

March 2009

Clutch-Chatter

THE OFFICIAL PUBLICATION OF THE INDIANAPOLIS REGION



**INDY REGIONS
CLUB NITE OUT**
McGivery's
3009 N. HIGH SCHOOL ROAD
317-290-1331
Wednesday, March 4 @ 6:30 PM

Winter is almost gone.....
Let's get ready to have some fun.
Check out what's coming up.

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Calendar of Upcoming Events

- See 2009 Region Calendar for Times
- | | |
|-----------|--------------------------------------------------------------|
| March 4 | Club Nite Out @ McGilvreys |
| March 7 | Solo Spring Training @ Toledo, OH |
| March 21 | Rally School and Annual Tech Party @ Performance Driven, LLC |
| March 22 | Rally 1- Ides of March Rally II |
| April 5 | Solo Fun Event @ 16th Street |
| April 18 | Rally 2 - TBA |
| April 19 | Solo Points Event 1 @ 16th Street |
| May 2-3 | Indy Grand Prix National/Regional Enduro @ ORP |
| May 16-17 | GL Solo Series -Ohio Valley Regional @ OSU |
| May 17 | Solo Points Event 2 @ Terre Haute Airport |
| June 6-7 | GL Solo Series- South Bend Regional @ Grissom |
| June 7 | Rally 3 - TBA |
| June 14 | Solo Points Event 3 @ Grissom |
| June 28 | GL Solo Series - NW Ohio @ Toledo Express |
| June 28 | Rally 4 - TBA |

RE_port: Starting the Year with changes

By: Bryan Deane



One final piece of business from the election was to appoint the final 5 members of the Board of Directors.

I am pleased to announce that Steve Linn, Andy Welden, Phil Wehman, Charles Hanson and Will Lahee have been appointed to the At-Large positions on the Board of Directors effective immediately. The appointments cover all 3 region programs, race, rally and solo and the appointees bring a wealth of experience to the Board. Congratulations and thank you Andy, Chuck, Phil, Will and Steve. With our entire Board of Directors now in place it's time to get down to the business of our 2009 season.

First up on the calendar will be our Club Night Out on March 4th once again at McGilverys in Speedway. This time on a night when we can bench race (lie) and swap ideas, tips and share camaraderie. Next up is the Annual Tech Party on March 21st which is graciously being hosted by Brian Gard and Dave Dusterberg at Performance Driven. In addition to the Annual Tech there will be a Rally School conducted by Chuck Hanson also at Performance Drive on the 21st. Followed by the Ides of March Rally on Sunday March 22nd, this is the first rally of the season. Chuck promises this is truly an event not to be missed with the final destination for the rally being the Beef House Restaurant. I'm told this is a fantastic place for a meal, so sign up and join in the fun!

Our race is shaping up thanks to Steve Linn and Pete Hylton the Supps are written and by the time you read this hopefully approved so we can move forward with promoting the event. Please come out and help us make this a truly remarkable weekend. We need everyone's help and while I can't do anything about the weather I can promise you'll have a great time!

The Solo program is also set and ready to launch its season in April. Look for more on that from Phil Washman in the Clutch Chatter.

In my continuing effort to make the SCCA experience as enjoyable as possible for everyone I ask that you please let us know what we're doing right, what we're doing wrong and what you feel we can or need to do to improve the experience. Our primary goal is for everyone to be involved and to have FUN!

**THANKS AGAIN, WORKERS (Our All-Volunteer Core).
See YOU at the Next Event ... Share the FUN**

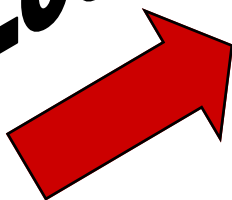
SCCA Gear Region Affiliate Program

By: Pauletta Dusterberg

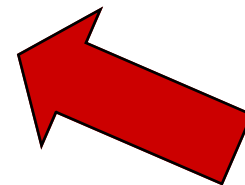
I would like to take this opportunity let you know about a new program our region is involved in. The SCCA Gear Region Affiliate Program is where the region can receive cash back on any sales that are placed through the link on our website. So, please visit the SCCAGear store from our

website and get your self some awesome stuff and help support our region at the same time. The region earns 2% of all sales originated from our website, payable in cash to the region.

Look!



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CLUB NITE OUT**
McGilvery's
**3009 N. HIGH SCHOOL ROAD
317-290-1331**
Wednesday, March 4 @ 6:30



Indy Region Connections

Indy Region Homepage: indyscca.org

SCCA: scca.org

GLdiv www.greatlakes.scca.org

Solo Info Sites: www.autocross.com

E-Group: <http://groups.yahoo.com/group/indyscca>

2009 Great Lakes Div Race Schedule with other events

DATE	GL SOLO SERIES	REGIONALS	GREAT LAKES NATIONALS	CENDIV OR MIDIV NATIONALS	OTHER EVENTS		
March 7	Workers and Stewards and Solo Spring Training Seminar (Toledo, OH)						
Mar 14-15				N/N @ Memphis			
Mar 28 - 29				R/N @ Gateway			
Apr 18 - 19					MVR DS @ NL		
Apr 25 - 26					CenDiv DS @ BHF		
May 2 - 3		INDY @ ORP (C)	INDY @ ORP	BVR @ BHF	VSCDA DS @ GM		
May 9 - 10							
May 16 - 17	Ohio Valley Reg @ OSU	NEO @ NL (D)(C)		MIL @ BHF			
May 23 - 24		WMR @ GRA (D)(C)		R/R @ Memphis			
May 30 - 31		OVR @ MO (R)	OVR @ MO				
Jun 6 - 7	South Bend Reg @ Grissom						
Jun 13 - 14							
Jun 19 - 21				CHI @ RA June Sprints	VSCDA @ BHF		
Jun 28	NW Ohio @ Toledo Express						
July 4 - 5			NEO/DET @ NL				
Jul 11 - 12		SBR/WMR @ GM	SBR/WMR @ GM				
Jul 18 - 19	Detroit Reg/Saginaw Valley @ Oscoda				SVRA Vintage @ RA		
Jul 25 - 26				MIL @ RA			
Aug 1 - 2		CIN @ MO (R)		R/N @ Gateway	CIN @ MO (PDX)(T)		
Aug 8 - 9	GL Div Champ @ Grissom		WMR/SBR @ GRA				
Aug 15 - 16				CHI @ ABJ	VSCDA @ GRA		
Aug 22 - 23		NEO @ NL (R)(24hr)			NEO @ NL (R)(24hr)		
Aug 29-30				CHI @ RA			
Sep 5 - 6		OVR @ MO (D)(C)					
Sep 12 - 13		WOR @ BMP			VSCDA @ RA		
Sep 19 - 20							
Sep 22 - 27	Runoffs at Road America						
Oct 3 - 4							
Oct 10 - 11		OVR @ MO			VSCDA @ ABJ		
Oct 24 - 25			DET / FWR @ GRA	R/R @ Gateway			
GM-GingerMan		GRA-Grattan		M-O-Mid Ohio		NL-Nelson Ledges	
ORP-O'Reilly Raceway Park Indy		WAT-Waterford Hills		BMP-Bluegrass Motorsports Park- Kentucky		MM- Milwaukee Mile	
ABJ- Autobahn Joliet		BHF-Blackhawk Farms		GIR - Gateway International		RA-Road America	
(C) GLDiv Regional Champ Series		(R) Restricted		(D) Double			

