the latest news about the Indy Region. A link to the group site is located on the main page of the www.indyscca.org website or you can go directly to: <http://groups.yahoo.com/group/indyscca/>

I hope to see YOU out at an event in the very near future!

Steve



THANKS AGAIN, WORKERS (Our All-Volunteer Core)

See YOU at the Board Meeting... Share the FUN...

Minutes of the May Board Meeting

By Alyson Kunack

These are the minutes of the May 14, 2003 meeting of the Board of directors. Present at the meeting were Scott Dales, Matt Curry, Steve Linn, Chuck Hanson, Alyson Kunack, Lou Ann Linn, Chris McGuire, Jason Baugh, Jim Lin, Ken Osiecki, Darren Daubenspeck, CJ Stringer, Jay Quinn, Jeannie Spellman, Jennifer McLeish, and Bill Campbell.

Old Business. Minutes of the previous meeting were approved. Matt asked on the status of the trophies; Steve confirmed that only one was still out.

Treasurer's Report. Two checks were presented to Steve for new Solo equipment. Everything is in from the Double Regional, except for IRP. Chris confirmed that refunds will be given to those who registered for both days, but due to technical problems, were only able to run on one day.

Clutch Chatter. Dick is and will be out of town, so he would like all input as soon as possible.

Website. CJ is still working on getting some of the bugs worked out with getting the pictures posted. Also, he would like more info for the upcoming rallies.

Membership. Dave was unable to attend, but sent report via Steve. As of May 1st, there are currently 594 members; Dave will be sending a dues check to Chris for \$2,180, which includes a lost check from September of last year. Dave still looking for help for the membership booth at the July National at IRP.

Activities. Jennifer has resigned as chairman. In her place, Lou Ann Linn was approved as the new chairman on a motion. She is currently investigating alternate banquet sites for December, and is also working on the Saturday dinner for the July National, along with Jay & Jeannie. Lou Ann also raised the possibility of an additional event, and a variety of possibilities were discussed.

Rally. The first rally of the year has taken place; it was a 'history of Marion County' rally with 6 teams entered. The next rally is this Sunday, May 18th. The June rally will be a tour rally. The National rally is a work in progress; it is scheduled for Saturday, August 16th. The course is currently being checked, and we will be needing a lot of people to help work the event!!!

Solo. We rented 150 cones to the F-body club for an

event at IRP; we got 140 back, and will be charging them \$5 per missing cone. All equipment has been transferred to the new Solo vehicle; Columbus region has presented a purchase order for \$1000 for the old equipment trailer, which includes a payment plan of \$400 down and \$100 per month. The region has also purchased a tow dolly.

Race. The July National has a new event chair: Matt Curry. There will likely be a considerable need for workers, as we will be competing with other events and out of town help will be less than usual. So please come help!!! Also, we received the observer's report from the Double Regional, which was largely very complimentary and

gave the region a glowing review. Thanks to all to made it that way.

New Business. Bill Campbell inquired as to an up-to-date membership directory. Matt said that copies of the membership list are available upon request, and that a notice to that effect would be placed in the next issue of Clutch Chatter. Bill also opened a discussion on the possibility of holding events at other tracks, given the current difficulties with IRP.

Next meeting will likely be Wednesday, June 18th.

Meeting was adjourned.

Respectfully submitted, Alyson K. Kunack, Secretary

Special Notes to everyone

SCCA Headquarters has instituted a change in Policy and Procedures for this year and all future years. For all competition events, Minor Waivers must be signed by **BOTH** parents or legal guardians, and 2 copies provided at registration. This included passengers at rallies. A parent or legal guardian must accompany all Minors during the entire event. If you are bringing your offspring to an event, and your spouse is not attending, you need to have the waiver signed by your spouse before the event. Our webmaster has made copies of the waiver forms for each type of event available on the website as Acrobat pdf files. You can download the copies to fill out and sign ahead of time.

If yours is a single parent household, the waiver can note this, but be prepared to prove single parent status with documentation that can be attached to the waiver.



A reminder to all racers. Now is the right time to get your annual tech for your race vehicle. Jay Quinn is making himself available before the season starts to get your car inspected. Save the hassles of trying to get an annual tech at the first race meeting, and be sure ahead of time that your car conforms to any new rules for this year that you might not have heard of yet. Jay also has the 2003 GCR available in stock.

Call Jay Quinn at 317-248-9626

PS: Jay's Tech area is actually much better than this.

In response to a question raised at the last meeting, the Indy Region SCCA no longer prints a membership roster for regular distribution. We do have current membership lists available in the form of an Excel spreadsheet for any member who feels the need for a list. If you desire a list, contact Dick Powell as indicated inside the front cover.

Solo Report:

by Darren Daubenspeck

Slippin' & Slidin' From Anderson

By the time you read this, we've had two Indy region events fly right by. I know that I've had fun, and those of you who've participated have too.

Congratulations to Ted Drummond for taking on event chairman duties for the May 17th Anderson event. The day went smoothly, and Ted wore the chairman hat well. If you see him, please congratulate him. Kudos to his right-hand man Bryan Alexander for designing a challenging course. Thanks to Greg Murphy for taking on the registration duties for the event, and for putting up with the raving lunatic in the bus with him.

Thanks also to Paul Fox and Sean Murphy for running Tech Inspection. Those two guys do a super job of proc-

essing all the participants, and we couldn't start the event without 'em.

A round of applause is due to Warren LeVeque and Lee Miller for spending a few evenings running the street sweeper around the Delco Parking Lot. Their efforts greatly increased the available grip. It's a minor miracle to get the old Pelican sweeper running, so they really put in some behind the scenes time that increased everyone's enjoyment level.

And finally, a big round of thanks to everyone else that pitched in to help. We had plenty of help unloading and loading the bus in Anderson, and that really makes the day go faster for everyone.

Again, during the 2003 season we will be **REQUIRING** Event Chairman for each Solo event. This will allow

members to get more of a feel as to the actual running of individual events while the Solo Program Chairmen will concentrate on the program as a whole. The duties of an Event Chair are all the things you already see us do at an event:

Arrive early, set the course, run registration, run the drivers meeting, assign run groups, oversee the running of the event, and hand out trophies at the end. By working as an Event Chair, you will get a good idea of all that is involved in running a successful event, plus you can qualify those year-end class trophy points. Don't worry, the Solo Chairs will still be there to guide you along.

We will be posting the names of those that have volunteered to be an Event Chair (see the Solo Schedule in this issue) in both the Clutch Chatter and on the website. It's easy to volunteer – just contact us!!

Solo Events without a designated Event Chair will be cancelled. Remember – this is YOUR club!

We will also be having a special final event at the end of the season. The October 12 event will be an Indy Region Solo Worker Invitational. This invitation-only event will not be open to the general public. In order to attend you must:

Be an active Indianapolis Region member in good standing.

Qualify your year-end points by working in one of the Specialty positions at an event during the season.

We expect this to be a fun-filled event with lots of runs due to the limited number of entrants and the opportunity to run the last few threads off of those year-end worn out tires!

Also keep in mind that you can pre-register for the Indy region Solo2 events from the Solo Schedule page at www.indyscca.org.

We urge those of you that have email to sign up for the Indy SCCA Yahoo email group to receive the latest updates and information. There are different contact options available so that you can choose to receive individual emails, digests, or special notices only. It's a relatively low volume list and it is a great way to keep in touch with the latest news about the Indy Region.

A link to the group site is located on the main page of the www.indyscca.org website or you can go directly to: <http://groups.yahoo.com/group/indyscca/>

As always, we can be contacted at:

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OR

Steve Linn
317-297-4814
racerlinn@juno.com

2003 Indy Region Solo2 Series Schedule:

Sun., June 8, Converse, IN – Points Event #3

Event Chair: **Raleigh Boreen**

Sun., June 22, Walesboro, IN – Points Event #4

Event Chair: **Scott Dales**

Sat., July 19, 16th Street Lot – Points Event #5

Event Chair: **Steve Linn** (Australian Pursuit)

Sat., August 9, Anderson Plant 3 – Points Event #6

Event Chair: **Steve Povalac**

Sun., Aug. 24, Grissom Aeroplex – Pts. Event #7

Event Chair: **Scott Dales**

Sat., Sept. 20, Anderson Plant 3 – Points Event #8

Event Chair: _____

Sun., Oct. 12, 16th Street Lot – Region Worker Invit.

