



REDLINE

May/June 2001

SPORTS CAR CLUB OF AMERICA, EASTERN TENNESSEE REGION #68

www.etrscca.org

RE's Report

It's been about a year since you've heard from me and other than the specified calls and emails that I've received, it appears that ETR is doing something right regardless of our communications issues. Membership is up, event participation is up and we have \$\$\$ in the account. Hopefully we are doing something that is satisfying your individual need for speed and we can continue in 2001. There are a couple of things to tell you about that might affect you in the future:

Club Trailer: We bought a "new" used trailer due to the concern for the condition and repairs needed on the old trailer. If you were at DGP you saw it make its debut with its graphics by Autografix (Thanks Mark; if you need numbers, stripes or whatever go see Mark Irwin). It is larger, easier to pull and much better laid out for our needs and when Lee Graser finds a roll-out canopy for it, much more comfortable too.

Dogwood Grand Prix: 106 entrants came to Knoxville to compete in the remaining street solo in SCCA. Heath McMillan beat Danny Popp who blew a PS line on his last run. Knoxville says that we can have the event for at least one more year (and there is no construction anywhere near the site at this point) so there will be a 10th DGP. Debbie and I are asking for more help in the coming year for organization so if you like telling people what to do and all the necessary planning to get to that point, contact me.

Year One, the aftermarket OEM supplier, has contacted me about running an event for them in the fall at Bristol. It would be a money-maker for us and a chance maybe to have an event at a site we could not otherwise afford. Let me know if you could help with this event.

Event Sites: We lost Karns HS this year due to a change in management and were denied access to NASCAR Speedpark at the last minute. The Smokies new park in Sevier County does not yet have its final top coat of asphalt. We need new sites; we've had a lot of ideas but nothing yet. Let me know if there is "good" pavement near you. I'll get someone to take a roadtrip with me to scope it out.

Nashville Superspeedway: We have an opportunity that those of us who pull trailers for more than 4 hours to race have been anticipating. A race track close by. The Nashville Region is just now realizing what it takes to run a race but there are the following positions available: flag, communications, race operations, and rescue (EV). It does involve some training and some jobs involve more than others (i.e. stewards and tech) but now is your chance if you want to be involved in racing other than driving a race car.

2001 looks to be a very good year for SCCA and ETR in particular. Come out and help us make it a great year.

Wayne Henry
ITA 26
'91 EGT
'90 Miata R

Meeting Reminder

We meet at the Logan's Roadhouse Restaurant on Kingston Pike. Meetings are at 7:00pm on the 1st Tuesday of each month.

Solo II Entry Forms

Entry forms and Tech sheets are available on the web page in the Solo II section. The forms on the web page can be filled out on-line and printed, or printed out blank and filled in by hand. Bringing a completed Entry and Tech sheet with you to the event will keep you from having to 1) crouch over the registration table, 2) wait for an available pen, 3) find out who ran off with the clipboard, and should speed up registration considerably.

Solo II Schedule

2001 Solo II Events			
DATE	LOCATION	CHAIRMAN	EVENT
Mar. 18	Wm. Blount H.S.	Robert Carpenter	Regional #1
Apr. 1	Oak Ridge Mall	Mark Pilson	Regional #2
Apr. 28	Knox Connector	Wayne Henry	DGP Reg.#3
May. 20	Oak Ridge Mall	John Brown	Regional #4
Jun. 10	Wm. Blount H.S.	Dick Hancock	Regional #5
Jul. 8	To Be Announced		Regional #6
Jul. 29	Wm. Blount H.S.	Dave Disney	Regional #7 (Miata Club)
Sep. 23	Oak Ridge Mall	Robert Carpenter	Regional #8
Oct. 14	To Be Announced		Regional #9
Nov. 4	Oak Ridge Mall	Rich Miller	Regional #10

