



May 2011

# Clutch-Chatter

THE OFFICIAL PUBLICATION OF  
THE INDIANAPOLIS REGION



We Came... We Saw...  
**We Solved**

First Results of the Year Inside!

[indyscca.org](http://indyscca.org)

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

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## Calendar of Upcoming Events

April 30	One Lap of America—Grissom Aeroplex
May 1	Solo Points Event #2— Grissom Aeroplex
May 7	Formula SAE Event—IMS
May 22	Solo Points Event #3— Terre Haute Airport
June 5	Rally Event - Tulip Time
June 10-12	Southern States Championship-Blytheville
June 19	Solo Points Event #4— Connersville
July 1-3	Northern States Championship-Toledo
July 17	Solo Points Event #5— Hoosier Challenge @ Grissom Aeroplex
July 24	Rally Event - TEA-II
Aug 6-7	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 Indy Region! I'm back! I didn't write last's month report because I had to go to Georgia to bury my father. That's all over and I'm glad to be back.

If you haven't heard yet, we cancelled the race at Indianapolis Raceway Park. Dave Dusterberg and I went over the numbers provided to us by the Race Chairman Steve Linn and decided that, short of 60 or more entries, we were going to lose money . In the past, we could have handled that if we had a couple of other events, but, with it being the only race, there was no way.

Now for the good news, our Solo Program is doing great. Our Rally Program is doing fine, and we have the beginning of our RallyCross Program. I can't encourage all of you enough to get involved with one of our programs. Just think, go out to the local Solo Program, you can run the course during one of the sessions and work the same course during one of the other sessions. Call Pauletta Dusterberg and ask her about it. You can even get a ride during one of the sessions. The only way you can get a ride during a Rally is to enter the event, nothing wrong with that. Or you can work a checkpoint, who knows, we may have a National Rally here during the next couple of years.

Ok, that's my carrying on for this month, see ya'll at the events.

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](http://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 \_\_\_\_\_

This is a synopsis of the minutes of the meeting of the Indy Region BOD April 14, 2011 at Dooley O'Tooles, 6:30 PM. There were 9 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 425.

**Clutch Chatter** Josh requested material be submitted by Monday April 18.

**Activities** CNOs at GT South's have been declining; Dave will look into alternate sites for the south side. Dave has been making contact with some of the local marquee clubs, and has been getting some interesting responses. We may be able to get some combined events going.

**Rally** We had 18 cars for the Ides of March Rally, a combined Rally with Champaign County Sports Car Club in Illinois, a good success and well received by all the participants.

We only had 3 cars for our April Rally, but still broke even for the event. Chuck's Rally Team has expressed a desire to promote a National Rally in 2012. Chuck explained the requirements to the BOD, and the need for more people to come out to work checkpoints. To make this happen, we need to get some of our members who have worked Rallies before to come out again and help again, along with getting some new members to start helping the Rally program.

**Race** The Oval Race at LORI has been cancelled. We could not expect enough entries to get close to a break-even point. We continue to work with LORI about possible changes to make the facility useable as a Road Race Track, working with a friendly manager and trying to get the owners to agree with us.

Dave Dusterberg has stepped down from the Race Chair position due to additional workloads.

**Solo** Pauletta submitted a proposed budget for the year. We have purchased a new computer for the Solo program, which will be tested during the first points event.

Velma reported we have 27 volunteers lined up for the One Lap event at Grissom, and 23 volunteers have stepped forward for the SAE Hybrid event at IMS.

**RallyCross** Geoff reported for the program workers. They have scheduled a date to try to get underway. Dave is trying to get the date cleared with LORI, who is providing the site for our RallyCross program.

**New Business** We will be hosting the Great Lakes Division Roundtable scheduling meetings for 2011 on November 4-5, 2011 at the Holiday Inn at Michigan and I-465.

Next BOD meeting scheduled for May 12 at O'Tooles. Meeting was adjourned.

## Club Nite Out Is the 1st Tuesday of every month

**INDY REGIONS  
CLUB NITE OUT**  
EVERYBODY IS WELCOME!

**GT  
SOUTH'S**  
4919 S. EMERSON AVE.  
IN THE EMERSON PLACE SHOPPES  
BEECH GROVE  
317-791-6637

**SIX THIRTY PM**

June, August, October,  
December



**INDY REGIONS  
CLUB NITE OUT**  
EVERYBODY IS WELCOME!

**Dooley O'Tooles**  
162 E. CARMEL DRIVE  
CARMEL, IN.  
317-843-9900

**SIX THIRTY PM**

May, July, September,  
November





If any of you have read the current issue of *SportsCar*, you may have noticed an article from SCCA Chairman Jerry Wannarka on member retention. This is something that the Board and I have been concerned about and discussed for a few years, so I thought I would bring the subject up here.

So what's happening? Bottom line: membership numbers overall are shrinking. Not just in our region, but the club as a whole. The various reasons people leave our club are as unique and variable as the spring weather in Indiana. There is no one thing or situation keeping people from renewing membership: life changes, other interests, other sanctioning bodies (we certainly hope not), complicated rules, personality conflicts, etc. These are some of the things that keep people from renewing their membership or discouraging them from enjoying club activities.

According to Jerry's article, only 20% of members continue to renew through 4 years. Full disclosure – I just received my 5th year of membership pin last month. So I guess I am part of the 20%. While not a "lifetime" member, 5 years these days is considered quite the veteran member, which seems odd to me. While talking about dwindling numbers and deliberating about the "why" is fine, what are we doing about retention? Now, we do a really good job at recruiting new members and selling our club initially. But what are we missing? How can we keep people involved and renewing? In my opinion, it all starts with each individual member. Here are some actionable items that each of us can do on a local level to help recruit and retain members:

**1. Keep things simple.** Easier said than done, I know. From registering for events to volunteering to participating and knowing rules (or a rough approximation of our club's complicated rules). Things can seem overwhelming. The easier something is to get involved with, the easier it is to return. Program chairs

should especially keep this in mind when executing their programs.

