

JANUARY 2005



Clutch Chatter

THE OFFICIAL PUBLICATION OF THE
INDIANAPOLIS REGION OF THE



NEWS AND STORIES ABOUT EVENTS OF YOUR REGION OF YOUR CLUB

Solo2 A Stock class win

Competitor of the Year

Hergenroether Racing Award

*The dreamer
says "I can do
that!"*

and sometimes



The Dreams Come True !!

Congratulations to Bill Partridge for a Great Year

*Indianapolis Region Awards Banquet Report
and election results. See page 4*

indyscca.org

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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



Jan 11 First Board Meeting of 2005
Jan 27-30 SCCA National Convention, Kansas City
March 5-6 CenDiv Annual Worker Training, Indy

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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 Madelynn Drive, Apt. D, Indianapolis, IN 46229

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

RE News: A New Year Underway.

by Matt Curry

Hello, it's me again.

The Awards Banquet and Annual Meeting on December 4th, 2004, served as a breakpoint between 2004 and 2005. It's always fun to get together with "the big family" to celebrate the past year and to get a glimpse into what the next year has in store.

Thanks to all who served on the BOD and/or helped out with our programs during 2004. You all should be proud of our many accomplishments. With so many highlights, it was difficult singling out individuals for recognition from among so many worthy candidates. I was honored to select Jeanne Spellman as Member of the Year, and our Cendiv Solo chair committee of Velma and Raleigh Boreen an Cheryl and Rick Swarts as Workers of the Year.

The new BOD was elected/installed. As you may have figured out already, I was re-elected to serve another term as RE. We had one contested election on our ballot and also a write-in campaign. There was also great interest in at-large director positions. All in all, several interested parties were not appointed. However that's a "good problem" that seems to indicate a high level of interest from our membership in helping to run the club. I thank everybody who ran for office and look forward to working with all of you in 2005.

New business couldn't wait for the BOD until January.

To ensure the future of the Indy Region race program, the BOD approved a deal that will allow us to continue racing at Indianapolis Raceway Park (IRP) well into the future. To make this long story fit in this space, ultimately the BOD approved a deal with IRP whereby Indy SCCA would front some funding for repaving Turn 1 and addressing the other places around the track where pavement is breaking up at the apexes. In exchange, the key provisions from IRP is that our track rental fees for two races in 2005 will be waived (we would pay expenses only) and we will be able to move our July race off of the 7/4 weekend to the following weekend in 2006.



If you've been following the news of our race program over the past year, you know that there were issues with the track surface breaking up at our event last July. There have been many discussions since. The options have been discussed, including looking into moving our races to another track and not having a race program at all. I believe that this move is the best viable option that was available to us and I am glad that the BOD supported and approved it. Thanks to everybody who had a hand in putting this deal together.

THANKS AGAIN, WORKERS (Our All-Volunteer Core) See YOU at the Board Meeting... Share the FUN...

Minutes of December Board Meeting

by Dick Powell

These are the minutes of the meeting of the Indy Region Board Of Directors December 4, 2004

Present at the meeting were: Matt Curry, Jeanne Spellman, Dick Powell, Rich Lankford, Steve Linn, Darren Daubenspeck, Jim Lin, Rick Swarts, Cheryl Swarts, Candice Pope, Frank Pope, Andy Weldon, Alyson Kunack, Jay Quinn, Chuck Hanson, John Wilmoth, Matt Connelly, Pete Hylton, Bill Partridge, and Raleigh Boreen

The first order of business was filling the additional director positions. According to the bylaws, we must have two members at large who were on the 2004 BOD, and can have 3 additional members who may or may not have served before.

The 2 directors retained from the 2004 BOD were Candice Pope and Darren Daubenspeck, our Rally and Solo program chairs. The additional 3 directors selected by the board were Jim Lin, Andy Welden, and Rick Swarts.

Old Business Pete Hylton presented the latest proposal from IRP for Indy Region participation in the repairs of the track. We would front funding to IRP for the repairs, and they would waive our track rental fees for 2005, charging only for expenses, as well as locking in our rate for three additional years. They would also move our Nationals to a week later starting in 2006, and open the possibility for a third event each year. Darren asked if we could request IRP charge other users a small fee towards the track repairs. Steve does not believe that would be probable.

Dick Powell made the motion to accept the proposal for track repairs from IRP in principle, and authorize the RE to conclude the deal with IRP. Jeanne Spellman seconded the motion. The vote was 8 for, 1 against: the motion carried.

Next meeting scheduled for January 11, to be at Fas-times if available. Meeting was adjourned.

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RONALD E. STREETER

Annual Awards Banquet 2004

By Dick Powell

Saturday, December 4th was our annual awards banquet for about 100 Indy region members and guests, with a very nice buffet dinner at the Junior Achievement Center. Lou Ann Linn did most of the planning and preparation for the banquet prior to departing (with Ian) for Florida. Steve and Mary Jo Linn took over and made it a great evening for us. The ALL deserve a lot of thanks from all of us for their work.

Our Treasurer Frank Pope gave his last report for the year, and commended the Solo and Race Program Chairpersons for their work towards a profitable year. The final balance in our accounts is over \$9000 more than last year.

Our Regional Executive Matt Curry delivered his State Of The Region address, also commending all the program chairs and their helpers for a successful year. Especially noted was the very successful Divisional Solo put on by the Boreens and Swarts, an event we hope to continue hosting for many more years.



Steve Linn presided in the drawings for door prizes throughout the evening. The first drawing was for the Hoosier Tires, so everyone had an equal chance of winning, but the winning ticket was sealed away until the end of the evening.



After some more booty, Our 2004 Race Chairman and SCCA Historian Pete Hylton gave us an interesting presentation questioning the definition of a Sports Car. Since we are a Sports Car Club, we should be able to define the term. At the end of the presentation, we discovered that neither Pete nor any of us could come up with a definition that was not proved wrong by club history. I guess we will have to just keep on as we have been, a club with an undefined name. I very much enjoyed this historical presentation, and the applause tells me that everyone else did also. Thanks to Pete for some great entertainment.

Candice Pope gave us a Rally Report, Thanking all those who were Rallymasters this year, and making a preview for next year. She has some slight changes for the program, and looks for another year to be even better. She then presented the awards for Novice, Junior, and Experienced classes for the year, with top honors in the Novice class to



Jeanne Spellman, top in Junior class to Matt Connelly, and in experienced to Chuck Hanson.



