

MAY 2005



Clutch Chatter

THE OFFICIAL PUBLICATION OF THE
INDIANAPOLIS REGION OF THE



NEWS AND STORIES ABOUT EVENTS OF YOUR REGION OF YOUR CLUB



Phil Wehman on his way to setting
Fast Time Of The Day at BOTH
Test and Tune and Points Solo #1 !

*Get the results from our April Solos
and Rallies. Look for your name in
the lists, and pictures on the website.*

What? You weren't there??

Let's Get Out and Enjoy Our Club !



IRP track repairs included grinding
out the old damage and repaving
turns 1 thru 1a, ready for our



Mother's Day Sprints

Double Regional Races at
Indianapolis Raceway Park
May 7 & 8, 2005



indyscca.org

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

Indy Region Connections

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

Calendar



May 1	Third Rally, Indy Northeast TSD
May 7-8	Indy Regional Races at IRP
May 14-15	CSCC Solo School & points #2, Walesboro
May 21	Solo Points #2, Anderson
May 30	CSCC Solo points #3, Walesboro
June 4-5	CenDiv Solo, Grissom
June 26	CSCC Solo points #4, Walesboro
July 2-3	Indy National Races at IRP
July 17	Solo Points #4, with CSCC at Walesboro

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The big payoff for a lot of hard work is quickly approaching. A lot of fun is ready to be had by many. Racing season is fast upon us.

The big challenge, as reported previously, was making critical repairs to the track surface at Indy Region's home track, Indianapolis Raceway Park. On schedule and according to plan, pavement is down in Turn 1 and it's billiard table smooth.

There's another project in the works with the IRP tower. That is a long story of shortening the building, which is now two stories instead of four. We plan to be using the building in May and renovation will carry on into the summer.

For the double regional races on May 7-8, much of the up-front work and planning has been completed. The countdown to race day continues.

Thanks to a lot of effort from a lot of people, this is all coming together nicely. It's no time to relax. We still need you to get involved.

Indy Region racers - please support our races in May and July. We look forward to seeing you on the starting grid. You can also help to get the word out about the track repairs. You have the best network connections and we need your help in this area. If you have any questions, concerns or comments about the track, please contact me.

For all other Indy Region members, please come out to the races and get involved. We always can use more hands on deck, and there's a wide variety of ways to help. Again we will be offering a certificate for a free rally or solo event entry to those who work. But if you just want to watch or hang out with your favorite driver, all we ask is for you to bring along a newcomer so that they can experience the excitement of SCCA racing firsthand.

The May races are a spectator event, so anybody can come, whether they're a member or not. Admission is only \$5 and you can't find a better bang for your buck around.

Indy Region overcame more challenges to make these 2005 races happen. Let's celebrate that success together.

In the coming years there's opportunity out there to continue to improve IRP. With the Runoffs moving in 2006, Mid-Ohio's situation is going to change. Other regions are already talking about the availability to put on events at IRP. With more races we get more muscle to get repairs made.

Indy Region's race program is ready to take another big step forward. Thanks in advance to everybody involved.



THANKS AGAIN, WORKERS (Our All-Volunteer Core)

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

Minutes of Board Meeting

by Dick Powell

This is a synopsis of the minutes of the meeting of the Indy Region BOD April 13, 2005 at Dick's Bodacious Barbeque on 96th St. There were 8 directors and 10 guests present.

Minutes of the previous meeting were approved.

Treasurers Report Rich Lankford sent a report via Matt. A check has been presented to IRP for the paving and repairs. We finally got invoices for 2004, and all have been paid.

Lou Ann Linn is still working on the invoice and payment receipt for the awards banquet.

Frank filed an extension for the corporate taxes; we are waiting for the confirmation to arrive from IRS.

Solo Our points event # 4 has been rescheduled from July 9 at 16th St to be a joint venture with CSCC on July 17th at Walesboro. Clutch Chatter and Website to be updated.

We have purchased two new loaner helmets for the solo program. These will be identified and available at the next event. We are planning to upgrade the T&S software later this year.

The Grissom workday had 14 people, and accomplished the desired work in one day. Grissom paid for the materials, and Indy region provided lunches, and we are getting rent reductions for our events there this year.

Divisional Solo at Grissom has 8 entries already. Next committee meeting is 4/26 at the Boreens.

Kevin Butterfield presented information about his upcoming solo at Mt. Comfort Airport on May 7th, hoping some of us could help. Unfortunately this conflicts with our

Regional Races at IRP, which will have most of our members participating. Rick Swarts and Darren discussed possibilities with Kevin after the meeting. Darren proposed renting him our backup timing system under conditions established last year: BOD approved.

Rally The Springtime In The NW rally is ready to run, looking for a good turnout. Frank presented some ideas from Candi for the May 1 rally, a TSD dedicated to Jay Quinn with some interesting poker run features added (using hearts only!).

Chuck Hanson presented a proposal for renting our "Timing Kit" to other regions. This proposal included more information than we had last month, and responded to many of our concerns at that time. Darren moved to accept the proposal, Steve Linn seconded. BOD approved.

Race IRP updates: The paving is completed, with the curbing at other parts of the track to be completed soon. The tower has now been reduced to the two-story portion, and is ready for us to prepare for the Mothers Day Sprints. Steve Linn will be coordinating the tower construction issues. Frank Pope will work with his contacts to see what can be done for a roof. We are looking for as many volunteers as we can get for tower preparations in the weekends before our races.

Mothers Day Sprints: Entry forms were mailed to all CenDiv drivers and workers. Pete Hylton reports entries are already coming in. Our Solo guys are to continue recruiting workers at our Solo events.

Race committee will meet after the BOD meeting.

(minutes continued)

Clutch Chatter April issue was published by April 1, and in mail by April 6. Slight delays were encountered by efforts to get the Regional Race Entries out as soon as possible. The Editor thanked everyone for getting their items to him in a timely manner. Articles for May will be needed earlier to get the paper ready for mailing by the 1st: important for having the paper out before our Mothers Day Sprints.

Expenses YTD are still slightly ahead of projected budget.

Website Site has been running well lately. John thanked everyone for getting the goodies to him for the site.

Activities Lou Byer needs to get his contact info to Fastimes so they can let him know about meeting changes. Lou can relay any changes to the rest of the BOD.

Membership current membership for the region sent from

SCCA is 515 members: not including associate members.

Old Business CenDiv split: SCCA committee is currently working on the 2005 race schedule based on two divisions. Rick Swarts has been told by other region RE's that they were told split voting was unanimous from all regions. He has told any who discussed this that our region definitely did not support the split, and our BOD voted against the split on two occasions, which was reported to the Area 4 director.

The CenDiv roundtable will be held in Milwaukee in November.

New Business Next meeting scheduled for May 17th. Lou to try for Junior Achievements. Meeting was adjourned.

