



Clutch Chatter

Official Publication of the Indianapolis Region Sports Car Club of America

Aug. 2014



Check It Out!

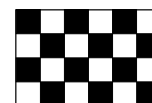
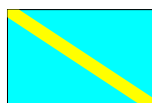
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Editor's Corner

This would have been a no photo issue had it not been for John Wilmoth sending me the link to Dick Powell's Hoosier Hills Hoosier Hollers photos. Our own racer, hill climber, solo master, engineer and scribe, Warren Leveque has blessed us with not one but two articles. Those can be found in these pages, see contents above.

This past Saturday August 2nd my wife and I (I am slowly dragging her into our ranks) attended a breakfast meeting with the folks that have started the Cars for the Cure show at the STUTZ Bldg. Les and Amy Miller two fine people that have put this together after Amy's Dad died from Leukemia. They are still a small charity but they have grown considerably since beginning this.

I also asked our activities director to attend if he could. And although he had to make a long drive from Lafayette he did so. His presence contributed greatly to the meeting, thank you Chris! Now he claims that he had to be in Indy anyway but he was up until 2:30 am putting the Brumble back together. My hat is off to him. It is that kind of commitment that this club or any club needs to survive and grow. Dave's Report takes this further and I hope it will touch some of the members that need to be touched.

My wife and I attended this meeting to throw our own personal involvement into the mix but also to lay the ground work for Indy Region to become involved as well. Following the success we have had working with other groups it became clear to me that getting together with Cars for the Cure would give us another opportunity to spread the word, get involved, give back, and show off some of the great cars the members of this region have built and drive. Plans are tentative and we have a lot to get done before next years show and of course the board will have to approve whatever plans come of this. But getting started early will insure a good show and increased attendance. I will be keeping everyone posted on this as we get going and putting the plans into action. This is one great car show in a great old historical building here in our midst, plan on attending next year.



Clutch Chatter is the official newsletter of the Indianapolis Region of the Sports Car Club of America. The contents of this publication are published to entertain and inform the membership of the Indy Region all rights are reserved by the Indy Region. We stress to make this a interesting and informative communication device for our membership and would be or wannabes or guests to read and enjoy. The editor (bless his little pea picking heart) tries to include all articles, pics, ramblings, rantings, reviews, records, wedding announcements, things for sale, people of interest, people of little interest, people of absolutely no interest, race results, rally results, results of my last medical exam, colorful stories, off color stories, little golden book stories, and stuff that the editor finds on his front porch that local people discard. If you do have something from the list above send an email to me at

cwbnewpal@comcast.net and I will it pass through our scrutineering process have a couple of drinks pass that through my bladder and put it in the CLUTCH CHATTER. (The article not the contents of my bladder) Publication date varies depending on when the editor feels like working or is sober or which ever comes first. Normally in a space such as this in a publication one would find important info about where this is published, the staff, etcetera. Which is all very good if we had any of that but we don't so this is it.

Editor	Lou Byer
typographer	Lou Byer
photo editor	Lou Byer
illustrator	same
advertising	same
classifieds	same
art director	same
janitor	same
bartender	same

R.E. Report Dave Dusterberg



What does it take for a Region and its programs to be successful?

Answer: It takes people willing to dedicate themselves to making the Region's programs work and prosper.

In our Region we've experienced a lot of changes in the past 5 years. All those changes came about due to changes in what members, people, were willing to dedicate themselves to. Our Solo and Rally programs have prospered while the Club Race program has gone silent. We also started and shuttered a Rallycross program. The common theme has and always will be people.

Our Solo program is as successful as it is because there are enough people in our Region dedicated to the program to make it so. Additionally, their enthusiasm inspires others to dedicate themselves too. Because of these member's hard work, enthusiasm, and dedication the Indianapolis Region SCCA's Solo program has become known widely as one of the best around. That in turn has opened up opportunities that allow the Solo program to become involved in things that many Regions will never get to do. The program is always on Topeka's short list to host Solo National Tour events. Subaru uses us to run their owner's event at their plant in Lafayette. Our Region has become a staple of Brock Yate's One Lap of America. Our Solo program's SMC class was the prototype for SCCA's CAM class. All because members selflessly dedicated themselves to making the Solo Program the best it can be.

