

SEPTEMBER 2007



Clutch Chatter

THE OFFICIAL PUBLICATION OF
THE INDIANAPOLIS REGION OF THE



NEWS AND STORIES ABOUT EVENTS OF YOUR REGION OF YOUR CLUB





Fall Frolic



Double Regional Races

Sept 29-30 Featuring

The Headless Horseman Handicap Race



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

For the first time with Indy Region, Online Entries at DLBRacing.com:
OR Entry forms are available for download on our website: www.indyscca.org

*Check out the Worker Specialties on page 6,
then come out and JOIN THE FUN with us
at our Fall Frolic Double Regional races !*

*Results of Indy Region
Rally and Solo events
and other club news inside*

indyscca.org

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Indy Region Home Page: indyscca.org
SCCA: scca.org GLdiv www.greatlakes.scca.org
Solo Info Sites: www.autocross.com

Indy Region E-Group

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

Calendar



Sept 16	Indy Solo Points Event 7 Mt. Comfort Airport
Sept 16	CSCC Solo Points Event 8 Walesboro
Sept 23	Indy Rally 4 Magnificent MG
Sept 29-30	Indy Fall Frolics Regional Races ORPI
Sept 30	CSCC Solo Points Event 9 Walesboro
Oct 7	Indy Solo Points Event 8 Grissom, Peru, IN
Oct 21	Indy Rally 5 TBA
Oct 21	CSCC Solo Points Event 10 Walesboro
Oct 27-28	St. Louis Bonus Regionals Gateway Int.
Oct 28	Indy Solo Worker Invitational 16th St. Stadium
Nov 4	CSCC Solo Fun Event 2 Walesboro
Nov 11	Indy Rally 6 TBA

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Another fast and fun summer is coming to an end and we look forward to the final events of the 2007 Indy Region competition calendar. When this edition is delivered, we will be getting ready for our Fall Frolic Double Regional Race weekend at O'Reilly Raceway Park at Indianapolis (the track formerly known as IRP) and our latest Rally event on the winding roads(!) of Speedway, Indiana.

As we start to close the 2007 season, it's time for the annual request to our Indy Region membership to start thinking about 2008 and beyond and what you can do to help the Region. We have many Directors that have been serving on the Indy BoD for quite a few years and we are always looking for new folks to step up and learn more about how the Region works and help it stay fresh and pro-

gressive. We have many new ideas for 2008 but can always use new perspectives and energy in implementing them. If you are interested, please contact myself or anyone else on the current Indy BoD. We would love to hear from you.



"The only limit to your impact is your imagination and commitment." – Anthony Robbins.

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...




Fall Frolic




Double Regional Races

Sept 29-30

Featuring

The Headless Horseman

Handicap Race





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

Enter Online using your Credit Card at DLBRacing.com:
<http://www.dlbracing.com/clubs/clubracing/clubrace.aspx?EventID=2935>
OR Entry forms are available for download on our website: www.indyscca.org
 Print the on-line entry form from and mail to the Registrar with your check

Minutes of Indy Region Board Meeting

This is a synopsis of the minutes of the meeting of the Indy Region BOD August 16, 2007 at Dooley O'Tooles, 6:30 PM. There were 7 directors and 4 guests present. Minutes of the previous meeting were approved.

Treasurers Report Rich emailed the report to everyone before the meeting. The report was discussed and approved.

Clutch Chatter Expenses for the year are still well within budget. Deadline for submissions for Sept issue is August 21. The BOD discussed possibly updating to Adobe Acrobat V 8.0, will consider again.

Website is up and running. John asked everyone to continue letting him know when we find problems with links on the website.

Membership Brian emailed a report to everyone before the meeting. Current membership is 458.

Rally Chuck Hanson sent a report to the BOD on the August Rally. We had 11 entries for the rally, which was an excellent turnout. Feedback from all was quite positive, and hopefully we can get some of these entrants to continue enjoying our rallies. Due to the \$10 entry fee, we lost a little money on the event, but the BOD feels it was a good investment to get more interest in

the rally program. The BOD discussed and voted to continue the \$10 entry for the Sept rally also, which will be well publicized on the website and in the newsletter.

Pete Hylton has volunteered to present the September Rally, which will be on September 23, starting at Brickyard Plaza. We do not have any specifics for October or November rallies yet.

Solo Darren presented a financial report for the National Tour Solo at Peru and the Subaru Challenge events, which our club ran for other entities. The payments to the club for these events resulted in some gains for the club. Darren gave a special THANKS to those members who worked to help put on the events.

Da Bus has been overheating on the trips to the events. Darren will get da Bus to a shop to see what it needs, and get the repairs done.

Will Lahee has volunteered to investigate a pre-registration capability for the club for our Solo events. He presented some results from his initial investigations, and met with the Solo chairs after the meeting to discuss possibilities.

Race Pete Hylton is working with dlbracing to set up online registration for the Fall Frolics. Most of the preliminary work is completed, waiting for completion of the Pay Pal account to get



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CONSTRUCTION DETOUR

The construction project on Interstate 70 in the East half of Indianapolis has restrictions that will affect Racers coming to ORP from the East. **NO TRAILERS ARE ALLOWED through the construction zone.** This requires a planned bypass. Best way is to take I-465 around the South side of Indianapolis, and exit on the West side at the 10th Street Westbound exit.



Continue west 3 miles to Raceway Road, go North 2 miles to County Road 300 N, then West to CR 1000 E. Continue North on 1000 E to the track entrance.

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RONALD E. STREETER

(minutes of BOD meeting continued from page 3) the system ready. The entry forms have been prepared for the website, and Dick Powell will prepare a mailer for drivers and workers telling about the online registration capability, as well as the availability of downloading the form from our website and mailing the entries.

