

JULY 2006



Clutch Chatter

THE OFFICIAL PUBLICATION OF
THE INDIANAPOLIS REGION OF THE



NEWS AND STORIES ABOUT EVENTS OF YOUR REGION OF YOUR CLUB

OFFICIAL PROGRAM



Through The Years with Indy Region

Indy Grand Prix National Races and 60th Anniversary Celebration

*PLUS coverage of our
other club activities*

Yes, He was FAST!



indyscca.org

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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



July 8-9	Indy Nationals, IRP
July 29	Indy Solo Pts Event 5, CenDiv Solo, Grissom
July 30	Indy Solo Pts Event 6, CenDiv Solo, Grissom
Aug 27	Indy Solo Points Event 7, Lafayette Sq. Mall
Sept 23	Indy Solo Pts Event 8, Aussie Pursuit, 16th St.
Oct 15	Indy Solo Pts Event 9, Mt. Comfort Airport

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Ladies and Gentlemen,

I want to take this opportunity to thank each and every one of you for attending one of the premier Club Racing events of the Sports Car Club of America (SCCA) as sanctioned by the Indianapolis Region. Whether you are attending this year's Indy Grand Prix at Indianapolis Raceway Park as a competitor, worker or spectator, I am very pleased to welcome you to one of the nation's most storied National Road Races and to celebrate the Indy Region's 60th Anniversary!

As you read further through this program, you will find explanations of Road Racing, Worker Specialties, and the Cars of Club Racing. You will also see reports on the Indy Region's Solo2 (autocrossing) and Road Rally programs. All of these events are highly competitive and require a great deal of dedication from all of those involved. In order to fully gain the satisfaction from your membership in the SCCA, I would encourage everybody to support all of the activities in your Region. If you are not a member, please feel free to contact me and I would be happy to help you begin your journey in the SCCA. We do provide on the job training!

I have been very lucky to be associated over the past several years with some of the most talented and enthusiastic people to ever become members of the SCCA. To all of the dedicated people in this Region that make it possible for us to enjoy our various activities and programs, I want to again thank you for supporting our events, and I look forward to meeting and talking to all of you over the next month and thru the rest of the year.

As always, if you have any questions feel free to contact me! See you on track, on the road, or between the cones!



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

About The Cover

The cover photo this month represents some of the changes in race cars through the 60 years of Indianapolis Region SCCA. We start in front with an MG-TC, one of the very significant vehicles in the start of the SCCA, as many GI's returning from Europe wanted the small sports cars they had seen over there. This particular 1948 MG-TC played a big part in the early years of Indianapolis Region, as Bob Magenheimer drove this car to many Autocross and Rally wins on the way to being awarded (4 times) what we now call competitor of the year. Thanks to Pete Hylton who now owns the car, we get to remember and enjoy this representative of the 40's and 50's.

The next car in line represents the production cars that were the major part of racing in the 50's, along with the modified versions of the same cars running in the modified classes. Thanks to Steve Best for this MG Midget, helping us remember the 50's and 60's.

Another very popular car of the times was the Volkswagen "Beetle". Someone came up with the idea of using the stock VW engine and running gear on a formula car (open wheel) to make an affordable way to go racing, in which the cars would all be the same, placing the emphasis on the driver instead of the budget. This example is

more recent, but we can still see the stock VW front end that hasn't changed in all those years. Thanks to Matthew Durkee for giving us a chance to remember the 60's and the start of spec class racing.

The late 60's and 70's was a time of growth for the Sports Racing cars. These are sportscars with covered wheels purpose built only for racing, many of the smaller Sports Racers being homebuilts. The top series for Sports Racing Cars during those times was the original Can Am series. The next car in line is a Chevron B-31, which raced in those years, and is currently owned and raced by Turner Woodard in Vintage races throughout the Midwest. Thanks Turner for a beautiful example of the 70's Sports Racing Cars.

Going into the 80's, we find the larger Production Classes and Sedan Classes being combined into the new Grand Touring Classes. Many of these cars are now Tube Frame Racing cars with silhouette bodies, pure racing cars that look somewhat like street cars. Our fifth car in the line is a Monte Carlo GT-1 car, currently raced by Tony Monday, and representative of the more current GT era.

A Very Special Thank You to all of these Indy Region members for sharing their cars with us for this short (and special) trip down memory lane.

Drivers, Workers, Crews, and Fans,

Welcome to the 2006 Indy Grand Prix SCCA National Races. This year we are only one week after "that other grand prix." I have every confidence that we will put more cars on the track, provide closer races, more exciting finishes, and more enthusiastic winners than were seen at that "other track" down the street. Thanks for joining us.

This is the 60th Anniversary of the founding of Indianapolis Region SCCA. That makes it a special year for us and we appreciate your being here. We have our traditional cookout party planned for Saturday night, on the

concourse behind the main straightaway grandstands. Our own iron chef crew will be grilling burgers and brats, along with the traditional accompaniments and the ever popular just-like-home-made cookies. And thanks to a donation by one of our entrants, we will again have live music.

If there is anything that we can do to make your event better, please do not hesitate to ask. You can always bring your questions to the information table on the first floor of the timing and scoring building at the start finish line. Thanks again, and enjoy your weekend with us.

Pete Hylton, Race Chairman

What is SCCA Road Racing?

With more than 65,000 members, the Sports Car Club of America is the world's largest car-enthusiast organization. To cater to the needs of such a big and diverse membership, SCCA offers a wide variety of automotive competition ranging from autocrosses and solo events to rallies and all-out racing.

SCCA has two racing divisions — professional and nonprofessional. The pro side has several series to offer such as the high-energy Trans-Am, Speed World Challenge, FFord 2000 Zetec Championship and Pro Spec Racer.

The nonprofessional Club Racing side provides a complete range of events that begins with training novice drivers and progresses all the way up to the National Championships. While it is nonprofessional, to call it “amateur” racing would be anything but fair. Although many of the cars aren't terribly expensive - often coming right off of used car lots - still others may cost \$100,000 or more. And the levels of vehicle preparation and competition are every bit as fierce and professional as are found over on the pro side.

There are three levels of competition within Club Racing. Driver schools teach new drivers the basics and give them a place to gain necessary racing experience under the watchful eye and guidance of veteran drivers. Regional racing is the intermediate plane, and offers fierce competition and high levels of enjoyment, but without the extensive travel and sometimes intense pressure that can be found higher up.

National racing — the goal at this plateau is winning a National Championship at the Runoffs at Heartland Park Topeka in October. This is the Olympics of road racing, where the top drivers from SCCA's 25 classes square off in a single 40-minute shoot-out for each class to determine who will wear the crown.

To get to the Runoffs, drivers compete around the country in National races such as those here this weekend, accumulating points based on how well they do in each. At the end of the season, the top handful of drivers from each of SCCA's geographical Divisions is invited to “go for the gold”. With everything on the line, it's not surprising that those half-hour shoot-outs have been described as the most exciting 30 minutes in racing.