Event Chair: **Darren Daubenspeck**

2003 Columbus Region (CSCC) Schedule:

June 22, Walesboro, IN – Points Event #4

July 27, Walesboro, IN – Points Event #5

August 24, Walesboro, IN – Points Event #6

September 14, Walesboro, IN – Points Event #7

Oct. 18-19, Walesboro, IN – Super Weekend #8

November 9, Walesboro, IN – Points Event #9

www.cscsc-scca.org

2003 National ProSolo Schedule:

June 28-29 Oscoda, MI

July 19-20 Wendover, UT

August 9-10 Peru, IN

August 16-17 Denver, CO

Sept. 6-7 Topeka, KS, ProSolo Championship

www.scca.org/amateur/solo2/prosolo/index.html

2003 Solo2 National Tour Schedule:

June 7-8 NeDiv, site TBA

June 21-22 Rome, NY

July 5-6 Peru, IN

July 26-27 Bremerton, WA

August 23-24 Denver, CO

Sept. 9-12 Topeka, KS, Solo National Championship

www.scca.org/amateur/solo2/nat_tour/index.html

2003 CenDiv Solo2 Series Schedule:

June 7-8 Oscoda, MI

June 21-22 Rantoul, IL

July 13 Flint, MI

July 26-27 Columbus, OH

August 2-3 Milwaukee, WI

August 16-17 Peru, IN

August 31 Toledo, OH

October 11-12, Cincinnati, OH

www.solo2.cendiv-scca.org

"Pigs" in this definition are automobiles which really shouldn't go as fast as they do. These sports/race cars have some physical characteristic which logically would hold them back from being competitive.

This article is going to deal with seemingly unwieldy weight bias due to overhanging engines. In a circus, the clown car is usually a very short wheelbase vehicle with way too much weight (usually passengers) on the rear which causes it to do wheelies. It is then steered by using differential brakes.

Some production cars seem to be designed purposefully like the clown car. The Porsches, Deloreans, Fiats, Volkswagens, and Corvairs are designed properly for their uses; we just misuse them. In most cases the use was very utilitarian. The overhanging rear engine makes for very good passenger space within a given vehicle size, increases traction significantly without heavy 4 wheel drive and power robbing servo accessories, and the engine is very service accessible. A shining example of a non service accessible engine is the new Porsche Boxster where the mid-engine can't even be seen.

We are going to misuse these vehicles by autocrossing them and road racing them. The overhanging engine becomes a heavy pendulum weight which uses up the rear tire traction out of proportion to the speed. Try holding a 25 pound barbell at arms length, the force pulling down is the weight. Now try swinging the weight, the resistance to accelerating it or stopping it is the mass.

This engine mass on the car is overcoming the tires ability to control it. It is also contributing to a large polar moment which is resisting quick turning. The manufacturers know all of this, of course, and consider it a good trade off. In the earliest days, the engines were made of aluminum and air cooled to minimize the weight. In the case of Volkswagen and Fiat the engine was also very short and simple. Chevrolet made the Corvair very long in wheelbase to minimize the engine's pendulum effect. The Corvair engine was also very simple and short (for a 6 cyl.) to keep the mass and the overall weight low. The transaxle was also a very short design.

It's hard to figure out what Porsche had in mind with the 912/911 other than to utilize the VW production parts already at hand to build a sports car. The car's light weight and simplicity were definite advantages. The original Porsche 4 cyl. engine was light, short, and simple. The Porsche 6 cyl. was long, heavy, and relatively complicated with overhead camshafts. This was accentuated by the extremely short wheelbase.

Porsche knew all of this of course, and took on various remedies. The wheelbase was lengthened by moving the rear wheels toward the back; effectively moving the engine forward. The dry sump oil system was moved far to the front and the bumper area was made heavier. As the 911 got more powerful, larger rear than front tires and wheels were used. Special suspension designs were used (Weisaich Axle) to develop rear toe-in and under-

steer under cornering. As it got still more powerful, four wheel drive was also added to use the front wheels more. Porsche always had the very latest tires and was the first to have huge diameter wheels to utilize the largest brakes. It could be argued that during the IMSA racing period the 935 Porsche emphasized braking and acceleration over inadequate cornering power.

The Delorean was assigned to Lotus to make their rear engine design work. The car also ended up with larger rear than front tires and wheels.

Chevrolet experimented with dual rear wheels to make certain that the rear cornering power was not used up before the front cornering power. It can be argued that they "in effect" stayed with this design. At a time when all of the other compact cars had 4" wide wheels, the Corvair had 5 1/2" wide wheels and specially designed tires all of the way around so that only one spare tire could be used. The under inflated and lightly loaded front tires did the work of the other car's 4" front wheels. The Yenko Stinger had 5 1/2" front wheels and 7" rear ones. Front wheel drive cars use this method yet today--just reversed.

As with all of the other rear engined cars, the Corvair either used large front anti roll bars or rear camber compensators to control the roll distribution and to force the cornering power to the under-used front tires. The Corvair also had it's own version of the "Weisaich axle" to develop rear roll understeer in 1965. The Porsche and the Fiat also used inferior front suspension designs to make sure that the front end would wash out first.

All of the above mentioned suspension designs were to maximize the handling of the car; not it's optimum cornering speed. "Handling" is the way the car responds to driver inputs. On a fast course, large front anti-roll bars force the front suspension to take more of the cornering loads and use up the front tires before the rears. On a tight autocross course, a larger rear anti-roll bar causes the rear tires to use up their cornering forces first. These methods contribute to "handling" for a particular situation as necessary, but not to overall best speed. This can be done to a smaller degree by making air pressure changes to worsen the grip on the end which you want to break loose first. The resulting rear end swinging out is to make up for lack of the front end turning in.

If a sanctioning body regulates the sizes of tires used, then the above is what you are stuck with. If tires sizes are free then of course, one would want to use the largest possible tires on the end of the car with the most mass. If horsepower is free then "power on oversteer" can be used to determine which end of the car breaks loose first even with the massive tires. The larger tires just require a greater velocity to obtain the same break away characteristics. The rear tires have to divide their work between accelerating and cornering. A rear engine car set up for maximum speed would end up looking somewhat kangaroo-like.

Given regulated tires sizes, then weight can be shifted to the front by moving components from the rear, and rear wheelbase lengthening as per the Porsche. A little front downward chassis rake can shift weight to the front and well as using the tilted roll axis to make the lightly loaded front tires do more work.

My preferred method of front loading is to install a "babe" in the passenger seat.

The front overhung engined Pigs like Audi and Subaru all seem to use some sort of heavy, and complicated, four wheel drive to attempt to balance out the cornering

and traction forces.

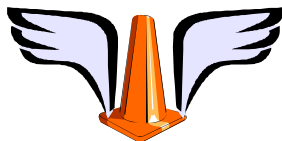
Additionally, I tend to believe that a major reason that the above Pigs can fly is due to the fervor of the owners. It seems that dedicated racers can adopt an orphan, underdog, pig and force it to fly in opposition to all of the physical forces working against it. It also can be argued that the large polar moment created by overhung engines is an advantage to drivers with "ordinary" skills. The slow reaction to the drivers' inputs may very well save we "ordinary" drivers from ourselves.