We hope the online capability will bring a few extra entries, and make it a little easier for the Registrar to complete their work.

New Business Next meeting scheduled for September 13 at O'Tooles. Meeting was adjourned. Dick Powell, Secretary

Race Worker Specialties

By Julie Hanson

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

Coming up in September at O'Reilly Raceway Park (formerly IRP) is the Double Regional weekend. This is a great opportunity for the "experience challenged" to come check it out. Live! Bring along a friend and do it together.

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

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

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

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

Flagging & Communication: Have you not quite figured out how to drive the Carousel (turn 12) or how to take



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

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

Tech: So you want to see the fast cars up close? Come work in tech where you can check out the drivers and the

cars! It's not all nomex underwear and helmets - each weekend some classes annual tech are waived and have to bring the car down. This is another (usually) low-stress job with plenty of time to wander around the paddock working on friendships. The second function is to impound cars at the end of a race to determine their legality with respect to the General Competition Rules and the specifications for their class.

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

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

Job description: A positive attitude and cheery voice, lots of jokes

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

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

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

Grid & Pits: You're the final checkpoint before cars go on track! Face shields down, Window nets up, Arm Restraints on, Belts tight... You also get to see the nerves of the drivers as they sit on the pre-race grid...the psych jobs they pull on their competitors (and themselves)....

When cars stop on pit lane, the workers job is to protect the cars, and most importantly, the drivers and crew who might be working on those cars. They do this by making sure the rules regarding safety in the pit lane are followed.

Job description: line 'em up and move 'em out

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

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

2007 Indy Region Club Racing Worker Recognition Program

You Can Get YOUR SCCA Membership Paid For By Working at ORP!

The Rules:

1. Workers are defined as people working a Specialty at one of the three Club Racing weekends held by Indianapolis Region at O'Reilly Raceway Park at Indianapolis (formerly IRP). 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 Regional Executive or his designate. 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: maximum \$30.00 credit
 - 4 days worked: maximum \$40.00 credit
 - 5 days worked: maximum \$50.00 credit
 - 6 days worked: maximum \$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.

2007 Indy Region Club Racing Workers Credit Submission Card

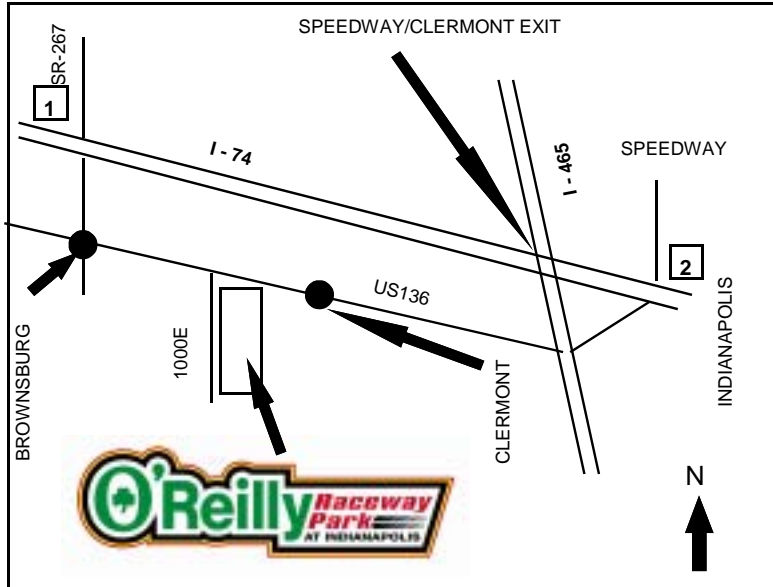
All fields must be completed

Name					
Address					
City , State, Zip					
Phone , Email address					
SCCA Member Number			Renewal Date		
Membership? Family		Spouse		First Gear	
Event	Friday	Saturday	Sunday	Specialty Worked	Chief Signature
Spring Sprints Double Regional	May 4	May 5	May 6		
Indy Grand Prix National Race	July 6	July 7	July 8		
Fall Frolic Double Regional	Sept. 28	Sept. 29	Sept. 30		

**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**

Thank You's from Special Friends helping all of us

Please remember our Special friends for our September 29-30 Fall Frolics SCCA Double Regional Races and keep them in mind for 2008.



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

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Solo Report: From The Cornstalks of Walesboro!

by Darren Daubenspeck

Event 5 with Columbus Sports Car Club/Walesboro

53 competitors traveled to the Walesboro site where the Columbus Sports Car Club hosted this year's first leg of the annual Indy-CSCC cooperative/competitive Solos. The second one this year will be the Indy Region hosted Mt. Comfort event on September 16th. The soloists enjoyed 5 runs at the Walesboro site on a very fun course set up by Scott Dales and his son Parker. I had not ran the Walesboro site in a few years due to work, family, and Indy Region time demands, and I forgot how much I enjoy running there. It is a great, wide-open site where you get some more sensation of speed, and there are no external worries to ruin the fun like oblivious jaywalkers at 16th St and aircraft traffic at Mt. Comfort. The CSCC folks are paying attention to careful course design so that it stays out of the rough stuff where tires may be chewed on a bit, and it showed in my unblemished tires from the day. Lots of CSCC guys don't even run full R-compound tires, as the CSCC rules incorporate a -1 second handicap for street tires. If you've not competed in a CSCC Solo yet, you are missing out on a great opportunity for 5-7 runs in a low-pressure, economical environment that's only about 35 minutes from I-465.

