

April 2009

Clutch-Chatter

THE OFFICIAL PUBLICATION OF THE INDIANAPOLIS REGION

Indy Region *May 2nd + 3rd 2009*

Indianapolis Grand Prix

National and Regional Races

and Indy Spring Fling Enduro Race



CONGRATULATIONS!

Come on in.....and find out who we're talking about.

Officers & Chairpersons

REGIONAL EXECUTIVE **Bryan Deane**
 E-mail: flagchief@yahoo.com
 Phone: 317-280-9587

ASSISTANT REGIONAL EXEC & SOLO CO-CHAIRPERSON **Dave Dusterberg**
 E-mail: mtownneon@verizon.net
 Phone: 765-763-0281

SECRETARY **Dick Powell**
 E-mail: powrp@yahoo.com
 Phone: 317-407-7743

TREASURER **Rich Lankford**
 E-mail: richlank@sbcglobal.net
 Phone: 317-787-4010

MEMBERSHIP CHAIRPERSON & CC EDITOR **Pauletta Dusterberg**
 E-mail: sccaindy@verizon.net
 Phone: 765-763-0281

ACTIVITIES CHAIRPERSON **Lou Byer**
 E-mail: cwbnewpal@comcast.net
 Phone: 317-861-0710

DIRECTOR & SOLO CO-CHAIRPERSON **Phil Wehman**
 E-mail: pcwehman@comcast.net
 Phone: 317-485-2769

DIRECTOR & RALLY CHAIRPERSON **Chuck Hanson**
 E-mail: dtcgh@verizon.net
 Phone: 317-780-9007

DIRECTOR & RACE CHAIRPERSON **Steve Linn**
 E-mail: racerlinn@sbcglobal.net
 Phone: 317-727-2132 (E)

RACE CAR TECH INSPECTIONS **Jay Quinn**
 Indianapolis, IN
 Phone: 317-248-9626

LICENSING CHAIR & POINTSKEEPER **Jan Castelluccio**
 E-mail: jccastel@indygov.org
 Phone: 317-898-9273 (E)

DIRECTOR & SOLO T&S CHIEF **Will Lahee**
 E-mail: indysccareg@sbcglobal.net
 Phone: 317-596-8938

DIRECTOR **Andy Welden**
 E-mail:
 Phone: 317-297-5474

WEBMASTER **John Wilmoth**
 Email: indyscca@supertrouper.com
 Phone: 317-843-0503

Indy Region Homepage: indyscca.org
 SCCA: scca.org
 GLdiv www.greatlakes.scca.org
 Solo Info Sites: www.autocross.com
E-Group: <http://groups.yahoo.com/group/indyscca>

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Calendar of Upcoming Events

See 2009 Region Calendar for Times	
April 5	Solo Fun Event @ 16th Street
April 18	Rally 2 - TBA
April 19	Solo Points Event 1 @ 16th Street
May 2-3	Indy Grand Prix National/Regional Enduro @ ORP
May 16-17	GL Solo Series –Ohio Valley Regional @ OSU
May 17	Solo Points Event 2 @ Terre Haute Airport
June 6-7	GL Solo Series– South Bend Regional @ Grissom
June 7	Rally 3 - TBA
June 14	Solo Points Event 3 @ Grissom
June 28	GL Solo Series - NW Ohio @ Toledo Express
June 28	Rally 4 - TBA



Dooley O'Tooles
160 E Carmel Drive
Wednesday, April 7 @ 6:30

RE_port: Starting the Year with changes

By: Bryan Deane



With March Madness now under way the racing season, solo season and rally season are at hand. By the time you read this our Annual Tech Party, the Ides of March Rally and the April 5th Solo have been completed. We are now inside of 30 days to the May National/Regional/Enduro and plans are well and truly in place for a great event. A big ***THANK YOU*** to Steve Linn, Pete Hylton, and Cyndi Hilton for the yeoman's effort they have put in to make this event a huge success.

If you have never (or at least in a long time) attended an Indy Region Race meeting, I can assure you this is one you don't want to miss. Come out and participate in what ever fashion you chose we can certainly use the manpower or womanpower. This weekend is shaping up to be a very exciting time for the competitors and workers alike. I for one cannot wait for the weekend to be upon us.

Under the heading of Good News, looks as though we've once again been tabbed to staff the Subaru Event again this year. The news came a bit late for reasons outside of our control. Phil and Dave are working out the details for the event so stay tuned. Look for reports later in Clutch Chatter on the Rally and Solo events and programs.

Please let us (the BOD) know what we are doing right, doing wrong or any suggestions you may have for programs for the future.

Help Wanted- Street Survival School

Want to give back to the community? Want to put your driving skill to use in a way that might save a young person's life?

Tire Rack Street Survival, sponsored by BMW CCA Foundation and SCCA Foundation, may be for you. This day long instructional school pairs experienced drivers with teenagers as they are taught the basics of car control in emergency situations. Students go through classroom instruction and then drive their own cars along with in-car instructors, putting their new knowledge into practice. One estimate is that a student gains 4 years of emergency experience in a single day, putting them in a much better position to deal with driving emergencies.

