

September 2010



# Clutch-Chatter

THE OFFICIAL PUBLICATION OF  
THE INDIANAPOLIS REGION



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

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

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## Calendar of Upcoming Events

August 3	CNO- GT South's Barbecue
August 15	Solo Points #5- 16th Street
August 21	Indy Eastside Youth Charity Rally
August 21	Subaru Challenge
August 28,29	Test and Tune/Aussie- Grissom
September 7	CNO- Dooley O'Tooles
September 19	Points Event #6- 16th Street
September 25	TBA Rally
September 26	FWR "Hoosier Challenge" (non-points) FWR hosted challenge event- Grissom Aeroplex
October 5	CNO- GT South's Barbecue
October 10	Points Event #7- Terre Haute Airport
October 24	Worker Invitational- 16th Street
October 31	Regional GTA Rally
November 2	CNO- Dooley O'Tooles
November 27	Regional Course/Tour/GTA Rally

## Indy Region Connections

Indy Region Home Page: [www.indyscca.org](http://www.indyscca.org)  
National SCCA: [www.scca.org](http://www.scca.org)  
GLdivision: [www.greatlakes.scca.org](http://www.greatlakes.scca.org)  
Solo Info Sites: [www.autocross.com](http://www.autocross.com)

## Indy Region E-Group

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



Bear with me on this.....

Lately Andy Weldon and I have been joking with each other about how if one of us wins the lottery; we would use the money to build a racetrack. We say we would build a copy of IRP (yes I meant to say IRP) without all the distractions of an oval that blocks the view or a drag strip that makes the main straight slicker than snot in the rain. Our dream track would also have a large paved paddock that would also serve as a good surface to hold Solo events on while another area would be just for Rallycross. From those daydreams I've formed an opinion: At some point, either another road course needs to be built in Indiana or that there will be a day that the Region may be faced with doing it on it's own or face fading away. Right now there are 2 road courses in Indiana and neither of them are accessible to us. As long as the current ownership of Putnam Park is in place, we don't have an invite there due to us being SCCA. The other is The Brickyard and well, we can dream but that's it. The only other potential venue is Prairie Hills and I don't think that one is going to happen.

Road racing is resurgent right now and I believe that in the next 10-20 years it will become the big form of motorsport in the U.S. Listening to young enthusiasts, they are tuned not to NASCAR or NHRA, but rather Grand-Am, ALMS, and bodies such as World Rally Cup. Performance cars are marketed more for their handling abilities than they are for straight-line performance. I hear and see more enthusiasts speaking of and participating in track days. Heck, at many Good Guys Rod and Custom shows, they're running Solo events! Even the street rodders and muscle car guys are concentrating more on handling and entering their cars in handling based competitions! Who'd thought they'd EVER see a Solo at a hot rod event?!

What that means for us is the opportunity for continued growth as enthusiasts tastes change and drives them towards the kinds of activities that the SCCA offers. As a Region we have to position ourselves to respond to those wants. One thing we need to do is to continue to strengthen our current programs but we have to be willing to pursue programs we don't participate in now, such as Rallycross and PDX. With that comes some challenges, the largest being venues to put on these events and Region members willing to step up and lead these programs. The Region as always needs people willing to step up and take on these challenges as no program within the Region comes to life on it's own. It's up to the membership to step forward and volunteer to help make the programs they want to see happen.

The other issue is venues, places to put these programs into action. Who'd thought finding a dormant field for rent would be so challenging? And with PDX, well, right now we don't have any solid venues without travelling out of state to put on a Club Race yet alone a PDX. Even Solo is going to be facing some venue challenges, 16<sup>th</sup> Street (Bush Stadium) and Grissom Aeroplex are beginning to show their age and lack of maintenance by the owners of those venues. As of yet, we have been unable to secure new reliable sites within Indy forcing us to go further away to secure sites. Solo has done an excellent job of finding new venues in Terre Haute and Connersville though. Which leads me back to the point of this rambling missive; at some point I believe it's going to be up to the Region to take it's destiny in it's own hands and in my opinion that means owning it's own venue.