2009 Region Calendar of Events



DATE	Solo	Rally	Race	Other events
March 4				Club Nite Out-McGilvreys
March 21		Rally School @ Performance Driven, LLC Noon—2 PM		Annual Tech Party @ Performance Driven, LLC
March 22		Rally 1 Ides of March Rally II		
April 5	Solo Fun Event 16th Street			
April 18		Rally 2 TBA		
April 19	Points Event 1 16th Street			
May 2-3			Indy Grand Prix National/Regional/Enduro @ ORP	
May 17	Points Event 2 Terre Haute Airport			
June 7		Rally 3 TBA		
June 14	Points Event 3 Grissom			
June 28		Rally 4 TBA		
July 3 - 5	Solo Nationals Tour Grissom			
July 12	Aussie Pursuit Non Points Event 16th Street			
July 19		Rally 5 TBA		
August 2	Points Event 4 Grissom			
August 15 or 22		Rally 6 TBA		
August 16	Points Event 5 Midwest Sports Complex			
September 13		Rally 7 TBA		
September 20	Points Event 6 16th Street			
October 3		Rally 8 TBA		
October 4	Points Event 7 Grissom			
October 25	Worker Invitational 16th Street			
October 31		Rally 9 TBA		

With all the talk of hard economic times, I hear over and over many folks' concerns about the future of motorsports. If history is any indicator, motorsports will do well.

While the professional series will struggle, and we will see weak series and venues go by the wayside, racing will continue and flourish. I was introduced to motorsports through short track stock car racing in the mid-seventies. The country was in a recession that was much worse than the supposed apocalyptic economic down-turn we're in now. Double-digit un-employment, mortgage interest rates nearing 20%, out of control inflation, and oh yeah, OPEC turned off the oil spigots creating shortages and doubling the price of gas. NASCAR cut event laps by 25%; USAC was restricting the amount of fuel teams could use in Champ Car races. Things sounded pretty bleak, right?

Not everywhere. Local racing thrived. It was the beginning of the hey-days of Saturday night stock car racing, where barn-storming regional touring series' like the ASA, and the World of Outlaws were gaining popularity and breeding some of racings more recent big name professional drivers. Local drag strips were coming back from the brink of extinction with a competitor focused format called bracket racing. While I can't speak with authority on the state of the SCCA during that time, I do remember heavy coverage of SCCA in magazines such as Road & Track and Car and Driver and it seemed to be the only form of racing during the era that actually had direct manufacturer involvement from the likes of Jaguar, and Datsun. Point is, during such depressed economic times, racing at the grassroots level flourished. Look at the past 20 years in motorsports, as the professional series grew in popularity, local level racing has taken some big hits. Within the past few years, the ASA went out of business. The series name lives on under new ownership but it isn't the same. World of Outlaws suffered the same fate being bought out of receivership by DIRT Motorsports. Local tracks across the country have struggled to keep competitors and spectators alike as they all looked to the "Big Show" for their racing fixes. Same for local drag racing and Club Racing here in the SCCA.

But now it's our time again. As the money dries up to go racing in the big leagues, folks looking for their racing fix are once again going to turn to affordable, grassroots racing. This time around, we in the sports-car community are in an especially strong position if we are motivated enough to seize the moment. In the past, there was a strong correlation between what was being raced on Saturday night and what brought the fans to the track. Today, that is true of our form(s) of racing. The SCCA has always been about sports cars and today many popular car companies are offering

very good sports or at least "sporty" cars. While Saturday short track racing has gone to tube chassis silhouette bodied cars and bracket racing above the foot-brake classes has gone to dragsters, we're racing the cars that people actually drive, plus we have a wealth of exotic machinery too! We even have classes that allow Saturday night short track style late models! We have a lot to offer.

Our problem is people don't know about us anymore. We are the 'Secret Car Club of America'. That has to change. Here's the cool part; we can change that. This club is ours. We can be as involved as we wish. While the other forms of racing usually rely on a track or sanctioning body promoter, every member can help promote, manage, and run our club and region. As matter of fact, the more involved the membership, the more successful the region will be. Whether it's serving on the board or a committee, working a specialty, or just simply competing, the more involvement there is, the more success there will be. The most important thing however is letting people know who we are and what we do. Don't be shy about it. Tell folks about us, invite them to events, share your passion!

There are things in our region that need help desperately. Our Club Race Program is a shell of its former self. We need to strengthen it. We need more members to get involved. We need more members to work at the race, especially corner workers. If you've never worked F&C (Flagging and Communication) it's absolutely the closest you can get to the action on the track without donning a fire suit and strapping in a car. It's a blast! If that's not your thing, we have plenty of areas where more help would be very welcome.

We also need to grow new racers. Right now we don't support anything that helps people become Club Racers. We need to start promoting PDX's and Driver's Schools. We need our current racers to become more visible to members currently involved in other disciplines within the club and to the public in general. One change that will help comes in the form of a new insurance carrier for the SCCA. Now all events are spectator events. With that said, I challenge every member in this region to come to the Indy Grand Prix this year and bring along family and friends. Tell people about it. It's the cheapest ticket in racing in Indy this year! Five bucks a person! Heck, even Speedrome is twice as expensive! And every ticket is a pit pass! This year's event should be a very good one. We've packed a lot of racing into 2 days with a full regional and a full National event plus a one hour enduro! That's a lot of racing my friends, again for five bucks.

The other program in our region that needs our help is Rally. It's not really a spectator discipline but we as members of our region sure can come out and either help run the rally or compete in it. Chuck Hansen and a few other hearty souls have been towing the freight in rally. We need to support that effort. We can make rally stronger by just simply showing up and going for a drive. What's even better, you need absolutely nothing special to be involved. Any street legal vehicle and the desire to compete, that's it. It's our sports' golf game and most of us like the challenge and relaxation golf provides right?

This club is ours to do with what we want and we are in a position of strength to make it strong, it's up to us.



Minutes of Indy Region Board Meeting

By: Dick Powell

This is a synopsis of the minutes of the meeting of the Indy Region BOD February 19, 2009 at Dooley O'Tooles, 6:30 PM. There were 10 directors and 9 guests present. Minutes of the previous meeting were approved.

Old Business Appointment of Directors. The elected directors voted on the 7 available candidates for the remaining 5 director positions. The 5 appointed Directors are Chuck Hanson, Will Lahee, Steve Linn, Phil Wehman, and Andy Welden. Thanks also to John Wilmoth and Jim Lin for serving as Directors in 2008, and for being available for 2009 if needed.

Treasurers Report Rich emailed the report to everyone before the meeting. The Banquet has been paid in full, and Solo Site Preparation expenses are up to date. After minor discussion, the report was approved.

Clutch Chatter Pauletta is investigating a mailing service for the newsletter, will report the cost and potential at the next meeting. She has prepared a preliminary budget for 2009 that does not include the service.

Pauletta requested articles from everyone at the earliest possible time to facilitate finishing the newsletter before the 1st.

