



Clutch Chatter

THE OFFICIAL PUBLICATION OF THE INDIANAPOLIS REGION OF THE
SPORTS CAR CLUB OF AMERICA

IMPORTANT NOTICE!

TO INDY REGION SCCA MEMBERS ONLY

In an effort to reduce expenses, you will no longer receive *Clutch Chatter* in the mail after March unless you specifically request it by returning the form below. The completed form must be received no later than March 15.

Clutch Chatter will be available on the Indy Region website at www.indyscca.org. Please see article on page 3 for more details.

Return completed form to:

Dave Hart
C/o Clutch Chatter
7811 Ashton Place
Fishers IN 46038

Indy Region SCCA Members Only: Opt-in to continue receiving Clutch Chatter via mail after March 2002 by completing and returning this form. For member+family and member+spouse memberships only one form needs to be returned.

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 _____

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Calendar

February 10	Rally School, see back cover
February 12	Board Meeting, 6 pm, Cornerstone Controls, 8525 Northwest Blvd, Indy
March 2-3	Cendiv Steward/Workers Seminar
March 15	CC opt-in slips are due
March 24	Rally #1
September 9-13	Tire Rack Solo 2 Nationals at Topeka
September 16-22	Valvoline Runoffs at Mid-Ohio

Indy Region E-Group

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

Indy Region Connections

Indy Region Voice Mail:	317-329-8888
Indy Region Home Page:	www.indyscca.org
SCCA Home Page:	www.scca.org
Cendiv Home Page:	www.cendiv.scca.org

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IMPORTANT NOTICE!

Clutch Chatter Mailing Changes

In an effort to reduce expenses, Indy Region SCCA members will no longer receive Clutch Chatter in the mail after March unless they 'opt in' to continue receiving it by returning the form on the cover. The completed form must be received no later than March 15, 2002.

For those who will not receive a copy in the mail, a complete, printable, electronic format copy of Clutch Chatter will be available on the Indy Region website at www.indyscca.org in Adobe pdf format.

In order to avoid any mix ups, this special notice will appear in the February and March issues. Also, all members who do not return the 'opt in' form by March 15 will receive a special notice around April 1 indicating that they have not returned the form and will not receive Clutch Chatter via mail. This notice will also explain how they can find Clutch Chatter on the website, how to download Adobe Reader, and how they can join the Indy Region e-group. It will also provide another chance to opt in.

The Indy Region board of directors collaborated to develop this approach, which was unanimously adopted during our January board meeting. There are three key considerations for selecting this approach:

- Increased newsletter costs. Postage rates continue to go up, and Clutch Chatter is already rather expensive to mail (larger issues cost over a dollar apiece on postage alone). Printing costs are also expensive. And with the amount of content in Clutch Chatter, this means more pages to print. In addition, as the club membership continues to grow, we print and mail more and more copies. This move will save the club over \$20 for each address that we can drop from our mailing list this year.
- There are now many Indy Region members who are used to getting their mail and information via the Internet. They read their e-mail and check their favorite websites regularly if not frequently. Many are participants in Indy Region's e-mail group, a forum for discussions, inquiries and sharing information. They prefer to get their information as soon as possible. By skipping the trip to the printer and thru the mail, they will be able to get Clutch Chatter several days sooner. We believe there will be enough members interested in this to warrant this approach.
- Options. This approach puts each member in control of how they receive Clutch Chatter.

When an issue of Clutch Chatter is completed and ready

for publication, the pdf file will be posted out on the Indy Region website and an 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 US Postal Service.

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

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

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

You don't have to wait to join — check it out today!

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

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

New Indy Region members will receive Clutch Chatter in the mail. We are thinking about how to give them the choice to opt out. Stay tuned for more information.

Non-members. Clutch Chatter is a valuable tool for recruiting new members into the region, and drawing participants to our events. We currently simply add all non-member event participants to our mailing list and leave them there for many months. Our new process will be to purge them from the list after three months. If they participate in another event after the three months, then they stay on the list. The first big purge will take place after the April issue mailing (all of those on the list now).

As we move forward, we will closely monitor and evaluate how this approach is working. As always, member input is welcome and encouraged. Contact information for the board members is published on page 2.

This approach presents an opportunity for Indy Region to save several thousand dollars in newsletter expenses this year while delivering the same valuable content. Indy Region's competition programs and activities will benefit from the savings, helping to deliver more fun for your dollar.

Welcome to another outstanding issue of Clutch Chatter. We should all thank Matt Curry for his efforts and commitment to our newsletter. As I'm sure you noticed on the cover, we are making some changes in our distribution effort. As a member of Indy Region you can rest assured that by taking a couple of minutes of your time, you can continue to receive the mailed version. Please take a few moments to read the background information in this issue regarding the necessity of this change. Indy Region is joining other SCCA Regions across the country in similar efforts.

Another breaking story is a date change for Indy Region's Double Regional in May. While everything is not totally official as of the day I'm writing this article, I expect that the Race shown for us on May 4-5 will change to

May 11-12. Please stay tuned.

Please consider attending the CenDiv Steward/Worker Seminar in South Bend, IN on March 2-3. A broad range of information, knowledge, and discussion is available to help current volunteers hone their skills. It's also a great way for interested newcomers (could this be you?) to learn about a number of different ways to be intimately involved at the racetrack and at other events. Information can be found elsewhere in this issue, as well as on the new CenDiv website.

Be sure to save this issue for reference throughout the season, as it contains the rules for all of Indy Region's programs and awards. I challenge all of you to put your name on one of this year's awards. Have FUN!

See YOU at our next event.



January Board Meeting

by Jay Shadoan

This is a summary of the Indy Region Board of Directors meeting held January 17 and 24, 2002.

Board members in attendance at one or both meetings; Dave Hart, Cathy Hart, Matt Curry, Jay Shadoan, Dave De Bolt, Bob Sweet, Chuck Hanson, Steve Linn, Chris McGuire and Jennifer McLeish. Also in attendance were Alyson Kunack, Scott Dales, Jan Castelluccio, Jay Hofacker and Frank Murphy.

Treasurers Report. Cathy reported that we had a positive cash flow for January of \$3,029.70. This was due to the VSCDA check from last year's event arriving in 2002.

Clutch Chatter. Publication dates and a Budget proposal were presented by Matt Curry.

After much discussion, the Board approved an opt-in procedure for members to continue to receive hard copies of Clutch Chatter. This could save as much as \$8,000 annually. We will also eliminate non-members receiving copies after 3 months. The budget for 2002 was approved at \$12,000, including the purchase of a digital camera.

Membership. Dave De Bolt reported that we have 620 members. World of Wheels will not have a SCCA display this year. He will pursue it for 2003.

Membership budget will be discussed at the February meeting.

Activities. Bob Sweet asked the Board, "What direction do you want to go with activities?" The board discussed many suggestions and decided to go for 3 main activities events, building to a greater number in the future. A preliminary budget of \$1,500 was established for the year.

Solo II. Co-chairmen Steve Linn and Chris McGuire presented the 2002 budget, awards rules and schedule. All were discussed and approved. A new Solo Driver of the Year Award was established. Frank Murphy Volunteered to help with the towing of the solo trailer. Dave Hart will investigate the possibility of a Solo II at IRP. Our Solo II schedule has no big date conflicts with surrounding regions.

Rally. Chuck Hanson presented budget proposal, rules changes and schedule. All were discussed and approved. Novice definition was made clearer. Ken Osiecki volunteered as Assistant Rally Chair for this year and plans to take over for Chuck in 2003.

Race. Dave Hart presented his race budget. It was discussed and approved. The Board approved the registration fee reimbursement for those members attending the Workers/

Stewards Seminar. Possible co-sanction of a Driver's School/Regional will be pursued with other regions. Radios were discussed and will be explored further, but rental seems best at this time. The July race was discussed with the possibility of adding other activities.