May 26 Walesboro Solo Results

<u>Class Car</u>	<u>Driver</u>	<u>Best Time</u>	<u>Class Car</u>	<u>Driver</u>	<u>Best Time</u>
SS RX-7	Rick Ordo	59.939	ASP MR2	Ted Drummond	55.359
SS RX-7	Debbie Ordo	60.936	ASP 996	Bruce Black	56.407
AS M3	Arpad Pataki	59.915	ASP MR2	Bryon Alexander	58.071
BS 350Z	Yul Tarr	57.058	BSP Corvette	Ralph Ford	56.059
BS M3	Brian Hardman	59.536	CSP CRX	Jason Strain	53.953
BS Z3	Janet Feldmann	66.169	CSP CRX	Toby Wallace	67.762
CS Miata	Curt Bagley	54.998	DSP Miata	Marc Kerr	58.764
CS Miata	Jim Moore	55.483	ESP Corvair	Jeff Rapp	59.282
CS Miata	Christian Kramner	57.551	ESP Trans Am	Bill Ford	63.098
CS Miata	Dick Davis	61.978	ESP Trans Am	Steve Povalac	63.581
CS MR2	Lloyd Feldmann	63.177	STS Maxima	Aaron Bright	60.460
DS WRX	Gareth Nixon	55.180	STS Integra	Jim Lin	61.249
DS WRX	Bryan Haza	58.147	STS Accord	Wayne Beams	61.259
ES MR2	Bob Cochrane	55.900	STS Civic	Jon Durell	65.678
ES RX-7	Thomas Harleman	60.830	STSL Accord	Chelsea Ausbrooks	64.903
FS Mustang	Bill Farr	55.290	STX Mini	Scott Dales	54.479
FS Firebird	Bud Farr	59.074	STX Mini	Steve Linn	55.317
FS Z-28	Sean Murphy	61.216	STX Eclipse	Paul Lazaro	56.136
GS MP3	Chad Stringer	56.048	STX WRX	Eric Downey	56.305
GS Neon	Pat Gilbert	56.849	STX Talon	Jay Nogan	58.370
GS MP3	Clint Wyckoff	57.222	STX Talon	John Kulhanty	58.834
GS Civic	Tim Buckner	59.690	STX Mustang	Joel Yeats	58.994
GS MINI	Josh Nay	60.089	STX Mustang	Kevin Feldmann	62.725
GS 3000GT	Mitchell Jackson	61.199	STX Cobra	John Dulhanty	65.863
GS T-Bird	Gene Hudson	62.482	SM Mustang	Steve Smith	54.856
GS Civic	Luis Ortega	63.052	SM Mustang	Darren McCarley	57.583
GS Talon	Kyle English	67.289	SM Civic	Chester Bell	57.686
HS Capri	Bob Farr	55.025	SM BMW	Brian Black	58.256
HS Omni	Randy Hall	55.414			
HS Prelude	John Ausbrooks	57.247			
HS Paseo	Jeff Alexander	60.360			
HS Civic	Joseph Legan	64.908			
HS Tiburon	Denton Marion	998.000			

Congratulations to Jason Strain (CSP) for Best Time of the Day, and to Bob Farr (HS) for fastest PAX time.

Cones Over Converse



Indianapolis Region Solo2 Series
Sunday, June 8, 2003
Points Event #3 of the Indy Region 2003 season
Rain or Shine

Location:

Converse Airport, Converse, Indiana
Located 1 mile west of Converse, Indiana on Indiana State Road 18, on the south side of the road.
Converse is approximately 11 miles west of Marion, Indiana.
On-site overnight camping is allowed (and even encouraged) Saturday night.

Karts Welcome!

(Contact Steve Linn for Rules)

It is the judgment of the Solo Safety Steward whether the course design, surface, solid objects, and type of karts running present an unsafe mix (2000 Rulebook 2.1.D). Please contact the Solo Chairman prior to the event to determine the likelihood of limitation or exclusion occurring.

Note: A Minor Waiver for Minor Competitors must be signed by BOTH parents or legal guardians. A parent or legal guardian must accompany all Minors during the entire event. Contact the Solo Chairman for copies of Minor Waivers before the event. Restrictions on high center of gravity vehicles are also applicable. Everyone entering the site must sign an SCCA liability waiver. Contact the Solo Chairman for more details.

Course Set-Up:	Saturday Afternoon	Cost: \$15.00 SCCA Members, \$25.00 Non-Members
Registration & Tech:	Sunday, 8 - 10:00 AM	Contact: Darren Daubenspeck (Solo Chair)
Driver's Meeting:	10:15 AM	317-865-0864 or e-mail: drdspeck@on-net.net
Event Start:	10:30 AM	or Raleigh Boreen (Event Chair)

The Indianapolis Region Solo2 Series and the Columbus Sports Car Club Solo2 Series present:

The Hoosier Showdown!

Sunday, June 22, 2003

Points Event #4 of the 2003 Indy Region Solo2 Series
and the 2003 CSCC Region Solo2 Series



Location:

Walesboro Airport, just south of Columbus on I-65 at St. Rd 450 South

www.indyscca.org

NO KARTS

www.cscscca.org

Members \$15, Non-Members \$20

Contact: Steve Linn at (317) 297-4814

Registration and Tech: 9:00AM to 10:00AM

e-mail: racerlinn@juno.com

Course Open for Walking: 8:00AM to 10:00AM

(Indy Region)

Guided Course Walk: 9:45AM

or Scott Dales at (317) 882-7638

Driver's Meeting: 10:15AM

e-mail: sadales@aol.com

First Car off: 10:30AM

(CSCC Region)

The Indy Australian Pursuit

Indianapolis Region Solo2 Series

Saturday, July 19, 2003

Points Event #5 of the Indy Region 2003 season

Rain or Shine!



Location:

16th Street Speedway / Bush Stadium Parking Lot
1501 West 16th Street, Indianapolis, Indiana

***A different kind of event from a different kind of Region!
Come out for some head-to-head Solo2 competition!***

Sorry, No Karts Allowed at this Event

For those of you unfamiliar with an Australian Pursuit: Imagine an hourglass shaped "oval" course bisected by dual Start / Finish lines. Cars are assigned to one of four run groups that are set using the 2003 PAX multipliers. Competitors then run against each other within their own group in a double elimination format.

Two cars are run on course at the same time, starting on opposite sides of the "oval", and run two laps of the course counter-clockwise. A flagman starts the cars and the first car to complete the two laps wins. Instead of racing the clock, you're racing the other driver to see who can complete the two laps first! The winners of each of the four run groups then challenge each other in a grand finale for fastest car of the day. After the Championship challenge, we then offer up "grudge match" runs for \$2 per run per car. Due to the format of this event, two-driver cars are still allowed but are not recommended as both drivers may end up being matched to run against each other.

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

Restrictions on high center of gravity vehicles are also applicable. Everyone entering the site must sign an SCCA liability waiver. Contact the Solo Chairman for more details.

Registration & Tech: 8:00 AM - 10:00 AM
Driver's Meeting: 10:15 AM
Event Start: 10:30 AM
Cost: \$15.00 SCCA Members, \$25.00 Non-Members

Contact: Darren Daubenspeck (Solo Chair)
317-865-0864 or e-mail: drdspeck@on-net.net
or Steve Linn (Solo Chair)
317-297-4814 or email: racerlinn@juno.com

May 17th Anderson Solo Results

Driver	Car	Best Time	Driver	Car	Best Time
Super Stock			Matt Reeck	97 Mazda Miata Blue	41.186
Debbie Ordo	93 Mazda RX7 Turbo	41.985	David Burkhead	97 Mazda Miata White	43.513
Rick Ordo	93 Mazda RX7 Turbo	42.475	D Stock		
A Stock			Garith Nixon	02 Subaru WRX Black	37.936
John Murray	84 Chevy Corvette Black	39.427	Brian Slick	00 Subaru WRX Silver	38.937
Greg Greer	03 Mitsubishi Evo 8 Yell	41.663	Charles Hoke	00 Toyota Celica GT-S	39.717
B Stock			E Stock		
David Johnson	02 Chevy Camaro SS Blk	38.729	Bob Cochrane	85 Toyota MR2 Silver	39.265
Harold Hammerly	01 Honda S2000 White	38.957	Thomas Harleman	85 Mazda RX7 Red	39.603
Kevin McLeaster	95 BMW M3 Silver	38.981	Clinton Flouezyk	84 Porsche 944 Red	40.649
Mike Stensland	00 Honda S2000 Red	39.368	Robert Shapinsky	84 Porsche 944 Red	41.358
C Stock			Joel Harleman	87 Pontiac Fiero Black	42.442
Curt Bagley	99 Mazda Miata White	37.060	David Browning	89 Porsche 944 Red	42.963
Dan Stone	02 Toyota MR2 Spyder	37.761	E Stock Ladies		
Jennifer McLeish	99 Mazda Miata Silver	38.169	Peggy Stone	92 Mazda Miata Red	45.595
George Schmitt	96 Mazda Miata Black	38.195	F Stock		
Mike McLeish	99 Mazda Miata Silver	39.232	Jon Adams	87 Chevy Camaro Red	42.457
Clemens Burger	97 Mazda Miata White	39.987	Sean Murphy	95 Chevy Camaro Red	43.012
Christian Kramer	96 Mazda Miata Blue	40.422			

