



June 2011

Clutch-Chatter

THE OFFICIAL PUBLICATION OF
THE INDIANAPOLIS REGION



Yeah, We're that Important

indyscca.org

Results of Indy Region events and other club news inside

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Calendar of Upcoming Events

June 5	Rally Event - Tulip Time
June 10-12	Southern States Championship-Blytheville
June 18	Corvaair Olympics – Connersville
June 19	Solo Points Event #4 – Connersville
June 24-26	GL Div Solo Series #2 – Det/SVR @ Oscoda, MI
July 1-3	Northern States Championship-Toledo
July 10	GL Div Solo Series #3 – FWR @ Ft Wayne Coliseum
July 17	Solo Points Event #5– Hoosier Challenge @ Grissom Aeroplex
July 24	Rally Event - TEA-II
Aug 6-7	GL Div Solo Series #4 – Great Lakes Divisional @ Grissom Aeroplex
Aug 14	Solo Points Event #6– Grissom Aeroplex
Aug 14	Rally Event - TIDD-III
Aug 20	Subaru Event-Lafayette
Aug 21	Walesboro–CSCC-Indy Challenge
Sept 2	Solo Nationals– Lincoln, NE
Sept 11	Solo Points Event #7– Grissom Aeroplex
Sept 25	Rally Event - Back 2 School 2
Oct 9	Solo Worker Invitational– Grissom Aeroplex

Indy Region Connections

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

Indy Region E-Group

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

Greetings, fellow members.

This I, your humble R.E., with more ramblings for this month. Dave, Steve and assorted others, you know who you are, shadduppa your face.

Well now, as you know, we are hosting the Annual Roundtable this coming November. This was, as I remember, once known as the Scheduling meeting, a great blood-letting between all of the various regions that made up what we used to call Central Division. Well, it's no longer Central Division, it's now known as Great Lakes Division and the "blood-letting" is no more. It's now a relatively peaceful event. John Peterson, our beloved Executive Steward (?), runs a very peaceful meeting. We will also include the Solo crowd, who we feel will have a good meeting. I'm not sure why it is, but, why do we have one group of people who can't get a long for very long and another who can get along great. That's the racing and solo folks, by the way.

The Rally crowd will be doing a meeting, as well as the RallyCross group.

There's one way to read these ramblings from me, as long as you read this and get reasonably bored, rest assured there's nothing going on with your region. This is a good thing.

Andy



Clutch Chatter Mailing Opt In/Opt Out

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

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

New members of Indy Region will receive Clutch Chatter in the mail for 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: Josh Kikta c/o Clutch Chatter 13101 S Elster Way Fishers, IN 46037

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 _____

Minutes— May BOD Meeting

By: Dick Powell

This is a synopsis of the minutes of the meeting of the Indy Region BOD May 12, 2011 at Dooley O'Tooles, 6:30 PM. There were 6 directors and 3 guests present. Minutes of the previous meeting were approved.

Treasurers Report Rich emailed the report to everyone before the meeting. After minor discussion, the report was approved.

Membership Wanda reported current membership is 423.

Clutch Chatter Josh requested all materials be submitted by the 15th, and the results from the 22nd Solo to be submitted as soon as available.

Activities Pauletta has suggested discontinuing the CNOs for the summer. Also, they are planning to change to the last Tuesday of each month to space further from the BOD meeting. We will resume CNOs with September.

Dave and Pauletta will host a members' fun night on Saturday, July 9 at their home, with a "Drive-In Movie" for entertainment.

Chuck suggested setting up membership meetings each month, with some form of entertainment or activity for the general membership. Possibly, with home videos from Solos, Rallies, or Races, or car type movies, or other interesting things.

Rally June sanction has been received; July and August sanctions have been submitted.

Chuck has been getting good feedback on the possibility of a National Rally in 2012. Right now, the expected date would be the weekend after Fathers Day in 2012.

Geoff suggested making announcements at the drivers meeting at solos for upcoming rallies and especially for workers for the National Rally. Pauletta and Chuck will work on format.

Solo Pauletta reported the finances for the Solo program so far this year, which is currently ahead for the year.

The Great Lakes Divisional Championships will be August 6 & 7 at Grissom, and will be hosted by Indianapolis Region. A planning meeting is set up for May 18. Online registration at MotorsportsReg.com will include payment capability for that event only.

RallyCross Program Geoff reported the RallyCross team is still working on dates and locations, including a possible second location, and expects to have the first event in a couple months.

New Business Next BOD meeting scheduled for June 9 at O'Tooles. Meeting was adjourned.

The Future of Club Nite Out

By: Dave Dusterberg

Club Nite Out has grown a little stale so we've decided to discontinue it. Instead, Club Nite Out will take a new form as stand-alone events scheduled periodically through the year. The first one will take place on July 9th. We're calling it the '52nd St. Garage-In Theatre Night'. It will be a cook-out and showing of the classic movie 'Gumball Rally'. We'll be projecting the movie on a screen on the side of the garage or in the garage weather depending. The Region will supply soft drinks and hot dogs and participants can BYOB and covered dishes are encouraged. If anyone has ideas for future Club Night Outs, please contact me and we'll see if we can make them happen.

On a related topic, the BoD has asked that I start the process of finding a Region hangout. If anyone knows of a restaurant or pub that would like to host us as their "official" Club, again contact me.

Cheers,

Dave Dusterberg
Activities Director



Last season, Indy Region held its first Solo school in quite a few years. Due to the great success of this school, we decided to put on another one this year, with a slightly modified format for an even better learning experience.

As you may have already seen on the Indy Region Solo Schedule, the school will take place on July 16 at the Grissom Aeroplex. The main objectives for this event are:

1. Provide quality instruction
2. Provide plenty of seat-time
3. Assure fun for everybody

In other words, the entire day will be about becoming a better driver and having fun. If you are interested in the school, be prepared for an intense day. The event will start at 8:30 a.m. with a classroom session after registration and tech, followed by a joint course-walk with further instruction. After that, the students will be split into two run groups. There will be one morning driving session for each group. We will then break for a working lunch, during which we will sit down for a review over some catered food. After that, there will be another driving session for each group. We expect to wrap things up around 5:00 p.m. Be prepared for about 15 runs total for the day. In order to make the day a little less tiring, everyone will have to work only one session.

The event is geared towards the beginner and intermediate-level autocrosser. Instruction will include basic event operation, some driving theory, and plenty of in-car instruction. The event is limited to 40 entrants to make sure each student

gets enough attention and seat time. Therefore, sign up soon in order to save your spot. The cost will be a little higher than for a regular event at \$50 for the day, plus \$15 for a weekend membership if you are not an SCCA member. This is due to the limited number of students and the catered food, but an abundance of seat-time and instruction by Indy Region's best will be worth it!