Old Business. The importance of getting the Indy website current was discussed. Dave Hart committed to do this. The Board suggested that after he gets it updated, he explores getting a volunteer from the membership to take over the maintenance and development of the site.

New Business. The Board will hold interviews at the next meeting to possibly fill the one Board position available. Anyone interest should contact Dave Hart for interview times and information. Indy SCCA will not have a representative at the annual SCCA Convention this year. Jan Castelluccio will take over the Indy Region Voice mail. The composite budget will be discussed next month. At this point it looks like we will be budgeted at a \$3500 deficit for 2002.

The next meeting will be February 12th at 6:00pm at Cornerstone Controls, 8525 Northwest Blvd, Indianapolis.

New Members & Changes:
Please welcome the following new members to the Indianapolis Region of the Sports Car Club of America for the month of November, 2001:

Roxanna R. Browning
945 Norwick Cr.
Greenwood, IN 46143-1919
317-889-8814

Gregory A. Harris
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Marc Lohen
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317-258-4917

Please note the address changes of the following members for the month of November, 2001:

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e-mail: jlcoady@indy.net

Michael T. Crawford
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Indianapolis, IN 46240-1233
317-566-1791

James J. Della Rocco
5317 Bogey Dr.
Indianapolis, IN 46235-9726
630-894-2126

Lloyd R. & Judith A. Jennings Sr.
15051 Parkside Dr. #2
Ft. Myers, FL 33908
914-454-9489

Jay C. Shadoan
14075 Magic Stallion Dr.
Carmel, IN 46032-9027
317-846-5784

Jason Strain
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Bloomington, IN 47401-6304
317-889-6764

Donald Vecsey
P.O. Box 4355
Charleston, S.C. 29404-4355
765-386-7542

Please welcome the following new members to the Indianapolis Region of the Sports Car Club of America for the month of December, 2001:

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5615 S. County Rd. 300 W.
Greencastle, IN 46135
765-653-6122

Jerrold Baugh
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Greencastle, IN 46135
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Kathy Baugh
233 Sugar Bush Ln. S.
Brownsburg, IN 46112
317-858-6344

Jon Bopp
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Terre Haute, IN 47803
812-232-3333
e-mail: northstarsts@aol.com

Kent, Melissa, & Gage Kline
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Darius Miller
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Plainfield, IN 46168
317-837-0710
e-mail: roypolhill@aol.com

Dennis Reinbold
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Indianapolis, IN 46240
317-573-0200

Amy Weik
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#301

Indianapolis, IN 46202
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e-mail: weik@indy.net

Please note the address changes of the following members for the month of December, 2001:

Gloria Blaha
8473 KY Rt. 1092
Keaton, KY 41226

Glenn E. Davis Jr.
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Suite 240
Indianapolis, IN 46240-2167
317-574-0949

Cindy Hylton
7217 N. Creekwood Ct.
Pittsboro, IN 46167-9798
317-243-6242

Wade Parish
362 S. 850 E.
Greenfield, IN 46140-9414
317-467-1743

John Robert, Rhonda, Race, & Reyna Williams II
14114 Royalwood Dr.
Fishers, IN 46038-3929
317-594-8904

If you have any questions concerning your membership please call 317-891-8596 (Home), 317-242-3762 (Work) or e-mail me at a2zracers@aol.com or David.DeBolt@GM.com
Thanks! Let me hear from you!!

Spare Parts

by Matt Curry

GPS & Rental Car Abuse. A Connecticut man earlier this year filed a lawsuit against a rental car company because it charged him three \$150 fines for going over the company's speed limit for vehicles. How did the rental car firm know he was speeding? It uses a GPS system in its cars, which not only knows where the cars are -- which is great for recovering stolen vehicles -- but also knows how fast they are traveling.

"Pay-as-you-Drive" Car Insurance. Insurance companies and regulators are experimenting with charging customers for auto insurance coverage based on how much, when and where their vehicles are driven. Oregon has passed such legislation, and one major company has experimented with it for several years. The experimental

system utilizes GPS-based monitoring. While this would allow companies to monitor factors that statistically relate to likelihood of accidents, like speeding, will consumers accept the trade-off of lower prices for good behavior? And how much would they charge me for each autocross run in the lilac Neon at 16th Street?

To Protect the Innocent. In case you haven't noticed yet, Advanced Import Motorsports (AIM), Indy Region's solo program sponsor, has changed their website address to www.aimtuning.com. The address change also comes with a facelift. If you try the old address....

Website Update. We're working on getting the Indy Region website updated and possibly overhauled.

February is possibly the worst month for a soloist. If you were a good little autocrosser last year, Santa brought you a new set of 12-way adjustable shocks, a new sway bar, 4 new R compound tires, or at least a PlayStation 2 with Grand Turismo for Christmas. The problem is that the season is still two long months away and your new go-fast goodies are just sitting in the garage gathering dust while you dream of warm summer days, sticky concrete, and throttle-lift induced oversteer (well, at least some of us do). However, February is also the shortest month of the year and before you know it our first event will be just four short weeks away. If you're like some of us (coughchriscough), you don't even have a car picked out yet so you'd better get moving.

There are some major changes in the Street Touring classes. The STR class has been eliminated (sorry Alan and Matt), while a new class, STX, has been added. STX uses the same rules as STS in terms of allowable modifications, wheel size, and street tires, but is open to "higher performance" cars. Forced induction cars up to 2.0 liters in displacement and normally aspirated cars up to 5.1 liters are allowed in the class. Also, some of the cars with mechanical limited-slip differentials that are banned from STS are eligible for this new class, such as the Integra Type R and Infiniti IS300. Those of you that were running or were planning on running in STR may want to consider Street Mod, while some of our other local competitors currently running Street Prepared on street tires may want to take a look at this class as another option. Be sure to read through the STX rules first!

Speaking of street tires, after much discussion we've decided not to implement a tire handicap adjustment for street tires in stock classes for the 2002 season. There were two main reasons for our decision – first, there was not a good consensus amongst the membership that the rule was the proper. Second, our new timing software cannot support the tire adjustment factor for individual competitors within a class. Our aim at computerizing our Timing & Scoring is to allow for more runs during the events and make life much easier on the Solo chairs. The handicap would have been a step backward while we are trying to move forward. We would have been stuck with hand calculating times for a rule that was not well supported by our competitors.

If you're interested in being a chief for one of the solo specialties, please let us know within the next few weeks as we're finalizing plans for the season right now and we'd like to make sure we get everyone who wants to be involved up to speed.

As always, we finish with our monthly plea:

WE NEED SOMEONE TO TOW THE TRAILER!

If you can help, please let us know.

