



NOVEMBER 2009

Clutch-Chatter

THE OFFICIAL PUBLICATION OF
THE INDIANAPOLIS REGION



Fastest Man in Solo



Page 10

It's Found

Lee Miller wants to
thank.... Lee Miller for
returning his video!

Board of Director's

Nomination Form Inside.

indyscca.org

Results of Indy Region events and other club news inside

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 Board Meeting Notice back cover

Calendar of Upcoming Events

- November 3 Club Nite Out– G.T. South's Rib House
 December 1 Competitor of the Year Points Submission
 Due to Brian Deane
 December 1 Club Nite Out– Union Jacks– Speedway
 December 31 Last day to file Involved Member Form
 (see article in this issue)
 January 23 Year End Banquet- Primo South
 (Watch Dec. CC for more info)

**INDY REGIONS
 CLUB NITE OUT**
 EVERYBODY IS WELCOME!
**G.T.SOUTH'S
 RIB HOUSE**
Southern Bar-B-Que
 Just south of 465 at
 4919 S. Emerson in the
 Emerson Shoppes Plaza
 Tuesday November 3rd
 6:30 pm

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>

As I sit here October is now over the holidays are just around the corner and our season has come to an end. By all accounts the three programs; race, rally and solo all had successful years both from a participant and financial perspective. More on that later at our annual meeting in January.

Right now the focus turns to our elections for the 2010 Board of Directors and program planning for the 2010 season. Elsewhere in this issue you will find the slate of officers running for the elected positions on the Board. Please cast your vote for the officers of your choice either nominated herein or by writing in a candidate for an office. The 2010 election results will be announced at the Annual Meeting/Awards Dinner in January.

I know the Competition Committee is hard at work for the race program and the Rally Program is in the excellent hands of Chuck Hanson. Solo will be undergoing a change at the top but should continue to grow and prosper with new leadership. Our region is

on a path to grow even further next year and beyond because of the efforts of the program leadership.

Next year Solo will again be hosting a National Tour Event at Grissom around the July 4th holiday. Rally has begun to consider a return to hosting a National event, while the race program is planning 2 race weekends at the new Bluegrass Motorsports Park. This will be our first venture to a new facility in quite some time. In fact we are slated to be the first real race weekend at the new track when we go there next May for our traditional May National.

I for one am very excited about the course we are charting and look forward to a year of growth in the region in 2010. Plan on attending one of our events in 2010 I promise you'll have fun.

Happy Holidays!

Bryan

Club Race Steering Committee Report

By: Dave Dusterberg

Andy, Charles, Rich, and I made the trip to Bluegrass on October 24th. We met with Kurt Niemeyer, Sales Manager, and Mike Dickerson, Track Manager.

The track still has a long way to go before it can hold a race but everyone there assures us that they will have a facility that will be able to host a race by spring. Right now, the track is still only the base coat but it is there. There are 2 configurations that can be run; the 2.3 mile full course or a 1.2 mile short course. There is a concrete pit road but it is only half the length of the final proposed pit road. There are no building yet other than the mobile office that's been serving as their offices on site. There isn't a paddock, paved access roads, power, water, toilets, guard railing, tire walls or final paving.

Though the public reason for the delays there were due to drainage problems, it was revealed that there had been financial problems with a bank that had signed on as an investor and held the track's cash. The bank backed out as an investor and didn't have the track's cash in reserve. It took the track some time to get their cash out of the bank and have assured us that there is enough money available for them to finish the major stuff. Everyone we spoke with truly believes the track will be ready in time for us. They are all on the same page and are saying the same things.

They hope to have the final paving down in November and are currently bidding for a pole type building that will serve as the offices, timing and scoring, tech, hospitality in the short term. They need to level one area and fill 2 others to create the paddock area(s). They also need to get the safety barriers and tire walls in place. They do have a significant amount of guard rail materials

lying in wait as well as a huge number of tires many of which are already assembled into FIA legal bundles. EMS, Advanced EMS, towing, fire, and ambulance as well as some F&C personnel are included as part of the rental price. Everyone on staff will be SCCA members.

The 4 of us who went on the visit are of the same mind that we should continue to pursue a relationship with BGMS, schedule both events there for next year and work with them on achieving their goal of operating a first class road course. We think it would be in our best interest to do this and if we have to cancel one or both of the events in 2010 we're still building a relationship that will serve the Region and BGMS well into the future.

We will have more concrete information on fees and a second date soon as soon as I can get back in touch with Kurt.

Andy Welden added, "I would like to put in my comments, they basically are the same as what Dave has already said. I was somewhat surprised as to the fact that they both(Kurt and Mike), said the same things. I told Mike Dickerson that we would be willing to work with them as long as they are willing to work with us. And right now they are. The interesting thing is, no one came close to mentioning cash."

Rich Lankford added, "I think that we need to see a copy of their contract to see if what was said they will supply agrees with the paper. We also need to get firm numbers on the rental and any extra charges to assist in our planning and budgeting. We also made a commitment to return later this year and/or early next year to review their progress. Our go/no go decision for the May race needs to be done by late February or early March."

November Indy Region Board Meeting Minutes By: Dave Dusterberg

This is a synopsis of the minutes of the meeting of the Indy Region BOD October 12, 2009 at Dooley O'Tooles, 6:30 PM. There were 8 directors and 5 guests present. Minutes of the previous meeting were approved.

Treasurers Report Rich discussed the current treasurers report, stating that all programs were in the black. The report was approved.

Clutch Chatter Pauletta requested all articles and material be submitted before a deadline of Oct 21st.

Membership Pauletta reported current membership is 460. Geoff Chambers questioned why membership seemed to be down. Pauletta said she would look into it and report back.

Activities Lou informed the board that the next CNO would be held at GT South's. It was discussed that there be no scheduled CNO for January due to the holiday season. There will be a CNO in December and resume in February.

Rally Rally participation numbers are picking up slightly. As of the meeting there was one rally left for the season. Chuck Hansen reported that there were 4 Indy region members were planning on attending the US Road Rally Championships with the potential of 4 National Championships for Indy Region members. Rally is looking into holding a divisional Rally in 2010 with an eye towards hosting Double National in 2011.

Race Dave discussed the Race Committee's efforts at securing dates for the 2010 season. Race is hoping to hold a National/Restricted Regional on the first weekend of May at Bluegrass Motorsports Park. A second date was pursued with BGMS for the 4th of July weekend but that weekend was unavailable. Race is in discussions with BGMS for a alternative summer

weekend. A third event, a driver's school/regional is being pursued for early October with Gingerman. A group from the Race committee has a scheduled tour of BGMS later in October.

Solo Phil and Dave both announced they will be stepping down as Chair and Co-Chair of the Solo program. Phil and Dave thanked everyone for their hard work to make 2009 a very successful season for the Solo program. The Board discussed continuing to host the National Tour stop at Grissom. It was agreed that it would be a good thing for the region to continue to host and gave Raleigh and Velma permission to let National know we would host next year. Also discussed was the status of Midwest Sports Complex. Phil said he had not heard anything from the management of Midwest and would contact them to gauge reaction to this years event there.

New Business Dick has submitted Corporate Entity Statement for the next year.

-Primo South to be the location for the 2009 Annual Meeting. Date was discussed with the 23rd of January being favored. The Board tabled the discussion pending further discussion.

-Discussed the possibility of a guest speaker for the Annual Meeting. Bryan volunteered to ask Pete Hylton.

-A nominating Committee needs to be assembled for the upcoming DoD election.

-Bryan asked Steve Linn to recruit someone to chair the Nominating Committee.

-The Board has put out a call to membership to submit photos and video for the Annual Meeting presentation as well as someone to put that presentation together.