May 17th Anderson Solo Results continued

Driver	Car	Best Time	Driver	Car	Best Time
G Stock			Street Touring X		
Chad Stringer	01 Mazda MP3 Blue	38.153	Scott Dales	03 Mini Cooper S Green	38.076
Matt Curry	02 Subaru WRX Silver	38.321	Steve Linn	92 Nissan Sentra SE-R	38.171
Larry Harts	02 Mini S Silver	38.343	Eric Downey	02 Subaru WRX Silver	39.650
Joe Kniesly	02 Mini Cooper S Red	38.428	Kevin Kent	03 Subaru WRX Red	40.198
Chris Mcguire	02 Subaru Impreza RS	39.343	Don Armenoff	02 Subaru WRX Black	41.927
Darren Daubenspeck	90 Plymouth Laser	39.799	Street Touring X Ladies		
Ryan Hood	90 Nissan 240sx Black	43.888	Mary Jo Linn	92 Nissan Sentra SE-R	42.012
Lindsey Kerbel	90 Nissan 240sx Black	45.338	Street Modified		
H Stock			David Basey	96 Dodge Neon Purple	37.864
Andrew Hacker	98 Chevy Cavalier White	40.220	Mike Miserendino	94 Pontiac TransAm Blk	38.324
John Ausbrooks	91 Honda Prelude Black	40.631	Greg Murphy	92 Honda Civic Red	38.689
A Street Prepared			Street Modified 2		
Ted Drummond	88 Toyota MR2 SC Blue	36.370	Jack Tovey	02 Honda S2000 Silver	38.997
Bob Beasley	02 Porsche 911 Silver	37.518	Congratulations to Vanessa LeVeque (CPL) for Fast Time of the Day.		
Bryan Alexander	88 Toyota MR2 SC Blue	37.918	C Street Prepared		
C Street Prepared			Kevin Miller	00 Acura Integra Yellow	36.528
Kevin Miller	00 Acura Integra Yellow	36.528	Jay Hofacker	97 Mazda Miata Blue	39.010
Jay Hofacker	97 Mazda Miata Blue	39.010	Jason Russell	90 Mazda Miata Red	39.941
Jason Russell	90 Mazda Miata Red	39.941	D Street Prepared		
D Street Prepared			Charley Goddard	71 Alfa Romeo GTV Red	45.426
Charley Goddard	71 Alfa Romeo GTV Red	45.426	E Street Prepared		
E Street Prepared			Aaron Mathewson	00 Chevy Camaro Black	40.857
Aaron Mathewson	00 Chevy Camaro Black	40.857	A Prepared		
A Prepared			Lee Miller	84 Pontiac Fiero Silver	40.289
Lee Miller	84 Pontiac Fiero Silver	40.289	C Prepared		
C Prepared			Michael LeVeque	66 Chevy Corvair Yellow	38.210
Michael LeVeque	66 Chevy Corvair Yellow	38.210	Paul Fox	66 Chevy Corvair White	39.302
Paul Fox	66 Chevy Corvair White	39.302	C Prepared Ladies		
C Prepared Ladies			Vanessa LeVeque	66 Chevy Corvair Yellow	35.975
Vanessa LeVeque	66 Chevy Corvair Yellow	35.975	D Modified		
D Modified			Stephen Brinkerhoff	Lowcost 7 Silver	37.819
Stephen Brinkerhoff	Lowcost 7 Silver	37.819	E Modified		
E Modified			Warren LeVeque	66 Chevy Corvair Red	37.369
Warren LeVeque	66 Chevy Corvair Red	37.369	Street Touring S		
Street Touring S			Scott Woosley	83 VW Rabbit GTI Silver	38.179
Scott Woosley	83 VW Rabbit GTI Silver	38.179	Jim Lin	91 Acura Integra White	39.129
Jim Lin	91 Acura Integra White	39.129	James Bose	96 VW Golf Red	39.382
James Bose	96 VW Golf Red	39.382	Brian Hagensieker	2000 Honda Civic Si Blue	40.646
Brian Hagensieker	2000 Honda Civic Si Blue	40.646	Len Aleshire	03 Hyundai Tiburon Wh	40.918
Len Aleshire	03 Hyundai Tiburon Wh	40.918	Brian Klein	86 Honda Civic White	41.125
Brian Klein	86 Honda Civic White	41.125	Damon Acton	90 Nissan 240SX Red	41.288
Damon Acton	90 Nissan 240SX Red	41.288	James Feltz	00 Honda Civic Si Blue	41.627
James Feltz	00 Honda Civic Si Blue	41.627	Dan Acton	90 Nissan 240SX Red	42.566
Dan Acton	90 Nissan 240SX Red	42.566			

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The June rally will be the first TSD (Time-Speed-Distance) event of the season. Since some of you fast solo and racer types have discovered that rallies are a good means of compiling those all important Competitor of the Year points, I thought that I would give you a little education about how to be competitive (Matt Curry already knows this, so if you want to beat him.....)

In a TSD event scoring is done on the basis of your absolute time error at a number of unknown (to you) locations along a specified course of travel. For you non-mathematicians, absolute error does not refer to vodka, it means that you score the same number of points for being early as for being late. Suppose that the perfect time for a leg (which is the term for a portion of the course between two consecutive unknown points) is 13.25 minutes, and suppose that one car arrives in 13.20 minutes and another arrives in 13.30 minutes. Both score 5 points. And like golf, the low score is the winner, so the objective is to get as close to the 13.25 minute official time as possible.

How do you accomplish this? That will be the subject of this little series of short lessons.

I mentioned that you are following a defined course and that at points that are not announced to you, there will be Check-points where you will be timed. Your course of travel will include information that can be used for timing purposes. This information is in the form of CASTS (Change Average Speed To) that are referenced to specific points along the course. By measuring the distance that you travel between points, and applying the average speed into a time.

The problem is that your distance measuring device (odometer) will, in 99% of all cases measure the distance differently from the Rallymaster's odometer. Therefore, your calculated time will be different from his and you will get some score different from the desired zero. Since this would be as random as rolling a set of dice, there has to be some way of making your odometer measure the same as the rallymaster's. This method is called the odometer calibration zone, and every TSD rally is required to begin with one. The National rules call for this zone to have a minimum length of 12 miles and to be reasonably close to statute miles.

At the beginning of the calibration zone, the rallymaster will give you a very precise location, such as a Stop sign that you have to stop for, and tell you to zero your odometer. If you have a trip odometer, come to a complete stop and reset it. If you do not have a trip odometer, come to a complete stop and write down your main odometer reading, estimating the mileage as closely as possible including hundredths.

Follow the instructions for driving through the calibration zone and stop at the indicated end point. Write down the final mileage from your trip odometer or main odometer, again estimating hundredths. Subtract your initial mileage from your final mileage to get the number of miles that you measured.

The equivalency formula is that the rallymasters mileage is equal to a correction factor times your mileage, or

Official Mileage (OM) = CF x Measured Miles

Solving for CF we get

CF = Official Mileage / Measured Miles

Suppose that the instructions indicate that the OM at the end of the calibration zone should be 12.655 miles. Your car does not have a trip odometer, so you write down your initial mileage as 16,542.35 miles. At the end of the calibration zone, your mileage reads 16,554.11 miles. Subtracting, you find that you measured the calibration zone as 12.41 miles. Therefore, your CF is

CF = 12.655 / 12.41 = 1.01974

Do a reasonableness check. You measured fewer miles than the rallymaster. You should indeed multiply your mileage by something greater than one in order to get his number.