Schedule:

Friday – July 7, 2006

IRP Test Day (Not SCCA Sanctioned).....	8:00a - 4:00p
Registration.....	4:00p - 9:00p
Tech Inspection	4:30p - 9:30p

Saturday – July 8 2006

Registration.....	7:15a - Noon
Tech Inspection	7:15a - 11:00a
Practice - 30 Minute Sessions	8:00a
followed by LUNCH	
Qualifications - 25 Minute Sessions ..	after lunch
The Giant Party	6:00p
Track Closes.....	10:00p

Sunday – July 9, 2006

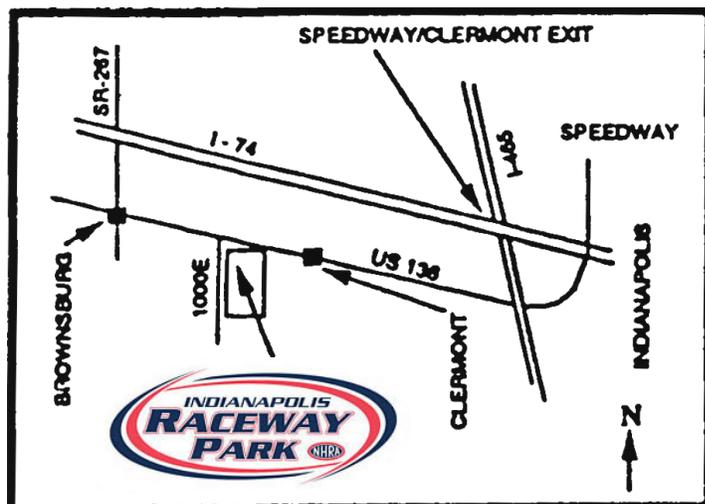
Registration.....	7:15a - 10:00a
15 minute emergency practice, open wheel ..	8:00a
followed by closed wheel	
Races - Begin 18 Lap Races.....	9:00a
Groups 1 thru 3	
followed by Lunch, then Groups 4 thru 7	
Track Closes.....	7:00p

Race Groups:

Group 1	T1, T2, T3, SSB, SSC
Group 2	GT1, GT2, GT3, AS, EP
Group 3	FA, FC, FM, S2, CSR, DSR
Group 4	SM
Group 5	GTL, FP, GP, HP
Group 6	SRF
Group 7	FF, FV, F500

HOW TO GET TO INDIANAPOLIS RACEWAY PARK for the INDY GRAND PRIX

From I-465 on the west side of Indianapolis, take the Speedway/Clermont exit. Turn right at the first light onto US 138 heading towards Clermont. Go all the way thru Clermont. Go past the drive-in on the right and the main IRP gate on the left to the next light which should be 1000E. Turn left (south) onto 1000E. About a mile south you'll see GATE 8 on your left. Enter GATE 8. You made it! The registration tent/trailer will be on your right if you're working, driving or crewing. Have a great time!



A Lap at Indianapolis Raceway Park

The Indianapolis Raceway Park road course is an interesting 2.5 mile, 15-turn affair with several passing areas and fast sections. While it may be the third most televised track at the IRP facility, it does incorporate the drag strip for the front straight, and shares a wall with IRP's half mile oval.

As you begin a lap on the front straight, two features of note are its length and width. It's long and wide. This tends to make for exciting race starts, as it's not at all uncommon to see four abreast racing to the first turn. Wow! Drivers will try to avoid being squeezed high or low by the pack, but it's not uncommon to see some lawn-bound adventure racing as the field funnels down into Turn 1.

Due to the tightness of Turn 15, which leads onto the drag strip, speeds at the end of the front straight aren't the highest around, but the wide arc of Turn 1 allows for some high pucker factor speeds. Turn 1 is a big, right-hand, 90 degree sweeper leading onto another short stretch. You don't have to brake much before you turn in – just enough to plant the front end. A prime area for passing and seeing who has the biggest/best/most – you know what I mean, right? Instantly back to full throttle after turn in. With the new pavement through turn 1, this section will be even faster for those with the nerve.

Turn 2 follows a short straight that offers limited passing chances. This is another righty screamer requiring not much more than a quick lift, if that. Seventy degrees later you're confronted almost immediately with Turn 3. Setup requires moderate braking and a downshift (or two?). Three is the start of a long complex of turns – T3 right + long left T4 + T5 right -- leading onto the fast backstretch. There are a couple of ways thru Turn 3 that both allow you to get into Turn 4 ok, but you must get thru 4 and 5 on line and on the throttle or else you're dead meat down

the back stretch and into the very wide Turn 6, another place to overtake. The left-to-right transition between 4 and 5 is one of those moments when your car makes you say "sweet" or "sick".

Entry into Turn 6 requires the hardest braking on the course. It's a very wide over-90 right bend, but if two cars go in abreast, they'll quickly need to sort things out to figure out who's getting thru on the correct line into Turn 7. The nasty bump that made 7 tricky in the past is gone

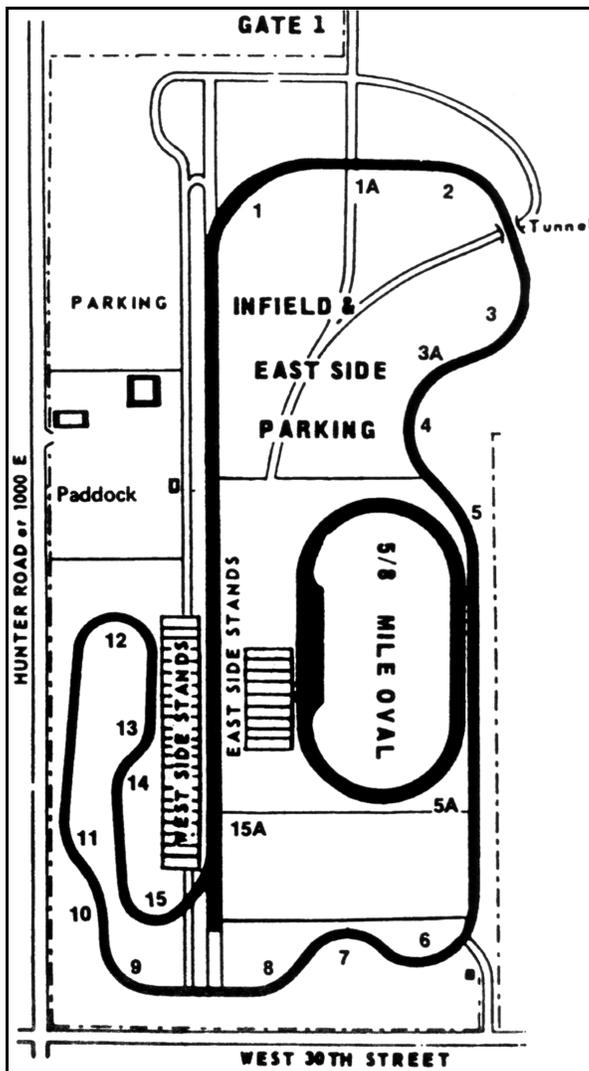
now, and the best line thru 7 will be setting up for Turn 8 which shortly follows. A good run thru 6+7+8 can lead to a passing attempt going into Turn 9, but it's not usually very pretty.

Turns 9, 10 and 11 are sort of like the prior combo – they setup a run down a short straight leading to a passing opportunity going into Turn 12. This is probably the second best place on the track to pass. It's also one of the easiest ones to see from spectator areas – either the south end of the paddock or from the top of the grandstands.

Turn 12 will drive most drivers nuts as they try to figure out how to get thru this 180 with any speed. If two cars run thru here side-by-side, generally they'll have things sorted out by Turn 13, but if they don't, it can get exciting. Turns 13 and 14 fairly force cars to get in line for the short run down to Turn 15.

Fifteen is probably the most important turn at IRP, because it leads onto the long straight. It's slow, but there is an unyielding concrete wall lining most of its circumference. There are a few ways thru here, but you have to figure out what way carries the most speed. If it's raining, then the transition onto the treated drag strip is one of the most treacherous few feet of pavement you can find.

You want to get a closer look at the IRP road course? Come out and work a corner. See the info on page 7.



Being a volunteer race official for the SCCA means many things. You find new doors opening, going places and seeing things others only dream about.

