



# REDLINE

February 2002

SPORTS CAR CLUB OF AMERICA, EASTERN TENNESSEE REGION #68

www.etrscca.org

## Autocross School Details

Our Region will hold an Autocross school on April 13<sup>th</sup> & 14<sup>th</sup> at Farragut High School. The first day will be a school, and the second day will be an autocross (open only to those who attended or worked the school).

Enrollment in the school is limited to 25 entrants. We will also need 10 people to help work the course. The entry fee for the school is \$50. Workers will not be charged (but you have to chase cones all day Saturday).

Lunch will be provided on Saturday.

The first 25 entrants who send payment to the following address will be admitted to the school. You are not enrolled unless you have paid. Also, the first 10 workers who send a letter to the following address will be accepted.

Mark Pilson  
214 Oran Road  
Knoxville, TN 37922

Please include the following information in your letter:

Name, Address, Car, Telephone Number, and e-mail address. Please make sure to state whether you want to be a student (\$50) or a worker (\$0). Be sure you include payment if you want to be a student.

Current and past ETR Regional Champions are excluded from participating as students (sorry guys).

Mark can be contacted at: [dsp33@prodigy.net](mailto:dsp33@prodigy.net)

## Meeting Reminder

We have a new meeting place. We meet at the Texas Roadhouse just east of West Town Mall. Meetings are at 7:00pm on the 1<sup>st</sup> Tuesday of each month.

## Solo II Tardiness

Solo II competitors are reminded that registration closes at 11:00 am. This deadline will be strictly enforced at future events. If you are not registered (or at least in line) by 11:00 am, you will not be allowed to participate.

When you show up late for the event, you cause a big problem for the people working registration and tech... they would like to be able to walk the course and take care of other things which they cannot do if they have to deal with late registrations.

## Minutes

### February 5<sup>th</sup>, 2002 Board Meeting

Meeting called to order by Wayne Henry.

Attendance: Jim Stockburger, Lynn Irwin, Mark Irwin, Lee Graser, Ron Hurst, Bill Christenberry, John Snook, Robert Carpenter, Mark Pilson, Mack Fraser, Dave Disney, Wayne Kickels, John McGrath, Mike McMillan

A motion was made to approve the minutes by Mark Irwin and seconded by Lee Graser. Passed

Treasurer's Report-Ron- We had \$7300 at the start of the meeting. We are now at \$5000 after a few payments.

RE Report- SEDIV-Wayne, Lee, David Disney, Dave Dillow & Debbie attended the SEDIV in Jekyll.

Solo-David-Designs for t-shirts are underway for giving away and selling. He found out we do not have to keep forms at autocrosses. Looking to buy new helmets and radios. M95 is about \$380 for 6, radios go for 10 for \$200. The Solo committee made the recommendation we purchase 6 helmets (s,m,xl,3 l) spending up to \$400. Carpenter seconded motion.

Lee suggested we give away old helmets. Dave Disney suggested we get the family channel radios. Wayne suggested getting earpieces. Five sets will run \$39 for each. The motion was made by the Solo committee and seconded by Mark Pilson.

Licensing-Roe- Greg Hime is going to the school this weekend at Savannah.

Competition Report-Lee-Everyone is building. No one is racing. Lee did a test day. Lee will race the first weekend in March. Mark Irwin will start the end of March. Jim Stockburger is back in the car. Wayne is building a Miata.

John Snook gave a report on John Miller. Miller is running w/Rocket Sports again. He did a Nascar test at Bristol also. Dale Slocum is trying to get back into racing this year.

Dogwood Grand Prix- Wayne reported the last 45 days have been a roller coaster. We tried to make Dogwood into a Divisional, but got stopped by the zoo that wouldn't close their parking lot for two days. The priority is finding a place to hold the divisional. Debbie told the group we have not made Dogwood money and that is what they need. That could have had an effect on decision. Wayne said we are just not a priority for an arts event. Roe asked for support for the South Knoxville Connector. He encouraged the group to look at the issues and speak to commissioners against completing it. Debbie asked if the group planned to hold the divisional on the same date Dogwood had been planned. It was suggested we check on Bristol. The question was asked if SE would help incur some expense. Oak Ridge Mall was also mentioned as a site. Ron asked about the fund from National to start racetracks or pavement. Wayne told the group that tonight was the drop-dead date for finding pavement. Ron asked about possibly working with Chattanooga. Two sites were mentioned in Maryville. One is the closed down manufacturing site

and the other is Denso. Another possible site was the Pellissippi State lot. The group will check on these sites. Oak Ridge Mall may be sold and this could change some things.