Chris McGuire 317-577-2518 mcguirecm@aol.com
Steve Linn 317-297-4814 steve.linn@cornerstonecontrols.com

2002 Indy Region Proposed Solo II Schedule

Date	Event	Location
April 6 (Sat)	T&T	16th Street
April 28 (Sun)	#1	16th Street
May 18 (Sat)	#2	Anderson
June 9 (Sun)	#3	16th Street
June 22 (Sat)	#4	Anderson
July 28 (Sun)	#5	Converse *
Aug 31 (Sat)	#6	Anderson
Sep 22 (Sun)	#7	16th Street
Oct 27 (Sun)	#8	Converse *

Other Tentative 2002 Solo Events

Date	Event	Location
May 4-5	CenDiv #1	Grissom AFB, Peru, IN
May 18-19	CenDiv #2	KY Speedway, KY
June 1-2	CenDiv #3	Grissom AFB, Peru, IN
June 15-16	CenDiv #4	Rantoul, IL
July 6-7	National Tour	Grissom AFB, Peru
July 13-14	CenDiv #5	Saginaw, MI
July 20-21	CenDiv #6	Milwaukee, WI
Aug 10-11	CenDiv #7	Grissom AFB, Peru, IN
Aug 17-18	ProSolo	Grissom AFB, Peru, IN
Aug 24-25	CenDiv #8	Oscodo, MI
Oct 12-13	CenDiv #9	Lexington, KY
Oct 19-20	CenDiv #10	Merriville, IN

2002 Tentative Columbus Region Schedule

Feb 24	Fun Event
Mar 17	#1
April 13-14	School / #2
May 27	#3
June 30	#4
July 14	#5
Aug 25	#6
Sept 15	#7
Oct 12-13	Superweekend
Nov 10	Fun Event

2002 Tentative Ft Wayne Region Schedule

Apr 6-7	School / #1
May 4-5	T&T / #2, Grissom AFB
May 27	#3
June 23	#4, NWOR Challenge Event
July 28	#5, Converse Co-sanction*
Aug 25	#6
Oct 6	#7
Oct 27	#8, Converse Co-sanction*

* Indy Region & Ft Wayne Region co-sanctioned event

Different people race for different reasons. Some just happen to have a 300 hp sports car sitting at home that needs to be exercised, some are just looking for a reason to get out of the house, others have too much money and are looking for a convenient way to burn up real expensive tires, but I bet that most of us just enjoy driving, possibly in a competitive environment. That's exactly why I participate in autocross competition. I do it for the fun of driving, but I must also admit that racing is even more fun when winning.

Winning means that you have mastered the sport, picked the right piece of equipment, and set it up. You have learned how to read a course, to control the car, how it reacts, and how to drive it at its limits. It also means that you can do all these things better than the guys and gals that finish behind you.

Let's assume that you have completed a few autocrosses, but you keep wondering how the other competitors can drive so fast. You ask yourself: "How can I get to this level?" In order to become a good driver, you need the following:

1. Understand the theory of driving fast.
2. Lots of practice.
3. The ability to analyze your driving skills and to learn from your mistakes.

Contrary to common belief, the equipment is not the main ingredient. The experts argue if autocrossing is 80% driver and 20% car or 90% driver and 10% car. Let them argue and just remember that if you want to drive faster, you need to improve your skills.

There are various resources that can be utilized to improve the understanding of racing theory. This includes books, videotapes, and schools. Another important resource is your fellow competitor. Autocrossers are typically a really nice bunch of people and are always willing to help out. Therefore, don't hesitate to ask questions and seek advice from more experienced drivers. But beware! Be very careful who you take advice from. There is some good advice out there, but bad advice is much more prevalent. The people that give bad advice don't do it on purpose, they just don't know any better. Therefore, always check the advisor's credentials, which means, watch how he/she drives and places. Does the person practice what he/she preaches? Not everybody who thinks is an expert actually is. You have probably noticed the same thing in other sports – the best players don't always make the best coaches, but the best coaches weren't always the best players. The best advice I can give is listen to as many people as you can, use your common sense, try a few things, and do what the fast guys do. In order to get a grasp of racing, you need to understand things like car set-up, course-walk, steering techniques, shifting, braking, apex, driving lines, friction circle, etc.

Maybe even more important than the theory is practice. You can read 100 books, but you'll never become a good driver unless you drive, drive, drive. One thing that makes autocrossing a challenge is the lack of practice runs. Typically, when you are just starting to learn the course and be-

come comfortable in your car, the event is over. One of the best ways to practice autocrossing skills is in a school. There are a couple of "professional" schools available, and most SCCA regions offer schools and test & tunes in various formats at the beginning of each season. Other than that, enter as many events as you can.

There is not lack of opportunity. Several regions hold numerous events within a reasonable distance. From April to October, there is typically an event every weekend within less than two hours driving time from Indianapolis. South Bend Region holds their races in South Bend and one typically per year at Grissom. Fort Wayne holds events in Fort Wayne, Muncie, Converse, and other places. TSSCC (Tri-State Sports Car Council) holds some events in Merrillville. Columbus Region runs their events at the Walesboro airport. Western Ohio Region races in Dayton and Xenia. Cincinnati Region races in Alexandria, Kentucky. Kentucky Region runs some events in Louisville, and I know that Central Illinois region has run in Danville, IL. I am not suggesting to abandon Indy Region, but to get some additional seat-time by visiting other regions or even a CenDiv or national-level event when Indy Region does not run. In addition to driving practice, you can experience different style courses and see how other regions run their events, and maybe take a few good ideas home to Indy about how to improve our events.

However, there is one more ingredient. It is called your brain. Autocrossing very much a mental sport, even though it may not appear that way. All the driving doesn't do any good if you don't learn anything from it. If you are one of the people who race to get away from home for a while or to burn up your tires, you don't need to worry about this part. However, if you are seriously interested in improving your driving skills, you must fully concentrate when driving. Pay attention to how the car behaves on course, evaluate your traction, learn how it feels when the car starts to slide, pay attention to the "racing line", watch where other drivers go faster, analyze your runs, learn from your mistakes, and look for "waste" in your driving style, which means determining areas where you give up time by not running 100%.

It is important to have a good understanding of the course and how to drive it even before the first run. Create a plan for how to drive the course then try to execute it. After the run, instead of jumping out of your car bragging in front of your friends how you almost spun out, how many cones you knocked over, or running to the timing board to check how many thousands you knocked off this time, take the car to your grid spot, park it, take a deep breath, calm down (there is a pretty good chance that your hands are shaking at this time), rewind the film in your head and mentally repeat the last run. Ask yourself how this run felt. Did you coast anywhere? Were there any places where you overcooked it? Where were your brake points? Did you misjudge the course? Did you hit any cones? If so, where. Were you too far away from any cones? And most important, try to determine what you need to do on your next run

(Continued on page 8)

(Continued from page 7)

in order to get a better time and how you need to adjust your driving and inputs (gas, brake, steering) in order to get closer to that perfect run. Only with this analytical approach will you be able to truly advance in your driving and optimize your skills.

I have put together a list with various resources regarding autocrossing. There are many other racing-related resources, such as books, tapes, and schools, available, but the ones I listed cater especially to the autocrosser. Check them out! They will help you to become a better driver, increase your fun in the sport, as well as give you a better

idea about what to expect from autocross events and how to set them up.



**INDY REGION SOLO II
SPRING TEST &
TUNE**

Saturday, April 6, 2002
16th Street Stadium

Autocross Resources

Books

SECRETS OF SOLO RACING - Expert Techniques for Autocross & Time Trial

Henry A. Watts, Loki Publishing Company, 192 pgs., 77 b&w ill., \$14.95, ISBN Number: 0-9620573-1-2

"A must-have book for everyone interested in autocross, packed with hands-on information for racing and car prepping, lists of clubs, rules, and much more." (Classic Motorbooks) *Since Henry Watts is a "Porsche guy", and I was interested in Porsches, I actually tracked down his phone number and called him to ask him for advice when I was doing my research before I bought my first autocross car. I had hope for a little more information, but I must say that his book is unbeatable. It is a very comprehensive resource covering autocrossing and time trials. It covers topics from what an autocross is, driving techniques, course analysis, car modifications, all the way to being an instructor. If you get only one book make sure you get this one. It is valuable for the beginner as well as for the advanced driver. I used to read this book every spring, and it is probably time to read it again.*

Winning Autocross Solo II Competition

Richard Turner & J. B. Miles, Turner Design, 128 pgs., 42 ill., \$12.95, ISBN Number: 0932522017