In the next lesson we will learn how to apply this number in calculating your transit times through the course.

Part 2

In Part I of this little series, we demonstrated how a competitor goes about calibrating his odometer to read the same as the rallymasters. This is important because all of the calculations that you are going to do for the rest of the event are based on the rallymasters odometer. If you want to be close, then you have to use the factor and do at least some calculations (Matt Curry already knows this, so if you want to beat him.....)

I mentioned before that you are following a defined course and that at points that are not announced to you, there will be Check-points where you will be timed. Your course of travel will include information that can be used for timing purposes. This information is in the form of CASTS (Change Average Speed To) that are referenced to specific points along the course. By measuring the distance that you travel between points, and applying the average speed into a time.

How is this done? That is the subject of this lesson.

Leaving the calibration zone, and at every succeeding Check-point, you will be given a time of departure. At the beginning of the rally you are given a starting time such as 12 PM (noon) plus your car number in minutes. So, if you are car number four you will start the odometer calibration zone at 12:04 PM. The usual practice is to state that you have some specific amount of time to complete the calibration zone, say 40 minutes. This means that you are to begin the first scored leg of the rally by leaving the end of the calibration zone at 12:44 PM. You do not have any set speed at which to drive the calibration zone, so you are free to start it before 12:04 PM, and drive it at any legal speed that you are comfortable with. You want to be at the end point sufficiently before your 12:44 PM departure time to be able to do your calculations and start with a calm disposition. Being stressed at the start is as hard on your rally score as your golf score.

So, you know that you are leaving the end of the calibration zone at 12:44 PM and the instruction tells you that you can zero your odometer, and that you are to CAST 30. This means that you are to leave at 30 miles per hour.

This is where we have to introduce another esoteric rally term; the minutes per mile factor. We all know that there are 60 minutes in an hour. Therefore, if we are driving at 30 miles per hour it will take us 2 minutes to go each mile. Every speed that you will be asked to drive has a corresponding minutes per mile factor defined as 60 divided by the CAST; i.e.

Minutes / mile = [60 minutes / hour] / [CAST in miles / hour]

But wait – There's More: The miles here are the rallymasters miles, so you have to multiply your miles by that correction factor that you calculated. I know, you are saying "Drat! Another calculation." Afraid so, but these calculations can be made at the end of the calibration zone and reused as needed throughout the event. For those who are interested, I have a one page form that I call "Common Data and Calculations" that I will be happy to share with anybody. It gives all the formulas and a place to enter your results, kind of a legal crib sheet. Anyway, the final formula for the M/m factor is:

Your Minutes per your mile = [60 x CF] / [CAST]

In this case, you are leaving the calibration zone at 12:44 PM with a factor of 2.03948 minutes for each mile that you drive (as measured on your odometer).

After driving a mile from the end of the calibration zone the time on your watch should indicate 12:46.04 PM where the fractional minutes are in hundredths of a minute, NOT seconds.

Which introduces another of our esoteric conventions. Arithmetic isn't done in base 60 like a clock. It is done in base 10. When you divide 60 minutes by some arbitrary CAST like 40, the answer is 1.50 which means one and one half minutes or 90 seconds, or one minute and 30 seconds. Converting these back and forth to seconds can be time consuming, so we just stay decimal for all of our calculations. There are watches that are calibrated in decimal (time and motion studies in factories use decimal watches for instance) and several manufacturers make special rally watches that are decimal. (The club has four used check-point watches for sale at \$50 each which is about ¼ of what a new

watch will cost for anybody who is interested). In addition, I have done a CAD drawing of a watch face with seconds and hundredths that can be laminated with a cursor, sort of like a circular slide rule to make the conversion. Copies are free to anybody who asks.

At your mileage 1.5 you encounter the first check-point. Using the formula you find that you should have arrived at 12:47.06 PM. You flick your standard stopwatch as you cross the line and read 12:47:03 PM. Congratulations! 3 seconds = 5 hundredths, so you are 1 hundredth off perfect time and score 1 point for the leg. Keep that up and you will do very well.

You will hand in your scorecard to have your official arrival time entered, along with your official time to begin the next leg. This is usually your arrival minute plus four, or 12:51 PM in this example. Repeat the process given here for the next leg.

These procedures are essentially for the Navigator to use in attempting to keep the driver on time. In the next lesson we will discuss how the Driver can stay very close to perfect time with minimal intervention from the Navigator, a talent that will improve the teams competitiveness by an order of magnitude.

June Tour Rally "Along Country Roads"

Saturday June 28, 2003

Rallymasters Ken and Deb Osiecki

Brisk speeds and interesting roads as one would expect from these two!

Starting in Lee's Inn in Plainfield, finish in Spencer. See more notes in Ken's Rally Report

Registration	9:00 AM	Don't forget your minor waivers for our younger participants
Drivers Meeting	9:45 AM	MUST be signed by BOTH parents. See special notes on page 4.
First Car Out	10:01 AM	

Contact Ken Osiecki at 317-375-9986 or Kenongrid@hotmail.com

July Tour Rally "Tip Toe Through The Tulips"

Sunday July 20, 2003

Rallymaster Dan Cook

Starting at Decatur Branch Public Library, 5301 Kentucky Ave.

Registration	12:00 Noon	Don't forget your minor waivers for our younger participants
Drivers Meeting	12:45 9M	MUST be signed by BOTH parents. See special notes on page 4.
First Car Out	1:01 PM	

Contact Ken Osiecki at 317-375-9986 or Kenongrid@hotmail.com

DAYTON NATIONAL SPORTS CARS CLUB
PRESENTS

"Lock, Stock, and Double Barrel Covered bridge Tour & Road Rally"

Saturday June 21, 2003

Rallymaster Janis Ford invites members of car clubs and anyone interested in beautiful and historic bridges to participate in the Lock, Stock, and Double Barrel Covered Bridge Tour and Road Rally.

The event centers around the bridges of Preble County, Ohio, and is expected to take about 4 hours and 125 miles on public roads and legal speeds. Trophies will be awarded in all classes, with a special class for Novice entrants.

Registration is at 3:30 PM at Marion's Piazza in Englewood, Ohio. For more information, contact Dave Rudy at 937-254-9480 Dayton, Ohio or Janis Ford at 614-538-0918 Columbus, Ohio

View From The Second Seat The Rally Report

By Ken Osiecki

We are at it again. The second rally of the season had an interesting twist, it was a poker rally. Seven brave competitors accepted the challenge to count the circles incorporated into the route. Upon arriving at each checkpoint, each team had to count the number of "circles" completed in that leg. A correct answer allowed you to draw a second poker card as well as giving you 100 points for the leg (points are good). After completing the rally, which had five legs, you determined your best poker hand. The placing in the rally was determined by the number of points and best poker hand.

Circle City Classic results:

Pos	No.	Entrants	Pts	Poker Hand
1	5	Kriese/Dunkman	200	Three 5's Q high
2	4	Swarts/Swarts	200	Pair Q's 8 high
3	6	Partridge/Partridge	200	Pair 6's A high
4	3	Stringer/Dabs	100	Three 2's A high
5	8	Goelz/Hanson	100	Pair Q's A high
6	7	Osiecki/Osiecki	100	Pair 5's K high
7	2	Garrett/Stover	0	Pair 2's K high

There was no car # 1 as we didn't have the number available for the front fender. Cars 2 and 5 were novices while the rest of the field was experienced. Looking at the results just goes to show you that the old hands at rallies don't always do the best, especially when the luck of the draw is involved.

The next event is June 28th and is titled "Along Country Roads". It is a TSD rally of the Touring type. Straight forward instructions with no traps. The start is at the Lees Inn in Plainfield, just north of I-70 west side of SR 267. Very interesting roads with non boring speeds. Registration is at 9:00 am. With first car out at 10:01 am.

Rally masters notes: Deb says watch the curves and bring your boots. Ken says typical Osiecki rally interesting roads and brisk speeds.