Ron made the suggestion the group move to Texas Roadhouse for the meetings. Mark Irwin seconded. Passed. The next meeting will be held at Texas Roadhouse. Lee wanted to know what was wrong with Barley's. He was told.

Robert Carpenter suggested we put together a Safety Steward School. David Disney and Dave Dillow talked with David McDaniel at Jekyll about doing one.

Ron moved to adjourn the meeting.

- Debbie Henry

## **FORT MEYERS NATIONAL TOUR**

Robert Carpenter and I, both from Eastern Tennessee Region, made the long trip down to Fort Myers. The site was at Buckingham Air Field, an old cement runway that wasn't in bad condition.

Friday was a nice warm day for the warm up car testing. Robert didn't make it down but I did and I got in some good times running.

Saturday the first day of the tour was a morning of rain. I got to run in the heaviest of it. I only took out one cone on my second run. It was impossible to get up to speed.

Robert ran in the afternoon. The rain had let up and even stopped for a while. Then the wind came up and it turned cold. You could not get heat in your tires because of the cold. Robert spun out on his first run and DNF'd on his second. With the rain starting again, Robert got it together and finished in second place.

Sunday was dry but a little cool. The course was dry. Robert put in some good times but couldn't take first from Rick Cone from Lawrenceville, GA.

I took a trophy in a one-car class in DP, and Robert took second in ES.

- Rich Miller

## FASTech's Annual Fun Runs

FASTech is having several track days this year (at Carolina Motorsports Park and Roebbling Road). Some of the details are...

Minimum of 2 hours of track time per day (last year we had 4 hrs per day!)/ Instructors provided / Open to any age State licensed driver / Any make auto welcome / 4 run groups / Limited entries

For information contact: Jim Frazier:  
[funrun@mindspring.com](mailto:funrun@mindspring.com) or see the Special Events section of our web page.

## \$2002 Grass Roots Motorsports (GRM)Challenge

The ETR team of Dave Disney, Jim Stockburger, Dave Dillow and Lee Graser returned to Florida last week for their second GRM Challenge; "...Build and race a car (drag race, Auto-X & Concours judging) for \$2002 or less..." They and their 88 MAZDA GTX (turbocharged-AWD) didn't Kick Butt like they did in the \$2001 Challenge, on the other hand they did NOT get their butts kicked either.

59 cars competed in 2002, vs. the 37 that competed in 2001. Competitors came from all over the "Continent", literally. States represented included Tennessee (of course), all of New England, multiple entries from Michigan, Florida, New Mexico, Oregon (that's right the Left coast Oregon), Louisiana, a Canadian team, and a general mix from everywhere else.

### The Cars:

The \$2002 GRM Challenge saw more performance, more creativity and even more unbelievable anal fanaticism in "clean" cars. The list included, a supercharged BMW 2002, a Supercharged GT-6 running on propane, well almost running they had bunches of problems got one Auto-X run and Zero drag runs. Several 4WD cars, an Eagle Talon pretty and quick but not truly fast, a 2.7 liter (6 cyl) Subie with a Lebaron turbo added, flex pipes to connect all to the turbo, a Suzuki GT (DOHC 1300) with nitrous, several 2.3

Merkur turbos that were very fast in the drag, several other marques were represented, Honda, SAAB, Toyota, Alfa, Corvaire, pony cars, and VW + misc with turbos/Nitrous added, most with bugs/details still to be worked out, and of course the AWD Turbocharged MAZDA 323 GTX from ETR and the 1<sup>st</sup> Gen RX-7 GSL-SE of Shawn and Stan Hinds (son/father race team) also from ETR.