Darren Daubenspeck and David Burkhead presented the Solo awards to 27 of our members for their results in 21 classes this year, followed by a special award to Chuck Hanson for his help in providing a place to keep "da bus". Thanks to Chuck, the funds that would have been spent for storage can be utilized more effectively for the club. Then it was time for the infamous "Conehead of the Year" award, this year going to Joel Harleman. Joel also won the E-Stock class for the year; guess you have to hit some cones to find out how fast to go!

The Spirit of Solo award was given to Larry Harts for his work and efforts for the Solo program throughout the year. Thanks Larry, for making the Solo program a little better for all of us.



The Jack Tovey Solo2 Champion of the Year competition was very close all year between Matt Curry, Waylen Hunsucker, Mike Stensland, and Darren Daubenspeck, separated by less than 3% in PAX times at the end. Matt Curry topped the final points tally, and got to take home the special Trophy for the award.

Time for more door prizes! Did I tell you Lou Ann really got a lot of stuff lined up for us? Steve had a busy night drawing for all those goodies.



Our Race program awards were presented by Pete Hylton, starting with our competitors in the Regional Series. According to the points standings, Julie Hanson in BG was 5th, Dave Schacht in SRF was 4th, Lyle Rikken in BG was 3rd, and Dave Hart in AS was 2nd. Topping the Regional Points was Pete Hylton in his GP Rabbit. Pete then recognized the competitors who won their class in the regional championships, and the others who finished in the top 5 in their classes.

Our National level competitors were presented with their trophies also, with Jason Knuteson in F500 at 5th, Gerry Mason in GT2 in 4th, Ralph Porter in SSC in 3rd, and Aaron Ellis in F500 was 2nd. Bill Partridge took his GT4 Nissan to the top of the points for Indy Region. Pete then recognized the competitors who finished well in their classes in the CenDiv National Championship Series.

Bill Campbell, the 2003 recipient of the Hergenroether Award, presented the cup to this years winner. The recipient of this award is selected by all the previous winners on the basis of attitude, sportsmanship, and competitiveness. Bill Partridge is the winner this year, and the award has been a dream of his for many years. Bill thanked the previous winners for selecting him, and thanked his Wife and workers for making his racing possible.



Matt Curry presented Appreciation Awards for their support of our club and competition programs through the year to Shane Benson of AIM Tuning, Dave Garner of Hoosier Tire, and also to the Junior Achievement Center, Indianapolis Raceway Park, Hankook Tires, Indianapolis Motor Speedway, and Indy Parks and Recreation. All of us need to remember those who support our club when we need goodies throughout the year.

Steve Linn recognized our members who have attained 5th (or multiples) anniversaries during 2004. The listing of these members will be in the membership report later in the paper. Steve also included the members we lost last year: Dale Baker (20 years), Jay Shadoan (30 years) and Larry Blackman (35 years).

Steve then presented the Involved Member Awards to those members who accumulated more than 800 points in two or more disciplines for the year. Receiving the awards this year were (in alphabetic order) David Burkhead, Matt Connelly, Matt Curry, Scott Dales, Darren Daubenspeck, Chuck Hanson, Waylen Hunsucker, Pete Hylton, Alyson Kunack, Jim Lin, Steve Linn, Bill Partridge, Julie Partridge, Candice Pope, Frank Pope, Dick Powell, Jay Quinn, Jeanne Spellman, Chad Stringer, Cheryl Swarts, Rick Swarts, and John Wilmoth.

(Awards Banquet Report continued) Look in the February issue of Clutch Chatter to review the points system for this award, and start to plan how you might participate next year and get an Involved Member Award.



Matt was up next to present the trophy for Competitor of the Year. This award is based on finishes in 2 or more of the competition categories for our region, counting the best 9 results with no more than 4 from any one category. The 2004 Competitor of the Year is Bill Partridge, who squeaked out a very close win over last years winner Chad Stringer. Congratulations Bill, on a well earned win.



The Worker of the Year award was presented this year to four workers. For their tremendous efforts to put on a successful Divisional Solo for our region in 2004, the winners were Raleigh and Velma Boreen and Rick and Cheryl Swarts. They spent a LOT of hours in planning the event, making all the preparations, and coordinating everything with CenDiv. Their efforts paid off in an extremely well run and smooth flowing Divisional Solo; a model to be followed by anyone putting on a large Solo event in the future.



The John McGee Member of the Year Cup was presented by Steve to (a very surprised) Jeanne Spellman for her dedicated efforts in making contacts throughout the Midwest and CenDiv, telling everyone about our events and promoting our Region at every opportunity. Thanks Jeanne, and congratulations.



Our Election Chairperson Chuck Hanson thanked the rest of his committee, and gave us the results of the election of officers for 2005: Matt Curry, RE; Jeannie Spellman, Assistant RE; Rich Lankford, Treasurer; Dick Powell, Secretary; Steve Linn, Membership; and Lou Byer, Activities. Additional members of the Board of Directors were voted/appointed at the meeting of the BOD after the Banquet. The minutes of that meeting are elsewhere in the newsletter.

The final door prize for the evening was for the set of Hoosier Tires, given for the occasion by Dave Garner. Thanks again Dave for your support of our club. Steve Brinkerhoff, who will be using the tires on his D-Mod, especially Thanks You!

Thanks again to Lou Ann Linn for organizing the banquet and making it a huge success, and Extra Special Thanks to Steve and Mary Jo Linn for stepping in when Ian and Lou Ann had to move to Florida.



Year End Class Winners Trophy List Rally and Solo

Rally Classes	Solo Classes	ASP
Class A	AS Bill Partridge	Jack Tovey
1st Place Candice and Frank Pope	BS Mike Stensland	CSP Chad Stringer
2nd Place Chuck Hanson	CS 1st Dan Stone	DSP Marc Kerr
Class B	2nd Brian Cline	CP Paul Fox
1st Place Chad Stringer and Jim Lin	DS Lee Miller	DM Stephen Brinkerhoff
2nd Place Ted Drummond	ES Joel Harleman	EM Warren LeVeque
Class C	FS 1st Sean Murphy	FM Larry Metz
1st Place Rick and Cheryl Swarts	2nd Jacob Adams	STS Jim Lin
2nd Place Bill Partridge	GS 1st Joe Kniesly	STX Kevin Kent
Junior Class	2nd Darren Daubenspeck	SM 1st Scott Dales
1st Place Matt Connelly	3rd Waylen Hunsucker	2nd Steve Linn
Novice Class	GSL Amanda Graham	3rd Chris McGuire
1st Place Jeanne Spellman	HS Randy Hall	STS2 David Burkhead
2nd Place Dick Powell		SM2 Gustavo Hammerly

Descriptions and Criteria for Indy Region Special Awards

By Steve Linn
And Pete Hylton

The Jack Hergenroether Memorial Trophy A Perpetual Trophy Awarded Annually To The Outstanding Competition Driver of Indianapolis Region, SCCA Dedicated 1965