**2. Invite people to come back to activities and events.** I know we see a lot of the same people over and over at events, and we communicate our schedule pretty well. But sometimes people respond better to a personal invitation. A simple "are you going to be at the next Rally?" may just do the trick. If they decline / have other plans, then follow with a "well hope to see you at one soon".

**3. Be welcoming.** Sounds sappy, but don't we all just want to feel welcome and have a sense of belonging? Now I'm not saying go out and get along and be best friends with everyone, because that's pretty much impossible in real life. But just give an attempt at being cordial to your fellow club members and our event guests. Talking to at least one person you may have not met before at an event I have found to be very interesting to say the least. You may just make a new friend.

**4. Be open.** Newer members are often not aware of how easy it is to get involved with the club and make things happen. It's good to have continuity within a club, but it flourishes with newer people becoming more involved and injecting new ideas and energy. Involving new members early and involving them in decision-making may help to keep them around longer.

**5. Take ownership.** Once you are a member, it's your club. Help it survive. One way is to stick around and have fun with your fellow club members and friends.

Hope to see you at the next event / meeting / activity. If not the next one, maybe one soon.

**Joe Haynes**  
Owner

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2156 S. Kitley Ave.  
Indianapolis, IN 46203

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5540 Rock Hampton Court  
Indianapolis, IN 46268

**Services:**

- Restoration Specialist
- Vintage and Contemporary Racecar Prep + Maintenance
- Autocross Prep
- Trackside Services
- Transportation
- Vehicle and Parts Storage
- Fabrication and Repairs
- Detailing



# Indyscca.org Solo Series 2011 Schedule

## Regular and Special Events

April 30	Special Event	One Lap of America– Grissom Aeroplex
May 1	Points Event #2	Grissom Aeroplex
May 7	Special Event	Formula SAE Hybrid– IMS
May 22	Points Event #3	Terre Haute Airport
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

An additional points event will be added soon. The Hoosier Challenge on the Fort Wayne end will also be a points event for the Indy Region.

## New Solo Pre-Registration Site

By: Will Lahee

Pre-registration for the indyscca.org Solo Series will be handled at Motorsportreg.com this year.

There are a few reasons why we went this route:

- 1) It is now the official online registration provider of the SCCA.
- 2) Free to use if we do not take online payments (which for Solo, we do not).
- 3) You will be registering for National Tours on this site.
- 4) Did I mention it's free?
- 5) It seems robust enough that all Region programs can use it for their pre-registrations if they desire.

**Number Reservation:** We will use a "Use 'N Reserve" system for solo class/number registration. That is, whomever registers first in the Fun Event with for example, 1 STS, they have reserved that number for the year.

**MotorsportReg**  
MOTORSPORTREG.COM

What a great start to a great season – we have had two events so far and they were both AWESOME!

We ran our season shakedown at Lucas Oil Raceway. This was a new site and new way of doing an autocross for us. We ran our event on turns 9-14 of the road course. I have heard many good comments about the site and the course. Why not, we have a great group of course designers. They can throw together an awesome course even when we throw them a blank slate at the last minute.

Our first Points event was supposed to be at Lucas Oil Raceway. However, we had to move our venue due to NHRA coming in at the last minute and telling Kurt that they were moving the Spring Sportsman Classic, which was supposed to be held at the Muncie Dragway to the Lucas Oil Raceway due to the 900+ cars registered. He tried to work out some way for us to share the space, but we graciously backed out of the site. Thanks to Raleigh and a phone call to Roger, we moved the event to Grissom with only a week's notice. Again, it makes me proud to say, our group pulled together and we got a great event setup! We were happy to welcome some of the guys from the Cadillac CTS-V, Indy "V" group to our event. Sorry we changed on you at the last minute guys. Hope we can do it again soon!

We are helping with several special events this year. We will be hosting the solo portion of the One Lap of America at Grissom on April 30. We will be assisting in the Formula SAE hybrid solo at the Indianapolis Motor Speedway on May 7. We are going to be working with the Corvair Club to host the solo portion of the Corvair Olympics on June 18. Once again, we are honored to help with the Subaru Event in Lafayette on August 20. Finally, we are the hosting region for the Great Lakes Divisional at Grissom on August 6 and 7.

It is not too late to volunteer for these events. If you would like to help represent our Region, please contact Raleigh Boreen or myself by phone or email.

**If anyone has any concerns, compliments or complaints please feel free to contact me at any time.** For all Event results, see our website [www.indyscca.org](http://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.

Hope to see everyone soon. I am usually hanging around the bus or wandering around bugging someone; so if I have not met you, please come see me and introduce yourself. That way I can start bugging you too...LOL!



**Pauletta J. Dusterberg**

[indyscca@indy.rr.com](mailto:indyscca@indy.rr.com) or 317-512-1479



## CHECKPOINT 4-11

By: Chuck Hanson

Two members of the Rally Committee have proposed that Indianapolis Region present a National (or Double National) event in June of 2012. Indianapolis is well located to host such an event. After all, we do brag about being the “Crossroads of America.” We have developed a strong cadre of rallymasters and RoadRally Safety Stewards. There is no doubt in my mind about our capability to write national quality events. National RoadRally events, however, are a lot like races; i.e. they require a staff of volunteers to make them happen. My estimate is that we will need 18-24 volunteers for each day. The local RoadRally community is not able to muster that many volunteers from within its ranks, so we need to appeal to the rest of the Region to step up and assist us with this. Please feel free to contact me about your possible assistance. We need to know that the support is there before we ask for a date on the National schedule!