The Proverbial "bar" of competition was significantly raised from last year to this year. For example --the Concours "bar" is now, very, and very high----last years Concours winner finished 10th in this year's Concours. The BMW that took the top Concours position this year and 2nd place 300ZX were both "spit" cars i.e. stripped of every nut, bolt and part, turned on a car "spit" (rotisserie) to clean/repaint the entire chassis top to bottom, obviously labor intensive but labor doesn't go into the \$2002 Challenge budget.

### The event:

Drag got canceled on Friday due to torrential rain (drag was for fun, not points on Sunday). The ETR (AWD) GTX was a shoe in if the drag was held in the rain, but NHRA "rules" say they can't play in the rain. The AUTO-X ran on Saturday in the torrential rain, rivers running across course, the ETR GTX got nipped at the end out of 59 cars, they finished 4<sup>th</sup>, 8-tenths from 1<sup>st</sup>. They just couldn't get it all together; slicks weren't any help in the water/surf. The rain and a different Concourse judging schedule prevented the multiple runs (10-20) of last year. In 2002 some cars got 8-10 runs some got 3, the ETR guys got 4. In the Sunday drag (now unofficial and not part of the scoring), the ETR guys got a 5<sup>th</sup> overall, got ONE run in 13.9, with Jim at the wheel. On the cars 2nd run (Dave), the (three auto-x old) clutch gave up and was fried quite nicely. It wouldn't hold the engine at all (too much turbo-power), Dave turned a 15.6, sounded like a slipping automatic in 1<sup>st</sup>, 2<sup>nd</sup>, 3rd and 4<sup>th</sup>. The drag was essentially over for the team. After letting the clutch cool off a bit they squeezed out a 14.9, 3<sup>rd</sup> gear slipping just a bit. On the next run they got a 14.1 with the clutch slipping very badly in 3<sup>rd</sup> and 4<sup>th</sup> gear, actually totally "toast" at this point. They reluctantly put the car on the trailer. There may have been a low 13 in the car, maybe even a high 12, (if the clutch had held). The GTX turned a 13.7 last year, but it was not to be for 2002.

Last year saw the ETR team GTX finish 1<sup>st</sup> (Auto-X), 2<sup>nd</sup> (Drag), 2<sup>nd</sup> (Car club) and 4<sup>th</sup> overall. In 2002 the ETR GTX finished 4<sup>th</sup>, 5<sup>th</sup>, 2<sup>nd</sup> (again) and 10<sup>th</sup> overall. The ETR GTX Team kicked substantial butt, but you can never kick

enuf until you Kick them all. Finishing ahead of the GTX in the drag were 2 turbocharged Merkurs (300-325 hp), a T-II RX7 (boost cranked way up and excellent/light weight gutting) and a 429 Mustang (gobs of Hp!! -Who knows how much), pretty fast company for the little GTX to be keeping up-with. "IF" (that very little but yet very BIG word)-- "IF" the drag was included the ETR GTX guys would have moved up to 5<sup>th</sup> or 6<sup>th</sup> overall (even with the failed clutch and 1 good drag run).

The Shawn & Stan Hinds effort is a story in itself. Shawn and Stan built a turbo-charged 12A 1<sup>st</sup> gen RX-7 for the 2002 challenge. That's right a 12 A turbo, this little jewel was a Japan only engine, which found its way to the Shawn Hinds and father race shop in K-Patch via Todd Hinds (cousin) in Crossville (lets hear it for racing nepotism). Anyhow just days before the 2002 event the turbo was test fired for the first time, it would run on starting fluid but was experiencing fuel feed problems. In true "Grass roots" style the Hinds son/father team wouldn't take defeat, they loaded Shawn's 1985 GSL-SE RX-7 street car (daily driver to UT) into the trailer for the trip to the GRM \$2002 Challenge. Hey, with a \$1500 purchase price + a \$150 clutch it meets the GRM budget criteria, less than \$2002!!! Lets go to Florida and have some fun. Shawn and Stan exhibited the true spirit of the GRM run-what-ya-brung challenge. They finished 5<sup>th</sup> in the Car Club competition and they had some respectable Drag and Auto-Cross runs once the senior member of the team (Stan) figured out that the car actually needs gas if it is to be truly quick. Gas?? Stan, you FORGOT to put in Gas?? Shawn and Stan now have a year to finish the 1<sup>st</sup> gen 12A turbo rocket for the 2003 event and Shawn is already planning an "upgrade", more injectors means more boost capability and an really Big Inter-cooler would be nice. Ya got-ta love it when the son catches the same car disease from the father. In case you were wondering why this was a "son-father" effort rather than the more traditionally heard converse, the heart of the design, the high tech roots and the engineering soul of the team is Shawn, great job Shawn ya done real good. Stan helped sand the paint and drove the tow vehicle, you did Ok too Stan, except for the empty gas tank. (Last jab, I promise. ☺ ☺.)