Our Road Rally program, while small, is a respected entity as well. The Road Rally program at one point operated under probationary status for years for various reasons. That is behind us and the Rally program hosts National events today. Why? Again, people dedicated themselves selflessly to make the program successful.

On the other hand, our Club Race program withered away because fewer and fewer members were willing to dedicate themselves to make the program work. Those who remained dedicated to the program took on more and stretched themselves to the point that they finally said enough. Yes, we lost "our track" but the program's demise was more a dedication issue than a facility issue. The loss of the track was just the final nail in the proverbial coffin. Now admittedly there were influences from the Divisional level but at the end of the day, it was a lack of dedication by members to the program. In my time as R.E., I have fielded several inquiries about bringing back some form of a Club Race program. My question to those people is always the same: "Are you willing to step up and dedicate yourself to making something happen?" The answer is always the same and it's not yes.

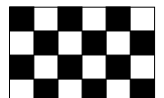
We started a Rallycross program a couple years ago. Members were asking for it and we had a good number of people say they would agree to dedicate themselves to the program. Well, in the end, when things became challenging the level of dedication of most went faded away. The program failed.

This is the time of year where the Region starts to look for people to step up and dedicate themselves. There are several Board members who would like to step aside, they have served for years and would like to take a break. We're looking for candidates for Regional Executive, our Treasurer has begun to hint that he'd like to take a break. We also need a secretary. Our current Assistant R.E. is back only because no one else has stepped up to run for the position. Just like our programs, our Region only runs well when it has a well staffed Board of Directors.

The Region is also trying to get a couple of programs up and running. The first is a Time Trial program. Right now we have a couple of members who are doing the exploratory work but it will take more than two people to make it happen. The other is a Street Survival program. Again, we have a couple of people doing the ground work but we need people to make it work. Point is I as your R.E. am asking you to step up, dedicate yourself to your Region. We need you, we want you.

Cheers,

Dave



Membership Report : Jason Prosk

Jason did not have a report this month.

NEXT BOARD MEETING

Dooley O'Tooles

160 E. Carmel Dr.

0.6 mile west of Keystone

Contact: Dave Dusterberg

317-512-3208 dusterberg@indy.rr.com



AUG. 10, 2014 AT 6:30 PM

2013 Board of Directors and Chairs

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Race Car Inspections Jay Quinn Phone: 317-248-9626

Licensing Chairperson and Pointskeeper Jan Castelluccio Phone: 317-898-9273

Rally Results

OFFICIAL RESULTS National RoadRally Championship NTR

Event Name: Hoosier Hills - Tour Event Date: July 20, 2014 Sanction #: 2014 NT 13 04

Number of Scored Controls: 17 Length of Competition: 169.939 Miles Unit of Scoring: Hundredths

Organizing Region: Indianapolis

Worker Points (#1) Craig Beidleman Rallymaster

Worker Points (#2) Jay Nemeth-Johannes Pre-Checker

Worker Points (#3) Ted Drummond Pre-Checker

Worker Points (#4) Sam Crites Pre-Checker

Positions Driver and Member Number or SCCA Region

1 12 Bob Morseburg/ Dave Head 79056 68284 Northwest Northwest OH Subaru 13

2 15 Ron Ferris/R. Bruce Gezon 125009 5877 St. Louis Steel Cities Honda 51

3 23 Andy Kowalczyk/John Sears 424068 227375 Indianapolis AZ Border Subaru 53

4 14 Nathan Harris/J Toney 461461 247745 Cal Club SFR Jeep 105

OFFICIAL RESULTS National RoadRally Championship Type NTR

Event Name: Hoosier Hollers - Tour Event Date: July 19, 2014 Sanction #: 2014 NT 13 03