"The associate editor of Autoweek said this book is the best way to go faster without buying a turbocharger. Very thorough including such matters as polar moment, torque lag, tires, reading the road surface and much more." (Classic Motorbooks) *This book used to be the "bible" for many autocrossers back in the 80's. However, it is clearly dated, not the most clearly written text, illustrations that are of little use, and I disagree with several statements in the book. However, I would still recommend it to complete the autocrossing library, but be careful when you read it.*

Videos

Autocrossing with Dick Turner; Color. 60 min., \$49.95

"Learn the skills of a winning driver. Turner has trained thousands of drivers in the art and science of winning autocross. Now you can benefit from Turner's expertise. Learn about skid pads, trailing brake, understeer, oversteer, cornering, shifting, braking and more. The complete how-to of

autocrossing." (Classic Motorbooks) *The only video available on autocrossing. Closer to 55 minutes, of which several are used for advertisement. Turner claims at the beginning that he is giving the viewer the pieces to the puzzle necessary to become a national champion. However, this accomplishment requires much, much more than a 60 minute videotape. The tape includes information on car set-up, and various driving techniques, such as steering, slaloms, starting, turning, and an explanation of the apex. Some of the information is plain wrong, such as to always run a full gas tank and to late-apex a single cone around a 180° turn. Not the greatest value. Contains some useful information for the beginner. Best suited for people who want a quick introduction to the sport, don't like to read, or learn better visually.*

Magazines

Sports Car - The Official Publication of the Sports Car Club of America; \$2.95/issue (12 issues/year), Sports Car Club of America Inc., 9033 E. Easter Pl., Centennial, CO 80112-2122, (800) 770-2055 *Comes free with your SCCA subscription. Contains a nice amount of autocross information, of course all SCCA-related.*

Grassroots Motorsports - America's Sports Car Magazine; \$19.95/year (8 issues), Motorsport Marketing, 555 West Granada Blvd., Suite B9, Ormond Beach, FL 32174 (888) 676-9747, grmcirc@aol.com, www.grmotorsports.com *This magazine started out as an autocross magazine (was actually in the title), but has become more mainstream. They still give driving tips and setup tips every once-in-a-while, and have some autocross content. They do a lot of project cars. Still a great magazine.*

North American Pylon; \$24/year (12 issues), published by Kelly Communications, P.O. Box 1203, Pleasanton, CA 94566-0120, (925) 846-7728, lolipop487@home.com, www.pjkelly@napylon.com *The only true nationwide autocross publication in the country. No fancy layout, but great content from event coverage to driving tips and car set-up to event listings. A great bargain! Highly recommended.*

CENDIV Solo II Champion Series Bulletin; Mailing list keeper: Kent Weaver, 4406 Cordell Dr., Kettering, OH

45439-3046

Monthly publication of the Subaru CENDIV Solo II Championship Series. Event announcements, results, and reports. Also contains the most complete listing of regional, divisional, and national level autocross events in the Central Division. Free to participants.

Web Sites

Indy Region: www.indyscca.org

Web site of the SCCA Indianapolis region. Contains information about the local autocross program, as well as links to all adjacent SCCA regions.

CenDiv: www.spec-rx7.org/~cashmo/cendiv/

Web site of the SCCA CenDiv Solo II series. Contains schedule, results, pictures, and links.

SCCA: www.scca.org

Official Web site of the Sports Car Club of America.

Chicago Region: www.scca-chicago.com/solo/index.html

Web site of the Chicago region, but also the home of the RTP and PAX indices.

Western Washington Sports Car Council: www.wwssc.org

Web site of the Western Washington Sports Car Council. I listed this site not for proximity, but for its excellent content, including info for beginning autocrossers, course worker instructions, and event master checklists.

Autocross.com: www.autocross.com

Nice autocross-related content. Also contains links to the RTP and PAX indices.

Roger Johnson's course design book: <http://www.ghg.net/cmjfs/>

Roger Johnson has designed many courses, including several for the Solo II National Championship. A 100 page PowerPoint presentation with design tips and rules can be found on this Web page. Highly recommended for people who are interested in designing autocross courses.

Discussion Lists

Team.net: www.team.net

Well-established discussion group totally dedicated to autocrossing. Well over 1,200 members, amongst them the best drivers in the country. Like on almost every list, there is always at least one member that has no clue but feels he has to respond to every post. Some negative attitude, lengthy discussions, and flaming keeps many from participating, but this is the greatest resource when looking for specific advice on any autocross-related issue. Some of the best communication goes on behind the scenes.

Evolution: <http://groups.yahoo.com/group/evolution-discussions/> Fairly new list that shares a lot of members with Team.Net. On the Evolution Performance Driving

School discussion list, future and past students and anyone with an interest in autocross or driver enhancement can share information, tips, or ideas to go faster. Many of Evolution's instructors are on the list.

Great Lakes Autocross Discussion List: <http://groups.yahoo.com/group/GLautoX/> Discussion group to discuss events and topics of relevance to autocrossers in the Great Lakes region (WI, IL, IN, MI, OH, and surrounding areas).

Indy Region Discussion List: <http://groups.yahoo.com/group/indyscca> General discussion list of Indy region. Home to many fellow local competitors.

Schools

Evolution - Performance Driving School; McKamey Autocross Division, (407) 889-7207, www.autocross.com/evolution/

Originally founded by Jim McKamey from the South Bend area, the school was taken over by Jean Kinser, also a former national champion. Many current and former national champions teach for Evolution. They offer three different schools (Phase I, II, and III). The price for a one-day school has gone up considerably, approaching \$200. A typical school starts with a course walk and baseline runs, and continues with instruction sessions, and plenty of driving. Expect 30-40 runs/day and don't be surprised if you wear out your tires and maybe even the driver. One of the greatest features is the course with five timed sections. This school offers enough seat-time to finally get comfortable in the car.

Track Time; <http://www.tracktime.com/>, One day: \$195, two days: \$375 One-day and two-day autocross schools taught by 4-time national champion Brian Priebe. Personal instruction in your car or theirs (BMW Z3) at Michigan International Speedway or Virginia International Speedway. Only in his mid-twenties, Brian is one of the most talented drivers in the country. He also has experience teaching for the Evolution school.

SCCA Regions Many SCCA regions offer one-day schools in the spring. See SCCA newsletters and Web sites for details.

Data Acquisition

Extreme GEEZ, Inc., 29771 N. 67th St., Cave Creek, AZ 85331, (888) 909-0818, info@extremegeez.com, www.extremegeez.com ExtremeGEEZ is a data-acquisition tool specifically developed for the autocrosser. Geez records axial and lateral acceleration and calculates speed and location and can even draw maps of the courses driven. Gives ratings on smoothness, aggressiveness, and utilization, which closely correlate to times driven. Many features. Some effort required to benefit. In my opinion, this tool is best suited to compare multiple drivers in the same car on the same course.

While reading over some previous articles, I noticed a continued unintentional reference to supercharged cars that I have owned. I make no distinction here between turbocharging and supercharging; they are all supercharged — the drive mechanism is the only real difference.

Why have I been drawn to “blown” engines? I had no choice. I am drawn to cars of small size, bulk, weight, and mass, but not slow ones. A low mass car does everything better — accelerating, turning, and stopping. Small size helps you in maneuvering in tight places, like autocrosses. Unfortunately nearly all of the affordable small size or small mass cars are underpowered. There are several options for addressing that problem.

Transplanting a more powerful engine usually increases the mass exponentially. The heavier engine requires heavier springs, brakes, mounts, radiator, transmission, etc. Increased displacement by stroking or boring by the manufacturer usually makes for taller, longer, or wider engines. A car purchased with the larger engine would be larger in all dimensions; witness the huge, heavy Corvettes and Camaros.

