



# REDLINE

November 2001

SPORTS CAR CLUB OF AMERICA, EASTERN TENNESSEE REGION #68

www.etrscca.org

## ETRSCCA Christmas Party & Awards!!!

Where: Corky's Cedar Bluff Banquet Hall

When: Friday, December 14 at 6:30

What: SCCA End of Year Awards Banquet/Party

How: Send check for \$15 per person made out to:  
SCCA-ETR and end it to:  
Debbie Henry,  
P.O. Box 86  
Loudon, TN 37774

Checks need to be in by December 8<sup>th</sup>!

Awards for SOLO II will be given at the banquet.

Menu includes: ribs, barbeque, chicken, slaw, baked beans, dessert, and drink. We will have a cash bar for those who wish for something stronger.

## Election of Officers

If you are an ETR SCCA member, please use the form on the last page of this newsletter to vote for officers.

## Oak Ridge Mall, November 4, 2001 Solo II Results

Class	#	Name	Car	Time	#10	Index
ap	31	Lee Hamner	1965 AC Cobra	dnf	1	dnf
as	95	Mack Fraser	2001 Honda S2000	53.073	9	43.520
as	22	John Bishop	84 911	53.356	6	43.752
as	195	Keith Davenport	2001 S2000	53.934	4	44.226
as	2	Robert Berry	84 911	58.229	3	47.748
as	951	C Noble	87 944	59.230	2	48.569
as	3	Jim Klonarn	2000 S2000	59.464	1	48.760

as	13	Cliff Gibbs	2001 S2000	63.841	1	52.350
bs	57	Allen Sanders	99 Miata	54.686	9	44.405
bs	79	Dick Hancock	96 Miata	60.969	6	49.507
bs	70	Mark Royer	97 BMW Z3	61.613	4	50.030
bs	37	Travis Housewright	97 Miata	64.770	3	52.593
bsp	32	Mark Noakes	1986 Corvette	53.943	9	45.204
bsp	111	Russell Bukner	1986 Corvette	59.032	6	49.469
bsp	11	Jeff McBehee	1985 Corvette	59.943	4	50.232
cp	7	Charlie Valentine	1983 Capri	59.975	9	51.099
csp	211	Brent Eddy	1999 Mazda Miata	53.849	9	45.233
csp	212	James Hill	1999 Mazda Miata	55.140	6	46.318
csp	84	David Disney	1984 Mazda Rx-7	55.365	4	46.507
csp	48	David Dillow	1984 Mazda Rx-7	55.989	3	47.031
csp	11	Kurt Torres	1990 Civic	56.168	2	47.181
csp	21	Buddy Ahlers	1991 Miata	58.118	1	48.819
csp	1	Phillip Harris	1991 Miata	58.942	1	49.511
csp	111	David Smith	1984 Rx-7	58.970	1	49.535
csp	12	Mark McCrary	1992 Mazda Miata	59.229	1	49.752
csp	68	David Niemann	1990 CRX SI	59.388	1	49.886
dp	29	Gary Lownsdale	1962 Sprite	54.991	9	46.797
dp	32	Charlie Lownsdale	62 Sprite	58.057	6	49.407
dp	63	Rich Miller	58 Sprite	58.939	4	50.157
dp	15	Jim Stockburger	1988 323 GTX	59.216	3	50.393
dpl	2	Paulette Lownsdale	62 Sprite	63.071	9	53.673
ds	2	Dave Yoder	87 X19	62.564	9	49.801
dsp	10	Daniel Niel	2000 Celica GTS	58.081	9	47.743
ep	59	Mike Washington	88 M3	54.568	9	47.310
es	71	Hart Kaudewitz	1998 Plymouth Neon	59.451	9	46.610
es	321	Brian White	93 Celica GT	62.067	6	48.661
es	43	Zachary Wyatt	95 MX-6	63.431	4	49.730
es	7	Kristen Kaudewitz	Integra	64.019	3	50.191
es	17	Matt Zardni	86 CRX SI	67.982	2	53.298
esp	99	David Morrison	1997 Mustang Cobra	53.911	9	44.477
esp	10	John McGrath	1988 Chrysler Conquest	58.699	6	48.427