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 Fourth of July 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.	TEA-III	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

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



# Bridges of Putnam County Results

By: Chuck Hanson

Event Type (Circle One): Course Tour GTA

Event Name: The Bridges of Putnam County and Other Oddities  
 SCCA Sanction #: 2011 RT/RC/RG 13-03  
 Chairman: Charles G Hanson  
 Region: Indianapolis  
 Event Date: April 10, 2011  
 No. of Controls (if any): 22  
 Event Mileage: 118.038  
 Elapsed Time: 5 hours 47 minutes



*Worker Points may only be assigned to Chairman, Rallymaster(s), or Pre-Checker(s)*

<b>Worker Points (#1)</b>	<i>Wendy Harrison</i>	Co-Rallymaster	<i>capacity</i>
<b>Worker Points (#2)</b>	<i>Craig Beidelman</i>	Co-Rallymaster	<i>capacity</i>
<b>Worker Points (#3)</b>	<i>Charles Hanson</i>	Pre-checker	<i>capacity</i>

## Class E

Position	Driver	Member # or Hometown	Status	Navigator	Member # or Hometown	Status	Score
1	Robert DeMeritt	402692	Member	Marianne DeMeritt	402693	Member	141

## Class L

Position	Driver	Member # or Hometown	Status	Navigator	Member # or Hometown	Status	Score
1	Stacy Kowalczyk	8707300	Weekend	Andy Kowalczyk	424068	Member	945

## Class G

Position	Driver	Member # or Hometown	Status	Navigator	Member # or Hometown	Status	Score
1	Ted Drummond	267155	Member	Susan Vogt	396421	Member	7



# Fun Event—Solo Results

By: Velma Boreen

Pos.	Class	Driver	Times				Total
<b>'Super Stock'</b>							
1T	SS	Jack Tovey	59.619+1	57.631	> 57.016	55.843+1	57.016
2	SS	Carl Johnson	74.442	67.761	60.508	> 58.971	58.971
<b>'B Stock'</b>							
1T	BS	Colin Faucett	54.407	> 52.823	52.644+1	53.308	52.823
2	BS	Bruce Faucett	53.917+2	52.842+2	> 52.869+1	52.347+2	54.869
<b>'C Stock'</b>							
1T	CS	Bruce Durell	66.544+1	56.072	55.066	> 53.249	53.249
2	CS	Michael Gough	56.027	54.404+1	> 53.255	53.049+1	53.255
3	CS	Austin Marlatt	67.438	62.194	57.397	> 56.538	56.538
<b>'D Stock'</b>							
1T	DS	Tim Harrison	58.888	68.801+1	63.526	> 58.702	58.702
<b>'E Stock'</b>							
1T	ES	Joey O'Neill	59.367	57.007+1	56.641+1	> 55.740	55.74
<b>'F Stock'</b>							
1T	FS	Bryan Welch	54.678+1	> 52.834	52.089+DNF		52.834
2T	FS	Dave Dusterberg	58.441+1	56.776	56.708	> 56.422	56.422
3	FS	John Boelte	71.210+1	57.298	> 56.570	56.573	56.57
4	FS	Mike Walker	64.447+DNF	60.63	> 59.356	58.584+1	59.356
<b>'G Stock'</b>							
1T	GS	Ian Girvan	51.556+3	> 51.728+1	50.729+2	54.744+7	53.728
2T	GS	Brian Fisher	55.600+2	54.116+1	> 51.977+1	61.331+DNF	53.977
3	GS	Robert Dollar	> 57.634	57.148+1	57.881	57.719+1	57.634
4	GS	Nathan Fite	> 59.274	58.004+3	59.060+1	59.011+1	59.274
5	GS	Doug Johnson	65.216+DNF	63.384+DNF	64.746	> 63.741	63.741
<b>'H Stock'</b>							
1T	HS	Shay Block	60.698	57.313	55.117	> 54.670	54.67
2T	HS	Darren Daubenspeck	53.876+1	53.516+2	53.353+1	> 52.686+1	54.686
3	HS	Daniel Levey	> 55.569	52.306+4	53.766+3	52.384+3	55.569
4	HS	Dick Powell	57.061+DNF	56.328+1	57.920+DNF	> 55.846+1	57.846
5	HS	Dan McLean	62.932+1	60.529	60.297	> 60.058	60.058
6	HS	Richard Kakoczki	70.523	> 64.717	66.094	66.279	64.717
<b>'A Street Prepared'</b>							
1T	ASP	Eric Nunemaker	48.643	50.602	49.300+1	> 48.130	48.13
<b>'B Street Prepared'</b>							
1T	BSP	Kevin Kent	50.901+DNF	49.37	48.812+1	> 48.469	48.469
2	BSP	John Smith	49.131+3	48.281+9	48.817+4	> 50.165	50.165
<b>'D Street Prepared'</b>							
1T	DSP	Justin Gates	51.805	51.322	50.222+1	> 50.200	50.2
2	DSP	Jenna Gates	62.267	55.916	53.967+1	> 51.433	51.433
<b>'E Street Prepared'</b>							
1T	ESP	Andrew Deyo	50.491+3	51.373+3	> 50.784	50.334+2	50.784
2	ESP	Fred Foxworthy					DNS