-Chairs still need to submit photos for the year end trophies.

-Next BOD meeting scheduled for December 9th at Dooley O'Tooles. Meeting was adjourned.

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On one of the recent forums, some oldish guy remarked about being old, but not nearly as old as Warren; and others. I'm guilty as charged and lucky to be here at all.

The above has got me to thinking about things that I've learned in the past, mostly through repeated failures. What are failures for anyway? In all of these years, I have had plenty of opportunity for failures in both road racing and Solo.

One thing is: why are we faster in Solos with a passenger? In a well intended (thanks for trying), but futile attempt to help Corvairs compete against 500 hp pony cars in CP, our car weight was reduced to 1850# empty, or 1900# with 12" wide wheels. It's extremely difficult to attain and requires much fiberglass and carbon fiber to do it. Sooo, if we're very light and add a 180# passenger, why are we then faster? Of course there is always the "show off" factor of impressing "babes", but lately the "babes" or victims have had significant beards and deep voices. Besides, at this age, how much effect can a "babe" have? I've come to believe that it is the improvement in the polar moment caused by the central addition of a passenger whose weight is significant only in a light car with a terrible polar moment (which is exaggerated by the weight reduction efforts). Polar moment is high when spinning figures skater's arms are extended and low when the arms are across the chest.

In the weight reduction effort, the rear-heavy powertrain is an unchangeable factor so more total weight is taken off of the front. If the car then needs ballast it is added to the front to help the under utilized front tires and therefore the polar moment is worsened further.

Fiat did some experiments years ago while developing a race car. They tried all engine locations to test polar moments. Regardless of the physically correct theories, the higher polar moment human drive-ability yielded the better lap time; they went with the rear engine. All drivers aren't Michael Schumaker. No one else could drive Shuie's low moment, nervous, setups. I did a similar experiment with my previous B Mod open wheeler. Increasing the wheelbase a foot and then moving ballast even farther forward, kept making me a better driver—regardless of the correct scientific theories. When SCCA forced me to add 120# ballast to my previously legal E Mod car, I followed others' advice and concentrated it in the center. It still wouldn't turn in well so I moved it to the extreme front to better utilize the tires. It worked much better. "Then" it was further improved by a passenger.

Speaking of under utilized tires; if we are running bias slicks, we are using tires made for some other purpose other than solo, and have to adjusted accordingly. The road road racing tires may also have been designed for high downforce cars. DOT radial "cheater" slicks are made just for our sport and a median car weight of around 2500 #

or more. My son and I have done many back to back tests and have determined that DOT cheater slicks are much superior over bias slicks for our sport. The only down side is the added flywheel weight.

For example; front tires on our, light in front cars, have to have more vertical weight added by ballast or by the weight transfer of anti roll bars. Other cars may have similar problems on the other end. I prefer anti roll bars over stiff springs because they are adjustable between runs and do not cause the car to skitter off of rough corners. All wheel drive cars can achieve similar results by transferring drive force to the under utilized tires. If your tires are lasting more than one season; they are under utilized. In the old road racing days we used Formula Ford fronts for qualifying to get the initial heat into the tires—full utilization. I find that tire pressure adjustment, after correcting camber and pressure with a pyrometer test, to be of no further use.

Road racing tires are not subject to the extreme alternating lateral slalom forces of autocrossing tires. Road racing tires also have time to get warm and stay warm---not needing "tire warmer" drivers or insulating blankets. Huge floppy tires on fairly narrow rims can be better tolerated in constant side load turns; Sprint cars would be a good example. An example of constant side loading would be the old cantilever sidewall road racing tires where the sidewalls would take a nearly 2 in. permanent inset after a heat cycle. Road racing cars have rules against being too wide; because, the wider the better for cornering, thus very wide, even floppy, tires. We need either wider rims than tires or built in side wall/rim extenders; cantilever or rigid side walls (DOT tires). The alternating side loads applies also to lateral compliance in every suspension piece.

All wheel drive cars are now the "in" thing, are very fast, very popular and with good reason. But especially here in Indiana- the land of constantly changing weather—AWDs should run only against other AWDs as they are naturally more adaptable to changing surface conditions.

AWDs and even Front wheel drivers need less cornering room because the front of the car is thrust sideways under acceleration in the direction that the front wheels are turned. Rear Wheel drive car bodies must be rotated in the direction of the turn before acceleration can begin.

Obviously, the wideness of rear wheel drive cars overall is a terrible detriment in our sport. I once asked , multiple champion and car builder, Jim Mckamey, how wide to make an autocross car. His answer was "one inch narrower than the course designer's car". The theory being that at some point in the course (Chicago box?) the designer would have a narrow straight away just for himself. Rabbits were popular then (at 66") so I built a 65" car. It worked. I also once built a 60" wide car when the courses were eight feet wide and slaloms were 25'. Obviously the large Stinger was put in mothballs at that time. Now due to the advent of

larger cars; Subies, Mitsus, CP cars and even Cadillacs, I can again bring out the 108" WB, 73" wide Stinger. Long cars MUST oversteer on tight courses; try that set up on a 120 mph road race corner.

The popularity of certain cars usually defines the course designs. Very powerful cars with great traction, but not so good cornering, almost guarantees point and shoot courses. Cars primarily suited to slaloms pretty much guarantees no sweeping turns. If a designer's car has high weight and a high center of gravity---no sweepers.

We've had very good course designs lately---thanks. I think that, in my memory, the very best designs were created by relatively underpowered car owners, where momentum was very important. Then we see wide entry into corners and choices of lines.

Power, or the application thereof, is a very important asset---maybe even tied with tire importance. Straights are short, but since covering the most feet per second, are very important. Extending the straights through early power application and late trail braking is important. Power- on oversteer helps to get a large car started earlier onto the straight. Turbos are very popular now; even considering lag; since the power is of utmost importance.

Some one asked me recently as to why I left foot brake. It's worth a FEW tenths to keep the car settled (unshocked) in a corner while transferring from braking to cornering to power and SEVERAL tenths to keep the turbo boost up in the transfer maneuvers.

The 935 Porsches in IMSA racing almost gave up cornering performance to accomplish the point and shoot technique with huge power and huge brakes. I give Porsche the credit for the large diameter wheel fad; it was simply to enclose the largest possible brakes.

I also did an experiment with different diameter wheels. I could barely stop the heavy 15 in" wheels on the road course. Changing to light 13" ones cured the braking problem. I'm sure that accelerating the wheel/tires had the same effect. I did the calculation, the difference in the flywheel effect in 13 to 15" wheels was about the same as the total engine flywheel effect.

Since I needed a 12 point anyway cage to support my lightened car, I hadn't thought much about the chassis as a spring. I should have though, the suspension suddenly became tuneable. I recently had the experience on a customer car where the undamp springing of the flexible chassis led to impossible tuning adjustments. Never too late to learn.

Also, on my old mind, is the 4.9 rule where a class is excluded if entries are less than 17 at the Nationals. How can you possibly encourage a person to take on the 2 to 3 year preparation of a car to then find it excluded? Another puzzle is; why exclude 30 year old stock class cars? This excludes the very cars that SCCA and Solo were founded on. Now, pristine 1979 Corvettes (AMERICAN sports cars- Sports Car Club of AMERICA) will have to be race prepared to run. Wait, they are also excluded from B Prepared by rule 4.9! The Porsche 944 that won at the 2009 Solo Championships is to be illegal in 2010!

Maybe it's time for a Vintage class along the lines of XP, only with stock preparation rules.

Perhaps this old Vintage brain will remember something else later.