esp	17	Chad Collier	Merkur XR4TI	59.711	4	49.262
fp	3	Mike Akard	87 325is	52.255	9	45.357
fp	8	Scott Gibson	72 914	60.978	6	52.929
fs	13	Mack S. Elliot II	1998 Mustang GT	57.982	9	46.907
fs	4	Steve Waters	1986 Chevy Camaro	58.162	6	47.053
fs	44	Wesley Johnson	96 Z28	60.625	4	49.046
fsp	9	Mike McMillan	1966 Weseley Hornet	62.879	9	51.309
fsp	44	Richard Cannida	1993 Mirage	65.672	6	53.588
gs	3	Bill Lenihan	98 C280	58.595	9	46.524
gs	8	Mark Nienaber	2002 Impreza	61.612	6	48.920
gsl	13	Danielle Kent	2000 Integra	57.094	9	45.333
gsl	10	Cathy McGrath	87 Conquest	62.984	6	50.009
hs	12	George Murphy	89 300E	61.350	9	47.792
hs	37	Carlton McGee	97 Civic EX	62.668	6	48.818
pro	33	Mark Pilson - FSP	1979 VW Scirocco	53.458	6	43.622
pro	13	Lyonel Kent - GS	2000 Integra Type R	54.445	9	43.229
pro	98	Ronald Hurst - CP	67 Mustang	59.992	4	51.113
sm	69	Tony Bolton	1996 Acura Integra	53.373	9	44.620
sm	62	BJ Gardner	2001 Civic	64.587	6	53.995
ss	123	Wayne Kickels	96 Corvette	55.158	9	45.726
ss	94	Chad Falk	94 Vette	55.611	6	46.102
ss	0	Michael Grande	99 996	55.652	4	46.136
ss	13	Michael Lesmerises	Mazda Rx-7	55.922	3	46.359
ssl	47	Allison Von Gruenigen	2001 Corvette	58.245	9	48.285
ssl	123	Joyce Kickels	96 Corvette	65.882	6	54.616
str	54	Jared Suter	1997 Honda Civic DX	57.124	9	46.556
sts	29	Adam Ezell	Honda Prelude	56.218	9	43.962
sts	10	Doug Allen	1999 Honda Civic SI	56.773	6	44.396
sts	16	Steven Hobbs	1994 Honda Accord	57.818	4	45.214
sts	7	Mark Mangusson	87 325is	58.673	3	45.882
sts	9	Jackie Alexander	2001 Celica	59.340	2	46.404
sts	20	Andy Howard	92 Prelude	59.966	1	46.893
sts	47	Dewey L. Foulk, Jr.	1988 Ford Escort GT	60.252	1	47.117
sts	54	Chuck Moore	BMW 325is	60.615	1	47.401
sts	30	Stuart Gibson	2000 Golf	61.298	1	47.935
sts	81	Nathan Peters	2000 Prelude	62.596	1	48.950
sts	77	John Arnold	88 M3	62.969	1	49.242
sts	311	Thomas Hitch	99 Civic	64.774	1	50.653

## Meeting Reminder

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

## A Winning Performance

Since Robert Carpenter isn't really interested in tooting his own horn, I was asked to write the article about his performance in Topeka, KS at the Solo II Nationals and Pro Solo Finale. I'm sure most of you already know the outcome of the story but I hope to fill in the blanks along the way.

Late Thursday evening we got on the road to meet Brian Flanagan (the owner of the BMW I drove at nationals) and make our way to Topeka for the Pro Solo Finale on Saturday and Sunday. We arrived Friday in plenty of time to get registered and get the cars ready for competition on Saturday morning. This was really the warm up for the Nationals for us. None of us had any chance of winning the Finale, or so we thought, so we all considered this the best way to get some time on the concrete and get the cars dialed in.

Saturday morning's runs started well and Robert was posting times good enough to win his class. He was excited to be winning the Pro Solo even though he did not have a chance at winning overall due to problems with the car at previous events. The biggest problem had just been fixed a couple of weeks earlier after he grenaded second gear at the Pro Solo in Peru. As the runs ended on Saturday, Robert had a lead of approximately half a second. That is where things got interesting.