The GTX team is already scheming for next year, they need "budget" for 2003, and does anybody want to buy a GTX sunroof, how about some GTX window glass? Maybe some seats. The GTX team has \$80 left on paper

and can get "credit" for anything else they sell off the car before the 2003 event (cash limit of \$2003).

One VERY neat thing for the ETR GTX team, several "tricks" that the ETR guys PIONEERED LAST YEAR (2001 GRM challenge) were widely used for the 2002 GRM Challenge. For example: lexan for side and rear windows and "Hollow" shell only plastic bumpers and ultra-light weight doors, ETR was da leader, yeah!! for ETR.

### **Problems faced by 2002 GRM competitors:**

How about the guy that left Seattle Washington with a \$2002 1<sup>st</sup> gen RX-7 on his trailer, towing with a \$600 pick-up truck, 650 miles later the Pick-up blew-up big time and the RX-7 went back to Seattle by rented U-Haul. Do the math---- \$600 truck = 650 miles #@!!%. ---Then there was the guy that made it to Georgia from Pennsylvania driving his RX-7 and the Clutch gave out--he nursed the car/clutch another 250 miles and fixed it in the driveway of the GRM publisher. And of course, please don't forget about the guy towing his 2<sup>nd</sup> gen T-II RX-7 down the interstate at 70 mph from Michigan, who sees some idiot trying to pass him on the shoulder of the interstate. The "idiot" gets about halfway past, now fully in the dirt and grass and the guy towing recognizes the car----- as his own RX-7 that used to be on his trailer. One ditch, one field, one fence and one tree later the RX-7 is stopped. With the help of the local towing service the now severely altered RX-7 is drug back onto the trailer, and continues to the GRM challenge without the front bumper, with out the lights and with a bent hood wired in place. Luck allowed the damage to stop short of the radiator and other vitals, they made the event and made a bit of history at the same time. Reportedly they only lost a little bit of time on the interstate while changing their shorts.

### **Looking ahead to the \$2003 Challenge:**

With new paint, a bit of body work and some engine compartment polish---all of which are "labor" not cash intensive the ETR GTX could be back to the top of the GRM challenge again.

The Thunder-Midget (72 MG Midget with a 1987 Turbo-charged Thunderbird drivetrain , Co-conspired by Lee Graser and Jim Stockburger)was started/not completed for the 2002 GRM event. It has some distinct possibilities for 2003. It is a "spit" (rotisserie) car---that has been taken down to the last nut and bolts completely sandblasted and is now in primer for the build up. If you recall the 2002

Concours winner was a "spit" car. With further recollection, the Drag winner for the \$2002 GRM Challenge was a Merkur i.e same drivetrain as the 87 Turbo Thunderbird that will be in the Thunder-Midget. The Merkur weighs 2800-2900 lbs. The Thunder Midget should come in around 15-1600lbs, you can do the math, the Drag portion of 2003 should be very interesting. The Midget chassis ought to be a real Auto-X contender too.

The 12a turbo rocket of Shawn and Stan Hinds will definitely be a contender, and what about the rest of you guys/gals in ETR, anybody got a hankerin' to build a cheapo pocket rocket of some sort?? 1<sup>st</sup>, 2<sup>nd</sup> 3<sup>rd</sup> and 4<sup>th</sup> in the "Car Club" competition would be real neat for ETR!

