



APRIL 2002

Clutch Chatter

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

2001 Medium-Large Region Newsletter of the Year

indyscca.org

LET'S GET IT STARTED!



DRIVER'S SCHOOL- REGIONAL- WORKER'S ACADEMY
at Indianapolis Raceway Park

APRIL 20-21, 2002

See inside for all of the details
about the event

Come be a part of Indy Region's racing season this year!

The illustration above, *Taking the Right Line*, was provided by Lou Beyer. If you are interested in having Lou do a portrait of your car, purchasing a copy of this illustration, or seeing more of Lou's work, you can contact him at cwbinindy@aol.com or call 317-353-6660

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Calendar

April 6	Solo Test & Tune, 16th Street
April 9	Board Meeting, Cornerstone Controls
April 20-21	Drivers School/Regional, IRP
April 27	Rally #2, Survivor Rally
April 28	Solo #1, 16th Street
May 11-12	Double Regional, IRP
May 18	Solo #2, Anderson
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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**Bring a Friend... Bring a Co-Worker...
Bring a Family Member... Share the FUN...**

Open Call for Enthusiasts and Volunteers! As we all get into the swing of the 2002 season, let's try to grab the interest of our fellow motorsports enthusiasts by inviting them to our next event. Whether it's Solo, Road Rally, or Club Racing, we have something to offer just about everyone. You don't even have to be a member to participate in some of these events.

Club Racing (Amateur Road Racing). Indy Region is hosting three events this year at Indianapolis Raceway Park (IRP), which is located a few miles west of Indy. IRP is owned by the NHRA and is most famous for the annual US Nationals Drag Races, as well as the Kroger 200 NASCAR Busch Series race. Indy Region SCCA uses the 2.5 mile, 15 turn Road Course for its events, which attract participants from all over the country. There is a wide variety of cars competing in these events, from "Showroom Stock" and "Improved Touring" cars that start life as cars you see everyday on the streets of Indianapolis, to "Formula Ford" and "Formula Continental" cars that are purpose-built, open-wheel racecars that might inspire thoughts of the Indianapolis 500.

Opportunities to get involved range from volunteering to help out at the events, which is a great way to get "up-close and personal" with the racing scene, to becoming a race driver or race crew member. There are even chances for kids (as well as adults) to be involved in areas like Registration and Timing & Scoring. Other opportunities are available such as Corner Marshal, Pit & Grid Marshal, Technical Inspector, etc. New volunteers even receive a complimentary trial membership to the SCCA by coming out to help with our events at IRP.

Plan on coming out to one of this year's races and bring someone you know... Share the FUN...

Solo (Autocrossing). Solo II events are driving skill contests that emphasize the driver's ability and the car's handling characteristics. This is accomplished by driving a course that is designated by traffic cones on a low hazard location, such as a parking lot. While speeds are no greater than those normally encountered in legal highway driving, the combination of concentration and car feedback creates an adrenaline pumping experience. It is like being in a movie chase scene, only you are holding onto the steering wheel

instead of a box of popcorn!

These events are open to anyone, including non-members, with a valid drivers license and a vehicle that will pass the fairly minimal Solo II safety inspection. There are also opportunities for non-licensed drivers (ages 8-16) to compete in karts as an introduction to this sport. In this sport the competitor is also the volunteer, which can lead to very interesting observations of the car control abilities of their fellow competitors.

Plan on coming out to one of this year's Solos and bring someone you know... Share the FUN...

Road Rally. Two or more people, in ordinary cars, on regular roads, within the legal speed limit, make up a rally team. The challenge is to drive on time - not early or late (it's not a race). Each team needs a watch, which can be set to match rally time, and something to write on and write with. For night rallies it is a good idea to have a map light, flashlight or other interior lighting to be able to read instructions.

These events are also open to anyone, including non-members. Since these non-race events are conducted on public roads, the driver must have a valid drivers license, but the navigator can be anyone. There are several teams competing in Indy Region where one team member is a pre-teen! In rallies, the lowest score wins (just like golf). And, just as in golf, it takes practice to get very good scores. Regardless of whether you get very good scores, or just scores, rallying is a lot of fun if you like to spend time in your car, see some scenery, and spend time with congenial people. Rallies usually end at a location where munchies and beverages are available. You can join the rest of the crowd in discussing how the event went and how you did, while waiting for the final scores to be calculated and trophies to be awarded.

Plan on coming out to one of this year's Rallies and bring someone you know... Share the FUN...

PS - Welcome to another issue of **Clutch Chatter**, YOUR award-winning Indy Region newsletter. Thanks, Matt.

Miscellanea. Please note the date change for Indy Region's Double Regional from May 4-5 to May 11-12.

See YOU at our next event.



March Board Meeting

by Cathy Hart

This is a summary of the Indy Region Board of Directors meeting held March 12, 2002 at Cornerstone Controls, 8525 Northwest Blvd. and is not necessarily in chronological order.

Board members in attendance: Dave Hart, Cathy Hart, Charles Hanson, Dave DeBolt, Jennifer McLeish, Scott Dales, Steve Linn, and Bob Sweet.

Meeting Minutes. The minutes of the previous meeting were approved.

Treasurer's Report. Cathy Hart reported that year to date, we have a negative cash flow of \$5,314.84. The report was approved as submitted.

Clutch Chatter. Dave Hart announced that submissions for the April issue should be to Matt Curry by March 15th. Mention was made that some members were having problems with printing the web version of the newsletter. Dave Hart stated that he would work with Matt to resolve issues.

Membership Report. Dave DeBolt reported that we have 628 members. Plans for the 2003 World of Wheels

display is progressing.

Activities Report. No activity dates have been finalized at this time.

Rally Program. Chuck Hanson reported the first rally event is Sunday, March 24th. The next rally event will be April 27th. Plans for our National rally are progressing.

Solo Program. Steve Linn reported the first solo event is on Sunday, April 6th. A laptop was purchased as previously approved.

Race Program. Dave Hart reported the drivers school is April 19th & 20th with a regional race on the 21st. Plans for the event are progressing.

New Business. The next meeting will be on April 9, 2002, at 6:00p.m. at Cornerstone Controls, 8525 Northwest Blvd., Indianapolis.