'B Prepared'			Times				Total
1T	BP	Jeff Kleiner	51.933+1	> 50.997	51.030+2	50.809+2	50.997
<b>'E Prepared'</b>							
1T	EP	Kenneth Lukenbill	57.074+DNF	54.135+DNF	> 53.438+DNF	54.069+DNF	DNF
<b>'A Modified'</b>							
1T	AM	Kevin Parrish	59.766+1	76.75	52.088+3	> 48.975+2	52.975
<b>'D Modified'</b>							
1T	DM	Stephen Brinkerhoff	49.228+2	48.698	48.027+DNF	> 46.921	46.921
<b>'E Modified'</b>							
1T	EM	Lee Miller	53.233+2	52.746	> 51.099	52.095	51.099
2	EM	Christian Banker	51.718	52.280+2	> 49.348+1	50.356+2	51.348
3	EM	Jack Banker	56.831	> 53.271	54.706	57.201+2	53.271
<b>'F Modified'</b>							
1T	FM	Craig Hudson	46.152+1	45.19	> 45.123	45.76	45.123
2	FM	Paul Johnson	48.977+1	> 47.788	51.927+DNF	47.026+3	47.788
<b>'Street Touring'</b>							
1T	ST	Kevin Miller	55.422	53.928+DNF	> 47.956	55.999+DNF	47.956
2T	ST	Will Lahee	50.904+DNF	51.019	50.307+DNF	> 49.937	49.937
3	ST	Ron Conrad	51.161	50.238+2	48.711+1	> 48.386+1	50.386
4	ST	Glen Hammer	57.340+1	59.526+2	> 54.275+1	105.512+2	56.275
5	ST	Mitch Rondot	69.005	57.448	> 56.852	57.57	56.852
6	ST	Mark Rondot	67.108	64.628	63.363	> 61.091	61.091
<b>'Street Touring S'</b>							
1T	STS	Raleigh Boreen	50.256	>48.393	47.917+2	48.059+2	48.393
2	STS	Ben Pullen	48.064+2	50.084+3	> 47.815+1	47.035+2	49.815
3	STS	Steve Ring	60.091	57.708	> 56.648	58.268	56.648
<b>'Street Touring R'</b>							
1T	STR	Jeff Alexander	> 51.956	51.887+DNF	52.134+2	52.255	51.956
2	STR	Chris Brake	53.171+1	51.080+3	51.323+3	> 50.464+2	54.464
3	STR	Stefanie Stribling	63.492	>58.805	59.725+3	59.709+2	58.805
<b>'Street Touring X'</b>							
1T	STX	Joel Harleman	50.615	49.845+2	> 47.876	48.367+1	47.876
2	STX	Matthew Douds	53.905	> 52.435	58.514+2	51.268+1	52.435
3	STX	Kevin Montgomery	56.133	53.484+1	54.454+1	> 53.150	53.15
<b>'Street Touring U'</b>							
1T	STU	Austin Yazel	51.040+1	> 50.282	49.370+2	51.321+4	50.282
2T	STU	Jason Proksch	51.478+4	50.760+3	> 51.065	49.693+2	51.065
3T	STU	Joshua Kikta	51.312+DNF	> 51.291	52.439+2	74.732+2	51.291
4	STU	Travis Camp	54.346	53.579+2	> 52.026	56.340+DNF	52.026
5	STU	Jiseop Lee	55.841	54.721+5	52.407+4	> 53.015	53.015
6	STU	Casey Ryan Szink	53.748+3	> 51.559+1	52.338+1	53.637	53.559
7	STU	Brett Ostrow	66.637	58.006	> 54.788	54.92	54.788
8	STU	Tyler PArke	62.027+1	58.818+1	57.837	> 57.550	57.55
<b>'Street Mod Street Tire'</b>							
1T	SMS	Geoffrey Chambers	59.995+4	47.787+2	52.613+DNF	> 48.964	48.964
2T	SMS	Mat Jordan	> 49.500	47.932+4	47.320+5	47.016+DNF	49.5

3T	SMS	Jeremiah Stotler	51.516+DNF	> 50.238	49.803+DNF	51.170+DNF	50.238
4T	SMS	Kyle Roland	50.278+4	50.476+1	50.309	> 50.287	50.287
5T	SMS	Zach Rick	54.190+DNF	51.896+2	78.403+DNF	> 50.291	50.291
6T	SMS	Nick Myers	50.247+1	48.177+2	> 48.374+1	45.953+DNF	50.374
7	SMS	Brad Adams	52.440+7	51.789+1	> 50.554	50.868+2	50.554
8	SMS	Oscar Judd	52.806+1	> 50.979	51.024+DNF	50.025+1	50.979
9	SMS	Benjamin Newburn	50.594+2	50.115+3	> 51.314	50.899+1	51.314
10	SMS	Tim Birdsell	56.966+1	52.883+1	> 52.732	53.939+1	52.732
11	SMS	Andy Brumleve	54.253	53.423	> 52.801	52.518+DNF	52.801
12	SMS	Emmanuel Padilla	65.355+3	56.401+1	55.269	> 53.439	53.439
13	SMS	Matt O'Mullane	69.321+DNF	54.933	53.686+1	> 52.517+1	54.517
14	SMS	Robert Seal	60.691+1	55.944	55.053+1	> 54.634	54.634
15	SMS	Dale Brier	59.028+1	> 55.166	53.614+1	76.453	55.166
16	SMS	Gary Cupp	59.146	> 56.479	57.936+4	56.327+1	56.479
17	SMS	Spencer Mitchell	67.601	66.315+DNF	59.911	> 59.195	59.195
18	SMS	Michael Claprodt	66.932+1	62.151	60.281	> 59.688	59.688
19	SMS	Dillon Partin	71.331	66.13	63.698	> 62.145	62.145
20	SMS	Ryan Petree	79.773	72.734	70.819	> 70.160	70.16
21	SMS	Terrin Kwasny	67.947+DNF	> 61.600+DNF	62.236+DNF	63.157+DNF	DNF
<b>'Super Street Modified'</b>							
1T	SSM	Ted Drummond	52.042	50.475	49.561	> 48.253	48.253
2T	SSM	Phil Wehman	57.335+1	51.403	> 49.450	48.564+1	49.45
3	SSM	Ted Skreko	54.496	55.488+2	54.117	> 52.180	52.18
4	SSM	Robert Miller	55.399+1	54.321+1	53.718	> 52.638	52.638
<b>'H Stock Ladies'</b>							
1T	HSL	Mari Levey	> 60.291	61.503+1	60.338+1	60.257+1	60.291
<b>'D Modified Ladies'</b>							
1T	DML	Wanda Brinkerhoff	66.773	57.774	> 56.316	57.42	56.316
<b>'Street Mod Street Tire Ladies'</b>							
1T	SMSL	Kristen Nelson	58.434+DNF	58.538+DNF	60.726	> 56.984	56.984
2	SMSL	Emilia Hartford	59.401+1	>56.719+1	55.697+2	56.741+1	58.719
3	SMSL	Pauletta Dusterberg	76.305	68.315	63.505+DNF	>64.108+1	66.108

Top Times of Day	Class	Name	Time
Raw time:	FM	Craig Hudson	45.123
Stock:	BS	Colin Faucett	52.823
Modified:	FM	Craig Hudson	45.123
Touring:	STX	Joel Harleman	47.876
Stock Ladies:	HSL	Mari Levey	60.291





## **Indy Region Solo Fun Event 2**



Indyscca.org Solo Series  
**Sunday, May 1st, 2011**

Rain or Shine

**Location: Grissom Aeroplex – Peru, 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](http://www.motorsportreg.com) by April 30th @ 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)  
[iindyscca@indy.rr.com](mailto:iindyscca@indy.rr.com)

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

**[www.indyscca.org/SoloPage.html](http://www.indyscca.org/SoloPage.html)**

# Autocross/solo course designs, how they have changed over the years...good or bad?

By: Larry Metz

I can speak of this subject since my very first solo was in 1965, at the Muncie Dragway by SCCCI (Sports Car Club of Central Indiana).

