

May 2009

Clutch-Chatter



THE OFFICIAL PUBLICATION OF
THE INDIANAPOLIS REGION



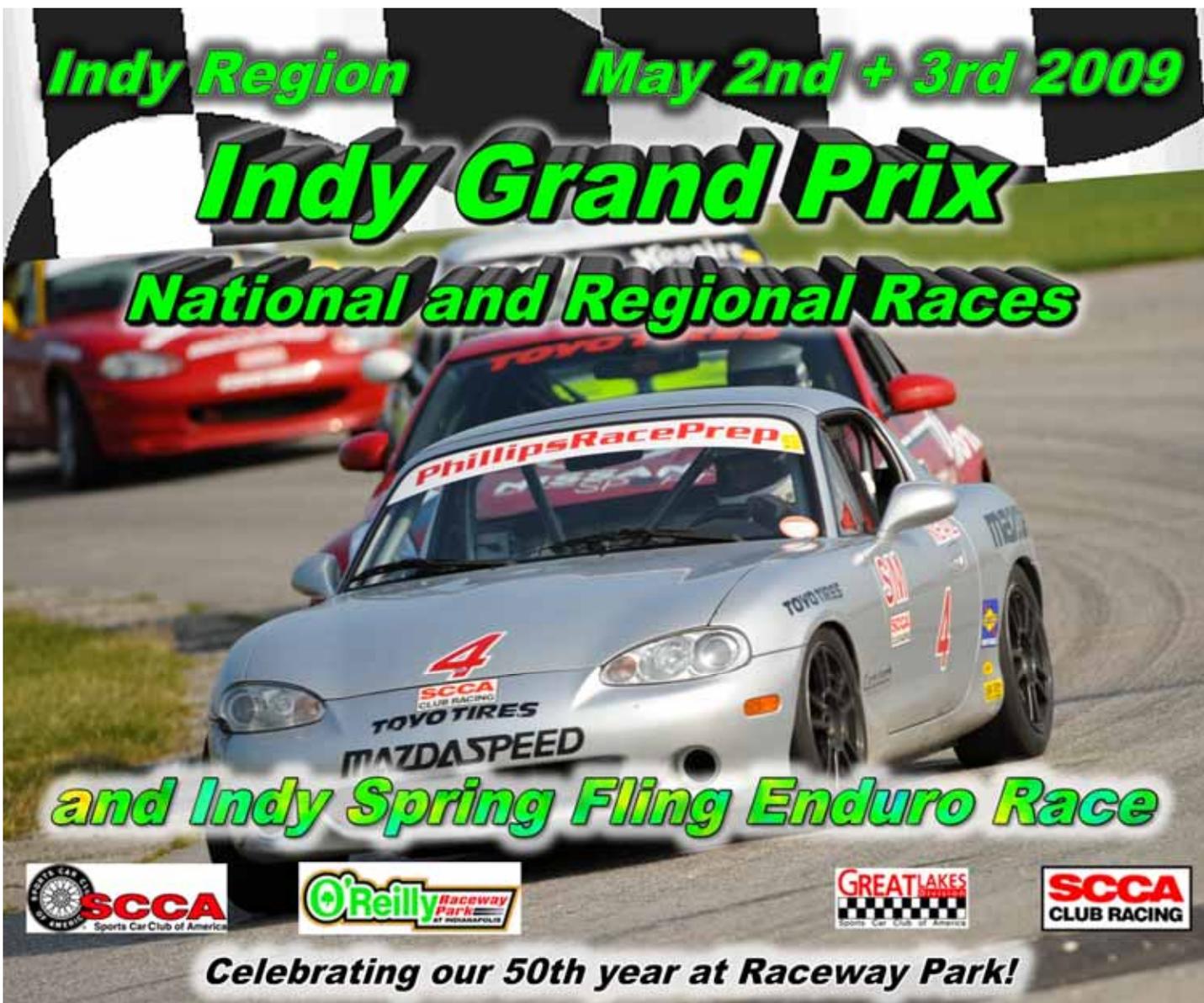
OFFICIAL PROGRAM

Indy Region

May 2nd + 3rd 2009

Indy Grand Prix

National and Regional Races



and Indy Spring Fling Enduro Race



Celebrating our 50th year at Raceway Park!

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Check the website for our next club nite out

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Calendar of Upcoming Events

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 - Cancelled
June 14	Solo Points Event 3 @ Grissom
June 28	GL Solo Series - NW Ohio @ Toledo Express
June 28	Rally 4 - Jinxed Junket

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>



INDIANAPOLIS REGION
SPORTS CAR CLUB OF AMERICA



www.indyscca.org

Welcome Ladies and Gentlemen,

I want to take this opportunity to thank each and every one of you for attending one of the premier Club Racing events of the Sports Car Club of America (SCCA) as sanctioned by the Indianapolis Region. Whether you are attending the 2009 edition of the Indy Grand Prix at O'Reilly Raceway Park at Indianapolis as a competitor, worker or spectator, I am very pleased to welcome you to one of the nation's most storied National Road Races!

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

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

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

Bryan Deane
Regional Executive
Indianapolis Region

Special Thanks

By: Pauletta Dusterberg



I owe a huge thanks to John Wilmoth of [jwwphotos](http://jwwphotos.com). John designed the event ad for the front cover. He keeps our website up to date and looking good. To see more of Johns work visit his website at jwwphotos.com.



As I sit here on the Saturday of Easter Weekend many things are quickly coming for the region. The Rally and Solo seasons are now underway with the Ides of March rally and the Fun Event now in the Record Books. And by the time you read this the April Flowers Rally along with the first Points event of the Solo calendar will have been completed, hopefully with the full cooperation of Mother Nature.