Much noise is made about transplanting engines with multiple valves, overhead cams and exotic electronic injections. Most engines with multiple valves and cams are much taller and heavier due to the extra valve gear, only increase power at higher rpms, and present packaging problems. After trying after-market electronic injections, I decided that I didn't like walking back home all that much.

ONE psi boost makes up for all of the valve technology or displacement. I figured this out long ago when I learned that if you want a small, low mass, powerful car, you have to make it your self. I loved my new MGA except when it was passed by Triumph TR3s and Austin Healey 3000s. My response was a Judson supercharger. This was only the beginning. I “Paxton Supercharged” my new 140 hp Corvair. I swapped a mid Corvair engine into a Fiat 850 Spyder (talk about a tiny original engine), then later “Paxton Supercharged” it. Currently, I'm playing

with turbocharging on my Yenko Stinger. Hmm, I wonder where a blower would fit in my Fiero?

All engines make their power by acting as internally powered air pumps. Anything to increase the pumping volume (cfm) or efficiency increases the power output. Obviously, increasing the size of the pump (engine) works. Increasing the speed (rpm) and compression ratio of the pumps works. A supercharger is simply an added or compound air pump driven by the engine.

There are reliability advantages with supercharging versus the traditional hot rodding alternatives that increase engine speed and compression. One advantage is that the added mechanical stress with supercharging is in direct proportion to the added horsepower increase—not squared as with increased rpm.

Increasing compression increases the peak pressure on pistons, rods, bearings, etc. Peak cylinder pressure causes breakage. With a supercharger, the added peak cylinder pressure is less, as the pressure is more constant and averaged out over the cycle.

Increasing engine revs demands more valve gear strength and complexity. With a blower, since high rpms aren't needed, ordinary valve gear can be used.

Close ratio transmissions become necessary when exotic camshafts are required. Since a “blown” engine makes a lot of lower rpm torque and neither wants nor needs a wild cam, a standard wide ratio gear box can be used.

If using fairly high boost i.e. one atmosphere (14.7 psi) the air flow can be thought of as nearly hydraulic and very simple, short intake and exhaust manifold can be used, which reduces the inherent lag. Yes, for all the advantages, there are some issues with superchargers.

The added weight of either a turbocharger or supercharger is usually around 25 pounds. The good thing is that it can be placed almost anywhere in the engine bay. This is especially true of turbocharging and even more

true if you are only compressing air, not fuel as well. As an extreme example, I once installed the Paxton blower in the mid-engined Fiat on the floor under the passenger's seat.

Increasing power production without increasing the displacement of the engine creates excess heat. This is true of any hop-up but especially so with supercharging. Extra engine cooling and charge cooling is necessary. Detonation MUST be avoided. Detonation is the extreme example of peak combustion pressure. Street cars use electronic measures to sense detonation and reduce timing advance. This also reduces power output, so racers either use higher octane fuel, water injection, intercoolers, or build in the detonation protection with lower compression ratio, high turbulence head designs.

Now back to that lag problem. This is where superchargers and turbos are distinctly different. Mechanically driven blowers — superchargers — have nearer to no lag but use much more power to drive them.

One popular book, “Maximum Boost”, gives no regard whatsoever to the lag time of turbocharging. It's considered unimportant. I agree that it's no big deal on the highway, an oval track, dragstrip, or road race track. It is EVERYTHING in an autocross. Those huge plenums, big intercoolers, long tuned intakes, and big flowing headers may be great on an 2 mile oval, but that is lag, lag, lag, in our world.

“No lag” is never possible with a turbo (compare it to a very flexible rubber band drive system), but lag can reasonably be reduced to less than a car length. Lower levels of lag can only be had by literally building a fire or explosion in the exhaust feed system or having a terrifically hot exhaust system such as in a turbo rotary engine.

Sooo, if turbo supercharging is so great why am I toying with a naturally aspirated high compression, high rev, autocross engine? Well, a car length of lag is still lag and still a car length and we may accelerate out of 6 to 10 slow speed or no speed corners in a 50 second run. How many car lengths am I willing to lose by?

CEN-DIV STEWARD/WORKERS SEMINAR MARCH 2-3, 2002



HOLIDAY INN-City Center
213 West Washington
(Corner of Washington & Main)
SOUTH BEND, INDIANA
219-232-3941



SCCA Room Rate: **\$82.00 + Tax** per night up to 4 per room.

Call Holiday Inn directly to make reservations (**219-232-3941**) - a block of rooms will be held until February 22 at the above rate. Request the SCCA rate (normally \$89-\$109) when making your reservations. The Seminar registration fee also includes continental breakfast and lunch on Saturday, continental breakfast on Sunday morning.

Registration Fee for the Seminar: **\$45.00**. If registering with Spouse, their fee is **\$40.00**. Registration form and fee must be received by **February 22**. Checks payable to: Central Division Calendar Committee

Late Registration add **\$10.00** per person if postmarked after February 22.

Lunch only fee is **\$15.00**

Registration will open on Friday, March 1 at 6:00 p.m. at the Holiday Inn.

Please print all information on your registration form.

CEN-DIV STEWARDS/WORKERS REGISTRATION FORM

Make checks payable to: Central Division Calendar Committee
Mail to: Bev Heilicher, 320 Dakota Ave S, Golden Valley, MN 55416

Attendee Name: _____	Fee included @ \$45.00: _____
Spouse Attendee Name: _____	Fee included @ \$40.00: _____
Address: _____	Late Fee included @ \$10.00: _____
City, State, Zip: _____	Lunch Only Fee @ \$15.00: _____
Telephone: _____	Solo II Workshop only @ \$5.00: _____
Region of Record: _____	TOTAL AMT ENCLOSED: _____
Licensed Specialty or Regional Position: _____	Email address: _____

2002 Cendi v Race Schedule

DATE	DRIVER'S SCHOOLS	REGIONALS	NATIONALS	OTHER EVENTS
Mar 2-3				Stewards/Workers - Holiday Inn Downtown - South Bend, IN
Apr 20-21	INDY @ IRP (Sat) DET @ WAT	INDY @ IRP (Sun)		
Apr 26-28	BVR/CHI/MIL/LOL @ BHF (D) (Fri/Sat)	BVR/CHI/MIL/LOL @ BHF (Sun) (C)	INR @ GM	
May 4-5			BVR @ BHF	VSCDA @ GM
May 11-12	NEO @ NL	INDY @ IRP (D) (C) MIL @ RA (D) (C)		
May 18-19	FWR/WMR/SBR/INR/ OVR/DET @ GM	FWR/WMR/SBR/INR/OVR/ DET @ GM LOL @ BIR (D) (C) (T)		SVRA @ RA
May 25-26 Memorial Day		WMR @ GRA (D) (C) LOL @ BHF (D) (C)		
June 1-2			OVR @ M-O	CART @ MILW
June 8-9			DET/FTW @ GRA	AMA @ RA
June 15-16		NEO @ NL (D) (C)		SVRA @ M-O VSCDA @ BHF
June 21-23			CHI @ RA JUNE SPRINTS	
Jun 29-30		BVR @ BHF (C) (D)		LeMans @ M-O CART @ CICERO
July 6-7		CINCY @ M-O (D) (C)	INDY @ IRP	LeMans 500 @ RA VSCDA @ GM
July 13-14		SB @ GM (D)		CART @ CLEV
July 20-21			NEO @ NL	BRIC VSCDA @ RA
July 27-28		MIL @ RA - IT (R)	MIL @ RA	AMA @ M-O
Aug 3-4		FTW @ M-O (D) (C) LOL @ BIR (D) (C) (T)		
Aug 10-11	MIL @ BHF	MIL @ BHF (C)	WMR @ GRA	CART @ M-O
Aug 17-18		DET/WAT HILLS @ WAT		CART @ RA VSCDA @ GRA
Aug 24-25		CHI @ RA (D) (C)	NEO @ M-O	
Aug 31-Sep 1 Labor Day		WMR/LSR @ GRA (D) (C) LOL @ BHF(R)	LOL/MIL/CHI/BVR @ BHF (D)	
Sep 7-8		OVR @ M-O (D) (C)		
Sep 16-22			SCCA RunOffs @ M-O	VSCDA @ RA
Sep 28-29				F-1 @ INDY
Oct 5-6		WOR @ M-O (C)		VSCDA @ IRP (T)
Oct 12-13		CHI @ BHF (C)		