Oak Ridge Mall, May 20, 2001 Solo II Results

Class	No.	Car	Name	Time	#4	Index
AS	95	S2000	Mack Frasier	47.184		38.691
AS	13	S2000	Cliff Gibbs	47.938		39.309
AS	10	S2000	Keith Davemoort	49.356		40.472
AS	25	S2000	Christoper Johnson	50.013		41.011
AS	14	3000 VR4	Sean Johnson	53.196		43.621
BP	7	Mazda Rx-7	Carson Fischer	49.072		42.447
BS	9	Miata	Jason Ford	47.467		38.543
BS	11	Miata	Jim Stockburger	50.132		40.707
BS	31	Miata	Lee Hamner	51.823		42.080
BS	13	Miata	Jeff Kirkland	53.203		43.201
BSP	55	Corvette	Russell Buckner	45.074		37.772
BSP	32	Corvette	Mark Noakes	46.119		38.648
CSP	65	Miata	Randy Finley	46.364		38.946
CSP	84	Rx-7	David Disney	46.407		38.982
CSP	12	Miata	Mark McCrary	46.969		39.454
CSP	48	Rx-7	David Dillow	48.067		40.376
CSP	68	CRX	David Niemann	49.411		41.505
CSP	69	Civic	Michael Hampton	49.919		41.932
CSP	33	Del Sol	Kevin Parrott	50.835		42.701

CSP	25	CRX	Matthew Claytor	53.184		44.675
CSPL	13	Civic	Danielle Lanca	46.578		39.126
DP	32	Sprite	Charlie Lownsdale	46.548		39.612
DP	29	Sprite	Gary Lownsdale	47.670		40.567
DP	63	Sprite	Rich Miller	48.608		41.365
DP	71	Midget	Ken Hurt	51.376		43.721
DPL	3	Sprite	Paulette Lownsdale	52.610		44.771
DSP	54	325is	Chuck Moore	48.725		40.052
ES	2	NX 2000	Dave Yoder	50.118		39.293
ES	50	240 SX	John Gaylon	52.507		41.165
ES	3	CRX	David Thompson	53.811		42.188
ESP	99	Mustang Cobra	David Morrison	47.088		38.848
ESP	89	Mustang	Tom Frye	51.404		42.408
FS	4	Camaro	Steve Waters	49.517		40.059
FS	13	Mustang	Mack Elliot	52.034		42.096
FS	63	Mustang	Luke Holmes	60.474		48.923
FSP	7	Austin 850	Charley Mays	51.426		41.964
FSP	11	Ford Ranger	Dusty Vought	55.404		45.210
GS	6	Mustang SVO	Chris Case	51.104		40.577
GS	53	Corrado	Justin Hite	54.087		42.945
HS	27	Protégé	John Thompson	52.712		41.063
HS	08	Civic	Kevin Cody	52.842		41.164
HS	44	Mitsubishi	Richard Cannida	66.568		51.856
PRO	96	MR2 MKI	John Brown - DP	42.575		36.231
PRO	13	Civic	Lyonel Kent - CSP	45.050		37.842
PRO	33	Scirocco	Mark Pilson - FSP	45.242		36.917
PRO	99	CRX	Robert Carpenter - ES	45.443		35.627
SS	13	Mazda Rx-7	Michael Lesmeris	50.871		42.172
STM	69	Integra	Tony Bolton	45.333		37.898
STR	54	Civic	Jared Suter	50.461		41.126
STS	71	Neon	Hart Kaudewitz	48.801		38.162
STS	10	Civic	Doug Allen	49.106		38.401
STS	16	Accord	Steven Hobbs	49.249		38.513
STS	86	Escort GT	Dewey Foulk	50.765		39.698
STS	13	Tiburon	John Baird	51.500		40.273
STS	11	Civic	Kurt Torres	51.854		40.550
STS	3	Prelude	Adam Ezell	52.188		40.811
STS	17	Neon	Kristen Kaudewitz	52.417		40.990
STS	23	Saturn SC2	Craig Thomas	52.501		41.056
STS	54	Civic	Walter Dodd	58.881		46.045

ETR-SCCA Solo II Event Teams

The SOLO Committee has been evaluating the growth of SOLO II in our region and the resulting challenges that growth presents. We are all extremely excited about the growth in recent years. It is great to have an ever increasing number of people joining us in our favorite recreational activity. The enthusiasm and skill of our new members makes the whole activity more fun and more challenging. We want to extend a big "Welcome!" We also want to make sure that we are as organized as possible in order to make sure that we all have a good time and insure great competition. None of us want to spend time standing around waiting for something to happen or wondering if results are accurate. None of us want an injury to occur because we missed something.