Of course the next thing on our plate is the Indy Grand Prix National/Regional/Enduro on May 2-3 at O'Reilly Raceway Park. This will be our only race event this year so I urge you to come out and lend a hand by participating either as a competitor or a worker. We need everyone who is able to come out and support the event to do so. This will be a critical event for the future success of the racing program in the region and I would like to insure that we are putting our very best effort into this event. We are looking for people to come out and work Pit/Grid, Timing & Scoring, Tech, Driver Information, F&C or any thing else we can think of. Of course no experience is required we will train you in what ever specialty you volunteer for. If you have never participated or have been away from the road racing program for a while we can use your help and it will be most appreciated. Plus, you'll have a great time and a fun experience to boot!

To those who have already committed to helping us with the race ***THANK YOU!!!!*** For those who would like to volunteer to help us please contact either Steve Linn or myself and let us know where you would like to help us with the race weekend. Of course I would like to see you in F&C, but hey I'm the Chief of F&C so that kind of explains where my focus will be for the weekend.

Following the race weekend there are Points Events for Solo on May 17th at Terre Haute Airport and June 7th at Grissom. Followed by the National Solo Tour Event July 3-5 also at Grissom. Then Rally's o scheduled for June 7th , 28th and July 19th. So the summer is shaping up to be a full calendar for the region. Please come out and support theses programs as well. You'll have a great time I can assure you.

Until next month, see you at the track! Also, ***THANKS WORKERS!!!!***

Come and join the Indy Region Solo group for a Test 'N Tune!

Who: Indy Region SCCA
What: Solo Test 'n Tune
When: May 9th & May 10th- 8 am to 6 pm each day
Where: Grissom Aeroplex, Peru
Why: Seat time - Shake out the cobwebs - Seat time - Try out that new "doo-dad" on your race car
 Seat time - Many runs in your own car - Seat time (Did we mention seat time yet?)
Cost: \$50.00 per day - limit 30 cars per day
Contact : Raleigh or Velma Boreen to sign up -
 317-706-8969 - wiznby1973@yahoo.com

GREAT LAKES DIVISION SOLO SERIES SCHEDULE

May 16-17	Ohio Valley Region at OSU
June 6-7	South Bend Region at Grissom
June 28	Northwestern Ohio Region at Toledo Express
July 18-19	Detroit Region/Saginaw Valley Region at Oscoda
August 8-9	Great Lakes Divisional Championship at Grissom

What is SCCA Road Racing?

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

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

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

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

National racing — the goal at this plateau is winning a National Championship at the Runoffs at Heartland Park Topeka in October. This is the Olympics of road racing, where the top drivers from SCCA's 30 classes square off in a single 40-minute shoot-out for each class to determine who will wear the crown.

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



Sale of products on ORP track property is strictly prohibited without prior written permission from Indianapolis Region. Contact Steve Linn at 317-727-2132 racerlinn@sbcglobal.net

SCHEDULE

Times subject to change by SOM

REGISTRATION HOURS

Friday.....4:00p-9:00p
Saturday.....7:15a-10:00a
Sunday.....7:15a-10:00a

TECH HOURS

Friday.....4:30p-9:00p
Saturday AM.....7:15a-11:00a
Sunday.....by appointment only
 Scales8:00a-11:00a

SATURDAY On-Track Schedule

Combined National Practice and Regional Qualifying (22 minutes), beginning at 8:00 am

Group 1 T2, T3, SSB, SSC, SM, ITE, ITS, ITR, SP
 Group 2 GT1, GT2, GT3, AS, STO, STU, ST, T1
 Group 3 SRF
 Group 4 GTL, EP, FP, HP, ITA, ITB, ITC, IT7, SPU, BG
 Group 5 FA, FB, FC, FE, FM, S2, CSR, DSR, FS, ASR
 Group 6 FV, F5, FF, CFF, FST, CFC, F6

Followed by 12 lap Regional Races

Group 1 T2, T3, SSB, SSC, SM, ITE, ITS, ITR, SP
 Group 2 GT1, GT2, GT3, AS, STO, STU, ST, T1

Followed by lunch (1 hour)

Followed by 12 lap Regional Races

Group 3 SRF
 Group 4 GTL, EP, FP, HP, ITA, ITB, ITC, IT7, SPU, BG
 Group 5 FA, FB, FC, FE, FM, S2, CSR, DSR, FS, ASR
 Group 6 FV, F5, FF, CFF, FST, CFC, F6

Followed by Qualifying for Enduro (20 minutes)

Group E ITE, ITS, ITA, ITB, ITC, ITR, IT7, SSB, SSC, SM, EP, FP, HP, GTL, T2, T3, SRF, STO, STU, SPU, BG

Followed by National Qualifying (23 minutes)

Group 1 T2, T3, SSB, SSC, SM
 Group 2 GT1, GT2, GT3, AS, STO, STU, ST, T1
 Group 3 SRF
 Group 4 GTL, EP, FP, HP

The Party 6:00p

SUNDAY On-Track Schedule

National Race Qualifying Sessions (23 minutes), beginning at 8:00 am

Group 5 FA, FB, FC, FE, FM, S2, CSR, DSR
 Group 6 FV, F5, FF

Followed by Enduro Race (1 hour)

Followed by National Races (18 laps)

Group 1 T2, T3, SSB, SSC, SM
 Group 2 GT1, GT2, GT3, AS, STO, STU, ST, T1

Followed by lunch (1 hour)

Followed by National Races (18 laps)

Group 3 SRF
 Group 4 GTL, EP, FP, HP
 Group 5 FA, FB, FC, FE, FM, S2, CSR, DSR
 Group 6 FV, F5, FF

ORP Gates Open at 7:00am on Saturday & Sunday.

Track Closes at 10 pm Friday & Saturday, 7 pm Sunday.

No Racing Engines After 7:00pm.