Number of Scored Controls: 23 Length of Competition: 206.971 Miles Unit of Scoring: Hundredths

Organizing Region: Indianapolis

Worker Points (#1) Charles G. Hanson Chairman / Rallymaster

Worker Points (#2) Jay Nemeth-Johannes Pre-Checker

Worker Points (#3) Wendy Harrison Pre-Checker

Worker Points (#4) Sam Crites Pre-Checker

Results must be mailed or emailed within 45 days to the Official Points

Keeper and LifeTime Points Keeper to arrive no later than start of USRRC:

1 11 John A. Emmons Lois VanVleet 149534 194335 LOL LOL Chevrolet 22

2 22 Bob Morseburg Dave Head 79056 68284 Northwest Northwest OH Subaru 34

3 15 Ron Ferris R. Bruce Gezon 125009 5877 St. Louis Steel Cities Honda 46

4 23 Andy Kowalczyk John Sears 424068 227375 Indianapolis AZ Border Subaru 428

5 14 Nathan Harris J Toney 461461 247745 Cal Club SFR Jeep 700

OFFICIAL RESULTS National RoadRally Championship Type NCR

Event Name: Hoosier Hollers Course Event Date: July 19, 2014 Sanction #: 2014 NC 13 03

Number of Scored Controls: 23 Length of Competition: 206.598 Miles Unit of Scoring: Hundredths

Name of Chairman: Charles G. Hanson Date July 22, 2014 Organizing Region: Indianapolis

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

Worker Points (#1) Charles G. Hanson Chairman / Rallymaster

Worker Points (#2) Jay Nemeth-Johannes Pre-Checker

Worker Points (#3) Wendy Harrison Pre-Checker

Worker Points (#4) Ted Drummond Pre-Checker

1 1 7 MikeThompson/Fred Rosevear 61438 32234 LOL LOL Subaru 60

2 2 6 Jack von Kaenel/Stu Helfer 215786 367266 Detroit SFR Chevrolet 366

3 3 8 Chuck Larouere/Carl Staab 112051 Weekend Steel Cities Steel Cities Mitsubishi 463

4 19 Jim Wakemen/Sr. Mark Haas 353586 378393 S. Jersey Mazda 7565

OFFICIAL RESULTS National RoadRally Championship Type NCR

Event Name: Hoosier Hills - Course Event Date: July 20, 2014 Sanction #: 2014 NC 13 04

Number of Scored Controls: 13 Length of Competition: 169.454 Miles Unit of Scoring: Hundredths

Name of Chairman: Charles G. Hanson Date July 22, 2014 Organizing Region: Indianapolis

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

Worker Points (#1) Craig Beidleman Rallymaster

Worker Points (#2) Jay Nemeth-Johannes Pre-Checker

Worker Points (#3) Sam Crites Pre-Checker

Worker Points (#4) Ted Drummond Pre-Checker

1 1 6 Jack von Kaenel Stu Helfer 215786 367266 Detroit SFR Chevrolet 18

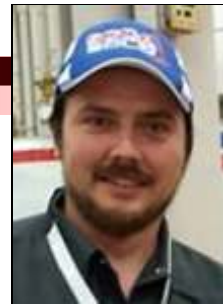
2 2 8 Chuck Larouere Carl Staab 112051 Weekend Steel Cities Steel Cities Mitsubishi 178

3 3 7 Mike Thompson Fred Rosevear 61438 32234 LOL LOL Subaru 272

4 1 9 Jim Wakemen, Sr. Mark Haas 353586 378393 S. Jersey S. Jersey Mazda 316

5 4 10 Bob DeMeritt Marianne DeMeritt 402692 402693 Detroit Detroit Subaru 1625

Activities Report Chris Brake



Where did all my members go? Was hoping to have a nice turn-out in the car corral at IMS during the Tudor Sports Car Series. There were only a couple people that attended. We did have a few members working flagging stations during the race...so I guess we can excuse them. I know since it was a Friday, many people had work obligations...or in our case Brumblebug rebuild. I am hoping that next year we can have a better turnout and add some extra fun things for those that come. Always looking for ideas.