Spare Parts

by Matt Curry

Are you in or out? The new opt-in mailing procedure is now in place. For more info, see the article on page 5. 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.

Based on the response, 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.

Indoor Workout. Last weekend a group of us went to Fastimes for some indoor karting. Lo and behold, auto-cross ace **Clemens Burger** showed us all up (including many racers whose names shall go without mention). Fastimes is a very physical track, with tons of grip and lots of speedy sweepers. Several racers were challenged to hang on for 10-minute sessions. If you ever need to prove to anybody that racers are athletes, take them to Fastimes.

No SPEED. A few months back an appeal went out in this column for you to ask the new management at Speedvision, renamed SPEED, to leave their programming relatively unchanged. Unfortunately this hasn't been the case, as the Runoffs coverage that we've enjoyed for the last few years has fallen victim to the changes. SPEED does continue to bring an unmatched level of racing coverage, and continues its backing of SCCA's World Challenge series.

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. You must score points in at least two disciplines.

Apr 6 (Sat)	Solo Test & Tune 16th Street*
Apr 20-21	School*/Race @ IRP
Apr 27 (Sat)	Rally #2 Survivor Rally
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 James Dean Tour
Sep 22 (Sun)	Solo #7 16th Street
Oct 13 (Sun)	Rally #9 Fall Foliage Tour
Oct 27 (Sun)	Solo #8 Converse
Nov 3 (Sun)	Rally #10 TBD

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

Membership Report

by Dave DeBolt

Membership News:
Thank You! Just a short note to say thank you to the region members who replied to my request for volunteers to help with the planning of our region's entry in the 2003 "500 World of Wheels" car show. We have a quorum now and will start our planning next month. Thanks much once again.

New Members & Changes:
Please note the following new members for the month of January, 2002:

Don Armenoff
6869 Walnut Bend Rd.

Indianapolis, IN 46254
e-mail: donam@medscape.com

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Austin T. Grady
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Johnny Houston
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Springfield, MO 65804
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Ron Kellen & Lana Newhart-Kellen
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e-mail: rkellen3@aol.com

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Todd Siegler
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Indianapolis, IN 46256
317-585-0582
e-mail: tsiegler1@home.com

Brandon Tucker
1215 Rachael Way
Rushville, IN 46173
765-993-0476

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!!

Clutch Chatter Opt-In/Opt-Out

Indy Region implemented the 'opt in' approach for mailing Clutch Chatter with this issue. Unless you sent in the 'opt in' form (below), you will not receive a copy in the mail. A complete, printable, electronic format copy of Clutch Chatter is available on the Indy Region website at www.indyscca.org in Adobe pdf format.

All members who did not return the 'opt in' form 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.

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

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 in-

structions:

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

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. 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's mailing (all of those on the list now).

Opt-In/ Opt-Out Form

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

Name: _____ SCCA Membership #: _____

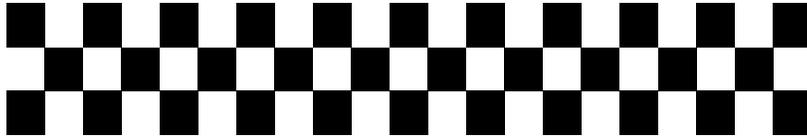
Address: _____
(address is provided for confirmation purposes only and will not result in an address change)

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

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

DRIVER'S SCHOOL- REGIONAL- WORKER'S ACADEMY

at Indianapolis Raceway Park
APRIL 20-21, 2002



Join your Indy Region friends to give the green flag to this year's racing season. Bring out your race car, or come and check out any of the worker's specialties. If you're interested in getting involved but don't know where to

start, you should find the articles on the following pages of interest. School on Saturday, racing on Sunday. Big graduation party on Saturday night. See below for schedule and contacts. See you at the track!

Presented by

Friday – April 19, 2002

IRP Test Day (Not SCCA Sanctioned)	8:00a - 5:00p
Registration.....	4:00p - 9:00p
Tech Inspection	4:30p - 9:30p
Classroom (Highly Recommended).....	7:30p - 10:00p

Saturday – April 20, 2002

Gates Open	7:00a
Registration.....	7:15a - 10:30a
Registration (Sunday Races).....	3:00p - 6:00p
Tech Inspection	7:15a - 11:30a
Tech Inspection (Sunday Races) (Annual-Appt Only)	3:30p - 6:00p
Classroom - Mandatory.....	8:00a - 9:00a

Open Course – with instructors in street cars 9:00a - 9:30a

Two alternating 30-minute track sessions per group 9:45a

Group 1 – **Closed Wheel & SRF**

Group 2 – **Open Wheel & Sports Racers**

LUNCH Open Course – with instructors in street cars

Group 1 & 2 alternating three 40-minute sessions apiece

The Big Party (Graduation – Everyone Welcome) 6:00p

Sunday – April 21, 2002

Gates Open	7:00a
Registration.....	7:15a - 10:30a

Practice & Qualifying - Begin 30-40 Min Sessions .. **8:00a**

Group 1FV, F5, FF, CFF

Group 2ITS, ITE, GT1, GT2, AS, T1, T2, SP, SRX7

Group 3SSA, SSB, SSC, ITA, ITB, ITC, SM

Group 4FA, FM, FS, FC, CFC, S2, ASR, CSR, DSR

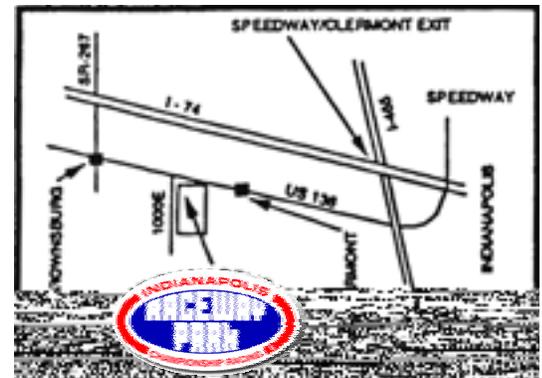
Group 5SRF, EP, GP, HP, GT3, GT4, GT5, BG, LC