**Benito DiBartoli and the Black Voodoo Band
 will play at the Pig-In Saturday Night**

The Cars of SCCA Club Racing

Formula Cars - Formula cars are pure bred racing machines which were never intended to turn a wheel anywhere but the race track. They are single seat, open wheel machines, and the faster classes have wings to provide aerodynamic downforce to improve handling. The fastest class is Formula Atlantic where the cars can reach top speeds of 180 mph with lap averages over 100 mph. Formula Continental is a similar, but slightly slower class. The remaining classes use identical stock based engines and therefore provide some of the closest competition. Formula Fords use 1600 cc Ford engines while Formula Vees use air-cooled VW powerplants. Formula 500 cars use snowmobile



engines, and Formula Mazdas use nearly stock Mazda 13B rotary engine.

Sports Racers - The Sports Racing classes are also made up of pure racing cars, but they have full bodywork unlike the Formula cars. Spec Racer Ford and Sports 2000 are two of the most popular classes, and their use of identical stock-based engines makes for close racing. The C and D Sports Racing classes are



among the smallest in terms of numbers, but they frequently lead the way in terms of technical innovation in chassis design, engines, and aerodynamics.

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



super-wide racing slicks to fit under the fenders. The Production cars use original chassis, with significant suspension and body modifications. The cars range from Trans Am type



Corvettes and Porsches in GT1 to Triumphs and Austin Healeys in GP and HP.

Showroom Stock, Touring and American Sedan - The Showroom Stock B & C classes are comprised of cars that not only look like what you drive on the street, but frequently ARE driven on the street. The cars are completely stock except for safety equipment and are fully street legal. All components must be stock and absolutely no performance modifications are allowed. Some of the closest racing comes from these classes, so don't let the lack of noise fool you. There's no lack of



excitement on the track. The Touring classes (T1 - T3) are similar to Showroom Stock, but allow more modification for safety's sake since the cars are faster. A Sedan is the fastest growing SCCA class. It is made up of the American pony-cars like Camaros and Mustangs, with rules like the Trans-Am cars of the 60's and 70's. While not allowed the extreme modifications of the GT category, the class is popular because it is easy to build a competitive car.

O'Reilly Raceway Park Track Records

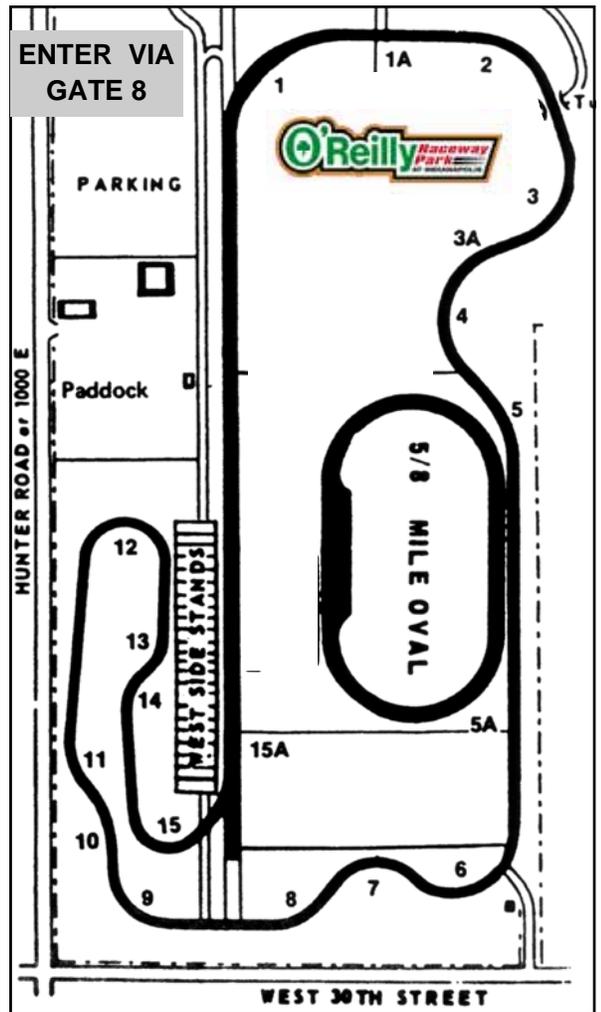
FA	1:24.529	Larry Connor	Ralt RT41	Jul-00
FB	no record	new class		
FC	1:29.771	Jeff Shafer	Nemesis	Jul-97
FE	1:33.837	Tim Floyd	Van Diemen	Jul-08
FF	1:33.575	Mark Davison	Swift DB1	Jul-99
FM	1:31.665	Scott Rettich	Formula Mazda	Jul-06
F500	1:38.037	Ron Vince	KBS	Jul-98
FV	1:44.852	Bill Wallschlaeger	Lazer MKII	Apr-93
FST	1:48.029	Dave Dawson	Evolution Mark 1	Sep-07
CFC	1:34.988	Brian Schuman	Reynard	May-99
CFF	1:38.780	Dave Harmison	Royale	Sep-91
CSR	1:27.130	Tony Coniewski	Swift	Jul-04
DSR	1:32.651	Alvin Beasley Sr	Beasley Decker	Jul-92
S2	1:32.563	Alan Andrea	Lola 89/90	Apr-93
SRF	1:44.308	Tom Vancamp	SR Ford	Apr-96
BP	no record	new class		
DP	2:02.762	Mark Crellin	Nissan 200 SE-R	Jul-08
EP	1:43.592	Sam Halkias	Triumph TR6	Jul-07
FP	1:42.106	Rick Haynes	Midget	Apr-93
HP	1:47.977	Craig Chima	MG Midget	Jul-06
GT1	1:31.231	Max Lagod	Camaro	Apr-96
GT2	1:36.148	David Finch	Porsche	Jul-97
GT3	1:38.757	Mike Cyphert	Toyota	Jul-08
GTL	1:47.003	Bill Partridge	Nissan Sentra	Jul-06
AS	1:43.136	Andy McDermid	Ford Mustng	Jul-06
T1	1:41.171	John Buttermore	Corvette	Jul-07
T2	1:45.636	William Moore	Pontiac Solstice	Jul-08
T3	1:48.245	Chad Gilsinger	Honda S-2000	Jul-08
SSB	1:51.337	Chris Puskar	Mazda	Jul-02
SSC	1:53.842	Kevin Adams	Honda Civic	Jul-99
SM	1:51.150	Mark Bennett	Mazda Miata	Jul-06
ITA	1:49.381	Kevin Ruck	Acura Integra	May-06
ITB	1:54.525	Scott Hileman	VW GTI	May-05
ITC	1:55.649	Scott Fruth	Honda Civic	May-05
ITE	1:43.997	Robert Pfeffer	Corvette	May-06
ITS	1:48.351	Tim Selby	Mazda RX-7	May-06
SP	1:37.158	Scott G Holley	Porsche 911	May-05
SPU	1:53.181	Bob MacDonald	Locosaki	May-05
BG	1:49.926	Dan Schaut	Monte Carlo	May-00
LC	1:58.280	Richard Swearinger	Legends Sedan	Apr-00