Key Benefits of being a race official at the 2006 Indy Grand Prix National Races:

- The best seats in the house!
- A free entry to any Indy Region solo or rally event for each day you work
- A free ticket for the race weekend so that you can bring along a spouse or friend
- A free lunch each day that you volunteer
- A great party on Saturday night!
- If you are not an SCCA member, we will give you a trial membership.

If you're a newcomer, you'll also receive introductions, on-the-job training, and assignments according to your skill and desires. Read the info below and please come out to help put on this event.

We're looking forward to seeing all of you at IRP on July 8th and 9th !

How Do I Become a SCCA Race Official?

It's easier than you think to get started! Check the specialties described below and pick one at which you'd like to try your hand. None of these positions require education or prior experience. Every one is open to newcomers.

If you can, call the chief of that specialty (listed below) and let him or her know you like you'd like to work as an official. She/he will arrange for training for you at the event. (If a specialty does not have a chief, contact the Race Chairman.) If you don't make the call, come out to the track either day, check in at Registration or Driver Information, and tell them you're a newcomer who wants to work.

Race Official Specialty Descriptions

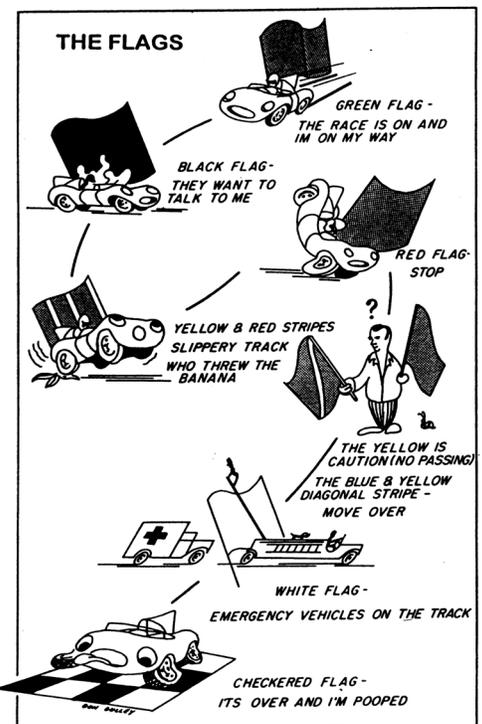
COURSE - Maintain and deliver equipment to the corners and provide equipment and course support as needed during an event. Spread Oil Dry on the track after race cars lose oil. Help to flat-tow disabled cars.

DRIVER INFORMATION - Staff the primary information clearinghouse, making announcements over the PA system, and distributing results and trophies.

FLAGGING & COMMUNICATIONS (F&C) TURN MARSHALS - These are the folks dressed in white, trackside at each turn. They use flags to inform drivers of track conditions, operate a race control radio net, and handle first response to incidents on track. This is the specialty for those who want to experience the excitement of racing close-up. You can't get any closer to the action without slapping on a driver's suit and strapping in!

See the following link for a guide for the F&C novice: <http://www.texasscca.org/novice.pdf>

GRID MARSHALS - Place the cars in proper order for races and perform traffic control as cars are released to the track. They check driver safety gear and that cars



permitted on track have passed inspection. This gets you up close to the cars, but also allows for socializing with the drivers and crews while they prepare to run.

PIT MARSHALS – Control action in pit lane, serve as traffic cops during practice, qualifying, and race, and insure that conditions in the pits are safe, taking care of matters such as fire control.

REGISTRATION - Sign-in and greet volunteers, competitors, crews, and guests. If you like working with people, this may be for you. You may work here in the morning and elsewhere in the afternoon. This also needs help on Friday evening.

SCRUTINEERS (TECH) - Tech inspectors check cars for safety and rules compliance and ensure drivers' gear is in good condition. They manage impound, and verify that the top finishing cars are in legal racing condition.

SOCIAL CREW - Be responsible for preparation and distribution of volunteer official lunches at events, and putting on the Saturday party.

SOUND CONTROL - Administer sound meter readings of race cars.

TIMING & SCORING - Work timing computers and transponder system recording lap times for race cars in competition. Produce computerized entry lists, grid sheets and official results for each event. This is a great specialty to get started with. Family members and guests are welcome to stop by. It is also an ideal specialty for spouses and crew members of racers, to get even closer to the details and excitement of racing without actually being on the track. It's also done in the comfort of indoors and air conditioning.

NATIONAL RACE OFFICIALS July 8-9, 2006

Race Chairman	Pete & Wendy Hylton (317-852-5923) hylton@surf-ici.com
Chief Steward	Andy Weldon (317-297-5474)
Operating Stewards:	Rich Lankford, Bob Burns, Steve Harris, John Peterson
Safety Steward:	Bill Schuberth
Chairman, SOM	Duane Harrington
Stewards of the Meet:	Ken Patterson
Steward in Training:	Dave Karling, Jeff Jankiewicz, John Pfetzing
Chief Registrar:	Cathy Hart (317-849-2495)
Chief of Tech:	J.L. Quinn III (317-248-9626)
Co-Chief of Tech:	J.M. Spellman (317-248-9626)
Chief of T&S:	Sue Young (317-297-5474)
Chief of F&C:	Tom Phillips (513-226-6495)
Chief of Grid/Pit:	Duane Belisle
Chief of Pit:	Steve Linn (317-297-4814)
Chief Starter:	Bobbe Orr (269-381-6317)
Chief of Sound Control:	Wayne Briggs
Driver Information:	TBA
Pace Car Driver:	TBA
Fire/Rescue/Course:	IRP Emergency Services
Medical:	IRP Medical Staff
Security:	Hendricks County Sheriff

THANKS IN ADVANCE TO ALL WORKERS AND OFFICIALS WHO HELP TO MAKE THIS SCCA RACING EVENT HAPPEN!

Thinking about working corners for the July 8-9 Indy Grand Prix National races at IRP? No experience is necessary -- we will show you the ropes. As a head start, we now have an F&C manual available on indyscca.org on the Club Racing page.

There are several areas where we can use your help. That means a specialty that works for each of you — inside, outside, near the cars and action, interacting with people, intense or laid back — work both days, one day or the other. Twenty new volunteers can make a huge difference.

If you're a newcomer, don't be intimidated. We will help you find the specialty that is right for you, help you learn what to do and answer your questions "on-the-job". You'll receive introductions, on-the-job training, and assignments according to your skill and desires. Check out the articles in the current issue of Clutch Chatter describing the different race specialties. Contact us with any questions.

Key Benefits of being a race official at the 2006 Indy Grand Prix:

The best seats in the house!

A worker incentive program that pays a portion of your SCCA dues for each day you work (see pg 10).

A free ticket for the race weekend so that you can bring along a spouse or friend

A free lunch each day that you volunteer

A great party on Saturday night!

If you are not an SCCA member, we will give you a trial membership.

The Cars of SCCA Club Racing

Formula Cars - Formula cars are pure bred racing machines which were never intended to turn a wheel anywhere but the race track. They are single seat, open wheel machines, and the faster classes have wings to provide aerodynamic downforce to improve handling. The fastest class is Formula Atlantic where the cars can reach top speeds of 180 mph with lap averages over 100 mph. Formula Continental is a similar, but slightly slower class. The remaining classes use identical stock based engines and therefore provide some of the closest com-



petition. Formula Fords use 1600 cc Ford engines while Formula Vees use air-cooled VW powerplants. Formula 500 cars use snowmobile engines, and Formula Mazdas use nearly stock Mazda 13B rotary engine.

Sports Racers - The Sports Racing classes are also made up of pure racing cars, but they have full bodywork unlike the Formula cars. Spec Racer Ford and Sports 2000 are two of the most popular classes, and their use of



identical stock-based engines makes for close racing. The C and D Sports Racing classes are among the smallest in terms of numbers, but they frequently lead the way in terms of technical innovation in chassis design, engines, and aerodynamics.