2007 Remaining Schedule:

9/16 Event 7 – Mt. Comfort Airport
10/7 Event 8 – Peru/Grissom Aeroplex
10/28 Worker Invitational - 16th St. Stadium, Indy

National ProSolo Winners: Indy Region is proud to have some 2007 National SCCA ProSolo class winners amongst its ranks. Please congratulate them when you see them next! Larry Harts took 1st Place in H Stock at the #2 event at Walnut Ridge in April. At Event #3 in Washington, DC on June 23-24, Dan Stone took 3rd place in C Stock. Dan followed up with a 1st Place C Stock finish at the Toledo ProSolo #6 in late July. These folks are the ones who I have heard about from the grapevine. If you have competed in a 2007 National Solo Event and I've not recognized you, please call or email me to clue me in so you can be recognized in a future Indy Region Solo Report.

Will Lahee – Official Indy Regional Solo PointsKeeper – and More? I would like to publicly thank Will Lahee for taking over the job of reporting the event results and tallying the year-end points chase. This is just one of the many behind-the-scenes jobs that need to be done to carry out a

successful solo program. Will is also a tough competitor in the STS class. Look for more from Will in the future, as he intends to implement online Pre-Registration for Indy Regional events in the future, once all the procedural bugs have been worked out. Will has been a steadfast member of the Tech Inspection Team for the entire 2007 season (and some of 2006 as well), and will be now joining the Registration Team. Which does mean that Jim Feltz will be looking to fill the now-empty spot on the Tech Inspection Team.....if you're interested in assisting our regional Solo events please let Jim Feltz know that you're interested in helping out with Tech Inspection!



Finally, we close many of the Solo articles with the following reminder. Please take a moment and read it again, and consider how you can help the Solo program. It's great fun to show up, pay your entry fee, run, work course, and go home. But our events only succeed when we get more than that from our membership. It takes the dedicated efforts of Co-Chairmen, Event Chairmen, Event Specialty Volunteers, and many others to pull off our events, so please step up to give back! There are many positions that you can help with.

During the 2007 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 Program Chairs will still be there to guide you along. We will be posting the names of those that have volunteered to be an Event Chair (see the Solo Schedule in this issue) in both the Clutch Chatter and on the website. It's easy to volunteer – just contact us!! Solo Events without a designated Event Chair will be cancelled. Remember – this is YOUR club!

Please watch Clutch Chatter, www.indyscca.org website, and the Indy Regional Yahoo e-Group for latebreaking news and further announcements.

As always, the solo chairs can be contacted at:

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317-865-0864
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Phil Wehman
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August 5 Solo Points Event 5 Results Walesboro

Driver	Best Time	Driver	Best Time	Driver	Best Time	Driver	Best Time
A Stock Steve Stone	54.894	H Stock Randy Hall	55.116	C Prepared Paul Fox	56.174	Street Touring S 2 Jeff Goss	58.939
		Bill Farr	55.276				
C Stock Darren Daubenspeck	53.431	H Stock Ladies Parislynn Tiano	65.067	D Prepared Jeff Alexander	55.392	Street Touring S 2 Ladies Katie Goss	63.891
Lloyd Feldmann	57.996						
D Stock Bob Farr	52.688			E Prepared Riley Dill	55.153	Street Modified Kevin Miller	50.743
Bryan Welch	58.734	C Street Prepared Joel Harleman	54.668	Josh Davis	57.513	James Priest	54.688
		Bruce Durell	57.271	Bradley Walden	59.004	Dale Brier	55.019
E Stock Ryan Kowalewski	53.750	D Street Prepared Pat Gilbert	51.906	Pete Hylton	65.766	Jason Proksch	55.632
Joel Aiello	55.667	Brian Gard	54.569				
Jacob Vanderbilt	59.956	Will Low	54.968	G Prepared Victoria Otoupal	73.571	Street Touring Ultra Kevin Kent	50.661
Gordon Crites	61.743	Ronald Inabnit	56.810			Fast Time of the Day PAX FTD	
F Stock Sean Murphy	55.368	Vykei Bauman	58.858	E Modified Lee Miller	51.548		
Rick Fosnight	59.403	Valerie Gard	60.911			Formula Junior A Christopher Jones	57.051
Robert Richwine	60.933	E Street Prepared Brian Karns	54.048	Street Touring S Todd Kirkland	53.129		
		Nathan Glass	61.528	David Dusterburg	54.740	Formula Junior B Robby Linn	61.113
G Stock Jay Nogan	53.319			Scott Dales	56.525	Parker Dales	61.689
Kostya Bulgakov	55.489			Bob Miller	57.934		
Ian Girvan	58.186			Andy Greenlee	59.323		
Martin Low	61.892			John Blakey	59.811		