RACE OFFICIALS for the Indy Grand Prix Nationals / Regionals and Spring Fling Enduro Restricted Regional

Race Chairman	Steve Linn..... 317-727-2132 racerlinn@sbcglobal.net
Chief Steward	Andy Welden 317-297-5474
Assistant Chief Stewards:	John Peterson, Bob Burns,
Operating Stewards:	Ann Burke, Steve Harris, Hugh Laird, Doug Mildon
Safety Steward:	Jeff Jankiewicz
Chairman, SOM:	Larry Dent
Stewards of the Meet:	Kyle Breedlove, Cindy Hylton, Fred McAninch, John Pftzing
Chief Registrar:	Pete Hylton 317-852-5923 petehylton@surf-ici.com
Chief of Tech:	Jay Quinn..... 317-248-9626
Chief of T&S:	Julie Rikken..... 815-773-1230
Chief of F&C:	Bryan Deane 317-280-9587
Chief of Pit/Grid:	Ed Hill
Chief Starter:	Bob Kosky
Chief of Sound Control:	John Holman
Driver Information:	Rich Kakoczki
Co-Driver Information:	Ted Drummond
Pace Car Driver:	Mark Badgley
Fire/Rescue/Course:	ORP Fire/Rescue Staff
Medical:	ORP Medical Staff
Security:	Hendricks County Sheriff

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



NEW EXIT from I-74 eases trip to ORP

New Route to the Track

Since last year, a new exit has been added to Interstate 74, between Brownsburg and Indianapolis, and it now provides the quickest route to O'Reilly Raceway Park. The new exit is for the Ronald Reagan Parkway. When you get off of I-74 at that exit, head south for less than a mile and the Parkway will "T" at US highway 136, which is the road that runs past the main entrance of ORP. Turn left (east) on 136, and the next intersection will be Hunter Road which runs along the west side of ORP. A right turn at this intersection will bring you to the same Gate 8 that SCCA always uses at ORP.



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 May 2nd & 3rd at O'Reilly Raceway Park is the Indianapolis Grand Prix National and Regional Club Races along with the Spring Fling Enduro. This is a great opportunity for the "experience challenged" to come check it out. Live! Bring along a friend and do it together.

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

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

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

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

Flagging & Communication: Have you not quite figured out how to drive the Carousel (turn 12) or how to take turn 1 flat-out? Come out to the corners and watch how the fast guys do it! Are you not interested in driving but still want to be close to the action? We're as close as you can get! (sometimes too close, but I digress). Get out your best white clothes and come flag!

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

Tech: So you want to 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, teardown 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)....

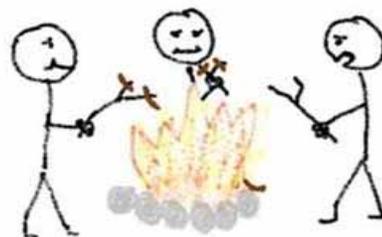
When cars stop on pit lane, the workers job is to protect the cars, and most importantly, the drivers and crew who might be working on those cars. They do this by making sure the rules regarding safety in the pit lane are followed.

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!



A Lap At O'Reilly Raceway Park

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

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

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

Turn 2 follows a short straight that offers limited passing chances. This is another righty screamer requiring not much more than a quick lift, if that. Seventy degrees later you're confronted almost immediately with Turn 3. Setup requires moderate braking and a downshift (or two?). Three is the start of a long complex of turns – T3 right + long left T4 + T5 right -- leading onto the fast backstretch. There are a couple of ways thru Turn 3 that both allow you to get into Turn 4 ok, but you must get thru 4 and 5 on line and on the throttle or else you're dead meat down the back stretch and into the very wide Turn 6, another place to overtake. The left-to-right transition between 4 and 5 is one of those moments when your car makes you say "sweet" or "sick".

