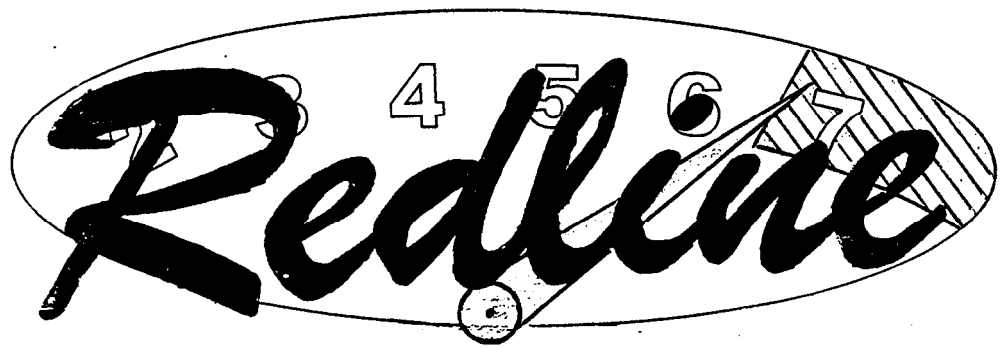




May, 1999



*A Publication of the Eastern Tennessee Region - SCCA*

#### ETR Solo 2 - #4

While our resident Solo2 hot shoes were playing at the Southeast Divisional meet, the local faithful had a meet of their own. Sixteen autocrossers showed up for a showdown on what was the most perfect day ever for standing around in a parking lot, watching your buddies trash the hell out of their car.

The course was designed to be a consolation meet for those who did not wish to travel to Atlanta for the divisional. Judging from the smiles on faces, it worked! The opening section saw many cars in third gear before slowing for the twisties and fast sweepers. The drivers also showed remarkable judgement in that we had very few cones mowed down by the Tim Allen'ized pavement assault vehicles (ughh, more power).

Times were surprisingly close considering the length of the course. FTD went to Matt Brumwell with a 56.216. The closest contest within Class was C/SP. New guy, Mike Akard put together a fine run of 56.422 (Look out Brumwell) to edge our David Disney's 57.866. And Mark Thomas was the class at the Miata Class, B/S, with a 57.649. Mark's last run looked like he was going to challenge **Matt** for FTD only he got lost in the last section of the course. Brain Fade!!!! We all get it at some time but most often when we are in a hurry.

Welcome to the new Auto x'ers who all had respectable times after they memorized the confusing Hurst-designed course:

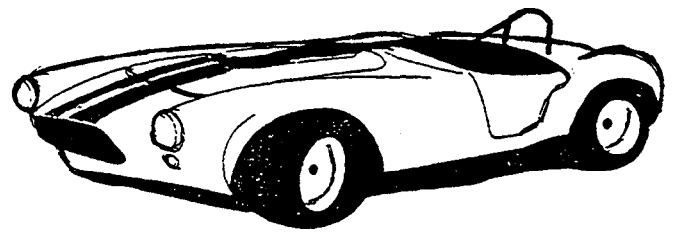
B/S Mike McMillan	62.944	
St.Tour Mzrk Malvusson	61.684	
C/SP Mike Akard	56.422	(Mike will tell you that you can go faster by slowing down).

#### Don't Forget:

We meet at the Logan's Roadhouse Restaurant  
82 17 Kingston Pike, the first Tuesday of each month  
at 7:00 p.m. General Membership and Board Meeting  
combined. See you there!



**Eastern Tennessee Region - #68  
Sports Car Club of America, Inc.**



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Articles, **letters** and photos are actively solicited. Please submit articles, new items, photographs, artwork, etc., in any legible form, either written or typed to: Editor - Redline  
1290 Clark Road  
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**DOGWOOD GRAND PRIX - 1999**

80 cars and 4 runs each. That's the good news and boy, did ETR do good. Debbie and I were quite concerned with only 39 entries ten days before the event but it seems that everyone got on the phone or the Internet and found us entries. The actual winners will be separately listed so I won't bore you. Danny Popp still set the FTD with a borrowed and very stock Corvette but is still quite a show. His main competition came from various CSP and DSP notables. The Dogwood Grand Prix is still one of the fastest events and hopefully, we can make it better.