Last fall, Brian Davis, Don Kline and I instructed. Raleigh and Velma Boreen have also instructed. It was very rewarding to see students who had never engaged ABS before the school confidently "driving with the throttle" during extreme understeer conditions and dealing with full ABS emergency maneuvers. It was also a LOT of fun. The Indy Region wasn't prepared to organize one of these events ourselves in 2009, but we fully support the BMW clubs' efforts and want to do whatever we can to help them out. Their goal is to create a pool of qualified instructors in central Indiana so that more of the classes can be conducted. What better source of potential instructors exist than the autocrossers in Indy Region?

So here are the details:

- The next class will be on Sunday May 3rd at Zionsville

High School. I know this eliminates folks working the ORP event, but I'm sure there are others that may be able to help.

- Instructors should have very good driving skills under performance conditions (at least a couple of years autocrossing for example). This is necessary because you will be THE source of in-car instruction for a teenager and you should have enough seat-of-the-pants feel and experience to correctly explain what the car is doing and how the driver should compensate.

- Though driving skills are important, we are in no way trying to teach the kids any type of performance driving. Communication therefore becomes extremely important. NO racing or performance terms are ever used. We use everyday common language, humor and patience to work with the kids.

- A police background check on instructors will be performed.

I think it would be great if the region could commit 10 instructors to the school in May. If you are interested, please contact me at pcwehman@comcast.net or 997-1469. I'll have in-car coach guidelines and other information for you.

Thanks for considering this great opportunity to help others while doing something you really enjoy!

The Rally Report: Checkpoint 3

By: Chuck Hanson

Rally School was a qualified success, as in we had fourteen (14) participants, of whom ran the rally on Sunday. It was only a qualified success because the teams seemed to have some problems applying what they learned on Saturday on Sunday. Not making any comments about Solo Drivers, but Rally does require a longer attention span.

Charles Lemeran has stepped up to do the April event. It will be a combined Tour / GTA. This means that there will not be any of the complications of split routes and having to find the correct answers that way. The questions will be based on finding landmarks that match the provided photographs. Tour will be a straight TSD. Charles is also planning to do the Oct. 3rd event as well.

I am planning to do another event for June 7. Wendy and Susan are signed up for August, and Ted Drummond is signed up for Halloween. This leaves the following dates available: June 28, July 19, and September 13. Surely we have some willing volunteers who can step up to help out.

The Ides of March rally had our best turn out in several years with sixteen cars. Now I have to say that we had some help from the Champaign County Sports Car Club who turned out seven cars, although one of them was actually one of ours. We also had a guest from Southern Indiana Region and one from Chicago Region which made me very happy. Growing the program really does involve visiting other Regions, and having them visit us. And we had three brand new participants who had never run a rally before. They soldiered all the way to the end against a pretty tough course which had some National Level traps in it.

We did have some residual weather problems. Seems that the outlet of one of the flood ponds has gotten blocked and it did not drain as expected. Meant that we had to U-Turn at the control and go back out against rally traffic, which I don't like to do. That worked fine. However, at least one team (our illustrious Asst. RE and Solo Chair) got blockaded by an irate local and forced to drop out of the event. I hope that this occurred because they got on an incorrect road. It is most unfortunate when this kind of thing

happens, but it is not unheard of.



The main problem that occurred was that on event day, I was the only worker. I realized last night that I had forgotten to take pictures of all of the competitors for use on trophies, so now I am trying to decide what to give people (I really missed you Dick). We really need to have several workers available at every event. There are a number of things that would not prevent your participation in the event.

And repeating the offer of last month, I am prepared to assist anybody who wants to learn more about the concepts of the rally sport so that you can increase your confidence level. That assistance can include opportunities for you to either drive, or navigate, for me at out of town events such as the Champaign events, or even Divisional and National events. If you are interested, contact me about available opportunities (there really are quite a few).

* * * * *
 * **APRIL FLOWERS** *
 * Saturday – April 18, 2009 *
 * Meet at AM/PM just west of SR267 *
 * and just north of I-74 in Plainfield *
 * (At Hadley Rd.). *
 * Registration: 12:00 PM – 12:45 PM *
 * Competitors Meeting: 12:45 PM *
 * Start at 1:00 PM plus car number *
 * Finish approximately 4:30 PM *
 * at a location still to be determined. *
 * * * * *

Ides of March Results

Chairman: Charles G. Hanson
 Region: Indianapolis
 Event Date: March 22, 2009
 No. of Controls (if any): 9
 Event Mileage: 110 miles
 Elapsed Time: 240 minutes

Class S

Position	Driver	Member # or Hometown	Status	Navigator	Member # or Hometown	Status	Make	Score
1	Harold Davis	#262265	Mmber	Karen Davis	Terre Haute, IN	Wknd	Scion	588

Class E

Position	Driver	Member # or Hometown	Status	Navigator	Member # or Hometown	Status	Make	Score
1	Robert Demeritt	# 402692	Mmbr	Marianne Demeritt	#402693	Mmbr	Honda	357