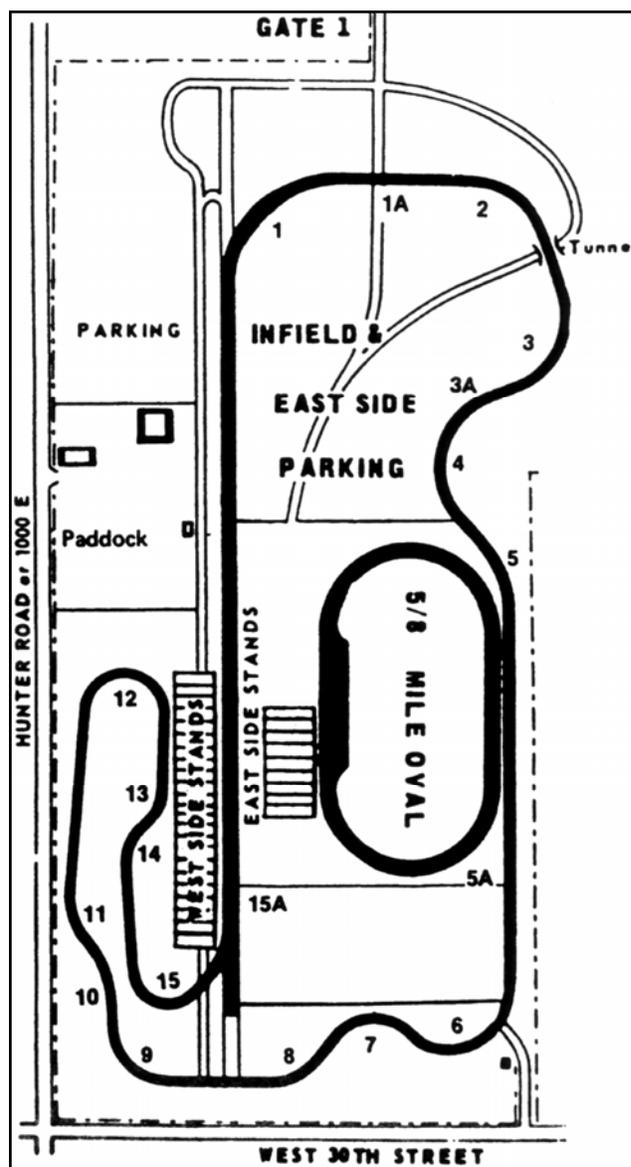
Entry into Turn 6 requires the hardest braking on the course. It's a very wide over-90 right bend, but if two cars go in abreast, they'll quickly need to sort things out to figure out who's getting thru on the correct line into Turn 7. The nasty bump that made 7 tricky in the past is gone now, and the best line thru 7 will be setting up for Turn 8 which shortly follows. A good run thru 6+7+8 can lead to a passing attempt going into Turn 9, but it's not usually very pretty.

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

from spectator areas – either the south end of the paddock or from the top of the grandstands.

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

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

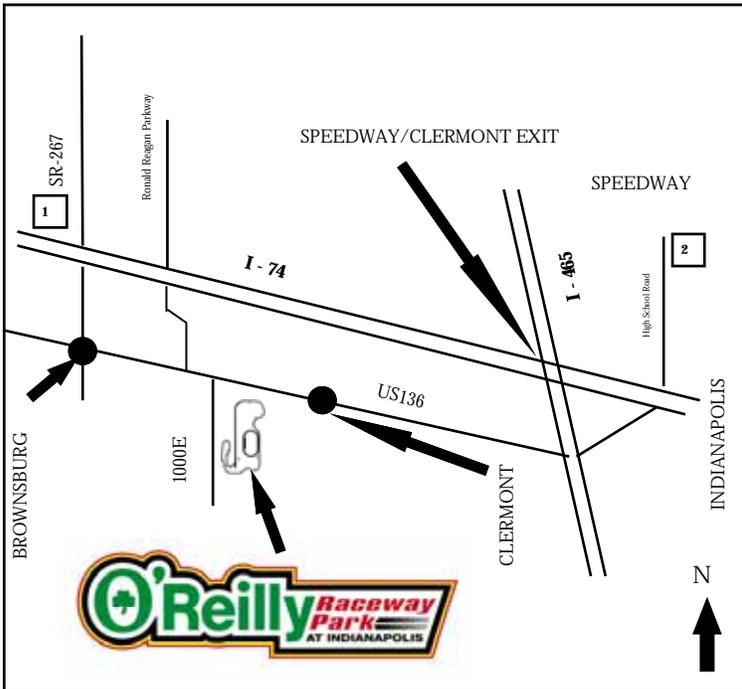




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 www.hiexpress.com/ind-brownsburg

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

We welcome you for the May 2-3 Indy Grand Prix Nationals, Regionals and Enduro. Mention this ad when making reservation, and tell us you are with the Indy Region Races. We look forward to serving you.



Thank You's from Special Friends helping all of us



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Welcome SCCA Members

Bring the Family to Indy for the Weekend and be a Part of Racing History

The Indianapolis Motor Speedway will start its 2009 season the same way the facility's rich history began 100 years ago: with a balloon race. The Indianapolis Motor Speedway Centennial Era Balloon Festival will fill the city's skies with as many as 50 colorful balloons Friday, May 1 through Sunday, May 3. It will be the first competitive event of the Speedway's 2009-2011 Centennial Era, celebrating the founding year of IMS in 1909 through the 100th anniversary of the inaugural Indianapolis 500 in 1911.

A helium gas-filled balloon competition was the first event to take place at IMS, on Saturday, June 5, 1909, more than two months before the oval was completed. In 1909, there were two balloon "distance" competitions - a National Championship Balloon Race and a Handicap Balloon Race for balloons that didn't qualify for the championship. Dr. Goethe Link and Russ Irvin, both of Indianapolis and flying the balloon *Indianapolis*, won the Handicap division by floating to Westmoreland, Tenn. John Berry and Paul McCullough, both of St. Louis and piloting the *University City*, flew to a point just south of Fort Payne, Ala., to claim the National Championship event.

This year a balloon "glow" will be the first balloon activity Friday night, May 1. Saturday, May 2 will be a busy day at the Speedway as more than 35,000 runners make their way around the 2.5-mile oval during the OneAmerica 500 Festival Mini-Marathon, the largest half-marathon in the country. As the runners are passing through IMS, 50 balloons will ascend for the first of two competitions, the Founders Race. Saturday will end with another "glow" in the infield. Sunday, May 3, will feature the second of two balloon events, the 100 Years Race.