Warren

Welcome New Members

By: Paulertta Dusterberg

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

Jimmy Chiu	Lafayette, IN
Ken Stout	Brownsburg, IN
Alice Stout	Brownsburg, IN
Robert Stout	Brownsburg, IN
Shayleen Stout	Brownsburg, 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 455 members strong.

Where has the year gone? Seems like only yesterday that we were beginning the rally season. And it is over!

Go back and read last month's description of the rally conditions in Wisconsin. Then ask any of our participants in the United States Road Rally Challenge (USRRC) whether I described them accurately. I think that their unanimous opinion will be – YES!!! Oh, and ask Ted Drummond about the intensity of driving eight hours of competition for three consecutive days. There was snow on the grass in shady spots when we started on Friday, but the sun was out and the day was about perfect. Saturday was cloudy but dry, and Sunday was back to sunny. The trees were gorgeous.

I mentioned that our program was going to be well represented. Wendy Harrison and her brother Craig Beidelman teamed up to get Wendy a second National Championship in Sportsman GTA. Ted Drummond did a great job on the GTA event earning himself a well deserved second place Nationally. My navigation was pretty pathetic, although it was good enough to repeat as Champion in Expert

Tour, but not good enough to get Expert Course. The Patrick team from Champaign secured the Sportsman Tour Championship.

There has been a lot of chatter on the Yahoo Group for SCCA RoadRally this month, and a good deal of it has been very complimentary of the Indianapolis program, particularly the concept of providing events which can be run in multiple categories. The Great Lakes Division is asking us to seriously consider presenting a rally in the 2010 Divisional Series, and the Champaign County group would like to do another joint event with us. We have come a long way in just two years and I am very proud of everybody who has stepped up to assist with the program.

The next item of business is the 2010 schedule. Anybody who would like to write an event for 2010 should contact me with you preferred month so that I can start developing a schedule. I have been talking with the Solo people about coordinating our schedules in an effort to minimizing conflicts so that more of them will be able to compete for Competitor of the Year without getting in trouble with their families.



Boggstown Boogie Halloween Haunt Results



Ryan Kowslewski	Joel Harleman	Suzuki	32	1-E
Craig Beidelman	Karen Beidelman	Chrysler	25.5	1-N
Susan Vogt	Wendy Harrison	VW	23.5	2-E
Stefan Girvan	Trenner Stout	Honda	19	2-N
Ian Girvan	Kenny Lukenbill	Honda	16	3-N

Indy Region Racers at the 2009 Runoffs

Race	Driver	Class	Qual	Finish
Seq.			pos.	pos.
1	Bill Partridge	GTL	16	22
3	Bill Baten	T2	6	5
10	Ralph Porter	SSB	11	9
14	Brian Jennerjahn	FV	4	3
	Chris Jennerjahn		3	7
16	John LaRue	FC	10	12
20	Jason Knuteson	F500	4	1
	James Weida		7	8
	Mike Bymaster		12	20
	Kenny Price		10	DNF
21	Riley Dill	HP	25	17
	Peter Hylton		24	18

The Runoffs were in process when the October issue deadline occurred, so this report was not possible in that issue. I was not able to attend this year, but was able to watch some of the broadcasts on speedcasttv, and also check results on the SCCA website. We had 2 podium finishers this year, but I will write the report in the race sequence.

The first race was the GT-Lite class, which had Bill Partridge on the track with his Nissan Sentra. Bill qualified 16th in the very tough and large field (only 0.6 seconds behind the reigning champion), got a good start and first lap, then had mechanical failure that slowed him down a bunch. He soldiered on for 6 more laps, but was unable to continue further. He was classed as a finisher, in 22nd place.

Bill Baten had his trusty old Camaro for the Touring 2 race, qualifying in 6th at only 1.6 seconds from pole time. He got a good start, and held on to 4th and 3rd position for the entire race, until another car contacted him on the last lap, putting him back to 5th at the finish.

SSB had Ralph Porter working extra hard with his Mini trying to get a reasonable place in the field. Ralph was the fastest Mini in the field, still managing only an 11th place in qualifying, about 4 seconds back from the BMW's and Honda's. The Race was held simultaneous with the T3 cars, and most of the broadcast coverage was kept on the leading T3's, so we didn't get to see much of the SSB race. Ralph drove hard and raced well, finishing with a 9th place for this years efforts.

The Formula Vee race had a large field of 43 cars (second only to SRF with 46). Chris Jennerjahn has replaced his older Mysterion with a new Vortech, along with the matching car for his Dad, Brian Jennerjahn. They

obviously liked the new cars, as they qualified 3rd (Chris) and 4th (Brian), actually ahead of former Champions Brad Stout and Roger Siebenaler. They both ran well near the front for a few laps, then Chris got caught out by a drafting group and slid back a ways. Meanwhile, Brian moved up ahead of that group, and actually got to 2nd about half distance, and held onto the 3rd position all the way to the end, for our first podium of the year, with Chris hanging on for a 7th place at the end. Congratulations to both, but especially Brian for a great effort and a great race !!!

Formula Continental had John LaRue looking for a good starting spot, qualifying in 10th in a strong field that had the first 15 cars within 4 seconds. John got a good start, then cooled his heels with the entire field for about 15 minutes of Black Flag All to clean up an 8 car mess in the kink on the first lap. At the restart, John continued to work his way steadily up the field, reaching 5th in the first 6 laps, then vehicle problems put him out after 7 laps. He was classified as 12th place finisher, even though not running at the end.

Indy Region was well represented in Formula 500 at the Runoffs this year with 4 drivers entered: Jason Knuteson (current National Champion), James Weida, Mike Bymaster, and Kenny Price. Jason only qualified 4th, but at the start, he passed to the lead in turn 1 and never relinquished the lead. He opened about 2 seconds a lap until a Full Course Caution bunched the field behind him on lap 10. At the restart, he again started to pull away, and stayed out in front to the finish, getting his 2nd National Championship in a row. Qualifying might not have shown the potential, but Jason drove a masterful race to become a multi-time National Champion.

While Jason was out in front, James Weida started from the 7th position, got shuffled back to 12th at the start, then worked back up to 8th in 4 laps, holding on to that spot to the end. Mike Bymaster qualified in 12th, and held his position for 7 laps, then was out with problems, classified as 20th finishing position. Kenny Price was qualified 10th, got a good start and worked up to 7th in 3 laps, then fell out for a DNF.

Right after the F500 race, the H Production gang got on the track. The IUPUI Race Engineering Program was represented by Riley Dill (student) and Pete Hylton (teacher). They are both in basically Regional cars, running Nationals for fun and experience. Pete qualified in 24th, with Riley in 25th for the start. After a couple laps, Riley got by Pete, and they were in 17th & 18th until lap 7, then both ended out of the race. Being Riley's first Runoffs, I'm sure the experience was worth the trip.

All of the races are now available for viewing on demand (free) at speedcasttv.com. We have been informed that DVD sets will be available, but do not have any specific information yet as to when.

Indy Solo Drivers Traveling to SCCA Solo Nationals in Lincoln, Nebraska, Part 2 of 2

Over the week of September 8-11th, 2009, sixteen of the seventeen Indy region competitors who had planned to make the trip to Lincoln, NE for the Solo National Championships competed on a new Nationals site. Don't worry, we'll elaborate on the absent person later in this article. Of those sixteen that made it, four returned with trophies, while one became a first time National Champion. In the business world, that's a 25% return on investment, which isn't too bad!