\$2003 could be a very good year.

C-ya-at-th' track  
Bye Leeg

### FOR SALE:

1976 Jeep CJ-5. 304 V8. 3 spd. Headers, duals, newer top, buckets, console, spare cover, custom dash. Great looking and strong running classic Jeep. Hard to find and especially hard to find this nice. \$4,750 or best offer. Call Dave Yoder @ (865) 531-2526

1991 Toyota Corolla DX, Maroon w/gray interior, AC, PS, PB, 5 speed, very clean and reliable, good tires and new struts, 170,000 miles, \$2500 obo.  
Contact: Dave Disney @ 865-556-0568

## Farragut H.S., March 3, 2002 Solo II Results

CLASS	NUMBER	NAME	CAR	TIME	#1	RTP
as	56	Charles { Chaz } Falk	1994 Chevy Corvette (blue)	45.291	9	37.501
as	47	Larry D Johnson	1994 Chevy Corvette (blue)	53.654	6	44.426
asp	71	Bill Cooke	2000 Chevy Corvette (red)	47.225	9	39.952
bs	193	Jason Saini	2001 Honda S2000	42.010	9	34.742
bs	95	Mack Fraser	2001 Honda S2000 (Yellow)	42.186	6	34.888
bs	93	Juliann Pokorny	2001 Honda S2000 Spa	45.322	4	37.481
bs	22	John Bishop	1984 Porsche 911 Carrera (White)	46.838	3	38.735
bs	951	Christian Noble	1987 Porsche 944 Turbo (Black)	48.346	2	39.982
bsp	32	Mark Noakes	1986 Chevy Corvette (White)	48.963	9	41.129
cs	11	Jim Stockburger	1995 Mazda Miata (White)	45.193	9	36.697
cs	9	Jason R. Ford	1997 Mazda Miata (Black)	46.564	6	37.810
cs	62	Ryan Cook	1997 Mazda Miata (black)	49.885	4	40.507
cs	6	Chris Greer	1999 Mazda Miata (Red)	51.344	3	41.691
cs	44	Jesse Sheffler	1997 Mazda Miata (blue)	52.872	2	42.936
csp	84	David Disney	1984 Mazda Rx-7 (Blue)	43.617	9	36.726
csp	48	David Dillow	1984 Mazda Rx-7 (Blue)	43.758	6	36.844
csp	211	BRENT G. EDDY	1999 MAZDA MIATA (SILVER)	44.621	4	37.571
csp	113	Danielle Kent	2000 Acura Integra Type R (Black)	45.902	3	38.649
csp	17	James C. Deane III	1989 Honda CRX SI (gray)	45.976	2	38.712
csp	21	Buddy Ahlers	1992 Mazda Miata (White)	46.171	1	38.876
csp	111	David Smith	1984 Mazda RX7 (gray)	46.350	1	39.027
csp	12	Mark McCrary	1992 Mazda Miata (White)	46.697	1	39.319
csp	121	James Hill	1999 Mazda Miata (silver)	46.946	1	39.529
csp	420	Tyler Cormier	1990 Mazda Miata (Yellow)	48.381	1	40.737
csp	117	James Dean IV	1989 Honda CRX SI (gray)	49.347	1	41.550
csp	11	Kurt D. Torres	1990 Honda Civic Si (Black)	50.079	1	42.167
csp	1	Phillip Harris	1992 Mazda Miata (White)	58.864	1	49.563
dm	1	Gary Lowndsedale	1970 Mini Cooper (Blue)	49.726	9	44.455
dml	11	Paulette Lowndsedale	1970 Mini Cooper (Blue)	52.308	9	46.764