Note date change
due to IRP
schedule conflict

BHF-Blackhawk Farms

BIR-Brainerd Int'l Raceway

GRA-Grattan

(C) Champ Series

(T) Tentative

GM-GingerMan

IRP-Indianapolis Raceway Park

M-O-Mid Ohio

(R) Restricted

NL-Nelson Ledges

RA-Road America

WAT-Waterford Hills

(D) Double

I am pleased to announce that Ken Osiecki has volunteered to be the Assistant Rally Chairman for 2002 and step up to Rally Chairman for 2003. Ken has been an active participant in rally for many years, both here in Indianapolis and in Detroit. He has been presenting Tour events for many years and many of you particularly enjoyed last years Tour to Metamora. He will be producing a similar event this year called Tour to Nashville with a similar format; morning rally and afternoon to enjoy the shops of Nashville. Ken will shortly be getting his Rally Safety Steward license.

Speaking of Rally Safety Stewards, Frank and Candice Pope earned their licenses in October and have been very helpful, particularly with the Divisional last November.

On the subject of the Divisional, it came off very well even though we were a bit disappointed in the number of competitors. We received several regrets from people who had conflicts with holiday events. Even so, there was a very spirited contest between three Equipped Class teams that had a mathematical chance to win the Divisional Championship for 2001. It was won by Jack von Kaenel and Ron Johnstonbaugh who also shared the 2001 National Championship in Equipped. All of the competitors were impressed with the effort and competence of the Committee and particularly the workers. Checkpoint operations were well organized, and scoring was very efficient. All were impressed to have scores for rally sections prior to starting the next section. It is more usual to see them only after the event is finished.

2002 is going to be another ambitious year for the rally program. We have applied for listing on the National Rally Championship schedule for a double event on the weekend of August 17/18, and also on the Divisional schedule for the same weekend. This is mid-season for both series, so all of the Championships will still be very much in play. This should bode very well for a strong entry in both series. Frank Pope is leading the committee for La Rallye Variforme II Tour and I will be leading the committee for the still nameless Course event. Please save the weekend to assist us with checkpoints. We will need as many as we did last year, but for two days.

Candice Pope has signed on to do the March event and Julie Partridge has signed on to do the April event. As mentioned earlier, Ken Osiecki is presenting a tour event that is scheduled for June. The rest of the schedule is not so clean, however. I have penciled Frank in to do a double regional pre-check of La Rallye at the end of June, and myself to do a double regional pre-check of the course event in mid-July. Those are tentative pending agreement from Frank, and my getting a good start on the Course event. There are three more events in Sept., Oct., and Nov. which are still looking for Rallymasters. Volunteer soon so that we can publish a firm schedule.

The 2002 Rally School is announced below. We all owe a debt of gratitude to Jo and Bob Seymour who have arranged to host the event this year. If you haven't met them yet, come to school, or look for Bob on corners at IRP and Jo in Timing.

2002 Indy Region Rally Schedule

Feb 10 (Sun)	Rally School	Jo Seymour	Windsong Clubhouse
Mar 24 (Sun)	Candi Cross	Candi Pope	??
Apr 27 (Sat)	??	Julie Partridge	??
June 15 (Sat)	Tour to Nashville	Osiecki's	??
June 29 (Sat)	? National Pre-check (double)	?Frank Pope	Cloverdale
July 14 (Sun)	? National Pre-check (double)	?Chuck Hanson	Cloverdale
Aug 17/18	Double National	Frank & Chuck	Cloverdale
Sept 8 (Sun)	??	??	??
Oct 13 (Sun)	??	??	??
Nov 3 (Sun)	??	??	??



Give  a try
It'll drive you outta
your freakin' mind!

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 Hergenroether Award is the premier road racing award in Indianapolis Region. It shall be presented to the outstanding competition driver on the basis of attitude, sportsmanship, and competitiveness as selected by previous recipients of this award.
2. The 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. 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.
3. Regional 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 Central Division.
 - b. Rules 5, 6, 7, 8, and 9 will apply.
4. National 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 Central Division.
 - b. Rules 5, 6, 7, 8, and 9 will apply.
5. A driver will be eligible for only one National 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.

SOLO II AWARDS

1. Class championship year-end awards will be presented as follows:
 - a. Within each class defined in the current National Solo II 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	10
2	9
3	8
4	7
5	6
6	5
7	4
8	3
9	2
10 through last	1

- c. 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	AWARDS
1 to 3	1
4 to 6	2
7 to 9	3
10 to 12	4
13 or more	5

2. Year-end qualifications:
 - a. Must be an Indianapolis Region member before the start of the final event of the season. Anyone who joins before the start of the final event of the season will receive points for events run as a non-member. Proof of membership must be submitted to the Solo Chairman. Anyone who joins after the start of the final event of the season will receive points only for events run after joining. If the final event of the season should be cancelled, points will not be awarded to non-members unless proof of Indianapolis Region membership is presented to the Solo Chairman showing valid membership before the day of the cancelled final event. Proof of membership must be presented within two weeks after the scheduled date of the cancelled event.
 - b. The member must compete in one given class in 50% of the region's Solo II points events. (Round up for odd number of events.)
 - c. The member's best finishes in 70% of the region's

ROAD RALLY AWARDS

Solo II points events will be counted (rounded up to the nearest whole number.)

- d. Ties for year-end points will be broken on the basis of quality of finishes, i.e. most number of firsts, most number of seconds, etc.
 - 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, Trailer Towing, or any other position so deemed by the Solo Chairman.
3. It will be the responsibility of the Solo II 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 via 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 December Annual Meeting.
 4. Year-end awards will not be awarded unless the region conducts a minimum of 3 points events.
 5. A year-end Solo Competitor of the Year Award will be presented to the Solo competitor earning the most points through out the year via PAX scored finishes at each points event, excluding Australian Pursuits or any other type of event in which PAX results cannot be obtained.

The maximum number of points that may be scored will be equal to the number of competitors officially entered at the event. As an example, at a solo event with 80 entries, the Fast Time of Day (FTD) via the current year PAX index will receive 80 points, second place will receive 79 points, third place will receive 78 points, continued down through the last place competitor at the event who will receive 1 point. The total points scored during the season will then determine an overall winner.

Ties for year-end points will be broken on the basis of quality of finishes in class, i.e. most number of firsts in class, most number of seconds in class, etc. The Solo Competitor of the Year points standings will be published via either the Clutch Chatter or the region web site twice per season, once after the fourth points event of the season and once after the final points event of the season, but before the December Annual Meeting.

6. A year-end Spirit of Solo Award will be presented to the Solo competitor 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 Chairperson(s) after the finals points event of the season, but before the December Annual Meeting.