He had heard rumors that there would be a big protest this week on his car. Therefore, when the paperwork came in at impound, no one was surprised. We stood around and joked about the fact that they were protesting everything in the suspension and especially the protest on transmission gearing. We waited until almost dark to find out how the protest would be handled and eventually gave up and left Robert alone at the protest knowing his car was legal. Around 10pm that evening we heard Robert pull in to the parking lot and went out to see how the protestors handled the agony of defeat. We couldn't believe our ears when Robert said, "it's illegal." He looked like someone had just told him his dog died. We were able to find out that the front struts were too short and the bump stops were too long before he said, "I quit" and went into his room for the evening.

We had a small group in my hotel room consisting of Brian Flanagan, Steve Hoelscher (several time national champion and protest committee member for nationals), and Chris Raglin (driver of an EM Honda Civic), among others. We discussed what happened and decided Robert would have a

different view of things in the morning. Chris mentioned his car had Tokico struts that had not been modified in any manner. Robert's Konis had been shortened and re-valved which would make no difference on the legality of the EM car. We decided to take the struts off Robert's car in the morning and swap them with the ones on Chris's car.

The next morning our phone rang with Robert on the other end saying he was staying to race and see what he could do. We let him in on our plan and he was out the door to get to work.

The impromptu pit crew arrived and started tearing the cars apart. We were almost finished when one of the protestors came by and politely informed us the rear bump stops were illegal too. With no time to fix the car before having to report to grid, we drove the car over and started tearing the rear suspension apart in grid. After getting the rear suspension apart, they started calling E stock to the line. We ended up calling for a "mechanical" which gave us an extra 10 minutes to get the car put back together. We didn't know if we would be able to get it done in time but we were going to try. Watching the fun, Team Underdog from North Carolina decided to join in. I don't think Nascar had anything on us. We had the car apart and back together in about 15 minutes. We even had enough time for Robert to walk around the grid and get calmed down for his runs.

There were a few good things that came out of all of the scrambling that morning. One, Robert had a chance to watch his competition make their runs and see if they improved since he would be running later. Two, anything Robert needed while making his runs was taken care of by the multitude of people helping on the "pit crew". Three, we found out the Tokicos actually worked better for the Pro Solo starts.

No one in Robert's class improved significantly on their runs. We didn't know if Robert could come close to his previous times with the new setup but we knew he only had to come close since he had a lead on Saturday before his runs were disqualified. Robert went out and took his first pair of runs, which put him back in the hunt except for a cone on the right side. He had the speed but he had to stay clean on the right side for his last run. He hit the left side first and improved .2 seconds off his first run. He would get to run the right side with warm tires, where he needed it. Watching the run, it looked great. He tripped the lights over a second faster than his previous run. This not only gave him the win, but also took away any chance anyone in his class had at running in the Challenge round. Later, we also found out he actually did have a chance at the Pro Solo championship going into the event and that the win that day gave him first place.

Tuesday morning the Solo II Nationals began but unfortunately were stopped due to the tragic events that also occurred Tuesday morning. After evacuating the site, which is still used by an Air National Guard base, we went to the hotel

not knowing what would happen but that we would find out at what was supposed to be the awards banquet on Wednesday evening. Roger Johnson, the emcee and famous Corvette driver, delivered one of the best speeches I have ever heard. He also told us the event would go on, though abbreviated to only one course. Robert's class was to run on Friday only.

Friday morning Robert showed up in grid with a decal on the hood that said "Protest Magnet" poking fun at the events of the Pro Solo. His first run was a good one in the low 53's. It looked great but he said the car was very loose. He had the lead after the first round was over but it was close. The second runs came and Robert was on a great run but coming into the last right hand turn the car got up on two wheels and broke his concentration enough that he picked up a cone in the next gate. It was a low 52 but the cone cost him the lead as one of the Celicas got a 53.0. On the third run he knew what he had to do. He actually ran a little conservative to make sure he was clean and turned a 52.7. His competition did not improve and Robert was the champion. Or was he?

The Protest Magnet collected another shopping list and it was off to the garage again. This time the car was protested for everything relating to the engine. They pulled the exhaust system, checked the ECU, checked the timing, and ran a compression check. Everything was fine except for the compression. They determined it was too low. They gave the protestor the opportunity to stop at that time but he wanted to check the valve size, which could only be done with the head off. After pulling the head and seeing 100,000 miles worth of carbon buildup the protestor decided to cut his losses. The protest committee told Robert the good news and suggested that an engine rebuild was needed. They also congratulated him and the protestor on their professionalism during the protest process during both events.