Respectfully submitted, Dick Powell, Secretary

Indy Grand Prix National Races Coming Soon

While we are busy concentrating on the Mother's Day Sprints Double Regional Races which are mere days away, we can't lose sight of the Indy Grand Prix National Races on July 2 & 3. This is the longest running sports car event in Indiana, tracing its history back through several names and two different race tracks. Indianapolis Region began its racing program at Stout Field in the fifties, moved to IRP in the early sixties, and has been a permanent fixture on the SCCA scene for over 55 years. With this year's edition, we hope to return to larger fields, more spectators, great weather, and lots of FUN for everyone!

Between the racing, the Saturday night cook-out, and a racing and fireworks show on the IRP oval Saturday night, there is a full weekend worth of entertainment and activity just waiting for you.

Next month's Clutch Chatter will contain more of the event details, but for now, just make sure that the July 4th weekend is marked on your calendars. If you need more info sooner, contact Race Chairman Jeanne Spellman by email at speedcop101@yahoo.com or 317-248-9626.

Airport Valet Parking
Regularly \$4.99
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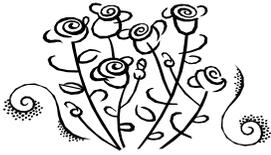
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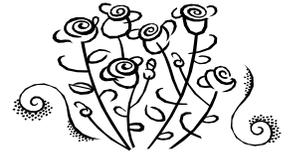
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Join Indianapolis Region for the
Mother's Day Sprints



Double Regional Races at
 Indianapolis Raceway Park – May 7 & 8, 2005

But doesn't Mom deserve flowers and dinner out? You bet she does!

So bring her along.....

.....We'll provide the flowers !

.....We'll feed her dinner (something special and wine)

..... (You can eat too, but you get pizza & beer)

.....We'll even offer her a manicure or massage



Special Friends Helping Us



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 Plymouth, IN 46563
 Telephone: (574) 936-8344
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DAVID GARNER Email hoosiertireply@netscape.net
 Road Race Product Manager

Contact us for your Hoosier Tire needs. We can have your tires for you at the Hoosier Tire Trailer at the Indy Region Mothers Day Sprints.



31 Maplehurst Drive (Near I-74 at Rt 267)
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www.hiexpress.com/ind-brownsburg

We are offering a 20% discount to all of the SCCA Racers, Workers, and Friends for their races at Indianapolis Raceway Park this year.

This includes the May 7 & 8 Mothers Day Sprints, and the July 2 & 3 Indy Grand Prix Nationals.

Mention this ad when making reservation, and tell us you are with the Indy Region Races. We look forward to serving you.



AIM Tuning is pleased to offer a special in conjunction with the Indy Region races. Call us at **317-381-0898** for a 10% discount on labor and a 10% discount on Mazda OEM parts. We can help you get ready to race!



& CONFERENCE CENTER
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BY CHOICE HOTELS

Special Rate for our SCCA Racers, Workers, and Friends for the May 7 & 8, 2005 Mothers Day Sprints weekend.

Stay with us for \$ 72 per night for up to 4 persons. Mention this ad when making reservation.

Be sure to remember us for your lodging needs for the Indy Grand Prix Nationals on July 2 & 3. Call us to reserve, and mention this ad.

AHA!! Can't hardly wait! Racing season here up north has finally begun, engines have sprung to life and the adrenalin is pumping. Many of you have gone to the first national race at Gingerman to uphold the honor of our Indy Region and bring back those beloved trophies. Regretfully, Jay & I couldn't make it this year as we were to chief tech and our favorite curmudgeon had major surgery. The good news is that Jay is recovering nicely at home now and anticipates seeing everyone at our Mother's Day race weekend. I certainly had no idea when I wrote in my previous column about Scott Lewis that we would so quickly have a similar (but thankfully not the same) situation here. Although we have not been able to do the usual amount of annual tech inspections prior to the event we will be well staffed and ready at the track to handle any annuals. We are very appreciative of Bob Redman and Adrian Kozy who will co-chief tech for the event. These guys have always worked so very hard in tech for us that it is now their turn to step up to new levels of responsibility. Kudos to these men and everyone else who have stepped up to the plate. As race chair I am incredibly appreciative of all who have worked so hard and spent so much time getting this race together and working with IRP to get the paving done and save the tower. I could devote a whole column to nothing but thank-yous and still wouldn't have everyone covered (just to name a few Matt, Steve, Andy, Sue, Dick, Frank, Candy, Pete, etc. and on & on!). Although it won't be pretty quite yet the tower will be operational. Anyone willing to lend a hand with any skills to work on the tower should contact Steve Linn ASAP! All skill levels are greatly appreciated whether or not you are a professional electrician or "gofer" or somewhere in between. We need and appreciate this help before the first car even hits the track. This leads me into a topic I have hammered so hard in prior columns, RECRUIT, TRAIN, and RETAIN.

I was very pleased to hear much dialogue from other specialty chiefs with valid questions about how do you recruit and where do you find new people that are willing to become active with the non-driver aspects of racing. The answers are all around you...family, friends, racers who no longer run in events, teenagers with aspirations of racing (Note: must have both parents sign waiver just as most sports do), spectators who you might talk to, solo and rally participants, the counter guy at your local parts store... people are out there that want to be a part of racing if only they are given the opportunity. We are a family. So many of our participants are second, third (and some fourth!) generation members. It is our responsibility to make the younger members feel welcome and appreciated. The next step is to train. First allow the rookie to just look around and see the overall picture and decide what specialty or specialties are interesting and within the range of capability. Many of our workers have multiple specialty licenses having been given the opportunity to choose and learn. This should be encouraged as cross training has allowed the flexibility to "loan" personnel to other chiefs who are short on help at an event. This in itself creates a greater understanding of the "big picture" and helps in the

future training of race chairs and stewards. In training, one should remember that there is both instruction and hands on experience and a balance should be struck between the two. So many of us are guilty of trying to impart huge amounts of knowledge (which can be overwhelming to the newby!) without giving our recruit the opportunity to use this new knowledge and even (gasp!) make a mistake or two in the process. The last time I looked around there were no perfect people, and, although we should strive for a higher standard we should accept that we are human, mistakes are going to occur and it sure helps to laugh a little about it and have a bite of humble pie for dessert when the occasion calls for it. Last, but certainly not least, is to retain. By genuinely making a rookie feel welcome and appreciated for the time and efforts put in you are forming a lasting impression and relationship. This impression and relationship can be good or it can be bad depending totally upon your interaction. Cast egos aside, remember the Golden Rule and enjoy the teamwork and camaraderie. We are all a family for the good of the sport and the club. As all families do upon occasion we have our differences of opinions and occasional spats but we work through these issues and we celebrate as families do too.