Class S

Position	Driver	Member # or Hometown	Status	Navigator	Member # or Hometown	Status	Make	Score
1	Russ Bedford	# 383774		Joe Siedenbug	Urbana, IL	Wknd	Chevy	310
2	Mike Blackwelder	# 353571	Mmbr	James Hamilton	# 203508	Mmbr	Ford	442
3	Sandy Grable	Gibson City, IL	Wknd	Brian Grable	Gibson City, IL	Wknd	Ford	564
4	Angela Patrick	Monticello, IL	Wknd	Gary Patrick	#	Mmbr	Saturn	661
5	John Li	Champaign, IL	Wknd	Neal Balaoing	Urbana, IL	Wknd	Mazda	737
6	Ben Keefer	#	Mmbr	Ryan Ferando	Terre Haute, IN	Wknd	Honda	804
7	Ben Newburn	# 405582	Mmbr	Susan Newburn	Kokomo, IN	Wknd	Subaru	900
8	Spencer Bolen	Urbana, IL	Wknd	Maxim Schrepfer	Urbana, IL	Wknd	Porsche	900

Class GTA

Position	Driver	Member # or Hometown	Status	Navigator	Member # or Hometown	Status	Make	Score
1	Wendy Harrison	# 396406	Mmbr	Susan Vogt	# 396421	Mmbr	VW	18
2	Dave Dusterberg	# 374620	Mmbr	Will Lahee	# 366286	Mmbr	Dodge	53
3	Bob Jontzen	Fortville, IN	Wknd	Sue Jontzen	Fortville, IN	Wknd	Subaru	54
4	Robert Miller	# 383623	Mmbr	Kyle Roland	# 402019	Mmbr	Hyundai	64
5	Ed Dyer	Jamestown, IN	Wknd	Penny Dyer	Jamestown, IN	Wknd	VW	66
6	Joe Reid	Brownsburg, IN	Wknd	Martha Reid	Brownsburg, IN	Wknd	Chevy	68

Indy Region Solo Fun Season Opener



Indianapolis Region Solo Series



Sunday, April 5, 2009
Rain or Shine

Location: 16th Street Stadium (formerly Bush Stadium)

Sorry - No 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 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.

7:30 - 9:10: Course opens for walking
7:30 - 8:50: Registration
7:40 - 9:15: Tech opens
9:00 - 9:15: Rookie meeting
9:25 - 9:40: Drivers meeting
10:00 First car off

Cost:

Register on www.myautoevents.com (or Call Will Lahee at 317-402-2514) by April 3:
\$20.00 SCCA Members, \$35.00 for Weekend memberships

For Registration day of event:
\$25.00 for SCCA Members and \$40.00 for Weekend Members.

All payments are made the day of event.

Solo Chairmen:

Phil Wehman	Dave Dusterberg
317-485-2769 (H)	765-763-0281 (H)
pcwehman@comcast.net	mtownneon@verizon.net

Minutes of Indy Region Board Meeting

By: Dick Powell

This is a synopsis of the minutes of the meeting of the Indy Region BOD March 12, 2009 at Dooley O'Tooles, 6:30 PM. There were 10 directors and 8 guests present. Minutes of the previous meeting were approved.

Old Business Confirmed the 2009 Program Chairs as follows:

Solo Chairs – Dave Dusterberg and Phil Wehman
Rally Chair – Chuck Hanson
Race Chair – Steve Linn
Webmaster – John Wilmoth
CC Editor – Pauletta Dusterberg

Treasurers Report Rich emailed the report to everyone before the meeting. After minor discussion, the report was approved. Corporate Taxes were mailed March 11.

Clutch Chatter Pauletta needs articles very quickly, hoping to get the April issue out before the first.

May issue will be the race program, planning to mail to all households in the region in mid-late April, at least a week before the race.

Membership Pauletta reported current membership is 471.

Activities Club Nite Out on March 4 had good turnout. April CNO plans not definite yet.

Rally March 22 Rally is ready to go. April 18th Rally is in

planning, Chuck will get info to Pauletta as soon as available for publication.

Race Steve and Andy are working with ORP to be sure we are ready for May. Mailer is now ready to get printed and mailed; supplementary regulations and sanction numbers are ready to finalize for posting. John Wilmoth will be taking care of the trophies.

Solo Raleigh and Velma Boreen were recognized at the SCCA National Convention and Meeting for the Solo Cup Award. Congratulations and Thanks for ALL your work for Solo and our club.

Raleigh and Velma attended the Solo Spring Training Seminars in Toledo. One of the seminar sections was for Solo Safety Steward Training; GLDiv now has 16 more Solo Safety Stewards.

All of our sites for the year are now confirmed and pre-paid. Annual Tech Day is set for March 21 at Performance Driven, including a rally school also. Clemens Berger has made contact with Visteon for a possible future site.

Staffing for all the Chiefs is confirmed for the National Tour Event for July 4th weekend at Grissom.

New Business Space has been paid for the Super Swap Meet at the Fairgrounds March 29. We will have a Race Car and an Autocross Car on display.

Next meeting scheduled for April 16 at O'Tooles. Meeting was adjourned.

I'm currently getting ready to race, most likely (due to expenses and age), my last major road racing event. I've entered the Walter Mitty vintage race at road Atlanta. I'm using my true vintage racer the Bill Thomas/Doug Roe 1960 official Chevy "Skunk Works" entry into the original USRRC championship. This is the old swing axle, drum braked car that was used to develop both the big valve performance heads (140 hp) and the turbo charger for production Corvairs Spyders. Several other Corvairs are entered.