dp	63	Rich Miller	1960 Healy Sprite (green)	49.786	9	42.268
dp	27	Michael B. Suttles	1991 Honda CRX (Black)	69.763	6	59.229
dsp	62	BJ Gardner	1998 Acura Integra LS (Green)	49.536	9	40.620
dsp	58	Tyler Scott	1988 Mazda 323 GTX (Red)	49.800	6	40.836
dsp	85	Nicholas Scott	1988 Mazda 323 GTX (Red)	50.398	4	41.326
em	69	Tony Bolton	1996 Acura Integra GSR (Green)	42.546	9	38.462
esp	10	Helen Mc Grath	1987 Chrysler Conquest (red)	50.118	9	41.397
fp	3	Mike Akard	87 BMW 325 is	44.380	9	38.389
fs	13	Mack S. Elliott II	1998 Ford Mustang GT (White)	47.819	9	38.682
fs	7	Daniel Johnson	1996 Ford Tbird (pearl)	50.026	6	40.471
fs	4	Steve Waters	1991 Chevy Camaro (Red)	51.098	4	41.338
fs	10	John McGrath	1993 Mitsubishi 3000 VR4 (Maroon)	51.470	3	41.639
fsp	12	Steven L. Peters	1991 Nissan Sentra (Red)	47.016	9	38.412
fsp	54	Jared Suter	1997 Honda Civic (Black)	47.671	6	38.947
fsp	9	Michael L. McMillan	1966 Wolseley (Orange)	49.508	4	40.448
gs	99	Doug Allen	1985 Honda CRXSI (blue)	45.614	9	35.807
gs	77	Jim Hendrickson	1998 Ford Escort (Blue)	47.521	6	37.304
gs	2	Dave Yoder	Nissan NX 2000 (White)	47.561	4	37.335
gs	7	Kelly Myers	1992 Nissan NX2000 (White)	48.481	3	38.058
gs	33	Gilbert Hill IV	1998 Ford Contour SVT (Silver)	49.207	2	38.627
gs	43	Zachary Wyatt	1995 Mazda MX6 (Silver)	49.413	1	38.789
hs	1	Stephen Haupt	1987 Acura Integra (Red)	46.501	9	36.224
hs	37	Carlton McGee	1997 Honda Civic Ex (Black)	48.633	6	37.885
hs	411	Mariusz Lon	1994 Honda Accord (Green)	48.914	4	38.104
hs	321	Brian White	1993 Toyota Celica GT (Silver)	49.292	3	38.398
hs	33	Clif Rawlings	1991 Mitsubishi Eclipse (Green)	49.614	2	38.649
hs	9	Scott Burgin	1997 Honda Civic EX (Black)	60.478	1	47.112
hs	25	Matthew Claytor	1990 Nissan Maxima (Black)	dnf	1	dnf
pcp	98	Ronald Hurst	1976 Ford Mustang (Yellow)	47.044	2	40.176
pcsp	131	Lee Kent	Acura Integra Type R	42.895	4	36.118
pcsp	13	Lyonel Kent	2000 Acura Integra Type R (Black)	42.957	3	36.170
pdp	96	JOHN BROWN	1986 TOYOTA MR2-MK1 (WHITE)	42.100	6	35.743
pgs	199	Rob Carpenter	1985 Honda CRX (blue/silver)	44.078	9	34.599
sm	218	Steven Hobbs	1994 Honda Accord (Maroon)	44.411	9	37.039
sm	10	Phillip Gray	1995 Honda Civic (White)	45.667	6	38.086
sm	46	Jay Holdmen	2002 SUBARU WRX	46.411	4	38.707
sm	4	Ben Loope	1999 Pontiac Trans-am (Pewter)	47.690	3	39.773
sm	1	Keith Harris	1988 Honda CRX (Black)	49.109	2	40.957
sm	79	Jason York	1995 VW Golf GTI (Black)	52.554	1	43.830