I want to thank Scott Thomas for serving as our Solo Chair this year. Scott has accepted a job offer in Tennessee and will be moving soon. Pauletta Dusterberg has stepped up to be the acting Solo Chair. Also, Lou Byer has stepped down as Activities Chair due to personal issues. That seat is currently open. We are looking for members to run for Activities Chair, Membership Chair, Clutch Chatter Editor, and Solo Chair. Anyone wishing to run for these positions contact me or attend the next BoD meeting.

Cheers,

*Dave*



# 2010



# Schedule

The region is looking for licensed Solo Safety Stewards to step up as event stewards. We need to get the paperwork off to Topeka for the season. So if your interested in helping out as a SSS, please contact Scott Thomas, Solo Chair for 2010.

- March 20 Annual Tech (in conjunction with Solo Spring Training, Ad on page ?)- Anderson Logistics.
- April 25 Points Event #1– Terre Haute Airport
- May 15-16 AutoX School/Points Event #2—Grissom Aeroplex
- June 13 Points Event #3– Grissom Aeroplex– Hosted Challenge Event with FWR
- July 3-4 National Tour– Grissom Aeroplex
- July 18 Points Event #4– Connersville/Visteon
- August 15 Points Event #5– 16th Street
- August 28-29 Test and Tune/Aussie– Grissom Aeroplex
- September 19 Points Event #6– 16th Street
- September 26 FWR “Hoosier Challenge” (non-points)- FWR hosted challenge event Grissom Aeroplex
- October 10 Points Event #7– Terre Haute Airport
- October 24 Worker Invitational– 16th Street

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This is a synopsis of the minutes of the meeting of the Indy Region BOD August 12, 2010 at Dooley O'Tooles, 6:30 PM. There were 8 directors and 8 guests present. Minutes of the previous meeting were approved.

**Old Business** Steve Kammeyer brought 1000 ft of cable for our timing system so we can set up ¼ mile spacing for the Duesenberg Drags.

**Treasurers Report** Rich emailed the report to everyone before the meeting. Scott and Raleigh clarified some of the Solo expenses for Rich. After minor discussion, the report was approved.

**Clutch Chatter** Need to get articles to Pauletta by 16<sup>th</sup>.

**Membership** Current membership is 424.

**Activities** Lou Byer has resigned as Activities Chair and Director. We are looking for someone to step up for the position.

**Rally** Wendy Harrison presented the report from Chuck. Wendy discussed the August 21 Rally, which will be a Charity Rally for “Connected By 25 Youth Leadership Board”.

Andy Kowalczyk will be running the September Rally in conjunction with the Indiana University Sports Car Club. Details of the event will be on the website and in CC as soon as available.

**Race** Ohio Valley Region has contacted us to possibly co-host a double National Race at Mid-Ohio next year. Dave and Andy will continue communication with them. The Great Lakes Division scheduling meeting is to be October 30 this year.

**Solo** Scott reported the timing display is not operable and is expected to cost much to repair. Dave has been looking at replacement units, expected to be \$1200 to \$1500. The board agrees we need to replace the unit.

Scott will be supervising the equipment for the Subaru Challenge. Lee Miller will be the Safety Steward for the event.

Clemens Berger and Raleigh are working with Connersville officials to have a Solo there next year. The Connersville folks were pleased with the event this year, as were all of us who competed there. Dave suggested possibly doing a Rally on Saturday and the Solo on Sunday.

**New Business** Andy Welden has been getting archive materials and documents from Bryan, hopes to have everything soon.

Next BOD meeting scheduled for September 8 at O'Tooles. Meeting was adjourned.

**Club Nite Out Is the 1st  
Tuesday of every month**

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# Back To School Rally



September 25, 2010  
Tour Rally/GTA version  
Registration starts at 11:30 AM  
Rally School at 12 noon  
Drivers Meeting at 12:45 PM

Starting point at the Hardee's at the West SR 48 (3rd Street) exit of SR 37/45 on the west side of Bloomington.