Dick Powell reported receiving the invoice from Postal Service for the bulk mailing permit renewal. As we are no longer mailing the newsletter by bulk mail, we do not need to renew the permit.

Website John requested everyone be sure to copy him on any material desired on the website, so he can get it posted early and accurate.

Membership Pauletta reported current membership is 463. She is preparing an introductory packet to send to prospects. She is also planning to contact recent expired members to find out why they lapsed.

Pauletta explained about the Super Sunday Swap Meet coming to the Fairgrounds March 29, and asked for funding for a display. The board approved the expense.

Activities The Club Nite Out at McGilvery's on 2/3 was attended by about 20 members, and we acquired 2 new members at the event. The next gathering is planned for McGilvery's on Wednesday March 4. It will be advertised on the website and in Clutch Chatter.

Rally Chuck announced a Rally School to be held at Performance Driven in conjunction with Tech Day March 21. The first Rally of 2009 (Ides of March) has been changed to March 22, all other plans still the same. Ads will be prepared for Newsletter and Website with full details.

Chuck gave a listing of the projected Rally dates. These will also be listed in his article for Clutch Chatter, and given to John for calendar updates on the website.

Chuck does not foresee any expenses through the year except sanction and insurance fees, which are event specific according to entries.

Race Steve, Andy, and Pete are still working on the supplementals for the May Race Weekend, expect to be finalized soon. Dick will prepare the entry form to give to DLB for online entries, which can also be printed to send to anyone for manual entry. The weekend will be Regional on Saturday, National on Sunday, and Enduro Sunday afternoon. Dick Powell will prepare a mailer to go out to Racers and Workers in early March to announce the Races and schedules.

Steve presented a projected budget based on expenses from previous years and estimated car count(s). We will need about 120 entries to break even for the weekend.

Solo We have commitments for all the specialty chairs for 2009. All sites for the schedule have been confirmed, and schedule is finalized. The listing will be in the Solo Report in Clutch Chatter, and on the website with John's front page schedule.

Midwest Sports Complex at 7509 New Augusta Road is our newest site. They have also expressed interest in having a Rally Cross event there. Phil, Dave, and Chuck will discuss the possibilities with them, and start working to organize an event for this year.

All parts of the Solo Program were well presented in the Feb issue of CC. The daily schedule will be improved in hopes of getting more runs for the competitors. The SMS class from last year is being continued as a permanent class.

The National Tour Solo at Grissom will be a 4 day commitment over the July 4 weekend. We need to have volunteers lined up as early as possible.

Phil presented a projected budget for 2009. Looks like another good year.

New Business Next meeting scheduled for Thursday March 12 at Dooley



The Rally Report: Checkpoint 2

By: Chuck Hanson

I have good news and bad news about the 2009 Indianapolis Region Rally program. The good news is that we will have a **Rally School** at Performance Driven on Saturday, March 21. I am planning on starting at noon and going for about two hours, or until the attendees run out of questions, or until PD kicks us out.

The bad news is that my employment has forced the postponement of the Ides of March Rally from March 15 to March 22. Makes the name slightly strange, but note that it allows everybody to attend the Rally School on Saturday and apply the lessons on Sunday. So maybe there is a silver lining.

I have to apologize for my tardiness in getting a proposed 2009 Rally Schedule put together. My business has been way too good and I have been doing a great deal of traveling. Here are the dates that look reasonable to me: March 22, April 18, June 7, June 28, July 19, August 15 or 22, September 13, October 3, and October 31.

Wendy Harrison/Susan Vogt have asked for the August event and need to determine which date will work for them. Ted Drummond has volunteered to do the Halloween event again. That leaves six other dates without rallymasters. I will write two of them, but have established that they will NOT be consecutive dates. So we need to have some people step up to the plate and volunteer (see next paragraphs repeated from last month).

Building the program involves several steps.

Key is developing a group of people who want to see the program continue and prosper. These will be people who enjoy drives in the country spiced up with an element of competition. The next key is a willingness to contribute. Everything about SCCA is dependent on members volunteering to help make things happen. "Somebody" has to contribute their time, and gas money, to go out and find a course that will be interesting for others to drive and write a set of instructions. Generally, this task requires several trips through the course to choose the most interesting roads and verify the instructions. It is then necessary for "somebody else" to drive the course using those instructions to validate the accuracy and safety of the event. Depending on the nature of the event, it may take several other "somebody's" on the day of the event to assist with controls (checkpoints).

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



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

Say What!? Did Someone Say Rallycross?.....

How many of you have dreamed of competing in a Rallycross? Well, that dream could possibly become a reality for our fine region. One of our new Solo sites, Midwest Sports Complex has 20 acres of former golf course and asked us during negotiations if we ever hold any events on dirt? Our answer: we could.

Those of you who would be interested in Rallycross, here's your opportunity make a Rallycross program a reality. We need individuals to step up and form an exploratory committee. Your challenge would be to form a Rallycross program. You would be building this program from the ground up with the support of the Solo Committee.

Interested parties contact me at: mtownneon@verizon.net

Cheers,
Dave Dusterberg



Beware The Ides of March !!

First Rally for 2009! Sunday, March 22

IDES OF MARCH (DELAYED) Sunday – March 22, 2009

Meet at Wal-Mart west of SR267 and just south of I-74 in Brownsburg. (Note the times!! This is because our guests are starting in the Central Time Zone, but we all need to finish the odometer check and start at the same time from there.)

Registration: 11:45 AM – 12:30 PM

Competitors Meeting: 12:30 PM

Start at 12:45 PM plus car number (Brownsburg cars will all be even numbers; 2, 4, 6, etc.)

Finish approximately 5 PM at the Beef House in Covington (Plan on being hungry! This place is a destination!)

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

Clutch Chatter Mailing Opt In/OptOut

A complete, printable, electronic format copy of Clutch Chatter (including back issues) is available in Adobe pdf format for downloading on the Indy Region website at indyscca.org. Paper copies are only mailed to those who have sent the "Opt-In" form.

When an issue of Clutch Chatter is completed and ready for publication, the pdf file will be posted on the Indy Region website and a **special notice e-mail** will be sent to the Indy Region e-group with a link to the download page. This should be available several days before the mailed copies arrive, since it won't have to go through the printer or the mail.

New members of Indy Region will receive Clutch Chatter in the mail for two months, after which they are expected to view or download from the website. They will be able to elect to opt-in by filling out and mailing in the form below.

Non-members. Clutch Chatter is a valuable tool for recruiting new members into the region, and drawing participants to our events. Our plan is to add non-member competitors to the mailing list for two months. If they participate in another event during the two months, then they stay on the list for two more months.

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

Opt-In/ Opt-Out Form

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

Indy Region SCCA **Members Only:**

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

Name: _____ SCCA Membership # _____

Address: _____

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

Your answer to the following question has no bearing on your choice:

Do you have an e-mail address or readily available internet access? Yes _____ No _____

Solo Report: Are We There Yet?

By: Phil Wehman

Even though Spring is still a few weeks away, autocross fever is already in full force. The forums have been full of talk about mods, what classes to run, and just good trash talk in general! By the time you get the March Clutch Chatter, we'll be very close to our opening fun event on April 4. Some of you may already have run at the Columbus February event!