Drivers Meeting - Mandatory

Followed by LUNCH

Regional Races: **1:00p**

16 Lap Races for Groups 1 thru 5



ENTER VIA
GATE 8



Race Chairman	Dave Hart	317-849-2495
Saturday Chief Steward	Bob Burns.....	859-737-1656
Sunday Chief Steward	Cindy Hylton	317-892-4206
Chief Registrar	Cathy Hart	317-849-2495
Chief Instructor	Ralph Porter	765-457-9034
Chief Scrutineers	Jay Quinn, Jeannie Spellman.....	317-248-9626
Chief of T&S	Sue Young.....	317-297-5474
Chief of F&C	John Best.....	765-642-2916
Chief of Grid	Ken Osiecki	317-375-9986
Chief of Pit	Mark Badgley.....	317-852-8062
Chief Starter	Bobbe Orr	616-381-6317
Chief of Sound Control	John Holman	812-333-1623
Chief of Course	Harold Kulke	317-745-6918
Driver Information	Myra Kulke.....	317-745-6918

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

Coming up in April is the Drivers School/Regional weekend. This is a great opportunity for the “experience challenged” to come check it out. Live! Bring along a friend and do it together.

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

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

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

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

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

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

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

specifications for their class.

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

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

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

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

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

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

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

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

BE AS ONE WITH THE ACTION!

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

So, you wanna be a race car driver?

If it's Road Racing that fires you up, sit down, read this guide and begin planning for your time behind the wheel!

These are step-by-step instructions and guidance which will help you obtain an SCCA Competition License. If, upon reading this guide, you have questions or special requests, contact Jan Castelluccio or Dave Hart. Also the licensing specialists at the SCCA National Office will be happy to help you.

It's very important that you become familiar with the **General Competition Rules**, otherwise known as the GCR. These are the rules that govern SCCA Club Racing. Rule books can be purchased through Jan Castelluccio, or the SCCA Merchandise Department by sending a check/money order, or by phone using a Visa/MasterCard. There is also an order form which you can download and mail or fax.

IF YOU HAVE NO PREVIOUS RACING EXPERIENCE...

STEP 1 - Join the SCCA.

An SCCA membership application can be found elsewhere in this issue. Complete it and mail or fax it to the SCCA Membership Department. At the same time, purchase a General Competition Rules Book (\$20.00 to members \$25 for non-members) and ask for a Novice Permit Application and Physical Examination form. Lastly, make an appointment with your doctor as you will need a complete physical examination. If you are 16-18 years old, don't forget to ask for a Parental Consent, Release and Waiver of Liability form, Assumption of Risk and Indemnity Agreement form, and a Minor's Assumption of Risk Acknowledgment form. All of these forms are available for download via the link listed in the Contacts.

STEP 2 - Submit Your Paperwork.

Submit the Novice Permit Application with all of the required documents and Novice Permit fee to Jan Castelluccio or the SCCA Central Licensing Department. **NOTE:** If you are 16-18 years of age, you must apply for all Competition Licenses through the SCCA Central Licensing Department at the National Office.

The Novice Permit, often referred to as a "logbook," allows you to enter an SCCA Driver School and later, SCCA Regional Club Racing events. Almost anyone 16 years and older who has a Motor Vehicle Operators license is eligible for a Novice Permit. Items required prior to issuance of a Novice Permit include:

- A current Physical Examination dated no more than three months prior to application. **NOTE:** If you have health problems, you must get the approval of the SCCA Medical Board. For details contact the Central Licensing Department.
- Two passport size photos.
- A photocopy of both sides of your Motor Vehicle Operators license
- 16 and 17 year olds:
 - A completed Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement form (original only, photocopies not accepted).
 - A completed Minor's Assumption of Risk Acknowledgment form (original only, photo copies not accepted).
- \$55 Novice Permit fee.

STEP 3 - Prepare to enter an SCCA Driver School.

Check the Cendiv Racing Calendar found elsewhere in this issue, or the calendar in Sports Car magazine or on the SCCA website, to find the next Driver School in your area. Obtain an event entry form. Some Regions hold

Contacts:

Dave Hart

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E-mail: dave.hart@insightbb.com

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Centennial, CO 80112

Central Licensing Department

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Merchandise Department

(303)694-7222

www.scca.org/amateur/club_racing/guide.html

Drivers Schools only in the Spring, others conduct them year round; however, you may attend an SCCA Driver School anywhere in the country. The entry fees range anywhere from \$100 - \$300.

To attend an SCCA Driver School, you must arrange for your own properly prepared race car. You will also need approved driving gear, including an SCCA approved helmet. (Helmets carrying an Snell rating of SA95 or later are required beginning January 1, 2002.) If you do not have a race car, you will have to rent or lease one in order to attend a school. Renting allows you to concentrate on driving and also permits you to consider which class best fits your goals before you buy a car. Rental prices generally range from \$500 - \$2,000 depending on the car type. (Crash damage is extra and usually uninsurable) Contact Dave Hart or Jan Castellucio for assistance in obtaining a rented vehicle.

READ AND BECOME FAMILIAR WITH THE GCR BEFORE your first school, paying special attention to the section on Flags! This is where you'll find information about specific vehicles as well as equipment requirements and standards.

STEP 4 - Driver School Checklist.

Upon receipt of your event entry packet, READ ALL the information provided. Most importantly, note the rules and regulations specific to the event and the race track. Complete your entry form in its entirety and return it to the person listed.

Make absolutely certain your personal driving equipment, (i.e., Helmet, Driving Suit, Gloves/Shoes, etc.) is in good order, and that your car is race-ready BEFORE the first on-track sessions. Be punctual for your classroom sessions. These are mandatory.

Make every effort to have a qualified mechanic on hand to ensure your car runs properly, as you successfully must complete all the on-track sessions in order to get credit for the school.

STEP 5 - SCCA Regional Competition License... and Beyond

Upon completion of two Driver Schools and two Regional Races, you are eligible to receive an SCCA Regional Competition License. You have two years from the date of issue to complete the Novice requirements. Once the requirements are met, send your completed Novice Permit, signed off by the event Chief Steward at your second Regional race; a copy of your Physical Exam; and \$55 to the Central Licensing Department. You will soon be the proud owner of a Regional Competition License.

After successfully completing four Regional events, you may upgrade to a National Competition License.

IF YOU HAVE ATTENDED, OR PLAN TO ATTEND, AN ACCREDITED PROFESSIONAL RACING SCHOOL...