In 1956, Jack Hergenroether, a long time Indianapolis Region member and one of the people who helped get the region started, died in a motorcycle accident near Greenfield, Indiana. Indy Region member John McGee was instrumental in inaugurating the Jack Hergenroether Memorial Trophy, represented by a large silver bowl. It was to be presented to the top race driver in the Region on the basis of attitude, sportsmanship, competitiveness, and the manner in which the driver represented the Indianapolis Region. After the first couple of years of presentation, the selection of each year's winner was turned over to the past recipients of the trophy. The award carried a great deal of respect and as time passed the winners became a rather elite group. They placed the selection criteria very high with an emphasis on racing success, such that one had to almost win a National Championship just to be eligible to win the trophy. At the 1979 Indy Region Awards Banquet, the selection committee of previous winners announced that they did not feel anyone had performed well enough to earn the award that year, so they were not going to present it that year. Frankly, the membership was rather taken aback by the decision. The same scenario repeated again in 1980, and the Indy Region Board of Directors took matters into their own hands, reclaiming the Trophy and choosing Greg Graham as the 1981 recipient. The Board of Directors selected the winners over the next several years, but then again decided to turn the winners selection over to the past recipients of the Trophy, with instructions to put equal emphasis on all of the original criteria, not just on the ultimate competition success part.

1965 Logan Blackburn	1979 Not Awarded	1993 David Daughtery
1966 Jack Hurt	1980 Not Awarded	1994 David Ham
1967 Harvey Hess	1981 Greg Graham	1995 Kery Alexander
1968 Erwin Dollinger	1982 Horst Muehlbrunner	1996 Bruce May
1969 David Causey	1983 Chris Schultz	1997 Tim Selby
1970 Don Ramsey	1984 Gerry Mason Jr.	1998 Ralph Porter
1971 Logan Blackburn	1985 Gerry Mason Jr.	1999 David Daughtery
1972 Jim Lloyd	1986 Pete Hylton	2000 Aaron Ellis
1973 Sid Rust	1987 Chris Schultz	2001 Greg Buttrey
1974 Gerry Mason	1988 Bob Sweet	2002 Shane Benson
1975 Waren Mockler	1989 David Daughtery	2003 William Campbell
1976 Wayne Nelson	1990 Bruce May	2004 Bill Partridge
1977 Logan Blackburn	1991 Alan Knell	
1978 Dale J. Fazekas	1992 Chris Schultz	

**Michael Buchanen Fairbanks Memorial Award
Competitor of the Year**

The first award the Indianapolis Region ever presented was the High Point Award, which went to the driver scoring the most points in all of the Indy Region's events. It was first presented in 1952 to Bob Magenheimer, driving a 1948 MG TC that is now owned by Indy Region member and National SCCA Club Historian Peter Hylton. Bob repeated the feat and won the award again in 1953. Then in 1954, Mrs. Joseph Daniels donated a large silver plate to the region as the Michael Buchanen Fairbanks Award. It was named after her son, who had died in a car crash while attending Depauw University. As a matter of interest, Michael happened to be the grandson of Charles W. Fairbanks, Vice President of the United States under Teddy Roosevelt from 1905 to 1909. The new Fairbanks Award replaced the High Point Award, and continued to be given to the top competitor across all forms of competition in the Indy Region. As the club evolved into having more and more events, this interpretation evolved such that the award was given to the top competitor who competed in all forms of competition. This is a subtle distinction, but an important one. Originally it did not matter what events you competed in, you scored points in any event you ran, and they counted toward the award. In the later interpretation, you HAD to compete in all forms of competition. This is the reason that in the seventies the Fairbanks Award was not always presented. Unless someone scored points in all three disciplines of Racing, Rally, and Solo, they were not eligible to win the award. In 1982, after the Fairbanks Award had sat in a closet for 4 of the 6 previous years, the Indy Region Board of Directors created a new Competitor of the Year Award, using essentially the rules we have today. However, a number of long time members objected to eliminating the Fairbanks Award, so the original plate was brought back, mounted on the base we have today, and the name of the award was officially changed to the Michael Buchanen Fairbanks Memorial Competitor of the Year Award.

1954 Bob Magenheimer	1966 Jack Hirt and	1979 Chuck Hanson	1993 Cindy Hylton
1955 Bob Magenheimer	Mike Robbins	1980 Not Awarded	1994 Mark Badgley
1956 Luke Stear	1967 Harvey Hess	1981 Not Awarded	1995 Not Awarded
1957 Chuck Rickert	1968 Mike Robbins	1982 Pete Hylton	1996 Sam Crites
1958 Bob Clifford	1969 Mike Robbins	1983 Cindy Hylton	1997 Dave Hart
1959 Mike Norris &	1970 Mike Robbins	1984 Cindy Hylton	1998 Dave Daughtery
Phil Vickery	1971 Mike Robbins	1985 John Scherer	1998 Dave Hart
1960 Mert Jaguar	1972 Will Zobbe	1986 Glenn Davis Jr.	1999 Matt Curry
1961 A.J. Werner	1973 Vic Drummond	1987 Roger Baker	2000 Dave Hart
1962 Gerry Mason	1974 Keith Hess	1988 Frank Pope	2001 Matt Curry
1963 Mike Robbins	1975 Keith Hess	1989 Pete Hylton	2002 Shane Benson
1964 Dave Causey	1976 Not Awarded	1990 Pete Hylton	2003 Chad Stringer
1965 Harvey Hess	1977 Jud Jaqua	1991 Mark Badgley	2004 Bill Partridge
	1978 Not Awarded	1992 Pete Hylton	

**The John McGee Memorial Award
Member of the Year**

John McGee was one of the most respected members that Indianapolis Region and the Central Division of the Sports Car Club of America ever had. He served the Indy Region in nearly every capacity and he competed in all forms of club activities. But he was best known as one of the finest stewards that the SCCA race program ever saw. He served as Indy Region's senior steward for years, he was Chief Steward for the Indy National Race for as long as anyone could remember, he mentored numerous new stewards into the racing program, served Central Division as it's Executive Steward, and in 1983 received the Dave Morrell Award at the SCCA National Convention. For years the region had given out a Member of the Year Award to someone who had shown long-term commitment and dedication to the region. When John died, the Indianapolis Region Board of Directors renamed the award as the John McGee Memorial Award.

