

JUNE 1999



ETR FP Racers fill Podium

A Publication of the Eastern Tennessee Region - SCCA

The Road Atlanta National (June 5-6) was the scene for ETR Racers Mark Irwin and Gary Johnson to dominate the F-Production Podium. If it weren't for an overactive tire wall Bill Johnson (the senior member of the Johnson racers) had a shot at filling out the FP podium for complete ETR domination, but maybe next race.

Saturday's practice/Qualifying brought out some severe water holding problems for two of ETR's finest. Bill Johnson's FP Midget refused to hold on to the track in turn 7 because of a strong aversion to water all over the surfaceas in rain. The next thing Bill saw was that overactive tire-wall jumping in front of his midget. (I been there and don't that myself). Bill is fine the car is not. Apparently fairly serious but fortunately not a write off It and Bill will race again. The second driver who was unable to hold his water was Mark Irwin. Two laps into qualifying, his belt broke, . . . he began to overheat, . . . and the next thing he knew something in his head let loose and his water went everywhere. Reportedly he filled two cylinders full (approximately 750 cc ,whoa ---that's almost a quart by my calculation) before enough pressure was relieved. Mark to his credit was able to get his head back on straight before Sunday's race, but not before driving all the way into Atlanta to get a new belt. I guess the men's wear stores weren't open in the Oakdale/Flowery branch malls. Now I know why I wear suspenders, maybe Mark should consider the same. All this does seem a bit strange but this is the story I got from Mark, . . . honest !! Before losing his water the two laps of Qualifying that Mark got in were good enough to put him 2nd on the FP grid. I guess Mark just "DEPENDS" on racing luck every once in a while.

Apparently NOT having any problems holding his water Gary Johnson put his Midget on the FP pole, with a reassuring two car cushion (non-FP cars)

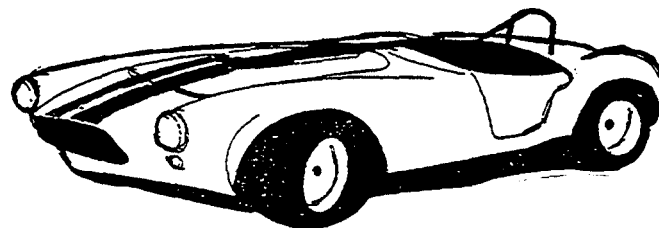
between himself and the now recovered and fully water retained Mark Irwin. The race was a classic. Both Gary and Mark worked their way through traffic and began to lap numerous cars of the field. Mark in pursuit until lap 11 and a deft move puts him in the lead for laps 12-13 and 14. More traffic to lap and Gary is able to work this to his advantage to retake the lead on lap 15. Mark of course does not give up, in pursuit of Gary, Mark actually turns faster laps than Gary but is still in the number two spot in FP. Not helping the situation is a very long brake pedal on Mark's Bertone as he goes into turn 1. The Last lap approaches and Mark's brakes are OK in turn 10 so a late braking move would seem to be the order of the day. Draft up close to Gary's Midget down the back straight , pop out to the left late in the braking zone , touch the brakes and quickly tuck under the midget in the 10A-10B turn sequence for a 1st place run to the checker. Great Plan, BUT luck is with Gary on this one, just before the braking zone for turn 10 , Gary reaches down into the cockpit of his midget and pulls the control lever for the wiiiiiiiide body option and the Midget responds beautifully. Wide ----Wide---Wide--- and Mark has no room to pass. Great race move Gary, that control lever really does the trick. I personally could use some lessons in the operation of that control lever on my IT-7, but from past experience (or lack-there-of) my ka-hoo-nas are apparently not of sufficient magnitude to successfully operate the device. Ain't racin great !!

The FP finish for ETR is 1st and 2nd on the Podium, Gary 1st and (the faster) Mark 2nd. Great run guys , the runoffs are going to be a hoot.

C-ya at the track.

Bye

lee



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EDITORIAL CONTRIBUTIONS

Articles, letters and photos are actively solicited. Please submit articles, new items, photographs, artwork, etc., in any legible **form**, either written or **typed**

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RE's Ramblings

April's gone. Long live April! She has 30 days which seem like 300, but she's gone in an instant. Put the Dogwood Grand Prix alongside tax day and you have the recipe for what seems like the longest month of the year. Is it just me or are all the months getting shorter?

The Dogwood went well. Mother Nature cooperated with just an April shower that wasn't enough to wet the course. Thankfully we did not have a repeat of 1998.

Unfortunately one of our guests wasted or severely injured his late RX-7. No one was critically injured.