As always, you want to come prepared. You should consider bringing the following items:

- Warm clothes for cool weather
- Cool clothes for warm weather
- An umbrella and raingear in case it rains
- Sunscreen to prevent sunburn
- Plenty of non-alcoholic beverages to stay hydrated
- A chair to sit down during lunch and the classroom sessions
- Your SCCA membership card if you are a member
- A Solo-legal helmet, if you own one (loaners are available)
- Your driver's license
- A safe car

There will be a regular Solo event at Grissom the next day so that you can apply what you learned in the school. For non-members, the weekend-membership from the prior day will still be valid.

Come out and do not miss this rare occasion of attending a Solo School with Indy Region!

Ad on Page 7!

<p>Joe Haynes Owner</p> <p>Cell: 317: 409-8058 Fax: 317: 872-5501 joehaynes30@hotmail.com</p>  <p>Office 2156 S. Kitley Ave. Indianapolis, IN 46203</p> <p>Shop 5540 Rock Hampton Court Indianapolis, IN 46268</p>	<p>Services:</p> <ul style="list-style-type: none">• Restoration Specialist• Vintage and Contemporary Racecar Prep + Maintenance• Autocross Prep• Trackside Services• Transportation• Vehicle and Parts Storage• Fabrication and Repairs• Detailing
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Indyscca.org Solo Series

Regular and Special Events

June 18	Special Event	Corvair Olympics– Connersville
June 19	Points Event #4	Connersville– Carbon Motors Plant
July 16	Indy Driver's School	Grissom Aeroplex
July 17	Points Event #5	Grissom Aeroplex– Hoosier Challenge
August 6-7	Special Event	Great Lakes Divisional– Grissom Aeroplex
August 12-13	Test 'n Tune	Grissom Aeroplex
August 14	Points Event #6	Grissom Aeroplex
August 20	Special Event	Subaru Event– Subaru Plant-Lafayette
August 21	Non Points Event	Walesboro– CSCC-Indy Challenge
September 11	Points Event #7	Grissom Aeroplex
October 9	Worker Invite	Grissom Aeroplex

Solo Report

By: Pauletta Dusterberg

We have had another round of great events. We hosted the solo portion of One Lap of America on April 30th. We had a lot of good responses from the participants. What a great day it turned out to be. The following day we had our region solo, which, as usual, went really well.

On May 7, we hosted the Formula Hybrid solo at the Indianapolis Motor Speedway. It was great to see the different cars and power supplies that the schools presented.

May 8th Raleigh and Velma Boreen ran a Test 'n Tune at Grissom Aeroplex. We had 27 participants who had plenty of time to test their cars. Thanks to all who helped with the Test 'n Tune.

We will be having a Great Lakes Divisional planning meeting on May 18th at Raleigh and Velma's home. Anyone interested in helping out is invited to attend and give us their ideas.

Look for the ad for our upcoming Solo Driver's school in another section of the Clutch Chatter.

VOLUNTEERS NEEDED: We are helping with several special events this year. We are going to be working with the Corvair Club to host the solo portion of the Corvair Olympics June 18 at Connersville. We are the hosting region for the Great Lakes Divisional at Grissom on August 6 and 7. We need Indy members to step up and support the region by helping with these events. Please let me know if you can help.

If anyone has any concerns, compliments or complaints please feel free to contact me at anytime. For all Event results, see our website www.indyscca.org or elsewhere in this edition of Clutch Chatter. Also, our complete Solo Schedule is also posted on the website and in the CC.

Pauletta J. Dusterberg

indyscca@indy.rr.com or 317-512-1479





2011 Indy Region Solo School

Saturday, July 16th, 2011



Rain or Shine

Location: Grissom Aeroplex — Peru, IN

NO Karts are allowed at this Event!

This school is an intense day of solo instruction, consisting of theoretical classroom instruction and extensive in-car instruction. This event is gear towards the beginner and intermediate level autocrosser. Plenty of seat-time will be available. Lunch will be provided and is included in the entry fee.

Note: The event is limited to 40 students!

7:30 – 8:15: Registration
7:45 – 8:25: Tech open in grid area
8:00 – 8:30: All cars parked in grid area
8:30 – 9:30: Classroom session (held outdoors)
9:30 – 10:00: Joint course walk
10:00 – 1:00: Morning driving session
1:00 – 2:00: Catered lunch
2:00 – 5:00: Afternoon driving session

Pre-registration only! Deadline is Friday, July 8th.

All payments are made the day of the event.

Entry fee:

\$50.00 for SCCA Members

\$65.00 for Weekend Members*

*Weekend membership available onsite at Registration

For more information on Indianapolis Region SCCA Solo events:
www.indyscca.org/SoloPage.html

Last month, I mentioned that the Indianapolis Region Rally Committee is thinking about requesting a date on the 2011 National Rally Calendar, but that we need 18 – 24 volunteers for each day of the event. I am pleased to say that our first volunteer threw their hat in the ring within the first few hours of CC's appearance on the web-site, and the second within a few days. Both are experienced rally people who bring the capability of leading one of the six timing teams that we need for each day. The 18 – 24 number that I mentioned is based on a minimum of 3 people per team, and a desire for 4 person teams. If you think that you might be interested, but are concerned about your ability to captain a timing team, contact me and I will explain how we can get you the necessary experience.

I understand that the high price of gas is inhibiting a lot of car activity. The economy finally bit my business last month and I had to cancel a planned trip to Pittsburgh because of the cost and the uncertainty in my immediate income. However, rally remains the lowest cost way to have fun with your car. We attempt to find roads that are challenging to drive quickly, and set the speeds at levels that require some degree of briskness, but they are always legal; i.e. they do not cause anywhere near the amount of wear that you would incur on a solo. They probably do require as much fuel as would be required driving comparable mileage to work in rush hour traffic. Bring the family, run in GTA, and treat them to some Indiana scenery.

The Champaign County Sports Car Club has committed to doing a counter-challenge to the Ides of March rally that we have presented for the last three years. They have a traditional event on the July 4th weekend called "A Long Way For Lunch." I have listed this as a new event on the calendar for July 2 and CCSCC is discussing getting the event sanctioned through Central Illinois Region so that it will count for our people running for National points. It does fill an extra long break in our current schedule. I have run the event myself a couple of times and will say that they always come up with interesting places for lunch. It is a fun concept.

2011 Potential Rally Dates

#	Event Name	Categories	Date	Rallymaster(s)
IV.	Tulip Time	RC/RT/RG	6/5	Andy Kowalczyk
SP	A Long Way For Lunch	RT	7/2	CCSCC/CIR
V.	The Beat of the Drumm II	RC/RT/RG	7/24	Ted Drummond
VI.	TIDD-III	RG	8/14	W. Harrison & Susan Vogt
VII.	Back 2 School 2	RC/RT/RG	9/25	Andy Kowalczyk
VIII.	Halloween Rally	RG	10/29	Ted Drummond
IX.	NCBON	RC/RT/RG	11/26	Charles Hanson

TULIP TIME (Instructions, not flowers)	Sunday June 5, 2011
12:00 – 12:45 PM	Registration – Hardee's on SR 48 (3rd St.) west of SR 37, Bloomington, IN
12:45 PM	Meeting
1:00 PM + Car #	Start Rally
5:00 PM + Car #	Must be at Finish Point

A Long Way For Lunch	Saturday July 2, 2011
Location:	Details pending. Check the Region website.