This brings me to thoughts about how I started road racing in 1968. In 1968 I bought an Avenger GT (GT 40 replica) and a junk Corvair to make a neat street car. It had all late Corvair suspension and initially an automatic transmission and a stock rear mounted engine. My brother in law at the time suggested that we take my Sister's Spitfire and my Avenger to an SCCA driver's school. I made all of the safety equipment changes, and moved a 140 hp Paxton supercharged engine to a mid mount location, and a manual transmission.

I excitedly entered an Indy Region Driver's school at IRP. My brother in law didn't show of course. The school went well, probably due to my autocrossing experience and the fact that I only used the supercharger for the final race—showing great improvement of course. But unfortunately I was hooked.

Looking forward to further racing, I explored classing and found that I would have to run in A/Sports racing with the Can Am cars. In the late 60s and early 70s several Can Am cars were working their way down to regional racing. If you recall they had unlimited engines (alum 427s) and unlimited development. The Corvair engine just couldn't possibly cut it, so I went to an aluminum turbocharged Olds mid engine. It was much better, but obviously still not nearly enough (215 HP).

I ran across a Chevrolet 327cid 350 HP

engine out of an Impala, so it was installed into the Avenger. It needed an aluminum intake and headers, and a huge triple core radiator in the front—just like the GT 40s. A rear radiator was tried but the air flow was actually backward at speed. I was a great admirer of Chaparrals at the time so took this opportunity to make the car and open top with zoomie pipe headers coming from the old rear window area which was now the engine cover area. It also got a front dam and rear spoiler on the shortened rear bodywork; at this point I quit calling it an Avenger. Testing showed that it needed more chassis stiffness than the VW pan could provide so a full cage was installed. Any idea of a street car was long past.

In the first race the car was so fast down the straights that I couldn't keep the helmet visor snapped behind the 6" windshield. The drum brakes were inadequate at the increased weight (2240 vs 1900#) and the greater speeds everywhere.

The brake problem was solved by using junk yard 1968 Chevelle front discs. I later proposed this update to the SCCA Governors for the Yenko Stinger and it was accepted. Of course the brakes wouldn't fit under the stock 13" wheels, so 15 x 8" Corvette steel wheels were used with the newly just available racing slicks. I had to buy the hard to find slicks at an Andretti tire dealer.

At the next full race at Indianapolis Raceway Park I was entered with two actual Can Am cars and a few other A/SRs.

Because of sorting problems with the much faster cars, I was miraculously on the Pole position for the race. I had no idea what to do. My crew was teasing me about where I was going to go on the start to get out of the way. I figured that I was going to be run over by several 600 hp cars so decided to stay close to the inside rail.

Due to the luck of my gearing I reached the first turn at precisely the engine red line and

somehow able to stay ahead and win my very first race. I can only guess that my auto-crossing experience in the tighter turns earned the win. Maybe the Can Am drivers weren't experienced or being very careful---who cares!

My next three races(over two years) were all on shorter tracks and one was in the rain. In all, I won four in a row. I knew that it was impossible to keep this up when the faster cars and drivers became sorted and experienced, so sold the car to the owner of the

Mexico city newspaper and Olympic Stadium in 1972. He was going to drive it on steet!

Then I went in search of a Yenke Stinger Corvaire to race in D/Production where there were actual preparation rules. Thus began the story of YS 160.

The vintage car that I will be running at the Mitty was run in SCCA A/Sports Racing in it's latter days---de ja vu?

Warren



The 2009 Solo season is just about here!

By: Velma Boreen

With temperatures in the 70's for a couple of days and hopefully the end of any significant snowfall, we are close to starting our solo season for 2009. There are a number of new things that are going to happen in Great Lakes Division and this is our opportunity to explain some of the changes and generate enthusiasm for the season.

For those of you who don't know, Marlene Obenour and I, Velma Boreen, are going to share the duties of the Great Lakes Divisional Solo Steward. We both have been involved with the series that has been part of CenDiv and, most recently, GLDiv, for a number of years, both as competitors and committee members. In addition to the Great Lakes Solo Series and the Divisional Championship event, both of us are going to do our best to get to every region in the division that hosts auto-crosses. This will give us the opportunity to meet the regional organizers and offer some help if it is requested. So look for us at a local event near you! With 19 regions, it will probably take most of the season to get to everyone but that is the plan this year. There are some good support materials that were introduced at the National Convention this year. Check the SCCA website to get information on those materials or you can contact either Marlene or me.

The decision was made in 2008 that Great Lakes Division would participate in the Divisional program that was sponsored by the National office, with Tire Rack® as the major sponsor.

There will be five events throughout the division, starting mid-May with OVR and finishing mid-August at Grissom with the Divisional Championship Event. The rules for the series are available on the soloserries.org website. Please use that website to check for updates to anything in the division relating to Solo.

The biggest change that we will have is that, after 23 years, the bulletin will no longer be a printed publication. It will be available only online on the soloserries.org website. E-mail notification will be sent to everyone that we have e-mail addresses for to let them know when the latest bulletin is posted.

At the end of the season, a banquet will take place at the Dean V. Kruse Foundation & Museum in Auburn, IN on Saturday, October 17, 2009 to give out year-end awards for those who compete in the series. Keep in mind that the four series events are NOT qualifiers for the National Championship event in Lincoln. The Divisional Championship event and the National Tour are the only two events held in GLDiv that will qualify you for Nationals.