I just had gotten my first car, a 1965 Triumph Spitfire, which was new but slightly damaged from the tornado of Easter 1965 that went near Kokomo.

I remember the star driver/car at that event was a new Lotus Elan that was driven by a Mr. Pugsley, who later held the track record at IRP in that car, as he went on to do club racing.

I have driven in over 500 solo events over the years, locally with Indy Region, Columbus Sports Car Club, and then Columbus SCCA Region when it started in the 1980's. Local independent clubs were SCCCL, Lilly Motor Club, Mustang Club, Purdue Sports Car Club, Kokomo had an independent club, Elkhart Sports Car club, and probably some others I have forgotten.

Originally, these events were called gymkhanas, and were more of just a small parking lot situation where you drove around objects, sometimes getting out of the car to pickup something, and often backing up into a marked configuration called a "garage." It was merely an additional activity to enjoy our "sports cars", as most were two-seater English cars. Competing was not nearly as serious as today—it was just for fun. That was when you autocrossed one weekend and rallied the next with the same car.

I recall that the very last local event that had you backing up into a "garage" was a Lilly event that I mastered, in about 1974. It became highly unpopular to have such a course design, so that died.

At that time, courses were largely limited to small parking lot areas, thus were limited to first and second gear. The designs were largely clearly marked with pylons having only one car width course, and marked so that you really had only one choice of where to place the car to complete the course correctly.

These were generally very busy courses for the driver, and often looked like a "sea of pylons". These types of courses seemed to favor smaller, nimble cars, and required the driver to concentrate to keep on course.

As we got into the 1970's, the preference to moved toward a little more open courses with a little higher speeds. The cones still clearly marked the path of the course, but higher speeds were possible. Slalom pylon distances stretched from 20 feet to 60 and 70 feet apart.

I recall running Lilly Motor Club events, feeling rather comfortable in first and second gear, but then going to IRP for an event or Columbus for an event where I, gosh, got into third gear and was unsure of how to handle these "high speeds."

Remember during this time all cars were street driven cars, using regular tires, and the idea of modifying your car was just coming into favor. Stock and somewhat modified cars all ran together.

The big philosophical battle of course designs was experienced in the 1970's, in that when you went to an event you did not know if you would see a very tight "cluttered" course, or a more open "racy" course. Part of this was eased when SCCA came out with "minimum distance" rules for slalom and between gates, so that you were not totally idling thru a course of very tight turns. During this time, it was the battle between a course for the little cars and a course for the more normal size or big pony cars of Chevy and Ford. The course was subject to the designer, and it often depended upon what kind of car was his choice as to how the course was designed.

I recall at the time, having emotion swings when going to an event—getting upset that the course was a disadvantage to my car or my preference, but then learning that the variety was good for developing better driving skills and being better able to adjust to different driving challenges.

About that time, the "California philosophy" developed, and they made courses that were a small road course just outlined by pylons, giving the drivers a choice of where to set their car on the wider course. Initially, this did not necessarily lead to higher speeds, as well placed and decreasing radius corners seemed to naturally limit the speeds, but then it became easier to have even faster courses with bigger facilities.

A little side history, Indy region got to use IRP, the *entire* road course for soloing, and got so generous

## Autocross/solo course designs...Continued

with few pylons and high speeds that the national SCCA put them on probation for a year or so for having such "unsafe" solo events. Going flat-footed into turn one in a street Honda Civic was a real thrill!

This mixed trend in solo courses was reflected in the National Championships, as they often had a smaller tighter course, and a longer more open course to equalize the competition among types of cars and horsepower. They have since gone to two longer, what they call different courses, seeming to try that to equalize the small and larger cars.

Generally, today the trend is to have less pylons, much more open courses, that are less challenging to memorize for staying on course, but they also do not define the placement of the car, thus leaving that selection to the skill and knowledge of the drivers. More and more modified and real race cars came out, so more racing type of courses were/are the preference for many.

Last year, or maybe 2009, I went to a Grissom event hosted by I believe, Ft. Wayne, designed by the Bollingers. That was a course, which reverted to the more definitely marked course like the earlier solo years. I found it very enjoyable, and a refreshing change from seeing the very same typical corners of most all events at Grissom for the past many years. Interestingly, there were a number of complaints from drivers that the course was too hard to follow, was not "smooth", etc.

It is true that past courses were harder to learn, and required less speed and more direction changes, but

the author suggests that the current trend is to have boring and copycat courses that have taken away the creativity of course design and driving challenges. I would like to challenge course designers to return to trying new and different looks and seeking to challenge drivers with courses that have some character. It is true that with the higher speeds, we need to be more safety aware, but I do believe there can be refreshing variety and challenge. I believe there can be new and different looking pylon arrangements/sets if we actually are open to trying.

It used to be clearly in the rules that no one could or should drive any part of a course prior to the event, to keep things fair for all drivers, (have the rules changed?) but nowadays courses often use the very same or very similar sections of courses time after time after time. Courses are tested at a local event, and then used again for a divisional event, with little if any changes. One of the uniqueness issues of soloing is responding to ever-different types of courses. I suggest this uniqueness is being lost to "typical", "standard" corners that feel "safe" to the seriously competitive, and the freshness and fun is draining away from the sport of soloing. Driving to work every day over the very same route gets boring. Driving a solo, the same or similar course, several times a year also gets boring!