From the first article we learned that the SCCA Solo National Championships are run over four days, with the participants competing on Tuesday and Wednesday or Thursday and Friday. Two courses, three runs on each course, best combined time from both days wins. Now on to Indy competitor results, starting with Tuesday / Wednesday competitors:

Ladies first. **Velma Boreen** competed in CSPL in her 1996 Mazda Miata against six other ladies. Day one Velma found herself in 3rd place (trophy position) due to a cone on the last run of her closest competitor. Day two the rain came for Velma's heat, so the Hoosier wets were put on and she held onto her 3rd place trophy position by getting a clean last run. Things got tense as she posted DNF's on her first two runs. She cited that visibility was not great and she just plain went on the wrong side of a cone. Congratulations to Velma, this was her 3rd trophy from Nationals competition in her many years going to Nationals!

Raleigh Boreen competed in CSP in the same 1996 Mazda Miata against 32 other drivers. On day one he was within tenths of a trophy spot with a very good second run. Day 2 was dry for Raleigh, but he couldn't get into trophy contention so he finished in 12th, three spots away from a trophy. That is still a respectable finish for Raleigh in a tough CSP lineup consisting mostly of Miatas. His co-driver from Hawaii region, Michael Parker, finished in 22nd.

Indy Region had three drivers looking for a title in ST. Unfortunately it did not work out for them among the 38 competitors in the class. **Travis Robuck** came out with the best Indy Region ST finish with 21st place in his 1989 Honda Civic Si. Travis coned away his best run on day one, and was heard saying he left time on the course the second day. His co-driver from

the Ohio Valley region, Rich Grunenwald, finished in 25th. Things didn't go much better for **Will Lahee** or **Brian Davis** in Brian's 1989 Honda Civic Si. Will DNF'd his first two runs on day one, and had a conservative third run. Brian had all clean runs on day one, but they didn't have him in contention for a trophy spot. Turns out a binding rear sway bar contributed to handling problems on the first day. Day two found Will ending up clawing up to 27th place from the day one disaster, while Brian coned every run on day two to finish 33rd.

Thursday and Friday competition saw most of the Indy Region contingent compete, including our Nationals rookie, **Nick Myers** in his 2003 Mitsubishi Evolution VIII. He competed in STU along with 45 other drivers. He quickly found out the pressure of getting it right in three runs, as he coned on his first two runs day one and had to conserve for a clean third run. After the second day, Nick found himself finishing in 33rd, and hungry to return to Nationals in 2010.

STS saw Indy region's **Geoff Chambers** and **Harold Hammerly** compete in Geoff's 1990 Mazda Miata against 44 other drivers. Harold had interesting runs on both days, getting massive rear brake lockup on his first run in day one, and breaking the differential on his third run day two. Unfortunately, on day two he ended up not having a clean time, which dropped him to 42nd for the event. Geoff in the meantime was in trophy contention the whole weekend. When the differential broke on the car after Harold's run, Geoff thought his chances were gone at a trophy. Even with a spare differential on hand, there was no time to change it for Geoff's final run. But another competitor lent Geoff his car for his third run, which turned out to be good enough to get Geoff up into 11th place, and a trophy!

In C Modified, three Indy region drivers competed among 18 others. The fourth, **Randy Turner**, was our absentee with a knee issue and could not make it due to doctor's orders. Despite last second attempts by **Mark Lamm** to secure another co-driver, he drove the event alone in his 1973 Dulon MP15. Mark seemed to miss having a co-driver, but still drove well. He was within sight of the trophies, but despite a quick effort on day two, could only climb up to finish 8th, just two spots out of the trophies by .338 of a second. **Brent Carey** and **Steve Geiger** drove Steve's 1988

Results-Points Event #7, Grissom

By: Will Lahee

Pos.	Class #	Driver	Total	B Prepared'		
-----				1T BP 28	Jeff Kleiner	0:58.154
Super Stock'				-----		
1T	SS 9	Joe Wade	0:56.863	C Prepared'		
2	SS 11	Jack Tovey	0:58.005	1T CP 93	Warren Leveque	0:50.722
-----				-----		
A Stock'				G Prepared'		
1T	AS 11	Andrew Goumas	0:56.134	1T GP 59	David Copher	1:00.230
2	AS 7	Manny Ramirez	0:59.845	-----		
-----				B Modified'		
B Stock'				1T BM 149	Daniel Stone	0:42.636
1T	BS 81	Joe O'Neill	0:57.990	-----		
2	BS 8	Steve Povalac	0:58.589	C Modified'		
-----				1T CM 83	Raymond Thomas	0:45.929
C Stock'				-----		
1T	CS 25	Darren Daubenspeck	0:51.826	D Modified'		
2	CS 1	Tom Walgamuth	0:53.914	1T DM 177	Stephen Brinkerhoff	0:48.776
3	CS 125	Calvin Wang	1:00.335	2 DM 17	Paul Snyder	1:02.915
-----				-----		
E Stock'				E Modified'		
1T	ES 17	Jimmy Chiu	0:59.398	1T EM 8	Mark Scott	0:50.771
-----				2T EM 4	Lee Miller	0:51.915
G Stock'				3 EM 88	Ben Scott	0:52.636
1T	GS 2	Paul Dupouy	0:55.751	4 EM 10	Jack Banker	0:54.572
2	GS 6	Cody Cross	0:59.981	5 EM 1	Christian Banker	0:58.049
3	GS 91	Thomas Foxworthy	1:06.269	-----		
-----				F Modified'		
H Stock'				1T FM 14	Maurie Light	0:49.272
1T	HS 12	Dick Powell	0:59.875	-----		
2	HS 7	Cory Innis	1:04.351	Street Touring (ST)'		
-----				1T ST 13	John Smith	0:55.054
A Street Prepared'				2T ST 3	Bob Miller	0:56.122
1T	ASP 25	Phil Wehman	0:52.546	3T ST 6	Kevin Parrish	0:56.680
2	ASP 13	Eric Nunemaker	0:52.773	4 ST 116	Patrick O'Neal	0:56.831
-----				5 ST 79	Adam West	0:57.549
B Street Prepared'				6 ST 16	Scott Thomas	0:57.793
1T	BSP 21	Ryan Kowalewski	0:51.893	7 ST 21	Glen Hammer	0:58.291
2T	BSP 92	Craig Hudson	0:52.198	8 ST 117	Kevin Bryant	0:58.939
3	BSP 3	Jason Proksch	0:52.349	9 ST 88	James Gates	1:00.083
4	BSP 42	Bart Monnin	0:52.728	-----		
5	BSP 192	Kyle English	0:55.925	Street Touring 2 (STS)'		
-----				1T STS 15	Shahab Sakha	0:52.299
C Street Prepared'				2 STS 33	Andrew Pepler	0:52.897
1T	CSP 31	Mark Galovic 2003 MR2	0:52.792	3 STS 5	Christina Bell	0:57.910
2T	CSP 25	Ted Drummond	0:54.724	-----		
3	CSP 3	Jeff Alexander	0:56.603	Street Touring X'		
4	CSP 2	Kline Donald	1:00.526	1T STX 187	Andrew Madson	0:54.015
-----				2T STX 13	Joel Harleman	0:54.493
E Street Prepared'				3 STX 2	Brad Riehle	0:56.542
1T	ESP 168	Crissy Weaver	0:51.947	4 STX 7	Bryan Welch	0:57.081
2T	ESP 68	Kent Weaver	0:52.063	5 STX 4	Fred Foxworthy	0:58.936
3	ESP 13	Michael Claprodt	1:03.880	6 STX 37	Nicholas Linsky	0:59.496
4	ESP 3	Rachel Fehring	1:08.341	-----		
5	ESP 31	Joel Fehring	1:08.359	Street Touring U'		
-----				1T STU 1	Kevin Kent	0:51.365
F Street Prepared'				2T STU 4	Nicholas Myers	0:51.932
1T	FSP 9	David Dusterberg	0:54.879	3 STU 10	Michael Johnson	0:52.612
-----				4 STU 9	Marshall Radwin	0:55.358