1994 Peter Hylton	1999 Dave & Cathy Hart
1994 Cindy Hylton	2000 Chuck Hanson
1995 Bob Burns	2001 Jan Castelluccio
1996 Mark Badgley	2002 Matt Curry
1997 Terrence Garrett	2003 Alyson Kunack
1998 Myra Kulke	2004 Jeanne Spellman

**The Jack Tovey Solo Cup
Solo2 Series Championship
Indianapolis Region SCCA**

By Steve Linn and Warren LeVeque

A Solo Competitor of the Year Award is presented each year to the Solo competitor earning the most points during the season via PAX scored finishes at each Indianapolis Region points-scoring event, with 100 points for the fastest PAX time, and Ten points for the slowest PAX time. Individuals between those times get points proportional to their relative PAX scores. The points for each competitor's worst event during the season is dropped. In 2004, the Solo Competitor of the Year award was renamed in Honor of Jack Tovey.

Jack Tovey was born on June 17, 1934. That makes him one of the few racers forced to collect Social Security. Jack has always lived in Indiana, mostly in the Columbus and Indianapolis area. He now resides in Plainfield, IN with his wife Sandy who is a language teacher. Jack has autocrossed just about everything: 1938 Plymouth, 1950 Chevy Bel Air coupe, Buick Roadmaster, Nash Rambler, Alfa Veloce, MGB, Triumph Spitfire, Peugeots, Saabs, Sunbeam Tiger, five VW Siroccos, Corvettes, Detamaso Pantera, Olds Toronado, Ford Station Wagon, four Ford Mustangs, Porsche 911 Targa, Toyota MR2, Dodge Colt, Olds Cutlass, Lincolns, Cadillacs, Volvos, Mazdas, Pontiacs, Ford Splash Pickup, Chevy Truck, Hondas, open wheel race cars such as a silver Super Vee w/ a Drake engine, Lola Super Vee, a Suzuki powered FC, a BMW M3 Lightweight, Fiats, Lancias, a Ford van, Renaults, Daewos, and even Telstar, Bart, and Chinook motorhomes! This eclectic groups surely is the most diverse imaginable.

Jack was educated at Indiana University and at the John Heron Art Institute. For several years jack tried to support himself by art painting. He also attended Wabash College.

Jack became a Pedorthist, which is a form of foot appliance specialist, in 1970. At one time Jack owned six of his own Tovey Shoe Stores. But Jack claims to be slowing down. Jack also has an amazing deep baritone singing voice that has been showcased at SCCA events such as the Solo2 Nationals Talent Show. He studied voice at I.U. and sang at Carnegie Hall with excellent reviews. He also sang with a Religious "Masters Quartet" on WLW.

Jack first got interested in fast cars when his neighbor got a new 55 Corvette. He was hooked by "performance envy" and has never looked back. He started attending Rallys and Gymkhanas (gimmick autocrosses) in the 1950s. He remembers CSCC (Columbus Sports Car Club) events in the Public Service parking lot, and then at the Walesboro airport, which CSCC has since returned to. Some of these Gymkhanas even had "LeMans" Starts'. Ask a "Senior" what that is! Jack nearly took out both the timers and Warren LeVeques motor home with his Pantera in 1972. But Jack remembers his 1970 Corvette as being a notably good autocross car and his V6 formula car as being especially bad.

Other things we remember is how Jack had his red formula car shortened by Jim McKamey after hitting a curb. In the era of 8 ft. gates and 35 ft slaloms, short cars were supposed to be the fastest, so.... We remember how Jack used to carry two formula cars in his fabric-covered trailer. One of the cars was shod with slick tires and the other with rain tires. No tire changing required! Jack won two National Solo I Championships in his motorcycle-powered car. The third year he didn't attend the Championships and they sent him the first place trophy and jacket anyway. How's that for scaring the competition away?

When asked what he would do if he were absolute Czar of autocrossing, Jack responded: "I would make stock cars absolutely stock; tires, suspensions, everything. The current stock cars' preparedness and equipment level is not good for recruiting new people. If the money were somehow available, I would have permanent sites and permanently marked courses for comparing times for development."

Several years ago Jack had major heart surgery to replace a faulty valve. We missed him for a year but he came back strong. Jack intends to keep working and racing for a few more years. While you may see him in his current ride, an ASP Honda S2000, you are more likely to hear him first with his baritone voice and infectious laughter all over the paddock.

We're all watching Jack. The longer he runs, the longer we think we can run.

Congrats to Chad and Amber Stringer on the birth of their twin baby boys. Owen Joseph and Garreth Jackson were born Thursday afternoon, December 9, 2004 and everyone is doing great. Not sure how they are going to fit a pair of car seats in to a Miata though....

2005 Annual Tech: Jay will be gone during January and February, but will be available by appointment after returning for 2005 Race Car Annual Technical Inspections. Call Jay at 248-9626 after February 23 to get ready for the season.

The Annual Central Division Spring Training and Seminars for Workers and Stewards is scheduled for March 5-6, 2005. This year it will be held at Brickyard Crossing; very convenient for all the Indianapolis Region folks! For workers wanting to refresh their memories, and for those who would like to start working in one of the race disciplines, this is an opportunity that should not be passed up. Keep watching in future issues, on our website, or on CenDiv website for more information as it becomes available.

Membership Report

At the Indianapolis Region's Annual Awards Banquet on December 4th, our 2005 Membership Chairman Steve Linn introduced the individuals who have achieved milestone anniversary marks of membership with the Indianapolis Region and the Sports Car Club of America. Those members with 20 to 40 years membership were honored for their continued support and commitment to our sport.

Celebrating 40 years of membership —

Logan Blackburn	Indianapolis IN	Aug
Mauri Henricks	Kokomo IN	Nov
Wilbur A Zobbe	Indianapolis IN	Nov

Honored for 35 years of membership were —

David V Hupe	Fishers IN	Sep
David A Jarvis	Indianapolis IN	Oct
David K DeBolt	Cumberland IN	Nov
Larry Blackman	Borden IN	June

Achieving 30 years of membership were —

Stephen E Best	Yorktown IN	Feb
Michael T Williams	Lombard IL	Mar
Doug Hill	Indianapolis IN	Dec
Jay Shadoan	Carmel IN	Feb

Achieving 25 years of membership were —

Leo B Pilachowski	Bloomington IN	Apr
Timothy S Love	Lebanon IN	Oct
Cindy Hylton	Pittsboro IN	Dec

Achieving 20 years of membership were —

Suzy Doyle	Indianapolis IN	Feb
Ronald C Stewart	Maryville TN	Jul
Dale R Baker	Indianapolis IN	Aug
Jean Baker	Indianapolis IN	Aug
Denise Barth	Indianapolis IN	Sep

We also had a number of members who reached the 15 year, 10 year, or 5 year anniversaries. We congratulate them, and encourage them to continue to be the next group of 20 to 45 year members.