Velma Boreen
Great Lakes Division Divisional Solo Steward

Great Lakes Division Solo Divisional Championship Information

By: Maureen Obenour

The Divisional: The Great Lakes Division Solo Divisional Championship will be held at Grissom Aeroplex in Peru, IN on August 7, 8 and 9, 2009. There will be a limited entry Test & Tune from 9:00 am to 3:00 pm on Friday, August 7, 2009. Registration and tech hours will be from 5-8 pm and 7-8 am on Saturday morning, there will be a welcome party, and the course will be open for walking until 8:00 pm. There will be two days of competition on Saturday and Sunday with a picnic dinner on Saturday evening at the site. The site will close at 8:30 pm each evening and open at 6:00 am each morning, **and there will be no camping on site.** Hotel, motel and camping information will be located on the soloserries.org website and you can register for the event at www.axwaresystems.com; axwareORM.

Please remember that the Divisional will be run similarly to the Solo Nationals in that you will be required to have certain stickers on your vehicle, you will be required to have a current SCCA Solo Rulebook and you will be required to go through Impound. You can purchase the stickers and rulebooks at registration.

We look forward to seeing you in August at Grissom!

Safety Information: At the SCCA National Convention it was discussed that anyone wanting to be a passenger at an event who is not an SCCA member will now be required to sign up for a

Weekend Membership. The passenger will not have to purchase a Weekend Membership. They will merely need to fill out the form and sign it. It will be the responsibility of the grid workers and event officials to mandate this new requirement.

A competitor competing with a Weekend Membership can be a Waiver Worker for an event as long as he has purchased the Weekend Membership.

Velma and I will be try to bring you updated information monthly as it becomes available.

Marlene Obenour
Great Lakes Division Divisional Solo Steward



Clutch Chatter Mailing Opt In/OptOut

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 two 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 plan is to add non-member competitors to the mailing list for two months. If they participate in another event during the two months, then they stay on the list for two more months.

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

Opt-In/ Opt-Out Form

Return completed form to:
Pauletta Dusterberg
c/o Clutch Chatter
3732 E US Hwy 52
Morristown, IN 46161

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 _____

Welcome New Members

By: Pauletta Dusterberg

We would like to welcome these new members to the Indianapolis Region of the SCCA:

Timothy	Harrison	Jr.	Noblesville	IN
Patrick	T O'Neal	Jr.	Indianapolis	IN
Oscar	Judd	Jr.	Bloomington	IN
Ben	Newburn		Indianapolis	IN
David	Haughs		Indianapolis	IN
Chris	Pisano		Carmel	IN
Jeremy	Meadows		Indianapolis	IN
Alan	Kamer		Greenwood	IN
Matthew	Popich		Westfield	IN



We look forward to seeing you at an Indy Region event in the near future.
As of the date of this newsletter we are 480 members strong and growing everyday.

2009 Great Lakes Div Race Schedule with other events

DATE	GL SOLO SERIES	REGIONALS	GREAT LAKES NATIONALS	CENDIV OR MIDIV NATIONALS	OTHER EVENTS
Apr 18 - 19					MVR DS @ NL
Apr 25 - 26					CenDiv DS @ BHF
May 2 - 3		INDY @ ORP (C)	INDY @ ORP	BVR @ BHF	VSCDA DS @ GM
May 9 - 10					
May 16 - 17	Ohio Valley Reg @ OSU	NEO @ NL (D)(C)		MIL @ BHF	
May 23 - 24		WMR @ GRA (D)(C)		R/R @ Memphis	
May 30 - 31		OVR @ MO (R)	OVR @ MO		
Jun 6 - 7	South Bend Reg @ Grissom				
Jun 13 - 14					
Jun 19 - 21				CHI @ RA June Sprints	VSCDA @ BHF
Jun 28	NW Ohio @ Toledo Express				
July 4 - 5			NEO/DET @ NL		
Jul 11 - 12		SBR/WMR @ GM	SBR/WMR @ GM		
Jul 18 - 19	Detroit Reg/Saginaw Valley @ Oscoda				SVRA Vintage @ RA
Jul 25 - 26				MIL @ RA	
Aug 1 - 2		CIN @ MO (R)		R/N @ Gateway	CIN @ MO (PDX)(T)
Aug 8 - 9	GL Div Champ @ Grissom		WMR/SBR @ GRA		
Aug 15 - 16				CHI @ ABJ	VSCDA @ GRA
Aug 22 - 23		NEO @ NL (R)(24hr)			NEO @ NL (R)(24hr)
Aug 29-30				CHI @ RA	
Sep 5 - 6		OVR @ MO (D)(C)			
Sep 12 - 13		WOR @ BMP			VSCDA @ RA
Sep 19 - 20					
Sep 22 - 27		Runoffs at Road America			
Oct 3 - 4					
Oct 10 - 11		OVR @ MO			VSCDA @ ABJ
Oct 24 - 25			DET / FWR @ GRA	R/R @ Gateway	

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

2009 Region Calendar of Events



DATE	Solo	Rally	Race	Other events
April 5	Solo Fun Event 16th Street			
April 18		Rally 2 TBA		
April 19	Points Event 1 16th Street			
May 2-3			Indy Grand Prix Na- tional/Regional/Enduro @ ORP	
May 17	Points Event 2 Terre Haute Airport			
June 7		Rally 3 TBA		
June 14	Points Event 3 Grissom			
June 28		Rally 4 TBA		
July 3 - 5	Solo Nationals Tour Grissom			
July 12	Aussie Pursuit Non Points Event 16th Street			
July 19		Rally 5 TBA		
August 2	Points Event 4 Grissom			
August 15 or 22		Rally 6 TBA		
August 16	Points Event 5 Midwest Sports Com- plex			
September 13		Rally 7 TBA		
September 20	Points Event 6 16th Street			
October 3		Rally 8 TBA		
October 4	Points Event 7 Grissom			
October 25	Worker Invitational 16th Street			
October 31		Rally 9 TBA		

The SCCA or Sports Car Club of America is great place for the motorsports enthusiast to pursue his or her passion. Putting the events on requires a substantial amount of effort, and the club relies on the general membership for help in order to be able to hold these events.