The Solo Committee has been working hard to prepare for the season. In last month's Clutch Chatter we outlined several of the changes coming in 2009, so be sure to review that issue again.

Schedule: Since the last article, we've finalized the 2009 Schedule:

4/5/2009	Fun Opener event – 16 th St.
4/19/2009	Points 1 – 16 th St.
5/17/2009	Points 2 – Terre Haute International Airport
6/14/2009	Points 3 - Grissom
7/3/2009	National Tour – Grissom (Friday – Sunday)
7/12/2009	Aussie - Non-points – 16 th St.
8/2/2009	Points 4 - Grissom
8/16/2009	Points 5 – Midwest Sports Complex
9/20/2009	Point 6 – 16 th St.
10/4/2009	Points 7 - Grissom
10/25/2009	Worker Invitational – 16 th St

Grissom and 16th Street are still our anchors this year, but you'll notice two new venues.

Last year the Terre Haute Airport event was cancelled due to flooding, so the inaugural event had to wait a year until we could try it again. So, get out your Google maps and check it out. We'll be on the west ramp which is pretty big, and since it's an active airport, the concrete will be smooth and clean! It's a first class venue and you won't want to miss it. We'll see some new faces from the Terre Haute area, I'm sure.

Our other new venue that we'll try out in 2009 is the Midwest Sports Complex at 7509 New Augusta Road which is inside of I-465. It's not a huge parking lot by some standards, but it has a lot going for it. The asphalt is in good shape, there is plenty of paved paddock area, and we can use some grass areas too if the weather is good. It's very private and there is a controlled entrance, so we don't have to worry about walk-thru issues. Another plus is a full-service concession stand that will be open during the event. You won't have to bring your lunch or go out for food. The facility's restrooms will also be open for our use. For some folks an autocross is just not complete without a cold sandwich

and a port-a-john, but I think you'll find this to be a nice change!

Reserve your Solo Number online at MAE.com now!



Reserve your yearlong Solo number for all Indy Region Solo Events at the given link. All subsequent events on MAE.com will reference this list to save your number for the year.

Here's how: Link to the event:

http://www.myautoevents.com/pls/mae/frmEventDetail.Show?psevent_id=9692

It's so easy, even a caveman can do it!

Rules:

- 1) Must be an SCCA member. You will need to enter your Member number to reserve your Solo number for the year.
- 2) Numbers may be a maximum of three digits. Numbers from 1-199 are preferred. Once you choose a number it will be available for your exclusive use at all Indy Region Solo events.
- 3) If you do not pre-register for an event, you give up the right to your number for that event.
- 4) Numbers will be unique to class only. (Example: there can be an EM 4 and STU 4).

If you have any questions, contact Will Lahee, Timing and Scoring Chief at william.lahee@sbcglobal.net

If you don't have computer access and want a reserved number, call Will at 317-402-2514.

A reminder and clarification on number requirements:

Numbers must be a minimum of 8" high with a 1.25" stroke. Class letters must be a minimum of 4" high with a 0.75" stroke. They may be any durable material that contrasts with the car's paint. We will allow tape as long as the finished product meets requirements and are on the car before tech occurs. The correct width tape in different colors will be provided at the event for people who don't bring their own numbers. The window "shoe polish" used in the past has proved difficult to read and will be discontinued.

Positioning the numbers on the paint is preferred, but we will allow people to put numbers on their rear-side windows with the following conditions:

The numbers/letters must meet size and material requirements (no shoe polish). The window must be heavily tinted (limo tint) so high contrast is maintained. If the tinting allows much light/detail to pass through the window, then the high contrast is lost and won't be allowed.

The numbers/letters do not have to be the same color, as long as high contrast is achieved. So, people with panel numbers that are the correct size, and have high contrast with the panel, can use a different class color to maintain contrast with the car color.

Event Day Reminder:

Fun event day reminder – the new schedule will be in force:

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

National Tour:

As mentioned last month, Indy Region will host the National Tour at Peru again this year on over the July 4 weekend. As the host region we have asked for and received permission to run our SMS regional class at the Tour. So,

if you run that class and have never been to a National Tour – this is your chance!! To sign up for this class, register for AM class and add a note to the registrar (in the provided box) that you will be running SMS.

Volunteers Still Needed:

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

Specific areas we still need volunteers are:

Course designers – contact Geoff Chambers at geoffchambers@comcast.net.

Also we still need a Chief of Waivers (to make sure everyone has signed in and has wristbands). Contact me or Dave Dusterberg if you'd like an extremely cushy worker assignment!

Please watch Clutch Chatter, www.indyscca.org website, and the e-mail forums for late breaking news and further announcements about Solo Steering Committee meetings.

The solo co-chairs can be contacted at:

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

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IT'S OFFICIAL! WE HAVE A SOLO SERIES IN THE GREAT LAKES DIVISION!

By: Velma Boreen

After a couple of months of meetings and phone calls, we are please to announce that the Great Lakes Division has a Solo series!

The Series schedule is as follows:

May 16-17 Ohio Valley Region at OSU
June 6-7 South Bend Region at Grissom
June 28 NW Ohio Region at Toledo Express
July 18-19 Detroit Reg/Saginaw Valley Reg at Oscoda
August 8-9 Great Lakes Div. Championship at Grissom

The sponsors for the Series will be SoloPerformance.com, AXWare, Mid-Atlantic Motorsports and The Tire Rack.

The soloseries.org website will be sporting some changes to it as well in the near future. Make sure that you check out that site.

The committee for the series is comprised of the following competitors:

Velma Boreen	Divisional Solo Steward
Marlene Obenour	Division Solo Steward and Bulletin Editor
Don and Steve Elzinga	Website Administrators
Kim Bollinger	Schedule
Travis Robuck	Pointskeeper
Andy Bell	Regional Liaison
Grayden Obenour	Rules Enforcer

One of the biggest changes that is taking place for 2009 is that points will be given for each day of competition. This will allow a competitor to come to just one day of a two day event and potentially get more than just 20 points, which is the amount that they would have received previously. For event trophy purposes, the two day events will still be combined time events.

The Series has the backing of the SCCA National office so the hope is that all of the Regions in Great Lakes Division will encourage their members to attend at least one of the events and have so much fun that they will come to more of them. The step after that is getting people to attend The Great Lakes Division Solo Championship or a National Tour and then making the trip to Lincoln, Nebraska for the Solo National Championship event in September!

The Regions that are hosting events in 2009 have proven track records and the competitors know that they will be participating in a quality event when they attend one of the Series events.

Any questions – check the soloseries.org website and the contact information for those on the committee will be there. Feel free to contact anyone on the committee. They are there to help.



Annual Tech Party Reminder!

By: Dave and Bob

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

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

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

When: March 21st, 2009

Where: Performance Driven 4444 Decatur Blvd, Indianapolis Indiana, 46241

Time: 9AM to 4 PM

QUESTIONS:

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

2009 SEASON CONTACT:

Solo Technical & Inspection Chief, Indy Region SCCA

Bob Miller

317-769-4917

bobnjenmiller@tds.net or bmiller@edmartin.com

Recently at one of our church's musical programs a younger group performed with an electronic neck of a bass viola, an electronic drum pad, and a keyboard. To me an essence of the music was missing. I missed the sight of the huge bass, the real drum set, and the real piano. I suspect that the performers, "IF" they had ever experienced the real items would have missed the acoustic vibrations and the mechanical feedback.