Well here we are the 2009 season is upon us, as a Region we are only holding one race this season. A combined National/Regional & Enduro. So what exactly do the F&C troops really do out there around the course on a race weekend?

The simple answer is actually 2 answers. First, we are the eyes and ears of the Stewards as to what is happening around the circuit. Second, we are the communications conduit to the drivers also about what is happening around the course. That explanation is the simplest description of what we do on a race weekend. Of course it is much more complicated than that.

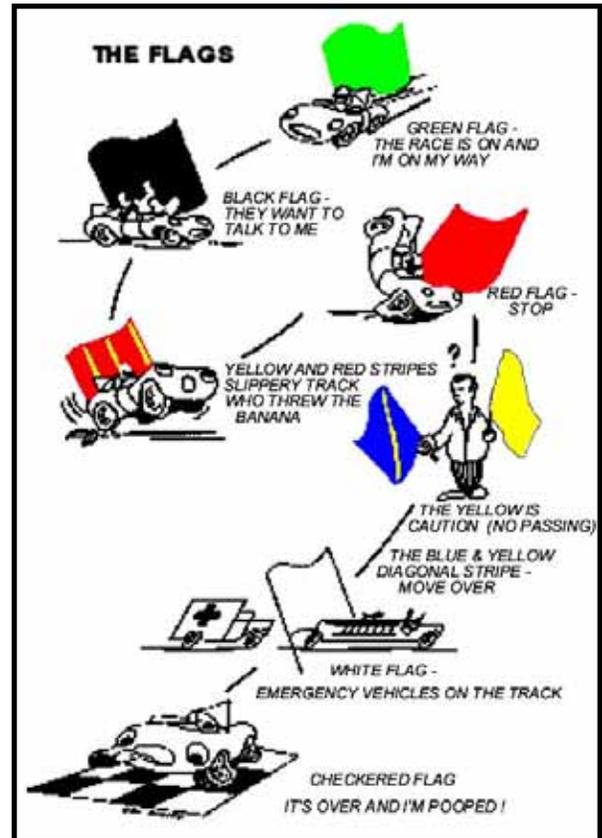
It is the responsibility of the F&C corps to make sure that a race group is able to compete safely and effectively while they are on the track. We are at once traffic cops, mother hens, communicators, cheerleaders and angels of mercy rescuing drivers in trouble out on the track. How do we accomplish all of this? It is an intricate ballet of moves, actions, reactions using hand signals, colored pieces of cloth (flags), radios and body language.

There are no specific skill sets required, only the desire to be involved and to have the second best seat in the house. Only the drivers have a better vantage point during a race weekend than the F&C people out on a flag station. We give you on the job training and ensure that you are equipped with everything you need to be an effective flagging team member.

Want to know more? As long as you're a member of the SCCA in good standing we can put you out on a flag station this weekend. Just ask me. I'll be happy to get you started and ensure that you are enjoying the experience. Of course if you're interested in a driving career, this is probably some of the best

experience you can get outside of the cockpit. Observing how other drivers negotiate the course is some of the finest training you can get for your own driving career. I know, I'm also a driver.

Please consider joining our troop on a flag station. Until next time I hope to see you "On Station."



Solo Report-It Was The Best of Times, It Was The Worst of Times

By: Dave Dusterberg

To say the Indy Region's April 5th Solo Series Fun Run was the event just didn't want to happen would be an understatement. The day started with Da Bus breaking down, limping along the shoulder of the interstate at 10 mph. Four pairs of locking pliers bought at a truck stop to clamp shut some leaking EGR hoses got Da Bus running well enough reach the breath taking speed of 35 mph.

After Da Bus made it to the site an hour later than scheduled, everyone on site swarmed Da Bus and went about double-timing the course set up. The dedication of the set-up crew put the whole program back on schedule by the time registration closed. As the morning wore on, we lost both the Tech Chief and the Worker Chief to a stomach virus but again, others stepped right in and picked up the slack for are stricken comrades.

The other thing looming over the day was the threat of severe weather yet 85 hearty souls still made it out to battle the cones

for the fastest time. The events first run group (and only group who got to run) put in 4 passes and many of the classes being determined by thousandths of a second. The closest battle of the day came in STU where Nick Myers in his Lancer Evolution bested perennial STU standout Kevin Kent's Subaru WRX STi by .001 of a second! Further, Nick captured FTD in raw, PAX, and Touring.

And that's where things ended, storms rolled in with about 20 cars left in the first run group to make their final run. The event was halted when the rains turned to lightning storms. The powers that be waited out the storm for a while, calling for the event to resume just to have more lightning strikes happen way too close and the decision was reversed in the interest of safety.

In the end, more went right than went wrong and for many, a good tune up for the first points event at 16th St on April 19th. See you there!



Let's clean the slate and start from scratch: What is a Rally? A rally is, at its simplest, a drive in the country spiced up with an element of competition. We make an effort to make it visually attractive, as scenic, along with being interesting to drive, as in challenging. Not to the point of being unsafe, because you are driving on public roads with the general public present. Therefore, it is a requirement that all traffic laws are to be obeyed at all times.

There are several ways to introduce an element of competition, and hence a means of "scoring" the participants against each other. Traditionally these have involved some means of measuring time. Since we need to obey all traffic rules, measurement of time has become a measurement of driving precision; i.e. how closely you can match the organizers determination of a reasonable and proper transition of the course as measured by your absolute error from his specified time. In other words you are to be neither early or late, each counting equally for penalty points. These events come in two flavors: identified as Tour Rallies or Course Rallies.

Some rallies do not score based on time. Instead they have you participating in some form of hunt, searching for specific items or locations. These rallies are identified as GTA (Game-Tour-Adventure).