On that note remember to come out and celebrate Mother's Day weekend with your "family" and bring a friend, too. This is a spectator event and I can think of no better way to launch the merry month of May in Indy than a great weekend of "in your face" road racing by a great bunch who do it purely for the love of the sport. This may be the only opportunity for some people to get up close and personal with the cars and drivers, and, that sense of belonging is priceless. Soooooo...see you at the track! Zoom! Zoom!

SCHEDULE FOR MOTHERS DAY SPRINTS

IRP Gates Open at 7:00am on Saturday & Sunday.
Track Closes at 10:00pm Friday and Saturday, and 7:00pm on Sunday.

NO Racing Engines After 8:00pm or before 7:00am.

SATURDAY – May 7, 2005

30 Minute Qualifying, Groups 1 thru 58:00a

Followed by LUNCH

Races – Groups 1 thru 5 (15 Laps or 35 minutes)

The Party 6:00pm or 1/2 hour after the completion of the last race

Track closes.....10:00p

SUNDAY – May 8, 2005

30 Minute Qualifying, Groups 1 thru 58:00a

Followed by LUNCH

Races – Groups 1 thru 5 (15 Laps or 35 minutes)

Track closes.....7:00p

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 May is the Double 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 annual tech are waived and have to bring the car down. This is another (usually) low-stress job with plenty of time to wander around the paddock working on friendships. The second function is to impound cars at the end of a race to determine their legality with respect to the General Competition Rules and the

specifications for their class.

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

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

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

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

Starter: Look down the straightaway and see 65 cars coming at you, 2 by 2, engines screaming, just waiting for you to wave the green flag! Give the furlled 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!

Solo Report: Gettin in the Swing a Things

by Darren Daubenspeck

- and Event #4 Changes!

As this is being sent to our faithful editor Dick Powell (a mandatory round of applause is appropriate NOW!), I'm simultaneously reflecting on a successful Test & Tune event, and relishing the impending first Points Solo event of the year occurring this weekend (4/24). All the permits are filed, lot owners satisfied, and equipment is at the ready. Our famous patented Magnetic Trophy Stickers are ready to be handed out, and displayed like war paint or,.... Ahh... umm.. trophies.... for autocrosses to come. But, unlike normal plaques or cups, they don't gather much dust while desperately clinging to your fender on the Solo course!

By the Way: It is a REAL good idea to write your name somewhere on these puppies..... We don't have the ability to print on these at the event.

Muchas Gracias to those who have already volunteered for an event specialty position at the first few events of the year. We'll need more caring, g-force crazed souls to step up to carry out the remaining events – please contact one of the Solo chairs to volunteer!

PLEASE NOTE THE CHANGES TO POINTS EVENT #4 – LOCATION AND VENUE HAVE CHANGED! The event that was formerly to be on July 9 will now be a cooperative event with the Columbus Sports Car Club SCCA chapter on July 17th on their site at Walesboro. Please check out their website for times and directions: www.cscscca.org.

Thanks to the 14 Indy Region volunteers who helped spruce up the site on April 9th at the Grissom Work Day. Raleigh and Velma, Rick, Cheryl, Matt, (and Trey supervising), Darren, Chris, Jim, Dick, Jack Banker, Larry Harts, Larry Metz, Lee Miller, and Don Ridenour did work duties included mowing and weed removal, preparing and painting the guard shack, painting the entryway fencing and gate, and striping the paddock spaces for easy organization. This work will gain Indy Region a healthy discount on lot rental – as we'll be there twice in 2005, this will take some financial pressure off the events. When you see these folks at our events, please take the time to thank them for their appreciated support of the Indy Region!

If you're a user of the MyAutoEvents.com event schedule and registration system (and you SHOULD be, it's pretty handy!), you've noticed that we do advertise on that internet service. Unlike last year, we are not accepting pre-registration on that internet service. Our typical registration system did not have enough manpower to take advantage of the web registration streamlining, so all the normal series points events are at-site registration only. Volunteers to show up early and take turns at registration working with the event chair are SORELY needed – if you want to help out, please do! Just make yourself known at the event!

But, note that the June 4/5 CenDiv Solo sponsored by the IndySCCA IS PRE-REGISTRATION ONLY, as it's a

much larger event. Take advantage of the handy e-registration and credit card payment that that event and website have to offer for the Indy Region CenDiv Solo!



Indy Region is lucky to have a member come back into the fold! Please say a Big Howdy to Phil Wehman, a past Indy Region member who moved away for career events, and has recently returned to the Indy area. Phil is running one of those nifty Caterham Super 7s that are lightning quick and fun to watch. Steve Brinkerhoff, you've got some competition! Phil was gracious enough to help with course clean-up with his truck and trailer at the Test & Tune. Can he be cajoled into helping with this duty again? Stay tuned to find out!

Remember that thanks to Jim Lin's electronics skills, during the solo events we are now radio broadcasting on 95.1 FM in a small area around the site. This is a great way to stay in contact with the event while you're in the paddock or your car. Pre-event announcements, calls to assemble for meetings, and run times will be announced over the radio and PA system.

It takes the dedicated efforts of Co-Chairmen, Event Chairmen, Event Specialty Volunteers, and an Uncredited Cast of Thousands (well, maybe not that many) to pull off our events, so please step up to give back! During the 2005 season we will be REQUIRING Event Chairman for each Solo event. This will allow members to get more of a feel as to the actual running of individual events while the Solo Program Chairmen will concentrate on the program as a whole. The duties of an Event Chair are all the things you already see us do at an event: Arrive early, set the course, run registration, run the drivers meeting, assign run groups, oversee the running of the event, and hand out trophies at the end. By working as an Event Chair, you will get a good idea of all that is involved in running a successful event, plus you can qualify those year-end class trophy points. Don't worry, the Solo Chairs will still be there to guide you along. We will be posting the names of those that have volunteered to be an Event Chair (see the Solo Schedule in this issue) in both the Clutch Chatter and on the website. It's easy to volunteer - just contact us!! Solo Events without a designated Event Chair will be cancelled. Remember - this is YOUR club!

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

Go faster with our series associate sponsor Advance Import Motorsports! www.aimtuning.com 317-381-0898



Schedule for the Indy Region events.

