



REDLINE

January 2002

SPORTS CAR CLUB OF AMERICA, EASTERN TENNESSEE REGION #68

www.etracca.org

Letter from the R.E.

There are a lot of reasons that the winter of '01/02 has been very strange. Terrorism, War, Unemployment and Economics has each had their own effect. I was already having issues in December with slow cash flow and a heavy trial schedule when I got the call from the Dogwood Arts Festival relaying the results of a meeting with the City of Knoxville denying us the use of the South Knox Connector due to the closure of the Gay Street Bridge for repairs. Since that time, it has been a roller-coaster ride trying to negotiate an alternative site with the Dogwood Arts Festival, a move of sites and then hiatus of the street solo event with the SCCA, and a potential Divisional Solo with the SE Division. By the time you read this we may know the results but things are not looking good for ETR. After 9 years, the Dogwood Grand Prix as we know may be over.

Perhaps the biggest lesson that we will learn from all of these events is that we must seek to take control of our own destiny. ETR has been lucky over the years to be able to locate good, cheap pavement. Oak Ridge Mall, one of our more popular sites, is about to undergo some major changes, which could affect us drastically. We have seen on several occasions what a change in management can do to our access. Where am I going with this? It may be time for ETR to seek to develop its own pavement, seeking funds through a capital campaign to buy either an existing lot or property that can be improved with our special use in mind.

It is not that crazy of an idea when you consider the value of land and the cost of rentals in the future. If we had bought land in say, Vonore 10 years ago, we would have either a place to play or a piece of very valuable property to liquidate and reinvest the proceeds. ETR does a decent job providing the basic services for our members; it may be time to do more.

Any takers?

- Wayne Henry

Meeting Reminder

We meet at the Barley's in the Old City. Meetings are at 7:00pm on the 1st Tuesday of each month.

On-Line Registration for Solo 2 Events

If you plan on running at one of our local events, please go to our website's (www.etracca.org) Solo II section and fill out the registration form. You only need to fill it out once per season or if your information changes. That way we can have your information in our timing computer and you won't have to manually fill out an information card at the event.

Notes

There was no December 2001 issue of Redline. There was not enough material to justify sending out a mailing.

Also, Mark Pilson wrote the article about Robert Carpenter's trip to Topeka that appeared in the previous newsletter. I had forgotten to add his byline.

Election Results

Your newly elected officers and board members are:

Regional Executive – Wayne Henry
Secretary – Debbie Henry
Treasurer – Ron Hurst

Board Members:

Mark Pilson
Lee Graser
David Disney
Mark Irwin
Robert Carpenter
Bill Johnson

Changes to our Solo II Program

The Solo II Committee has made a few changes to the way events are run, hoping that we can get in more runs and do less work.

There will no longer be any registration or tech forms to fill out. You will need to fill out an information card once, which will be kept on file for future events. Timing and Scoring will be done on the laptop, so we no longer need the registration forms to keep times on (we will be keeping a manual time log in case of computer failure). You will then need to find a Tech person to tech your car. The person tech'ing your car will keep a log of which cars he has tech'ed and will give you a sticker for your car. The starter will not let you run if you don't have a current sticker.

We will also have on-line registration, which you will only need to do once a season, or if your information changes.

We will be able to print out grid sheets for the people who are working Grid.

We will be running at least 3 heats, possibly 4, depending on how quickly we can get workers changed and cars gridded.

We will try to design courses that will always allow at least two cars on course at a time. This should let us get more runs in.

Minutes January 8th, 2002 Meeting

Wayne Henry called the meeting to order.

No minutes from the last meeting.

Treasurer's Report-Ron- \$5,011.29 balance. That includes the check from Dogwood. We need to do sanctioning again.

Solo-Dave Yoder- The solo schedule is on the website. Farragut is confirmed and the other 2 sites are close. [*The other sites are confirmed now*] The group is ready to start March 3. The solo committee will meet on the 21st at 7:00 at Mr. Gattis on Kingston Pike. Everyone is welcome to attend. Anyone wanting rule books should see David D. They will get Mark Irwin to do new stickers for ETR.

SE Div-Wayne announced the SE Div meeting will be held at Jekyll Island next weekend. He, Debbie and Lee will attend. Anyone else wanting to attend needs to let us know tonight. Mark I moved to approve up to \$300 for expenses for those going. Mark P seconded. Motion carried.

Dogwood- The Grand Prix as we know it is ending. We do not have a roadway at this time. Dogwood has talked with Chilhowee Park about their parking lots and we have the go ahead on using them. David D. asked about using Neyland. Wayne said neither Dogwood or the City was interested in us using it. We can have Chilhowee for 2 days. We could use it as a Divisional with that time period. Robert was asked to go to Jekyll to make the request to have a Divisional. Wayne has a call in to see how not having it on a street for one year will affect us if we want to go back to having a street event.