The Beat of the Drumm II	Sunday July 24, 2011
11:45 AM – 12:40 PM	Registration – Park Business Center (Behind Chase Bank @ I-65 & Main St. – Greenwood)
12:40 PM	Meeting
1:00 PM + Car #	Start Rally
5:00 PM + Car #	Must be at adjacent Denny's - No gravel, lots of curves, great scenery!



I hope those of you who have ever traveled any distance with your favorite other person will appreciate and laugh along with our racing adventure to Virginia. We stayed with David and Katie

Clemens and headed to Summit Point for the first road race for YSR160 in the spring of 2010. Saturday, May 1, 2010 we pulled out of our drive at 7am as planned. It's raining – of course. We had just spent 10 hours in the rain last weekend at an autocross in Terre Haute. At least it's in the mid 70's and not the lower 40s. Two hours into the trip, we arrived just inside Dayton, Ohio when "we" missed our exit. I told Michael I was going to title this story "The Whoas of a Co-pilot". He replied, "Ok, you start the story and let me finish it!"

Three hours into the trip, we ran into SUNSHINE! We really enjoyed the beautiful green rolling hills of eastern Ohio. Michael was looking for old cars on cement blocks and I was looking for garage sales.

I am missing our travel partners, Warren and Sharon. It is kind of nice to have another girl to giggle with and pick on the boys. Michael mentioned this is the first road race without his dad. We're thinking about calling them to join us at Summit Point!

Hours 5 & 6: Round and round we go around the mountains of West Virginia. No internet or phone service – back to paper and pen. Monotony seems to be the perfect word as we sit in silence. I am trying hard not to fall asleep for Michael. As we chug along beside a semi traveling uphill, Michael spouts (in a monotone voice), "Two turtles drag racing." Monotony over! We both crack up and are awake and chatting again.

Hour 7: Wish someone would define "co-pilot" & "navigator" to Michael! Ha! Another toll. Wow, I wonder where all the money goes—definitely NOT towards these roads! I'm feeling sea sick from all the bouncing! I've seen three REAL phone booths today! Going to take a picture of the next one – the kids will never believe it! Is it against the law to strangle the pilot?! Just askin'.... 3 tolls = no restrooms at rest areas, not even an outhouse –welcome to WV!

Hour 8: In Virginia! Woohoo!! Got to call Katie! Oh, yeah, no phone service. Hour 9 ½: Arrived at David & Katie's house. David and Michael went one way, Katie and I the other. Let the Testosterone Olympics begin... After eating dinner outside at Hooters, we drove to the top of Roanoke to "the Star" which is 88 ½ feet tall and has 2000 feet of neon lights in red/white/blue. We really

enjoyed looking over the city and all the lights. We also learned this is where David proposed to Katie.

7am Sunday morning we all head out to a local autocross with David's group, Blue Ridge Mountain. I got to go out first in the YSR160. It was a very open course and I loved it! Then the boys lined up. David out first – excellent runs for both. David earned FTD beating Michael by 0.3secs & won his XP class. Michael won his CP class. I got beat by an all wheel drive in the women's class. Back to the Clemens' house. We celebrated Michael's birthday with a cheesecake sampler. The boys and I then headed out to Winchester for the night so we would not have a three-hour drive in the morning.

7:30am Monday morning: RACE DAY! And raining. We worm our way through the man made goat path to Summit Point. Tech, meet & greet, drivers meeting. I was volunteered as one of the score girls as well as Roberta O'Neill, Judy, Betty and Bruce Carlton's wife, Pat. Practice, lunch, repair, prepare, racing. Since the YSR160 is a new car, Michael spent most the day getting set up for the track. I did get to take a few run laps with David's friend Kevin in his convertible Mustang. Way fun even at 80 mph! The sky was DRY & SUNNY! All the drivers did an excellent job! Al Laki was the first out – he even held FTD for the first three or so drivers in his Toyota Yaris! Brian O'Neill and I tallied up the Tweety Awards per Warren's request. I got to be trophy girl and had a blast doing so! All the Tweety's were very much appreciated by all the winners! Goodbyes 'til next time and back on the road.

Tuesday trip home: We sleepily make our way out to the Suburban only to find a flat tire! Luckily Michael fixed it quickly and on the road we go. We are planning a pit stop at Rick and Janet Norris'. Of course as soon as we got there, Janet had fresh iced tea and brownies waiting on us! The boys then went one way to Rick's lil' piece of Heaven...Janet and I went to her lil' piece of Heaven, her BEAUTIFUL screened in porch. Michael and Rick relived a scene from a CSI show trying to diagnose what happened to Rick's busted up crankshaft and engine. After about a two hour visit, we headed west. Well, kinda sorta. The "co-pilot" didn't quite get the directions right. I thought we were on 34 when in fact we were on 64! Ooops! So, I got out my "trusty" iPhone and MapQuested using our current location...viola! We now had a New More Exciting route home!

We had a blast on our trip and that is why we chose to share it with you. I would like to continue sharing our jaunts from time to time. There is so much more to racing than being on the track. Good friends, good food and great stories to come home and share!

Solo Results Points Event #2

By: Velma Boreen

Pos.	#	Driver	Times					Total
'Super Stock'								
1T	192	Jerry Strobe	52.421+1	53.018	52.477	51.971	> 51.691	51.691
'A Stock'								
1T	63	Reid Westphal	61.198	58.806	58.437	> 57.323	57.323	57.323
'C Stock'								
1T	25	Darren Daubenspeck	52.905	58.759	53.124	52.171	> 51.956	51.956
'D Stock'								
1T	1	Chris Carson	65.780+1	60.419	60.361	59.302	> 58.362	58.362
2	81	Tim Harrison	66.81	64.006	69.083	> 62.300	63.669	62.3
'E Stock'								
1T	37	Cooper Lacy	57.05	55.451	> 54.190			54.19
2	137	Alex Yovanovich	58.148	56.431	> 55.789			55.789
'F Stock'								
1T	7	Bryan Welch	58.778	58.84	57.956	58.673	> 57.641	57.641
'G Stock'								
1T	47	Brian Fisher	57.856	> 57.431	57.923	57.878	58.315	57.431
2	12	Aleksandar Tomic	68.376	64.299	62.32	64.162	> 61.464	61.464
'H Stock'								
1T	7	Cory Innis	> 56.902	76.274	73.841+DNF	57.388	56.944	56.902
2T	9	Daniel Levey	62.081	60.848	60.848	> 59.206	59.608+1	59.206
3	12	Dick Powell	60.95	68.306+1	61.383	> 60.496	61.292	60.496
4	1	Ben Wrightsman	68.666+DNF	67.428+DNF	> 65.100	72.649+DNF	66.467	65.1
'B Street Prepared'								
1T	1	Kevin Kent	53.444	53.617	52.718	52.455	> 52.271	52.271
2T	21	Ryan Kowalewski	55.044	54.161	53.685	53.271	> 52.807	52.807
3	13	John Smith	54.372	53.782	53.632	53.777	> 53.428	53.428
4	130	Oscar Judd	57.417	56.078	54.125+1	54.917+2	> 54.216	54.216
'E Street Prepared'								
1T	40	Fred Foxworthy	59.058	57.94	58.633	59.417	> 57.682	57.682
2	9	Dave Dusterberg	61.857+DNF	60.266	60.365	> 59.860	61.427+1	59.86
'C Prepared'								
1T	56	Scott Lewis	50.224+DNF	49.744+6	50.007+5	49.468+1	> 49.610	49.61
2	6	Paul Fox	64.439	69.541	> 63.939	64.766	65.276	63.939
'E Prepared'								
1T	77	Pete Hylton	62.256	59.682	> 58.565			58.565
'G Prepared'								
1T	172	Ryan Corso		> 60.366				60.366
2	72	Jame Leep	> 69.139+1	45.306+DNF				71.139
'C Modified'								
1T	87	Mark Lamm		47.389+2	47.831	47.093	> 46.766	46.766
2T	187	Nick Myers	48.314	55.42	48.120+1	56.718	> 48.111	48.111
3T	83	Ray Thomas	50.026+1	50.324	49.404	48.515+3	> 48.827	48.827
4	168	Geoffrey Chambers	49.566	51.466+1	51.960+1	49.791	> 49.004	49.004
5	11	Jimmy Chiu		64.252	51.189	51.68	> 50.117	50.117