## Great Lakes Division Double Driver School May 6-8, 2011

No online registration for this event.

Neohio Region Inc.  
c/o Dorothy Harrington  
340 Bellaire Dr. Avon Lake, OH 44012-1503  
Call between 6-10 pm EDT only please 440-933-8420 e-mail: [doubledlh@hotmail.com](mailto:doubledlh@hotmail.com)



## Solo Results Points Event #1

By: Velma Boreen

Pos.	Class	#	Driver	Times				Total
<b>'Super Stock'</b>								
1T	SS	11	Jack Tovey	62.125	> 60.498	61.747	62.393	60.498
<b>'A Stock'</b>				<b>Times</b>				<b>Total</b>
1T	AS	35	Paul Crisostomo	54.966+DNF	53.1	> 52.551	52.599	52.551
<b>'C Stock'</b>				<b>Times</b>				<b>Total</b>
1T	CS	25	Darren Daubenspeck	53.764	53.522	> 52.040	67.466	52.04
2T	CS	64	Bruce Durell	> 57.753	57.948	62.521+DNF	63.52	57.753
3	CS	52	Ted Turner	73.259+DNF	73.148+DNF	59.131	> 58.925	58.925
4	CS	8	William Partridge	69.316	66.63	65.926	> 63.607	63.607
<b>'D Stock'</b>				<b>Times</b>				<b>Total</b>
1T	DS	81	Tim Harrison	66.527	63.412	62.392	> 61.999	61.999
2	DS	42	John Harris	64.693	64.576	63.57	> 62.927	62.927
<b>'E Stock'</b>				<b>Times</b>				<b>Total</b>
1T	ES	37	Cooper Lacy	61.393+DNF	57.011	> 56.549	64.529	56.549
2	ES	137	Alex Yovanovich	> 58.227	67.089+DNF	59.331		58.227
<b>'F Stock'</b>				<b>Times</b>				<b>Total</b>
1T	FS	7	Bryan Welch	59.094	57.664	> 56.781	57.793	56.781
<b>'G Stock'</b>				<b>Times</b>				<b>Total</b>
1T	GS	47	Brian Fisher	58.576	57.074	> 56.524	57.533	56.524
2	GS	19	Greg Nixon	58.821	57.537	> 56.718	57.481	56.718
<b>'H Stock'</b>				<b>Times</b>				<b>Total</b>
1T	HS	97	Larry Harts	> 55.398	54.902+DNF	55.542	65.640+2	55.398
2T	HS	7	Cory Innis	57.856	57.269	56.845	> 56.743	56.743
3T	HS	13	Christopher Lesch	64.183+DNF	64.564	> 62.301	63.962	62.301
4	HS	12	Dick Powell	> 63.093	63.295	63.262+1	61.453+DNF	63.093
5	HS	171	Dan McLean	68.598	66.055	72.808+1	> 64.402	64.402
6	HS	21	Nick Lesch	71.854+DNF	68.612+DNF	65.938	> 64.695	64.695
7	HS	37	Steven Darrell Ellis	66.768	67.498	> 64.822	65.497+DNF	64.822
<b>'A Street Prepared'</b>				<b>Times</b>				<b>Total</b>
1T	ASP	13	Eric Nunemaker	53.735	53.342+1	> 52.550	52.793+1	52.55
2	ASP	63	Reid Westphal	65.650+DNF	59.809	59.871	> 58.407	58.407
<b>'B Street Prepared'</b>				<b>Times</b>				<b>Total</b>
1T	BSP	1	Kevin Kent	53.015	52.82	52.814	> 52.023	52.023
2	BSP	21	Ryan Kowalewski	54.155	52.973	52.888	> 52.375	52.375
<b>'C Street Prepared'</b>				<b>Times</b>				<b>Total</b>
1T	CSP	69	Leonardo Bonvino	59.446+DNF	60.569	59.072+DNF	> 60.274	60.274
<b>'D Street Prepared'</b>				<b>Times</b>				<b>Total</b>
1T	DSP	101	Justin Gates	53.697	52.799	52.346+DNF	> 51.574	51.574
2	DSP	110	Jenna Gates	60.714	55.516	54.113+1	> 54.358	54.358
<b>'E Street Prepared'</b>				<b>Times</b>				<b>Total</b>
1T	ESP	40	Fred Foxworthy	63.412+DNF	59.147	> 58.444	59.485	58.444
<b>'C Prepared'</b>				<b>Times</b>				<b>Total</b>
1T	CP	6	Paul Fox	60.566	59.024	58.819	> 57.244	57.244