The movie night during Match Tour was a huge success. There were quite a few people camping at the museum and most of them got involved in the festivities. There was grilling, music, movies, and even S'mores! We watched "Blues Brothers" on Friday night, and "Days of Thunder" on Saturday night. If you have any movie requests, shoot me an email. Don't fret if you weren't able to come to this movie night, because there are more to come. There will be a movie night August 9th between the Test N Tune on Saturday and the Regional/Divisional Event on Sunday. We are also going to host a movie night during Hoosier Challenge. Indiana Northwest Region (who is hosting the Hoosier Challenge this year) has an event on Saturday before Hoosier Challenge. Come out and race with a great group and stay for the late night festivities. Even if you don't camp, you are more than welcome to come and enjoy the good time with us.

As I have said in the past, car shows are a great way to support the Indy Region by showing off your competition car (even if its not showroom perfect). There are a few big ones coming up that I would like to try and have people come out to. The first, hosted by IndyRPM, will be at Lucas Oil Raceway Park on September 6th. I know that some of you may be just getting back from Nationals in Lincoln, but if you are able to make it you'll have a blast. The other car show is "Cruisin with the Cops" at Pike High School on September 27. I would really like a good turn-out to both of these shows. IndyRPM has been very supportive of what we do and we want to show our support for them. By helping each other out, we can build both of our groups!!

As always, if you have any ideas of something you think would be fun for a Club Night Out send me an email. I'm always looking for ideas. Until next time...Stay Classy Indy Region.

Checkpoint 8-14 Chuck Hanson

Thank You one and all for your generous assistance with the National Rallies!! Wendy Harrison, Sam Crites, Jeanne Spellman, Jay Quinn, Fred Steinhoff, Rich Lankford, Cameron Hull, Lloyd Hull, Chris Brake, Ron Moore, Steve Brinkerhoff, Wanda Brinkerhoff, Gary Patrick, Craig Beidelman, Karen Beidelman, Ted Drummond, Susan Vogt, Dick Powell, and Matthew Moore. A special thank you to Wanda for stepping in on Sunday to take care of hospitality arrangements for the end of the rally. Gary Patrick would have received the award for worker coming the farthest distance to help (Champaign, IL), but Dick Powell beat him out by coming all the way from Denver, CO. Again, my sincerest thanks for your help. Everything that we do is a volunteer effort, and I appreciate all who stepped up to make sure that our Region made a good impression on our National visitors.

I would also like to point out that this was Craig Beidelman's first effort writing a National rally. The National Pre-checker and myself perceived some potential problems and recommended some fixes that had the effect of throwing monkey wrenches into the works. Shame on us! In spite of our mistakes, Craig received numerous compliments on his concept and execution. The general feeling of the National competitors is that Craig should be encouraged to do it again.

This weekend I pre-checked the August event. I love maps, so I had a blast! You will be given a set of US Geological maps which are marked in a 1 kilometer square grid. You will also be given written instructions which list points on the map with their grid references. You then have to plot the shortest route (without U-turns) to connect the dots. Then drive the course at the indicated speed to arrive at the controls on time. There are questions for the GTA folks instead of times, and the GTA questions are part of the Course rally. This concept is very popular in England, but somewhat new to this side of the pond (it has been done in Minnesota for sure). 2014 Rally Dates for Indianapolis Region

Rally Dates for Indy Region 2014

#	Event Name	Categories	Date	Rallymaster(s)
VIII.	Windy City Rally	RC/RG/RT	8/ 16-17	Andy Kowalczyk
IX.	??	RC/RG/RT	9/ 27-28	Cameron Hull/Chuck Hanson
X.	Halloween Rally	RG	10/ 25	Ted Drummond
XI.	A Little History of "?"	RG	11/ 22	Craig Beidleman

Windy City Rally – Aug. 16, 2014 Walmart near I-65 and IN-26 in Lafayette, IN.