<u>Date</u>	<u>Event</u>	<u>Location</u>
May 21 (Sat)	Points Event 2	Anderson
June 4/5 (Sat/Sun)	CENDIV – Event 3	Grissom AFB, Peru
July 17 (Sat)	Pts Event 4 – with CSCC	Walesboro
July 30 (Sat)	Pts Event 5 – Aussie Pursuit	16 th Street
August 28 (Sun)	Points Event 6	Converse
Sept 18 (Sun)	Pts Event 7 – with CSCC	Walesboro
Oct 16 (Sun)	Points Event 8	Grissom
Nov 6 (Sun)	Worker Invitational	16 th Street

Columbus schedule at Walesboro Airport

May 14th - Solo II Drivers' School
 May 15th - Points Event 2
 May 30th - Points Event 3 - Memorial Day
 June 26th - Points Event 4
 July 17th - Pts Event 5 - joint w/ Indy at Walesboro
 August 21st - Points Event 6

September 4th - Points Event 7
 September 5th - Points Event 8 - Labor Day
 September 18th - Pts Event 9 - joint w/ Indy at Walesboro
 October 8th/9th - Points Event 10 - Super Weekend
 November 13th - Fun Event 3

2005 The Tire Rack® SCCA Solo National Tour Schedule

June 11-12 Toledo Express Airport, Toledo, Ohio
 July 2-3 Grissom Aeroplex, Peru, IN
 July 23-24 TBA, Seattle, Wash
 July 30-31 Denver International Airport, Denver, CO
 Sept. 13-16 Forbes Field (National Championship), Topeka, Kan

The solo chairs can be contacted at:

Darren Daubenspeck 317-865-0864 drdspeck@on-net.net
 Jim Lin 317-915-0569 LinMotorsport@comcast.net
 Chris McGuire 317-577-2518 mcguirecm@aol.com

2005 Season Official SCCA Solo Rule books are now available from the Indy Region, at \$20. Save the shipping charges from Nationals! Pick them up at the next Indy Region Solo Event, or contact Darren Daubenspeck to pick them up.

CSCC Presents the “Those Who Can’t.....Teach” Auto-X School May 14th, 2005 at Walesboro Airport



Bring a safe car (secure battery!) and Snell '90 or newer rated helmet.
 Loaner helmets are available. Remember to bring clothes for any kind of weather!
 Contact Warren LeVeque at (765) 643-9290, (765) 779-4391 or at Levair@aol.com

Instructors: Warren LeVeque, Lee Miller, Jack Tovey, and most of the CSCC Board Members

Test your car's handling and agility in a controlled environment:

Without worrying about:

9:00 to 9:45
 10:00
 11:30 to 12:30
 12:30
 3:00

Registration
 'Open Air' Class Room Session
 Lunch Break - bring your own
 Break into 3 groups, work with instructors on a set of skills, rotate among instructors
 Run entire course



Come back on Sunday for a chance to run against the clock!

\$20 for Saturday's School or Sunday's Autocross
 \$30 for the School and Sunday's Auto-X for CSCC members
 \$35 for the School and Sunday's Auto-X for non-members

To get to the Walesboro Airport: Take I-65 South from Columbus, Indy and points north or from the south of Seymour, take I-65 North; either way, take Exit 64. Head east on Hwy. 58 to CR 50 West (the first left after the Arvin Technical Center) turn north. Watch for signs (CSCC and Cummins CDL Site) on your left.

A map and additional information is available at www.cscscca.org

CENDIV SOLO II CHAMPIONSHIP SERIES

presented by



Flyin' So Low At Grissom

Grissom Aeroplex, Peru, IN

June 4-5, 2005

Schedule of Events

Friday, June 3

3:00pm – 7:30pm Registration and Tech @ site gate
3:00pm - 7:30pm Day 1 course open for Walking
7:45pm Gate closed, site locked

Saturday, June 4 -- Day 1

7:00am - 8:30am Course open for walking
---Late registration by appointment only---
9:00am Driver's Meeting
9:30am First car off
5:00pm Dinner @ site
6:00pm - 7:30pm Day 2 course open for walking
7:45pm Gate closed, site locked

Sunday, June 5 -- Day 2

7:00am - 8: 15am Course open for walking
8:30am First car off
After last car Trophy Presentation

Other Information

- Enter site near water tower, take first right
- No camping allowed at event site
- Overnight, self-contained camping is available at the Grissom Air Museum for a minimum \$7.50 donation/night
- Site gate will be locked from dusk to dawn

Registration Information

Entry Fees:

Series Event (SCCA Members).....\$45
Series Event (Non-SCCA).....\$55
Late fee (*postmarked after May 28th.*).....\$15
Dinner on Saturday night provided for competitors.....**FREE**
Dinner for all non-competitors..... \$5

Make checks payable to:

Indianapolis Region SCCA

Send entry to:

Velma Boreen
14861 Jonathan Dr. Westfield, In. 46074
(317) 706-8969
wiznby1973@yahoo.com
Or register at MyAutoEvents.com

Hotel/Camping Information

Hotels

Grissom Inn	On Base	(765) 689-8000
Best Western	Peru	(756) 473-8800
Knight's Inn	Peru	(765) 472-3971
Shelton Inn	Peru	(765) 472-1925
EconoLodge	Kokomo	(765) 457-7651
Signature Inn	Kokomo	(765) 455-1000
Motel 6	Kokomo	(765) 457-8211

Camping

Mississinewa Lake State Park	(765) 473-6528
Honeybear Hollow	(765) 473-4342

For more information contact:

Raleigh Boreen – Co-Chairman
14861 Jonathan Dr.
Westfield, In. 46074
(317) 706-8969
wiznby1973@yahoo.com

Chris McGuire – Co-Chairman
14417 Chapelwood Lane
Fishers, In. 46038
(317) 577-2518
mcguirecm@aol.com