The July rally is July 20th and is titled "Tip Toe Through The Tulips". It is Dan Cooks rally with a date change from Oct. This is another TSD Touring rally. Start is at the DeCatur Branch Public Library 5301 Kentucky Ave. The library is about 1 mile south of I-465 in the southwest corner of the county. Registration is at 12 noon with first car out at 1:01 pm. The rally will cover new roads in a new area with great scenic opportunities. The rally will be about 90 to 100 miles long.

August 16th is the Indy region National rally. We will again need help in the worker department. We did move the start to Plainfield this year. Please let me know if you will be able to help with this event. Call and let me know or leave a message on the voice mail or e-mail me. Phone # 317-375-9986 or e-mail Kenongrid@hotmail.com

Schedule for the 2003 rally season:

Date	Rally master	Type
June 28th	Ken & Deb Osiecki	TSD Touring
July 20th	Dan Cook	TSD Touring
Aug 16th	Charles Hanson	TSD National Touring
Aug 30th	Open	????????????
Sept 27th/28th	Open	????????????
Oct 25th/26th	Open	????????????
Nov 15th	Julie Partridge	TBA

I am still looking for volunteers to be rally masters for the open events. Contact me at the above phone or e-mail. I am also looking for someone to be assistant Rally Chairperson.

Notes From A Nut - Nationals and other Fun

By Dick Powell

The Club Racing Nationals in Central Division are finally under way to decide (by accumulated points) who will get to go to the Runoffs in September. I had to miss the first race at Gingerman April 27 and the race at Blackhawk on May 4 due to family matters, but John Salisbury (whom I usually crew for) won the H Production race at both. I got to Blackhawk on May 24-25 to crew for the third race, and John won again, making it 3 for 3 to start his season, and starting my season with a lot of FUN. We have Grattan, and then IRP coming up; good results will get us qualified for the Runoffs. Lots more FUN yet in the season.

Have YOU joined the fun with the rest of your club? Did you get out to one of the Solo events, or a rally, or to the Regionals at IRP? There is plenty of FUN available for anyone who wants to come out.

A Rally can be enjoyed with any car and two people, and the Solo folks can classify almost any car you might bring, so YOU can get out there with all the others enjoying Your Club.

At the Road Races, there is always a place for someone to help on the corners, where you get the best views of the cars and drivers; or they can always use more help in Timing and Scoring, where you get to keep track of who is really the fastest. With the GT cars, Formula cars, Sports Racers, and Production type cars, there is lots of good racing on the track for all of us to enjoy. We have the Indy Grand Prix Nationals coming up in July, which will be an even bigger event than the Spring Sprints were. Look for the ads later in this newsletter to find out who to contact to join us in FUN at the Indy Grand Prix Nationals

YOU can contact the people who chair the events by finding their contact information inside the front cover. Each one of them will be more than happy to point you in the right direction to get you involved.

This is YOUR club, come on out and join the FUN with the rest of us! LET'S DO IT!



Including the



HEY Race Fans! Bring out your race car, or come and check out any of the worker's specialties. If you want to *Get real CLOSE* to the racing action but don't know where to start, please contact any of the officials listed below to find out more about getting involved. If you just want to come out and check out the hot racing action, spectator tickets are available at the gate for \$5.

On Saturday, the weekend opens with practice and qualifying. The race schedule finishes out with the Valvoline ProVee Series race. At 6PM is the Pig In Party — all are invited. Seven National Races fill the schedule for Sunday.

SCHEDULE

All times Central Daylight Time - Times subject to change

SATURDAY – July 5, 2003

Practice - Begin 20 Minute Practice Sessions **8:00a**

Qualification - Begin 25 Minute Qualifications..... **1:00p**

Groups 1 through 7

Group 8 ProVee Race - 18 Lap Race **following qualifying**

Giant Pig-In Party - Everybody's Welcome! **6:00p**

SUNDAY – July 6, 2003

Warm-Up - Begin 10 Minute Warm-Up Sessions for: **8:00a**

Races - Begin 18 Lap Races **8:35a**

Group 1..... FA, FM, S2, CSR, DSR

Group 2..... FV, F5

Group 3..... GT1, GT2, GT3

Group 4..... SRF

Followed by LUNCH

Races - Begin 18 Lap Races **1:00p**

Group 5..... T1, T2, SSB, SSC, AS

Group 6..... GT4, GT5, EP, FP, GP, HP

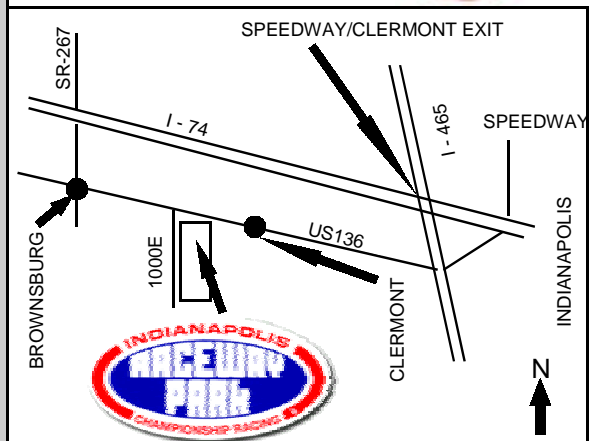
Group 7..... FF, FC



RACE OFFICIALS

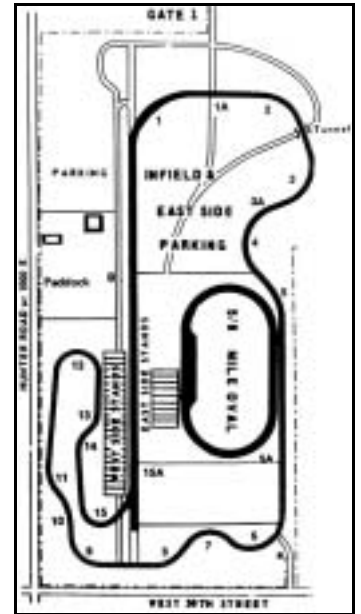
Race Chairman	Matt Curry.....	317-818-0769
Chief Steward	Bob Burns.....	317-852-5187
Chief Registrar	Cathy Hart	317-849-2495
Chief Scrutineers	Jay Quinn, Jeannie Spellman...	317-248-9626
Chief of T&S	Sue Young.....	317-297-5474
Chief of F&C	John Best	765-642-2916
Chief of Pit & Grid	Ken Osiecki	317-375-9986
Chief Starter	Bobbe Orr.....	269-381-6317
Chief of Sound Control	John Holman	812-333-1623
Chief of Course	TBD	
Driver Information	TBD	

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



WE WANT YOU

Indy Region SCCA would be honored to have YOU as a Club Volunteer at the Indy Grand Prix National races.



Many specialty opportunities are available for this truly fun event.

- Additional new events are planned throughout the weekend - The Saturday Night PARTY! Plus
- Our SPECIAL Worker Hospitality Area (wink, wink) - Special gifts to show our appreciation

Let us know your availability or if you have additional questions.

See you there,
Jason Baugh
Race Chairman
Indy Region SCCA
Please RSVP to:
317-244-4700 or
indyscca@tracksidesupply.com



Ralph Porter Upholds Our Regions Honor at Blackhawk Farms Raceway Carl Mueller Memorial Nationals May 25

Ralph Porter was fast qualifier for the SSC race at Blackhawk on May 24, running a time only a couple of tenths from the track record. As he took his place on the grid for the race on the 25th, he was concerned with staying ahead of John Fernandez in the race. Even though John was a few spots behind on the grid, he is generally very fast and wins a lot.

When the flag dropped, Ralph was ready. He drove his Neon at a strong pace to stay ahead of the rest of the SSC field, while John Fernandez was also working his way through the other cars to get up behind Ralph. While Ralph was running under the existing track record, John went even faster to set a new lap record on lap 11 while passing Ralph for the lead. Ralph continued to stay right behind John for the next 7 laps, when John blew his engine and Ralph retook the lead for the SSC class, proving valid the old adage: To finish First, you first must finish. After 23



laps of racing, Ralph Porter took the checkered flag more than 17 seconds ahead of second place finisher Richard Boenning of Cincinnati. Six SSC cars were still running at the checkered flag, with John Fernandez also classed a 7th place finisher (more than half the laps completed) not running at the flag.