<b>'A Modified'</b>				<b>Times</b>				<b>Total</b>
1T	AM	116	Kevin Parrish	56.807+DNF	53.482	54.085	> 52.550	52.55
<b>'C Modified'</b>				<b>Times</b>				<b>Total</b>
1T	CM	187	Nick Myers	48.257	47.59	46.917	> 46.692	46.692
2T	CM	87	Mark Lamm	48.937	47.346+1	> 47.310	46.258+1	47.31
3	CM	168	Geoffrey Chambers	60.795+DNF	50.734	> 49.115	49.707	49.115
4	CM	68	Ben Pullen	53.781+DNF	52.759	51.308+1	> 50.418	50.418
5	CM	25	Jimmy Chiu	75.955+3	65.692+DNF	54.96	> 51.180	51.18
6	CM	2	Tom Walgamuth	57.302	54.781+DNF	61.372+DNF	> 51.889	51.889
<b>'D Modified'</b>				<b>Times</b>				<b>Total</b>
1T	DM	17	Paul Snyder	61.142	59.217	57.348	> 57.269	57.269
<b>'E Modified'</b>				<b>Times</b>				<b>Total</b>
1T	EM	1	Christian Banker	54.863	52.97	> 52.044	58.635	52.044
2T	EM	10	Jack Banker	56.193+DNF	54.034	> 52.167	55.98	52.167
3	EM	4	Lee Miller	54.905	54.055	> 52.446	52.898	52.446
4	EM	23	Michael LeVeque	55.037	51.975+1	52.788+1	> 52.992	52.992
5	EM	93	Warren LeVeque	55.172	53.345	> 53.061	53.141	53.061
6	EM	14	Spenser Vaughn	72.206	61.773+DNF	58.470+DNF	> 57.357	57.357
<b>'Street Touring'</b>				<b>Times</b>				<b>Total</b>
1T	ST	93	Kevin Miller	61.641	53.87	52.507	> 51.650	51.65
2	ST	193	Will Lahee	53.32	52.559	> 52.533	80.952+DNF	52.533
3	ST	18	James Gates	60.661	61.627	58.869	> 57.966	57.966
<b>'Street Touring R'</b>				<b>Times</b>				<b>Total</b>
1T	STR	189	Chris Harvey	50.831+4	50.543+1	> 50.680	50.766	50.68
2T	STR	89	John Rogers	> 53.485	51.664+1	59.816	51.320+2	53.485
3	STR	96	David Shreve	55.115+DNF	54.295+1	63.696+DNF	> 53.942	53.942
4	STR	95	Chris Brake	58.848	57.804+1	> 54.952	55.452	54.952
5	STR	59	Stefanie Stribling	63.803	62.911	> 61.475	78.326	61.475
<b>'Street Touring X'</b>				<b>Times</b>				<b>Total</b>
1T	STX	5	Matthew Douds	> 56.901	54.675+DNF	55.827+DNF	57.087	56.901
2T	STX	2	Brad Riehle	58.313	58.537	> 57.145	56.952+1	57.145
3	STX	7	Kevin Montgomery	58.574	58.252	57.745	> 57.520	57.52
4	STX	122	Chad Turney	64.58	59.423	> 58.443	58.484	58.443
<b>'Street Touring U'</b>				<b>Times</b>				<b>Total</b>
1T	STU	77	Eric Burns	54.721	52.747+1	90.132+DNF	> 52.871	52.871
2T	STU	3	Jason Proksch	> 54.413	54.526	54.625	55.117	54.413
3	STU	12	Joshua Kikta	57.827	56.138	55.897	> 54.538	54.538
4	STU	2	Brett Ostrow	59.835	500.000+DNF	57.424+DNF	> 58.247	58.247
5	STU	11	Derek Johnson	61.2	> 58.841	59.497	59.173	58.841
6	STU	1	Daniel Maynard	71.831	65.062	62.976	> 60.343	60.343
<b>'Street Mod Street Tire'</b>				<b>Times</b>				<b>Total</b>
1T	SMS	86	Mat Jordan	61.675	53.846	53.689	> 53.095	53.095
2T	SMS	6	Kyle Roland	53.885	53.432	53.423	> 53.310	53.31
3T	SMS	51	Jim Priest	57.545	56.255	> 55.245	55.367	55.245
4T	SMS	9	Jeremiah Stotler	54.976+DNF	> 55.370	55.594	55.881	55.37
5T	SMS	44	David Sockrider	56.516	56.064	> 55.461	55.732	55.461
6T	SMS	26	Dale Brier	56.035	> 55.647	55.394+1	54.151+1	55.647

7	SMS	199	Benjamin Newburn	57.185	57.685	56.549+2	> 56.229	56.229
8	SMS	89	Tim Birdsell	56.947	> 56.264	56.406	56.515	56.264
9	SMS	45	Matt O'Mullane	57.436	57.52	57.609	> 56.441	56.441
10	SMS	19	Grant George	56.954	57.355	> 56.723	57.239	56.723
11	SMS	71	Travis Camp	57.309	62.499	57.023	> 56.752	56.752
12	SMS	8	Justin Van Emon	66.728+DNF	59.075	58.343	> 56.839	56.839
13	SMS	1	Josh Hall	66.73	64.697	> 57.606	59.902	57.606
14	SMS	88	Tom Sutton	60.975	58.568	58.667	> 58.075	58.075
15	SMS	15	Christopher Krumm	57.868+DNF	58.018+2	> 58.170	65.963	58.17
16	SMS	177	Terrin Kwasny	64.832	61.232	61.833	> 58.840	58.84
17	SMS	25	Dimitri Snowden	65.763	61.05	61.158	> 59.033	59.033
18	SMS	7	Karol Nerwuca	66.715	63.265+DNF	59.672	> 59.361	59.361
19	SMS	9	Dave Dusterberg	60.575	73.504	59.363+DNF	> 59.609	59.609
20	SMS	128	Wayne Bruzzese	64.217	62.436	61.525	> 61.180	61.18
21	SMS	13	Michael Claprodt	63.774+DNF	61.166+DNF	> 61.908	70.238+DNF	61.908
<b>'Street Modified F'</b>				<b>Times</b>				<b>Total</b>
1T	SMF	16	Scott Thomas	61.457+1	> 60.757			60.757
<b>'Super Street Modified'</b>				<b>Times</b>				<b>Total</b>
1T	SSM	82	Gus Hammerly	53.918	51.568+1	52.538	> 52.090	52.09
2T	SSM	50	Phil Wehman	53.742	> 52.316	52.76	53.644	52.316
3T	SSM	182	Shahab Sakha	56.887	56.483	55.088+1	> 52.832	52.832
4	SSM	25	Ted Drummond	55.587	54.032	> 53.055	53.477	53.055
5	SSM	37	Velma Boreen	57.931+DNF	56.969	63.213	> 55.156	55.156
6	SSM	69	Ted Skreko	59.576	57.484	66.292	> 56.451	56.451
7	SSM	3	Robert Miller	58.756	64.057	> 56.617	58.245	56.617
<b>'D Stock Ladies'</b>				<b>Times</b>				<b>Total</b>
1T	DSL	42	Mary Means	70.294	65.957+DNF	> 64.491	66.856	64.491
<b>'F Stock Ladies'</b>				<b>Times</b>				<b>Total</b>
1T	FSL	5	Michelle Thompson	86.328+DNF	70.53	67.96	> 65.850	65.85
<b>'E Modified Ladies'</b>				<b>Times</b>				<b>Total</b>
1T	EML	23	Tracy McLean	73.502	66.681	62.960+DNF	> 64.487	64.487
<b>'V Club Class'</b>				<b>Times</b>				<b>Total</b>
1T	CTS-V	11	Marvin Carroll	71.028	67.148	74.79	> 62.670	62.67
2T	CTS-V	1	James Hauser	72.003	66.776	65.472	> 64.056	64.056
3	CTS-V	77	Guy Renford	73.745	68.199	67.841	> 66.424	66.424
4	CTS-V	0	Brandon Williams	83.984	73.900+DNF	70.772	> 68.853	68.853
<b>'X Class'</b>				<b>Times</b>				<b>Total</b>
1T	STS	137	Raleigh Boreen	54.178	54.906	53.922	> 53.326	43.887