I didn't get to stick around for the awards that evening but I heard no punches were thrown and Robert finally got his walk across the stage with his first place trophy in hand. As of the writing of this article, the Protest Magnet remains safely tucked away in the garage, although beheaded.

## **Minutes November 6<sup>th</sup>, 2001 Meeting**

Attending: Ron Hurst, Larry Hunt, Dave Yoder, Dick Hancock, Mark McCrary, Doug Allen, Buddy Ahlers, Mark Pilson, Robert Carpenter, David Dillow, Dave Disney, Lynn Irwin, Mark Irwin, Bill Johnson, Debbie Henry, Wayne Henry

Since Debbie did not make copies of the minutes they will be read next meeting.

Treasurer: Larry handed over the treasurer to Ron. We have about \$4500 in checking and \$3100 in savings.

Membership/Website: Dave Disney - We still have a couple who signed up at the first event who have not received their memberships. He has paid the domain registration and needs reimbursement.

Dogwood: Wayne - We will ask for the insurance money in the next few weeks. We have to do this to get the sanction number. He has checked with Atlanta and they have a new Solo chairman.

YearOne: Ron - The event went well. He recognized his helpers. He has put money in bank. It looks to be \$1000.

Dave Disney reported the timing system is working great. He had to spend \$95 more than expected. John McGrath gave us a laptop, but we may eventually need a slightly better one to run the program. He feels they have enough helpers for Dogwood.

Ron reported we were low on cones.

Robert asked that we get new loaner helmets. The ones being used are out of date. He suggested we have Mark Irwin do something to make them stand out so we are sure to get them back at the end of events.

Dick Hancock asked about score boards. Ron said he and Robert dropped the ball on that one.

The trailer needs new shocks or something.

It was suggested we rent Bristol once a year. Robert is going to contact Mark Sipe about using it for a SE Divisional.

Dave Yoder asked the Solo committee to meet November 19 at his house to determine awards and talk about next year.

Mark Irwin made a motion to spend \$1200 for awards. Bill Johnson seconded. Motion passed.

Dave will put out a newsletter soon. Dick asked if we had a new mailing list. He offered to update with e-mail.

Competition Report: Wayne said ETR was well represented at VIR last month.

Wayne noted who had been nominated for officers and Board. No other nominations were presented.

Dave Disney asked to be reimbursed for a canopy, the computer program, inverter and website domain reg. Robert Carpenter made the motion to give him \$340, Mark Irwin seconded.

There was a little discussion about a generator.

The meeting was adjourned.

## **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.

## **Thanks to John McGrath**

John McGrath donated a laptop to the club for use with the new timing system. Thanks John!!!

## **FOR SALE**

ITS RX-7 87 chassis w/ 89 drive-train built 10/00. Strong motor, 5:12 LSD, 3 sets wheels, lots of spares and misc. \$9000. E-mail me for a picture. Also have open trailer and 95 Tahoe - how about a complete turnkey package? Bill Denton, Memphis, 901-525-9420, bldn10@midsouth.rr.com

## ETR Solo II Championship Points 2001

Trophies are awarded according to the following formula per the SCCA Solo Rulebook: 1 to 3 entrants = 1<sup>st</sup> place trophy only, 4 to 6 entrants = 1<sup>st</sup> & 2<sup>nd</sup> place trophies, 7 to 9 entrants = 1<sup>st</sup>, 2<sup>nd</sup>, & 3<sup>rd</sup> place trophies.