Production and GT - The Production classes (EP through HP) and GT classes (GT1 through GTL) are made up of cars which were originally designed for street use. However, they have been highly modified for racing. While they a bear strong resemblance to their street-going cousins, a close look tells you that it is only skin



deep. The Grand Touring cars use tube frame chassis and the bodywork has been modified to permit super-wide racing slicks to fit under the fenders. The Production cars



use original chassis, with significant suspension and body modifications. The cars range from Trans Am type Corvettes and Porsches in GT1 to Triumphs and Austin Healeys in GP and HP.

Showroom Stock, Touring and American Sedan - The Showroom Stock B & C classes are comprised of cars that not only look like what you drive on the street, but frequently ARE driven on the street. The cars are completely stock except for safety equipment and are fully street legal. All components must be stock and absolutely no performance modifications are allowed. Some of



the closest racing comes from these classes, so don't let the lack of noise fool you. There's no lack of excitement on the track. The Touring classes (T1 - T3) are similar to Showroom Stock, but allow more modification for safety's sake since the cars are faster. A Sedan is the fastest growing SCCA class. It is made up of the American pony-cars like Camaros and Mustangs, with rules like the Trans-Am cars of the 60's and 70's. While not allowed the extreme modifications of the GT category, the class is popular because it is easy to build a competitive car.

IRP Track Records

Class	Time	Driver	Car	M/Year
AS	1:45.046	Tom Sloe	Ford Mustang	Jul-05
ASR	1:25.880	Jerry Hansen	Lola T333	May-80
BG	1:49.926	Dan Schaut	Monte Carlo	May-00
CFC	1:34.988	Brian Schuman	Reynard	May-99
CFF	1:38.780	Dave Harmison	Royale	Sep-91
CSR	1:27.130	Tony Coniewski	Swift	Jul-04
DSR	1:32.651	Alvin Beasley Sr	Beasley Decker	Jul-92
EP	1:43.810	Dave McDowell	Datsun 2000	Jul-87
F440	1:39.796	Wesley Wilfong	Zink	Jul-90
F500	1:38.037	Ron Vince	KBS	Jul-98
FA	1:24.529	Larry Connor	Ralt RT41	Jul-00
FC	1:29.771	Jeff Shafer	Nemesis	Jul-97
FF	1:33.575	Mark Davison	Swift DB1	Jul-99
FM	1:32.573	Tim Jennings	Formula Mazda	Jul-00
FP	1:42.106	Rick Haynes	Midget	Apr-93
FV	1:44.852	Bill Wallschlaeger	Lazer MKII	Apr-93
GP	1:45.773	Steve Sargis	Spitfire	Jul-92
GT1	1:31.231	Max Lagod	Camaro	Apr-96
GT2	1:36.148	David Finch	Porsche	Jul-97
GT3	1:39.197	Michael Cyphert	Toyoto	Jul-05
GTL	1:47.037	Bill Partridge	Nissan Sentra	Jul-05
HP	1:48.977	Chester Niemczycki	A-H Sprite	Jul-99
ITA	1:50.526	Kevin Ruck	Acura Integra	May-05
ITB	1:54.525	Scott Hileman	VW GTI	May-05
ITC	1:55.649	Scott Fruth	Honda Civic	May-05
ITE	1:43.997	Robert Pfeffer	Corvette	May-06
ITS	1:48.351	Tim Selby	Mazda RX-7	May-06
LC	1:58.280	Richard Swearinger	Legends Sedan	Apr-00
PV	1:46.547	Donald O Schanke	Protoform	Jul-99
S2	1:32.563	Alan Andrea	Lola 89/90	Apr-93
SCA	1:34.670	Davis Tenney	Shelby Can-Am	Apr-91
SP	1:37.158	Scott G Holley	Porsche 911	May-05
SM	1:53.048	Dan Tilley	Mazda Miata	May-06
SR	1:46.971	BJ Zacharias	Spec Racer	Apr-96
SRF	1:44.308	Tom Vancamp	SR Ford	Apr-96
SRX7	2:03.612	Jeff Cashmore	Mazda RX7	May-00
SSA	1:51.307	Terry Coates	BMW	Jul-95
SSB	1:51.337	Chris Puskar	Mazda Miata	Jul-02
SSC	1:53.842	Kevin Adams	Honda Civic	Jul-99
T1	1:43.642	Freddy Baker	Dodge Viper	Jul-01
T2	1:47.866	Don Mills	Camaro	Jul-02
T3		New class		

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2006 Indy Region Club Racing Worker Recognition Program

You Can Get YOUR SCCA Membership Paid For By Working at our races at IRP!

The Rules:

1. Workers are defined as people working a Specialty at one of the three Club Racing weekends held by Indianapolis Region at Indianapolis Raceway Park. The following are the available Indy Region Specialties: Race Chairman, Registration, Grid & Pit, Steward, Tech Inspection, Flagging & Communications, Guest Services / Driver Information, Radio Tech, Sound Control, Starter, and Timing & Scoring.
2. This promotion is open to any worker, including any SCCA Member from any Region.
3. Workers begin to earn Credits after working three days of a Specialty. Combining of days of more than one Specialty worked simultaneously is not allowed. A maximum of two days worth of credit is available to a worker for each race weekend. A "day" is defined as working more than 90% of the available hours within a single day per the requirements of that specialty. A "weekend" is defined as the Friday, Saturday, and Sunday of the scheduled Club Racing event.
4. Each worker must have the designated Chief of that Specialty sign off on the attached credit submission card for each day of a weekend. Specialty Chiefs will have either the Race Chairman or Regional Executive sign off on their credit submission card. At the end of each race weekend, the Chief of each Specialty will provide a log of all signed cards within their Specialty that weekend to either the Race Chairman or Regional Executive. This log will be retained by the Region and is for reference only. It is the workers responsibility to submit their completed credit submission card to the Regional Executive (see address on card, below) after the final race weekend. Completed cards may be mailed or will be accepted at the track after the final checkered flag of the final race weekend of the season. Cards must be received within 30 days after the final race weekend. Late submissions will not be accepted. Earned credits will not be applied to the worker's National Membership account until after the final race weekend is completed. Paid or compensated staff are excluded from this program.
5. Indianapolis Region will credit up to \$80.00 for dues for each worker qualifying based on the following credit structure:
 - 3 days worked: \$30.00 credit
 - 4 days worked: \$40.00 credit
 - 5 days worked: \$50.00 credit
 - 6 days worked: \$80.00 credit
 First Gear Members will be credited a maximum of \$45.00 after five days.
 - If the worker is part of a Family or Spouse Membership, a maximum of \$120.00 will be credited to the Membership if submissions are received from more than one worker within the Family or Spouse Membership.
6. Credits will be sent to the SCCA National office in the workers name and will be credited to their account for the next membership renewal due. No cash will be given to members. Credits are non-transferable. The Indianapolis Region Board of Directors will address any questions and will review all credit submissions and reserves the right to reject any submissions it deems necessary.

Workers Credit Submission Card						
Name						
Address						
City , State, Zip						
Phone , Email address						
SCCA Member Number				Renewal Date		
Membership?	Family	Spouse		First Gear		
<i>Event</i>	<i>Friday</i>	<i>Saturday</i>	<i>Sunday</i>	<i>Specialty Worked</i>	<i>Chief Signature</i>	
Spring Sprints Double Regional	May 5	May 6	May 7			
Indy Grand Prix National Race	July 7	July 8	July 9			
Fall Frolic Double Regional	Sept. 29	Sept. 30	Oct. 1			
Completed card must be submitted to the Indianapolis Region after the final race weekend of the season: Indy SCCA, c/o Steve Linn, 6714 Hoover Road, Indianapolis, IN 46260 phone 317-727-2132						

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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 July 8 & 9 Indy Grand Prix Nationals, and also includes the Sept 30/Oct 1 Fall Frolic Double Regionals.