Top Times of Day	Class	Name	Time	Top Times of Day	Class	Name	Time
Raw time:	CM	Nick Myers	46.692	Touring:	STR	Chris Harvey	50.68
PAX:	CM	Nick Myers	42.303	Street Modified:	SSM	Gus Hammerly	52.09
Stock:	CS	Darren Daubenspeck	52.04	Stock Ladies:	DSL	Mary Means	64.491
Street Prepared:	DSP	Justin Gates	51.574	Modified Ladies:	EML	Tracy McLean	64.487
Prepared:	CP	Paul Fox	57.244	X Class:	XSTS	Raleigh Boreen	43.887
Modified:	CM	Nick Myers	46.692				



## **Indy Region Solo Fun Event 3**



Indyscca.org Solo Series  
**Sunday, May 22nd, 2011**

Rain or Shine

**Location: Terre Haute Airport – Terre Haute, 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](http://www.motorsportreg.com) by May 21st @ 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)  
[iindyscca@indy.rr.com](mailto:iindyscca@indy.rr.com)

For more information on Indianapolis Region SCCA Solo events:

**[www.indyscca.org/SoloPage.html](http://www.indyscca.org/SoloPage.html)**



**MyAutoEvents.com**

The Definitive Online Resource for Participant Oriented Automotive Events

**Find Events in and out of your local area.  
Register and pay for events.  
Check to see who is going to be at an event.  
After the event check results.**



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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:

- |                   |                   |                   |                   |
|-------------------|-------------------|-------------------|-------------------|
| Bill Braucksick   | Cincinnati, OH    | Annita Braun      | Soldotna, AK      |
| Andrew Brumleve   | Indianapolis, IN  | Michael Claprodt  | Brownsburg, IN    |
| Daniel Davis      | Anderson, IN      | Rob Ernst         | West Harrison, IN |
| Nancy Ernst       | West Harrison, IN | Mike Feiock       | Indianapolis, IN  |
| Robert Fosnaugh   | Ft Wayne, IN      | James Gates       | Kokomo, IN        |
| Kimberly Goode    | Franklin, IN      | Randall Goode     | Franklin, IN      |
| Mary Gottfried    | Poland, IN        | Kenneth Gottfried | Poland, IN        |
| Corey Gottfried   | Poland, IN        | Victor Hall       | Indianapolis, IN  |
| James Hill        | Indianapolis, IN  | Cory Innis        | Morgantown, IN    |
| Luke Johnson      | Lebanon, IN       | Mark Killgo       | Speedway, IN      |
| Ralph Kramer      | Shelbyville, IN   | Carol Kramer      | Shelbyville, IN   |
| Christopher Krumm | Indianapolis, IN  | Terrin Kwasny     | Monrovia, IN      |
| Daniel McLean     | Westfield, IN     | Eric Meyer        | Indianapolis, IN  |
| Richard Myers     | Carmel, 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 **425** 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.  
Call me, Lou Byer, at 317-861-0710 or email [cwbnewpal@comcast.net](mailto:cwbnewpal@comcast.net)



**FOR SALE**

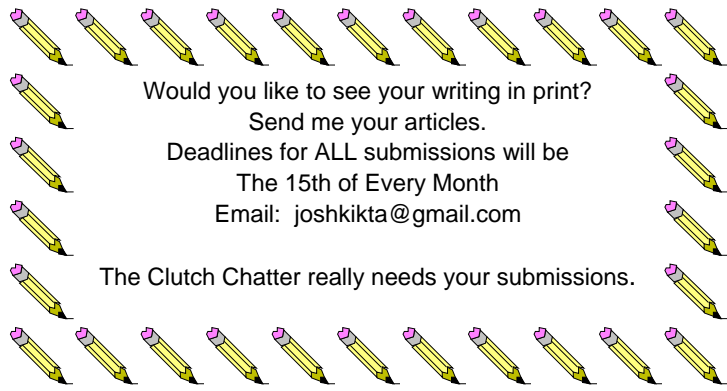


**2004 SSB Mini Cooper S**

As raced at the 2009 Runoffs (Fastest and Highest Finishing Mini) Marren Motor  
Spare fresh Head prepared by Marren  
Spare non-LSD transaxle  
Several other spares  
11 Spare mounted 16 inch wheels (including 4 new Hoosier Rains)  
4 17 inch wheels with excellent run flat street tires  
2 spare run flat street tires  
Several new and very good used Hoosier dry tires.

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?  
 Send me your articles.  
 Deadlines for ALL submissions will be  
 The 15th of Every Month  
 Email: [joshkikta@gmail.com](mailto: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](mailto: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](http://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

	<b>Annual National dues</b>	<b>Annual Region dues</b>	<b>Total</b>
____ 01 Regular Member	\$65.00 +	Regular Member \$20.00	<b>\$85.00</b>
____ 10 Family Membership	\$85.00 +	Family Membership \$25.00	<b>\$110.00</b>

\*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)

Indianapolis Region SCCA  
Clutch Chatter Newsletter  
c/o Josh Kikta  
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