Pos.	#	Driver	Times					Total
6	68	Ben Pullen		50.588	> 50.580	52.214+2	51.712	50.58
7	1	Tom Walgamuth	52.617	51.762	59.07	50.885	> 50.820	50.82
'D Modified'			Times					Total
1T	77	Stephen Brinkerhoff	61.514	> 50.892	53.735	54.544	52.273	50.892
2	17	Paul Snyder	58.098	56.858	56.762	> 56.121	56.494	56.121
'E Modified'			Times					Total
1T	1	Christian Banker	53.669	52.082	51.69	> 50.872	51.899	50.872
2T	10	Jack Banker	53.513+DNF	54.098	53.993	54.371	> 52.198	52.198
3	4	Lee Miller	54.123	51.754+1	> 52.756	53.027	53.307	52.756
4	14	Spencer Vaughn	57.228	55.570+DNF	56.366+1	59.504	> 55.156	55.156
'Formula SAE'			Times					Total
1T	11	Tony Nguyen	68.452	67.57	52.658+DNF	> 52.332	53.254	52.332
2	1	Eric Hazen	69.833	54.759	98.568+DNF	> 54.214		54.214
'Street Touring'			Times					Total
1T	93	Kevin Miller		54.387	52.827	> 52.242	52.568	52.242
2	193	Will Lahee	54.404	55.022	53.819	53.912	> 53.390	53.39
3	18	James Gates	61.196	60.073	60.689	> 60.023	60.232	60.023
'Street Touring S'			Times					Total
1T	6	Larry Metz	59.407+1	59.37	63.455	58.845	> 57.933	57.933
'Street Touring R'			Times					Total
1T	42	Bart Monnin	54.724+1	54.124	> 54.069	54.36	54.555	54.069
2T	95	Chris Brake	56.561+1	55.553	56.492	> 55.390	56.104+1	55.39
3	3	Jeffery Alexander	> 57.564	57.587	57.799	58.194	58.05	57.564
4	59	Stefanie Stribling	65.524+1	63.934	61.863+2	61.695	> 61.121	61.121
'Street Touring X'			Times					Total
1T	5	Matthew Douds	58.542	56.772	> 56.202	56.737	56.429	56.202
2T	7	Kevin Montgomery	58.788	59.455	58.844	58.529	> 57.722	57.722
3	128	Wayne Bruzzese	67.628	73.983	60.484	60.637	> 60.312	60.312
'Street Touring U'			Times					Total
1T	77	Eric Burns	67.229+1	53.532	53.402	52.765	> 52.659	52.659
2T	3	Jason Proksch	54.265+1	53.853	53.219	> 53.185	54.968	53.185
3	12	Joshua Kikta	54.691	53.798	53.859	53.742	> 53.209	53.209
4	2	Brett Ostrow	57.907	58.056	> 57.450	58.089+1	58.111	57.45
5	11	Derek Johnson	59.168	58.411	59.008	> 58.371	58.97	58.371
'Street Mod Street Tire'			Times					Total
1T	26	Dale Brier	> 53.461	56.64	57.342	55.394	54.763	53.461
2T	86	Mat Jordan	56.72	54.802	54.783	63.937	> 54.137	54.137
3T	6	Kyle Roland	54.864+1	54.793	> 54.743	56.373	55.485	54.743
4T	31	Maks Derylo	61.382	58.975	57.316	> 56.328	57.261	56.328
5T	45	Matt O'Mullane		57.426	> 56.690	56.955+1	56.844	56.69
6T	65	Benjamin Newburn	58.191	57.607	> 56.926	57.344	57.376	56.926
7	35	Victor Hall	61.1	57.917	> 57.422	59.152	57.956	57.422
8	222	Thomas Perkowski	58.761	> 58.719	58.848	59.678	59.878	58.719
9	114	Brent Billue	59.766+1	61.22	> 58.847	59.043+2	57.072+1	58.847
10	13	Michael Claprod	69.37	60.725	59.98	69.901	> 59.425	59.425

Pos.	#	Driver	Times					Total
'Super Street Modified'								
1T	88	Velma Boreen	54.249+DNF	53.182+1	53.165	53.11	> 51.816	51.816
2T	50	Phil Wehman	54.409	> 53.707	53.875	62.432	53.859	53.707
3T	25	Ted Drummond	56.027	55.44	55.369	55.574	> 54.801	54.801
4	69	Ted Skreko	58.701	67.09	57.54	59.37	> 57.534	57.534
5	81	Dimitri Snowden	73.494+1	61.756	61.598	> 59.954	60.175+DNF	59.954
6	15	Christopher Krumm	67.967+1	72.385+2	67.308	61.655+1	> 60.002	60.002
'H Stock Ladies'								
1T	6	Mari Levey	68.183	65.398	64.884+1	> 63.370	65.018+1	63.37
'C Prepared Ladies'								
1T	56	Kathy Lewis	55.784	53.532	63.92	53.579+1	> 53.108	53.108
'D Modified Ladies'								
1T	77	Wanda Brinkerhoff	67.063	63.224	61.359	58.445	> 57.277	57.277
'Street Modified Street Tire Ladies'								
1T	0	Kristen Nelson	63.783	62.308	60.77	61.417	> 60.556	60.556
'X Class'								
1T	88	David Feighner	51.287	50.312	50.185	56.322+DNF	> 49.956	42.862
2T	188	Raleigh Boreen	50.744	52.960+DNF	50.552+1	50.560+1	> 50.533	43.357
3	97	Larry Harts	> 56.162	56.389	54.902+1	55.144+1	55.000+1	44.424
4	187	Clemens Burger	50.021+2	49.335	49.115	> 48.783	49.253	46.734
5	87	Daniel Stone	58.584	51.993	51.133	51.112	> 50.390	48.273