Reaching 15 years of membership were —

Joseph L Quinn	Indianapolis IN	Jan
Ken Johnson	Richmond IN	Feb
Jan M Lutz	Indianapolis IN	Feb
Richard L Diasio	Jupiter FL	Feb
Emmett M Murphy	Fort Worth TX	Feb
Paul Trapp	Westville IL	Mar
E L Matthews	Destin FL	Apr
Harry J Campbell	Toledo OH	Aug
Kenneth Adams	Williamston MI	Aug
Judy K Jones	Indianapolis IN	Aug
Mark K Hogue	Greenfield IN	Oct

Reaching 10 years of membership were —

Alyssa Jo Badgley	Brownsburg IN	Feb
Aeron Alexis Hylton	Pittsboro IN	Feb
Jay R Miller, Md., with Donna, Kyle J, and Nicholas J	Greenfield IN	Mar
J Michael & Denise Eiteljorge	Indy	Mar
Stephen P Geiger	Plainfield IN	Apr
Cheryl Swarts	Indianapolis IN	Apr
Richard Pare	Speedway IN	May
Samuel H Crites	Greenwood IN	Jun
Kathryn S Schick	Lebanon IN	Jun
Robert A Titlow	Indianapolis IN	Jul

Reaching 5 years of membership were —

Brian S Duncan	Indianapolis IN	Feb
Michael J Neylon	Indianapolis IN	Mar
Paul Holeman	Yorktown IN	Mar
Curtis Baldwin	Indianapolis IN	Mar
Linda, Madison, & Zach Leeke	Lebanon IN	Mar
Gerald G & Gayla Winston	Chicago IL	Mar
Robert D Redman	Terre Haute IN	Apr
Gustavo Hammerly	Zionsville IN	Apr
Stephen Knitter	Indianapolis IN	Apr
William H Miller	McCordsville IN	May
Steve Linn	Indianapolis IN	Jun
Lisa A Floyd	Anderson IN	Jun
David D Johnson	Richmond IN	Sep
Jack Borsos	Whiteland IN	Sep
James Owens	Carthage IN	Sep
Jan Offutt	Brownsburg IN	Oct

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Press Release December 6, 2004

Indianapolis Region and Indianapolis Raceway Park Reach Long Term Agreement

The Indianapolis Region of SCCA and the management of Indianapolis Raceway Park have reached an agreement that will ensure that SCCA racing continues at the Indianapolis road course well into the future. The serious pavement deterioration that affected the 2004 Indy Grand Prix National Races will be replaced for the 2005 season. Grady Brothers Paving, the company that just completed work on the Indianapolis Motor Speedway repaving project, is in charge of the repairs. Turn one, the oldest, and roughest pavement on the 2.5 mile, 15 turn circuit, will be replaced and broken areas at several other corners will be repaired and have curbing added.

Additionally, the agreement provides for the Indy Grand Prix National to move off of the July 4th holiday weekend beginning in 2006. The event will occur on July 2-3 in 2005, but will move to the second weekend of July in 2006. The Mothers Day Double Regional Race will open the 2005 season on May 7-8. The new agreement also opens the door for additional SCCA events to return to IRP, which was once the site of six SCCA weekends per year. This opens the possibility of Indianapolis Region again staging the Drivers School/Regional Race weekend which held a traditional spot on the SCCA calendar for years, or possibly for another SCCA region to return to IRP in the near future.

For more information, contact the Indianapolis Regional Executive, Matt Curry at mc2fast@indyrr.com or 317-818-0769.

TOPEKA, Kan. (Nov.10, 2004) – Sports Car Club of America's Club Racing Dept. has announced several changes to its licensing program that include pricing changes, new General Competition Rules mailing procedures and online viewing of the GCR.

Starting Jan. 1, 2005, the annual license fee for National and Regional Competition Licenses will be \$75. The price increase from \$55 includes all previous benefits of competing in SCCA Club Racing events plus a complimentary copy of the latest edition of the GCR.

Scheduled to be released in January, the 2005 rulebook will be automatically mailed to all licensed competitors on record, including novices, whose permits will be \$110 for a two-year term.

Also beginning in January, SCCA's official Web site, www.scca.com, will be the new home of the GCR, replacing the compact disc version that had been distributed previously. Each section of the GCR will be listed as a separate file, so competitors can download only the sections they want. The 2005 rule books for Club Racing, Solo and Rally will also appear online, available for downloading as needed.

As with the electronic file on the CD in previous years, the online version will not be considered an official document, but rather a reference. The hard copy of the GCR remains the official document. In Solo, the requirement still exists to have a copy of the current rules in your possession at a National or Divisional event.

To reach the SCCA Club Racing Department, call 800-770-2055 or send a fax to 785-232-7214.

Michael E. Dickerson, Manager of Region Development and Support
Sports Car Club of America, PO Box 19400, Topeka, KS 66619

Solo Report: Planning for the 2005 Season

by Darren Daubenspeck

With the 2004 Season Awards Banquet in the history books, it's time to look forward to next year! No dates have yet been set, but we have been approached by a marquee club with a good proposal to put on a Solo2 event at IRP in July. Should this be a series event, or a fun event? How many normal Indy regional Solo2 participants would like to run an autocross at IRP? Let me know your thoughts.

David Burkhead has let the BOD know that he intends to relinquish the Solo2 co-chair spot. David, thank you for your good spirits and hard work for the Solo2 program, and best of luck to you! I know we'll see you competing in the Miata next year.

I'm pleased to announce that two folks have volunteered to take on some Solo2 program co-chair duties for the 2005 season. Jim Lin and Chris McGuire, both seasoned pros and old hands to the IndySCCA Solo2 program, have stepped up to the plate. Guys: Thanks for speaking out and I look forward to working with ya'll.

I know it's dropped off of everyone's radar, but I recently found out what happened to the Blossom Chevrolet "This is Real Racing" Motorsports show. Blossom Chevrolet made the difficult decision to end their funding of the program, after the few (4-5) episodes that were made. They were just not receiving the needed returns on their advertising dollars. I recently spoke to the producer/writer/director/cinematographer of the program, who passed on the information. He is independent of Blossom, and still retains all the raw video footage of the IndySCCA Solo2 and National Race events that they attended. But it has not been edited for viewing. It's possible that the footage may resurface some time in the future, depending on our level of participation.

The board has voted, and two chairmen have volunteered to helm a 2005 Indy Region CenDiv Series Solo2. We are looking for a third chairman for the event, and event specialty chiefs for the event. You'll have lots of help, as evidenced by the folks who come out of the woodwork to help with these CenDiv events. If you'd like to participate in CenDiv activities, and provide a major boost to the Indy Solo2 program, please contact either Darren, Raleigh Boreen, or Rick Swarts to let your intentions to help out be known.