If it's road racing you are interested in, you will most likely have to attend at least two SCCA approved Driver Schools. However, if you attend an accredited racing school, it may count as one, or even both of your required SCCA Drivers Schools.

- If you attend a private racing school before your first SCCA Driver School, the Chief Steward of your SCCA Driver School may waive your second SCCA Driver School.
- If you attend a private racing school after your first SCCA Driver School, you must request a waiver from Lloyd Jennings, the Central Division Licensing Administrator.

NOTE: While the SCCA Driver Schools and private racing schools have similar names, they are somewhat different in scope. A primary goal of an SCCA Drivers School is to teach novices how to race safely and expose them to racing in the SCCA.

IF YOU HAVE PREVIOUS RACING EXPERIENCE...

Depending upon your previous racing experience, some or all of your licensing requirements may be waived by the Chief Steward of your SCCA Driver School or by Lloyd Jennings, the Central Licensing Administrator. An example: If you are a kart champion and pass your first SCCA Driver School without difficulty, Chief Stewards may waive your second SCCA Driver School. Another example is what we might call a "retread;" a driver who previously held an SCCA National license but has not raced for a few years. Depending on this individual's previous racing record and the length of the layoff, it's possible Mr. Garrett may waive the driver back to a Regional or National license. Or, he may require a "retread" to complete a Drivers School or a private racing school before a waiver will be considered.

If you have previous racing experience and would like a waiver, document your experience and present your request to Lloyd Jennings.

NOTE: Fees and requirements listed here are subject to change.

WANTED! DRIVING INSTRUCTORS



For the driver's school on April 20, Chief Driving Instructor Ralph Porter would like to have a low instructor-to-student ratio in order to maximize the time and attention to each student. If you're available, interested and believe you have the proper credentials, Ralph would be interested in hearing from you. You can contact him at 765-457-9034 (leave a message if you don't reach him).

Racers Take Note! **TRANSPONDER INFORMATION**

Indianapolis Region is a member of the Transponder Consortium that includes Detroit, Indiana Northwest, South Bend, Western Michigan & Indianapolis Regions. By purchasing your transponder from this particular consortium, you will help ensure our future access to the Timing and Scoring equipment. Thanks for your support.

We are also soliciting for volunteers to become the "experts" on the care and feeding of this technologically advanced, computer-based system. Could this be you? If you are interested, please contact Dave Hart (317)849-2495 dave.hart@insightbb.com

2002 Indy Region Races are listed below with their respective transponder requirements.		
April 20-21	Drivers School/Regional	NO Transponder Required
May 11-12	Double Regional	Transponder Required
July 6-7	Indy Grand Prix National	Transponder Required

Transponder ordering for our consortium is being handled by Dick Cole of Detroit Region, see below for ordering details. Transponder rentals MAY be available with prior arrangement. Additional Information on Transponders: <http://cendiv.scca.org/racing/transponders.html> Questions: rich_cole@yahoo.com

TRANSPONDER ORDER FORM

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

SCCA Region: Indy 013__ Membership #: _____

Quantity	Description	Unit Price	Total
_____	Direct Powered AMB Transponder	\$269.00	_____
_____	Rechargeable AMB Transponder	\$296.00	_____
	Shipping & Handling Charges per Unit	\$5.00	_____
	Total Amount Due		_____

MAKE CHECKS PAYABLE TO: **Detroit Region SCCA**

MAIL TO: Detroit Region SCCA Transponders, PO Box 738, Milford MI 48381-0738

ATTENTION

RACERS

Please make every effort to get your Annual Tech done prior to the April or May event by contacting Jay Quinn at (317) 248-9626

2002 Cendiv Race Schedule

DATE	DRIVER'S SCHOOLS	REGIONALS	NATIONALS	OTHER EVENTS
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)		

BHF-Blackhawk Farms

GM-GingerMan

NL-Nelson Ledges

BIR-Brainerd Int'l Raceway

IRP-Indianapolis Raceway Park

RA-Road America

GRA-Grattan

M-O-Mid Ohio

WAT-Waterford Hills

(C) Champ Series

(T) Tentative

(R) Restricted

(D) Double

Solo Report – Changes?

By Steve Linn & Chris McGuire

By the time you read this, we will be fast approaching the first event of the Indy Solo season, the Test & Tune on April 6th at 16th Street.

A few supplemental rules that are in effect for the 2002 Solo season:

1. Minor Competitors must be accompanied by at least one parent or legal guardian at every event. The parent or legal guardian **MUST** sign a Minor Competitor liability waiver before the minor may be allowed to compete. The parent or guardian must remain at the event site until the completion of the event.
2. Due to the increased chance of roll-overs, 4 wheel drive vehicles (not AWD) or vehicles with a high center of gravity and a narrow track are not allowed. A list of specific restrictions are available upon request and will be posted at events.
3. All competitors must complete their scheduled work assignment. Sanctions will be enforced against those that do not complete their work assignments and may include

event DNF's, loss of points, loss of entry fees, and suspension from future events. Additional info will be available at events.

On a happier note, we have an additional award that we will be presenting at events this year: the SpeedFreakz Fast Time of the Day. We will award the SF FTD Award to the fastest under-26 competitor via PAX adjusted times at the end of the event. We will also continue to present our Novice of the Event award and the incredibly infamous and sought-after Conehead Award this year.

We look forward to seeing everyone in April!

As always, feel free to contact us at:

Chris McGuire 317-577-2518 mcguirecm@aol.com
Steve Linn 317-297-4814 racerlinn@juno.com

INDIANAPOLIS REGION SCCA SOLO II PRESENTS

SPRING TEST & TUNE

This event will be Test & Tune sessions open to both experienced autocrossers interested in clearing the winter cobwebs from their vehicles (and minds) and anyone else with the desire to try autocrossing. While not a formal (or even informal) school, we will have experienced drivers available for some one-on-one coaching of novice competitors or anyone else that would like some pointers (or to simply get lots of ride-alongs!)

Note the start times for this event are slightly different.

Registration & Tech:	8:00 AM - 10:00 AM
Tech:	starting at 8:30 AM
Driver's Meeting:	10:15 AM
Test & Tune sessions:	10:30 AM - ???