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



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Stay with us for \$ 73 per night for up to 4 persons. Mention this ad when making reservation.

Be sure to remember us for your lodging needs for the Fall Frolic Regionals Sept 30/Oct 1. Call us to reserve, and mention this ad for the rate.



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Fall Frolic Double Regional Races



Sept 30-Oct 1

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Race**



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For More Info: www.indyscca.org or email petehylton@surf-ici.com

Solo Report: Good Things Come In Small Packages !

by Phil Wehman



Sunny skies and mild temperatures greeted 72 lucky drivers at Points event #3, where we christened Mt. Comfort as the newest Indy Region autocross site. If measured only by it's linear dimensions, it isn't a huge site. But by most other measures, the Mt. Comfort Airport tarmac holds it's own with most other sites we run. If you didn't make the event, picture billiard-table flat concrete with no weeds, no tar strips, no rocks, no holes, no flaking surface...and huge grip! Our event chairs Raleigh and Velma Boreen designed a low 40 second course that drove much bigger. It was a 5-run event with fun runs afterwards.

The only hitch during the weekend was with the bus. The starter (or more specifically the neutral switch) was apparently overwhelmed by the wonderfulness of the new tires provided by our associate sponsor The Tire Rack, and expired in the garage. Quick thinking by Solo co-chair and all-around-good-guy Darren Daubenspeck resulted in the world's biggest U-haul and a few folks who pitched in Saturday afternoon to transfer the bus contents to the U-haul. Raleigh and Velma provided their trailer and awning as a timing/scoring facility and the event ran without further incident.

We run there again on October 15 – don't miss it!

Upcoming Events

Grissom CENDIV - We take a break for a few weeks in preparation for the big Indy Region Central Division 2-day event at Grissom Aeroplex in Peru. We realize that some people just can't do a two day event, especially if it requires an overnight stay to make attendance practical. Therefore the July 29-30 CENDIV/Indy region points event at Grissom is now open for one-day competitors. What does this mean for you?

The CENDIV class winners will still be calculated based on a two-day event. Trophies will be presented based on a two-day event. One day competitors will still receive 10 CENDIV points.

For Indy region competitors, it means that the weekend now counts as TWO unique events - one on Saturday July 29 (points event #5) and one on Sunday July 30 (new points event #6). You will receive Indy Region points calculated for each day separately. Since trophies for the event are CENDIV trophies, so there will be no single day trophies - just points.

Calculations for year end trophies remain the same and 2 events will still be dropped in those calculations.

If you decide to attend only one day of this event PLEASE READ THIS PART CAREFULLY! It's still a CENDIV event with CENDIV rules - you cannot just show

up on Saturday or Sunday morning and run. You must still register ahead of time and make special arrangements with the registrar for a morning registration and tech. Review the CENDIV flyer for times.

Event	Date	Site
Points Event 5/6	7/29-30	Grissom Aeroplex –
CENDIV event - Peru, IN		
Points Event 7	8/27	Lafayette Square Mall General Cinemas Lot
Points Event 8	9/23	16th st – Australian Pursuit
Points Event 9	10/15	Mt. Comfort Airport
Worker Invitational	11/5	16th st Stadium

We've been trying to fill the key volunteer roles for our events. In fact, we need volunteers to step forward NOW for the rest of year. It takes a lot of effort to put on a successful event, and the more people we have helping, the easier it is to be successful. Go to <http://www.indyscca.org/SoloFiles/2006SoloSchedule.html> and see what position would work for you. You don't have to be experienced, we'll teach you. It's easy to volunteer – just contact us! Solo Events without a designated Event Chair will be cancelled. Remember – this is YOUR club!

Miscellaneous

The order has been placed for our new timer display. It will not arrive in time to be used at the CENDIV event, but stay tuned for updates on when it will available.

Please watch Clutch Chatter and the Indy Regional Yahoo e-Group for further announcements about Solo Steering Committee meetings.

As always, the solo chairs can be contacted at:
 Darren Daubenspeck Phil Wehman
 317-865-0864 317-485-2769
sccadaub@insightbb.com pwehman@insightbb.com

New Home Needed for the Solo Bus !

The Solo Bus may be losing its home in the coming year, and needs to find a new port to dock in around Indianapolis when not at an event. The Indy Region Club needs an unused corner of a parking lot, or preferably a covered storage location. Access issues can be worked out. The Club would be willing to pay a modest space rental fee, but we really need a generous Indy Region Member to donate a space to save the club some \$\$\$\$\$\$.


Anyone willing to share some space with Indy Region for storage of the Solo Bus is urged to contact the Solo Chair to discuss the issue.

Darren Daubenspeck 865-0864 sccadaub@insightbb.com

June 4 Solo Points Event #3 Mt. Comfort Airport results

Driver	Best Time	Driver	Best Time	Driver	Best Time
C Stock		C Prepared		Street Modified (continued)	
Jeff Alexander	44.356	Paul Fox	41.167	Dale Brier	45.204
Bruce Durell	47.388	Frank Ross	46.602	Paul Hepner	45.360
D Stock		E Prepared		Sam Hookway	46.773
William Coughlin	48.572	Riley Dill	48.435	Eric Garcia	47.036
F Stock		D Modified		Jose Vazquez	52.368
Darren McCarley	50.254	Phil Wehman	38.424	Street Modified 2	
Rick Fosnight	52.777	Stephen Brinkerhoff	40.605	Brian Tabor	43.826
G Stock		E Modified		Paul Gillum	44.001
Joe Kniesly	43.741	Warren LeVeque	39.166	Street Touring S 2	
Marcus Tuttle	44.079	Lee Miller	42.102	Gus Hammerly	42.149
Darren Daubenspeck	46.194	Jack Banker	43.010	Paul Chambers	42.264
George Badger	48.306	Street Touring S		Harold Hammerly	43.303
Andy Greenlee	48.940	Brian Davis	44.573	German Tabor	44.269
Jason Boone	49.061	Michael Hacker	45.470	Catherine Scionti	46.039
H Stock		Mathew Hull	46.958	F 125	
Sue Faucett	44.571	Will Lahee	47.680	Robert Monday	34.669
Sean Seamon	46.704	Anthony Babb	48.088	Fast Time of the Day	
Allen Yan	51.637	Jeremy Garrett	48.212	and PAX FTD	
A Street Prepared					
Aaron Haskell	42.791				
Jack Tovey	42.896				
C Street Prepared					
Raleigh Boreen	38.987				
Velma Boreen	41.047				
Joel Harleman	42.376				
Jay Hofacker	44.337				
Griffin Wenrich	45.943				
James Hayes	46.408				
Steve Povalac	47.739				
D Street Prepared					
Steve Linn	41.797				
Jim Lin	44.248				
Brian Gard	44.373				
Robert Heeter	47.208				
E Street Prepared					
Sean Murphy	41.976				
Jeremy Straus	44.371				
Bill Eisler	48.318				
		Street Touring X			
		Kevin Kent	43.524	Stephen Monday	38.664
		James Feltz	44.480	FJ1	
		Warren Kniesley	44.892	Robby Linn	46.078
		Daniel Kunz	46.946	Parker Dales	51.882
		Street Modified		Logan Hayes	55.497
		Kevin Miller	41.798		
		Scott Dales	41.810		
		Chad Stringer	44.247		
		David Woodward	44.388		
		John Wilmoth	44.554		