August 26 Solo Results, Aussie Pursuit 16th St. Stadium

Driver	Class Pos	Driver	Class Pos	Driver	Class Pos	Driver	Class Pos	Driver	Class Pos
A Stock Steve Stone	1	(F Stock continued) Bill Farr	3	B Street Prepared Doug Matulewic	1	A Modified Aaron Haskell	1	Street Touring X Warren Kniesley	1
		Jacob Adams	3	Group winner Adam Coffin	2	B Modified Clemens Burger	1	Bryan Welch	2
B Stock Brian Davis	1	Sean Murphy	5			Group winner and Overall winner Joel Harleman	2	Katie Jones	3
		Robert Richwine	5	C Street Prepared Ted Drummond	1			Andrew Jones	3
C Stock Brandon Ferguson	1	Matt Curry	5	Joel Harleman	2	D Modified Paul Snyder	1	Grant George	3
Graham Stein	2	Rick Fosnight	8	D Street Prepared Pat Gilbert	1			Street Touring Ultra Kevin Kent	1
Darren Daubenspeck	3	Parker Adams	8	Steven Linn	2	E Modified Warren LeVeque	1	Justin McCarthy	2
		Brock Folk	8	Matthew Gray	3	Lee Miller	2	Street Modified James Priest	1
D Stock Shahab Sakha	1	G Stock Joe Kniesley	1	John Volbers	3	Street Touring S Will Lahee	1	Kevin Miller	1
		Jeff Rapp	2	E Street Prepared Pat Gilbert	1	David Dusterberg	2	Scott Dales	1
E Stock Cooper Lacy	1	H Stock Steve Ring	1	Steven Linn	2	Robert Miller	2	Dale Brier	4
Alex Yovanovich	2			Matthew Gray	3	Street Touring S 2 Geoff Chambers	1	Michael Gough	4
Ryan Kowalewski	3	A Street Prepared Jason Ipo	1	John Volbers	3	Group winner		Mike Benz	4
Jacob Vanderbilt	4	Phil Wehman	2	C Prepared Michael Leveque	1			Benjamin Chang	7
F Stock Jon Adams	1	Terry Beasley	3					Jason Proksch	7
Mike Glass	2							James Feltz	7

The Weakest Link By Warren LeVeque

Michael and I went to the Indy Region Australian pursuit today. The weather was terrific for Indiana--low 80s, sunny, beautiful. The Pursuit was hourglass/snowman shaped with big sweepers on the ends where a car could spin between the inner and outer borders and not hit a cone - many did spin just that way. Cars started on opposite sides of the course and had two laps to gain on the other one. A hit cone was instant death. There were four groups ranging from the pure stock cars and ending with the modified ones. I worked during the 2nd group which was mostly pony cars and AWD Rally cars. I had a sit-down job due to using the pitiful borrowing car look plus adding the feeble senior citizen visual plea--thanks guys. Judging by the performance of the Rally cars I wouldn't have been surprised to have seen them take it all, right to the end. I did learn how to tell an Mitzi EVO from a Subaru. Subaru have hood scoops and EVOs had hood intake holes. Good to know, I thought they were all 300 hp 4 door sedans with a trophy shelf (wing) on the back.

Sometimes a two driver car will be bracketed to run against itself. The answer is to borrow another similar car for the run off. It was suggested that if you couldn't look pitiful enough to borrow, then the car owner and codriver could just have a foot race. THIS ACTUALLY HAPPENED. The Miata's car owner won the one lap foot race.

The grid was like the brackets in ball games. The losers went into another bracket and could work their way back to the top. Plus 1st run losers could take 2nd runs and all could buy \$1 fun runs at the end. This was done this way because some people don't come to Pursuits due to losing right away and not getting many runs. I had a pocket full of \$1 bills just for that reason.

Everyone's logical pick for overall win was Clemens Burger - an excellent driver in any car - in his 800 # 55" wide 1100cc Suzuki powered BM Sports racer. I rather

thought a mistake on Clemens part could have put a Rally car or Scott Dale's SM Mini in the lead.

Michael ran his CP Corvair and lost right away and then worked his way back to the top 3rd or better. I loved listening to his 13/1, 6 into one engine. I never heard my own. Adrenaline seems to plug your ears. I had previous trouble with my Roots blown mid engine Corvair Roadster consisting of blowing off the intake tubes. NO pop off valves, you don't want to pop off a combustible mixture. I fixed the tubes recently. Last week I changed the blower pulley for more boost. This morning, I adjusted the rear anti roll bar for Maximum stiffness. The theory was to get some oversteer in order to stay on the inside line. Conversely, the large Stinger has to use an exaggerated late apex and can't stay on the inside line. The roll bar adjustment worked great. I was able to approach the sweepers at full acceleration, brake to toss the back out just a little and then apply just enough power oversteer to drive the sweeper without any more steering (from the steering wheel) - rear wheel drive power oversteer is the greatest fun ever!!!

I lost track of how many runs I had (8+?). I lost to the Sports Racer, went to the loser's bracket and worked my way back to the winning Sports Racer again. I made many back to back runs toward the end - hard on this old fellow. I didn't need the pocket full of ones after all. I was in a dead heat with the Sports Racer on the final deciding run (or so I thought), One more lap to go, if I could hang on. Then I heard this awful big boom from behind me, coasted off to the side - Oh well, 2nd overall isn't too bad. The big Boom was caused by the next weakest link. The bottom of the pressurized intake manifold simply blew apart. My blower pulley change was likely the culprit.

It was a wonderful day in all ways. I simply loved the course and the close competition. Kudos to Indy Region. I skipped the trophy presentation and made it home in time to shower off the sun block and make it to Church. I am truly blessed.

Indianapolis SCCA 2006 Solo Points Series Qualified Worker List, As of 8-26-2007

Individuals on this list have spent time and effort to carry out the region's Solo2 events beyond the scope of during-event work details. Qualifying efforts include event or specialty chairmanship, consistent work to set-up or clean-up events, attendance of non-event workdays, or other extra effort details.

Presence on this list means an invitation to the year-end Worker Invitational Solo Autocross event. There's plenty of room left on it, so please come forward to volunteer to earn it!

Persons who believe they have been overlooked for inclusion on this list should contact Darren, or Phil, the Solo2 program co-chairman, to correct the omission.