Unlike in other forms of motorsports where there are drivers and workers, the participant of a Solo or Autocross actively participates in running the event by performing various kinds of work functions. A number of people are required for pre-event preparations, such as course set-up, tech inspection, and driver registration. A large group of people is needed during competition to staff the corner stations, timing and scoring, grid, etc., while another group is taking its runs on the course. Basically, participants take turns driving and working so that everyone can enjoy the event and have a good time.

Some of the specialty positions are assigned prior to the event. Please contact the Indy Region Solo Chair(s) or specialty chiefs for volunteering for these positions. The remaining worker positions are assigned during the event by the worker chief. The typical duration of a work assignment during the event is one heat.

Entrants MUST work an assignment during EVERY event. There are no exceptions – because our events cannot function otherwise. The “Per Event / Per Heat” type assignments must be worked at each event attended. If a “Year Long” type assignment is accepted but the person will be absent for an event, it is the assignment-holder’s responsibility to arrange for a substitute for that event. If an entrant decides to skip the assigned work assignment without approval (due to extraordinarily rare conditions) he/she is disqualified from the event, which could also have negative implications for participation in future Indy Region events.

It is generally accepted that a minimum of 25 workers ‘per heat’ are needed to safely execute a Solo event – dependent upon the unique situations at each Solo Site. This means if participant turnout is very low to an event, the ‘Per Event’ specialty Chiefs MAY also need to work a ‘per heat’ assignment to safely execute the event. At events with large participation, this may not be necessary.

The Indy Region Solo events are part of a points series with year-end championships and trophies awarded. In order to qualify for the year-end awards, the participant has to be an Indy Region member before the last event of the season and having worked in a specialty worker position.

The responsibilities of the various worker positions are listed below with explanations of tasks that help guide the person volunteering for this position. Contact the current Solo Chairs if you wish to volunteer at an upcoming event.

ROLE DESCRIPTIONS

Solo Program Chair (year long)

Year-end qualifying position

The Solo Chair is ultimately responsible for the Indy Region Solo program and is the interface to the Indy Region SCCA Board. He/she sets the direction of the program, plans the season, and performs some of the critical tasks required to put on the region’s Solo events. It is strongly recommended that the function of the Solo Program Chair be jointly performed by two or more people as Co-Chairs.

Specialty Event Chair (per event)

Year-end qualifying position

The Specialty Event Chair is responsible for the administrative tasks of a specialty event – NOT the normal 10 events during the yearly Regional Solo Series. This might be a National Tour, or event where the SCCA puts on an event for a private payer. They make sure that all specialty worker positions are filled, that the people staffing the event know what their responsibilities are, and coordinates the efforts to make the event smooth-flowing and successful. The function of the Specialty Event Chair can also be jointly performed by two people as Co-Chairs.

Safety Steward of Record (per event)

Year-end qualifying position

The safety steward assures safe operation of the event per the SCCA rules, and is listed on the Event Sanction Application to Nationals. This position requires training and licensing.

Chief of Courses (year long)

Year-end qualifying position

The Chief of Courses is responsible for ensuring that course designs and set up occur for each event. They will recruit course designers and a set-up crew. They will review the venues and course design prior to the event and adjust as necessary for a safe, flowing course. This person may also have to work a “per heat” assignment.

Course Designer (per event)

Year-end qualifying position

The course designer is responsible for assessing the site, and designing and setting up a suitable, safe, fun, and challenging course in the spirit of the SCCA Solo rules. In the process, the course designer needs to obtain approval for the course design from the safety steward, and Chief of Courses. This person may also have to work a “per heat” assignment.

Set-up (per event)

Year-end qualifying position

The set-up crew shows up early and helps setting up the equipment, which can include tasks such as moving equipment out of the Solo Bus, marking the cone locations on the course, and lining the course. This work assignment is performed in addition to the regular event “per heat” work assignment.

Chief of Registration (year long)

Year-end qualifying position

The chief of registration oversees the registration process, makes sure that registration workers are assigned and understand the job requirements, all needed equipment and supplies are available and set up, and that the registration process is as pleasant and hassle-free for the competitor as possible. This person may also have to work a “per heat” assignment – typically in Timing and Scoring due to system familiarity.

Chief of Timing and Scoring (year long)

Year-end qualifying position

The chief of timing and scoring sets up the T&S equipment, communicates with the worker chief to make sure that a sufficient number of T&S workers are available, assigns the individual functions, provides the individual workers with specific instructions, makes sure that the T&S operations are performed smoothly and without any glitches, and provides lap times and class standings to the competitors in a timely manner.