Registration: 12:00 - 12:30 PM

Driver's Meeting: 12:45 PM

First Car Out: 1:01 PM (1:00 PM + car number)

Finish: Approx. 5:30 PM Fowler, IN.

?? Rally – Sept. 28, 2014 – Columbus, IN

Registration: 12:00 – 12:30 PM

Driver's Meeting: 12:45 PM

First Car Out: 1:01 PM (1:00 PM + Car number)

Finish: Approx. 5:30 PM

Thanks;

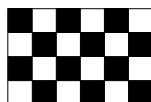
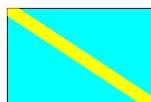
Charles G Hanson - RRB

P.O.Box 47830

Indianapolis, IN 46247

dtcgh@att.net

(317)431-5228



BoD Meeting Minutes

There were 14 members present at the meeting. Minutes of the previous meeting were approved.

Old Business, There was no old business to go over.

Treasurers Report, The treasury report was reviewed, and there were no further discussions.

Clutch Chatter, Alive and kicking. Lou is going to a meeting with Cars for the Cure committee on August 2nd. They expressed interest in SCCA being involved next year.

Membership, Currently 460 members. Jason has been emailing expired members but hasn't noticed if this is helping retention/renewals. The Region is currently the 2nd in growth for large regions, with an increase of 9.6% since 2013. The new CAM class has brought in a lot of those new members.

Website, We have one, and it looks good. Make sure to get things to John so he can put them up.

Activities, Had our first good movie night of the year this past weekend during Match Tour. We dubbed Saturday night Camp CAM, as the majority of the people there were from the CAM class. There were also some people from the hotel that came to watch as well. There are some upcoming car shows that the club is looking at attending. On Saturday, July 12, there is a car show at Lincoln Tech in Indianapolis. IndyRPM has a car show on September 6 at Lucas Oil Raceway Park. September 27 is a car show at Pike High School, which involves the local Police Dept. This could be an help for an idea that we are throwing around for a special event next year ("Beat the Heat"). Would make it a Super Weekend, with a Rally on Friday, Beat the Heat on Saturday, and a regular Solo on Sunday.

Rally, Having problems finding people to help with the National Rally. The National Rally is July 19-20. Right now they only have 8 workers per day, and would need 15-20. Lou is going to be the photographer for the event. It is starting at the Staybridge Suites (Plainfield Exit). Please contact Chuck if you are able to help or know someone that could potentially help. Rules state that we need lead cars on both courses, one sweep car, and 6 control crews. Should have enough "captains" for each control, but need additional control workers.

Solo, The second Dragcross went well. We had 45 participants. The Shootout ended up being between a GS car and an STC car with the STC car winning. There was an incident that day with a Corvette over driving a corner and spinning into the new dirt mound. We are trying to think of ways to fix the worker situation during the bracket rounds to make sure people are getting breaks. The solo Points Event 3 had a little over 100 competitors. We are averaging 100 competitors per event this year. Event went pretty smoothly other than some Mod Car issues in the second heat with Warren blowing an engine and Brumblebug melting some in car wiring. Stephen Brinkerhoff won the free event raffle at the end on the day. The Match Tour over the weekend went very smoothly. We had the second highest attended Match Tour yet, and we also had the quickest Shootout. Thank you to all members that helped out. Nationals is looking at ways to bring more new people to compete in National events. There will be a training meeting on July 18 at 6pm at the Boreen's house. We will be doing Solo Safety Steward training, registration, timing, and tech. The next event is on August 9-10, with a Test N Tune on Saturday, and Points Event #4 (which is also a Divisional Event) on Sunday. Chris is taking names for those going to Nationals in Lincoln for paddock spots to have a group of Indy Region competitors together.