The SOLO Committee has determined to make some changes in the way we conduct our activity that we feel will increase everyone's enjoyment, make us more efficient, allow for more seat time, reduce confusion and possible errors, insure consistency, involve more of you, and insure safety. We want to introduce our new system for this year, evaluate it as we go, tweak it where necessary and make any major changes after the year is over and we are sure we know what (and who) works and what (and who) doesn't. We ask you to step up and volunteer or accept our request for help and give this a try. We believe that your active participation, knowing what is expected of you at each event, and being the best at what you do will increase your enjoyment of your club. We believe being better organized and functioning at a consistently high level will give you more seat time and encourage others to join us. We all know the benefit of a well tuned, well prepared, well sorted and well driven machine. Lets make that ETR-SCCA SOLO II.

The structure we have developed calls for "Team Leaders" in key leadership positions. These people will serve this entire year. They will be responsible for training and coordinating their teams to insure that we have sufficient trained people for each heat at each event during the year to perform each designated function. Each team will have a specified number of members who will be responsible to the team leader. The SOLO Committee will ensure that training is provided for everyone. Each Team will be responsible for performing it's task at each event.

If you have questions, contact SOLO Committee members Robert Carpenter, David Disney, Ron Hurst, Mark Pilson or SOLO II Committee Chair Dave Yoder (If you just want to complain, these other guys have worked too hard). Sign up for a Team by signing up at an event, e-mailing Dave Disney at disney7@icx.net or Dave Yoder at DStockX19@aol.com. If you're not on line, you can call Dave Yoder at (865) 531-2526. You will likely need to leave a message.

ETR-SCCA Solo II Team Sign-up Form

Equipment Team

Team Leader: Ron Hurst

2. _____
3. _____
4. _____

Timing & Scoring Team

Team Leader: Dave Disney

David Dillow

Mack Frasier

4. _____
5. _____
6. _____
7. _____
8. _____
9. _____

Score Scribe (writing times on the white boards)

Team Leader: Paulette Lownsdale

Kevin Cody

Doug Allen

4. _____

Registration Team

Team Leader: Dick Hancock

Mark McCrary

Steve Waters

Tony Bolton

Tech Team

Team Leader: Mark Pilson

Mack Elliot

Lee Hammond

Dewey Foulk

Grid Team

Team Leader: Randy Finley

Russ Buckner

Tony Bolton

Jared Suter

Starter Team

Team Leader: David Morrison

John Geylon

Steve Waters

4. _____

Safety Team (must be a licensed SCCA Safety Steward)

Team Leader: Dave Yoder

Hart Kaudewitz

3. _____
4. _____

Rally Worker Training Program

Chattanooga Region, SCCA has a ClubRally planned for June 16, 2001. It will be held on paved roads in a very large industrial development area in a former TNT production facility, Volunteer Ordinance. Two more Tarmac Rallies are planned there on September 15 and November 3.

In addition to the fun of a 10 Stage Performance Rally, these events will be designed to be a training activity for anyone from the Southeast Division who is interested in rally.

John Shirley and Dr. Kendall Russell, organizers of the Cherokee Trails International Rally, sanctioned by the Chattanooga Region, are also Stewards of Performance Rally for SEDIV. They strongly believe important Rallies held in the SEDIV should be primarily staffed with workers from the SEDIV. The Cherokee Trails International Rally of 2001 had to depend upon experienced workers from throughout the country, because of lack of experienced rally workers in SEDIV. This probably detracted from operation of the rally - certainly it detracted from the Southern character of the rally experience

For future International Rallies to be held in the Cherokee National Forest, John and Kendall wish to have one Stage team working from each of the SEDIV Regions. Chattanooga Region will be assisting them in this effort by offering training to Stage Teams, as well as other specialties at our series of Tarmac ClubRallies. The Volunteer Ordinance is laid out in a manner that is ideal for training Stage Teams. Start and Finish are close together, and will remain at the same location for all 10 stages. Therefore team members can switch positions quickly so that they learn all phases of Stage Team operation. The instructor can oversee work at Start and Finish, during each stage.

The Tarmac ClubRally will have an easily accessible observation area for off duty workers that extends for most of the length of the stages. Off duty workers can safely observe cars on the stages there and watch other workers in action to better understand other stage worker specialties.

We feel that people who have worked together, and know each other, make the strongest Stage Team. On a Rally stage, a team may be spread over a twenty-mile stage, yet they must work in a coordinated manner. Having worked together before at Autocrosses, Solo I's, races, etc. aids their ability to do this. Therefore we invite each SEDIV Region to put together a group, to be trained together, as a Stage Team. A team should have 5 to 12 members. Individuals are invited to come for training also, either to a Stage Team, or other specialties.