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://sports.groups.yahoo.com/group/indyscca/>

Schedules are available for some of the national events, as seen below. The Indy SCCA regional Solo2 Series schedule is dependent upon the CenDiv event schedules. It will

most likely be late February to early March before our regional Solo2 schedule is set.

2005 The Tire Rack® SCCA ProSolo National Series

March 5-6	California Motor Speedway, Fontana, Calif.
April 16-17	Gwinnett County Fairgrounds, Atlanta, Ga.
May 7-8	Castle Airport, Atwater, Calif
May 21-22	Wendover Airport, Wendover, Utah
June 25-26	Oscoda-Wurtsmith Airport, Oscoda, Mich
Aug. 6-7	Toledo Express Airport, Toledo, Ohio
Sept. 10-11	Forbes Field (ProSolo Finale), Topeka, KS

2005 The Tire Rack® SCCA Solo National Tour Schedule

Feb. 26-27	Cohen Stadium, El Paso, Texas
March 12-13	Qualcomm Stadium, San Diego, Calif
March 19-20	Walnut Ridge Airport, Walnut Ridge, Ark.
April 2-3	Gulf Greyhound Park, Houston, Texas
April 9-10	Gwinnett County Fairgrounds, Atlanta, Ga
April 30-May 1	Castle Airport, Atwater, Calif
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

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 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!

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



Colin Chapman never autocrossed.

A quote from Colin Chapman during the years that he ran a Ford Galaxie in a touring car series; "I can make a barn go fast if you give me enough cubic inches."

The sad thing about a romance is that you will eventually get your heart broken. I was at one time totally enamored with suspension romance and Colin Chapman started it. I was in love with the super light and nimble Loti. They weren't really all that suspension sophisticated with the Chapman Struts except in comparison with the solid axle leaf sprung British sports car of the time.

Having no computer at that time, I made full size cardboard cutouts of suspensions and small wooden car models to figure out how they worked.

The F1 Lotus cars of the sixties were especially interesting with their small engines, narrow bodies, skinny tires, great drivers and supple suspensions. The forthcoming huge tires were OK, at least they slowed you down when sideways.

Aero downforce next required such stiff springs that the suspension couldn't move except by electronic/hydraulic means. Huge horsepower made this all possible.

The current generation of F1 cars don't even have inner pivots on the a-arms. The movement is so small that natural flex of the members will accommodate it.

Indy type cars now have a static front negative camber of maybe 5 degrees. Apparently they aren't counting on much camber gain.

In autocrossing some of the very top contenders in C Prepared; the Mustang, Camaro, Corvair class, have tried a-arm suspension and have reverted back to McPherson struts with static 5 deg. negative camber. It's not that well prepared a-arms don't work, it's just that it is not worth the weight and complication. If you were road racing (without downforce) the high negative camber wouldn't work because you wouldn't have good braking grip. In autocrossing, we are braking at about 1/2 road racing speed.

If you have enough power/torque (a barn with enough cubic inches) you can approach autocrossing as a series of transitions--I refuse to call them curves or even corners--with 2nd gear drag races in between. If a car is correctly designed for transitions and drag races, then it likely would not do well on long curves or circular skid pads. The (perhaps unconscious) tendency then is for course designers with these cars is to omit long sweeping curves where a soft, theoretically correct suspension would excel. A very stiffly suspended car would skitter off of these courses unless they were perfectly smooth.

Tires are so sticky now and cars are so powerful, that no real attempt is made to maximize cornering speed by wide late apexes and such (which extend the straights as taught in both autocross and road racing schools), they just charge in with great speed and stop with huge brakes, then make a tiny little small radius pivot and then

accelerate in a drag race manner off of the corner, likely with a wheel in the air.

Some of these successful cars have about 1" of fender to tire clearance. They have horizontal fender flares that do not allow camber tuck in either.

The racing technique seems to be to design the rear solid axle suspension for maximum drag race adhesion (14" wide tires) and roll over on to the decambered front tire to set up for the next acceleration run. The "corners" are of very short duration anyway. Sometimes the term "roll" is improperly used as applied to the body only. Three wheel cornering (transitioning) is common. What is the roll center of the air borne suspension? At the end of the week at the SCCA Solo II Nationals when 1200 cars have made 6 runs with super soft tires on rough concrete, CP gets to run on a "rubber road". Then we witness two wheel cornering and entire car (body and suspension) roll.

Low suspension movement/ fender clearance can only be accommodated by very stiff springing, which explains the high interest in very expensive shock absorbers to control these springs.

In less prepared classes, the importance of acceleration over anything else is demonstrated by the dominance of high horse power four wheel drive cars. This is especially true when the surface isn't particularly grippy. These cars have barely adequate suspension designs and terrible weight distribution and centers of gravity; ergo; the absolute necessity of huge horse power and acceleration traction. Maintaining a lot of static camber with poor camber gain strut suspension, and huge springs and shocks is so important that braces are installed between the struts to prevent chassis deflection.

I listen raptly to experts telling about how important suspension design is only to watch them abandon low powered cars or to stuff even larger engines into their cars even at the supposed weight disadvantage. Low weight seems to be a lost consideration if enough acceleration and braking is available.

Balance of the car is still very important. Front to rear roll distribution still effects handling greatly. There still has to be some suspension movement for this to occur. It's amazing how little movement it actually takes. The consensus among builders who have the capability to make such changes agree that a "front" mid engine design works best for the initial "turn in" transition. Then the rearward weight transfer allows the acceleration.

If I had to place bets on a car with sophisticated suspension and an ordinary driver against an ordinary car with a very experienced driver, I'd have to choose the latter by a factor of 10. If you combine them, then you have a National champion.

Will the popularity of light Lotus -like sports cars with supple suspension ever return?

Does a broken romance ever heal?

Welcome to 2005 !!!!

This year is going to be a little different from last year. Instead of trying to have rallies every month we are only going to have 6 rallies. Our spring rallies will be February, March and April. Our fall rallies will be September, October and November. Since we are only having a few rallies's this year it should make for an exciting time. We will be having a variety of different types of events, some gimmicks, some tsd's. I promise you nothing extremely

hard like some of the ones last year. If you are interested in hosting a Rally let me know.

To all the new members of the SCCA I extend an invitation to come out and join the fun. To all the old and new members of the board it would be great to see all of you participate in at least one rally.

We are working on the schedule for this year, and will get it out as soon as we can. Please check future issues of Clutch Chatter and the website.