April 3 Test and Tune results

Driver	Best Time	Driver	Best Time	Driver	Best Time
Super Stock		Valerie Gard	49.212	Street Touring S	
Jack Tovey	46.288	Marcelo Areal	50.574	Jim Lin	45.359
Chris Northway	47.661	Rick Hammer	52.155	Chris McGuire	45.371
David Orner	49.495	Phil Zink	54.004	Jeff Rapp	45.792
Super Stock Ladies		Brent Markwalder	54.455	Ron Conrad	45.819
Toni Brown	59.562	H Stock		Justin Krause	46.342
A Stock		Larry Harts	46.481	Geoffrey Chambers	46.445
Matt Harnish	47.710	Jason Russell	48.022	Craig Moore	49.553
Jeff Brown	49.521	Stephen Porosoff	52.399	Jeremy Garrett	49.843
B Stock		Gerry Thompsom	54.248	Phillip McCutcheon	50.935
John Wilmoth	46.166	Jacob Adams	55.457	Mathew Hull	52.241
Matthew O'Toole	47.459	A Street Prepared		Street Touring X	
Tom O'Toole	49.114	Larry Metz	46.677	Kyle Broeker	43.680
C.J. Loos	53.128	B Street Prepared		Kevin Kent	43.814
C Stock		Alex Yovanovich	47.438	Warren Kniesley	45.710
Curt Bagley	43.627	C Street Prepared		Dale Brier	45.713
Bruce Durell	46.895	Raleigh Boreen	42.877	Robert Del Bello	47.480
Dick Davis	48.360	Kevin Miller	44.760	Michael Puglielli	48.392
D Stock		Chad Stringer	45.374	Jake Gardner	48.730
Wesley Zirkle	53.860	Velma Boreen	45.379	Mike Baker	48.950
E Stock		Joel Harleman	46.063	STU	
Bob Cochrane	46.682	Brian Davis	46.421	Lee Miller	45.755
Cooper Lacy	47.076	F Street Prepared		Street Modified	
F Stock		Wade Hill	47.803	Scott Dales	43.249
Sean Murphy	46.388	C Prepared		Dustin Pangburn	44.977
Nathan Glass	47.497	Michael LaVeque	43.808	Chester Bell	45.123
Mike Glass	48.479	Warren LaVeque	46.693	Victor Fehrenbacher	45.995
Shawn Holsapple	49.239	D Modified		Rob Morelli	46.168
Grant Robinson	51.209	Phil Wehman	41.268	Jeremy Straus	46.343
Rick Fosnight	54.835	Fast Time Of The Day		Jack Stadola	46.818
G Stock		E Modified		Pete Stodola	47.841
Joe Kniesley	44.592	Jack Banker	48.310	Kyle Neal	48.040
Brian Gard	45.519	Street Touring S Ladies		Jimmy Amaro	49.260
Darren Daubenspeck	45.568	Catherine Scionti	51.039	Ata Tabesh	50.693
Patrick McDaniel	48.502			Matt Ehrlich	52.588
Mark Stonecipher	48.616			Street Modified 2	
				Gus Hammerly	46.173
				Jeff Alexander	46.927

Pictures from our Solo, Rally, and Race events are posted on our website, and are available for anyone who is interested to download for free. This does take some time on dial-up to download pictures of this size and quality. If you would like to have all the pictures from any specific event on a CD, we can provide them to you for the small fee of \$5 per event. Send a check to Indianapolis Region SCCA for the \$5, along with your address and a note of the particular event you want the pictures of, to:

Dick Powell, editor
2835 Madelynne Drive, Apt. D Indianapolis, IN 46229

You should get the CD in the mail in about a week.

April 24 Points Event 1 results

Driver	Best Time	Driver	Best Time	Driver	Best Time
Super Stock					
Aaron Haskel	45.534	Waylen Hunsucker	43.734	Street Touring S	
Chris Northway	47.964	Joe Kniesly	44.774	Jim Lin	44.455
A Stock					
J Matt Harnish	46.141	Chris McGuire	44.937	Andrew Simmons	46.851
B Stock					
John Wilmoth	44.292	Matthew Grey	47.408	Thomas Swinford	48.061
Robert Shapinsky	53.125	Brent Markwalder	48.740	Jeffery Boldt	50.995
C Stock					
Dan Stone	43.450	Trevor Pittman	49.860	Street Touring X	
E Stock					
Cooper Lacy	45.072	John Purcell	53.007	Kyle Broeker	42.790
Steve Lavey	46.985	H Stock			
Matt Nelson	51.277	Stephen Brinkerhoff	46.056	David Woodward	43.861
F Stock					
Sean Murphy	44.306	B Street Prepared			
Michael Hacker	45.846	Alex Yovanovich	46.831	Dale Brier	45.213
Jacob Adams	47.176	Jeff Alexander	47.137	Warren Kniesly	45.479
Jon Adams	49.118	C Street Prepared			
Jeremy Scott	49.195	Jason Russell	44.261	Chris Carson	46.995
Brian DeBruiler	49.575	Joel Harleman	44.292	Mike Baker	48.719
Nathan Glass	49.845	James Hayes	47.827	Phil Zink	51.877
Rick Fosnight	50.367	C Prepared			
Ryan Truex	50.627	Paul Fox	50.826	Rob Louie	56.890
G Stock					
Matthew Jensen	42.708	E Prepared			
PAX Fast Time of the Day					
Darren Daubenspeck	43.296	Craig Allen	43.183	Street Touring X Ladies	
D Modified					
Fast Time of the Day					
E Modified					
Jack Banker 47.940					
Street Modified					
Scott Dales 41.360					
Ernie Calderin 43.429					
Street Modified 2					
Brian Bauer 46.210					
Street Touring S 2					
Kristian Hahne 48.762					
Street Touring Uni					
Lee Miller 43.989					
Ryan Mansfield 44.458					



Chasing Cones in Anderson

Indianapolis Region Solo2 Series Points event #2

Saturday, May 21 Rain or Shine at Former Delco Remy Plant #3, Anderson



Karts welcome.

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

Restrictions on high center of gravity vehicles are also applicable. Contact the Solo Chairman for more details.

Registration & Tech: 8:00 AM – 10:00 AM

Driver's Meeting: 10:15 AM

Event Start: 10:30 AM

Cost: \$15.00 SCCA Members, \$25.00 Non-Members

Contact: Solo Co-Chairs

Darren Daubenspeck 317-865-0864

Jim Lin 317-915-0569

Chris McGuire 317-577-2518

drdspeck@on-net.net

LinMotorsport@comcast.net

mcguirecm@aol.com



Apologies to Randy Travis for using his song for an introduction.

Archaeology is the science of using fossils, bones and other remains to discover the history of a past human life, relics, or culture.

I feel that for the last two years I have been doing just that to discover all that can be found about the Chevrolet Division/Bill Thomas/Doug Roe 1960 500 coupe race Corvair. Both iterations of the car were major features in every automobile magazine of the era. They were also in "How to Hot Rod Corvairs" by Bill Fisher and "How to Select and Install Turbochargers" by Hugh MacInnes

In 1968 through 1972, I was SCCA road racing a Ford GT-40 replica in the A/Sports Racing class in Indiana. This is the club version of the Can Am series. This special was Corvair engined and suspended at first, then Olds turboed and then Chevy V8 powered. At the very same time Doug Roe was racing and winning with the ex Bill Thomas Corvair coupe in very modified form in A/Sport Racing in Arizona. If you think that this a fascinating bit of DeJaVu, just wait until you read further.

When I heard about this in the 70's, I went to the local library to Xerox some copies of the March 1969 Hot Rod spread about the Roe car. I was fascinated by the ingenuity involved at this time by an individual not unlike myself. I went on to road race a Yenke Stinger, but that is another story.