One of the great improvements was a dedicated T&S Chief Rene Dunham provided all of us with a sense of security which has never been available. The four runs are proof of that, and we finished with time to spare despite a late start. It cost us some money but I think that in place of a trained, local staff this is the best option.

Yeah, there was some real excitement for the locals wanting to compare us to the Atomic/41 crowd. A 1994 Rx-7 was sacrificed to the Great God of Guardrail. All that I recall was the screeching tires, busting glass and . . . oh that's the words to an Oldie. At any rate I saw the car go into the guard rail and the workers scatter(all ETR members). I couldn't remember came first as I sprinted to the course truck and called for Safety Steward Ron on the radio. It was our worse case scenario but with no real injuries and it was the first in <B>SEVEN </B>years. Even the City and Dogwood took the attitude that it was bound to happen at some point.

Now that we've had a week or so, and the Committee has had a post-mortem, I think that the 1999 Dogwood Grand Prix has to go into the books as a success. We still want to do better and be bigger. Our only real problem is the closure of the Gay Street Bridge and its impact on the roadway. We may have to find more pavement in a few years so start looking now and submit your ideas to me. We may not be able to offer the exact same event but that doesn't mean that we can't try!

## The magic of Never-Never land

Six and one half hrs. is all it takes to get to the magic of Never-Never land. It is a truly special place, all who venture to go there seek an almost mystical satisfaction to fill their minds and bodies. Each day this "other world" of Never-Never land brings new excitement to the ultimate quest that consumes all who dare to enter. It is a reverse world in Never-Never land, once you get there you expend the ultimate energy and maximal amounts of resources (\$\$ thoughts, energy etc) to do less and less of what you go there for !! AND the quicker it is over the happier you are, and the happier you are the sooner you want to do it again. The addiction you satisfy in this Never-Never land is all consuming and all satisfying and never fully satisfying and never fully consumed. The faster you get the better it is and the better it is the faster you want to go.

The Never-Never land of this past weekend was Roebbling Road Raceway in Savannah Ga. A 6 and 1/2 hr road trip and you are transported to a magical land of SPEED !!! Once arriving the language totally changes, turn-in -apex -track-out -~~shift point-set-up-jet-size-top-end-brake-point-over-steer-under-steer-drift-out -lock-up-spin-out -podium-entry-speed-exit-speed~~, all focused on the "quest" MORE speed. Even fractions of a second (quicker lap time) can bring on the mythical satisfaction that all who enter seek. The "A" drug (adrenaline) is what sustains those in this Never-Never land. You hear talk of this thing called "runners high" from the Nike bunch, well they ain't felt nuthin' compared to the "racers-high" that is dispensed in Never-Never land. Loose a second and you are on top of the world, loose 2 seconds and you are transported to the outer limits. Run a clean road race and you really learn the meaning of "pumped". The shorter your lap times get the happier you are and the happier you are the sooner you want to shorten your lap times. You have all heard the expression "it ain't over till its over" well for the "racers high" "you ain't been there till you go there" and wow is it ever neat !! So maybe you now can begin to understand why those who go . . . . .  
.....Never-Never want to leave this land.

Five ETR racers made the trip to "Roebbling's" Never-Never Land this past weekend (April 16-17). The IT-7 racers Rob Garrison and Lee Graser, the FP racer Bill Johnson National Driver Gary Johnson with two customer cars and National Driver Mark Irwin feeding his need for speed with Hoosier

tire busting. This eventually puts new race tires on the FP Bet-tone that Mark has driven into the top five in **SEDIV** points. Of particular note is his **2<sup>nd</sup> plac** finish at Road Atlanta while setting a **new trac record** for FP in the process !! Good goin Mark !!

Let's begin with Bill Johnson. Bill was trying out new (larger) **carb** set up on the FP midget this weekend. The vexing question of how many "flats" to turn for jet adjustment was pursued all **weeken** long. Is one or two enuf or is 6 too **many** Philosophical differences on this were prominent in the Johnson family, but speed was the goal and speed was attained. Bill Qualified on the FP pole Saturday and finished **3<sup>rd</sup>**. On Sunday Bill **Qualifie** **5<sup>th</sup>** and **inspite** of a very entertaining loop-da-loop in turn 5 did very well. This loop-da-loop was **reporte** by some to be at least a 480 degree spin, Bill claim only a clean 360, but none-the-less he did stay on the black part, lets hear it for **little** biddy cars and of course "expert" driving skills during the **360-480-52** or whatever degree spin !! It was great **racin** and **Bi** had distanced himself so much **ahead** of **4<sup>th</sup>** that he never lost a position, and continued the race to finish on the podium in third. Great race Bill !!