SCCA ANNOUNCES NEW RALLY PROGRAM, DEPARTMENT OFF-ROAD SPORT WILL FOCUS ON CLOSED COURSE EVENTS

INDIANAPOLIS, Ind. (Dec. 10, 2004) – Sports Car Club of America, Inc. announced today at the Performance Racing Industry show a new Closed Course Rally Program and Rally Department, combining elements of its former stage rally programs with elements of autocross and road racing.

"SCCA remains focused on providing a new direction for the future of the sport of rally," SCCA President and CEO Steve Johnson said. "Although the environment for traditional stage rally is changing dramatically throughout North America, SCCA is committed to making rally-type competition more accessible for spectators and participants alike."

"Part of SCCA's heritage has been its rally programs, in non-speed events such as Time Speed Distance RoadRallies, as well as closed course RallyCrosses and stage-based high-speed Performance Stage Rallies," the five-page document detailing the program says. "As with most programs that span decades, development and adaptation is required to remain relevant with the times. In 2004, an important part of rally met a crossroads, resulting in the cancellation of one type of program, and now the creation of another."

"To better serve its members and grow the sport of rally in the United States, SCCA has crafted an all-new program to bring many of the elements making stage rally exciting together with elements of its other forms of competition. Most importantly, it is structured to address many of the insurance and liability concerns from the previous program."

"Sports Car Club of America is pleased to introduce its all-new Closed Course Rally program. Overseen by the SCCA Rally Department, the objective of the closed course rally program is to provide new membership activities that blend the elements of SCCA's traditional circuit programs (Solo and Race) with the key features of performance rally."

Closed Course Rally features three distinct programs, including the existing RallyCross competitions, a revised RallySprint program and a new CircuitRally program. The three programs are targeted at a number of participants, including recreational rallyists in street cars, hobby rallyists in multi-purpose cars (street and rally), sportsman rallyists in fully-prepared rally cars and professional and semi-professional rallyists in fully-prepared rally cars.

Beginning in 2005, RallyCross, which is an off-road

Solo (autocross), will hold approximately 125 events nationwide, with a focus on consistent operations, procedures and rules.

RallySprint combines elements of performance rally with the Performance Driving Clinic program and Club Racing. Events will be held on circuits in a primarily off-road setting. Events can either be of the lapping format, where participants navigate their cars on the course with others, or single-car events similar to hill climbs depending on the venue. Speeds will be limited in these events, as will the passing areas for a multi-car format to limit the risk of car-to-car incidents. Competition is based on fastest times turned by drivers around the course. There will be approximately 10 Regional RallySprint in 2005, expanding to 50 events by 2007.

CircuitRally is new to SCCA, combining road racing and performance rally. CircuitRally events will be held at existing motorsports facilities and feature wheel-to-wheel heat-based sprint races on mostly non-paved surfaces. Presently, there are several organizations holding similar events with motorcycles, ATVs and trucks. These organizations have thrived since adopting a controlled environment model as opposed to that of a wilderness adventure. CircuitRally fills a need for events featuring automobiles.

CircuitRally events will largely fill the void left by the cancellation of the SCCA ProRally Championship, as it is geared toward spectators and has a television-friendly format. There will be two CircuitRally events in 2004, expanding to 30 National events by 2007.

With the announcement of the Closed Course Rally program, SCCA also announced the restructuring of its Performance Rally department. Now simply called "Rally," the department, headed by Sue Robinson, will also include RoadRally, which was previously managed by SCCA's Solo department.

For more information regarding the Closed Course Rally program, please see the accompanying program announcement (http://www.scca.com/_filelibrary/File/04-rally-ccrally-intro-v2-1201.pdf), or visit www.scca.com. For additional information, please contact Sue Robinson at 800-770-2055 or srobinson@scca.com.

Eric Prill, Director of Communications
Sports Car Club of America

The Race Report: Ready For The New Year ?

By Jeanne Spel Iman

" WOW!! The holidays are over and it's now that time of year to begin thoughts of RPM's, horsepower, and road courses to conquer. I heard from a reliable source (the Big Fellow himself!) that some boys and girls were very nice this year and got some pretty nice gifts under the Christmas tree. I hope to see some pretty new equipment being used at Sebring and Morosso these first two races of the year. We have some members from our region running down south as a warm-up (bad pun intended!) and we hope to send results to Dick Powell. We are looking forward to seeing LouAnn & Ian Linn.

This will surely be a challenging and rewarding year in road racing for our region. Many of you have heard about track improvements at IRP. Thanks to Dick Powell, Pete Hylton, and Cindy Hylton we received some very good press on page 14 of this edition of Sports Car magazine. It is now up to us as members to spread the good news to all of our racing friends that we intend to put on even better races at IRP this year. We produce better races because we participate on all levels....hint: come out and work and play if you are not driving or crewing. The "on-the-job training" is fun and the camaraderie can't be beat. This is truly a family sport and everyone and their talents are welcome.

Vintage Racing

By Warren LeVeque

We are talking about the cars, not some of the obviously vintage drivers. You would be quite surprised to find out that a lot of the drivers are not quite so vintage. The nostalgic look back at the "Golden Age" of racing has lured a lot of younger drivers to this sport.

Having participated recently in some Kart racing and regional SCCA groups with Spec Racers in them, I am abhorred by the "modern" driving techniques of "bump to pass" . I have witnessed drivers looking over and turning into me for no apparent reason other than occupying the same pavement. This is surely fostered by Nascar races and Formula 1 starts. I and many others have simply said "No Thanks to contact sports". I did enough body work repair in my National racing days.

In Vintage racing if there is body contact, both racers are out for 13 months. Good, no more body work. Passing is still done aggressively, but cleanly.

Many of us regret selling our beloved race cars in the 60' and 70's but rampant technical changes obsoleted our production cars. For all practical purposes no vintage racing existed in those days. Production cars became virtually unrecognizable due to extreme fender flaring, ground effects and wings. They weren't even good silhouettes with almost no original parts. Engines became "grenades" and drivers were hardly a factor with huge slick tires, huge brakes, and great downforce. Ground clearance was determined by rub strips. All that is required of the driver is great bravery and good neck muscles..

The nostalgia trend draws persons of all ages to real steel cars with reasonable preparation allowances. These cars were driven by our heroes from the past before drivers became "specialists". These cars with their narrow wheels,

This spring we plan on having information and training time for workers, new and experienced. Divisional Spring Training will again be held in Indianapolis the early part of March. If you have not experienced this before it is a great way to become involved close to home and learn more about the specialties and who is in charge on the Divisional level. I strongly encourage members from the Solo group to come out and join the road racing group. Many of our road racers came up through Solo and brought valuable skills and talent.