Pos.	Class #	Driver	Total			
-----				H Stock Ladies'		
	1T	HSL 6		Mari Levey		1:04.123
-----				D Modified Ladies'		
Street Mod Street Tire'						
1T	SMS 11	Kevin Miller	0:52.608			
2T	SMS 9	Mat Jordan	0:52.947			
3T	SMS 44	David Sockrider	0:53.875			
4T	SMS 4	Oscar Judd	0:54.053			
5T	SMS 71	Travis Camp	0:54.432			
6T	SMS 77	Dan Levey	0:54.744			
7	SMS 51	James Priest	0:54.979			
8	SMS 13	John Fehring	0:55.059			
9	SMS 31	James Fehring	0:55.298			
10	SMS 3	Kevin Colby	0:55.892			
11	SMS 111	Tim Meggenhofen	0:56.007			
12	SMS 49	Benjamin Newburn	0:56.165			
13	SMS 63	Kyle Roland	0:56.413			
14	SMS 302	John McAfee	0:56.454			
15	SMS 149	John Ryan III	0:56.610			
16	SMS 16	Curtis Wade	0:56.852			
17	SMS 66	Matthew Hull	0:57.198			
18	SMS 81	Tony Rogers	0:57.208			
19	SMS 18	Chris Snyder	0:57.258			
20	SMS 12	Steve Lowry	0:57.751			
21	SMS 1	Lukeus Allen	0:57.779			
22	SMS 26	Dale Brier	0:58.578			
-----				X-Class (Pax)'		
	1T	BM 149		Clemens Burger		0:39.211
	2T	CM 38		Randall Turner		0:40.857
	3T	CM 138		Mark Lamm		0:40.915
	4T	FS 94		Jim Zeisler		0:41.487
	5T	STS 91		Gustavo Hammerly		0:42.082
	6	STS 90		Geoffrey Chambers		0:42.114
	7	SS 44		Steve Mieritz		0:42.224
	8	CSP 187		Raleigh Boreen		0:42.294
	9	CSP 871		Will Lahee		0:42.434
	10	ST 188		Travis Robuck		0:42.626
	11	ST 81		Rich Grunenwald		0:42.855
	12	SS 144		Jerry Strophe		0:43.243
	13	CSPL 87		Velma Boreen		0:44.957
-----				Top Time Of Day		
			Raw time:	41.538	XBM 149	Clemens Burger
			Pax:	39.211	XBM 149	Clemens Burger
			Stock:	51.826	CS 25	Darren Daubenspeck
			Street Prepared:	51.893	BSP 21	Ryan Kowalewski
			Prepared:	50.722	CP 93	Warren Leveque
			Modified:	42.636	BM 149	Daniel Stone
			Touring:	51.365	STU 1	Kevin Kent
			Street Modified:	52.608	SMS 11	Kevin Miller
			Junior Kart:	69.024	FJA 1	David Copher
			Stock Ladies:	64.123	HSL 6	Mari Levey
			Modified Ladies:	61.576	DML 77	Wanda Brinkerhoff

Super Street Modified'						
1T	SSM 69	Ted Skreko	0:56.506			

Junior Kart A'						
1T	FJA 1	David Copher	1:09.02			
G Stock Ladies'						
1T	GSL 8	Marta Kizym	1:04.183			

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 _____

We are rapidly approaching the time to elect our officers for the year 2010. Now is the time for anyone desiring to be more involved with the running of our club to step up and enter their nominations for office in our region. I have included a general description of the various offices. If you wish to run, or you know someone else who wishes to run for office, please contact our nominations chairman Jan Castelluccio E-mail: jccastel@indygov.org or see the request for nomination following the Job Descriptions.

Region Officer Job Descriptions

It's getting near that time of year when Regions are considering new officer candidates for 2010. To help us recruit new leaders, we present the following Job Descriptions for Region Officers. This list is by no means comprehensive, and is only offered as a guide for us during the upcoming elections.

Regional Executive

- Chief Executive Officer of the Region.
- Official Spokesperson for the Region.
- Presides at all meetings of Members and Directors.
- Shall report on the status of the Region at each meeting.
- Shall call any special meeting of Members and Directors in accordance with the Bylaws of the Region.
- Prepares and adheres to agendas for all meetings.
- Shall appoint or discharge necessary and appropriate positions and committees.
- Shall sign and execute, together with the Treasurer (or his assignee), all contracts, notes, and drafts in the name of the Region.
- With the Treasurer, participate in creating and assist to determine the Region's budget for the coming year.
- Shall perform or cause to be performed all duties assigned to him/her by the Sports Car Club of America, Inc.
- Shall cause books, statements, reports and other certificates and records to be filed as required by law.
- Shall complete (with aid of Assistant RE) Region SCCA Charter Documents and submit to the National Office no later than February 15th of each year.
- Shall complete SCCA Directory information for the Region and submit to the National Office no later than December 31st of each year.
- Shall enforce Region's Bylaws and perform all duties incidental to the office of Regional Executive.
- Shall supervise all activities of the Region.
- Shall have other such duties and authorities as prescribed by Bylaws or Regions Board of Directors.
- Work closely with Region Board of Directors to create and monitor one year and five year plans using guidelines offered in the Mission Statement and Strategic Plan of SCCA, Inc.
- Communicate as needed with Executive Officers of other local sports car clubs, SCCA Regions, and SCCA Divisions.
- Shall maintain communications with the responsible SCCA Area Director.

Assistant Regional Executive

- Performs duties of the Regional Executive in that person's absence or incapacity.

- Performs other such duties as assigned by the Regional Executive.
- Performs duties as assigned by the Region's Board of Directors.
- Shall attend all meetings of the Members and Directors.
- With the Regional Executive, shall prepare the Region's SCCA Charter Documents and submit to the National Office no later than February 15th of each year.
- Work closely with Region Board of Directors to create and monitor one year and five year plans using guidelines offered in the Mission Statement and Strategic Plan of SCCA, Inc.

Secretary

- Shall keep minutes of meetings of Members and Directors.
- Shall be the custodian of all records of the Region.
- Shall attend all meetings of the Members and Directors.
- Work closely with the RE and Region Board of Directors to create and monitor one year and five year plans using guidelines offered in the Mission Statement and Strategic Plan of SCCA, Inc.
- Shall maintain the Region's calendar of events.
- Shall submit the Region's calendar to newsletter and website.

Treasurer

- Shall have care and custody of, and be responsible for all funds, merchandise, and assets of the Region.
- Shall have custody of monies, debts, and financial obligations of the Region.
- Shall attend all meetings of the Members and Directors.
- Reports financial status of Region to Members and Directors.
- Shall maintain accounting records in accordance with Generally Accepted Accounting Principles.
- Pays listing or sanctioning fees in advance of any SCCA event.
- Shall transmit dues and income information received from the SCCA National office to the Region's Membership Chairperson.
- Shall make monthly, or more often if required, deposits to the Region's bank account.
- Obtain tax exemption certificate if required.
- With the Regional Executive, participate in creating and assist to determine the Region's budget for the coming year.
- Work closely with the RE and the Region Board of Directors to create and monitor one year and five year plans using guidelines offered in the Mission Statement and Strategic Plan of SCCA, Inc.
- Shall ensure preparation and filing of tax returns in accordance with the Internal Revenue Code of the United States and other controlling jurisdictions.
- Shall notify the Region's bank(s) when changes are made with respect to addresses, signatures, and other contact information

for new officers or check signers.