\$15 SCCA Members, \$25 Non-Members

Karts Welcome!

(Contact Chris McGuire for Rules)

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

Note: All Minors must be accompanied by a parent or legal guardian. Restrictions on high center of gravity vehicles are also applicable. Contact the Solo Chairman for more details.

Rain or Shine (or Snow?)

Location:

16th Street Speedway / Bush Stadium Parking

SATURDAY, APRIL 6

Contact: Steve Linn at (317) 297-4814 racerlinn@juno.com or Chris McGuire at (317) 577-2518 mcguirecm@aol.com

Go faster with our series associate sponsor Advance Import Motorsports!  www.aimtuning.com

This is a continuation of Clemens' article from the March Clutch Chatter. The complete article along with Clemens' articles printed last month - with updates - will soon be available on www.indyscca.org.

After the first walk, take a break and think about the course for a while. Let it sink in. At that time, you should have a rough idea what the course is like. You should know if it is wide or narrow, slow or fast, what the surface conditions are, etc. From now on, you want to refine your knowledge of the course. Try to spread out your course walks as much as you can. Walk it the first time just after arriving at the site. Then prepare your car and go back for more walking. Do your last walk just before the course closes, but make sure you are not too late for the driver's meeting.

When you walk the course again, you want to make sure that you have an unobstructed view and can look ahead, just like you would do when driving it. Especially during larger events, this is not always possible, but sometimes it helps to wait a little and let some people go ahead. It sometimes helps to walk with other people and exchange thoughts on the course, especially if they are more experi-

enced. But make sure you concentrate on the course, since it is easy to get distracted. However, you might want to take one or two laps all by yourself for maximum focus.

After your first time around, you want to pay more attention to the line you plan to drive and how you want to place the car. Start checking if you have memorized the course yet. Some people like to walk with their feet; I like to walk with my head. When I walk, I stop every once-in-a-while and go through the course in my head starting at the beginning up to the point where I am standing. When I feel comfortable with that section, I continue walking. I stop several times during a course walk doing this. By the time you walked the course once physically, you can have easily completed it in your mind ten or fifteen times, and you can actually memorize the course by only walking it once or twice.

Do you feel intimidated by the sea of cones out there? There is an easy solution. Ignore them. Well, not all of them, since you still need to follow the course. However, on every course, most cones are only for decoration. Or at least, that's how you should look at them. There are typically only a few cones that make up the course. If you ignore slalom cones (just think "slalom"), there can be fewer than twenty key cones left that make up the course. These are usually the cones you want to be close to, i.e. your apex cones. And these are the only ones you need to memorize. When you drive the course, these are the cones you follow. Once you get close to one of them, you already look for your next key cone, and since you memorized it and its exact position, it should not be very difficult to find. If you follow this approach, you should never get lost on course and you can forget those pointer cones some people like to rely on. Sometimes, a course can be set up so that a cone can deceive you and suck you into an early apex. If you recognize that, you might want to memorize this cone as well and remember to not be close to it.

Especially when you like to walk the line you plan to drive, make sure you actually do. You can make much sharper turns on foot than being in a car. I like to turn around sometimes and look back. I look at where I am coming from and then where I am going and make sure that the two connect smoothly. If not, you are not walking your driving line. Looking back also gives you a better impression of the course and helps with course memorization. Feel free to walk certain sections of the course several times. There is no rule that says that you have to walk the entire course every time. If you replay the course in your head and can't remember a section, you exactly know what to focus on your next walk. Sometimes, when I have problems seeing the correct line around a turn, I leave the course and look at it from the outside. This often helps me picturing how the car should navigate through the course and what line I need to pick.

I don't do this, but I have seen people who sketch out the course on a piece of paper on while they walk the course. If you use this technique, bring a clipboard and a pencil. At

(Continued on page 14)

2002 Indy Region 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 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

* Indy Region & Ft Wayne Region co-sanctioned event

Course Walking

(Continued from page 13)

some events, you even get a course map, which you always want to check against the actual course for accuracy before you rely on it. Especially when drawing the driving line on a course map, it becomes apparent which cones are critical.

Again, while you walk, make sure you refine the image of the course in your head. Pay attention to car placement. Make sure you know the cones you want to be close to, your key cones. Try to understand where you can go fast and where you need to slow down. Don't only think about driving, also make sure you consciously think about braking. Before you go out and drive, you should have a pretty good idea where you need to brake and where your initial brake points are (you can adjust those on subsequent runs based on your analysis after the first run).

If you run early in the day, the course should still be fresh in your memory. If you first have to work and drive later in the day, you might forget what the course is like by the time it is your turn. Therefore, replay the image in your mind several times during the day in order to keep it fresh. You can additionally benefit when working the course. Don't go for the cushiest job. Report early to your work assignment and volunteer to work the corner you struggle with the most. While you are out there, you should have enough opportunity to watch a few good drivers and make up your mind on how you want to approach that section.

If the event is large enough and you are off during a

heat, you can try yet another technique. Pick a car with an audible exhaust tone and make sure it has a good driver in it. Close your eyes and follow the car through the course just by hearing. Merge the sound of the car with the picture in your head, and the two should match. If you memorized the course correctly, you should be able to anticipate when the driver gets off the gas and where he accelerates again.

Use the last opportunity to replay your mental image. This is when you sit in the car in grid or at the starting line waiting for your run. One last refresher, and off you go. When you get back to grid, make sure you close the feed-back loop and check if you translated your image correctly. If not, make the necessary adjustments to your driving based on traction, how the car felt, and how fast the individual sections of the course actually are.

After you read this, all the different aspects you should pay attention to might first overwhelm you. However, try it and you will be surprised what it can do for you. After a while, these things will become natural and you will do them almost automatically. When I started racing, I struggled to translate the mental impression of the course into driving. For many events, every time I drove a course for the first time, it almost felt like I had never done this before. But if you do it often enough you'll know exactly how to drive just by looking at the course. You know that your efforts start paying off when the difference between your first and last runs starts shrinking. Eventually, you will have an event during which your first run is your fastest (no, not because you spun out on all the other ones), and you know that you have mastered the course walking concept. At that time, all you have left to do is to perfect your driving skills, a task you will never finish...