sm2	4	Russell Buckner	1990 chevrolet corvette (red)	45.535	9	38.978
sm2	31	Lee Hamner	1994 Mazda Miata (Red)	47.401	6	40.575
ss	0	Michael Grande	2002 Porsche 996 (Blue)	44.436	9	37.148
ss	13	Michael Lesmerises	1993 Mazda RX7 (Blue)	46.129	6	38.564
ss	1	Todd Upton	2002 Corvette Z06	54.880	4	45.880
sts	71	Hart Kaudewitz	1998 Plymouth Neon ACR (Blue)	44.724	9	35.064
sts	12	Scott Gibson	2000 VW Golf (green)	46.451	6	36.418
sts	32	Jackie Alexander	2001 Toyota Celica (Silver)	46.665	4	36.585
sts	11	Stuart Gibson	2000 VW Golf (green)	47.153	3	36.968
sts	17	Kristen Kaudewitz	1998 Plymouth Neon ACR (Blue)	47.384	2	37.149
sts	6	Michael Hubbard	2001 Ford Focus (Grey)	47.417	1	37.175
sts	81	nathan peters	2000 honda prelude(black)	47.447	1	37.198
sts	47	Dewey L. Foulk, Jr.	1988 Ford Escort GT (white)	47.808	1	37.481
sts	22	Jamin Moss	1996 Acura Integra	50.932	1	39.931
stx	13	Cliff Gibbs	2002 Nissan Sentra SE-R (Black)	45.156	9	36.172
stx	29	Adam Ezell	1998 Honda Prelude Type S (Green)	45.365	6	36.337

### New PAX/RTP Indexes for 2002

SS	0.836	SM	0.834
AS	0.828	SM2	0.856
BS	0.827	AP	0.874
CS	0.812	BP	0.867
DS	0.798	CP	0.854
ES	0.802	DP	0.849
FS	0.809	EP	0.868
GS	0.785	FP	0.865
HS	0.779	AM	1.000
ASP	0.846	BM	0.951
BSP	0.840	CM	0.919
CSP	0.842	DM	0.894
DSP	0.820	EM	0.904
ESP	0.826	FM	0.897
FSP	0.817	F125	0.932
STS	0.784	FJr	0.815
STX	0.801	SFJr	0.774

NOTE: PAX and RTP (Racer's Theoretical Performance) have been combined for 2002. I am told that there will no longer be separate indexes. What you see above is THE index for 2002.



Greg Hime and...



Mike Akard at a driver's school in Savannah

### Advertising in *Redline*

Per Issue:  
 Business Card \$15  
 ¼ Page \$20  
 ½ Page \$25  
**Full Page \$30**

## 2002 Solo II Schedule

DATE	LOCATION	CHAIRMAN	EVENT NAME
March 3	Farragut H.S.	Ron Hurst	Regional #1
March 17	Oak Ridge Mall	Dave Disney	Regional #2
April 13/14	Farragut H.S.	Mark Pilson	Special School Event
April 27/28	TBA	Robert Carpenter	Dogwood Grand Prix
May 19	Oak Ridge Mall	Rob Carpenter	Regional #3
June 9	William Blount H.S.	Dave Disney	Regional #4
June 30	Farragut H.S.	John McGrath	Regional #5
July 28	Oak Ridge Mall	Dan Hill	Regional #6
Aug. 18	William Blount H.S.	Dick Hancock	Regional #7
Sep. 8	Farragut H.S.	Dave Disney	Regional #8
Sep. 29	Oak Ridge Mall	Rob Carpenter	Regional #9
Oct. 13	William Blount H.S.	Lee Hamner	Regional #10
Nov. 3	Farragut H.S.	Rich Miller	Regional #11

Eastern Tennessee Region - #68 Sports Car Club of America, Inc.	
<i>Regional Executive - Wayne Henry</i> e-mail <a href="mailto:Mazert@aol.com">Mazert@aol.com</a>	865-986-1390 865-458-9477
<i>Secretary - Debbie Henry</i> e-mail <a href="mailto:Dhenryo4oj@aol.com">Dhenryo4oj@aol.com</a>	865-986-1390
<i>Treasurer - Ron Hurst</i>	865-690-7710
<i>Board Member - Mark Pilson</i> e-mail <a href="mailto:DSP33@prodigy.net">DSP33@prodigy.net</a>	
<i>Board Member - Lee Graser</i> e-mail <a href="mailto:5grasers@icx.net">5grasers@icx.net</a>	865-494-7873
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<i>Board Member - Mark Irwin</i> e-mail <a href="mailto:bertoneFP19@cs.com">bertoneFP19@cs.com</a>	865-689-0017
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