Top Times of the Day	Class	Name	Time	Top Times of the Day	Class	Name	Time
Raw time:	CM	Mark Lamm	46.766	Street Modified:	SSM	Velma Boreen	51.816
PAX:	CM	Mark Lamm	42.37	Stock Ladies:	HSL	Mari Levey	63.37
Stock:	SS	Jerry Strobe	51.691	Prepared Ladies	CPL	Kathy Lewis	53.108
Street Prepared:	BSP	Kevin Kent	52.271	Modified Ladies:	EML	Wanda Brinkerhoff	64.487
Prepared:	CP	Scott Lewis	49.61	Street Modified Ladies	SMSL	Kristen Nelson	60.556
Modified:	CM	Mark Lamm	46.766	X Class:	XCSP	David Feighner	42.862
Touring:	ST	Kevin Miller	52.242				

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Indy Region Solo Points Event 4



2011 Indyscca.org Solo Series
Sunday, June 19, 2011



**This event is part of Planes Trains and
Automobiles Weekend in Connersville!**
(See ad on page 16)

Rain or Shine

**Location: Carbon Motors Plant (formerly Visteon)
Connersville, IN**

Karts ARE Allowed at this Event!

Note: A Minor Waiver must be signed by BOTH parents or legal guardians. A parent or legal guardian must accompany all Minors during the entire event. Contact the Solo Chairman for copies of Minor Waivers before the event (can also be found on web site).

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

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

Cost:

Register on www.motorsportreg.com by June 18th @ 12pm:
\$25.00 SCCA Members, \$40.00 for Weekend memberships

For Registration day of event:

\$30.00 for SCCA Members and \$45.00 for Weekend Members.

All payments are made the day of event.

Solo Chairman:

Paulette Dusterberg
317-493-1297 (H)
indyscca@indy.rr.com

For more information on Indianapolis Region SCCA Solo events, go to:

www.indyscca.org/SoloPage.html

(Just a little story as my memory recalls!)

It was the Fall of 1995, and out of the blue, I got a call from Terrance Garrett, I believe he was R. E. at the time. It seems that Ford Motor Company wanted Indy region to host a solo at Bloomington to show off their new cars. Terrance called and asked if I would lead the effort in hosting the event? I was hesitant and setback at first with the call, but Terrance was very convincing that he believed he had the right man for the job. I was able to reach several friends I knew that would like to help, so we had a pretty good crew. I had let my Solo Safety Steward license expire, but I put in a call to Howard Duncan of SCCA central office, he designated me as qualified to direct the event as well as serving as safety steward.

Now the star instructor was going to be Lyn St. James, (yes, the Indianapolis 500 and road racing driver!) who was being funded by Ford to travel around the country and hold these events. (September 27, 1995)

The program was to have students drive the course twice, and then Lyn would take three at a time around in a four door Taurus, showing them the faster way around the course. As it turned out we had 175 students take a turn at the wheel in the Fords, which all had automatic transmissions. The students drove either a nice little two door coupe (model name escapes me right now), which had a small V6, or a Mustang convertible. I am not sure I would want to be the customer who bought one of those cars after this national program was completed! When cars were available, all of the workers got to make runs as well, to see if we could beat her time. I believe that Bob Monday was the only driver to beat her time, although my special memory seems to say I was just a tick behind his time. She was able to make many runs that day while we only had a few between working.

We arrived early at the big parking lot on Bloomington campus, and began setting up the course. Terrance handed me his big rig to drive around the lot so others could drop off the pylons from the trailer, but after my less than sensitive foot on his electric brakes jarred the rig, I quickly gave it back to Terrance to do the driving! I just never liked driving big rigs, after in my

younger days, I damaged a McDonald's building with a school bus load of swimmers from the Y, but that is another story.

We setup a course that used most of the parking lot area we had available, yet appeared to be a safe and somewhat interesting. Our biggest challenge was that it had to be an easy enough to follow course that it would be understandable for what would probably be 100% novice drivers. Also, Terrance had warned me that during course inspection she would most likely want to change some things. As it turned out, she only asked that the shutdown area be widened and extended a little longer – so no real changes to the course design.

To introduce Lyn to the course, rather than a walk through the course, I rode with her, trying to verbally direct her through the course, at possibly 2/3 speed. I remember as we approached a slalom, I "suggested" that the better line thru it was to go on the inside, which appeared to be slower, but it would be best for coming out on the inside at the end into a tight decreasing turn. I do not recall her exact words, but she did immediately react firmly by saying oh, no, we want to be wide when going into that turn! She was the expert, so I was silent and did not respond to her suggestion, but Larry had a rather big smile on his face the rest of the day, as she was taking "Larry's line" through that slalom for her many instructional runs with the students. In my own memory, I knew that I had actually coached an Indy car driver on how to properly drive my solo course that day! That is a "trophy" that I will always remember!

Lyn St. James is an accomplished driver, way out of my league who I very much respect, but I did sort of enjoy our encounter that day.

Maybe some of the other members working that day can add to the details of the event?



There are no shortages of questions from new people who are starting to get into autocross: What tire pressures should I use? What can I do to go faster? Will modification XYZ help me get faster? What car should I buy next? Et cetera. When talking to new people at events, these types of questions normally come up in conversation. Usually they are tough questions to answer without knowing more information such as car make and model, how many events has the new person done, what is currently modified on the car and what tires they are using. Basically, the new person is asking a loaded question without even knowing it. There is no one secret answer to “going faster”, but there are several ways to eventually get faster with what you have. The obvious and best answer is to get more experience driving in autocross events or take an autocross school (such as the one Indy Region is putting on at Grissom on July 16, details on page 7). The other way is testing the vehicle you have, which we will explore in this article.

At a recent test and tune, my co-driver (Kevin Miller) and I had changed some alignment settings on my ST classed 1989 Honda Civic Si and needed to see how those changes made the car behave. We had our theories about how those changes would make the car behave, but testing would tell us for certain if we were right. The place to do this is at a designated test and tune event where the format is much more relaxed compared to a traditional autocross event. You can take as many runs you need to complete whatever task you have set out to do without the additional stress of competition.

First things first: plan and prepare. Our plan and preparation started the day before the test and tune event at Kevin’s place of work, Nick’s Auto Service in Anderson, IN (shameless plug for Kevin and the shop he works at, he is very good at what he does and if you need an alignment or any other work done, give them a call at 765-643-0182). We took measurements of the Civic’s alignment and went about making our changes and taking more measurements as we adjusted. We also took copious amounts of notes about the changes we made, which gives us a knowledge base about what we are working with. Now that we know what we are starting with when we go to the test and tune event, the next step is to have a general plan about what to do during the test and tune.