Adams, Jacob	Chambers, Geoff	Garett, Jeremy	LeVeque, Warren	Snyder, Paul
Adams, Jon	Dales, Scott	Glass, Nate	Lin, Jim	Stone, Dan
Adams, Parker	Daubenspeck, Darren	Hammerly, Gus	Linn, Steve	Stone, Steve
Banker, Jack	Davis, Brian	Harts, Larry	Matthewson, Aaron	Swarts, Cheryl
Beasley, Terry	Dill, Riley	Haskell, Aaron	Matucewic, Doug	Swarts, Rick
Benz, Michael	Drummond, Ted	Ipo, Jason	McGuire, Chris	Tovey, Jack
Boreen, Raleigh	Dusterberg, David	Kim, Young	Metz, Larry	Wehman, Phil
Boreen, Velma	Feltz, James	Kneisley, Joe	Miller, Lee	Wilmoth, John
Brier, Dale	Gard, Brian	Kneisley, Warren	Northway, Chris	
Brinkerhoff, Steve	Gard, Valerie	Lahee, Will	Otoupal, Victoria	
Burger, Clemens		LeVeque, Michael	Priest, James	

The *Very First* Great Lakes Division

SOLO Divisional Championship And GASS Event #6

Grissom Aeroplex, Peru, IN, August 17-19, 2007

History was made the weekend of August 17-19, 2007 – the very first Great Lakes Solo Divisional Championship was run at Grissom Aeroplex in Peru, Indiana. There were 126 competitors from GLDiv, CenDiv and MidDiv. Jason Tipple, GLDiv Divisional Steward and Marlene Obenour were the organizers of this inaugural event. Chief Steward of the Divisional, Marcus Merideth also offered a Test and Tune which was run on an asphalt area of Grissom for those drivers who wanted practice for the upcoming Solo Nationals.

The format of the event was the same as the past 10 years' CENDiv events with Regions of GLDiv supplying the various chiefs. Elsewhere in this article is a list of those chiefs who volunteered their time and expertise to make this event so special.

Larry Harts designed two very challenging and technical courses and managed to avoid the bumpy pavement. The shifter kart drivers gave their approval on Friday afternoon, and they are the drivers with the most complaints about the bumpy surface.

Drivers were welcomed with snacks and pop on Friday evening which was supplied by Aim Tuning, one of the many great sponsors for the Divisional.

On Saturday morning, workers were supplied with bottled water donated by Ideasphere, Inc. from Peru, IN, another of our sponsors. And, between Heats 2 and 3, Tire Rack sponsored lunch from Subway.

Detroit Region donated the use of their "Fun Mover" equipment truck for our use for timing and scoring.

Trophy winners were treated to wonderful trophies and giveaways supplied by Solo Performance Specialists (SPS) from St. Louis. First place trophies were personalized disk brake clocks which have various motor sounds to wake you up. The second place trophies were frosted blue tankards with the Divisional logo on them.

There were many close races. C Stock's Timothy McIntosh beat Dan Stone by a mere 0.693 second. In F Stock Ladies, Tracy Dziengel won over Joan Karnas by 0.353 for her first Divisional championship. Jack Burns beat course designer, Larry Harts by 0.043 to take the H Stock win. Dave Kutney won over Dave Feighner in his 1970 Pontiac Trans Am by a margin of .394 for the ESP win. Julia Abersold won Street Mod by .037 over John Fessler and Alan Scheidler beat JT (the Kid) McClintock by 0.323 for the Formula 125 win. FTD overall was won by Bruce Domeck in B Modified with a 2 day combined time of 78.383.

We would like to thank all our sponsors for this event. They are: SPS, The Tire Rack, Hoosier Tires, AIM Tuning, WCM Ultralite, Mid-Atlantic Motorsport, MyAutoEvents.com, Subway, Ideasphere, Inc., and Detroit Region SCCA.

This well-organized, fun event has made the record books. If you were not there, you missed a wonderful time!

Marlene Obenour, Co-Chair

We wish to thank the chiefs of this event for volunteering to make this event a well organized Divisional. They are:

POSITION	NAME	REGION
Event Co-Chairs	Jason Tipple	SVR
	Marlene Obenour	FWR
Operating Steward	Scott Hearne	NWOR
Chief Steward	Marcus Merideth	DET
Timing & Scoring Chief	Robert Christmas	NWOR
Asst T & S Chief	Kristin Tipple	SVR
Results	Robert Christmas	NWOR
Worker Chief	Sean Tate	SVR
Impound Chief	Gordon Kinney	OVR
Course Designer	Larry Harts	INDY
Registration	Jennifer Merideth	DET
Chief Safety Steward	Rick Swarts	INDY
Chief of Waivers	Jeannie Roach	SVR
Equipment	Rick Swarts	INDY
Grid Chief	Mark Sommer	NWOR
Grid Chief	Mike Burgess	SVR
Protest Committee Chair	Grayden Obenour	FWR
Trophies	Marlene Obenour	FWR
Treasurer	Raleigh Boreen	SVR/INDY
Jr. Kart Steward	Andy Bell	OVR
Site Liaison	Roger Johnson	NWOR
Chief of Course	Larry Harts	INDY
Technical Inspection	Kent Weaver	MVSCC
Asst Tech Inspection	Crissy Weaver	MVSCC
Camping Fee Collector	Lee Miller	CSCC/INDY
Lawn Cutting	Larry Harts	INDY
GLDIV Solo Steward	Jason Tipple	SVR
Camp Runamok Director	Fred Fudpucker	SCCA

August 17-19 GASS Results For INDY Region Drivers

Driver (pos)	Best Time	Driver (pos)	Best Time
B Stock		B Street Prepared	
Paul Crisostomo (4)	95.992	Douglas Matulewic (2)	93.542
C Stock		C Street Prepared	
Daniel Stone (2)	89.767	Raleigh Boreen (1)	88.716
F Stock Ladies		C Street Prepared Ladies	
Joan Karnas (2)	104.622	Velma Boreen (1)	93.346
H Stock		D Prepared	
Larry Harts (2)	96.821	Jeff Alexander (1)	102.997
Street Touring S		B Modified	
Larry R. Metz (2)	96.067	Clemens Burger (2)	79.178
Brian Davis (3)	96.467		
Street Touring S 2		E Modified	
Geoffrey Chambers (2)	93.433	Lee Miller (5)	90.687
Gustavo Hammerly (3)	94.314		



Indy Regional Solo Series Points Event #7



Indianapolis Region Solo 2 Series

Sunday, September 16, 2007 Rain or Shine

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.