Timing and Scoring (per heat – minimum of 4)

The timing and scoring workers assists in recording run times by operating the T&S computer or manually recording time, radio communications, radio coordination of course workers, assigning cone penalties as called in by the course workers, announcing, and distributing times and class standings to the competitors.

Chief of Tech (year long)

Year-end qualifying position

The chief of tech ensures that a team of tech inspectors is at each event and are prepared for technical inspections. He/she is responsible for administering the Annual Tech program and making sure the appropriate supplies are on hand for tech inspections. This person may also have to work a "per heat" assignment.

Tech Inspector (per event)

The tech inspector checks competing cars for safety based on the SCCA Solo rules prior to the start of competition. This person may also have to work a "per heat" assignment.

Worker Chief (year long)

The worker chief is responsible for staffing all other worker positions during the event. He/she assigns work responsibilities in a timely manner according to the skills and abilities of the individual. This person may also have to work a "per heat" assignment.

Grid Worker (per heat)

The grid worker directs traffic in grid, and is responsible for getting cars to the line in a timely manner (grouped by class), while maintaining a safe environment.

Course Worker (per heat)

The course worker monitors the course and the cars that are competing, sets the course back up after cones get hit, and communicates cone penalties to Timing & Scoring, while maintaining a safe environment.

Starter (per heat)

The starter sends off the cars in a safe distance, but quickly enough in order to assure a smooth-running event without unnecessary downtime. The starter communicates with Timing & Scoring and monitors the course.

Chief of Waivers of Record (year long)

Year-end qualifying position

The Chief of Waivers is responsible for ensuring each participant

has signed the SCCA waiver according to the requirements of the SCCA insurance coverage with regard to Solo events and is wearing the required wristband. The Chief of Waivers is listed on the Event Sanction Application to Nationals. This person works a "per heat" assignment – most likely waiver duty.

Clean-up (per event)

Year-end qualifying position

The clean-up crew stays after the event and helps putting away in the equipment, which includes tasks such as picking up cones and loading them into the Solo Bus. This work assignment is performed in addition to the regular event "per heat" work assignment.

Chief of Bus (year long) (Same person as Chief of Bus??)

Year-end qualifying position

This position is responsible for upkeep and maintenance of the bus and ensures it is in running order. They purchase gas, oil, fluids, and propose maintenance to the Solo Chief and BoD. They are responsible for ensuring the bus arrives at events and is stored again after events. This person may also have to work a "per heat" assignment.

Chief of Equipment (year long) (Same person as Chief of Bus??)

Year-end qualifying position

This position is responsible for making sure the equipment (radios, displays, cones, supplies, etc) is in good working order for an event. This includes recharging batteries (marine and radio), checking timing cord continuity, and making appropriate repairs and/or purchases to ensure equipment works. This person may also have to work a "per heat" assignment.

Rookie Coordinator (year long)

Year-end qualifying position

Prepares materials pre-event and mans novice station to help new people find their way around and event. Recruits workers to help with course walks and holds novice meetings prior to regular drivers meeting. Looks for new ways to attract and retain new participants. This person may also have to work a "per heat" assignment.

Chief of Trophies (year long)

Develops ideas and presents proposals and costs before season starts. Ensures trophies are ready for each event. Hands out trophies at the end of events. This person may also have to work a "per heat" assignment.



Raleigh and Velma Boreen were recognized at the SCCA National Convention and Meeting for the Solo Cup Award.

CONGRATULATIONS!

Thanks for ALL your work for Solo and our club.



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Say What!? Who Says.....

Warren says.....

I just received the current (Dec. 2008?) issue of North American Pylon. Steve Brinkerhoff is on the cover in his potent Lotus 7 clone (prepared by Michael LeVeque of Levair Performance and Restoration).

Larry Metz, of Photography, Solo Vee and Honda Civic fame, is the author of the excellent article about Indy region's Australian Pursuit. Larry was VERY fair about the pros and cons of offering this type of event. It could have used an ariel view, other than that, the article is perfect. Hat's off to Larry and thanks for the exposure for Indy Region.

Dave says.....

How many of you have dreamed of competing in a Rallycross? Well, that dream could possibly become a reality for our fine region. One of our new Solo sites, Midwest Sports Complex has 20 acres of former golf course and asked us during negotiations if we ever hold any events on dirt? Our answer: we could.

Those of you who would be interested in Rallycross, here's your opportunity make a Rallycross program a reality. We need individuals to step up and form an exploratory committee. Your challenge would be to form a Rallycross program. You would be building this program from the ground up with the support of the Solo Committee.

Interested parties contact me at: mtownneon@verizon.net

Will says.....

Signup at my autoevents for Solo Events
Sign up now online, pay when you show up!
http://www.myautoevents.com/pls/mae/frmClubDetail.Show?psclub_id=39

Any questions, let me know.
-Will Lahee
Solo T&S Chair

Parnelli Jones says.....

If you are under control you're going too slow.

Jackie Stewart says.....

It is not always possible to be the best, but it is always possible to improve your own performance.

Lee Chewey says.....

When the green flag falls, the I.Q.'s go to single digits.

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HELP WANTED.....

Does any of this sound good to you?