At the very least, the drummer would have missed the bounce back of the sticks and the vibration through the floor and his seat. I recall once when I performed on an electronic piano and the only feedback was from a speaker about 50 feet away. It probably sounded better than it felt.

I understand the need for "modern" instruments. I was the one who transported the huge bass and drum set, and played on the crappy unknown pianos about a half century ago. I have a modern electronic keyboard and a modern sheet music note pad sitting in my music room, but I often ignore them and use the eighty year old full upright piano and the brown stained old sheet music, just for the missing "essence".

I recently built a ground up replica tube frame/ glass E Mod autocross car. It cured all of the problems inherent in the replicated car. It was a perfect, but totally benign, no personality, excellent pure race car.

Something in side of me still desires the imperfections of the replicated car, warts and all. If it over steers, that's just part of its essence and charm; I'll just adapt to it. It's recognizable by its vintage era looks and imperfect handling.

Race cars based on production cars should be instantly recognizable. When you see a NASCAR race for example, you only know if its' a Chevy, Ford or Toyota by the C, F, or T painted on it. They're all perfect and boring cars underneath. Will the day come when an orchestra's electronic instruments all look alike and only be recognized by the F for Flute, or S for Saxophone painted on them? Of course they'll all be perfect due to digital sampling. Will the day come in the future when no original is left to sample from?

When announcing at a Solo event sometimes someone has to help me recognize the difference between a Mitsubishi and a Subaru.

The original Trans Am was interesting for its variety. I used to really look them over to see how they were prepared; now I don't bother, they're all identical and perfect underneath. Formula One is talking about a one engine and chassis concept. Are we now talking about a painted on F for Ferrari or an M for McLaren?

Every thing might as well be a spec series; like which spec Miata will win---red, blue or black.

I really like it when older vintage cars come to our events; like early Shelby Mustangs, and Early Corvettes, in their original livery. Yeah, I know that they have been updated to stay competitive, but the essence is still there. I'll know also that the drivers are experiencing the delicious feedback of unassisted brakes, steering and throttles. There are no servo motors taking the place of cams, gears, levers, rods, or cables. The builders of modified cars surely must enjoy the feedbacks and the sweat to earn them. Of course modern cars will likely win most of the trophies; being perfect and all. I enjoy and appreciate them too.

While I was thinking about this, living in the past, old codger message, I was over at my 40 year old son Michael's shop. Michael and I both have outrageously modified, just barely non tube frame/glass/carbon fiber/coil-over's, CP Corvairs. Michael is all excited about his current Corvair racer project with an all steel body, production car suspension, and vintage appearance. Of course its state of the art where it counts, but it will have "essence".

I was forced to drive my oldest vintage car last summer which is the most imperfect of all and can't be improved much and stay vintage. I unbelievably won that day, and had great fun. Maybe you can have essences and trophy also once in a while.

Warren

Welcome New Members

By: Pauletta Dusterberg

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

David Camp	Sharpsville, IN
Benton Nolley	Kokomo, IN
Lucas Cole	Franklin, IN
Ben Keefer	Terre Haute, IN
Shaofei Xu	West Lafayette, IN

Maks Derylo	Bloomington, IN
Danny & Mary Williams	Indianapolis, IN

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

As of the date of this newsletter we are 463 members strong and growing everyday.

2009 Points Rules

RACING AWARDS

Purpose: To recognize the maximum number of Indianapolis Region of Record members by presenting year-end racing awards.

The awards and their criteria are as follows:

1. The Jack Hergenroether Memorial Trophy is the premier roadracing award in Indianapolis Region. It shall be presented to the outstanding competition driver on the basis of attitude, sportsmanship, and competitiveness, and the manner in which the driver has represented the Indianapolis Region. The recipient is selected by a panel of the previous recipients of this award.
2. The Club Racing Rookie of the Year Award will be presented to the competitor accumulating the highest total points, awarded per GCR, for the best six finishes in regional and/or national events counting for Indianapolis Region points as defined in Rules 3 and 4 below. In the case of a tie, multiple awards will be presented to the winners. The competitor must:
 - a. have never previously held an SCCA racing license and
 - b. begin the season on a Novice Permit and meet National license requirements during the season.
 - c. Rules 6, 7, 8, 9, and 10 will apply.
3. Regional Racing trophies shall be awarded for the 1st through 5th places on the following basis:
 - a. Points will be accumulated per GCR for the best six regional event finishes of which no more than two may be outside of Great Lakes Division.
 - b. Rules 5, 6, 7, 8, 9, and 10 will apply.
4. National Racing trophies shall be awarded for the 1st through 5th places on the following bases:
 - a. Points will be accumulated per GCR for the best six national finishes in a single class, of which no more than two may be outside of Great Lakes Division. Finishes at the SCCA National Championship Runoffs will be considered an out of division finish.
 - b. Rules 5, 6, 7, 8, 9, and 10 will apply.
5. A driver will be eligible for only one National Racing and only one Regional Racing award, but may receive one at each level.
6. All activities covered under a unique sanction number shall be considered to be a single event.
7. If during the conduct of a single event multiple opportunities exist for a class to race, only one race will be permitted to count for points. If the format consists of preliminary races (e.g., qualifying race) followed by a feature race, only the feature race shall be counted. If the format consists of a special race for some classes (e.g., handicap, enduro) in addition to a normal race equal in length to that

provided for all other classes, the race of normal length shall be counted. In the case that a class receives only one opportunity to race during an event, that race shall be counted, even if it is not of the same length as the races afforded to other classes.

8. The points standings will be published at mid-season and at the end of the year in *Clutch Chatter*.
9. It shall be the responsibility of each driver to supply the pointskeeper with results throughout the season.
10. Competitor must be an Indianapolis Region and SCCA member in good standing to be eligible.
11. All submissions from competitors must be received no later than December 1st of that year.

SOLO AWARDS

1. Class championship year-end awards will be presented as follows:

- a. Within each class defined in the current National Solo Rules, as well as any defined regional level classes as published in the SCCA SportsCar magazine or Indianapolis Region *Clutch Chatter*. Indianapolis Region regional level class rules and/or event supplemental regulations may be used to further clarify scoring issues.
- b. Class championship points will be awarded based on official results as follows:

FINISHING POSITION	POINTS
1	12
2	9
3	7
4	6
5	5
6	4
7	3
8	2
9 through last	1

Class championship trophies shall be awarded to eligible Indianapolis Region members using the following formula: Total number of SCCA member entries in the class for the season, divided by the number of points events in the season. Non-points events using normal classes will be included for the total number of entries in the season. This result (rounded up to the nearest whole number) is the average size of the class, and the number of class awards will be determined using the following distribution:

AVERAGE ENTRANTS NUMBER OF AWARDS

attendance at a certain number of points event without penalty.