New Business, Jason brought up an idea for the Novice program. If it is a competitors very first autocross, have a Pro-driver do one lap in the Novice's car to show the Novice what the car is capable of doing, to give them something to shoot for. Many liked the idea, but we need to figure out the logistics. This could potentially be an extension of the Novice program, giving the Novice's a mentor for the day. Dave brought up some issues with the CAM rules. With how open the CAM rules are we (and other Regions and Nationals office) are seeing some issues with newer Corvettes coming in and completely killing the competition. We discussed what would work best for the Indy Region and to potentially move these cars to another class. Dave is going to send a letter to all of the current CAM competitors to see how they feel and there will be a vote among them. We want to have a decision before the next event. The National office gives Regions the flexibility to add/adjust classes to make them work for their Region.

Next BOD meeting scheduled for August 14 at Dooley O'Tooles.

Meeting was adjourned.

Respectfully submitted, Stefanie Stribling, Secretary

Solo Report Stephanie Stribling



This past month Indy Region hosted the 2014 Peru Match Tour. There were 176 competitors present for the event. Many competitors from out of state attended, but there was also a good showing from the Indy Region. The first day of competition was run like a normal solo event, with each competitor getting 4 runs for the chance to win their class. The second day involved the shoot-outs. Those that were not top of their heat in PAX from day one, got two more runs to try and make one of the shoot-out brackets. At the end of the day, there were winners from three different brackets. The Ladies winner was Crissy Weaver, the Club Shoot-out winner was Kenneth Tsang, and the Super Shoot-out winner was Paul Magee. The Nationals crew was very impressed with how we ran the event. It went very smoothly, and we were able to get through all of the shoot-outs faster than any other event held so far. We also had the highest number of competitors yet at a Match Tour. Thank you to all Indy Region members that competed, volunteered, or were just there to support the club!!

Our next event will be the weekend of August 9-10. The 9th will be a Test N Tune at Grissom Aeroplex, make sure to pre-register for this as spaces are limited. Then the 10th will be Points Event 4 for Indy Region, but will also be a points event for the Great Lakes Divisional Series. Remember there is camping at the Grissom Air Museum for a \$10 donation to the museum. We will also be having a movie night at the Museum as well. Even if you aren't camping, come and join the festivities!!

There is another event towards the end of August. On August 24th will be the annual Hoosier Challenge. This year the event is hosted by Indiana Northwest Region. This is a combined points event for many Indiana regions. And if one day isn't enough for you, the day before (23rd) will be a regular solo event by Indiana Northwest Region. Come and play both days with a great group of autocrossers. There will also be a movie night at the museum this weekend as well.

Solo Schedule

2014 Solo Series

August 9	Test N Tune	Grissom Aeroplex
August 10	Points Event #4	GLDiv Series Event Grissom Aeroplex
August 24	Points Event #5**	Grissom Aeroplex
**Hoosier Challenge hosted by INR		
September 14	Points Event #6**	Indiana State Fairgrounds
**Charity Event benefiting 2X2 Rescue		
October 5	Points Event #7	Record Day Grissom Aeroplex
October 19	Fun Event	Grissom Aeroplex
	Car Swapping Fun!!!	

Remember all dates and locations are subject to change. Please check the website for any changes.

*RECORD DAY: These events will be run on Grissom's test and tune course. The purpose is to establish and later break class time records. These events will operate as a normal Indy SCCA Solo event except that awards will only be presented to new record holders. The region will keep a database of record holders for each class. Each record holder will receive an official document signifying the record signed by the Solo Chair and Regional Executive. In 2014 this will become a single two day event that will allow competitors to run for records in multiple classes