INDIANAPOLIS REGION SCCA SOLO II PRESENTS



16th Street Spring Solo

The first Indy Region points event of the 2002 season!

Rain or Shine

(It's still only April – dress appropriately!)

Location:

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

Registration & Tech:	9:00 AM - 10:30 AM
Driver's Meeting:	10:45 AM
Event Start:	11:00 AM

\$15 SCCA Members, \$25 Non-Members

Karts Welcome!

(Contact Chris McGuire for Rules)

It is the judgment of the Solo Safety Steward whether the course design, surface, solid objects, and type of karts running present an unsafe mix (2002 Rulebook 2.1.D). Please contact the Solo Chairman prior to the event to determine the likelihood of limitation or exclusion occurring.

Note: All Minors must be accompanied by a parent or legal guardian. Restrictions on high center of gravity vehicles are also applicable. Contact the Solo Chairman for more details.

April 28th 2002

Contact: Steve Linn at (317) 297-4814 racerlinn@juno.com or Chris McGuire at (317) 577-2518 m McGuirecm@aol.com

Go faster with our series associate sponsor Advance Import Motorsports!  www.aimtuning.com

As I write this, we are still a week away from our first event of the season, and it looks downright gloomy outside. But Wednesday is the first official day of spring and we are going to kick off the rally season on the first Sunday of spring. **Candi-Cross** is ready to go. Sanction is in hand and the trophies are ordered. The course has some interesting twists that will be of more than passing interest. Start will be at Northview Mall on the north side of 86th Street between Keystone Ave. and Westfield Boulevard (Nora area). Registration opens at noon, with cars out at 1 PM plus car number. Come out and greet your friends after the long winter and see what surprises Candi has for you this year.

I met with our Road Rally Board liaison for the **National Rallies** that we are presenting in August. Basically, we do not have any obvious conflicts with the Road Rally Regulations and are encouraged to proceed quickly with the route instructions so that we have sufficient time to do thorough pre-checks. Please arrange your schedules for the weekend of August 17-18 so that you can help us present this significant event. We need at least twenty-eight (28) people for each day. If you can only give us one day, we will take it with full appreciation. If you can give us both days you will receive our appreciation and undying gratitude.

As announced last month, the club has made an investment in the rally program by buying us new timers. Now that we have the new timers, we are offering the **old timers** to the membership for the price of \$75 each on a first come first served basis. These watches provide the rallyist with the ability to time to the hundredth of a minute which is the standard for SCCA TSD rallying. There are very few timers on the market that display time in hundredths of a minute. I found one in my neighbors pawn



shop last year and passed it on to the Seymours. New ones are available from Alfa and Timewise at prices starting at \$200. We have sold one and have five left. Make your check payable to the Indianapolis Region and send it to me. If we run out of watches, your check will be returned.

Julie Partridge has also developed another fun concept for her second career event, this year named **Survivor Rally**. The event will be a map rally with Challenge Stops (Checkpoints) where you will have the opportunity to score points by answering questions, completing a puzzle, or by winning an endurance test. I can hardly wait to

find out what she has come up with for the latter. She says that there will be a surprise twist at the final destination, which will be at Bill and Julie's home in the woods. They are planning a cookout. The club will furnish hot dogs and brats to grill over the fire. It would be nice if everybody brought some munchies or desserts to share. Please bring your own drinks and sticks for roasting the meat.

Dan Cook and I went to Tucson, AZ for the opening weekend of the **2002 National Rally season** March 1-3. We had a pretty good time and got Class wins in both events. We were, however, pretty rusty from not having run together for a full year. We particularly liked the opportunity to compete in an area that neither one of us had ever seen. The desert can be pretty stark, but the variety density of cacti is amazing. This was not miles and miles of sand. In fact, there was so much cactus that the only sand you saw was the road (only a slight exaggeration). This is the real fun of rallying, going someplace you have never been before. It is the joy of discovery.



2002 Indy Region Rally Schedule

Apr 27 (Sat)	Survivor Rally	Julie Partridge	SR39 & I-70
June 15 (Sat)	Tour to Nashville	Osiecki's	Meier's Greenwood SR135
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)	James Dean Tour	Dan Cook	??
Oct 13 (Sun)	?? Fall Foliage Tour	Jim Bredle	??
Nov 3 (Sun)	??	??	??

As I sit here in my cave pondering the crude drawings on the walls, I am thinking about the recent "constructive criticism" that I received from an e-mail writer. I am accused of not reading any 21st century technical magazines. Funny, I thought that current mail came to my house just like anyone else's house. Sigh, it seems like it was only yesterday that I was being upbraided about not being a part of the "20th" century.

This is not the first time that I've been chided about not being a part of the "modern" world. I looked up the definition of "modern"; it means "of this time". Nowhere in the definition of "modern" is the word "better" used!. So the youngsters must think that a current bad idea is by their definition better than a good old idea.

This "out with the old, in with the new" thinking is very typically American, where age and experience is not valued. I read every technical magazine that I can get my hands on. I think that what we more experienced readers can do is to determine if something is just new or actually better. Aztecs and Avalanches are modern vehicles (?)

Naturally this thinking is slanted toward performance autos. I'll try to discuss some examples of new and maybe better developments.

I remember when bias tires were all that were available. Then came bias-belted for tread stability; and then radials. For Street cars, radial tires were a huge improvement in every area, no argument. It was necessary to incorporate them into racing in order to "sell on Monday what you raced on Sunday". There is no particular advantage to radials for racing, but the manufacturers insist so we make them work -- bias belted would actually be better. The tires that work for racing are of such low profile and have such stiff sidewalls, that they actually function as bias-belted tires; but it increases sales of radials on Mondays.

Cars built during the bias tire era had to have good "correct camber gain" suspensions. Then the "modern" McPherson Struts came along. This new, modern (of this time) suspension is definitely not better. It has less than half of the needed camber gain but is made usable by the very accommodating radial tires.

Multiple valve, over head cam engines are "modern" and certainly make more power for race cars and hot motorcycles. They do nothing for daily drivers except increase the cost and complexity. They are heavier and taller and only make additional power in unused rpm ranges, but they sell on Monday. Even the new Corvettes use "old" pushrod technology.

Seventeen and 18 inch wheels allow larger brakes for race cars but only add weight, harsh ride and bumpsteer to passenger cars .