Membership Chairperson

The Membership Chairperson promotes continued growth of the Region through actively recruiting new members and retaining current Members.

- Shall be the Chairperson of the Membership Committee.
- Shall make new Members and other interested parties feel welcome at all Region events.
- Shall maintain a list of Members and other interested parties. The list shall include all available contact information.
- Shall prepare an annual Region roster.

Other Directors or Officers

- Shall attend all meetings of the Members and Directors.
- Shall perform such duties and have such powers as assigned by the Board of Directors
- Work closely with Region Board of Directors to create and monitor one year and five year plans using guidelines offered in the Mission Statement and Strategic Plan of SCCA, Inc. May be assigned as liaison to committees and specialty chiefs who are not already members of the Region’s Board of Directors.

Editor

The newsletter editor generates a periodical publication and distributes it to all Region Members and other interested parties.

- Shall produce a publication that is professional appearing and easy to read.
- Generates content that is relevant to the Region and SCCA activities.
- In cooperation with the Region’s Secretary, shall generate a calendar of events.
- Shall include reports of all the Region’s events.
- Shall work closely with the Region’s Webmaster to ensure accuracy and timeliness of shared information and stories.
- Shall secure advertising to offset publication costs.

Webmaster

The Region’s Webmaster designs the webpage and maintains content that is relevant to the Region and SCCA activities.

- Maintains a professional and easily navigated site.
- Ensures that the website is updated on a regular basis and is timely.
- Collect stories, features, and pictures for web content.
- Works closely with the Region’s newsletter editor to ensure accuracy and timeliness of shared information and stories.
- In cooperation with the Region’s Secretary, shall generate a calendar of events.
- Shall include results from all of the Region’s events.

Committee Chairpersons

A committee runs each program established by the Region. Each committee shall have a chairperson who is responsible for managing their respective program in a manner they see fit and in accordance with the Region Bylaws.

- As required, shall attend meetings of the Membership and Board of Directors and shall report on activities of the committee at such meetings.

- Shall communicate with the Board of Directors and Regional Executive on a regular basis.
- Shall prepare and monitor a committee budget for the committee’s annual activities.
- Submit items of importance to Region’s publication and website.

Elections for the 2008 Indianapolis Region Board of Directors will be held on Saturday, January 19, 2008 at the Annual Membership Meeting/Awards Banquet. If you have additional questions, please feel free to contact any of the current members of the Board of Directors. Contact information is on the inside front cover of the newsletter.

**2010 Indy Region Board of Directors
Elections Nomination Ballot**

Regional Executive _____

Assistant RE _____

Treasurer _____

Secretary _____

Membership Chairperson _____

Activities Chairperson _____

Mail to:

Jan Castelluccio
9115 Trinity Place
Indianapolis, IN 46229

Or Email:

jccastel@indygov.org

Involved Member Award

Steve Linn

The purpose of the Involved Member Award is to recognize Indianapolis Region members who exhibit exceptional participation during the year. It is not a competition between members. In fact, the more award recipients the better. It is truly a celebration of dedication, support and commitment to Indy Region SCCA.

An Involved member award will be presented to each Indianapolis Region member, 16 years of age and older, who earns a minimum of 800 points in a calendar year by participating in at least two of the following four areas of participation: meetings and other club-sponsored special events, rally, race and solo.

An Involved member award will be presented to each Indianapolis Region junior member, under 16 years of age, who earns a minimum of 400 points in a calendar year by participating in at least two of the areas of participation.

The Involved member award will be an embroidered lightweight jacket or fleece. A member will be awarded a jacket only once in every 5 calendar years (example: a winner presented a jacket in 2003 is eligible again in 2008). Repeat awards within the 5 calendar years will be recognized by embroidering of the award year on the jacket.

Points are awarded as follows:

Administrative:

Indy Region Board of Directors	100 per year
Newsletter Editor	100 per year
Webmaster	100 per year
Pointskeeper	100 per year
Program Chair	100 per year
Banquet or Trophy Chair	100 per year

Indy Region Race Events:

Event Chair	400 per event
Event Co/Assistant Chair	250 per event
Working Chief of Specialty	125 per day
Worker	100 per day
Driver/ Crew	50 per day

Indy Region Solo Events:

National/Divisional Event Chair	400 per event
National/Divisional Event Co/Chair	250 per event
Regional Event Chair	100 per event
Regional Event Specialty Chair	75 per event
Regional Driver / Worker	50 per day

Indy Region Rally Events:

National/Divisional Event Rallymaster	400 per event
Regional Rallymaster	200 per event
Rally PreCheck / Safety Steward	100 per event
Working Chief of Specialty	75 per day
Driver / Navigator / Worker	50 per day

Other Events:

National/Divisional Rally or Solo Registrar	75 per event
GLDiv Roundtable Chair	100 per event
GLDiv Roundtable/SCCA Nat Conv	50 per day
Activities Participation / Awards Banquet	50 per day
Clutch Chatter / Website article/photos	50 per article
Monthly meeting attendance	30 per event

Points are only awarded for Indy Region related events, Great Lakes Roundtable, and SCCA National Convention. There will be no combination of points for a single event; points from only one category may be scored per day. For example, a member who is a worker and a driver on the same day at the same event may only score points for one category or the other. Each member is solely responsible for tracking and reporting their points; no one else will do this for you. To be eligible for an award, the Indy Region member must fill out the attached form or a reasonable facsimile and mail or e-mail it to the Membership Chairman. The form can also be downloaded in Excel format from our website, making tabulation of points easier. All forms must be received no later than December 31st of the year in order to be eligible for an Involved Member Award for that year. Confirming receipt of submitted points is the sole responsibility of the entrant. A person's eligibility will be verified by the Membership Chairman. The IMA will be presented to the winning members at the Annual Awards Banquet for that year.

Indy Region Involved Member Points Reporting Form

This form can also be downloaded in Excel format from our website, making tabulation of points easier.

Date	Event	How Participated	Points

Email form to: Steve Linn at racerlinn@sbcglobal.net
 Or snail mail to Steve Linn, 3732 E US Hwy 52, Morristown, IN 46161

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.

Club Racing Pro Racing Pro Rally Road Rally Solo

	Annual National dues		Annual Region dues	Total
____ 01 Regular Member	\$60.00 +	Regular Member	\$20.00	\$80.00
____ 03 Spouse Member*	\$20.00 +	Spouse Member	\$10.00	\$30.00
____ 10 Family Membership	\$95.00 +	Family Membership	\$25.00	\$120.00

*Spouse must be regular member's legal spouse.

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 _____

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

It's been a couple of months since the last SOLO report, and we've had a LOT of autocross action since then. So much, in fact, that I'll recount it by month.

August

After hosting a very successful National Tour in July, Indy Region returned to Grissom on August 2. 98 drivers competed at the event. Clemens Berger continued to show Nationals form by taking top raw and top PAX honors.

On August 16, we ran our first ever event at Midwest Sports Complex. 100 drivers came out and enjoyed a small but fun course designed by Brian Davis. The Midwest management provided restroom facilities and even brought concession services that grilled/barbequed lunch for those who wanted take advantage of it. Mark Lamm was FTD PAX and raw. Even though this was a small site, the pavement was good and we will try to run there again next season.

For the third straight year, we hosted the Subaru Challenge in Lafayette. On August 22, nineteen Indy Region members volunteered for a day to put on this event. It's an important event for the club that helps make the difference between the program being in the red and being firmly in the black.