Although I wasn't there and don't have the story behind the race, Ralph also won SSC at Blackhawk on May 4th.

Congratulations Ralph, and Thanks for a great race!

It takes many people to hold a road racing event. There are a number of functions that are needed before the first race car rolls out onto the track. There are many race worker disciplines, offering a wide variety of ways to do it — sort of like choosing which ride to go on at an amusement park. The following is a list of some of the specialties.

Coming up in July is the Indy Grand Prix National racing weekend. This is a great opportunity for the “experience challenged” to come check it out. Live! Bring along a friend and do it together.

Registration: Are you the social type? Do you like to meet new people? Registration may be the place for you! For just a few short hours, you can meet everyone who comes to the track and then spend the rest of the day wandering around the paddock talking to them! The more people we have helping here, the shorter the lines are for those getting in!

Job description: check licenses, have them sign the waiver, hand out trinkets and tech cards

Timing & Scoring: Are you the type of person who likes to have everything right down to the smallest detail? Or might you simply be interested in finding a warm, dry haven for the weekend? We can always use a hand in Timing and Scoring - and you don't even have to know how to use a stopwatch (anymore)! An insatiable appetite for perfection and a quick wit are all it takes (we have some serious jokers up here).

Job description: good eye-hand coordination, quick reaction times, an eye for details, good sense of humor, basic computer skills for some jobs (but not all)

Flagging & Communication: Have you not quite figured out how to drive the Carousel (turn 12) or how to take turn 1 flat-out? Come out to the corners and watch how the fast guys do it! Are you not interested in driving but still want to be close to the action? We're as close as you can get! (sometimes too close, but I digress). Get out your best white clothes and come flag!

Job description: nerves of steel, a desire to help, ability to run with a 20 lb fire extinguisher, sign language a plus (of course it's our own language....), ability to withstand temperatures from 30-95F with 100% humidity at either end of that range

Tech: So you want to learn how to make your car go faster? Come work in tech where you can check out the competition! It's not all nomex underwear and helmets - each weekend some classes annual tech are waived and have to bring the car down. This is another (usually) low-stress job with plenty of time to wander around the paddock working on friendships. The second function is to impound cars at the end of a race to determine their legality with respect to the General Competition Rules and the

specifications for their class.

Job description: ability to look at someone's underwear without laughing, ability to read an electronic scale, tear-down experience a plus (put-back-together experience not needed)

Driver Information: This may be as close to a trophy as some of us get! This is also another warm, dry haven as well as having the social aspect...especially when you hand out a trophy to a happy driver! And the best part? You get to talk over the speaker system! Job description: A positive attitude and cheery voice, lots of jokes

Stewards: Power hungry? Have a desire to better the sport? The stewards program can always use some help - these guys have to cover every single race in the division! No one likes to be the bad guy but sometimes it's necessary. Seriously though, treat 'em right and they're teddy bears...try to pull something over on them and they're Kodiak's...

Job description: a thankless job sometimes, but a rewarding one in which you can improve the sport for all involved

Starter: Look down the straightaway and see 65 cars coming at you, 2 by 2, engines screaming, just waiting for you to wave the green flag! Give the furred black to someone who's been misbehavin' (who me? can't be!) See the fist raised in victory when the checkered flag waves!

Grid & Pits: You're the final checkpoint before cars go on track! Face shields down, Window nets up, Arm Restraints on, Belts tight... You also get to see the nerves of the drivers as they sit on the pre-race grid...the psych jobs they pull on their competitors (and themselves).... When cars stop on pit lane, their job is to protect the cars, and most importantly, the drivers and crew who might be working on those cars. They do this by making sure the rules regarding safety in the pit lane are followed.

Job description: line 'em up and move 'em out

Race Control: Race Control is a "catch all" specialty covering those people that assist in various tasks that are not otherwise defined. As an example, the pace car driver falls into this category as well as the people who plan the "after hours" activities such as dinners and parties.

**Young, old, new and grizzled vets!
Mark your calendars with the Indy
Region race dates!**

Get real ▶
INVOLVED

Thanks to Chicago Region's website for some of the descriptions!

Members Competing and Having Fun !

Cendiv National point standings for Indy Region drivers. Most have one or two races.

Class	Driver	Points
SSC	Ralph Porter	29
GT1	Vince Ashton	12
GT4	Bill Partridge	9
FC	David Bleke	5
S2	Terrance Garrett	12
FM	Emmett Murphy	11
SRF	Don Munday	3

Visit our website www.indyscca.org for more pictures

Picture Identifications

Vince Ashton	GT1 Race	Michael Baden	CFF Race
Bill Partridge	GT4 Race	Turner Woodard	FA Race
Vanessa & Michael LeVeque	Solo	Scott Dales	Solo
Shane Bensons Crew	SM Race	Steve Linn	Solo
	Shane's Trophy		



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Clutch Chatter Mailing Opt-In/Opt-Out

Indy Region implemented the 'opt in' approach for mailing Clutch Chatter with the April 2002 issue. Unless you sent in the 'opt in' form (below), you will not receive a copy in the mail.

A complete, printable, electronic format copy of Clutch Chatter (including back issues) in Adobe pdf format is available to view or download on the Indy Region website at indyscca.org.

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

In order to receive this special notice e-mail, you will need to be a member of the **Indy Region e-group**. Membership in the e-group is free and open to anybody, plus it's very simple to join. Just go to one of the following links and follow the instructions:

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

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

If you want to receive the e-mail notifying you that the new issue of Clutch Chatter is posted on indyscca.org, but you don't want to get all of the other regular e-mails that come through the e-group, you can select to receive only special notices. To change your e-group settings, go to <http://groups.yahoo.com/group/indyscca/>, then select **Edit My Membership**, then change your **Message select** option to **Special notices**.

You don't have to receive the e-mail to get the newsletter — it will be posted on the website and available for download by anybody. The e-mail will just be letting you know that the new Clutch Chatter is out there.

The **pdf format** is very popular and widely used. It is supported by Adobe Reader, which is available to download for free, commonly pre-installed on new computers, and widely compatible with all but the very outdated versions of Windows. There is a link to the Adobe page on the Indy Region website, too.

New members of Indy Region will receive Clutch Chatter in the mail for three 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 new process will be to purge them from the list after three months. If they participate in another event after the three months, then they stay on the list.

If you **change your mind**, you can complete and mail in the form below.

Opt-In/ Opt-Out Form

Return completed form to:
 Dick Powell
 C/o Clutch Chatter
 2835 Madelynn Dr, Apt D
 Indianapolis IN 46229

Indy Region SCCA Members Only:

Opt-in to continue receiving Clutch Chatter via mail by completing and returning this form.

Opt-out to stop receiving Clutch Chatter via mail by completing and returning this form.

Name: _____ SCCA Membership # _____

Address: _____
(address is provided for confirmation purposes only and will not result in an address change)

Your answer to the following question has no bearing on your choice:
 Do you have an e-mail address or readily available internet access? Yes _____ No _____



Membership Application

Dear Prospective SCCA Member:

To apply for membership in the Sports Car Club of America, the world's largest member participation automotive organization, please complete the form below in full and return, with payment, to your region or the SCCA Membership Department, PO Box 19400, Topeka, Kansas 66619-0400.

PLEASE PRINT OR TYPE

Name _____ Birthdate ____/____/____
 Address _____ Telephone (____)_____
 City _____ State _____ Zip _____ County _____
 Married Single Spouse's Name _____ / _____
 Member Number If Current Member _____

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

03 Name _____ Birthdate ____/____/____
 04 Name _____ Birthdate ____/____/____
 05 Name _____ Birthdate ____/____/____
 06 Name _____ Birthdate ____/____/____

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

PRIMARY INTEREST(S) IN SCCA:

Please send me a Crew License.(Check box)

Please indicate the area(s) of SCCA in which you plan to participate, or which interest you most. Your response will be used to allocate your national dues to the areas you indicate. Thank you.