- To share in the success of the club
- To help others
- To gain work experience
- To use untapped skills
- To learn new skills
- To meet new people
- To make professional contacts
- To build self confidence
- To put a hobby to good use
- To fulfill a tradition
- To fulfill a sense of duty
- To get in the game
- To have fun!

There are a lot of fun and exciting ways to be a part of the excitement. Volunteering is the backbone of the club. Without volunteers we are just a bunch of enthusiast standing around looking at some really cool cars.

It's takes all members to make the club run. So we will be looking for lots of volunteers this season, Some positions available will be to help with membership, solo's, rallies and race programs. We will be having Regional, Divisional and National events being held in our area and we will have lots of need for volunteers.

Please watch the website and Clutch Chatter for calls for help.



Membership Application

800-770-2055 www.scca.com

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 _____ E-mail _____

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

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

Spouse Name _____ Birthdate ____/____/____

Children Name _____ Birthdate ____/____/____

Name _____ Birthdate ____/____/____

Name _____ Birthdate ____/____/____

Name _____ Birthdate ____/____/____

SCCA's Weekend Membership Program: A \$15 discount can be used towards your first year's dues by using your weekend membership number. The maximum amount that may be applied is \$30 and expires in 60 days (date on receipt).

Weekend Membership # _____ Second Weekend Membership # _____

SCCA's Membership Referral Program is an incentive for SCCA members to refer new members. By providing the name of the SCCA member who sparked your interest, you are granted a \$15 discount and your SCCA friend will receive a credit on their membership renewal.

Referred by SCCA member: _____ # _____

First / Last Name & Member Number REQUIRED

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.

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

Club Racing Pro Racing Pro Rally Road Rally Solo

	Annual National dues	Annual Region dues	Total
____ 01 Regular Member	\$ 65.00 +	Regular Member \$20.00	\$85.00
____ 03 Spouse Member*	\$ 23.00 +	Spouse Member \$10.00	\$33.00
____ 10 Family Membership	\$101.00 +	Family Membership \$25.00	\$126.00

*Spouse must be regular member's legal spouse.

Credits Weekend \$ _____ Referral \$ _____

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 _____

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C- ____ \$ _____

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

Pauletta Dusterberg, 3732 E US Hwy 52, Morristown, IN 46161 765-763-0281

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: Formula V Trailer

Simple design, very well done formula vee trailer for Sale. Origin about 1972, believed to be build by the Zink factory as it came with my 1972 Zink C4. It is small and easy for one person to man handle either empty or full. Nice small but very well designed trailer that pulls well.

SOLD

It has been upgraded with a removable tire rack.

I have had it since about 1980, and it has carried my Vee all around the country to solo events, divisionals, and several Kansas nationals.

The price is firm at \$350. It was recently painted, and stored in a garage, has working lights, and a spare. No the car in the picture does not come with it.

I am selling, as the rules for solo vee are such that with the wide wheels the cars no longer will fit on the trailer.

Larry R. Metz lrmetz@comcast.net or leave message at 317-576-0342

FOR SALE: Wheels (& tires)

Four 18" x 7" wheels for Mazda 6, etc, with 245/45 tires, medium tread. \$800 or best offer.

Chuck Hanson, 317-780-9007
email: dtcgh@verizon.net
Fax - 317-780-7845

Classified Ads



FOR SALE: Small Car Trailer

Homebuilt from the 1960's, for a small car. I bought it from a fellow that was carrying a Lotus 7, and I used it for several years to carry a 1975 Honda Civic sedan, that we ran in stock class soloing, going all over Cen-Div and several trips to Kansas. I also carried a Triumph TR-4 on it to local events. Later I used it to carry my solo vee, when the wide tires would not fit on the vee trailer.

SOLD

Trailer also has original other heavier fenders (these fenders were made so could put wider car on trailer.) It has three 13 inch wheels and tires, and also has 3 15 inch rims for carrying heavier cars. It is a heavily made steel frame, has several coats of paint from over the years. I put the axle and springs under it in the 1970's. The springs were a weight capacity of 2800 pounds. It is a sturdy little trailer, but has no brakes, that pulls very well. Lights worked last time used, and the wiring is pulled thru plastic tubes for better weather protection.

I am asking \$200 or best offer, as I want it to go. I have no title for it, as back then Indiana did not title trailers, and I have not licensed it for several years, so it would need to be inspected for title and licensed as a homebuilt. The trailer is located in Anderson right now.

Larry R. Metz lrmetz@comcast.net or leave message at 317-576-0342



FOR SALE: ITS Mazda RX-7

Speedsource motor and diff, spare trans & diff, Motec CPU, Koni double adjust coil overs, 22 gal cell, 12 wheels, runs cool, all kinds of spares including parts car, ready to go right now, nothing needed, lap records @ IRP and Gratten, competitive everywhere, all 1st's and 2nd's and 2nd in Mid-Ohio IT Festival in Aug. \$14,499.95.

Tim Selby, cell 765-661-3213



Beautiful full color illustrations of your race car, motorcycle, boat whatever.

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Call me, Lou Byer, at 317-861-0710 or email cwbnewpal@comcast.net

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

Indy Region's Next Board Meeting **at Dooley O'Tooles**

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Thursday April 16, 6:30 PM

Contact: Lou Byer cwbnewpal@comcast.net 317-861-0710
Dick Powell powrp@yahoo.com 317-407-7743

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