Front wheel drive is a great compromise for utility/passenger vehicles for packaging efficiency and low speed traction. It also allows the manufacturers to use the same drive train package for all lines of vehicles. "Modern" fwd does nothing for performance cars. The 70% front weight bias makes the "sport" rear disc brakes

laughable. Under hard braking, the rear wheels are nearly off of the ground. The car makers know it and proportion the rear brakes nearly out of the system. Acceleration unloads the drive wheels. Drag racers of FWD cars use hydraulic wheelie bars to lift the rear wheels off of the ground and transfer weight to the front.

Just what is new about sport utility vehicles? Four wheel drive was added to station wagons in the 50's with the International Travelalls. Are 6000 pound 12 miles per gallon, roll over prone vehicles a modern, new, or good idea?

Computers are given too much credit for new modern developments. Computers can sort information millions of times faster than our brains, and are infinitely valuable, but they come up with no new ideas, just refinements of old ones. Are there actually any new ideas? A lot of the pioneering ideas (flight for example) were around in the 1500s, the technology to make them practical just wasn't developed yet.

Computer control of injection systems doesn't make our cars faster (increased air flow makes the power) but permits us to HAVE fast cars in this emissions and economy age. Thank heavens for the technology. In the last century, what are the primary good developments?

Electricity, the light bulb, high compression engines - light enough to make flight possible, jet engines, radio, television, semiconductors, integrated circuits, computer chips, satellites, antibiotics, vaccinations, X rays, microsurgery, and many, many more refinements of these ideas.

Bad "modern" idea are electric cars (simply moving energy generating pollution to another area), unrestricted capitalism, NAFTA (I live in a town completely devastated by the loss of industrial jobs to Mexico), cell phone manners, music videos, terrorism, STDs, electronic controls and downforce in race cars.

I am fascinated by technology in race cars and love to read about it. I hope that there is always one unrestricted racing series. However, downforce and electronic control of former driver responsibilities does not lead to good racing. High downforce cars have become virtually suspensionless-so much for modern technology. The only thing that a driver has to contribute now is "going in courage" in place of driving art or skill. I contend that Dale Earnhart was killed by the sudden loss of rules-induced downforce. Possibly the very best racing is produced by the most antique technology in cars; such as Formula Ford, C prepared autocrossers, Sprint Cars, and NASCAR, where the drivers have something to contribute.

In other areas; do we really think that "modern" hip hop and rap music is better than Mozart, Bach, or even good standard Sinatra type songs and early rock and roll? When is the last time that a "modern" tune got stuck in your head and you whistled it all day? What music is played in commercials, and stores?

The original criticism of my stodginess was that I didn't

(Continued on page 17)

(Continued from page 16)

know anything about "modern" turbos and superchargers. Let's see, I just went to the latest national automotive performance trade show and visited the vendors' booths. There are still axial flow, screw type, roots, and centrifugal blowers, driven by belts, gears and exhaust gases. What am I missing? There are new bearing materials, applications, charge coolers, and electronic control systems. The laws of physics and thermodynamics have stayed the same.

I think that we curmudgeons and a surprising amount

of younger people like to be involved with our cars. We like to think that they need us to turn the wheels, push the brakes and accelerators, shift the gears, let out the clutches and control the tire slippage. The cars need us to adjust the points, set the timing, adjust the valves, adjust the brakes. We then get a great feeling of satisfaction from this symbiotic relationship of using wrenches instead of laptop computers to tune our cars.

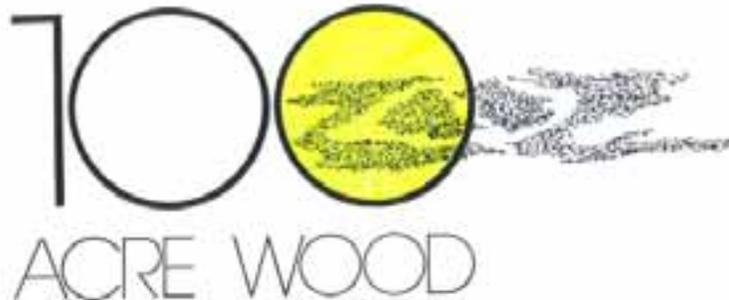
We are quick to adapt a new idea or development if it is actually better, not just "modern".

Hurst/Bohn Win Rally National Championship

SCCA Club RallySM

Driver **Mike Hurst**, of Pendleton, IN and navigator **Rob Bohn** of Noblesville, IN teamed in their Ford Mustang V-8 to win the Group 5 class at the 100 Acre Wood Rally in Salem, Missouri on February 23. The invitational event brought together the top performers in each of the SCCA's divisions in order to crown a National champion for The SCCA Club Rally series.

Overcoming Adversity. Hurst and Bohn made a poor start to the rally, breaking 3rd gear while accelerating from the start of the first stage. With insufficient service time to repair or replace the transmission, the team ran every stage without 3rd gear. On Stage 2, 5th gear was damaged, and concerns grew as to the ability of the gearbox to make it to the finish. At the first service stop in Bunker, MO the team turned up the engines' rev limiter in



an attempt to increase top speed and the usability of 2nd gear. "We turned the engine 500 rpm harder than we ever had before", stated Hurst, "The engine makes more high rpm power than I thought it could...we could run 120 MPH in 4th gear...and it sounded great!"

Challenged. The first seven stages saw a great battle between the Hurst / Bohn Mustang and the Group 5 entry of Niall Donnelly and Eoin McGeough. The two teams traded fastest stage times, never separated by more than a few seconds, before Donnelly / McGeough faded with mechanical problems

of their own.

See results at www.100aw.org
contact hurst@indy.net

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

As your newly-elected **Speed Freakz Chairperson**, I would like to take the time to introduce myself. My name is **Jennifer McLeish**. You might recognize my cars more so than my name. I autocross my dad's aquamarine Saturn SC2, but you may have seen my black Acura Integra at a rally or in the parking lot at the autocrosses.

My goal as Speed Freakz Chairperson is to increase the awareness and strengthen the membership of the Speed Freakz program. I am planning to do a "Speed Freakz Spotlight" article each month to help encourage

involvement and participation. The board and I have gathered some ideas, but we are always open to new suggestions. **Get in touch** with me or another board member if you have any suggestions.