Class	Car	Name	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	Points
AS	S2000	Mack Fraser	9	9		9		9	9	9	9		72
AS	S2000	Keith Davenport			4		6	6	6	4	4		30
AS	S2000	Cliff Gibbs	6	4	1	6	4			3	2	1	27
BS	Miata	Dick Hancock	9	9	4				6	9	9	6	52
BS	Miata	Jim Stockburger	4	6	2	6		6	9		6		39
BSP	Corvette	Mark Noakes	6	4	2	6	9			9		9	45
BSP	Corvette	Russell Buckner	9	9	4	9						6	37
CSP	Rx-7	David Disney	6	6	1	6	9	9	9	9	4	4	63
CSP	Miata	Randy Finley	9	4	6	9	6	6	3	4	2		49
CSP	Miata	Mark McCrary	4	9	1	4	4	2	1	1	1	1	28
CSP	Rx-7	David Dillow				3	3	4	6	2		3	21
CSP	Civic	David Niemann	1	1		2	2					1	7
DP	Sprite	Gary Lownsdale	9	6	1	6	6			9	9	9	55
DP	Sprite	Charlie Lownsdale	4	4	3	9	9			6	6	6	47
DP	Sprite	Rich Miller	6	3	2	4						4	19
DPL	Sprite	Paulette Lownsdale	9	9	1	9	9			9	9	9	64
ES	NX 2000	Dave Yoder		6	6	9	9	9	9	9			57
ESP	Mustang Cobra	David Morrison	9	9	9	9	9	9	9	9	9	9	90
ESP	Conquest	John McGrath	6	6	3			6		6		6	33
ESP	XR4TI	Chad Collier	4					4		3	6	4	21
FP	325is	Mike Akard	9		9		9	9		9	9	9	63
FS	Camaro	Steve Waters	6	9	6	9	9	9	6	9	9	6	78
FS	Mustang	Mack Elliot	9	6		6	6	4	4	6		9	50
PRO	CRX	Mark Pilson	9	6	3	4		9	9	4	3	6	53
PRO	Miata	Robert Carpenter	2	9	9	9	9	4		2	4		48
PRO	MR2 MKI	John Brown	4	2	6	6		3		9	6		36
PRO	911	Lee Kent	6	3	1			6		6	9		31
PRO	Civic	Lyonel Kent	3		4	3		2		3	2	9	26
PRO	Mustang	Ron Hurst - CP	1		2		6	1		1		4	15
SS	996	Michael Grande					9		9	9	9	4	40
SS	Mazda Rx-7	Michael Lesmerises				9	6	9	6			3	33
STM	Integra	Tony Bolton	9	9	4	9	9	9		6	9	9	73
STR	Civic	Jared Suter			9	9	9	9	9	9	9	9	72
STS	Neon	Hart Kaudewitz	9	9	6	9	9	9		9	9		69
STS	Civic	Doug Allen	4	4	4	6	4	6	9	6	4	6	53
STS	Accord	Steven Hobbs	6	6		4	6	4		4		4	34
STS	Prelude	Adam Ezell				1	2	1	4	1	6	9	24
STS	Escort GT	Dewey Foulk	3			3	1	1		3		1	12
STS	Neon	Kristen Kaudewitz	1	1		1	3	3		2			11

## New Timing System for Solo II

At the last Solo II event (Oak Ridge Mall), we tried out the new timing software. This system uses our old JAC timer and photo heads in addition to a laptop computer and associated timing software. It worked great! The software cuts down on the amount of work that registration and timing crews have to do before, during, and after an event. Also, sorted and paxed results will be available at the event site as soon as the last car has completed its run. It will also make posting the results to the web page a five-minute job (used to take over an hour).

## Solo Committee Meeting

Here are a few things that came out of the last Solo Committee meeting.

We will have 11 Solo II events next year that will be worth points. Additionally there will be a two day autocross school and the Dogwood Grand Prix, for a total of 13 events.

Awards (probably T-Shirts and/or caps) will be given out at the end of each local event (excluding the DGP and AutoX School).

We will be running fewer cars in each heat and will therefore be running three to four heats instead of our usual two. This will give everyone a heat where they are neither working nor running so that they can watch, work on their car, get food, etc. This will also cut down on the time between runs.

We also are going to try to have the courses designed so that they will allow for two cars on course at a time and are shorter (30 seconds vs 60 seconds) so that we can have more than three runs a day.

## ETRSCCA T-shirt Design

We are 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](mailto:disney7@icx.net), 865-856-6827.

To be eligible for the championship, you must be an ETR SCCA member and have attended at least five ETR events.

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

**Advertising in Redline**

Per Issue:	
Business Card	\$15
¼ Page	\$20
½ Page	\$25
<b>Full Page</b>	<b>\$30</b>

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*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](mailto: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.**

BALLOT FOR 2002 ETR ELECTIONS

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

Board of Directors (vote for no more than 6)

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

**Your Name:** \_\_\_\_\_

**Your Membership Number:** \_\_\_\_\_

**Please send your completed ballot to:**

**Debbie Henry  
PO Box 86  
Loudon, TN 37774**

By December 10<sup>th</sup>, 2001



# **REDLINE**

**November 2001**

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Redline Editor  
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