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June 25 Solo Points Event #4 results at Walesboro

Driver	Best Time	Driver	Best Time	Driver	Best Time
A Stock Chuck McMillion	51.181	B Street Prepared Aaron Shelhamer	57.397	Street Touring S continued Justin Wilson	54.597
B Stock Steve Knitter Brian Mathis	56.793 65.138	C Street Prepared Joel Harleman Griffin Wenrich	51.963 55.205	Derek King Will Lahee Nick Amaro Lauren Shelhamer Steven Washington	55.070 56.530 56.756 64.584 64.600
C Stock Jeff Alexander	54.198	D Street Prepared Will Low Robert Heeter Jason Redford	53.909 57.210 60.849	Street Touring X Pat Gilbert James Feltz Steve Bohon Dan Kunz	51.900 53.725 56.071 57.270
D Stock Bob Farr	50.150	E Street Prepared Brian Karns Sean Murphy Bill Eisler	53.763 55.342 60.739	Street Modified Scott Dales Josh Nay Kevin Miller Craig Allen Chris Murray Paul Hepner James Bose Mike Baker Brian Meyer Christopher Mathis	49.749 51.615 52.603 53.368 53.474 54.213 55.928 57.476 57.898 58.071
F Stock Josh McDonough Rick Fosnight Andrew Thomas Chris Wilson	61.091 62.514 63.768 66.155	E Prepared Pete Hylton Riley Dill	57.027 58.970	F 125 Mark Hoskins	60.032
G Stock Joe Kniesly Marcus Tuttle Chris McGuire Andy Greenlee	52.406 53.603 57.393 59.814	D Modified Phil Wehman	46.833	FJ1 Logan Hayes	66.620
H Stock Randy Hall Brad Hayes Sean Seamon	52.373 53.217 56.540	Fast Time of the Day Stephen Brinkerhoff	50.216		
A Street Prepared Damon Elff Jack Tovey	55.028 55.511	E Modified Lee Miller	50.329		
		Street Touring S Vic Brunamonti Todd Kirkland Brian Davis CJ Stringer	51.627 52.585 53.028 53.077		

Minutes of Indy Region Board Meeting

by Steve Linn

This is a synopsis of the minutes of the meeting of the Indy Region BOD June 15, 2006 at DOOKZ Sports Grille, 6:30 PM. There were 6 directors and 2 guests present.

Treasurers Report Rich Lankford emailed his report to the BOD ahead of time. The report was reviewed and approved.

Clutch Chatter Expenses for year to date are approximately as projected in budget. Dick has requested items be submitted by 20th to help get the paper finished early for the July National Race program issue.

Website Some changes are being made to the National web-site competition, everything is currently stable with the host. Will try posting more mylaps.com style event results after the National race.

Membership Current membership is 537.

Rally 5 cars at the last rally, no updates at this time.

Solo The large display has been ordered, unknown delivery time. Da Bus continues to have problems, starter issue mis-diagnosed, tranny neutral safety switch is again the problem, Darren is working on solution. Donations were taken at the Mt. Comfort solo event, Bruce Durell was a large contributor and gave \$100. Plans for the region sponsored Cen-Div event at Peru are set, everything is in order.

Race Preliminary May track bill has been received, appears to be in order with no surprises. Preparations are set for the National weekend.

Old Business Mercury Ride-along event for Saturday June 17th is staffed and ready to go.

New Business Next meeting scheduled for Thursday July 20 at DOOKZ. Meeting was adjourned.

2006 CENDIV SOLO CHAMPIONSHIP SERIES



MyAutoEvents.com



Flyin' So Low At Grissom

Grissom Aeroplex, Peru, IN July 29-30, 2006

Schedule of Events

Registration Information

Friday, July 28th

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

Saturday, July 29th -- Day 1

6:30am - 8:30am Course open for walking
---Late registration and Tech 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, July 30th -- Day 2

6:30am - 8:15am Course open for walking
---Late registration and Tech by appointment only---
8:30am First car off
After last car Trophy Presentation

Entry Fees:

Series Event (SCCA Members).....\$45
Series Event (Non-SCCA).....\$55
One Day Only Competitors\$30
Late fee (postmarked after July 23rd).....\$15
Dinner on Saturday night provided for competitors...N/C
Dinner for all non-competitors.....\$5

Make checks payable to:

Indianapolis Region SCCA

Send entry to:

Velma Boreen
14861 Jonathan Drive
Westfield, IN 46074-9044
(317) 706-8969
wiznby1973@yahoo.com

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 \$5.00 donation/night
- Site gate will be locked from dusk to dawn
Raffle for Brickyard tickets at trophy presentation

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

Indy Region will raffle off 2 tickets for the 2006 Brickyard 400. This is a \$160.00 value. Raffle tickets will be \$5.00 each

For more information contact:

Raleigh Boreen – Co-Chairman
(317) 706-8969
wiznby1973@yahoo.com

Jack Banker – Co-Chairman
(317) 575-8954
jbanker@indy.rr.com



Exciting New Site for Indy Region Solo II Points Event 7

Indianapolis Region Solo2 Series

Sunday, August 27th, 2006

Rain or Shine

Location:

**Former General Cinemas Movie Theater Lot
at Lafayette Square Mall,
near 38th Street and Lafayette Road
Indianapolis**

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 Chairmen for copies of Minor Waivers before the event.