(FROM MY SOAP BOX): The most important piece of safety equipment on a car is the loose nut behind the wheel. Math 101: Cold track + cold tires x brain fade = 's bent cars. Can you see the road through your belly button? *

Sports car season is in full bloom and you can find relief every Saturday and/or Sunday within a four hour drive.

Mentor, Lee Glaser, complains that these young kids are getting too fast. Protege, Rob Garrison, says someone needs to hang up his Nomex underwear. P.U.

Now the serious stuff One of our members had a lapse of judgement at Dogwood and let his emotions drive his car on his last run. Course workers were quite excited by his display of temper. Because of this the Board, in a special meeting, placed sanctions/probation on this member for one year. I tell you this to remind you that what each of us does reflects on our club especially when we are gathered at an event with our cars. The Board and Safety Stewards will not tolerate any actions which put others at risk or reflect badly on ETR #68.

*courtesy of Mark Pilson

JUST A REMINDER:

We meet at the Logan's Roadhouse Restaurant, 82 17 Kingston Pike the first Tuesday of each month at 7:00 pm. General membership and board meeting combined. See you there!

What is ProRally?

There is a segment of sportscar racing within the SCCA referred to as ProRally(national level) and ClubRally(entry level) which is a form of off road sportscar racing. We race on all different types of surfaces in a fast as you dare to go, while sliding sideways through the comers, during all types of weather, both day and night, stage format.

ProRally is a team effort. Each team is typically composed of a Driver, Co-Driver, Crew Chief, and Crew.

The Driver and Co-Driver pilot the rally car through the stages. The Driver is responsible for the fast as you can go part while the Co-Driver works the on board computer and reads instructions from the route book to the Driver. This allows the Driver to confidently race a course never before seen or practiced. Important instructions include calling blind turns over crests at the end of straights where rally speeds reach up to 110mph for the top level cars and 85-90mph for the rest of us.

The importance of the rally crew cannot be overemphasized. Throughout the race, the crew must travel to designated service areas. The service areas change as the rally moves through the area in which it is being run requiring the service crew to pack up and relocate as many as 5 times during a race. When the rally cars report to the service areas, the crew must be able to do any maintenance it takes to keep the car in the rally. The crew have a limited amount of time to do service; usually 20 minutes. Basic maintenance includes cleaning windows, fueling, tire changes and/or mud dumps from tire rims, mounting light bars for night stages, checking fluids, looking over the engine, brakes and everything else, washing dirt off the numbers so they can be read by timing and scoring workers, and refilling water bottles inside the car. Since most rally cars experience a few "offs" during the race there is almost always some repair work to be performed. Services typically occur after 40-60 stage miles are raced.

Want seat time? You get it in ProRally. Most races are composed of 160-178 stage miles with 150 transit miles between stages. The races often begin on Friday afternoon or evening with about 45-60 stage miles raced. The results of these stages

determine the start order for resuming the race the following day. The Saturday part of the race will contain the other 120 stage miles with possibly one more revision of start order made during a dinner break. One day rallies will often start around 10am and end around 2am the next day. The total times for racing the stages determine the winners. Penalties may be incurred for reporting late to start a stage, not making it into a designated control within the allocated time allowed, illegal servicing, or for speeding on public roads while transiting between the competition stages. The penalties are added as minutes to your score. A 30 minute accumulation of penalties will time bar a rally team from the race.

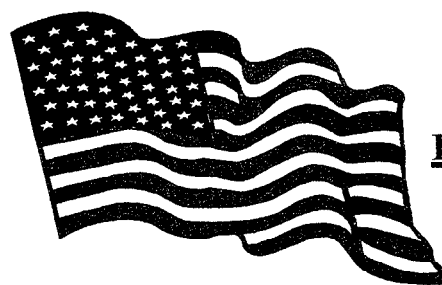
A ClubRally is designed to be an entry level into the sport. They are run in one day and typically contain 45-67 stage miles. Many of the full national ProRally races have one or two ClubRallys embedded within them. The ClubRally competitors thus have the chance to run many of the same roads as the national racers but race fewer stage miles. There are also ClubRally only races.

Over the last few years, two other entry level forms of competition have been developed to introduce racers to the performance rally form of racing. They are the Rally Cross and Rally Sprint. A Rally Cross is exactly like a Solo II run on dirt or gravel. There are no special regulations regarding car preparation and daily drivers may be used in the Rally Cross events. Rally Crosses are especially popular on the West coast and are gaining in popularity in the Northeast as well. The Rally Sprint is run on a 1 to 2 mile closed course. Often a "mirror" type of course is used and two cars race at the same time. The Rally Sprint is becoming a very popular spectator event at the larger ProRally races.