The next player in Never-Never Land was Rob Garrison driving in his first race (since driver school) in a **1<sup>st</sup> Gen RX-7**, -- IT-7 racer. Rob is quick and consistent on Fridays test day. Saturday found him in the low 26's (hear that Stan and **Todd** qualifying **3<sup>rd</sup>** in class (with a 26.2) out of 16 cars: absolutely outstanding. Rob must be **receivin** racing instructions from one of the best teachers around, but more on that later. Rob's race on Saturday began with a somewhat jumbled start, and he lost two positions before turn one, respecting his not fully heated tires he lost another position in turn 2. He hung on through turns 3 and 4 while others were loose and sideways. Coming out of turn 5 his respect for cold tires paid off. Several others with **NO-** Respect for their cold tires spun and **collecte** each other in front of Rob. Into the dirt to avoid the mess, and finally back to the black part Rob had dropped to **10<sup>th</sup>**, BUT and this is a **VERY importar** BUT, he was intact and unscathed by the **frakus** Three others were out of the race, and three more with medium to serious damage, one of **whic** crossed in front of Rob about two feet in the air (the video is breathtaking). Eleven laps under double yellow to clean up the mess and finally a green flag for a 5 lap dash to the finish. Rob immediately found

the groove and began to tick off consistent 26's. In five laps he moved up an amazing 4 positions in class (plus getting by three other cars in faster classes). At the checker he was along side of 5<sup>th</sup> literally 6 feet from taking the spot away, but for 50 more feet of track, he finished 6<sup>th</sup>. Fantastic climb thru the pack in just 5 laps of racing. Rob has learned his (expertly taught) lessons well, but more on that later. Conga-rats on your first race Rob, Ya dun Gud!

Next up for Sundays race was Lee Graser driving his co-owned (by his very capable student, Rob Garrison) 1<sup>st</sup> Gen. MAZDA RX-7. Lee must be one of the most caring teachers in the sport of racing. Let me elaborate on the details. First Lee has the generosity to "permit" his student (Rob) to out-qualify the teacher (Lee) by a tenth of a second (Lee 26.3, Rob 26.2). What a wonderful gesture for a teacher to do for a student! It doesn't end here, the teacher even goes further. Remembering that one of the most critical lessons a new driver (eg Rob) has to learn is the importance of fully warming the tires BEFORE trying to go fast in a practice session. Well here comes the point of teacher-student devotion that I eluded to earlier. Lee decided to demonstrate this critical lesson for Rob. Practice on Friday, last session, Lee goes out with cold tires, and to bring the lesson home to Rob, on the first lap Lee enters turn 4 too fast (on cold tires) does a crossed up braking effort- a snap spin and into the sand pit off course. Five lbs. (minimum) of sand inside the car, drivers lap, gauges etc. covered, the video will be an excellent teaching tool, (assuming we can get the sand out of the camera). **BUT** more importantly, a lesson effectively demonstrated for the student Rob (see his race perf. above). What a teacher!! , what a lesson!! what a great opportunity for Rob to learn by observing!! Few teachers would be so generous to go so far to demonstrate such a point of racing technique. PS: Has anybody seen my boots?

On to Lee's race, Qualified on Sunday in 6<sup>th</sup> (field got faster from Saturday). First start attempt was a wave off, leaders didn't "hold" the pace speed and everybody and his brother jumped out of line. Second try was a bii more even and not quite as fast.. Lee got a GOOD start (its about time) and moved into 5<sup>th</sup> before he even got to the starters stand. Still moving up Lee is 3ft off the tail, of the