Be sure to observe the Super-70 Construction restrictions and alternate routes if towing a trailer. Check our website for more details.

Karts Welcome 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 (can also be found on web site).

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 Regional Solo Series Points Event 8



Indianapolis Region Solo2 Series

Sunday, October 7, 2007 Rain or Shine

Location: **Grisson Air Reserve Base - Peru, IN**

Karts Welcomed 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 Chairmen for copies of Minor Waivers before the event (can also be found on web site).

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 Phil Wehman
317-865-0864 317-485-2769
sccadaub@insightbb.com pwehman@insightbb.com

WESTERN OHIO REGION, SCCA PERFORMANCE DRIVING EXPERIENCE FRIDAY, OCTOBER 5, 2007

Who: Anyone who has a state driver's license and a street legal car. Convertibles may enter, but must have a factory bolt-on hard top or a roll bar.

What: Drive on Mid-Ohio racetrack at speed with other cars.

Where: Mid-Ohio Raceway, Lexington, Ohio.

When: October 5, 2007. (This date is the day before WOR games.)

To pre-register contact Starla McCauley at 937-469-4251 (cell) or 937-866-3419 (home). The cost is \$225.00.

Registration: 6 P.M. to 8 P.M. on Thurs Oct 4 and 6:30 A.M. Friday Oct 5 at Mid-Ohio gate 3.

What better way to learn how to drive your car at race speeds? A driving instructor will be provided and you will have all day to learn.

In a recent issue of Road and Track magazine there was a look back at the beginning of Sports Racers. The article was about the first Chaparrals by Jim Hall and the first Scarab by Troutman and Barnes. I was taken aback by the sentence "exposed shift linkage" denoting a car with the barest of light weight essentials needed for legal racing. This got me thinking about how I developed my fascination with home built.

Even though these machines were built by what we'd call professionals today they appear to have been capable of being built in ones garage; especially Old Yaller which probably was built in someone's garage.

There's a little bit of the "I could do that" in most of us. We started by building crude go carts and soap box derbies at early ages.

The rules for Sports Racers were pretty liberal. They must resemble road going cars in that they had fenders, seating for two, lights, a place for a small suitcase and a 10 x 20" door. There's lots of room for imagination in the guidelines. The Can Am series was started to show case the Sports Racers. The Sports Prototypes took this a step further in the development of Lemans racers such as the Ford GT 40.

I was caught up in the kit car craze and badly wanted a GT 40 replica. I built a very basic, by today's standards Avenger GT 40 kit. I had a wrecked 66 Corvair so replaced all of the VW related parts with Corvair parts and drivetrain..

Later, I decided to go SCCA road racing and all I had was the kit car, so it turned into a Sports Racer. SCCA's A/Sports Racing was a place for ex Can Am cars and home-builts to run, so gradually the kit car turned into a fullfledged tube frame race car, going from Blown Corvair power, to Olds turbo to Chevy V8 as the hand me down Can Am competition became faster and faster. I even customized the Avenger to look like a Chaparral II.

There were classes developed to use engine sizes from 850cc and 800 pounds up to full blown Can Am cars with no limits.

I tried to get away from this costly extravagance class by running production cars until they became "you guessed it" nearly Sports Racers. The Trans Am series eventually became "you guessed it" thinly disguised Sports Racers. What do you think that the COT in Nascar is now?

How would you describe a tube frame car barely resembling a pony car in C/prepared---large sports

racer? Sports racers are everywhere; sometimes hidden in other classes.

I also tried running production cars in Autocrossing , but was always attracted to the home built specials---even if they were slower than the hottest production cars. I once built a Formula Car for autocrossing to run in the same rules as the "yeah, you guessed it" ASR sports racers/formula 5000 category. The Can Am Series was destroyed by restricting development by putting fendered bodies on Formula 5000 cars.

I then built two more Sports Racers; one disguised as a Fiat850 and then as a Corvair. It had to resemble something, and I love Corvairs, so there it was: Tube frame, glass bodied, mid engined, " Corvair road car resembling" a Sports Racer.

Some twenty years ago I visited the Monterey Vintage races just to see the great old Can Am Sports Racers and their builder/owners. It was wonderful. There in their midst was this old highly modified Chevy Corvair, looking much like Herbie the Love-Bug, and racing as an A/sports racer. Years later I fulfilled a dream by owning that car. Yeah, I know, the disease is likely terminal.

I greatly admire the A/mod solo class's unrestricted development, and also the previously unrestricted E/Mod class. I hope that the effort to force Dmod and Emod together through a sliding weight scale doesn't result in a Can Am like demise. We can still run as Sports racers in BM, but likely can't get down to a competitive weight, with the unlimited drive-trains.

In our local region of SCCA we are inundated with Dmod and Emod racers. Most are in built as Lotus 7 replicas, because of the availability of many different kits. Who can blame them? I sometimes list my car make as "Non-Lotus". Of course they're all really non Lotuses. At some local events we have 4 or 5 Lotus 7s and the same number of Lotus Elise and Exiges factory "almost" Sports Racers. There is a great camaraderie among friends who share the unreasonable attraction to "doing it ourselves".