- I. 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.
- II. 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 "A": Unlimited equipment. Comparable Divisional and National classes are "Equipped" and "Limited."
 2. Class "B": Any timekeeping device, stock odometer in stock location, any computer/calculating equipment that does not have automatic input of mileage, tables, or slide rules. Comparable to Divisional class "Stock."
 3. Class "C": Any timekeeping device, stock odometer in stock location. No calculating equipment beyond paper and pencil.
 4. Class "N": (Novice) Same as Class "C," 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.
 5. Historic Class "A": Vehicles must be 25 years or older and use equipment from the period; i.e. Halda Speedpilot, Halda Twinmaster, and Curta calculators.
 6. Historic Class "B": Vehicles must be 25 years or older and use equipment from the period; i.e. stock odometers, Steven's Calculators or other slide rule type devices, tables, or paper and pencil.
 - 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.
 1. Class "E": (Experienced) Combination of Classes "A," "B," and "C" or anybody who is not a novice.
 2. Class "N": Same as Group I - Class "N"
- III. 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 re-

sulting 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. 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

B. Points will be counted only for Indianapolis Region members.

1. Anyone who joins on or before September 1st in a given year will receive points for those events run as a non-member.
2. 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 four (4) 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 Region SCCA event.

1. Members staging (writing) a rally or pre-checking a rally will automatically fulfill this requirement.
2. The rally chairman will be responsible for keeping a record of those people who have fulfilled the work requirement towards year-end point eligibility.
3. It will be the responsibility of the rally competitor to:
 - a) Seek work agreeable to the rally chairman.
 - b) Have the work certificate issued to each rally competitor at the beginning of the season by the rally chairman certified by the event chairman.
 - c) Return the work certificate to the rally chairman by the 15th of November of the current year for recording.

F. Members staging or writing a rally; i.e., being a rally-master, will earn 12 points in the class in which they compete during the majority of the season.

IV. 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.

V. 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: A > B > C

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

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.

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	9
2	6
3	4
4	3
5	2
6	1

3. The competitors nine best finishes will be counted with no more than four events from any one category of competition.

4. The points standings will be published at mid-season and at the end of the year in Clutch Chatter.

Speed Freakz COMPETITOR OF THE YEAR

An award to honor the Indianapolis Region "Speed Freakz" member who has demonstrated the best performance while competing in Indianapolis Region's Club Racing, Rally, and Solo II programs, as well as in other competitive activities sanctioned and/or supported by Indianapolis Region. Examples of other competitive activities would be car shows, pinewood derbies, etc.

The individual scoring the greatest number of points by the below rules throughout a current calendar year from January 1st through the third Sunday of November will be named Indianapolis Region "Speed Freakz" Competitor of the Year.

1. Points will be awarded for class finish (or overall finish in events with only one class) in racing, rally, and solo events which count for Indianapolis Region Championship points or in other competitive events such as those described above and designated as such by the Indianapolis Region.
2. Points will be allocated to competitors finishing ahead of at least one other starter (competitor) as follows:

FINISHING POSITION	POINTS
1	9
2	6
3	4
4	3
5	2
6	1
3. The competitors nine best finishes will be counted with no more than four events from any one category of competition.
4. The point standings will be published at mid-season and at the end of the year in "Clutch Chatter".

Speed Freakz MEMBER OF THE YEAR

An award to honor the Indianapolis Region "Speed Freakz" member who has by participation shown the most commitment and dedication to, and support of the Indianapolis Region and its activities throughout a current calendar year from January 1st through the third Sunday of November. The winner of this award will be selected by the current regional executive with the concurrence of the majority of the current board of directors.

Eligibility - The "Speed Freakz" member must meet the following requirements:

1. Must conform to the Sports Car Club of America national "Speed Freakz" membership eligibility in all aspects, or
2. Must conform to requirements as established by the Indianapolis Region as listed below:
 - a. Must be an Indianapolis Region member of record on or before September 1st of the current year.
 - b. Must be under the age of 26 years old when applying for membership of any type in the current year.

INVOLVED MEMBER AWARD

Awards will be presented based on accumulated points earned during the period of January 1 through November 15. Awards will be presented at the annual banquet to the ten region members who have accumulated the most points during the most recent earning period. The awards will be embroidered lightweight jackets. A member will be awarded a jacket only once in five years. A repeat placement will be recognized by the presentation of a patch to place on the jacket already awarded.

Points can be earned by participating in any activity or event sponsored by Indy Region. Points may be earned only while an Indy Region member. The awards are available to dual members, as well as to Indy Region of Record members.

To earn points, all involved Indy Region members must fill out the form below for any events where you participate. Then mail this card to Dave DeBolt at 222 Yorkshire Blvd. W., Cumberland IN 46229 or e-mail a reasonable facsimile of this form to a2zracers@aol.com. You may copy this form if you need more space. You must return this to Dave by November 16, 2002. Confirming receipt of submitted points is the sole responsibility of the entrant. A person's eligibility will be verified by the Membership Chairman.

The schedule of points available is:

- 1 pt. Entry in a competition event; attendance at activities meetings, crew at a competition event.
- 2 pts. Race worker (one day); Rally worker; Solo event specialty chief; non-entrant Solo worker; worker at Fire School, Banquet or other special events.
- 5 pts. Rally event chairman; Solo event chairman; Race chief of specialty; Chief Steward; Chairman SOM; Assistant Race Chairman; Chief or Chair of special events; two days as an F & C Corner Captain.
- 10 pts. Race Chairman

If any position is shared, the points available for the position will be shared proportionally between the workers filling that position. (i.e., if two people share the responsibility of chairing an event, each will get half the points designated for a chairman of that type of event.)

There will be no combination of points for a single event. (i.e., you may not earn competitor as well as worker points at one single event.)

Final determination of worker points will be totaled by the awards chairman based on the submission of the registration cards.

DATE	EVENT ATTENDED	HOW YOU PARTICIPATED

2002 Points Rules Changes Recap

Yes, folks, there was some add/change/delete activity with the points rules for 2002. If you have any questions regarding the rules, please contact the program chairpersons or a board member.

Race: The only change here was to delete the prior version of rule 3b (as a result, 3c became 3b in the 2002 rules). Here's the prior version of 3b:

3b. Only events including all Central Division regional classes will be scored.

The reason for this change was to give more opportunity for regional racers to count points from the races that they compete in. There are events both in Cendiv and in other divisions that don't include all of the Cendiv regional classes — enduros and the American Road Race of Champions are two examples. With the many opportunities to race, the board doesn't believe that this will create an unfair situation. Note that no changes were made to the other rules that govern races that can count for points.

Solo: The biggest change is the addition of a new Solo Driver of the Year award (see rule 5). Specific rules were also added for the Spirit of Solo Award, which was

awarded in 2001 but wasn't in the rules. Changes were made to 2a which has to do with becoming an Indy Region member in order to qualify for year-end awards. The new deadline is tied to the final event instead of September 1.

There were several clarifications made, simply for the sake of avoiding misinterpretations.

Rally: There were no major changes. A clarification was made in rule II.A.4 affecting who can run in the Novice class. This resolved an inconsistency between who could run an event in Novice and the year-end awards rule (see rule V.C).

The last sentence of rule II.A.2 used to read as follows: 'Comparable to Divisional and National class "Stock".' The "and National" was dropped.

Speed Freakz: Rules for both awards were plugged in.

Involved Member: Clarifications regarding reporting points were made.

COMPETITOR OF THE YEAR

The Competitor of the Year awards (regular and Speed Freakz varieties) are presented annually to the competitors who score the most points in Indy Region competition events — rally, solo and race.

In order to be eligible, you must score points in at least two disciplines, like solo and rally.

This is a good time to encourage solo drivers to check out a Rally event this year. We had some crossover last year, and if you ask any of them, they'll tell you that they had a good time. Rallies typically find some great roads and keep you going for a few hours—no sitting around waiting for your turn. Plus you get to share the experience between a driver and navigator — kind of two for the price of one!

The first rally is coming up on March 24. If you're interested in kicking the competition, you might check out the school on February 10.

Use the calendar alongside to keep up with all of the events.