In 1987, Jim Schardt hired Jim Rice, Fred Bybee, and myself to take his Stinger to Monterey, California to run in the Historic Vintage Races at Laguna Seca and crew for him. This was the year when Chevrolet was the featured marque. It was inspiring to see the Chaparrals, McLarens, Gran Sports, etc. and their famous drivers and owners, but what dropped my jaw was to see Doug Roe and the famous hugger orange Corvair. Ed Connolly (the owner at that time), the Cactus Corvair Club, and Doug had made a heroic effort to get the car restored and on the track. They had only driven the car around the block before it went to the track. Virtually overnight they had made last minute changes to satisfy the apparently bullying tech inspectors. The car always ran windowless, but they had to install a windshield and raise the car up to accommodate the mandated treaded street tires. Then it had to run in Group 7 with the windowless, slick tired, Can Am and Prototype cars. It looked like Herbie the Love Bug among the McLarens and Cobras. I loved it anyway. Its run was short lived due to an oil plumbing problem.

I spent a good bit of time talking with Doug at Monterey. He was very friendly and forthcoming; I just didn't know the right questions to ask. He did say not get too hung up on the car's current state of preparation; it was different every time that it was raced. He passed away a year later---at the same age that I am now.

The Monterey Classic was by invitation only. It was a great honor to be invited. The Thomas/Roe car made it because of papers submitted by Paul Prior, stating that he and Vince Piggins of the "Economy, Safety, and Performance Group" contracted with Bill Thomas (of

Cheetah Fame) to race the Corvair in the small sedan groups, just after the AMA industry racing ban. You might call this a "skunk works" effort, which all of the manufacturers were doing.

Bill Thomas had a specialty shop for Corvair Speed parts, so he and Mike Jones prepared Bill's wife's car of only two weeks to be drag raced and road raced. This car can always be identified by the 3 holes in each rear fender, initially scoop covered, to induct intake air.

The car in naturally aspirated form, drag raced in the low 13's in 1960 and won nearly every road race entered. Mike Jones even once beat Jimmy Clark in a factory Lotus Cortina.

When Chevrolet and Thomas were through with the car, Doug Roe bought it in January of 1964. Doug had moved from Michigan to a job as an engineer at the Arizona proving grounds. He had been winning autocrosses in his family Corvair in nearly stock form. It was natural then to take over the Thomas car and develop it to the nth degree and run it in the western hill climbs, road races, circle tracks and autocrosses.

The modifications to this car are numerous. I will try to list a few:

- It already had an experimental quick steering gear box.

- All of the early spindles and hubs were replaced with five 5 bolt parts from Chevelles, and Greenbrier rear axles.

- Very heavy coil springs and an adjustable front anti roll bar. Double shock absorbers were added to the rear suspension.

- Extreme lightening of body and chassis parts.

- Metallic Nascar brake linings

- Fiberglass front and rear decks. The entire rear cover and tail light area was removable for service. The engine and drive train could be removed like a drawer.

- Reportedly, clutches could be changed in 20 minutes.

- The large air research turbo and 4 barrel carb were moved to the rear seat back area to lessen "swing weight".

- All of the windows were removed. The front and rear window removal allowed unrestricted air flow to the huge rear air scoop over the relocated turbo and carb. The top and window pillars were also streamlined to aid this air flow.

- Mike Rubaner did the customizing, stating "a car this fast should have the looks to go with it". The snow plow front air dam and the large single headlights are the primary features.

- The engine was prepared for durability to accept the boost received. A large front oil cooler was used as well as water injection for charge cooling and engine cooling. Intercoolers were rare at the time. Doug used his right foot and a large industrial pressure gauge instead of a waste gate.

- The dash gauges were of aircraft vintage---remember this was the '60s.

Forward to the present; I had turbocharged my Yenke Stinger YS015 in the Doug Roe manner with the relocated turbo. I had given Doug credit for this on the air filter

(Solo Is Roe Story, continued)

housing. I also had built a tube framed, fiberglass bodied, Corvair supercharged, mid engined, formula car suspended, early model replica and took it hill climbing. Is this too much DeJaVu? This replica was to be the absolutely, positively, last big car project for this retiree!

Ed Connolly contacted me and asked if I would be interested in mechanically restoring the BT/DR car. Would I? He shipped it in the fall of 2003 via Horseless Carriage riding along with a Buick Grand National and several Maseratis. Before the restoration could be started, Ed's mother died and he inherited the New York estate to care for. Would I like to purchase the car? Would I?

The car arrived as a rolling shell with a lot of "hard core" parts inside for a possible future use. The inside was also shared by many California native plants, nuts, and dead critters. This is when I first thought of the "Diggin' Up Bones" part. In lieu of information from the previous restorers, every part was inspected as a relic from the past.

The mechanical rolling parts were in excellent condition. There was no rust at all. The wiring was identified with 17

year old paper tags--unreadable now-- and the remote oil and fuel systems were degraded. I decided to just start over.

I just happen to have (DeJaVu) a freshened turbo engine removed from the Stinger and replaced with a 13/1 naturally aspirated engine. It wasn't too hard to adapt it to the early model body. Linkages were a real problem though. The safety systems have been upgraded with older looking modern FIA seats, belts, straps, nets, etc. The new roll cage, while fully currently legal, is as unobtrusive as possible. Body work damage was repaired and the paint buffed out.

The windshield is now removable. Both treaded and slick tires will be used. Thirteen inch wheels have been made in the style of the original 15" Magnesium wheels. Doug and Bill also used wheel sizes to change gearing for different purposes.

While not intended to be a full time racer, (I have other cars for that) the car will at least participate in a hillclimb, a vintage road race, and several Corvair/CORSA/NECC/SCCA events. Doug and Bill would want it this way.

P O R ("POPE" on Rallying) The Rally Report

By Candi ce Pope

The season so far has been filled with 2 very good TSD rallies. The first one in March was a great success. The 2nd event was held on April 17th and I have to say it too was a great success. We had 13 cars, some new participants, some old participants, and our regulars. I am happy to say the all finished and stated they had a great time. The rally was a TSD thru NW Marion, S Boone and N Hendricks Counties. There was some gravel but mostly paved roads. We had a couple of little traps which if you were not paying attention you would fall into. It was interesting the participants that did fall in.... Right Chuck, Steve and Jim. Of course I can understand Steve and Jim because they do not run rallies a lot, but Chuck ... makes me wonder. Of course Chuck had some good constructive advice about the rally, which of course I will follow because he is a National competitor and winner. He advised that some of the speeds were too high.. point taken, he also stated that more time was needed to reach the outmarkers... point taken. All good advice that I will follow. He advised me to get rid of the bicyclists. Chuck, I will have to come up with a solution for that, I guess I could knock them off their bikes or something. If anyone has a solution let me know.

Jorge Lopez came down from Michigan. He was/is a great competitor. He enjoys our rally program so it is always good to see him. He ran with a new participant Michael Langley. By the way Michael drove his Ferrari. He also is an active member of the Ferrari Club. Hopefully he will be back. Also we have a member who has not rallied for a while Craig Sherman. His navigator was an exchange student from Germany, Hero Wieshew. As you can see from the results, it was like riding a bike, he did not forget. Good Job!!