When planning for what to do at a test and tune, you will need to know what you can change on the car (and what you are comfortable changing yourself with

a limited amount of tools you can bring to the test site). For us, we were going to make changes to the car at the test that we could normally do in grid at an event. Those included tire pressures, shock rebound, and rear sway bar adjustments. Others might bring alignment tools with them to change and test different alignments, change ride height or even play with corner weights. Some may even bring things to change parts on the engine or adjust the tune in the car’s ECU (if equipped to do so and class legal), but for this article let’s assume we are just going to test tires and suspension settings, and any power issues have been sorted out on a dyno. The next step in your planning is to pack up everything just like you were going to a normal autocross event, and include any tools you might need to make the changes you want to test. Also, bring a pen and a notebook to write notes.

Testing caveat: *TEST ON GOOD TIRES ONLY!* Probably the most important aspect is to test on good tires. If you are testing on used up or last year’s tires, you won’t learn much at all except what the car does with horrible tires. Garbage in, garbage out.

Once at the test and tune event, there typically isn’t a course walk, rather a slow drive through the course in the morning. A recon lap, if you will. Before you go and start changing what you have planned to change at the test, go ahead and set up the car as-is. Take a few runs to get a feel for the course and a baseline time for the current setup. Don’t hot lap the car (one run right after another), rather let the car cool down a little before your next run, just like a real autocross. Write down your times and your general impressions about the feel of the car. Take a little time to think about the run and how the car was behaving: How was turn in? How was mid-corner? How was corner exit? How did it behave in the slalom? Was the time a reflection of the car changes, or driver becoming familiar with the test course? Did the driver over-drive or under-drive? Pull back into the grid/paddock area, check the tire pressures and read your tires. Use a pyrometer (or your hand if you don’t have a pyrometer, this method takes some practice) to take temp readings on middle, inside and outside edges of the tire. Also, observe tire wear to see if your pressures seem correct and you are using the whole tire. Then make another run or two with the same setup, since it is almost impossible to get a complete picture of how a car is behaving from just one run. Take a couple of runs and pay attention to everything. Since there is no limit to how many runs you can take at a test and tune, you may as well be certain about how the car is behaving.

...Testing Continued

Testing caveat: *DO NOT CHASE TIMES!* Testing is more about how the car feels to the driver, and the time is just there as a tool to compare how you feel in the car versus how fast the run actually was. Sometimes, if something feels good to the driver, it doesn't always translate to a faster time. If you get caught up in just chasing times, then you have defeated the purpose of testing.

Now that you have a baseline of how the car feels in its current state, in the conditions at the test event and that particular course, now it is time to make your planned changes. For us, the first change was tire pressures. We took big swings at the tire pressures (one end at a time, front or rear, up to 5psi at a time) to see how the car would feel and compare to the times, and write notes. Once we had our tire pressures in their "happy place" we moved on to other changes and went about it with the same method of: change, take a few runs, take notes and compare, move onto the next changes if there were any. Then when we had the car feeling really good to us, we re-checked our tire pressures to make sure they were still correct and everything was looking good. Basically, taking another baseline test to see where we have ended up. If successful, the car will feel better and the time comparisons may reflect that. Even if you ended up at the same place you started or the changes you tried didn't exactly pan out, you would have learned some things about the car and got some seat time in the process. Maybe those changes you

tried will work on a different site, surface and course. Another testing caveat: *MAKE ONLY ONE CHANGE AT A TIME!* Some people will try to take a really big swing at things and make multiple changes to try to remedy a problem. Now if they fixed the problem or the car behaves differently, how do they know which change worked or didn't work? They don't. Making multiple changes is like falling asleep while you are a passenger during a long car trip: you know you got to your destination, but have no clue about the route!

In Summary (for those of us that like lists):

1. Prepare and plan.
2. Know what you are starting with.
3. Know what you can change.
4. TEST ON GOOD TIRES!
5. Take baseline runs, and take many notes.
6. Make BIG changes. Push the limits of changes so you understand completely what a change is doing to car behavior. Then fine-tune the change.
7. DO NOT CHASE TIMES!
8. MAKE ONE CHANGE AT A TIME!
9. Rinse, lather, and repeat.
10. If you optimize the car at the test site, you may have to change your settings for a different site / surface / weather conditions.
11. Refer to your notes if you forget what your changes did to the car's behavior.

Happy Testing!



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Solo Results Points Event #3

By: Velma Boreen

Pos.	#	Driver	Times					Total
'Super Stock'								
1T	11	Jack Tovey	40.187	38.382	38.443	37.017	> 36.938	36.938
'A Stock'								
1T	63	Reid Westphal	39.899	> 37.806	37.916	39.671		37.806
'C Stock'								
1T	25	Darren Daubenspeck	34.097	> 33.742	41	37.732+1	35.575+2	33.742
2	64	Bruce Durell	> 36.390	40.016	37.774	36.995	37.535+1	36.39
3	39	Daniel Kelley	43.969	44.39	42.5	41.82	> 41.375	41.375
'D Stock'								
1T	81	Tim Harrison	43.147	45.442	43.706	> 41.660	42.989	41.66
'E Stock'								
1T	64	Brandon Lavender	34.295+1	33.221+1	40.371+DNF	> 35.065	34.113+1	35.065
2T	37	Cooper Lacy	36.335	39.452	36.780+1	36.501	> 35.876	35.876
3	137	Alex Yovanovich	> 36.024	36.054	37.561	36.679	36.507	36.024
4	95	Rick Dempsey	> 38.238	39.121	45.44	38.698+3	39.055	38.238
'F Stock'								
1T	7	Bryan Welch	38.113	37.105+1	> 36.891	38.694	38.815	36.891
'G Stock'								
1T	24	Jose Dominguez	36.834	38.87	37.601	37.191+1	> 36.660	36.66
2	51	Jacob Burke	> 37.426	39.697	40.483+2	39.234+1	37.714	37.426
'H Stock'								
1T	33	Adam Deffenbaugh	37.185	> 35.375	38.768	46.389		35.375
2T	51	Lou Rohan	37.894	> 37.691	39.018			37.691
3T	60	Henry Povelones	38.956	> 38.342	38.574	38.531	40.033+1	38.342
4	160	Casey Povelones	40.271	> 38.546	38.861	39.878	39.172	38.546
5	45	Ben Keefer	38.71	39.781+2	> 38.673	41.237		38.673
6	88	Daniel Levey	39.562	39.645+1	> 39.258	39.865	39.242+1	39.258
7	12	Dick Powell	41.836	> 40.436	43.496	45.023	42.756	40.436
8	6	Mari Levey		41.218+1	40.602+2	42.746	> 41.426	41.426
'A Street Prepared'								
1T	13	Eric Nunemaker	35.729	> 34.340	35.482	36.534	40.089	34.34
'B Street Prepared'								
1T	21	Ryan Kowalewski	35.04	33.82	33.77	> 33.744		33.744
2T	1	Kevin Kent	34.562+1	34.057	34.043+1	33.770+1	> 34.015	34.015
3	42	Rex Haller	41.629	41.21	> 40.938	41.719	40.974	40.938
'C Street Prepared'								
1T	86	Zach Knutson	38.670+1	37.4	> 36.933	38.473+4	36.941	36.933
'B Prepared'								
1T	1	Jeff Cruise	38.837+1	> 38.657+1	41.447			40.657
'G Prepared'								
1T	182	Joseph Legan	39.091	> 36.203	36.917+3			36.203
2	82	Paul Legan	40.596	39.803	> 38.105	46.112		38.105
'A Modified'								
1T	53	Thomas Ksandr	49.906	46.804	> 43.951	67.697		43.951