- d. Ties for year-end points will be broken on the basis of quality of finishes in the members events used to decide year end points, i.e. most number of firsts, most number of seconds, etc. Any remaining ties for year-end class championship points will be broken by comparing the cumulative PAX scored finishes at the points events in which the tied competitors competed together, excluding Australian Pursuits or any other type of event in which PAX results cannot be obtained.
 - e. Members must qualify their points by working at least one event as, or under the supervision of, a specialty chief. Qualified positions include: Safety Steward, Chief of Tech, Registration, Course Design, Chief of Workers, Course Set-Up, Course Tear-Down, or any other position so deemed by the Solo Chairman.
3. It will be the responsibility of the Solo Chairman and/or a designated representative to publish the class points standings toward year-end class points totals twice a year in Clutch Chatter and/or the region web site. The first posting will be after the fourth points event. The second posting will be after the last points event of the season, but before the Annual Meeting/Awards Banquet. Year-end awards will not be awarded unless the region conducts a minimum of 3 points events.
 4. A Jack Tovey Solo Competitor of the Year Award (SCOTY) will be presented each year to the Solo competitor earning the most points during the season via PAX scored finishes at each Indianapolis Region points-scoring event. Only Indianapolis Region Solo points events will be SCOTY points-scoring events. Australian Pursuits and any other type of event in which PAX results cannot be obtained will not be SCOTY points-scoring events. For each points-scoring event:
 - a. The PAX times used to compute scores will include those of all drivers competing at the event in a recognized SCCA Solo class.
 - b. 100 points will be awarded to the individual(s) with the fastest/best PAX time.
 - c. Ten points will be awarded to the individual(s) with the slowest/worst PAX time.
 - d. Individuals who enter the event but do not receive a time shall receive 10 points unless they are disqualified from that event in which case they shall receive 0 points.
- e. Individuals between those times will be granted points computed as follows: $\text{Points awarded} = 100 - (800 * (\text{competitor's time} - \text{Top PAX time}) / \text{Top PAX time})$
 - f. The points for each competitor's worst points-scoring event during the season will be dropped. If the competitor missed one or more events, this could be a score of zero. This allows for non-attendance at a single points event during the season without imposing a penalty.
 - g. In the event of a tie, event-by-event PAX finishes shall be compared. The competitor with the most first place finishes shall be judged the winner, or if both have the same number of first place finishes, then the most second place finishes, etc. In the event that all finishes have been compared and competitors are still tied, the PAX times of the tied competitors, counting only events where all tied individuals competed, shall be added. The competitor with the lowest total time shall receive the award.
 - h. To be eligible for the SCOTY award, the competitor must meet all criteria per Solo Awards rules 2a and 2e above.
 - i. The SCOTY points standings will be published via either Clutch Chatter or the region web site at least once during the season before the final points-scoring event.
5. A Solo Rookie Of The Year (SROTY) Award will be presented each year to the novice (first year) Solo competitor earning the most points during the season via PAX scored at each Indianapolis Region points-scoring event. Only Indianapolis Region Solo points events will be SROTY points-scoring events. Australian Pursuits and any other type of event in which PAX results cannot be obtained will not be SROTY points-scoring events. For each points scoring event:
 - a. The PAX times used to compute scores will include those of all novice drivers competing at the event in a recognized SCCA Solo class.
 - b. 100 points will be awarded to the individual(s) with the fastest/best PAX time.
 - c. 10 points will be awarded to the individual(s) with the slowest/worst PAX time.
 - d. Individuals who enter the event but do not receive a time shall receive 10 points unless they are disqualified from that event in which case they shall receive 0 points.

- e. Individuals between those times will be granted points computed as follows: $100 - (800 * (\text{competitor's time} - \text{Top PAX time}) / \text{Top PAX time})$
 - f. Individuals competing for the SROTY will be scored on their 4 best points awarding Indianapolis Region Solo II events within the individuals first season of competition.
 - g. In the event of a tie, event-by-event PAX finishes shall be compared. The competitor with the most first place finishes shall be judged the winner, or if both have the same number of first place finishes, then the most second place finishes, etc. In the event that all finishes have been compared and competitors are still tied, the PAX times of the tied competitors, counting only events where all tied individuals competed, shall be added. The competitor with the lowest total time shall receive the award.
 - h. To be eligible for the SROTY, the competitor may have competed in no more than 2 Solo /autocross events prior to entering SROTY in addition to meeting all criteria per Solo Awards Rules 2a and 2e.
 - i. The SROTY points standings will be published via either Clutch Chatter or the region web site at least once during the season before the final points scoring event.
6. X-Class. This is the Indianapolis Regions "Pro" class. X-class competitors are typically more experienced Solo competitors and will compete directly with each other at events, and are the mentor class to Novice competitors. Only Indianapolis Region Solo points events will be X-Class points-scoring events. Australian Pursuits and any other type of event in which PAX results cannot be obtained will not be X-Class points-scoring events.
- a. At the start of the season, competitors will decide if they will run in the traditional classes or X. To make this a sustainable class for all X competitors, this will be a season-long commitment. If staying in the traditional class, nothing changes for the competitor. For X participants, scoring will change significantly.
 - b. X competitors will move from their open classes to new classes in the timing and scoring system. People normally competing in AS will now be ASX, BSP will be BSPX, etc. They will no longer be scored with the normal open classes (AS, BS, etc.). (Cars will be marked as such with a visible X after their normal numbers)
- c. X class runs in the same heat with their open class. This allows the X competitors to be more readily available to Novice competitors.
 - d. X competitors are expected to take a less experienced rider on at least one run during an event. If for some reason this is not possible, then they should ride along with someone. It will be up to people wanting a ride to approach them. (This will be emphasized at the drivers meeting and they will be visible by the X on the cars)
 - e. X Class will be scored in their own class and event trophies will be determined as a normal class, with the exception of the first place trophy which will be the traveling trophy.
 - f. X will have normal year-end class trophies like open classes. Participants are also eligible for the Tovey Cup (Solo Competitor of the Year).
 - h. X will be open to anyone that wants to run there, however Rookies are encouraged to run with their open classes their first season.
- All Solo competitors are encouraged to give people rides and mentor less experienced people.
7. A year-end Spirit of Solo Award will be presented to the individual that did not win a year-end class award, but showed the most enthusiasm, helpfulness, and spirit, and exemplifies what all Solo competitors should be like. This award will be chosen by the Solo Chair(s) after the finals points event of the season, but before the Annual Meeting/Awards Banquet.

ROAD RALLY AWARDS

1. General:

- a. All Indianapolis Region road rallies will be year-end counting championship point rallies unless otherwise noted. "Non-point" rallies such as fun rallies will be clearly advertised as such.
- b. Year-end championship awards will not be awarded unless the region conducts a minimum of three points events.

2.

- Classes of Competition: Classes of competition on points rallies will be determined by the rallymaster and/or the rally chairman. The classes will be drawn from one of the following two groups:
- a. Group I classes are to be used for TSD (Time, Speed, Distance) rallies.