I want to thank all the "new" participants for coming and

invite them to our next rally which is May 1st. Starting at the Circuit City Parking lot at 82nd and Allisonville rd. I also want to thank our regulars from the Indy region and Columbus region for continuing to support the program. Of course the program would not be without Frank, Dick and Jeannie.

Name: **Where the Hell is Checkpoint 3?**

May 1st Rally
Starting at 82nd and Allisonville Rd
Registration 12:00 pm
Drivers Meeting 12:45 pm
1st car out 1:00 + car number
TSD with a twist
60-80 miles, **NO GRAVEL**
End point to be announced

There is a story connected with the name so if anyone is interested just email me and I will tell you the story. c080154@yahoo.com. This rally is a tribute to Jay Quinn fellow member but more important family. He has been in the hospital but is on the road to good health. As with most of my rallies there is a little interesting twist. You will have to come to the rally to find out. Hope to see your there.

The May 1st rally is the last rally for the spring season. We will pick back up in the fall. The reason for this is that people are very busy in the summer, with family, solos, racing etc.. it does not leave much time for the rallying. I am working on having a mid summer event that would end up (probably at Eagle Creek Park) with a club BBQ. Rally and then relax and have fun. Please watch the website for new developments.

Springtime In The Northwest April 17 Road Rally Results

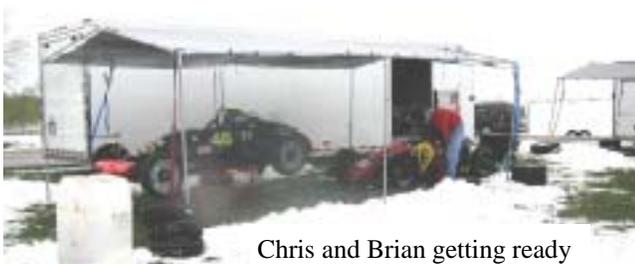
Overall	Class	In Class	Driver	Navigator	Points
1	A	1st (T)	Charles Hanson	Matt Connelly	249
2	C	1st (T)	Rick Swarts	Cheryl Swarts	362
3	B	1st (T)	Greg Graham	Waylon Hunsucker	533
4	N	1st (T)	Craig Sherman	Hero Wieshew	619
5	C	2nd	Randy Hall	Bill Farr	623
6	N	2nd (T)	Kevin Klink	Jenny Klink	740
7	B	2nd	Steve Linn	Jim Lin	742
8	C	3rd	Bob Farr	Pam Farr	746
9	N	3rd	Rick Fosnight	Erin Fultz	845
10	N	4th	Ron Moore	Sandie Moore	915
11	N	5th	Michael Langley	Jorge Lopez	1040
12	N	6th	Gary Carter	Larry Gaston	1150
13	C	4th	Samuel Crites	Elizabeth Crites	1282

Who Sez We're Crazy ???

By Dick Powell

Gingerman Nationals in the Snow.

The first CenDiv National Races of the year are at Gingerman Raceway in Michigan every year at the end of April. Sometimes it's nice, sometimes it's cold, this year it was just plain MEAN! With temperatures in the low 30's, it started snowing about noon on Saturday. The track was basically dry, and the snow was blowing crossways so not much was hitting the track for qualifying, just enough with the cold to reduce traction a few seconds a lap. The racers who were prepared for the conditions got good qualifying times, and the unprepared got slow times. On Sunday, this became important, and the fast qualifiers were glad for their effort. The groups were combined for larger run groups, and the races were shortened due to weather, then run to half distance behind the pace car(s) to get finishes for everyone. Thus the qualifying order became the finishing order. In the 2nd race, the Jennerjahns had their



Chris and Brian getting ready

FV's qualified, with Chris in 4th and Brian in 7th from a large field, picking up their first points for the season. The third race saw Bill Partridge put his GT Lite on the pole (5th overall) just .06 seconds ahead of Bill Davidsons very fast National Winning Fiesta. Sandwiched between them was John Salisbury, putting his



Bill Partridge tunes the car

Sprite on the HP pole less than a second ahead of Matt Brennans Fiat X1/9, last years winner. John is not Indy Region, but his crew guy is (me).



The fourth race saw Ralph Porter putting his SSC Neon first in class, and also had Yngvar Brynildssen as 6th American Sedan, and Darren Stanley in 7th AS. Nobody ran off the track, so all got their qualifying position as their finish, and

picked up the points accordingly. We are all very grateful to the workers who stayed out beside the track through the brutal cold and wind so we could complete the weekend. We try to say THANKS as much as we can, and it still is not enough to tell them how we feel.

The second CenDiv Nationals are at Blackhawk 4/30-5/1. Hopefully the weather conditions will improve, and we can get some real racing in to earn more points. The report for our racers will be in the next issue.

National Points for Indy Region Racers

Standing	Driver	Races	Points	Class
1	Terrence Garrett	2	24	S2
1	Bill Partridge	2	24	GTL
2	David W Bleke	2	13	FA
2	Ralph Porter	1	12	SSC
3	Emmett Murphy	2	12	FA
4	Pete Hylton	1	6	GP
6	Chris Jennerjahn	1	6	FV
6	Yngvar Brynildssen	1	4	AS
8	Darren Stanley	1	3	AS
9	Brian Jennerjahn	1	3	FV
2	John Salisbury Jr.	1	12	HP

2005 CenDi v Race Schedule

DATE	DRIVER'S SCHOOLS	REGIONALS	NATIONALS	OTHER EVENTS
May 7-8		INDY @ IRP (D)(C4)		
May 14-15	NEO @ NL		DET/FWR @ GRA	SVRA @ RA
May 21-22			MIL @ BHF	ALMS @ MO
May 28-29 Memorial Day		WMR @ GRA (D)(C4)		
June 4-5		MIL @ BHF (D)	OVR @ MO	AMA @ RA
June 11-12				
June 18-19		MIL @ RA (D)		VSCDA @ BHF
		SBR @ GM (D)(C4)		F1 @ Indy
June 25-26			CHI @ RA	
July 2-3		CINCY @ MO(D)(C4)	INDY @ IRP	
July 9-10		BVR @ BHF (D)		
		NEO @ NL(D)(C4)		
July 16-17		DET/WHRRI @ WAT (R)		BRIC @ RA
July 23-24		MIL @ RA (R)	MIL @ RA	
		NEO @ NL (R) Enduro		
July 30-31		FWR @ MO(D)(C4)		
		CHI @ ABJ		
Aug. 6-7		WOR @ MO(D)(R)(C4)		
Aug. 13-14		CHI @ RA (D)	WMR @ GRA	
Aug. 20-21			NEO @ MO	ALMS @ RA
				VSCDA @ GRA
Sept. 3-4 Labor Day		WMR/LSR @ GRA (D) (C4)		
		MIL @ MM (D)		
Sept. 10-11		OVR @ MO (D)(C4)		
Sept. 24-25		SCCA National	Runoffs @ MO	
Oct. 8-9		CHI @ BHF		

BHF-Blackhawk Farms	GM-GingerMan
GRA-Grattan	IRP-Indianapolis Raceway Park
M-O-Mid Ohio	MM- Milwaukee Mile
NL-Nelson Ledges	RA-Road America
ABJ- Autobahn Joliet	WAT-Waterford Hills
(D) Double	(C4) Area 4 Champ Series

The 2005 General Competition Rules will again be available to interested parties through our Race Car Tech Inspector Jay Quinn. Licensed Competition Drivers GCR's are included with the license fee for 2005.