Rallymasters: Andy Kowalczyk and Ron Conrad

Dateline: Watson Lake, Yukon

We are one third of the way through the Alcan 5000 rally, running third overall and first in class, which isn't to bad since we are the rookies. Tomorrow we go into the Yukon (and no, we haven't been introduced to Sgt. Preston).

This is a rally that could be run by virtually anybody. This morning we had two TSD sections totaling about 54 miles separated by a 17 mile transit. We then ran a 300 mile transit to a 35 mile DIY TSD section with four controls, followed by another 130 mile transit. And most days are this way, a few short TSD sections so that we can call it a competition followed or separated by long transit zones for sight-seeing. And, the scenery.... Breathtaking. This afternoon we saw three black bears, five pronghorn sheep, and a herd of bison (on the road, so we had to wait for them to clear before we could continue). Brings new meaning to the old slogan: Discover America – Get Lost on a Rally.

Aug. 21 is the Eastside Charity Rally presented by Susan Vogt and Wendy Harrison with the support of the Riley Area Development Corp. I am hoping that they are able to get results posted in time to make this publication.

September will have another pioneering effort as Ron Conrad and Andy Kowalscyk present a Tour/GTA in the Bloomington area in cooperation with the Sports Car Club at Indiana University. This event will explore territory that we haven't used, as a Region, for several years. See Ad elsewhere in this issue.

## 2010 Potential Rally Dates

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Date	Name	Type	Rallymaster
July 31	The Beat of the Drumm!	Regional Course / Tour / GTA	Ted Drummond
Aug. 21		Regional GTA	Wendy H / Susan V
Sept. 25		Regional Tour / GTA	Andy Kowalscyk/Ron Conrad
Oct. 31		Regional GTA	Ted Drummond
Nov. 27		Regional Course / Tour / GTA	Chuck H / GLD?

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**Pauletta**

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Deadline for next months ads is the 15th.

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There is no new information here for experienced successful autocrossers, I am just compiling in it one place.

Turn-in is what makes autocross different from all kinds of racing. In road racing for instance, relative to autocrossing, you have all of the room and all of the time you need to plan your turn in. Turn-in is the number one item to go faster. Acceleration is very important in all kinds of racing as is the speed down the straights. However, in most kinds of racing the acceleration begins in a relatively straight line down a well defined straight. Extending the straight from both ends is what gains the most feet per second at an autocross. The speed through the tight turns cannot be improved on by a very large percent due to the low entry speed and the short distance involved. Of course the percentage improvement is greater in a fast sweeper since it most closely resembles a short straight.

So the primary purpose of a tight turn is to get ready as early as possible for the feature which most resembles a straight; i.e. slaloms, chicanes, and gates which can be somewhat accelerated through.

So how do we get prepared for the following straight? We brake as late as possible, without lockup, to extend the previous straight. Braking without lockup is important because you don't want to use up all of the tire's friction circle for braking; leaving some friction for turning in. The friction circle represents all of the uses a tire is subject to i.e. braking, acceleration and both lateral cornering forces. This is good reason for left foot braking. If there is outside room for the turn in (as in momentum course designs) then turn-in is as simple as placing the car outward, turned early toward the pivot pylon, and straightened up early for the following early acceleration while still turning in.. Of course you want to make this maneuver as small as your car will permit—picture the arc difference in AM/BM vs FS/HS.

To make your car turn-in you need as much normal (downward) force as possible on the front tires in that instant. Lots of normal force is readily available in front engine cars; especially ahead of the axle engines like Subarus. Rear and mid engine cars need to add/move heavier components or ballast to the extreme front. Sometimes the down force can be added temporarily by using the brakes to tip the car's weight forward. Of course, winged cars have this downforce available all of the time and can make extremely small entry arcs.

A lot of things can be done to get more normal force grip i.e. reducing front antiroll bar size relative to rear size so as not to use up the friction of the front outside tire. Using springs to achieve the same result could require twice the change in spring rate as a bar change. . Moving the front roll center downward via relocation of suspension pivots helps properly load the front tires during cornering roll—no roll, no normal force gain on the outside tire.

Cars with limited suspension geometry such as Mcpherson struts can use greater caster settings to somewhat approach the same results. More caster equals more negative camber can while turning.