At our latest Australian Pursuit event the final cars were Dmod and Emod and were beaten by a BM (C/ Sports Racer) in the final. I didn't win , but it was Glorious anyway.

Judging by the popularity of the modified chat group, we aren't dead yet, just under cover. Here's to unrestricted, bare bones, development, even if we all have to go to A/mod.

The August Tricks rally was a Game Tour Adventure (GTA) rally, with no timing or calculating required. At each instruction, the rallyists were given a choice of possible instructions, and had to make a choice of which instructions were valid, and indicate on an answer sheet which instruction was followed. Each team was given the rally instructions to study a few minutes before the start, which defined the rules for interpreting instructions. In addition, there were questions to be answered along the route, and each correct instruction or question answered got 1 point. The team with the most points was the winner, and contestants were divided into Novice and Experienced teams. This was a new type of rally for the Indy region, although it utilized similar instruction interpreting skills as other rallies have used, so experienced people could be wary of the sneaky way Chuck Hanson wrote the instructions and questions.

The end point for the rally was Ray Skillmans Auto Museum and Restoration Center in Greenwood, so everyone could meander through some very nice automobiles while the rallymaster was scoring the answer sheets. The results were announced after Chuck finished scoring, and the winners got their trophies. The trophies for the rest of the competitors were mailed to them after the event.

We had 11 entries for this event, which is good for this season. We had reduced the entry fee to \$10 in hopes of enticing more entries, and publicized the rally ahead of

Position	Score	Driver	Navigator
1E	33	Andrew Kowalczyk	Zachary Kowalczyk
2E	27	Ted Drummond	Cara Rondot
2E	27	Riley Dill	Pete Hylton
1N	24	Jenny Swartz	Don Swartz
2N	23	Darren Daubenspeck	Nick Dearing
2N	23	Timothy Witter	Brandon Mitchell
4E	22	Samuel Crites	Elizabeth Crites
4N	21	George Cless	Ian Culver
5N	21	Jamie Tomlinson	Suzy Tomlinson
6N	18	Ted Herod	J.P. Adlam
5E	11	Caleb Jacobs	Angela Feykes

time in the newsletter and on the website. The club has decided to continue with the reduced entry fee for the September rally, and again try to publicize it in the newsletter and website. Pete and Aeron Hylton are the rallymasters for the September Rally, which is (of course, for Pete) called the Magnificent MG Rally, an easy scavenger hunt for everyone to enjoy. The ad and information follows, so let's all get out and have fun at an Indy Region Rally!



The Magnificent MG Rally

(lesser cars accepted too)



Sunday, Sept 23, 2007

Start at Brickyard Plaza

Across 16th Street from the Indianapolis Motor Speedway

Registration: 12:00-12:45

Entry Fee: \$10 members / \$10 non members

Competitors Meeting: 12:45

Start: 1:00

End Point: Speedway Pizza Hut

Format: Easy instructions, no course following traps, no attempt to lose anyone, all paved roads.

Scoring: Question & answer scavenger hunt

Objective: Good fun, nice drive

Rallymasters: Pete & Aeron Hylton

For Info: 317-852-5923 or petehylton@surf-ici.com

2007 Great Lakes Div Race Schedule with other events

DATE	DRIVERS SCHOOLS	REGIONALS	GREAT LAKES NATIONALS	CENDIV OR MIDIV NATIONALS	OTHER EVENTS
Sept. 8-9		OVR @ MO (D) (C)			
Sept. 15-16					VSCDA @ RA
Sept. 29-30		INDY @ORP (D) (C)			
Oct. 6-7		WOR @ MO(D)(C)			
Oct. 8-14			Runoffs @ HPT	Runoffs @ HPT	VSCDA @ MO
Oct. 27-28				Regionals at GIR	

GM-GingerMan	GRA-Grattan	M-O-Mid Ohio	NL-Nelson Ledges
ORP-O'Reilly Raceway Park Indy	WAT-Waterford Hills		MM- Milwaukee Mile
ABJ- Autobahn Joliet	BHF-Blackhawk Farms	GIR - Gateway International	RA-Road America
HPT - Heartland Park Topeka			
(C) GLDiv Regional Champ Series	(R) Restricted	(D) Double	

Indy Region - Regional Racing Point Standings As Of 08-10-2007

Indy Region Racers National Point Standings as of 8/25

Driver	Place	Races	Pts	Class
Bobby Caldwell	1	6	67	FC
John Larue	3	5	35	FC
Tim Flock	6	2	16	FC
Michael Baden	8	2	10	FC
Curtis Clark	10	2	7	FC
Gregory Gray	14	1	4	FC
Bill Partridge	1	6	49	GTL
Gerry Mason	2	4	35	GT2
Jason Knuteson	2	4	33	F500
James Weida	4	4	30	F500
Jerry Weida II	7	3	13	F500
Darrin Devault	8	2	12	F500
Mark Olson	3	6	40	FM
Chris Jennerjahn	3	5	38	FV
Mike Landon	4	2	15	FV
Brian Jennerjahn	5	3	15	FV
Zach Leeke	10	1	4	FV
Joe Claudy	10	1	0	FV
Ralph Porter	3	5	30	SSB
Ralph Porter	5	1	12	SSC
Bill Baten	4	5	34	T2
Patrick Tipton	6	1	6	EP
Craig Jones	7	1	9	FF
Peter Hylton	7	1	5	GP
Dave Hart	12	1	3	AS
Ben Brinn	17	1	3	SRF
David Schacht	27	2	0	SRF
John Salisbury	2	5	48	HP

Maynard, Mark	48	Baden, Michael	12
Selby, Tim	43	Best, Stephen	12
Otoupal, Vicky	38	Shields, Chris	12
Dill, Riley	24	Terrell, Mark	12
Neylon, Michael	24	Doyle, Morey	10
Caldwell, Bobby	21	Reisert, Johnny	10
Flock, Tim	21	Strickland, Richard	10
Hylton, Pete	21	Campbell, Craig	9
Leeke, Zach	21	Durkee, Matthew	9
Schacht, David	21	Hayes, Brad	9
White, Scot	19	Linn, Steve	9
Brinn, Ben	14	Smith, Charles	9
Gray, Gregory	14	Tipton, Patrick	9
D'Angelo, Paul	13	White, Russell	6

All Indy Region Race Drivers need to keep Jan Castelluccio up to date on race results and the points they earn during the season. Contact information is inside the front cover.