In order to appeal to all levels of competitors Indianapolis Region has recently been attempting to present events that can be run competitively under multiple configurations at the same time. This means that you are allowed to decide whether you want to run for time or not. It has the benefit of providing more opportunities for aficionado's of either level of competition to participate, which is the objective of any volunteer club. **WE ARE HERE TO PROVIDE OPPORTUNITIES FOR OUR MEMBERS TO PARTICIPATE!** We have no other reason to continue existing!!!

But events don't just happen. Somebody has to step up and organize them. This is supposed to be the strength of a Club. We have a group of people with a common set of interests who will be willing to work together to provide for the common good, as in some will forgo the opportunity to compete in one event in order to make it possible for the rest to compete in that event. The quid pro quo is that some of those who participate in this event are expected to take their position as organizers of another event so that today's organizers get their chance to participate.

Unlike solo where participants can be assigned work duties at times when they are not competing, rally has the disadvantage that working an event prevents competing in the event. This means that the organizer's and worker's of today's event are absolutely depending on today's competitors doing their part by working or organizing another event.

Which brings me to this month's bad news: the previously announced event for June 8 will not occur because nobody volunteered to organize it and I will not have the time to do it myself. I am organizing the event for June 28. Can't do both! The announced event for July 19 is also in jeopardy. Date has been announced as my 50th Class Reunion and I want to (intend to) go. Somebody needs to step up and get started or this event will likely be cancelled in the June issue of Clutch Chatter.

Wendy Harrison and Susan Vogt have committed to doing the Aug. event. Charles Lameron has committed to doing a second event on Oct. 3. He is planning a challenge event where there will be a valuable special prize for anybody who can beat me, which means that I can't know anything about the event. Ted Drummond has committed to doing a repeat of his well received Halloween rally. And because Lacrosse, WI will be hosting the USRRC in Oct. I will be available to organize the Sept. 13 event. This means that there will be at least seven events in this years Championship Season. Considering the economy, not too bad.

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). OK, did anybody see the pun? Did anybody read this far? Responses to dtcgh@verizon.net

Welcome New Members

By: Pauletta Dusterberg

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

Schuyler Z. Brown	Morgantown, IN
Kuy H. Lee	West Lafayette, IN
Todd Dearborn	Indianapolis, IN
Kristopher Stuckey	Terre Haute, IN
Kevin Marshall Parrish	Centerville, IN
Chad Steider	Indianapolis, IN
Dennis M. Barker	Avon, IN
Jonathan Gray	Terre Haute, IN
Richelle Anne Wilson	Zionsville, IN
Edward Dyer	Jamestown, IN
Joe Conrad	West Lafayette, IN
Mari S. Levey	Indianapolis, 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.



Membership Application

Dear Prospective SCCA Member:

To apply for a membership in the Sports Car Club of America, the world's largest motorsports enthusiast organization, please complete the form below and return, with payment, to SCCA Membership Department, P.O. Box 299, Topeka, KS 66601-0299.

PLEASE PRINT OR TYPE

Name _____ Birthdate _____
 Address _____ Telephone _____
 City _____ State _____ Zip _____
 E-mail _____
 Spouse Name _____ Birthdate _____
 Child's Name _____ Birthdate _____
 Child's Name _____ Birthdate _____

Primary Interest:

Please indicate the area of SCCA in which you plan to participate, or interests you the most.
 (please check only one box)

- Club Racing Time Trials/PDX Rally RallyCross Solo Vintage Pro Racing

Membership Dues

(Includes region dues)

- | | | | |
|-------------------------------------|---------|---|----------|
| <input type="checkbox"/> Individual | \$80.00 | <input type="checkbox"/> Family | \$121.00 |
| <input type="checkbox"/> Spouse | \$28.00 | <input type="checkbox"/> First Gear
(24 yrs & under) | \$45.00 |

Amount Due

Membership Amount	\$ _____
Weekend Membership #1 _____	-\$15.00
Weekend Membership #2 _____	-\$15.00
Referred by SCCA Member _____ # _____	-\$15.00
<small>First / Last Name & Member Number REQUIRED</small>	
TOTAL DUE	\$ _____

*I will become a member in the region I reside in or place me in _____ region.
 By accepting membership in the SCCA and any SCCA Region I agree to conduct myself according to the highest standards of behavior and sportsmanship in a manner that shall not be prejudicial to the reputation of the Club or fellow members.*

Applicant's Name (Signature Required) _____ Date (Required) _____

- Payment Method:** Check Credit Card Money Order

Visa/MasterCard (only) Acct# _____ Exp. _____

Applications submitted by fax must be accompanied by a Visa or MasterCard account number for payment.

Dues include payment for subscription To SportsCar (\$24 value)
 Dues are not deductible as charitable contributions)

12/08



Indy Region Solo Points Event #2



Indianapolis Region Solo Series

Sunday, May 17, 2009
Rain or Shine

Location: Terre Haute International Airport
581 S. Airport Rd.
Terre Haute, IN

Karts will be 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.

8:00 - 9:40: Course open for walking
8:00 - 9:20: Registration
8:10 - 9:45: Tech open
9:30 - 9:45: Rookie meeting
9:55 - 10:10: Drivers meeting
10:30 First car off

Cost:

Register on www.myautoevents.com
(or Call Will Lahee at 317-402-2514)
by May 15:
\$20.00 SCCA Members, \$35.00 for
Weekend memberships
Registration day of event:
\$25.00 for SCCA Members and
\$40.00 for Weekend Members.

All payments are made the day of
event.