More negative camber is good up to the point that tire wear and temperature is even across the tire. More negative camber than this will diminish braking and accelerating contact area.

Some preparers like to use toe out to achieve seemingly quicker turn in. The down side to this is again the reduced, unpredictable braking, even in a straight line. If a car has proper ackerman effect; on tight turns, the inside front wheel will dynamically toe out on its' own. Just draw an imaginary line through the steering arms. The lines should intersect in the rear seat area. Some Nascar racers

use anti ackerman to reduce nervousness on their really large, high speed corners.

There is one other huge component. It is Centripetal acceleration. This is actual powered acceleration toward the center of the corner. Someone asked me recently at an event about the good performance of relatively low powered front wheel drive cars. We have some excellent drivers in these popular classes as one explanation. I have raced the early Minis and rode with some great drivers in current Front wheel drive cars. Their performance in slaloms and quick turn- in is incredible. Larry Harts really amazed me in his HS Mini. Will Lahee impressed my grandchildren in the same way in his Honda. The obvious answer is the actual acceleration of the driven wheel in the direction that it is turned. Yes it does use up more of the friction circle if accelerating and turning at the same time. This explains some of the huge front tires on the more unrestricted FWD classes. The lunge toward the center of the turn can readily be witnessed, especially when watching the more powerful cars. In lieu of using up the friction circle a lot of FWD drivers reduce the rear traction by rear braking bias and more rear roll stiffness by larger rear anti roll bars; thus rotating the car outward at the rear and saving the front cornering friction .

The extremely powerful(AWD) 4 wheel drive rally cars save some of the front friction circle by transferring some of the power to the rear wheels. I have personally witnessed the more power on—more centripetal acceleration from the drivers seat. More power applied, more turn in until the huge horsepower finally uses up the friction circle..

Rear wheel drive cars have to rotate the entire car into the turn before accelerating if there is room to do so. One advantage over FWD, but not AWD, is that under acceleration the weight and normal force is transferred to the rear driven wheels. Large rear wheel drive cars must add more rear roll resistance via larger anti roll bars to reduce the rear traction to rotate the car into the corners and line up for the following straight..

If the course is point and shoot without wide entries, and has good grip and long straights, forget all of the above; if you have tons of horsepower and large sticky tires, just brake hard into the turn, use a very small arc (even at reduced speed) and drag race out onto the straight. Thankfully this doesn't happen much any more; the courses have been great.

Warren

**Welcome New Members** **By: Pauletta Dusterberg**

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

Eric		Burns	Indianapolis	IN
Stefanie	M.	Stribling	Lafayette	IN
Jeff	E	Kitchen	Westfield	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 411 members strong.

# Indy Eastside Youth Charity Rally Photos





## IT'S TIME FOR THE GREAT LAKES DIVISION SOLO SERIES YEAR END BANQUET!

On Saturday, October 23<sup>rd</sup>, we will have the awards celebration for the 2010 Great Lakes Solo Series! The awards banquet will take place at the Ray Skillman Classic Car Museum on the south side of Indianapolis. Ray Skillman has over 250 classic muscle cars on display at all times.

The facility will be open for us to wander through and look at the cool cars starting at 2:00. A town hall meeting will be held at 3:00 to discuss the series – this past year and into the future. We will have a casual dinner at 5:30 pm right at Ray Skillman's, followed by the awards presentation.

Cost is \$15 per person. However, if you ran two days of competition in the series this year and we receive your registration by October 9<sup>th</sup>, the price of admission for you is a mere \$5!

**October 23<sup>rd</sup> will be a great time to celebrate the 25 years of the Great Lakes Solo Series and where can you get a dinner for \$5?!**

Contact Velma Boreen – 317-706-8969 or [wiznby1973@yahoo.com](mailto:wiznby1973@yahoo.com) to register.



**JOIN US!**

# 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, September 9, 2010

**Contact:** Lou Byer cwbnewpal@comcast.net 317-861-0710  
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Or any Board member from the inside front cover.

### Clutch Chatter Mailing Opt In/OptOut

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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.

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