Club Racing Pro Racing Pro Rally Road Rally Solo

Annual National dues			Annual Region dues		Total
01 Regular Member	\$55.00	+	Regular Member	\$20.00	\$75.00
03 Spouse Member*	\$15.00	+	Spouse Member	\$10.00	\$25.00
10 Family Membeship	\$85.00	+	Family Membership	\$25.00	\$110.00

*Spouse must be regular member's legal spouse.

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 C- ____ \$ _____

Source

First Gear Membership (You must be under age 21)
 Birthdate: ____/____/____

	National	Region	Total
15 First Gear	\$ 25.00	\$ 20.00	\$ 45.00

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

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

VISA Mastercard No. _____ Expiration Date _____

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

Applicants Signature _____ Date _____

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

2003 CenDi v Race Schedule

including Indy region events

DATE	DRIVER'S SCHOOLS	REGIONALS	NATIONALS	OTHER EVENTS
June 7-8		MIL @ BHF (C) (C)		AMA @ RA
June 8				Solo Converse, In
June 14-15		NEO @ NL (D) (C)	DET/FTW @ GRA	SCCA PRO @ GM VSCDA @ BHF
June 20-22			CHI @ RA JUNE SPRINTS	SVRA @ MO
June 22				Solo, Walesboro Hoosier Showdown
Jun 28-29	Area 4 @ GM	Area 4 @ GM (C)		GRAND-AM @ M-O
Jun 28				Road Rally, Plainfield
July 4-6		BVR @ BHF (D) (C) CINCY @ M-O (D) (C)	INDY @ IRP	
July 12-13		SBR @ GM (D) (C)	NEO @ NL	
July 19-20		DET @ WAT		BRIC VSCDA @ RA AMA @ M-O
July 19				Solo, 16th Street, Australian Pursuit
July 20				Road Rally, Indy
July 26-27			MIL @ RA	
July 27				Solo, Walesboro
Aug 2-3		FTW @ M-O (D) (C)		CART @ RA
Aug 9-10			WMR @ GRA	
Aug 9				Solo, Andersonn
Aug 16-17		CHI @ RA (D) (C)		CART @ MO VSCDA @ GRA
Aug 16				Rally, National, Indy
Aug 23-24				ALMS @ RA
Aug 24				Solo, Grissom
Aug 30-31 Labor Day		WMR/LSR @ GRA (D) (C)	NEO @ M-O	
Sep 6-7		OVR @ M-O (D) (C)		
Sep 15-21			SCCA RunOffs @ M-O	VSCDA @ RA
Sep 27-28				F-1 @ INDY
Oct 4-5		WOR @ M-O (C)		
Oct 11-12	NEO @ NL	CHI @ BHF (C)		
Oct 18-19				VSCDA @ MO

BHF-Blackhawk Farms	GM-GingerMan	NL-Nelson Ledges
GRA-Grattan	IRP-Indianapolis Raceway Park	RA-Road America
M-O-Mid Ohio	WAT-Waterford Hills	
(C) Champ Series	(D) Double	



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California, Colorado, Florida, Idaho, Illinois, Indiana, Kentucky, Maryland, Ohio, Utah, and Washington.



Classifieds

Classifieds are offered as a free service to Indy Region members.

Please submit to Dick Powell (contact info on inside cover). Deadline for May issue advertising is April 15.

If you want a picture with your ad, please send it as a separate JPEG file attachment to email or by snail mail as a photo for scanning.

2 great race cars for sale, **RX-7 ITA car** with 2002 tech and new belts, many spares, Jay Shadoans car, may include trailer (open) and many transmissions. 3 sets of wheels and new rains. Asking \$6,000. obo

FV citation great race car, 6th in Indy Grand Pix and 2002 Pro Vee. new motor from SR racing with 2 races. Many spares. Asking \$ 5,000 obo.

Johnny Reisert 812-275-7528 or reisertracing@yahoo.com

98 Pace Shadow trailer, 18 ft charcoal gray, tandem 3500# axles, electric brakes, winch plate, tire compartment, aluminum plate on ramp, flap and floor, d-rings, white vinyl ceiling, cabinets, 110 volt 30 amp panel w/lifeline, fluorescent light, (2) dome lights. Asking \$4150.00

Julie Hanson (734)-699-1690 or jahracar@quixnet.net

800 HP Stuska Dynamometer. Complete with engine stand, cooling tower, starter, water pump, catch basin, return pump, control console, 3 torque meter scales (0-126, 242, and 656 LB-ft), flowmeters, calibration beam, and adaptations for Chevy, Ford, Mopar, Renault, and British Leyland. \$5000

Ricke Katko call 317 242-2225 days or 765 349-9271 evenings. or at rkrinc@aol.com

For Sale: 1971 MGB-GT, one owner, in storage six years, needs freshening, \$3,000 obo.

Call 297-5474 6-10 pm, Sue Young and Andy Welden

FV Zink Z-12 for sale, trade, rent, Trade for IT car Prod., or interesting trade. National car at regional price.

Johnny Reisert 812-275-7528 or reisertracing@yahoo.com



This Race Car was recently stolen in the Atlanta area. If you have any information, please contact Mike Dickerson at the SCCA home office. 800-770-2055, ext 358 Mdickerson@scca.com

1993 Pace enclosed race trailer. Red, 30 foot, 11,000 lb GVW. Complete with Snap-On tool cabinet, work cabinet, 2kw generator, finished walls and ceiling, very good tires, rear extended ramp door and 4 foot wide side door. 12V DC and 120 AC wiring, \$800 service just completed with all new brake assemblies, new wiring and new jack. Asking \$5600

Brad 317-445-2682

'96 Ford Econoline E250 Cargo Van. 138" wheelbase, preferred equipment package (XL trim, captains chairs, power windows/locks), 5.8L EFI V8, Electronic 4-speed Automatic Trans, 3.73 axle, Windows all around, AC, sliding side door, 4 wheel ABS, Chrome step-bumper, 35 gal tank, driver airbag, class 3 trailer hitch, 77,000 miles. Recent maintenance: spark plugs/wires, pcv valve, fuel filter, belts, coolant flush, rear axle seals. Running on Amsoil. Load leveling hitch/attachments available. Excellent tow vehicle - had no problems towing above car/trailer for 4 seasons.

Asking \$7150.

Julie Hanson (734)-699-1690 or jahracar@quixnet.net

1977 BMW 320, only driven for short distance on weekends and not at all for the past three years (barn stored), this car is set up for Solo II, FSP, could easily be converted to street or track. BBS wheels, (set of Alpina wheels available at extra cost), Flowmaster muffler, Repco pads, four point harness, header, Suspension Techniques sway bars front and back, Eibach springs, Bilstein shocks, strut brace, quick shift kit, twin webers (40DCOE) on Korman manifold, K&N air filters, 3.91 limited on car, spare 3.64 limited. \$2800 or offers.

Richard Atkins (812) 446-1313 richarda@crtc.com

Indy Region's June Board Meeting at



Karting: If you haven't tried indoor karting, then you don't know what you're missing! Anybody (SCCA or non) can show up and run. Bring your friends. It's just a reason to have a lot of fun together! Show up any time between 6-10PM and run the karts.

Board Meeting: The board has to take care of some business before we can jump in the karts. Anybody is welcome to sit in on the meeting. We'll start at 6PM.

Where: Fastimes is located just south of 96th Street, east of Keystone/US 431, south of Woodland Bowl. The address is 3455 Harper Rd. For directions or more information about Fastimes, click www.fastimesindoorkarting.com or call them at 317-566-0066.

Contact: Lou Ann Linn louann70@netzero.net 317-840-9915
Matt Curry mc2fast@indy.rr.com 317-818-0769

Regular Fastimes pricing will be in effect. The cost for each 18 lap session is \$18. You must be 18 with a valid driver's license -- everybody is welcome to watch!

Wednesday, June 18

6 - 10 PM

Another quality event guaranteed to increase your smiles per hour brought to you by your friends at Indy Region SCCA

Indianapolis Region SCCA
Clutch Chatter Newsletter
C/o Dick Powell
2835 Madelynne Dr, Apt 4
Indianapolis IN 46229-1055

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