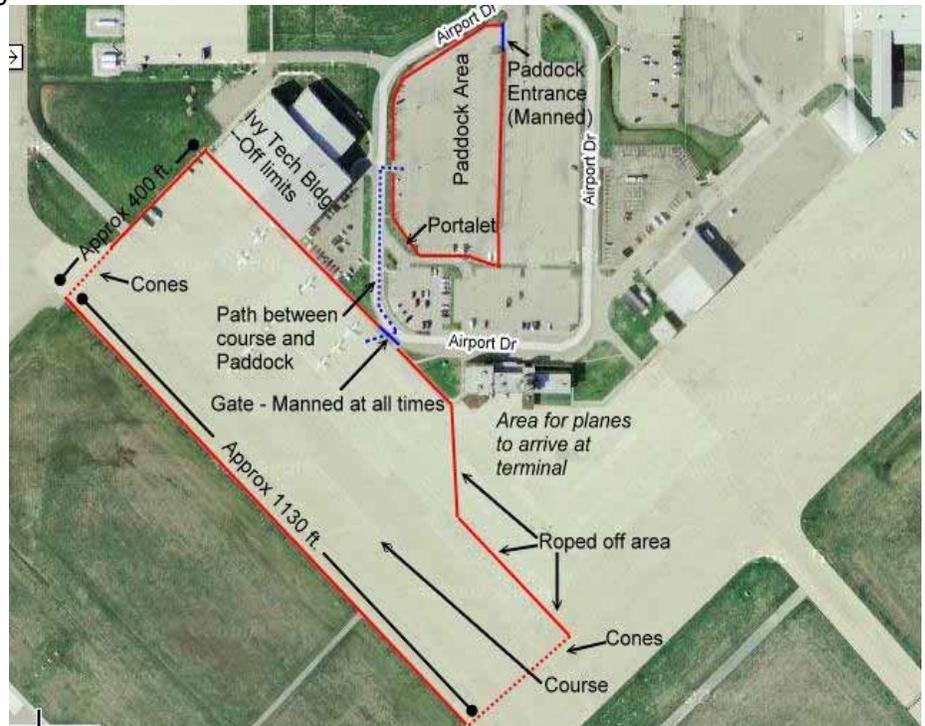
Directions:

From I-70 take Exit 11 and go North
on State Road 46 for 2.2 miles.
Turn Right onto State Road 42 and go East for 1.5 miles.
Turn Right onto South Airport St. and go South 0.1 mi to parking/paddock area.

Solo Chairmen:

Phil Wehman
317-485-2769 (H)
pcwehman@comcast.net

Dave Dusterberg
765-763-0281 (H)
mtownneon@verizon.net



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John Wilmoth

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Jinxed Junket/Journey/Jaunt (J4-2)

Fourth Rally for 2009! Sunday, June 28

Competitors will again have the option of running the Rally as a Course event, a Tour event, or a GTA event.

Starting at: Southern Plaza Shopping Center between Pizza Hut and Steak & Ale
(US 31 & I-465) (same as March Rally)

Registration starts 12:00 PM Safety Meeting 12:45 PM
First Car out at 1:00 + car number

Finish: Approximately 5 PM (probably at Denny's in Greenwood)

Entry fee: Members \$20 per car One Non-Members \$25 per car Two Non-Members \$30 per car

For more information contact Chuck Hanson, 317-780-9007, dtcgh@verizon.net.

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 _____

2009 Great Lakes Div Race Schedule with other events

DATE			DRIVER'S SCHOOLS	REGIONALS	NATIONALS	OTHER EVENTS
5/2	&	5/3		INDY @ ORP (C)	INDY @ ORP	
5/16	&	5/17		NEO @ NL (D)(C)		CIN @ BMP (PDX/TT)
5/23	&	5/24		WMR @ GRA (D)(C)		
5/30	&	5/31		OVR @ MO (R)	OVR @ MO	
6/13	&	6/14				12 Hour Summit Point
6/20	&	6/21				CHI @ RA; GrandAm @ MO
6/27	&	6/28				SVRA @ MO
7/4	&	7/5			NEO/DET @ NL (D)	
7/11	&	7/12		SBR/WMR @ GIN (R)	SBR/WMR @ GIN	
7/18	&	7/19				AMA @ MO (Super Bikes)
7/25	&	7/26				AMA @ MO (Vintage)
8/1	&	8/2		CIN @ MO (R)		CIN @ MO (PDX)
8/8	&	8/9			WMR/SBR @ GRA	ALMS/IRL @ MO
8/22	&	8/23		NEO @ NL (R)		
9/5	&	9/6		OVR @ MO (D)(C)		OVR @ MO (PDX)
9/12	&	9/13		WOR @ BMP (D)(C)		WOR @ BMP (PDX)
9/22	to	9/27			Runoffs @ RA	
10/10	&	10/11		OVR @ MO (D)(C)		

C = Regional Champ Series Event; D = Double; R = Restricted; T = Tentative

BMP - Bluegrass Motorsports Park / GM - GingerMan Raceway / GRA - Grattan Raceway

ORP - O'Reilly Raceway Park / MO - Mid Ohio / NL - Nelson Ledges

Price Reduced



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. \$12,500.

Tim Selby, cell 765-661-3213
email: timselby@citsexch.com.

Classified Ads

**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**



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@comcast.net

Visit Lou's Website



FOR SALE: 1999 Mazda Miata

122,000 miles, Rota RB wheels with BF Goodrich tires, custom exhaust, wired for Sirius Satellite radio. Needs some minor TLC but otherwise good car. \$5000.00 .

Dave or Pauletta Dusterberg
Email: Mtownneon@verizon.net
Cell: 317-512-3208 Dave
317-512-1479 Pauletta
765-763-0281 home

FOR SALE: Scale Platen Setup Fixture

Complete with older Longacre scales.

Nominal 96" WB, 55" - 65" track.

\$475.00

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wilburzobbe@att.net

317-846-3568



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

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.

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.

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

160 E. Carmel Drive
(121st Street)
843-9900
0.6 mile west of
Keystone Ave.



Thursday May 21, 6:30 PM

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

Or any Board member from the inside front cover.

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