Like the rest of you, I am looking forward to a season full of competition. The autocross classes have been re-divided, which should make things interesting, and the Rally Masters are planning some exciting themes. Hope to see you at the **events in April!**



Membership Application

Dear Prospective SCCA Member:

To apply for membership in the Sports Car Club of America, the world's largest member participation automotive organization, please complete the form below in full and return, with payment, to your region or the SCCA Membership Department, 9033 E. Easter Place, Englewood. Colorado 80112.

PLEASE PRINT OR TYPE

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

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

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

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

PRIMARY INTEREST(S) IN SCCA:

Please send me a Crew License. (Check box)

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

Club Racing Pro Racing Pro Rally Road Rally Solo

Annual National dues			Annual Regional dues		Total
01 Regular Member	\$45.00	+	Regular Member	\$20.00	\$65.00
03 Spouse Member*	\$10.00	+	Spouse Member	\$10.00	\$20.00
10 Family Membeship	\$70.00	+	Family Membership	\$25.00	\$95.00

*Spouse must be regular member's legal spouse.

Speed Freakz Membership (You must be under age 26)
 Birthdate: ____/____/____

	National	Regional	Total
15 <input type="checkbox"/> Regular Speed Freakz*	\$ 20.00	\$ 5.00	\$ 25.00
16 <input type="checkbox"/> Competition Speed Freakz**	\$ 40.00	\$ 5.00	\$ 45.00

* May compete in rally and solo events; may be active in many race specialties.
 ** Ability to hold all SCCA competition licenses.

NATIONAL OFFICE USE ONLY

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Source

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

VISA Mastercard No. _____ Expiration Date _____

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

Applicants Signature _____ Date _____

Dues include payment for subscription to Sports Car (\$19 value)
 (Dues are not deductible as charitable contributions)

Classifieds

Classifieds are offered as a free service to Indy Region members. Please submit to Matt Curry (contact info on inside cover). Deadline for May issue ads is April 19.

89 Euroswift SE-1 Formula Ford.

Koni 2812s, 3 races on rebuilt Quicksilver, Tilton F3 clutch, minimum weight flywheel, LD200 gearbox, Kodiak wheels, Hi-Tech exhaust, powder-coated frame, cockpit adjustable RARB, ground up rebuild in 99. Spares include one set Revolutions with used Hoosiers mounted, new Hoosier rains mounted on steel wheels, 7 spare gearsets, assorted engine parts and gaskets, block, 2 or 3 camshafts, 5 spare pairs of springs, 2 stock 9" clutches, stock flywheel, 1 set sticker & 3 sets sticker Goodyear 160's, drive-shaft, right front rocker arm, rear upright, assorted nuts, bolts, bearings, 2 CV's. Regional Winner. Best Offer. Greg Case, Indianapolis, IN (317)578-9114 Home, (317)796-3196 Cell GregCase@aol.com

4 new Hoosier DOT rain tires. A60-13 Dirt Stockers. Chain link tread pattern, around 23" diameter. Mounted on 4 lug rims w/ steel valve stems. Never used. Perfect for ITA or B. \$225.00. Buy now and chase the rain away for the first regional. Call David Barnard (765)675-3806, Revved@Juno.com



Turn key race operation! 92/01 Citation F2000, truck, trailer, pit equipment, spares. **Race Ready!** Super clean and fast, fresh engine, new Hi-Tech, Penskes, Stack, Radios. Call for complete list. Ken (317)272-0416.

1977 BMW 320, only driven for short distance on weekends and not at all for

the past three years (barn stored), this car is set up for Solo II, FSP, could easily be converted to street or track. BBS wheels, (set of Alpina wheels available at extra cost), Flowmaster muffler, Repco pads, four point harness, header, Suspension Techniques sway bars front and back, Eibach springs, Bilstein shocks, strut brace, quick shift kit, twin webers (40DCOE) on Korman manifold, K&N air filters, 3.91 limited on car, spare 3.64 limited. \$2800 or offers. Richard Atkins (812) 446-1313 richarda@crrtc.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

GT-1 Camaro faster than that black one! Lots of spares and advice included. Includes trailer or not--your choice. Will deliver and instruct how to wrench, drive and pay for it. Gary Parker 317-590-7437 or bearfamily17@juno.com Price-\$19900 car and spares, \$24400 including trailer. Will sell trailer separately only after car is sold.

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. Willing to take trade, IT car, production, or GT car. Car available as roller or with fresh national engine. Open trailer included. Call or e-mail for prices or info. Call J. Mark Reisert 812-275-7528 or reisertracing@yahoo.com

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. \$31,500. Call Scott Holley 317-714-7586 or scott.holley@lpl.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. First \$250 takes 'em. Dave Hart (317)773-1500 x231 days, 849-2495 evenings, dave.hart@insightbb.com

#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 \$6000.

1995 Dodge Diesel Dually extended cab. 5 Spd 109k miles. Cruise, cass, a/c, power door locks and windows, 2k on tires. Asking \$11,500 w/ goose neck hitch and aux rear air springs.

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

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.

Columbus Sports Car Club presents

Those Who Can't... Teach Autocross School

at Walesboro Airport

School on Saturday April 13
Autocross on Sunday April 14

For more info contact:
Warren LeVeque 765-643-9290
LeVair@aol.com
Or
Lee Miller 765-779-4391

aim TUNING com



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SURVIVOR RALLY

Where: Truckstop on southwest corner of Indiana 39 and I-70. Monrovia exit west-bound on I-70.

Registration: 12:30 - 1:15 PM

Drivers Meeting: 1:15 PM

First car starts: 1:30 PM, subsequent cars at 5 minute intervals to allow for challenge stops

Finish: 4:30 PM (approximate) at Julie & Bill Partridge's house (cookout included)

Special Note: Entry forms for this event are the Experienced / Novice version for those of you who picked up the forms packet at Rally School. For others, the form will be available on the web site shortly and you are encouraged to fill it out before arriving at the event. Having done so will greatly expedite on-site registration. Any questions? E-mail – dtcgh@gte.com

SATURDAY APRIL 27

Indianapolis Region SCCA
Clutch Chatter Newsletter
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Fishers IN 46038

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