The Red Mist

I was asked recently while walking an autocross course “What are the differences between autocrossing, solo, time trials and road racing”. Not an easy question for a simple answer; but having done all of them, I will give it a try. In autocrossing/solo, since the straights are short, the most time gained will be in traveling the shortest distance in the corners; which means taking a tight line and apexing somewhat early. This also means that car size and “turn in” are very important. Front wheel drive and all wheel drive also help in accelerating the car into the tight line by using the Steered wheels for inward acceleration; a large rear two wheel drive car must be rotated / oversteered to obtain the acceleration into the tight corner line; using up extra space to do it; therefore classing is very important. Autocrossing is usually done at slower speeds in lower gears, so is very safe for novices and passengers (Babes). Slaloms are nonexistent in road racing (maybe fast esses) and is a solitary skill for solo. Events in limited spaces are notable for disguising slaloms as other things: chicanes, offset gates, Chicago boxes, etc. Sweepers (wide turns) are rare but great fun. Cars can generally be daily drivers, but some prepare the cars for very quick reactions in the afore mentioned slaloms by stiffer springs and shocks. That same preparation does not help so much in big sweepers if the surface is rough. In road racing 100 mph turns do not reward overly stiff suspension if rough at all. Road racers generally use softer springs, larger antiroll bars, and roll center adjustment. Prepared and modified solo cars will usually have two very close together 2nd and 3rd gears versus the two very close together 3rd and 4th gears in road racing. Your solo opponent is the clock and/or the pax index. Unless there are grand stands, you really can't judge your class opponent's run except for the clock. I have been guilty however of running to see my competitor's timing slip. This does not mean that there are not great rivalries, fun and camaraderie's. Autocrossing is a great low stress social event; although, I've witnessed some near apparent strokes by some very competitive entrants impatiently waiting at the starting line. I've learned that often the last run can be the winner if you relax some—takes a lot of control. You can nearly hold your breath and really concentrate for a 30 to 60 sec run. If you put a wheel wrong, you can't make up the time like in a 30 min. race! Non-naturals like myself have to plot/plan every movement of the run; naturals can just react. For a 30 minute road race you had better save some of your energy for qualifying and the last lap of the race. At longer endurance type races sometimes you'll need drinking water and a body cooling supply. There are cases of one on one solo competition; pursuits, pro solos and drag crosses where competitors line up on opposite sides of the course—winner finishes first and there is no danger of metal to metal contact. Time trials are basically the same as qualifying laps for road races; lap times are every thing. Generally you can only pass on straights, specified areas, and wave bys. After being enraged by negative comments about my race car, I have plotted to pass the abusers on the front straight/grandstands by really attacking the last corner before the straight ---shame on me! Time trials are generally a pleasant way to exercise our cars in a friendly atmosphere and as practice for a later road race at the same track. In road racing, lap times are meaningful only for qualifying positions; of course if you are on the pole you can continue your traditional cornering techniques that you used to get there. Some wealthier racers sacrifice engines in qualifying to get the pole and have their crew install a new one for the race---great ploy if you can afford it! Since straights are quite long, the corners are just used as a means to extend the straights at both ends and for passing of course. This may mean wide entries and exits—just the opposite of autocrossing.

In racing, flags are very important; especially at the start where you can gain positions through anticipation and proper gearing. Flags also warn you of impending danger, impending passers, and imminent wins. In the race, if not on the pole, your only goal is to pass the car in front of you, even if it means a slower lap time for both of you. Back in my younger days I would pass a competitor at the end of the back straight by locking up all four wheels (drum brakes) and passing my opponent on the inside of the turn—ruining the lap time for both of us, but usually I wouldn't have to deal with him again. It takes the “Red Mist” to drive like this; the opposite of the relaxed autocross last run. Sometimes near the end of the race, if ahead of my class, I would be guilty of making my car very wide (a case for a larger car) in corners leading onto the finishing straight by on- purpose oversteering; smaller cars can use me for drafting otherwise. The checkered flag is usually at the middle of the front straight---speed at the end of this straight is meaningless on the last lap—gear for best acceleration to the flag. Race planning, making up for errors, or plotting is very possible in 30 minute sessions; your competitors can teach you a lot about themselves in that time period. One competitor taught me how to be passed by pushing me over behind lapped cars. Of course, on the last lap, I used the lesson on him and won the race. Metal to metal contact seems to be a favorite “bump passing” Nascar style of racing, especially in spec classes. I stopped it in my case by pointing out my reinstalled heavy front bumper to my “bumping” competitors announcing that I was no longer going to be the “bumpee”. Costs: an autocrossing weekend if you count every possible expense is about \$100 at regional events. Road racing expenses are generally about \$1000 if traveling; \$2000 and up for Vintage Races. Autocrossing schools are a nice option; road racing schools are mandatory. A helmet is required for autocrossing; at least \$2000 worth of safety equipment is required for road racing. The safety is worth it! The “Red Mist” (in your eyes) adrenalin, testosterone, or anger is sometimes linked to male cave man hunting instincts—I plead guilty!