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

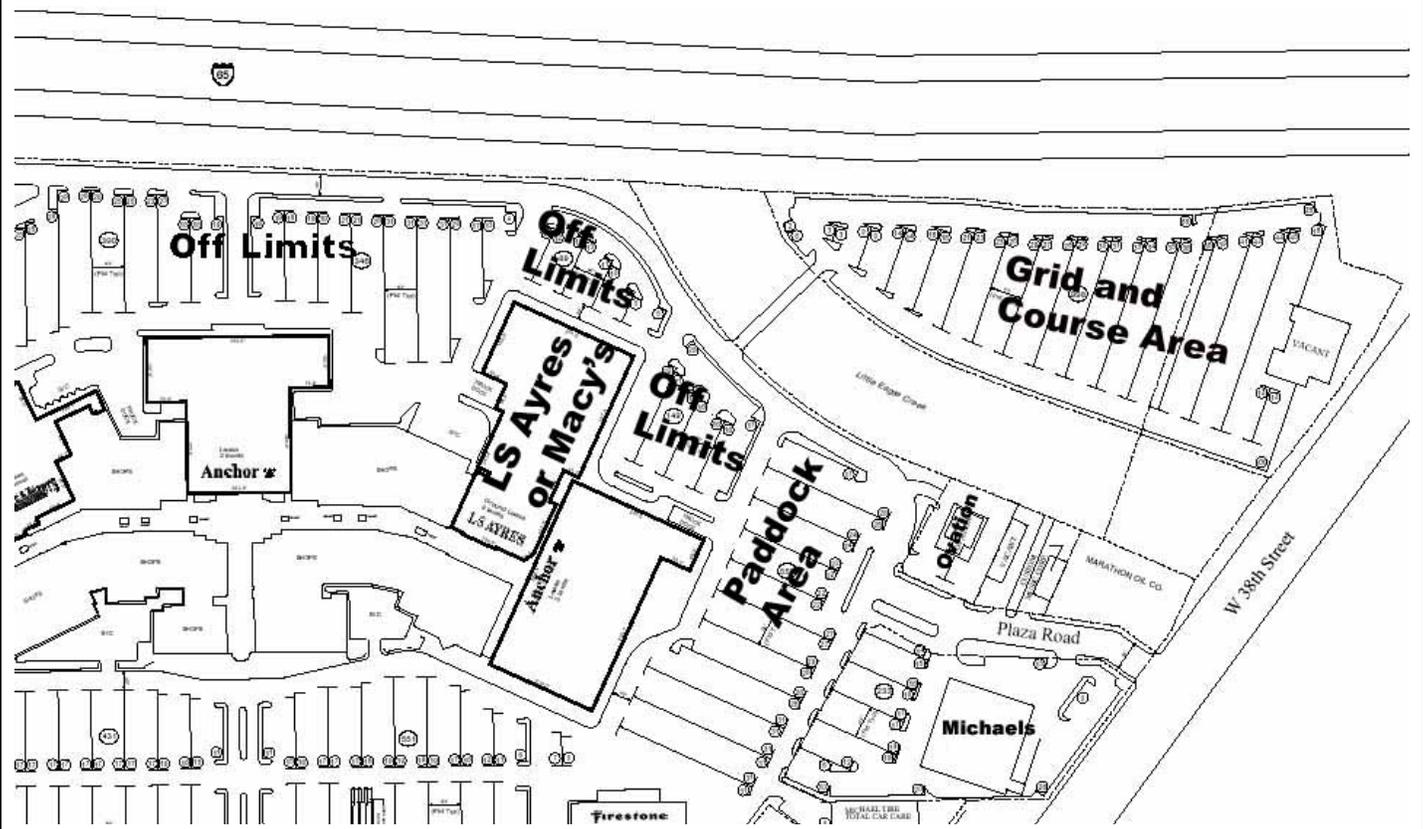


Registration & Tech: 8:00 AM – 10:00 AM
Driver's Meeting: 10:15 AM
Event Start: 10:30 AM

Cost: \$20.00 SCCA Members, \$30.00 Non-Members

Contacts: Darren Daubenspeck
317-865-0864
sccadaub@insightbb.com

Phil Wehman
317-485-2769
pwehman@insightbb.com



Site Instructions: Do Not Park in the areas labeled "Off Limits". Please respect the wishes of our generous hosts!



16th St Kangaroo Hunt (What would you call an Australian Pursuit?)



Indianapolis Region Solo2 Series Points event number 8 !

Saturday, September 23 Location: 16th St. Speedway Rain or Shine (Them Kangaroos are FAST in the rain!!)

Sorry, no karts at this event.

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 Cost: \$20.00 SCCA Members, \$30.00 Non-Members
Driver's Meeting: 10:15 AM Event Start: 10:30 AM

Contact: Solo Co-Chairs

Darren Daubenspeck
317-865-0864
sccadaub@insightbb.com

Phil Wehman
317-485-2769
pwehman@insightbb.com



Indy Region Solo Points Event #9



Indianapolis Region Solo 2 Series

Sunday, October 15, 2006 Rain or Shine

NEW Location: Mt. Comfort Airport

From Downtown Indianapolis:
Travel East on I-70, Exit on Mount Comfort Road
Left (North) on Mount Comfort Road approximately 2 miles to Mount Comfort Airport on the right



Karts Allowed at this Event

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 Cost: \$20.00 SCCA Members, \$30.00 Non-Members
Driver's Meeting: 10:15 AM Event Start: 10:30 AM

Contact: Solo Co-Chairs

Darren Daubenspeck
317-865-0864
sccadaub@insightbb.com

Phil Wehman
317-485-2769
pwehman@insightbb.com

Indy Region Racers at Blackhawk, Topeka

By Dick Powell

The 4th CenDiv National of 2006 was at Blackhawk on May 21. Again a number of Indy Region Racers made the trek around Chicago to race there, and some with great success. The track was much dryer than the April race, but still cool and comfortable. Ralph Porter won his SSC race again, still in his old Neon: still working to get the new Mini ready for the track. And Patrick Tipton drove his Acura in SSB to a well deserved 4th for 6 more points on his total. Brian Doll ran well in his Firebird in AS, but had some slight difficulties at the scales in impound, resulting in no points for the race. This hurts with the great year he has been having, and he assures me the problem has been corrected for the rest of the year.

In the FV - F500 race, Brian Jennerjahn got his car out for the first time this year, then got punted off the track in the first turn. Not a good way to start the season; better times are on the way. In the F500's, James Weida brought his car home in 4th, with Jerry Weida getting 7th place in a big and tough field.

The Spec Miata's had the largest field we have seen at a CenDiv National this year, and Michael Neal had some engine problems in qualifying, overheating and upsetting the FI computer. He worked on the car before the race, and got it somewhat better, but still not right: He drove hard to get the car to a 9th place finish.

Bobby Caldwell had his FC running good, but the race also dealt him a bad hand, out of the race early with no points. He is still 5th in points in CenDiv, a tremendous effort for his first time in a formula car.

Our transferred from California member Jeff Read is getting used to our CenDiv tracks, driving his S2 to a nice 4th place finish, and adding another 6 points to his total. Looks like this boy is Runoffs bound!

I did not get to the Mid-Ohio Nationals on June 4, but do have some results. Bill Baten got out for his first T2 race of 2006, driving to a nice win for a 12 point season starter. As did Aaron Ellis, getting the win for his first 2006 CenDiv race in F500. Chris Jennerjahn brought out his FV to get a 3rd place finish, another good start for his season.

Ralph Porter had a 4th place finish in SSC, and is still first in CenDiv in the class. In the formula cars, Bobby Caldwell drove his FC to a 5th place, and Paddy O'Brien got out for his first race this year in FA, earning a 6th place in the fastest class in SCCA racing. Our other racers were

Michael Neal at 8th in SM, Craig Jones at 7th in FF, and Don Munday 7th in SRF.

Three of our Indy Region racers made the (long) trip to Heartland Park Topeka for the first MidDiv National at the resurfaced track on June 11. This is the new venue for the Runoffs for the next few years, and they had a large entry of racers trying to get some time on the runoffs track before October. The first race of the day was Spec Miata, with 47 cars going into a tight right turn at the end of the main straight. I think everyone at the track was gathered by the fence to see how they would get through, and they got all the cars through without incident. Michael Neal did not get much time in qualifying, and started waaaaay back in the field. With that many evenly matched cars on the track, getting through the field is unlikely, and Michael had to settle for 29th at the end. He did get some good track time, and this should help when he goes to the runoffs.

The third race had Gerry Mason out for the first time this year in his GT2 Nissan, finally repaired after the runoffs disaster last year. Gerry's work on the car was obviously good, as he drove to the class win, finishing just ahead of two strong GT2 racers from MidDiv. Good job, Gerry: always nice to start the season with 12 points! In the same race, Brian Doll had his Firebird running within a couple seconds of the fastest guys, managing to get a 6th of the 12 AS cars there. He is still 3rd in the CenDiv points, and looking good for the runoffs this year. The track time should help him in October.

Our honorary Indy Region Racer John Salisbury had to work hard for his results at Blackhawk, qualifying first in HP by only a couple tenths of a second, with the third HP in the next row on the grid. John was up to the task, and steadily drove the race to get the win, and another 12 points (and another Victory Ride for me). John also made the trek to Heartland Park to get his first views and first laps of the track. He again qualified first in HP by a narrow margin, and had 3 more HP cars in the next two rows on the grid. The race was close for the first few laps, then John steadily improved to get the win by a few seconds over Mark Weber of St. Louis. I got another long ride to impound (all the way around the track!!), and got to see the sections of the track we couldn't see from the paddock. John still has the lead in CenDiv for H Production, and some good time on the track before the Runoffs.

Can You Identify This Elva Mk II ?

Could you forward this request to folks in your region who might be able to identify the 1957 Elva MK II that is pictured below. The car ended its racing career with a distinctive Kamm rear end.