Ron- We are keeping the same accounts, but he needs to have Wayne sign. Mark Irwin made the motion to add Ron Hurst and Wayne Henry as signers to the bank accounts. Robert Carpenter seconded. The motion carried.

David Disney thanked John McGrath for donating another laptop.

The meeting was adjourned.

- Debbie Henry

Thanks to John McGrath Again!

John McGrath donated a second laptop to the club for use with the new timing system. This newer laptop is faster and will handle the new Windows based software. Thanks John!!!

Solo Committee Meeting Minutes 2-21-2002

The Knoxville Connector Dogwood Grand Prix site was lost due to increased traffic from the Gay Street Bridge closure. The event will now be a two day divisional at Chilhowee Park on April 27th & 28th. Registration will be Friday night. Mark Pilson will be in charge of Tech. Registration will go to Debbie Henry. Entry fee will be \$50 to \$55. Further details are being worked out. [Editor's Note: We just lost the Chilhowee Park site, which had been promised to us, because of parking concerns raised by the Zoo... we are currently looking for pavement]

T-Shirts and decals were discussed further. We are contacting a few people about t-shirt graphics designs. The fronts will have a small ERSCCA logo and the back will have some sort of autocross related graphic. These shirts will be given as trophies at events.

We will be requiring ETRSCCA decals for those running for regional championship.

We will have a closing/recognition ceremony at the end of each event, and we hope to have a location to go to after each event for socializing.

The April 13th/14th school will be limited to 25 entrants. When the notice goes out in Redline we will accept the first 25 registrants who include payment. The registration fee will not be refundable or transferable.

We are still working on a Safety Steward school.

The next Solo Committee meeting is February 18th at the Mr. Gatti's on Kingston Pike near Bearden Hill. It begins at 7:00pm and we would like all work group captains from last year to join us. Please rsvp to Dave Yoder (865) 531-2526, DSTOCKX19@AOL.COM

2002 SE Div Solo 1 Schedule

May 25-26 Skelly Field Solo 1 (Wiregrass)
June 15-16 VIR (NCR)
July 13 Talladega Superspeedway (Alabama)
August 10-11 - CMP Kershaw (CCR)
November 16-17 Roebling Road (Buccaneer Region)

FOR SALE:

1983 Renault Alliance Race Car with IMSA Renault Cup Competition Series Performance Package. Killer Autocrosser (won Las Vegas Region DSP '85, '86, '87), SCCA IT Racer (won Holtville, CA ITC Race in Southern Pacific Division '89), Vintage Racer or Collector Car. Last raced at Road Atlanta '94, stored in heated basement, driven a few miles annually, street legal, runs great, STEAL for \$999 and have fun! Contact Don Campbell at 865-471-5174

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

1987 Bertone (Fiat X 1/9). 83 K. Strong runner. Great fun. Spare wheels with Hoosiers just in case you want to play. \$2,995 or best offer. Call Dave Yoder @ (865) 531-2526

ETRSCCA T-shirt Design

We are still looking for a neat design for an East Tennessee Region SCCA T-Shirt. If you are good at graphic design and want to take a shot at it, please contact Dave Disney, disney7@icx.net, 865-856-6827.

New Solo II Classes

STR has been replaced by STX. The rules for STX are as follows:

STX

- 1) All allowances in STS would carry over, including street tires, rim restrictions, emissions, etc.
- 2) All restrictions regarding body type carry over.
- 3) Engine size allowance: up to 5.1, normally aspirated and 2.0, forced induction (single turbo or supercharger).
- 4) Only factory limited slip differentials (LSD) are allowed on AWD vehicles, as defined in Section 12.4. For 2WD vehicles and AWD vehicles that did not come with any type of limited slip differential (including center differential or transfer case), a single aftermarket LSD may be added.
- 5) High flow catalytic converters are allowed, but must attach within six inches of the original unit.
- 6) Alternate motor mounts and/or engine locators (bobble struts) sold by the vehicle's manufacturer or their Motorsports subsidiary or affiliate (Chrysler/Mopar, Toyota/TRD, Honda/Mugen, etc.) are allowed.
- 7) Alternate driver and front passenger seats are allowed, but they cannot be constructed of a solid outer shell and must have a suspended bottom cushion and be fully upholstered.
- 8) Brake rotors and calipers are unrestricted, but must attach to the original attachment points.
- 9) Additionally excluded cars: BMW M3 (E36 and E46), BMW M5 (all).

SM2 is a new class that is being proposed and will be available at the regional level. It basically is there for all the cars that are excluded from SM.