Now is the time for all of us to be thinking about the first weekend in May regional race and again the big national race the first weekend in July...spread the word we're coming on strong! We need to showcase our talents this year in planning to draw more events for next year. The word has already gone out that the RunOffs will be held in Topeka beginning in 2006 and interest in holding many events at Mid Ohio might drop, making IRP logistically a better place to race.

In closing, think RACING!! Anyone needing an annual tech inspection on their car please contact Jay Quinn after February 22nd. I cannot tell a lie, he will be enjoying the Florida sunshine and racing until then.

treaded tires, and small brakes have to be "driven". These cars can be prepared in home garages and parts can come from many small low tech shops. A lot of these shops have cars in them being converted back from GT to production/vintage specs. There is no need for the latest failure prone electronic engine and drivetrain controls. There is less stress on the car's and driver's parts with these slippery tires.

At larger events the popularity of vintage can be judged by the door handle to door handle parking of the entries. Most events also have a car show with distinguished cars , marque car corrals, and drivers as guests. Spectators are everywhere. New magazines are covering vintage activities. Besides production cars, there are also Cam Am, Trans Am(real cars) , Formula 5000 , and Formula 1(no ugly modern ones). Many of the production cars are dual purpose in that they can still run in SCCA events, autocrosses , hill climbs ,and marque club activities with something like 90% preparation. Prepared classes in autocrossing may soon have to develop vintage classes and preparation to survive.

Marque clubs recognize that vintage cars are actually being saved and resurrected rather than destroyed. They also look like marque cars. There are no Vintage Championships or factory teams, and trophies are distributed randomly, so the pressure to win at all costs is gone. If you still want outlandishly prepared , single purpose, cars, there are demonstration runs and prototype classes to participate in. There must be a dozen vintage sanctioning bodies across the country, so finding a home cannot be too difficult. I wish I still had my, then current state of the art , 70's production car.

Well, I'm headed out to the garage; I've got to save another old marque car.

2005 CenDi v Race Schedule

DATE	DRIVER'S SCHOOLS	REGIONALS	NATIONALS	OTHER EVENTS
Mar 5-6	CENDIV STEWARDS/WORKERS TRAINING SEMINAR, Brickyard Crossing. Details in February.			
April 23-24	QUAD @ BHF (D)	QUAD @ BHF	INR @ GM	
April30-May1	DET/WHRRI @ WAT		BVR @ BHF	VSCDA @ GM School
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: Call Jay at 248-9626 after February 23 to get (your car) ready for the season.

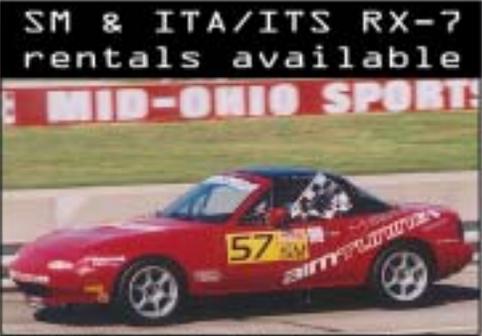
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Clutch Chatter Mailing Opt-In/Opt-Out

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.

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.			

NATIONAL OFFICE USE ONLY	
C- ____ \$ ____	
Source	<input style="width: 100px; height: 20px;" type="text"/>

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

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 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: Tires

8 used Hoosier DOT Dirt Stockers. 205-50-15 Good tread, only used on weekends. \$15 each or \$100 for all. Some dry tires available. Call Ralph at 765 453-0395 Leave message if no answer

OPM Custom racing seat. Brand New, rated as a sports seat. Great for Rally or autocross use. New Price \$295 will sell \$125 OBO

Bill or Julie Partridge 317-996-2610 leave a message or email: jpartridgeattreefarm@hotmail.com



Beautiful full color illustrations of your race car, motorcycle, boat whatever. Done from your photos or if you have been to the runoffs in the past two years, there's a good chance I have on track photos of you. They make great gifts and can be reproduced for family, crew, or sponsors. We can make greeting cards too, use on business cards and letterhead (I do great logos) or on your website.

Call me, Lou Byer, at 317-861-0710 or email cwbnewpal@insightbb.com.



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. Everything for \$6,500.00

Matt Chitwood 812-339-9143 email mgchitty2002@yahoo.com

Wanted To Buy: Used Tires, 205-45-16 Hoosier/Kuhmo/Other R or A compound. As long as they're black, I'd like 'em!

Darren Daubenspeck: 317-865-084 drdspeck@on-net.net

Garage sale!!

Jeanne & Jay are emptying out one of the garages and the following must go: 1986 RX7 street car or potential race-car, 1976 TR7 and a 1972 Triumph Spitfire. Too many toys and not enough time! Give us a call at 248-9626 for details.

Wanted: good, used 205/55/14 "R" Tires for track lapping use. Toyo's, Hoosiers, Khumos, whatever....

Steve Linn 317-297-4814 racerlinn@juno.com



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

For Sale: Baby Grand Monte Carlo

Powered by a Cheatham Yamaha engine, set up for road racing with SCCA logbook. Loads of fun with tremendous acceleration and braking on racing slicks. \$9500 Complete or \$7500 as a roller. If car sells as a roller, the engine will be available for \$3500. Sorry, the trailer stays for the new car.

Lyle Rikken 815-467-9212 lrig60@aol.com



The perfect tow vehicle! 2003 Holiday Rambler Admiral SE 36DB. Workhorse chassis. 1½ bathrooms! Double refrigerator/freezer w/ice maker. Two queen size beds. Lots of storage! Priced to sell!

Call Steve Best at 765-759-5779 or e-mail Terri at tbest@bsu.edu

Indy Region's Next Board Meeting at



Karting: If you haven't tried indoor karting, then you don't know what you're missing! Anybody (SCCA or non) can show up and run. Bring your friends. It's just a reason to have a lot of fun together! Show up any time between 6-10PM and run the karts.

Board Meeting: The board has to take care of some business before we can jump in the karts. Anybody is welcome to sit in on the meeting. We'll start at 6PM.

Where: Fastimes is located just south of 96th Street, east of Keystone/US 431, south of Woodland Bowl. The address is 3455 Harper Rd. For directions or more information about Fastimes, click www.fastimesindoorkarting.com or call them at 317-566-0066.

Contact: Lou Byer cwbnewpal@insightbb.com 317-861-0710
Matt Curry mc2fast@indy.rr.com 317-818-0769

Regular Fastimes pricing will be in effect. The cost for each 18 lap session is \$18. You must be 18 with a valid driver's license -- everybody is welcome to watch!

Tuesday Jan. 11

6 - 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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