2005 Annual Tech: Come to IRP May 6 or 7 for your annual Tech, we will have National inspectors there for you.

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Clutch Chatter Mailing Opt-In/Opt-Out

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

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

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

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

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

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

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

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

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

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

Non-members. Clutch Chatter is a valuable tool for recruiting new members into the region, and drawing participants to our events. Our new process will be to purge them from the list after three months. If they participate in another event after the three months, then they stay on the list.

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

Opt-In/ Opt-Out Form

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

Indy Region SCCA Members Only:

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

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

Name: _____ SCCA Membership # _____

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

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



800-770-2055 www.scca.com

Membership Application

Dear Prospective SCCA Member:

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

PLEASE PRINT OR TYPE

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

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

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

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

PRIMARY INTEREST(S) IN SCCA:

Please send me a Crew License.(Check box)

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

Club Racing Pro Racing Pro Rally Road Rally Solo

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

*Spouse must be regular member's legal spouse.

NATIONAL OFFICE USE ONLY

C- ____ \$ _____
 C- ____ \$ _____
 C- ____ \$ _____
 C- ____ \$ _____
 C- ____ \$ _____

Source

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

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

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

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

VISA Mastercard No. _____ Expiration Date _____

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

Applicants Signature _____ Date _____

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

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

Please submit to Dick Powell (contact info on inside cover). Deadline for next months ads is the 15th.

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



FOR SALE: 2002 Toyota MR2 Spyder. Fun economical street car and/or solo toy. Rare Silver and Red colors, 5 speed, AC, tilt wheel, power windows/mirrors, CD, 17 x 8.5 SSR's with 40 series Yokohamas. Clean, no damage. \$13,000. Call Kris Hahne at 317-984-8072



For Sale: 1988 Corvette red/red 59K miles. All original as seen at solos in 2004, looks and runs great. \$12,500

1986 Speedwagon enclosed trailer 24 foot with bench in front and box in back for jack stands. Needs work, but traveled many miles hauling the GT-4 car. Good tires and suspension overhauled prior to runoffs. \$2995 or best offer.

2000 Chevy Impala 91K runs great and gets great mpg. Red with gray interior, non smoking. \$6500 OBO

Bill or Julie Partridge 317-996-2610
jpartridgeatreefarm@hotmail.com

For Sale: 1989 BMW 535i Project or parts car. Good engine and fair interior, left rear half shaft needs repair. Body fair. Need to get rid of, would be a good parts car, bargain at \$500. Johnny Reisert 812-948-5865 or reisertracing@hotmail.com

Classifieds

For Sale: 1995 BMW M3 coupe
Avus blue exterior, light grey leather interior, manual transmission, 85k miles, 40k miles on engine, sun roof, sport suspension (I believe), very clean car. Car has basic autocross set-up with Koni shocks, stiffer front sway bar, and Schroth harness, would make a great B-Stock car (this car was autocrossed at the national level) or track car or daily driver. Call Clemens Berger 765-617-3267 or Email me at burgerc@iquest.net



For Sale: 90 KBS Mark V w/QRS 4 Link & Custom Trailer

Due to current finances I am forced to liquidate from racing (a sad reality). So this is a complete racing package of everything you need to race in F500 at a very competitive basis! This KBS has the best of everything, QRS 4 link, Maverick dampeners, CNC masters, new Wilwood brakes, w/ 4 vented & slotted rotors, Hi-Tech updated Polaris/Arctic Cat clutches, new 6 pt harness & fire suppression, AIM MC3+ Gold for auto DAS, 2 sets of rains, 4 of slicks tons of spares including Car lift & SCCA transponder. Also, custom made lightweight trailer. Will haul car, car lift, pit cycle (I used Honda CT 70 for sale separately) 10X10 HD EZ up fuel, generator, standing rolling tool box, 2 sets of rains and 2 1/2 of tires and more. Trailer has fold out workbench, towel dispenser, stainless workbench & more. There is too much to list here. Pricing is negotiable between \$9~12,000 complete! I am making up detail set of pics of car and trailer. Email FastRTeam@cs.com or call Tony at 317-776-2434

For Sale: Kumho V700 Victoracers
4 tires size 245/45ZR17. Only used to roll the car around on, never seen the street. Rules change-can't use'em now. \$175ea new, make offer. Lyle Rigger 815-467-9212 lrig60@aol.com

FOR SALE Open race trailer, single axle, good for Spridgets, Miatas, etc. Storage box on front, steel ramps, 125# tongue weight, tows perfect. New stop and taillights. \$1000. Call W.J. Campbell, Anderson, IN 765-644-6631



For Sale: 1978 Datsun 280Z ITS
Fully prepared, clean, race ready, fresh engine, 5 speed, fire system, current log book (raced in August), spares, parts car, 4 Panasport wheels, 8 extra alum. rims. Also comes with 16' tandem open trailer with tire rack. All for \$6,500.00 Matt Chitwood 812-339-9143 email mgchitty2002@yahoo.com

Garage sale!! Jeanne & Jay are emptying out one of the garages and the following must go: 1976 TR7 and a 1972 Triumph Spitfire. Too many toys and not enough time! Give us a call at 248-9626 for details.



For Rent: Baby Grand Thunderbird
Available for most CenDiv Regional Races - call for schedule. \$1000 per weekend, \$500 for Friday practice day. These cars are great fun to drive! Powered by a Yamaha 1200 motorcycle engine/trans with a quick-change rear end and slicks, and weighing only 1550 lbs, they are quite fast! 734-699-1690 jahracers@quixnet.net

Indy Region's Next Board Meeting at

Cornerstone Controls

8525 Northwest Blvd

Just east of the 86th Street and I-465 interchange
on the northwest side.

Contact: Lou Byer cwbnewpal@insightbb.com 317-861-0710
Matt Curry mc2fast@indy.rr.com 317-818-0769
Steve Linn racerlinn@sbcglobal.net 317-727-4010

Or any Board member from the inside front cover.

Tuesday May 17

6:30 - 10 PM

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

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

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