Go to the Chattanooga Region webpage at: www.rivergate5speed.com for more information on the Tarmac ClubRally. An online worker sign-up sheet will be found there.

The Cherokee National Forest roads have been called "Best Rally Roads in the World" by experienced rallyists from Sweden, England and New Zealand. A World Rally Championship may be in the future for Cherokee. Please come help us prepare, so that the SEDIV will not only have the best Rally Roads, but the best Rally Workers.

Thanks.

Bill Perry, Chairman (423-332-2030)

Death of a Salesman

There are a lot of ways to look at the death of Dale Earnhardt but for me it is the realization of what the Man meant for racing in general that is most important.

When I began racing in 1987, I didn't necessarily tell all my clients and associates immediately because in those days a racer was just a notch or two above the group W bench in Alice's Restaurant. A pervert or worse. NASCAR and racing as a whole came a long way in the 90's thanks to Dale and a few others. They were the first to realize their value and to market themselves not just to the Southern audience but the whole world. And the world got it. Racing became more than just a way to make a small fortune (an inside racing joke); it was a way of living and honorable at that. I remember using a NASCAR analogy during an episode of "Ready for the Road" when trying to explain what SCCA road racing was all about.

I was never a Dale fan. He reminded me of people who I didn't like and tried to oppose in my life. A bully. The Intimidator was really more than that and only his closest associates really knew what he was really about. He could drive a car though and used his reputation when necessary. And that image existed for many years and will exist for many more.

There are other drivers who will take Dale's place in NASCAR and racing. But we as racers owe a debt to Dale because he brought our sport a notoriety and status that few of us individually could have accomplished. Dale brought racing into the world of accepted conduct and made it easier for each of us to do what I certainly love to do. Thank you, Dale.

Wayne Henry
ITA 26
'91 EGT, '90 Miata R

2001 Dogwood Grand Prix Results

SS		
1	198	Ryan Hulbert 2001 Chevrolet Corvette Black
2	66	Jerry Vandermarcel 2001 Chevrolet Corvette Silver
3	008	Chris Eckles 99 BMW M Roadster White
4	108	Jim Murphy 99 BMW M Roadster White
5	99	Jolande Vandermarcel 2001 Chevrolet Corvette Silver
6	98	Richard S. Hulbert 2001 Chevrolet Corvette Z06 Black
DNF 7	15	Gary Henkel 01 Chevrolet Corvette Z06 Red
DNF 8	21	Rick Sizemore 2000 Chevrolet Corvette Red
DNF 9	121	Rodney Sizemore
AS		
1	13	Cliff Gibbs 01 Honda S2000 Silver
2	79	Matthew Mead 97 BMW M3 Yellow
DNF 3	21	Dick Absher 91 Porsche 944S2 White
BS		
1	57	Allen Sanders 99 Mazda Miata Blue
2	1	Kumar Viswallingham 99 Mazda Miata Green
3	79	Dick Hancock 96 Mazda Miata Blue
4	330	? Laughlin
5	11	Jim Stockburger 1995 mazda Miata White
DNF 6	21	? ? Porsche 924? White
CS		
1	54	Jay Parcon 93 Toyota MR2 Black
2	90	Scott Sand 90 Mazda Miata White
3	8	Jim Cope 1986 Dodge GLH Blue
4	23	Larry Hunt 91 Mazda MX5 Silver
DS		
1	99	Bob Monday 95 Plymouth Neon ACR Red
DNF 2	2	David R. Yoder 93 Nissan NX2000 White
DSL		
1	85	Cindy Fineberg 97 Dodge Neon ACR Black
ES		
1	99	Rob Carpenter 85 Honda CRX Blue/Silver
2	2	? ? NX 2000
3	17	Mark Eisenbies 1996 Saturn SL2 Green