The last American owner was Carl Schwab of New Jersey. Before that it might have been raced in the late 50's or 60's by Millard Ripley, Bill Millikan, or Chuck Dietrich. Dietrich lived in Sandusky, Ohio in the late 1950's and was involved with Elva as a driver and a dealer.

Anyone who can help should please contact me. Thanks so much,



Bob Engberg 760-756-1984
PO Box 1984, Julian, CA 92036
bobengberg@netscape.net

2006 CenDiv Race Schedule with other events

DATE	DRIVER'S SCHOOLS	REGIONALS	NATIONALS	OTHER EVENTS
July 8-9		BVR @ BHF (D) (5)	INDY@ IRP	Ferrari @ RA
July 15-16		FWR@MO (D) (4)		BRIC @ RA
July 22-23		MIL @ RA (R)	MIL @ RA	
		NEO @NL ENDURO (R)		
July 29-30		CHI @ ABJ (D) (5)	NEO @ NL	AMA VINTAGE @ MO
Aug. 12-13			WMR @ GRA	
Aug. 19-20				ALMS @ RA
				Vintage Grand Prix @ MO
Aug. 26-27		CHI@ RA (D) (5)		
		FWR @ GM (D) (4)		
Sept. 2-3 Labor Day		WMR/LSR @ GRA (D) (4)	NEO @ NL	
		MIL @ MM (D) (5)		
Sept. 9-10		OVR @ MO (D) (4)		
Sept. 16-17				VSCDA @ RA
Sept. 23-24		NEO @ NL (D) (4)		CCWS @ RA
Sept 30-Oct 1		INDY @IRP (D) (4)		
Oct. 7-8		WOR @ MO(D)(4)		
Oct. 9-15			Runoffs @ Heartland Park Topeka	
Oct. 28-29		CHI @ BHF (5)		

BHF-Blackhawk Farms	GM-GingerMan
GRA-Grattan	IRP-Indianapolis Raceway Park
M-O-Mid Ohio	MM- Milwaukee Mile
NL-Nelson Ledges	RA-Road America
WAT-Waterford Hills	ABJ- Autobahn Joliet
(D) Double	(R) Restricted
(4) Area 4 Champ Series	(5) Area 5 Champ Series

Indy Region Racers National Point Standings 6/16

Driver	Place	Races	Pts	Class
Ralph Porter	1	4	36	SSC
Brian Doll	3	4	28	AS
Vince Ashton	18	1	3	AS
Aaron Ellis	3	2	19	F500
James Weida	8	2	11	F500
Jerry Weida	9	2	9	F500
Patrick Tipton	4	3	24	SSB
Bobby Caldwell	5	5	25	FC
Emmett Murphy	6	1	9	FA
Paddy O'Brien	12	1	4	FA
Michael Neal	7	6	15	SM
Kurt Przybysz	19	1	3	SM
Gerry Mason	7	1	12	GT2
Bill Baten	8	1	12	T2
Jeff Read	11	2	10	S2
Chris Jennerjahn	14	1	7	FV
Brian Jennerjahn	25	1	0	FV
Craig Jones	16	1	3	FF
Paul Holeman	17	1	0	FM
Don Munday	24	1	3	SRF
John Salisbury	1	5	54	HP

Runoffs Qualification Explained

The Runoffs are the SCCA Amateur Championships, with the best drivers from the 8 Divisions in each of the 25 classes competing for the title National Champion. This is an Invitational meet, and the drivers must meet certain qualifications to get the invitation.

The Driver must have qualified for 4 National Races in the year, and Finished 3 of them. At least 2 of the races must have been in the drivers Division of record. A driver who finishes within the top 10 in points, but does not have the required 4 starts, does not qualify for the runoffs. A driver could be 5th in points on only 3 races. Without the 4th race, he is not eligible for the runoffs.

The Driver must be in the top 10 in points in his Division, counting points from no more than 2 out of Division races, and must accumulate a minimum of 4 points. Points are awarded for finishing First (12 Points), 2nd (9), 3rd (7), and decreasing 1 point per position from 4th thru ninth. Only the Drivers best 6 finishes are counted for the points total.

Membership Report

By Cheryl Swarts We would like to welcome the following new members to the Indianapolis Region of the Sports Car Club of America:

Charles Smith	Indianapolis
Curtis Campbell	Wabash
Aaron Haskell	Indianapolis

We look forward to meeting you at an upcoming event!

With the addition of these new enthusiasts, the Indy Region is currently 541 members strong.

Clutch Chatter Mailing Opt-In/Opt-Out

A complete, printable, electronic format copy of Clutch Chatter (including back issues) is available in Adobe pdf format for downloading on the Indy Region website at indyscca.org. Paper copies are only mailed to those who have sent the "Opt-In" form.

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

New members of Indy Region will receive Clutch Chatter in the mail for 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 Madelynne 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 _____

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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	\$60.00 +	Regular Member	\$20.00	\$80.00
03 Spouse Member*	\$20.00 +	Spouse Member	\$10.00	\$30.00
10 Family Membeship	\$95.00 +	Family Membership	\$25.00	\$120.00

*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: 80px; 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 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.

Classified Ads



FOR SALE: 1983 Porche 944 2-door coupe, platinum, 180,000 miles, well-maintained, new tires (Yokohama), Fuchs wheels, air-conditioning, power windows, sunroof, bra. Must see to appreciate, near-concours condition. Alfa-Elite TSD Road Rally Computer included. \$4900
Jim Bredle
(765)342-5267 home
(317)632-7864 work
(317)502-4082 cell

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 \$10 per event. Send a check to Indianapolis Region SCCA for the \$10, along with your address and the particular event you want 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.

FOR SALE: 2005 GMC 4WD 2500 HD extended cab, long bed. Matching truck cap with Line-X bedliner. Absolutely like new condition. 12K miles. 6 liter engine, auto, cruise, tilt wheel, power windows/mirrors/driver's seat. Bose AM/FM cassette CD. Dark blue metallic paint with gray cloth interior. Dual zone AC. HD towing package. 9200 lb GVW rating. Never towed with, sold race car. \$27,500
317 242-2225 or rkinc@aol.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. All for \$6,500.00
Matt Chitwood 812-339-9143
email mgchitty2002@yahoo.com

WANTED: 5.0L Mustang engine parts (leftovers from AS cars?): Upper and Lower intake manifolds, fuel rail, EGR spacer, throttle body, EEC IV computer, mass airflow sensor, cam.

email: Irig60@comcast.net
Or call 815-467-9212



FOR SALE: PitPal Equipment
1 Single-bay helmet shelves (PN#330): \$35ea
2 Junior flip-down trays (PN#151): \$20ea
1 Horizontal Gear Case Storage Rack (PN#143): \$75
1 set Floor Jack Mounts (PN#190): \$26
Prices do not include shipping from Chicago area, Delivery to racetrack negotiable. Also, Class 3 Load Leveling hitch w/all equipment for trailer \$200

email: Irig60@comcast.net or
jahracer@comcast.net
Or call 815-467-9212

FOR SALE: 3 driving videos - Skip Barber, Jim Russell, Parnelli Jones. 2 Books - How to Make Your Car Handle, Formula Car Technology \$35.00 for all

High top racing shoes- new (never worn) size 10 1/2 \$35.00

Tim Wycoff tycoff@iquest.net
317-858-1330 Cell 317-796-7010



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.

Indy Region's Next Board Meeting



3855 East 96th St

**0.6 mile east of
Keystone Ave.**



Contact: Lou Byer cwbnewpal@insightbb.com 317-861-0710
Dick Powell clutchchatter@yahoo.com 317-407-7743

Or any Board member from the inside front cover.

Thursday July 20 6:30 PM

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

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Clutch Chatter Newsletter
c/o Dick Powell
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