Pos.	#	Driver	Times					Total
'B Modified'								
1T	49	Daniel Stone	33.003	31.994	> 30.517			30.517
'C Modified'			Times					Total
1T	87	Mark Lamm	34.720+DNF	30.652	> 30.242			30.242
2T	68	Ben Pullen	32.902	32.034+DNF	> 31.057	38.812+DNF		31.057
3T	83	Ray Thomas	> 31.502	30.895+1	41.443			31.502
4	168	Geoffrey Chambers	> 31.582	30.906+2	33.482+1			31.582
5	11	Jimmy Chiu	35.392+5	32.058+5	> 31.794	48.003+DNF		31.794
6	187	Nick Myers	31.570+1	> 30.388+1	41.143+1			32.388
7	1	Tom Walgamuth	33.124+5	> 31.304+1				33.304
'D Modified'			Times					Total
1T	77	Stephen Brinkerhoff	> 31.965					31.965
2	17	Paul Snyder	> 39.623					39.623
'E Modified'			Times					Total
1T	1	Christian Banker	> 34.018	45.038	43.441	41.109	36.404	34.018
2T	93	Warren LeVeque	> 34.649	45.618	39.97	37.967	36.995	34.649
3	4	Lee Miller	36.202	> 34.691	48.97	44.15	43.716	34.691
4	10	Jack Banker	42.064+DNF	> 35.634	47.093	43.804	41.687	35.634
5	14	Spencer Vaughn	> 37.677	50.719	44.837+1	43.687	39.455+DNF	37.677
'Formula SAE'			Times					Total
1T	59	Brace Brade	> 37.258	999.000+DNF	46.521	42.904	42.547	37.258
2	58	Daniel Watson	57.732+1	45.463	44.081	> 43.620		43.62
'Street Touring'			Times					Total
1T	93	Kevin Miller	34.968	> 33.922	35.208	35.553	35.573	33.922
2T	193	Will Lahee	> 34.599	36.496	36.006	44.411	36.134	34.599
3	25	Ron Conrad	> 35.338	35.753	36.200+1	36.343	36.124	35.338
4	91	Erik Le	37.225+DNF	41.099	39.535	38.888	> 38.009	38.009
5	92	Robert Anderton	41.436	> 39.082	40.710+1	39.465	39.237+1	39.082
6	192	Josh Spangler	42.624	41.634	40.537	> 39.802	40.244+2	39.802
'Street Touring R'			Times					Total
1T	20	Barry Beaman	> 36.607	36.926	37.863	37.433	36.776	36.607
2	95	Chris Brake	36.915+1	38.17	> 36.660	36.656+2		36.66
3	59	Stefanie Stribling	41.217+1	44.642	40.88	> 40.235	39.236+1	40.235
'Street Touring X'			Times					Total
1T	5	Matthew Douds	36.643	36.006	> 35.613	36.351	36.006	35.613
2T	78	William Schnardthorst	38.020+1	38.598	> 36.991	37.049	38.009+1	36.991
3	2	Brad Riehle	37.812+1	37.95	39.889+2	> 37.209	37.602	37.209
4	7	Kevin Montgomery	38.884	38.037	37.73	> 37.573	38.227	37.573
5	3	Christopher Dylan	42.026	40.597	40.861	> 39.303	43.039	39.303
'Street Touring U'			Times					Total
1T	12	Joshua Kikta	36.175	35.182+DNF	34.359	34.734	> 34.267	34.267
2T	77	Eric Burns	35.375+1	35.293	34.646	34.605	> 34.531	34.531
3	7	Austin Yazel	37.036	35.853+1	35.959	34.633	> 34.553	34.553
4	3	Jason Proksch	35.4	35.891+1	36.018	> 35.018	35.33	35.018
5	111	David Persky	40.871	38.636	38.613	> 37.764	39.183	37.764

Pos.	#	Driver	Times					Total
'Street Mod Street Tire'								
1T	4	Oscar Judd	35.541	35.058	35.078+1	> 34.911	34.182+1	34.911
2T	86	Mat Jordan	36.378	35.301	> 34.948	35.231	35.025	34.948
3T	47	John Smith	36.388	36.52	35.583+3	> 35.147	35.7	35.147
4T	6	Kyle Roland	35.729	36.313	> 35.294	35.417	35.322	35.294
5	71	Travis Camp	37.794	> 36.090	37.614+1	37.061	37.146	36.09
6	26	Dale Brier	37.969	37.21	36.818	> 36.103	36.678+1	36.103
7	67	Andrew Deyo	37.259	36.792+1	> 36.608	37.536+1	36.762+1	36.608
8	89	Tim Birdsell	38.530+1	37.999	37.873	38.5	> 37.046	37.046
9	189	Dave Dusterberg	39.450+1	38.783	37.806+1	> 37.686	37.899	37.686
10	11	Adam Foss	38.967+DNF	40.199+DNF	39.102	38.154+DNF	> 39.094	39.094
11	13	Michael Claprodt	44.946	41.449	41.141	> 40.353	40.426	40.353
12	22	Eric Lintula	44.568+DNF	41.785	> 40.397	40.966	40.696	40.397
'Street Modified F'								
1T	37	Mitch Pettigrew	40.903	38.264	37.672	37.347	> 37.248	37.248
'Super Street Modified'								
1T	186	Shahab Sakha	36.138	35.484	> 34.813	38.486+DNF		34.813
2T	25	Ted Drummond	37.839	> 34.844	35.146	36.886		34.844
3T	87	Velma Boreen	35.437	35.233+1	> 35.206			35.206
4	69	Ted Skreko	36.2	36.735	> 35.794	38.278	40.957	35.794
5	5	Shelby Rondot	38.736+DNF	36.485	> 36.367	38.478+DNF		36.367
6	3	Robert Miller	37.972+1	> 36.720	37.353	39.673+1		36.72
7	86	Grant Hankins	41.18	38.373	> 37.283	39.453		37.283
8	15	Christpher Krumm	40.401+1	> 38.022	45.254	40.866+1		38.022
'E Stock Ladies'								
1T	164	Krystal Broom	36.972	38.838	37.124	> 36.922	37.534+1	36.922
'D Modified Ladies'								
1T	77	Wanda Brinkerhoff	42.599	39.943	41.362	> 39.527	51.38	39.527
'E Modified Ladies'								
1T	93	Tracy McLean	45.791	> 42.481	49.735	48.111	48.228	42.481
'X Class'								
1T	87	Raleigh Boreen	33.594	33.724	> 32.609	32.804		27.978
2	149	Clemens Burger	30.459+DNF	> 29.519	32.419			28.279
3	73	James Rose	35.569+2	> 36.562				29.578