1. Class "E": Unlimited equipment. Comparable Divisional and National class is "Equipped".
 2. Class "L": Any timekeeping device, any odometer, any computer/calculating equipment that does not have automatic input of mileage, tables, Curta's, or slide rules. Comparable to National and Divisional class "Limited".
 3. Class "S": Any timekeeping device, stock odometer in stock location. Tables, slide rules, or single memory four function (non-programmable) calculators. Comparable to National and Divisional class "Stock".
 4. Class "N": (Novice) Same as Class "S," except that neither the driver or navigator may have had a first place finish where they finished ahead of someone else in class on any SCCA competition rally, nor have been awarded a year-end rally trophy by any SCCA Region when they enter their first event of the season. Any Team that qualifies as a Novice at their first event of the season shall remain a Novice Team for the balance of the season.
- b. Group II classes are to be used for non-TSD rallies - rallies sometimes know as gimmick rallies. Examples of this type of rally would be a map rally or GTA(Game-Tour-Adventure).
1. Class "E": (Experienced) Combination of Classes "E," "L," and "S" or anybody who is not a novice.
 2. Class "N": Same as Group I - Class "N"
3. Member's Qualified Points: A determination of a member's qualified points for a year-end championship award will be accomplished or affected by the following:
- a. A member's best finishes in 75% of the region's declared points events or best 6 finishes, whichever is less, will be counted toward a year-end championship award. Note! - A 75% multiplication factor resulting in a .5 event will be rounded up. Example: 6 events x 75% = 4.5 = 5 events to be counted toward an award. Otherwise, events will round to nearest whole number. The above will be done on a basis of:
 1. For rallies with more than one class other than Novice, points will be awarded for class position per the points schedule.
 2. For rallies with one class other than Novice, points will be awarded per the points schedule, with the points to be counted in the class giving the competitor the greatest advantage.
 3. For a rally of chance (such as Poker Run, Yahtzee Rally, etc.), all competitors who finish will be awarded second place points regardless of finishing position.
 - b. Points will be counted only for Indianapolis Region members. Anyone who joins on or before September 1st in a given year will receive points for those events run as a non-member. Anyone who joins after September 1st in a given year will receive points only for events run after joining the Indianapolis Region.
 - c. The member must compete in one given class in a minimum of three (3) or 50% of the region's rally points events, whichever is less. (Round up for odd number of events).
 - d. Both the driver and the navigator will receive the same number of points.
 - e. Members must qualify their points by working one Indianapolis Rally SCCA event or seek work agreeable to the Rally Chairman, i.e., pre-checking, acting as safety steward. The Rally Chairman will be responsible for keeping a record of those people who have fulfilled the work requirement towards year-end point eligibility.
 - f. Members staging or writing a rally; i.e., being a rallymaster, will earn 12 points in the class in which they compete during the majority of the season.
 - g. For rallies with only Experienced and Novice classes, competitors must inform the Rally Chair at that rally which class they want to apply their points for year end total. In rallies with all classes, a person can only get points for the class they compete in for that rally.

Points schedule:

FINISHING POSITION	POINTS
1	12
2	9
3	7
4	6
5	5
6	4
7	3
8	2
9 through last	1

- c. At each applicable event, in addition to the class trophy, a Junior trophy will be awarded to the highest placing Junior overall.
- d. 1 year-end Trophy will be given to highest placing Junior overall.

**MICHAEL BUCHANEN FAIRBANKS MEMORIAL
COMPETITOR OF THE YEAR AWARD**

Purpose: To encourage participation in all Indianapolis Region points events and to recognize the best performance by an Indy Region of Record member within the Indy Region racing, rally, and solo programs by presenting a year-end trophy. The individual scoring points in at least two categories and earning the greatest number of points throughout the season by these rules will be named Indianapolis Region Competitor of the Year.

4. Publication of Points:

- a. The rally chairman will be responsible for tabulating and publishing the points.
- b. At a minimum, the current points standings will be printed in the regional publication before the next to last scheduled points event.

5. Year-end Awards: Year-end awards will be determined per the following format:

- a. Year-end awards will be awarded to competitors earning the highest points totals by class.
- b. Competitors eligible to receive awards in more than one class will receive them only in the class giving them the highest year-end finishing position. If the competitor's season ending point totals are the same in two classes, they will receive an award in the higher ranked class. Classes will be ranked in order as follows: E > L > S > N
- c. Anyone who qualifies as a novice at the beginning of the season will count all points gained that year toward the novice class standings. (See II.A.4)
- d. Ties for year-end awards will be broken on the basis of quality of finishes; i.e., number of firsts, seconds, etc.
- e. The number of awards presented in each class will be per the following awards schedule:

<u>QUALIFIED MEMBERS</u>	<u>AWARDS</u>
1 to 2	1
3 to 6	2
7 to 10	3
11 to 14	4
15 or more	5

6. Junior Award:

- a. Must be under age 18 on February 1st of the award year.
- b. Juniors may be a driver or navigator

- 1. Points will be awarded for class finish (or over-all finish in events with only one class) in racing, rally, and solo events which count for Indianapolis Region Championship points.
- 2. Points will be allocated to competitors finishing ahead of at least one other starter as follows:

FINISHING POSITION	POINTS
1	12
2	9
3	7
4	6
5	5
6	4
7	3
8	2
9	1

- 3. The competitors nine best finishes will be counted with no more than four events from any one category of competition.
- 4. All submissions from competitors must be received no later than December 1st of that year. The points standings will be published at mid-season and at the end of the year.

INVOLVED MEMBER AWARD

The purpose of the Involved Member Award is to recognize Indianapolis Region members who exhibit exceptional participation during the year. It is not a competition between members. In fact, the more award recipients the better. It is truly a celebration of dedication, support and commitment to Indy Region SCCA.

An Involved member award will be presented to each Indianapolis Region member, 16 years of age and older, who earns a minimum of 800 points in a calendar year by participating in at least two of the following four areas of participation: meetings and other club-sponsored special events, rally, race and solo.

An Involved member award will be presented to each Indianapolis Region junior member, under 16 years of age, who earns a minimum of 400 points in a calendar year by participating in at least two of the areas of participation.

The Involved member award will be an embroidered lightweight jacket or fleece. A member will be awarded a jacket only once in every 5 calendar years (example: a winner presented a jacket in 2005 is eligible again in 2010). Repeat awards within the 5 calendar years will be recognized by embroidering of the award year on the jacket.

Points are awarded as follows:

Administrative:

Indy Region Board of Directors	100 per year
Newsletter Editor	100 per year
Webmaster	100 per year
Pointskeeper	100 per year
Program Chair	100 per year

Indy Region Race Events:

Event Chair	400 per event
Event Co/Assistant Chair	250 per event
Working Chief of Specialty	125 per day
Worker	100 per day
Driver/ Crew	50 per day

Indy Region Solo 2 Events:

National/Divisional Event Chair	400 per event
National/Divisional Event Co/Chair	250 per event
Regional Event Chair	100 per event
Regional Event Specialty Chair	75 per event
Regional Driver / Worker	50 per day

Indy Region Rally Events:

National/Divisional Event Rallymaster	400 per event
Regional Rallymaster	200 per event
Rally PreCheck / Safety Steward	100 per event
Working Chief of Specialty	75 per day
Driver / Navigator / Worker	50 per day

Other Events:

National/Divisional Rally or Solo Registrar	75 per event
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GLdiv Roundtable Chair	100 per event
Banquet or Trophy Chair	100 per year
GLDiv Roundtable/SCCA Nat Conv	50 per day
Activities Participation / Awards Banquet	50 per day
Clutch Chatter / Website article/photos	50 per article
Monthly meeting attendance	30 per event

Points are only awarded for Indy Region related events, except for Great Lakes Roundtable and SCCA National Convention. There will be no combination of points for a single event; points from only one category may be scored per day. For example, a member who is a worker and a driver on the same day at the same event may only score points for one category or the other. Each member is solely responsible for tracking and reporting their points; no one else will do this for you. To be eligible for an award, the Indy Region member must fill out the attached form or a reasonable facsimile and mail or e-mail it to the Membership Chairman. The form can also be downloaded in Excel format from our website, making tabulation of points easier. All forms must be received no later than December 31st of the year in order to be eligible for an Involved Member Award for that year. Confirming receipt of submitted points is the sole responsibility of the entrant. A person's eligibility will be verified by the Membership Chairman. The IMA will be presented to the winning members at the Annual Awards Banquet for that year.