See you at the next autocross, Warren

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WHEE! POWER ON OVERSTEER

Went to a very well run CSCC (Walesboro IN) Autocross Sat Aug 2.

I hadn't run (or started) my Levair B/Mod Velociraptor in a year ; so thought I would take it on a needed outing---I needed one too; felt the need for speed and socializing with like minded friends.

The Velociraptor was built by son Michael and I in the late 80s to resemble an Indy car of that era; no goal, just grins. It had to meet some rules, so I chose B/M formula 5000 and 3000 rules.

Being a Corvair NUT, I thought that bringing a Corvair engine out to 3000 ccs would be just right at 1105 pounds empty weight. It went through many iterations but currently is 3 liters, 13/1 comp, 300 cam, and tuned 6 tube, Q jet intake—about 220 horsepower. It uses a 3.27/1 reversed 4 spider posi differential, and a special close ratio Saginaw gear box—tried many lighter ones that would not take the power. The gear box is close ratio between 2nd and 3rd (1200 rpm difference) gears, instead of like my road race cars; close between 3rd and 4th. At this power to weight, no shifting is required at autocrosses; just start in the gear that you are going to use. It has 13 x 10 and 13 x 12 aluminum wheels and the softest Avon slick tires.

Since I hadn't run the car in a year, I took my own advice and tried to make sure it was ready and loaded Thurs before the event. The clutch was stuck (rusted?) to the light flywheel which took a while to free up. The brakes seemed barely adequate during testing in my grassy field; where do you test modified cars? I assumed that the brakes just needed to be scuffed up in an event.

The old airport course is old, rugged, and slippery on one half and newly paved on the other. I don't get there very often(2 hour trip), so am not used to the changes. The course was very well designed—they did their job well.

We got six runs, thank goodness. I had just given advice to a novice not to waste the 1st run being too careful; learn where your problems are by overdriving, and ease off later. As I thought, the brakes were almost non existent until the last part of the run; so was anxious for the next run.

Starting in second gear I floored the throttle and made a huge spin in the first turn; near the spectators of course. OK, I was just taking my own advice. On the second half of the course I could use full throttle of course. Guess I needed treaded tires and four wheel drive on the 1st half and my slicks on the second half. I was hitting the 7000 rpm rev limiter in 2nd gear about 2 car lengths just before the fast finish.

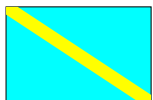
I made about a ½ sec improvement on each following run and felt like I was finally racing. There were a couple of sweeping turns where I got to control my throttle on, oversteer techniques to good avail. This 73 year old guy apparently doesn't learn as fast as he used to but does eventually learn!

Some of the best fun was had later inside the car trailer answering technical questions from a group of engineering college students which was climaxed by starting the engine per their request in the trailer. They didn't know much about Corvairs, but did like the horizontally opposed six which was part of the frame.

No, I didn't get to take any Babes for rides but did get to work with one during my Safety assignment.

Whee, it was a good day!

Warren



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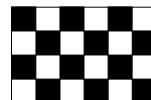
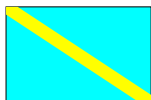
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