(grabbed from The Street Modified Home Page):

SM2 (also referred to as "Street Sports Modified (SSM) - although better names will be considered) is a PROPOSED extension to the SM class, in order to accommodate cars prepared to SM levels, but ineligible for SM due to failure to

meet the SM eligibility requirements.

V. ALLOWED MODIFICATIONS

All modifications (subject to the same allowances and constraints) as the current SM rules. Note that SM2 uses the exact same rule set as SM, it is the eligibility requirements that differ. The one exception is the minimum weights.

Autocrossing Out of Town

Many of you that are reading this article probably know that there are a few of us region members that travel out of town to autocross. There has been several this year that have traveled outside of our home region to attend events in Chattanooga, Nashville, and parts of Georgia, among other places. For those that have, I trust you have had a lot of fun meeting new people and seeing some different events and courses other than what we have in the region. I would like to take this opportunity to invite those who went to some of the divisional events and other regional events to take the next step and attend at least one National Tour or Pro Solo. For those of you who have not been outside our region, there are several good events within a few hours drive that would provide new competition and new perspectives on autocrossing.

I started going out of town to events in 1991, my first year of autocrossing. It was adventure in many ways. I was competitive regionally and learned that I could beat people in other regions too. I went to an event in Chattanooga, Nashville, and Huntsville Alabama. I did not win the Interregional Series that I was competing in but I got a taste of what I would need to do to get faster. Later, I got more ambitious and traveled to National Tours in Evansville, IN, Atlanta, and even drove my car all the way to Topeka, KS with the help of my co-driver at the time, Larry Hunt. By the way, unless you like pain, I don't suggest driving a street prepared VW with original headlights and bad windshield wipers through a construction zone in the middle of a downpour while on the way to Topeka. It makes for a nerve-racking experience. Now that I have convinced you not to go out of town, let me tell you what you are missing by not going out of town.

First, you have the fun of caravanning down with a few of your fellow competitors and spending the whole weekend with some of the people that you normally see only one or two Sundays per month. If some of us are planning to go out of town, we usually leave the day before the event, depending on the distance, and share room expenses so we have more money for race tires. An added bonus is if you have a CB or

FRS radio, you can discuss autocross and car setup techniques for hours on your way there. Another bonus is all the stories you will have to tell about being on the road. I have a few good stories about my travels with others on the way to different events but that is a different article.

Second, once you get there you can watch how some of the faster drivers at the events do things. I really enjoy watching some of the National Championship contenders go through the course. Some look like they are on rails and don't slip a tire anywhere. Others drive their cars beyond the limits of what you think they could get away with, sliding sideways through almost every turn but never getting out of control. If you watch enough people who are capable of driving a course at 10 tenths then you are bound to pick up some of the elements to becoming faster yourself.

Third, something that we rarely get a chance to do at the local events is sit around and talk while at the event. If you go to a National Tour or Pro Solo, you will have time to tweak your car or talk to competitors at the event because there are so many people there to spread the workload out. I always take time to check out other people's cars while at the event to see what they have done and see if there is something that will apply to my car. I have also gotten a lot of good advice from some of the National Champions that I know. You would probably be surprised how much people are willing to help you if you are still learning and willing to ask their opinions.

If you go to a two-day event, plan to go to dinner with a big group of your fellow competitors and talk some more about racing. If you get tired of that (does anyone ever get tired of racing related activities?) then talk about other things like what you do besides racing. I heard a rumor that at one particular dinner outing one of our region members, who will remain nameless, decided to make some remarks about lawyers after some prodding from the mechanic and co-driver of one of the FSP cars. He happened to be sitting next to the owner of the FSP car who is a judge. On second thought, maybe some of us should stick to talking about racing.

After dinner, you can usually find several autocrossers at the nearest go kart track trying to push the limits of the carts and the patience of the staff at the track. This past year we had a lot of fun at one of the tracks while at a divisional. You tend to really confuse the workers when you line up for a rolling two by two start and then everyone tries to win the "race" going into the first turn. We only had one caution at the end of the "race" on the last lap when there was some "rubbing" going on and one of us got stuck under the railing.

If you haven't figured it out by now, going to the events out of town are a lot of fun. You get the opportunity to meet new people, drive against different drivers, go to dinner with an obnoxious crowd, and race on some new pavement and probably on a faster course. The National Tours are a lot of

fun but you can't beat the Pro Solos for seat time. The manner of operation is a little different for a Pro Solo but that is a different subject. So don't make excuses like I don't have room for my tires and what if I break something. There are plenty of us who will be happy to help find a solution, just ask. Now go find an event in SportsCar or on the Net and let's hit the road.

- Mark Pilson

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

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