Date	Indy Region Competition Program Event
Feb 10 (Sun)	Rally School*
Mar 24 (Sun)	Rally #1 Candi Cross
Apr 6 (Sat)	Solo Test & Tune 16th Street*
Apr 20-21	School*/Race @ IRP
Apr 27 (Sat)	Rally #2 TBD
Apr 28 (Sun)	Solo #1 16th Street
May 11-12	Double Regional Race @ IRP
May 18 (Sat)	Solo #2 Anderson
Jun 9 (Sun)	Solo #3 16th Street
Jun 15 (Sat)	Rally #3 Tour to Nashville
Jun 22 (Sat)	Solo #4 Anderson
Jun 29 (Sat)	Rally #4 & #5 Cloverdale
Jul 6-7	National Race @ IRP
Jul 14 (Sun)	Rally #6 & #7 Cloverdale
Jul 28 (Sun)	Solo #5 Converse
Aug 17-18	Rally Double National*
Aug 31 (Sat)	Solo #6 Anderson
Sep 8 (Sun)	Rally #8 TBD
Sep 22 (Sun)	Solo #7 16th Street
Oct 13 (Sun)	Rally #9 TBD
Oct 27 (Sun)	Solo #8 Converse
Nov 3 (Sun)	Rally #10 TBD

* indicates non-Indy Region points event
Dates and events are subject to change

Classifieds

Classifieds are offered as a free service to Indy Region members. Please submit to Matt Curry (contact info on inside cover). Deadline for March issue ads is February 18.

Mistress for sale. Sleek, evil, black, bitch named Elvira (sometimes goes by the alias GT1 car #13). She will demand that you expend vast amounts of time and money on her. (Particularly fond of new black shoes of the Hoosier brand). She can be extremely cruel (just ask the competition). She will make you fear for your life yet provide extreme pleasure and exhilaration like no other one can. She has a fiery temper and is hot, mean, and nasty. She will beat you up yet loves to be manhandled in return. She dominated the Cendiv Regional Championship in 2000 and 2001. \$27,500 buys her with championship winning engine, 3 sets of wheels and tires with mounted rains, spares, etc. Other engines available. Price includes training by former slave at her personal chamber of horrors known as IRP (if you are lucky you might even get to see her friend, The Grim Reaper, who lives in turn 3). You know you WANT her, you absolutely NEED her, she DEMANDS that you contact Ricke Katko (317)242-2225 (D), (765) 349-9271(E), or rkrinc@aol.com. Ask for "Worm".

1971 Fiat 124 race car, this car ran SCCA FP in early 90's, would run EP in autocross. Could run vintage. Need safety updates for SCCA or Vintage road race. This is not a street car and could not be made into one. Car comes with enclosed trailer and a ton (at least 2000#) of parts which includes complete engines to extra body parts. \$1700 or offers. Richard Atkins, (812) 446 1313 richarda@ccrtc.com

1977 BMW 320, only driven for short distance on weekends and not at all for past three years (barn stored), this car set up for FSP Solo II, could easily be converted to street or track. Two sets of BFG R1 tires, one mounted on Alpina wheels, one set on BBS wheels, Flowmaster muffler, Repco

pads, 4 point harness, header, Suspension Techniques sway bars front and rear, Eibach springs, Bilstein shocks, strut brace, quick shift kit, twin 40 DCOE Webers on Korman manifold, K&N air filters, 3.91 Limited slip in car, spare 3.64 limited slip. \$3500 or offer. Richard Atkins (812) 446-1313 richarda@ccrtc.com

FV cockpit adjustable rear shock will take the car from push to loose \$395. Also 4-2-1 collector adds to the primary length for bottom end \$125. Both used in '01 including Runoffs. Call Greg Buttrey 317.823.4440

ESP or SM '82 Camaro, Multi-time Solo 2 Divisional and National Champion. 350, 4 spd., new torsen, 3 sets of Hoosiers and rims, too much to list! Asking \$8700.00 Call Raleigh Boreen @ (317) 706-8969

#74 Red 1998 Dodge Neon ACR Showroom Stock C race car. Strong safe car. 12 races on legal NRG motor. McKenna cage. Some spares. Good for 3 more years National, 5 of regional racing. Asking \$8000.

1995 Dodge Diesel Dually extended cab. 5 Spd 109k miles. Cruise, cass, a/c, power door locks and windows, 2k on tires. Asking \$15,000 w/105 gal fuel tank, goose neck hitch and aux rear air springs, \$13,500 w/o extras.

2000 Dodge Neon street car driven by wife. Auto ps/plocks/abs/trac control premium sound sys w/4 disc cd. 12k miles. Asking \$10,000 obo

Delivery can be arranged on any of the above. Call 9:00 AM to 10:00 PM Ralph Porter 765 457-9034

Retiring from racing sale. Everything goes -- GT-1 Camaro, trailer, 25 years worth of spares. Will help crew for first few races and offer indefinite advice.

Gary Parker 317-596-1776 (home), 317- 590-7437 (cell), email-bearfamily17@juno.com. All reasonable offers considered.

2000 BMW M Coupe, 26k mi. excellent. Imola Red, Black & Red interior, Dinan chip and air tube/box, custom



made double adjustable Koni's, Harmon Kardon CD stereo, moon roof, all options. Killer AS solo car. \$32,800. Call Scott Holley 317-714-7586 or scott.holley@lpl.com

Formula Vee for sale, trade, or rent. Zink Z-12 current 2001 Tech for sale, trade for IT car or rental for races/driver schools. Has fresh SR Racing motor with dyno sheet available. Fox gas dbl adjustable rear shock. LRE Long box. Rich history and spares. call or e-mail for prices or info. Call J. Mark Reisert 812-275-7528 or reisertracing@yahoo.com

For Sale: 4 Wheels, 5-Spoke OEM 16x8 Alloy from '97 Camaro, White. Fit '93-'01 Camaro or Firebird. Use them for that new set of autocross or race tires. Replace those pre-'97 Camaro "Veggie Cutters" or pre-'96 Firebird "Clam Shells" with these cool 5-spokes. First \$250 takes 'em. Dave Hart 773-1500 x231 days, 849-2495 evenings, dave.hart@home.com

For Sale: Hoosier Tires P275/45ZR-16, R3S03 Road Race compound. New, never mounted. 7 tires that I will sacrifice for \$150 each (Current price is \$200 each). Buy 1 or all 7, first come-first served. Buy all 7 at once for \$1000. Dave Hart 773-1500 x231 days, 849-2495 evenings, dave.hart@home.com

For Sale over 25 years accumulation of **FV racing parts,** spares and tools. One vintage roller and one disassembled. Call for details Joe Claudy 317-535-9140 or jmjclaudy@cs.com.

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RALLY SCHOOL

When: Sunday Feb. 10

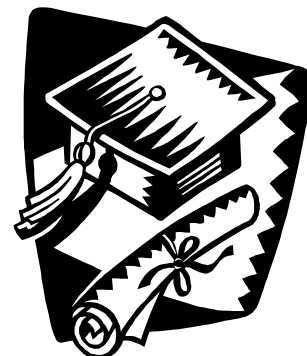
Where: Windsong Club House. West side of Lyndhurst at Troy. Go south on Lyndhurst from Airport Expressway. From downtown, or east, Airport Expressway can be accessed from I-70 and Lyndhurst is an immediate right. From the west access Airport Expressway east from I-465 and Lyndhurst is the second right. From either approach, turn right on Lyndhurst and go across I-70. The clubhouse is on your right at the light at Troy.

Registration: Noon - \$5.00 per team to cover printing and refreshments.

Class starts: 1:00 PM

Finish: 4:00 PM (approximate)

Special Note: If you are having trouble with specific aspects of rally, please send your questions to Chuck Hanson and he will make a specific effort to get them answered. Also, pre-registration will help us plan the refreshments. E-mail – dtcgh@gte.com



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