FS			
1	68	Kent Weaver	96 Ford Mustang Cobra White/Purple
2	4	Harry S. Waters	1986 Chevrolet Camaro Blue
FSL			
1	68	Crista Bolinger	96 Ford Mustang Cobra White/Purple
GS			
1	94	Thomas Simon	95 Ford Taurus SHO White
2	34	Doug Francis	1986 Ford Mustang SVO Grey
3	3	Bill Lenihan	1998 Mercedes C280 Black
HS			
1	8	Chris Warren	88 Acura Integra White
2	88	Thom Lawson	88 Acura Integra White
3	2	George Murphy	1989 Mercede-Benz 300E Brown
ASP			
DNF 1	16	Mark Finley	75 Porsche 911 Black
DNF 2	91	Lee Kent	75 Porsche 911 Black
BSP			
1	104	Danny Popp	1986 Chevrolet Corvette Silver
2	96	Jerry Onks	96 Chevrolet Corvette Silver
3	155	Russell Buckner	1990 Chevrolet Corvette Red
4	55	Lee Hamner	1990 Chevrolet Corvette Red
5	32	Mark W. Noakes	1986 Chevrolet Corvette White
DNF 6	19	Michael Ball	1995 BMW M3 Red
DNF 7	9	? ?	
CSP			
1	67	C. Heath McMillan	85 Honda CRX White
2	65	Randy Finley	94 Mazda Miata White
3	13	Lyon Kent	1995 Honda Civic EX Grey
4	1	Daniel Bettis	1996 Mazda Miata White
5	37	Scott Webster	85 Toyota MR2 Yellow
6	97	Stefan Vapaa	68 Saab Sonett Yellow
7	95	Dale Lambert	1995 Mazda Miata Red
8	38	Richard Deal	85 Toyota MR2 Yellow
9	12	Mark McCrary	92 Mazda Miata White/Red&Blue
10	4	George Crawford	1992 Mazda Miata White
11	29	Dan W. Hill	1996 Mazda Miata White/Orange Stripes
DNF 12	84	David Disney	84 Mazda RX-7 Blue

CSPL			
1	13	Danielle Lanca	1995 Honda Civic EX Grey
DSP			
1	27	Steve Hoelscher	80 Fiat X1/9 Blue
2	98	Brian P. Flanagan	1987 BMW 325is Bronze
3	13	Joe Graves	1991 Ford Escort Red
4	81	David McDaniel	81 Fiat X1/9 Orange/Black
5	82	Gary Lozowski	85 BMW 325e Red
DSPL			
1	82	Darlene Lozowski	85 BMW 325e Red
ESP			
1	99	David Morrison	1997 Ford Mustang Cobra Black
2	93	Ryan Kovacks	1993 Ford Mustang Royal Blue
3	94	Greg Steen	84 Ford Mustang SVO Red
4	10	John McGrath	1988 Chrysler Conquest Grey
FSP			
1	95	Dale Brownell (Real)	Grey
2	33	Mark Pilson	79 Volkswagen Scirocco
3	84	Joe Garingan	84 BMW 318i Grey
4	7	Charles Mays	60 Austin Healey 850 Blue
DNF 5	16	Mike Barefield	1974 Triumph TR6 ???
DNF 6	31	Dale S. Brownell	1981 Volkswagen Scirocco Grey
BP			
1	31	Billy Mertens	96 Chevrolet Corvette Black
2	69	Chris Howell	69 Chevrolet Corvette Primer
3	3	Richard Darnell	1996 Chevrolet Corvette Black
DNF 4	21	??	Porsche 924? White
CP			
1	99	Ronald Hurst	67 Ford Mustange Yellow
2	69	Michael Keleher	74 Dodge Challenger White/Purple
3	3	Dan Giannotti	65 Corvair Corsa Black
DNF 4	14	David Hester	90 Ford Mustang White/Blue
DP			
1	96	John Brown	1986 Toyota MR2 White/Yellow
2	18	Duane Dunham	1964 Triumph Spitfire Yellow
3	651	Bud Henthorn (Real)	Miata White
4	51	Bud Henthorn	94 Mazda Miata White
5	32	Charlie Lowndale	62 Austin-Healey Sprite White