Top Times of Day	Class	Name	Time	Top Times of Day	Class	Name	Time
Raw time:	BM	Clemens Burger	29.519	Formula:	FSAE	Brace Brade	37.258
Pax:	CM	Mark Lamm	27.399	Touring:	ST	Kevin Miller	33.922
Stock:	CS	Darren Daubenspeck	33.742	Street Modified:	SSM	Shahab Sakha	34.813
Street Prepared:	BSP	Ryan Kowalewski	33.744	Stock Ladies:	ESL	Krystal Broom	36.922
Prepared:	GP	Joseph Legan	36.203	Modified Ladies:	EML	Wanda Brinkerhoff	39.527
Modified:	CM	Mark Lamm	30.242	X Class:	XCSP	Raleigh Boreen	27.978

Please see indyscca.org for current points standings!

Just one week after I drove my son Michael's newly built Corvair racecar (replica of my 1970s racer) at the Walter Mitty Vintage race at road Atlanta, we were at Nelson Ledges, OH Raceway for an SCCA double driver's school.

At the Mitty the cars were the same cars that I raced with during the '70s: MGs, Triumphs, Datsuns, Porsches, Jaguars, Healeys, etc. At Nelson: Nissans, Hondas, Mazdas, Neons, Fiats, etc. We were the oldest car by generations. There was one mid '70s Plymouth Duster Circle track kit car that came close.

Although Michael had driven many track events, he had never passed a car in a corner. You could almost see the butterflies around him. I knew what to expect, but you have to experience it to believe it. Nelson Ledges still seems almost as rural and rustic as it did in the '70s in a FV for me. Something that I noticed immediately was the grey and white heads of many of the drivers and instructors; many were near my advanced age and were obviously experiencing their own "bucket list". The young entrants were there also, as expected.



In a double school weekend you get in 6 ½ hours of track time; probably the equivalent of an entire season of racing in one weekend. We took my spare EP engine with us and it worked as a good luck charm—not needed! In Michael's first session, the ten year old engine, that we swapped in after the new one broke at the second Mitty session 'was running just as poorly as it did for me at the last two Mitty sessions---boggy and no top end. David Clemens and I discussed this on end and agreed that it was a distributor problem; compression and fuel were perfect. I saw the timing being set at the Mitty, and assumed that it was fine, but checked it again anyway. It was timed on the wrong one of the many pulley-timing marks. The problem was solved simply and the racing was on. At Nelson, you had to have a crew; the driver went to a debriefing after each session and got back just in time for the next one. Thanks again David!

A big problem at Nelson was the grass (mud) paddock and the Indiana rain that we brought with us. All of the

track sessions were dry though.

By the middle of the first day, Michael was in the top three of the closed wheel drivers by about a second behind a very well driven Honda. Michael brought 35 gallons of race fuel and it was gone by mid-day; in all, he spent \$464 on race fuel. We did have one rear tire blow out and had to replace the 13in. rears with our "cleanest dirty shirt" 16in. leftover autocross tires.

The YSR160 Corvair was by far the best looking/interesting car there, by the spectators' comments, and the most talked about. Stinger talk was rampant. Many people constantly stopped by to talk Corvairs with us and we even saw four Donna Mae Mimms photo albums. In the spectator stands, (you could not miss us by our Stinger shirts) many persons remembered racing with us many years ago at Indy Solos.

The Saturday race restarted twice, and then ran with an inverted start. Even restarting from the back, Michael was able to make it back to sixth spot in 10 laps.

Sunday, the drivers had to take turns working on the corner stations, which was a very good idea.

In the last qualifying session, Michael was again in third of the closed wheel 35 cars and more than a second faster than he had run before. Stupidly, they did the inverted start thing again; once isn't enough---what was qualifying for??? This meant that you had to take dangerous chances to pass the slower bunched up cars. This would only happen in a real race if you were lapping the field---quite unlikely. About halfway through the race there were at least four cars bunched up at the last turn before the straight. Michael was following them and one spun in the middle of the bunch. Michael had to avoid by going off track in the wet, grass and mud and ended up in the tire wall. Not a lot of damage was done; some cosmetic, but an inglorious end.

Michael's instructor could not believe that he hadn't done this before and was very impressed; proud papa talk. Saturday was Michael's birthday and his mother spent Mother's Day at the track with him. (More from Michael's perspective next month! -Ed)

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Welcome New Members

By: Wanda Brinkerhoff

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

Leonardo Bonvino	Fishers, IN
Paul Fox	Indianapolis, IN
Grant George	McCordsville, IN
Timothy Harrison Jr.	Noblesville, IN
Craig Hudson	Brownsburg, IN
Derek Johnson	Lebanon, IN
Mark Johnson	Cicero, IN
Jiseop Lee	West Lafayette, IN
Christopher Lesch	Indianapolis, IN
Aleksandar Tomic	Brownsburg, IN
Umit Vatansever	Indianapolis, IN
Alexander Yovanovich	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 **423** members strong.

FOR SALE
1979 Trans Am.

Details: Brown with gold eagle, shaker hood, 403 Olds engine, automatic transmission 350, Flowmaster turbo mufflers can be bolted to the headers, 3:55 gear ration Richmond ring & pinion, Hooker Headers, racing seat, 5 point harness, air can to store air to run brakes, front camber is as much negative as I can get for both sides to be the same, stock front rims, rear rims are Rocket Racing Wheels 10 inches wide, no interior, no ground effects except rear spoiler, no front wheel wells, Front suspension has been lowered 3/4 of a coil, rear has been lowered about 3 inches, Shaker hood is attached to the hood which sandwiches to the breather when closed, Air induction has been modified to get 100% cold outside air with a velocity stack and a rebuilt Rochester carburetor, Holley Electric Fuel Pump, trunk mounted battery, trunk mounted 2.5 gallon fuel cell, fuel tank removed. Extras: Ladder bars, original rear rims. I auto crossed it in the late 80's to the mid 90's. Always won my class (ESP) Car is now set up for EP class. Ran a few Pro Solos and was within 1.5 seconds of the winners. Give me a call for more info #46 B. Ron Jones. Asking \$5,500.



Classified Ads



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.
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Several other spares
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Asking \$10,500 (but make an offer)
Call Ralph Porter 765-453-0395 (if no answer please leave a message)



Would you like to see your writing in print?
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Deadlines for ALL submissions will be
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Email: joshkikta@gmail.com
The Clutch Chatter really needs your submissions.

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

Send to Josh Kikta, 13101 S Elster Way, Fishers, IN 46037

Email: joshkikta@gmail.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.

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.

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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.

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	Annual National dues	Annual Region dues	Total
____ 01 Regular Member	\$65.00 +	Regular Member \$20.00	\$85.00
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*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.

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

Applicants Signature _____ Date _____

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