side- by side- by side cars of Paul Perez, Gig Smit and Bob Garmon (the 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> place cars: The field is roughly between 90 and 95 mph, Paul moves across into the side of Gig and they spin side by-side in unison directly in front of Lee and the fade to the right (the video is scary). Lee jumps into the open hole and is now 3<sup>rd</sup> and heading into the 1 turn. Wow what a great start for Lee! The rest of the 1<sup>st</sup> lap is without incident and the race settles in. Lee finds the 26's and begins to distance himself from 4 water temp mysteriously jumps to 220 on laps 3- and begins to drop to 180-90 (desirable) by laps 5-6 oil temp does the same with a quick spike to 25 returning to 220. After 6-7 laps Lee appears to be reeling in 2<sup>nd</sup> place. Laps 9-10,... yes 2<sup>nd</sup> is almost striking distance, hot-dam Lee moves into 2<sup>nd</sup> on lap 13 and there are only 4 laps to go. First is out of sight ahead but more importantly 3<sup>rd</sup> is not visible behind Lee, even on the front straight. 2nd place looks like a lock. Three laps to go still looking good two laps to go still looking good Lee powers through turn 1 and just before the turn 2 track out point the engine note goes flat. Power way off, running rough the car falls flat on its face can't use 5<sup>th</sup> gear on the straight and no power coming off the corner (remember the spike in water temp earlier # @!! ● : He drops to 3<sup>rd</sup>, to 4<sup>th</sup> to 5<sup>th</sup> and then barely running to 7<sup>th</sup> at the checker. A disappointing end to a great race on a super day and a fantastic weekend.

A sad end, you say, for this trip to Never-Never Land, **NOT-SO** according to this driver, the car did great (accept for the last two laps) the senior driver of the group (Bill J.) did best of all (third), the student driver did fantastic, the teacher was his usual modest self, this driver/teacher saw his fastest laps ever at Roebing Road Raceway, had great/clean/safe race, finished with one of the strongest hits of the A-drug in a long time. Lots of memorable moments to savor and he is definitely looking forward to the next trip to Never-Never land.

Gosh I love this sport!!

A special thanks to Gary Johnson for tire pressure consultation. Your suggestions definitely stabilize the cars handling for the full length of the race, and Tire temps were more "in-line".

se ya at the track,  
bye lee

For Sale:

Rear Sway Bar 67-70 Mustang Cougar, complete assy. \$35.00

Set 4-KYB Shocks front and rear 67-70 Mustang cougar. \$70.00

Two each 15x7 E-T-Mags, 5 on 4-1/2" Bolt Pat. 1960's Vintage in good condition. \$100.00

Two each Camshafts & lifters (hydraulic) 1 R.V. grind and 1 performance grind. Used by good condition - fits 302 and 351 Windsor. R.V. \$50.00/Performance \$75.00.

Contact Ron Hurst at 690-7710 for these or any other Vintage Ford needs.

For Sale at the Ford Doc's House:

Rebuilt fresh 289 engine new, everything still on the stand - \$2,000

289 Short block apart, all there \$400.00

C-4 Trans & converter, recent rebuild \$350.

4 - 14x7 American racing mags, almost new w/center caps - \$350.00 5 on 4-1/2"

351 W and 351 C engines and part - call w/needs

4 - 12" momo's off Fiesta.

Really, too much to list. Call Gary "The Ford Doctor" Henkel after 5:00 pm till 9:30 pm at 986-9758.

*needed:  
An article for this  
space!!*



DANDY DINER Recipe of the Month

Mix: 3 mashed bananas

Add: 2 cups orange juice

1 cup sugar

1 #2 can crushed pineapple

juice of two lemons

2 cups ginger ale

Mix well and freeze. Let thaw to the slush stage before serving in glasses. This would be an ideal mixture to take to an event on a hot, sunny day.

Enjoy!

1999 Solo 2 Events.		
DATE	EVENT	LOCATION
Apr. 17	Dogwood Gran Prix - Regional #3	Knoxville
May 112	Southeast Divisional	DisneyWorld
May. 2	Regional #4	Wm. Blount H.S.
May. 15	PCA School and Autocross	Adessa Auctions
May. 16	Regional #5	Oak Ridge Mall
Jun.6	Regional #6 and Cookout	Kams H.S.
Jun.19/20	Chattanooga Inter-Regional	Dalton, GA
Jun.26/27	Southeast Divisional	Jacksonville, FL
Jun. 27	(Regional #7	Oak Ridge Mall
Jul. 314	National Tour	Evansville, IN
Jul. 25	Regional #8	Oak Ridge Mall
Aug. 1	Regional #9	Wm. Blount H.S.
Aug. 22	Regional #10	Bristol Speedway
Aug. 28/29	Southeast Divisional	Perry, GA
Sep. 13 - 17	Nat'l Championship	Topeka, KS
Sep. 26	Regional #11	Oak Ridge Mall
Oct. 17	Regional #12 and Cookout	Karns H.S.

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