6	63	Richard E. Miller	58 Austin-Healey Sprite Red
7	29	Gary Lowndale	62 Autin-Healey Sprite White
DNF 8	9	Michael McMillan	66 Worseley Hornet Orange
DNF 9	61	Tom Buto	64 Austin-Healey Sprite Blue
DPL			
1	61	Connie Buto	64 Austin Healey Sprite Blue
DNF 2	2	Paulette Lowndale	62 Austin Healey Sprite White
EP			
1	47	Rick Jacobs	78 Ford Fiesta Red
FP			
1	03	Mike Akard	87 BMW 325is Red
FPL			
DNF 1	08	Donna Akard	90 BMW 325is Red
ST			
1	45	Tony Schulz	1996 Nissan 240SX Black
2	71	Hart Kaudewitz	98 Plymouth Neon Blue
3	10	Doug Allen	1999 Honda Civic Si Blue
STR			
1	54	Jared Suter	97 Honda Civic DX Black
SM			
1	72	Trey Commander	2000 Acura Integra Type R Yellow
2	6	John Ward	1993 Honda Civic White
3	69	Tony Bolton	96 Acura Integra Green
4	59	John C. Osborn	97 BMW 318ti Silver
5	08	Kevin Cody	89 honda Civic Red
6	27	Andrew Cowden	99 Acura Integra GSR Blue/Purple

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

**Oak Ridge Mall Solo II
May 20, 2001**

<i>Regional Executive</i> - Wayne Henry e-mail Mazcrt@aol.com	865-986-1390 865-458-9477
<i>Secretary</i> - Debbie Henry e-mail Dhenryo4oj@aol.com	865-986-1390
<i>Treasurer</i> - Larry Hunt e-mail lrsehunt@aol.com	865-986-1713
<i>Board Member</i> - John Brown e-mail Itascort@aol.com	865-251-3673
<i>Board Member</i> - Bill Christenberry	865-584-4795
<i>Board Member</i> - Ron Hurst	865-690-7710
<i>Board Member</i> - Mark Irwin e-mail bertoneFP19@cs.com	865-689-0017
<i>Board Member</i> - Robert Carpenter	865-531-9377
<i>Board Member</i> - Bill Johnson e-mail fprod64@peoplepc.com	865-938-3868
<i>Membership Chairman</i> Sandra Hunt e-mail lrsehunt@aol.com	865-986-1713
<i>Competition Chairman</i> - Lee Graser e-mail 5grasers@icx.net	865-494-7873
<i>Solo Chairman</i> - Dave Yoder e-mail DStockX19@aol.com	865-531-2526
<i>WebMaster / Newsletter Editor</i> David Disney e-mail disney7@icx.net	865-856-6827

The morning of May 20 looked like it could lead to a very wet day. In spite of that, over 60 entrants showed up for the autocross. We did get a small shower in the middle of the event, but the course dried quickly and the fastest runs were posted at the end of the day. The course was a blast (thanks to John Brown) and had an optional slalom that had many people thinking hard on which would be the quickest way around it.

John Snook tuned up our timing equipment with spare lights, new batteries, and adjustable feet for all of the lights. Thanks Mr. Snook.

Tech was changed over to a "tech line" format where entrants have to bring their cars to the tech inspector. This seemed to work very well as it saved the tech inspector from having to roam all over the site trying to find people who were ready to be teched. Judging from the feedback I have gotten via the web site it looks like everyone liked the new format. We got five runs in, so the tech change, along with minor changes in timing/scoring and registration must have worked! Things should go even better once we get the worker teams (mentioned on page 3) ironed out.

CSP was (and has been) very competitive. I was in first place for the first heat, followed closely by Randy Finley and Mark McCrary. The second heat (only 2 runs) stirred things up as Mark shaved a half a second off his best time. This forced me to find a better way through the course and I completed my next run a full second faster than my best time. Randy then dropped nearly a second and a half on his last run, beating me by a few thousandths. Great competition!!! I wish I could comment on other classes, but CSP kept me busy!

Dave Disney
CSP '84 Mazda Rx-7

Redline is published monthly by the Eastern Tennessee Region of the Sports Car Club of America, Inc. (ETR-SCCA). The e-mail address for submission of articles for *Redline* is disney7@icx.net. All other articles or pictures may be submitted at the monthly board meeting, at events, or via mail. Any and all submitted material will be considered for publication on a space available basis. Opinions expressed are not necessarily those of the ETR-SCCA. We cannot accept copyrighted materials for publication without express written consent.

Editorial Contributions: Items for the *Redline* are actively solicited. Please submit articles, news items, photos, artwork, etc., via e-mail (see above) or postal mail to **David Disney, Redline Editor, P.O. Box 67, Greenback, TN 37742.**



REDLINE

May/June 2001

**David Disney
Redline Editor
P.O. Box 67
Greenback, TN 37742**