Membershi p Report

By Bri an Gard

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

Robert A Miller	Lebanon
Ted A Herod	Westfield
Mark W Thomson	Edinburgh
Eric Burmester	Franklin
Parislynn Tiano	Greenwood
Steve Stone	Tipton
Stephen M Shane	Indianapolis

We look forward to seeing you at an Indy Region event in the near future.

With the addition of these new enthusiasts, the Indy Region is currently 458 members strong.

TOPEKA, Kan. (June 1, 2007) – Sports Car Club of America, Inc. has launched a new program designed to encourage membership growth by rewarding current members who refer new members to the organization.

Beginning June 1, for each new member referral generated, current SCCA members will receive a \$5 discount on their next National dues renewal. With National dues currently set at \$60, if a member is responsible for 12 new members, the program would make their next year's dues free.

"The most important recruitment tool SCCA has is the members themselves," SCCA President and CEO Jim Julow said. "Our members drive the Club and have a key role in driving its membership. Recruiting new members not only expands our SCCA family and ensures a strong future, but will now provide financial incentive to spread the excitement of SCCA."

The top referring members from the period of June 1 through November 30, 2007 will also be in contention to receive one of several great prizes through the new membership drive. The SCCA member with the most referrals during the contest will have their expenses to the 2008 SCCA National Championship Runoffs covered and be eligible for special pace car duties at the event. Second place will receive a certificate for an SCCA-accredited professional driving school, with third through fifth place receiving SCCA merchandise credits.

Prize winners will be announced by December 31, 2007.

In addition to the recruiting member receiving an incentive, new members activated through the program will receive a one-time discount of \$15 off their National dues for an individual and \$20 off a family membership.

To qualify for the program, the new member may not have been an SCCA member in the previous 18 months.

In order to receive credit for referring a new member, the recruit must provide your name and membership number when they sign up. This may be done via SCCA.com (preferred), phone, fax or mail.

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 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 299, Topeka, Kansas 66601-0299.

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 Membership	\$95.00	+	Family Membership	\$25.00	\$120.00

*Spouse must be regular member's legal spouse.

First Gear Membership (**You must be under age 24**)
 Birthdate: ____/____/____

	National	Region	Total
15 First Gear	\$ 35.00	\$ 10.00	\$ 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- ____ \$ _____
 C- ____ \$ _____
 C- ____ \$ _____
 C- ____ \$ _____
 C- ____ \$ _____

Source

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

VISA Mastercard No. _____ Expiration Date _____

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

Applicants Signature _____ Date _____

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

Classifieds are offered as a free service to Indy Region members. Send to Dick Powell, 2835 Madelyne Dr, Apt D, Indianapolis IN 46229 317-407-7743 Email: clutchchatter@yahoo.com

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: 1999 E prod Miata

plus 26 ft. enclosed trailer w/electric winch & tongue jack, 250cc ATV, and hitch. Set of 13", 15", & 14" (stock) wheels/tires.

4.1 & 4.3 diffs. Mazda close ratio transmission, Boig engine, Braake body work, Electromotive Tech III engine control. 11 races on car, 2 races in 2006- 1st place (reg), & 2nd place (nat). All spares included \$38,000.

Sheldon Wilde 317-570-4518 or sheldonwilde@sbcglobal.net

FOR SALE: Formula V-Dunlap/Caracal 'C'

New chassis mods to fit tall and wider drivers. New 'C' Car Caracal body. Past Regional Champ Car and Runoffs participant. 1:46 at Indy. Carrera adjustable shocks front and rear. Adjustable beam and cockpit adjustable rear shock. Very safe and solid construction. New rain tires never been on the ground.

Roller \$5500. Turnkey with good regional engine \$8000.

All the good parts

www.dunlapmotorsports.com
317-250-8686

Classified Ads



FOR SALE: DrawTite Class 3 Weight Distributing Hitch System, includes 1000lb spring bars.

\$200 + shipping (delivery negotiable).
email: jahracr@comcast.net
Or call Julie at 815-467-9212

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 RENT: GARAGE: 1000 sq. ft. heated and alarmed, overhead door and people door, some additional fenced storage. Near Emerson and Southeastern Ave, easy access near I-465. \$ 450 per month on annual lease.

Stephen and Jackie Garrett, call (317) 783-6360 or (317) 694-6794



FOR SALE NOW! SSC # 32 2001

Dodge Neon. As raced last year at Gingerman, Blackhawk and Mid-Ohio. Two wins and two fourths last year. Also won this year at Indy Nationals. Engine by Marren, Roll cage by Skytec, aluminum seat, 14 wheels (four have rains) and other spares. Car is Runoffs legal and has a clear title. Delivery can be arranged. Asking price reduced to \$5500. Call Ralph Porter at 765 453-0395 9:00 AM - 8:00 PM any day



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

Dooley O'Tooles

160 E.
Carmel
Drive
(121st Street)



0.6 mile
west 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 September 13

6:30 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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