September

Several Indy Region members went to Nationals in September and 4 trophied. Congratulations for these trophy winners:

Clemens Berger - 1st Place BM
 Dan Stone - 2nd BM
 Velma Boreen - 3rd place CSPL
 Geoff Chambers - 11th place STS

The region was back at 16th St Stadium on September 20. The weather was threatening all day, but it only sprinkled. By the end of the 2nd

run group the course was drying and by the 3rd run group it was dry. 88 drivers rolled the dice and came out winners by ignoring the weather forecast. In a surprise performance, Clemens Berger nailed both the raw and the PAX FTD.

October

Our final points event of the year was held at Grissom on October 4. We had a good turnout with 107 competitors enjoying the dry weather. Oddly enough, FTD PAX and raw were claimed by Clemens Berger.

The Worker Invitational on October 25th had 44 drivers, a cool (but dry) day and more runs than most people could count. It was lots of fun, with a lot of swapping of cars and ride-alongs.

So, this ends another Indy Region SCCA Solo season. We had great events, with large turnouts (averaged 102 per event) and plenty of good completion. We upgraded our "infrastructure" with new software, computer, printer. We now have a new generator and a new high-powered PA system. We've upgraded our radios.

We had a lot of people regularly help out with program and day of event activity. It was truly a club effort!

As many of you know, both Dave and I are stepping down as Solo Chairs after this season. We need a couple of people to step forward into the chair positions for 2010. You don't have to be highly experienced, there are many people who will right behind you showing you what needs to be done and helping however needed.

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

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

My sons and some of my old crew members, who have much better memories than I, have insisted that I write about racing in the glory days while I can still barely remember it. The glory days to me were the eras of factory participation in club production racing (not tube frame GTs), original stock bodied Trans Am, and the Can Am.

After obtaining an SCCA license with an A Sports Racer (club Can Am) car and running somewhat successfully in that unlimited field, I decided to get a production car with actual home garage preparation rules. Since I had owned several Corvairs and autocrossed them some and had witnessed the success(1967 Champion) of Don Yenke's Corvair Yenke Stingers, and witnessed James Reeve and Jim Schardt at the runoffs, the Stinger seemed like a natural choice for me. Plus, having owned several British cars, I liked running against them. I still have a soft spot for original Minis, MGs Triumphs, and Healeys.

SCCA required an actual Yenke Stinger to race as regular Corvairs were considered sedans. The first 100 Yenke Stingers were necessary for SCCA homologation as sports cars, therefore collectable, and the rest of the remaining 85 or so were considered to be dispensable at that time, before they eventually all became classics. The same homologation rules resulted in the first Shelby Mustangs. The only Stinger that I could find for sale in 1973 was YS 160. It was in perfect condition, but technically dispensable, so I started cutting it up for race preparation. Two years later I found my current YS 015 in beyond restorable condition, of course. YS015 was later "saved" as a CP Solo car. YS160 was later totaled by another owner.

Reading production preparation rules was both a science and a mystery. You had to be technically legal, but if you didn't push the limits like the other preparers you were an also ran. There were no producers of racing parts for Corvairs at that time so you were very much on your own. The few drivers that were racing them were reluctant to share any secrets, and with good reason. Fortunately Ralph Nader had made parts cars very cheap and I had a field full of parts cars.

YS160 was a Stage II Stinger which was a hotted up street car. The engine was fine for a beginner car but had to be oil baffled and oil cooled. The Stage II

engine was fine for a car with a standard wide ratio gearbox and slightly oversize carbs. Like all cars it had to be lightened, lowered, stiffened, and safety prepped. All of the gee whiz stuff had to wait for money, knowledge, and time.

This car and I were initially back markers in regionals and even worse in the factory supported National Races. DNFs were quite common for me at first; mostly due to my poor/unlearned preparation. .

I had the steel wheels widened 1 1/2" inches and many spacers made for the newly introduced slicks which took permanent insets after each heat cycle. The widened steel wheels were prone to cracking but the expensive (\$800 in 1976) Magnesium wheels had to wait a few years.

Carburetors bored out 1/4" and turn fixed, were legal, but expensive. I found some for sale, but was broke. I asked my wife Sharon if I could borrow some money from her. She said no, because she was broke also from already ordering them for me. I could have cried. Later she bought me a real racing camshaft. Today she showed me the quilt that she made with all of my pictorial racing history on it; now I'm really inspired.

Intake manifold porting was legal but no metal could be added. I had a welder friend who sat in one booth repairing the porting work that I over- did in another booth. The manifolds were integral with the heads and had to be sawn off and welded back on. We carefully ground off any added metal. We did three sets of heads before we got it right. You knew it was right when you could pass more cars on the straights and the jetting became too rich. Later, after Jim Schardt quit racing he showed me how to do it---I was close. I had a Machinist friend who helped me develop the big tilt tube exhausts. Later I acquired all of the welders and machinery to do the work myself. At that time only Harley dealers or lawn mower repairers would mill or machine air cooled heads.

I bought books on exhaust theory and made my own headers, then tested the various theories back to back on the track. I even tried aluminum headers; they're melted and on my folly wall. The car was moving to the middle of the pack in races and I was getting encouraged enough to order the parts for a close ratio transmission. The close ratio transmission made the big camshaft work and I got even closer to the front.

I was getting quick enough that volunteer crew people were getting easier to get. I even had some waiting for me at farther away tracks. Thank heavens for volunteers. Regional racing was fairly low pressure, friendly racing then; even though I did have to reinstall the front bumper as a warning to those who needed to bump to pass. I really enjoyed the atmosphere of the Regional WOR games team championships. Racing teams were usually identified by some ferocious creature on the car's rear flanks. Our under funded team chose the underdog Tweety emblem; partly because I reminded them of Tweety in my yellow club jacket.

Over time work was slacking off as was race money, so I had to spend some time doing inexpensive things. The minimum weight was 2045# and I was quite a bit over it. That winter I chiseled off everything possible and widened all of the fenders to use the available track width. Any metal that didn't propel the car forward was removed. Later when the rules permitted, the rear fenders were changed to fiberglass. At this time I proposed to the Governors that all cars get Lexan rear windows, so that was installed. I got the car down to 1976# and had to ballast it up(in front) to 2045# with a 42/ 58 balance versus the factory 37/63—great.

The roll bar was replaced with a ten point roll cage attached suspension to suspension, since I had the equipment now. Every legal bit of the suspension got harder bushings, or rod ends. Large adjustable anti roll bars were combined with relatively soft springs and shocks.

I had, at this time ,won some regional races from the middle of the pack. I was a very poor qualifier due to fear of breaking. Adrenalin (red mist) overcame that fear in races. After lightening, I was 2 sec. a lap faster at IRP. At a Mid Ohio regional I got my first pole position. I was totally unprepared. When the race started my mirrors were full of Dennis Weglartz's red, Nationally prepared, Triumph GT6. We traded leads many times. His method was to scrape me off behind lapped cars on the back straight. I learned from him and returned the favor on the last lap. The real victory was that he had to return to Michigan and tell his Corvair racing buddy, Ron McConke, that he had been beaten by a Corvair.

My crew encouraged me to start running National races. This meant more development time and more close reading of the rules; Nationals had factory participation. Some of the factories involved were Group 44 Triumphs and Jaguars, Jensen Healeys, Datsun 2000s, Porsche 911s , Lotus 7s, Datsun 240 Zs, and Datsun B Sedans. I got to race against most of these original cars and drivers this year when the Corvairs

and Group 44 were featured (2009) at the Walter Mitty Vintage Road Atlanta race.

Because the rules didn't mention it, I moved the rear mounted power/drive train forward almost two inches to further improve the balance. Later rules prohibited engine relocation, but a new rule allowed a 3% change in wheelbase. I then moved the rear wheels toward the rear by that amount. Shims were installed inside the differential to remove lateral slop before extra links were permitted. I finally got the Sterling magnesium wheels.