POINTS RULES CHANGES RECAP

We only had a couple changes to the points rules for 2009. If you have any questions regarding the rules, please contact the program chairpersons or a board member.

Race: Added deadline for material submission from competitors.

Solo: No changes to the awards points rules for Solo for 2009.

Rally: No changes to the awards points rules for Rally for 2009.

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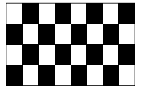
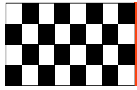


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HELP WANTED.....

Does any of this sound good to you?

- To share in the success of the club
- To help others
- To gain work experience
- To use untapped skills
- To learn new skills
- To meet new people
- To make professional contacts
- To build self confidence
- To put a hobby to good use
- To fulfill a tradition
- To fulfill a sense of duty
- To get in the game
- To have fun!

There are a lot of fun and exciting ways to be a part of the excitement. Volunteering is the backbone of the club. Without volunteers we are just a bunch of enthusiast standing around looking at some really cool cars.

It's takes all members to make the club run. So we will be looking for lots of volunteers this season, Some positions available will be to help with membership, solo's, rallies and race programs. We will be having Regional, Divisional and National events being held in our area and we will have lots of need for volunteers.

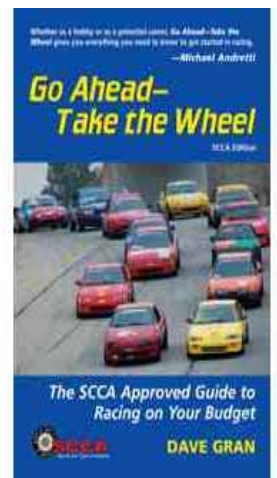
Please watch the website and Clutch Chatter for calls for help.

Book Report SCCA's Guide to Racing "Go Ahead - Take the Wheel"

You may have already heard some of the buzz surrounding the SCCA edition of the book "Go Ahead - Take the Wheel." What you may not be fully aware of are the benefits this resource can provide our region, prospective members, and existing members. Let me ask you this, have you ever been approached by someone asking how they can begin racing with the SCCA? Or have you known anyone that might have interested in racing but simply didn't have the necessary information to make it a reality? All too often novices do not even recognize all of the questions they should be asking leading to further confusion.

This book does a great job of simplifying the process and essentially invites readers on a guest tour of the inner workings of our club. It provides detailed information on Solo racing, Performance Driving Experience events, opportunities for volunteering with the club, and wheel-to-wheel Club Racing. It truly is a "How To" of SCCA racing.

So next time someone does approach you asking how they can begin racing, just point them to the SCCA Collection website (www.SCCACollection.com) where this guide can be found. (Books may also be ordered by calling 888-267-2187.) This 192-page book is sold solely by the SCCA national office and its regions for \$16.95.





Membership Application

800-770-2055 www.scca.com

Dear Prospective SCCA Member:

To apply for membership in the Sports Car Club of America, the world's largest member participation automotive organization, please complete the form below in full and return, with payment, to your region or the SCCA Membership Department, PO Box 299, Topeka, Kansas 66601-0299.

PLEASE PRINT OR TYPE

Name _____ Birthdate ____/____/____

Address _____ Telephone (____) _____

City _____ State _____ Zip _____ E-mail _____

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

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

Spouse Name _____ Birthdate ____/____/____

Children Name _____ Birthdate ____/____/____

Name _____ Birthdate ____/____/____

Name _____ Birthdate ____/____/____

Name _____ Birthdate ____/____/____

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

Weekend Membership # _____ Second Weekend Membership # _____

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

Referred by SCCA member: _____ # _____

First / Last Name & Member Number REQUIRED

PRIMARY INTEREST(S) IN SCCA:

Please send me a Crew License. (Check box)

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

First Gear Membership (You must be under age 24) Birthdate: ____/____/____			
	National	Region	Total
15	First Gear \$ 35.00	\$ 10.00	\$ 45.00
May compete in rally and solo events; may be active in many race specialties. To enter			

NATIONAL OFFICE USE ONLY	

C- _____	\$ _____
C- _____	\$ _____
C- _____	\$ _____
C- _____	\$ _____
C- _____	\$ _____
<input style="width: 80px; height: 20px;" type="text"/>	

<input type="checkbox"/> Club Racing	<input type="checkbox"/> Pro Racing	<input type="checkbox"/> Pro Rally	<input type="checkbox"/> Road Rally	<input type="checkbox"/> Solo
Annual National dues		Annual Region dues		Total
____ 01 Regular Member	\$ 65.00 +	Regular Member	\$20.00	\$85.00
____ 03 Spouse Member*	\$ 23.00 +	Spouse Member	\$10.00	\$33.00
____ 10 Family Membership	\$101.00 +	Family Membership	\$25.00	\$126.00

*Spouse must be regular member's legal spouse.

Credits Weekend \$ _____ Referral \$ _____

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

VISA Mastercard No. _____ Expiration Date _____

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

Applicants Signature _____ Date _____

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

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

Email: clutchchatter@yahoo.com

Deadline for next months ads is the 15th.

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



FOR SALE: Formula V Trailer

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

It has been upgraded with a removable tire rack.

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

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

I am selling, as the rules for solo vee are such that with the wide wheels the cars no longer will fit on the trailer. Larry R. Metz lrmetz@comcast.net or leave message at 317-576-0342

FOR SALE: Wheels (& tires)

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

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

Classified Ads



FOR SALE: Small Car Trailer

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

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

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

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



FOR SALE: ITS Mazda RX-7

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

Tim Selby, cell 765-661-3213



Beautiful full color illustrations of your race car, motorcycle, boat whatever.

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Call me, Lou Byer, at 317-861-0710 or email cwbnewpal@comcast.net

FOR RENT: GARAGE: 1000 sq. ft. heated and alarmed, overhead door and people door, some additional fenced storage. Near Emerson and Southeastern Ave, easy access near I-465. \$ 450 per month on annual lease.

Stephen and Jackie Garrett, call (317) 783-6360 or (317) 694-6794

Indy Region's Next Board Meeting **at Dooley O'Tooles**

160 E. Carmel Drive
(121st Street)
843-9900
0.6 mile west of
Keystone Ave.



Thursday March 12, 6:30 PM

Contact: Lou Byer cwbnewpal@comcast.net 317-861-0710
Dick Powell powrp@yahoo.com 317-407-7743

Or any Board member from the inside front cover.

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