Rear brakes were installed all around for the additional shoe width. Of course they were ducted and had GM Chevelle/ Nascar metallic linings. These brakes allowed me to out brake the previous CP 911 Porsches with 4 wheel discs, who were moved down to our DP class. You had to have very big forearms to control the darting behavior of these over used drum brakes and sometimes just passed with all four of them locked up. I later petitioned for and got rear disc brakes for Corvairs. I used a very small battery in the original location and put a very large one in the nose of the car, also for balance and because I had a very light "zero" output alternator.

It was at this time that I experimented with fanless cooling by running huge 8" ducts from the headlights directly to the cylinder heads. I preformed a complete open manometer tube test to find 2" water pressure at the headlights. This system worked if speeds were at least 60 mph. Multiple slow pace laps doomed the system, although I was able to pass people on the straights that I couldn't pass before. I compromised with ducting from the Stinger flaps (.5' H20) directly to the full sized ½ (underdrive) speed fan. The original fan had max output at 4500rpm and went down from there. The reduced speed brought max output up to the necessary 7500 rpm operating range. This worked great reducing fan and belt horsepower draw, and belt ret

The, necessary for Nationals, 7500 rpm (I had been running a reliable 6500 rpm.) made for a total over haul of the valve train. Stock rocker arms broke at 6500. Stock valve guides also failed at the higher rpm. The higher rpm required an engine refreshing after every 3rd race. At 6500, I used to run an entire season on one rebuild. For major events I sometimes took a spare engine, because of the likelihood of blowing one of them up during qualifying. At a Road America National I managed to blow both of them up---loooong drive home!

There were no electronic ignitions at that time so the distributor had double bearings, double points springs, and a large coil to run 7500 rpm (factory was 5500rpm).

Jim Schardt would set the DP lap record at IRP every year and I would beat it the next year, only to have him then set a new record in his Dayton Wheels Stinger.

In my second and last season of Nationals (1978), Sharon and I agreed to literally go for broke. Instead of buying others used up tires, we had new ones for every other race. This was a 2 sec. per lap improvement.

We were then up front at all of the 10 races and even won 3 National races. The last Bonus National of the year was at Wentzville, MO. The winner would go to the runoffs. It took 34 points in the highly contested Central Division—I had 33. A factory Huffacher Jensen Healey and I swapped leads lap after lap. The Healey could draft my huge car on the straights, but I would get it back in the twisty bits. Near the end of the race we were heading side by side down the straight under the pedestrian bridge. The runoff for drag races was just after the bridge and before the right hand turn. We were both staring at each other waiting for the other car to dive under braking; no front ends went down and we both went into the runoff. The spectators on the bridge loved it. He got back on before me and finished ahead. He went to the runoffs. Then we were broke again and sold the car the next year, but, what a way to go out! Over time work stopped, the kids were all expensive teenagers, and the recession hit. I did get to be a Drivers' School instructor in 1979—going full circle.

Corvairs would soon have to run in the tube frame GT3 class and require a complete new effort. Too much for us, but we had a good run. Ironically the Stinger would have been a great Vintage car; but I have an even more vintage car now.

I renewed my racing license in 2001 to co drive an endurance racing car. I was able to go to Drivers School because, due to my lengthy illness, my sons prepared my YS015 autocross Stinger for a vintage road race at Mid Ohio (where Corvairs were featured) in 1996. They put my Stinger in the A Sedan/ TransAm class. I loved it, the sight and sounds were great. Therefore, I had a race car ready for the 2001 school. The Drivers School instructors were supposed to ride with us and I had a hard time getting an instructor. I found out later that straws were drawn to see who had to take the old guy in the old car. That information raised the adrenalin (red mist) level again and I won the school race. In the following endurance race I was so astonished at the crash and bang regional racing attitude that I let the license lapse. Even late season National points races weren't that bad.

See you at the next track event or autocross,

Warren

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At the last Solo I was engaged in a conversation with someone who was very passionate about driving experiences (track days) and was questioning why we in the Indy Region SCCA don't support such programs. While I really enjoyed his passion for his love of performance driving and the opportunity given to him by another sanctioning body (NASA), it was apparent he didn't have a clear grasp of the differences in how our organizations operate. Further, his opinions on SCCA's Club Race structure being "lame" gave me quite a pause. I have thought a lot in the past few days about this conversation and would like to share a few facts and opinions.

To begin with, he failed to recognize the basic structural differences between the SCCA and NASA. NASA is a for profit business who employs people to promote, and operate regions along with administering various programs. The SCCA on the other hand is a not for profit club made up of mostly volunteers. While the SCCA employs staff at the National office, the rest of the clubs' officials along with the people who operate the regions and its programs are all volunteers. This is an important distinction. Every event put on under the SCCA banner (save for those events put on by SSCA Pro) are the products of the efforts of club members who have stepped up and given their time and efforts to make that event happen.

As to the question of adopting PDX (Performance Driving eXperience) to the region's cache of programs, speaking as the incoming Club Race Chair I am all for them. I want them. I think we need them to grow new racers to keep Club Racing healthy in the future. I also know that for PDX to be successful for our region it is going to take more than just adding PDXs to our Club Race weekends. Unlike NASA, SCCA Club Races attract as many or more racers to a given event than a typical NASA race/HPDE event attracts both HPDE participants and racers combined. In this region, a typical NASA event will have 2 race run groups and 3 HPDE run groups while our ORP events have averaged

between 5 to 8 race run groups as of late, and our ORP races have been light on entries. The NASA events I've been to, the HPDE cars far outnumber the race cars in attendance. While that works for NASA, just adding PDX to Club Race weekends will not work for our region in my opinion. To do PDX correctly, there needs to be some people within the region to step up and build a PDX/Time Trial program, one that can handle the additional staffing requirements to assemble, promote and run a successful PDX. Just as I would never ask Solo to take on running a Rally-X program, I think it would be unfair to ask Club Race to take on PDX/Time Trials.

I do want a vibrant PDX/Time Trial program in our region, but we have not had enough people step up to take on the challenge and as I have already said, I'm not going to ask Club Race to take on any more than it has on its plate right now. Club Race is facing a number of challenges. Club Race is having to deal finding new places to hold races now that ORP is no longer suitable for road racing. Our region had a 50 plus year relationship with IRP/ORP only promoting one event elsewhere in all of that time. Club Race is also finding itself restructuring a bit with new people volunteering and having to learn a lot on the fly. Add in the desire to do a driver's school as part of the 2010 program, Club Race simply cannot take on any more at this time.

While I do believe in PDX, and cheerlead for it I also have to admit, outside of my conversation Sunday, I've not heard much in the way of request from membership for it. If membership isn't asking for it, no one's volunteering to pick up the PDX ball and run with it, being a member driven organization, the efforts of the Region will be spent working on what the Region's membership is asking for.

In short, if members want a PDX program, those members must step up and volunteer to do the work that will make it happen.

Cheers,
Dave

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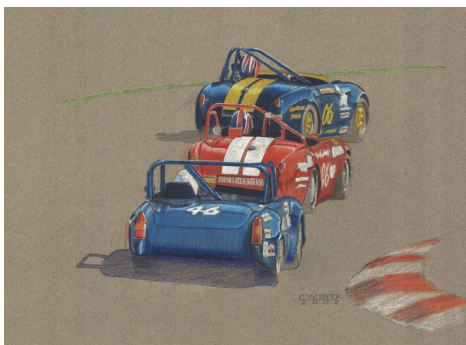
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