Think you may be interested in kicking a little dirt? Then it is time for you to GO RALLY RACING!

Check out our web site at
<http://www.teamleconte.com/>

Kendall Russell, Production GT Driver



Happy July 4th!!!!

Year-To-Date Points Total

Class	No.	Car	Name	#1	#2	#3	#4	#5	#6	#12	Total
SS	?	RX-7	Robert Barry	9							0
AS	21	911	Tony Statile	9							9
AS	99	996	David Long	6							6
BS	?	Miata	Mike McMillan				9				9
BS	1a	325i	Emily Dawson						9		9
BS	1b	325i	Jim Falin						6		6
CS	?	Miata	Laura Turner		2						2
CS	7	Miata	Dave Ledingham		9		6				15
CS	10	Miata	Russ Jennings			3					3
CS	13	Miata	Mark Thomas	9	6		9		9		33
CS	26	Miata	Jim Fouraker	6	4		4				8
DS	71	Neon	Hart Kaudewitz		9		9	9	6		33
DS	87	X1/9	Dave Yoder		6			6	4		16
FS	99	Cobra	David J. Morrison					9	9		18
GS	24	Contour	David Hester	9							9
HS	?	Escort	Dewey Foulk		9		9	9			27
HS	101	Sunbird	Robt.Stooksbury				9				9
ASP	91	911S	Lee Kent	9							9
BSP	0	2802	Josh Turner					6	9		15
BSP	32	Corvette	Mark Noakes	9	9			9	6		33
CSP	1	Civic	Lyonel Kent	2	2						4
CSP	1	325is	Mark Allard				9		6		15
CSP	2	VW-GTI	Mark Young	1							1
CSP	2	Miata	Mike Martin		6				4		10
CSP	3	2002	Harold Anderson		1		1	4	2		8
CSP	18	Civic SI	Dennis Schang	9	9						18
CSP	22	BMW-M3	Robbie Kollar				4				4
CSP	52	325is	Chuck Moore					6			6
CSP	28	Miata	Mike Queener	1	1		2				4
CSP	?	Miata	Clint Ackerman					3			3
CSP	44	RX-7	Rob Garrison	4					9		13
CSP	69	MR2-MKI	John Brown	3	4			9			16
CSP	71	Miata	Jason Anderson		1				3		4
CSP	84	RX-7	David Disney	4	3		6				13
CSP	99	CRX	Robt Carpenter	6	1						7
CSP	211	944	Tommy Wilson				3				3
CSP	38A	914	Doug Slayback	1							1
CSP	388	914	Donna Slayback	1							1
DSP	33	Scirocco	Mark Pilson	9	9			9	9		36
DSP	86	VW-GTI	Benny Broyles	6							6
ESP	94	svo	Greg Steen	9							9
ST/es	7	Civic	Mark Magnuson				9	9	9		27
ST/hs	25	Accord	Cliff Gibbs	9				6	6		21
AP	12	911	Susan Bowman		9						9
AP	94	911	Mike Parker		6						6
CP	3	Corvair	Dan Giannotti				9				9
CP	6	Mustang	Ronald Hurst	9	6			6	9		30
CP	7	Capri	Charlie Valentine	4					6		10
CP	15	Mustang	Gary Henkel	6	9			9			24
DP	63	Sprite	Rich Miller	9							9
DP	?	Mini	Chris Maples					4			4
DP	?	Sprite	Chas. Lownsdale		3			6	1		9
DP	?	Sprite	Gary Lownsdale		4			9			13
EP	43	BMW-M3	Matt Bromwell	9		9					18
EP	47	Fiesta	Allison VonGruen	9	3			9			21
EP	59	BMW-M3	Mike Washington		4		6				10
CM	7	Civic	Mark Magnusson	9			9				18
CM	21	Royale	Tom Shirley	1							1
DM	?	Mini	LarryRay Newberry					0			0
FM	23	Bobsy	Larry Hunt		9				9		18
FM	27	Raptor	Steve Tompkins	9							9

Regional #4 - May 2 @ Wm. Blount H.S.

Class	No.	Car	Name	Time	#4	Index
BS	0	Miata	Mike McMillan	62.944	9	51.048
cs	13	Miata	Mark Thomas	57.649	9	46.234
cs	7	Miata	Dave Ledingham	60.519	6	48.536
CS	26	Miata	Jim Fouraker	61.5271	4	49.345
DS	71	Neon	Hart Kaudewitz	59.089	9	47.271
HS	101	Sunbird	Robt.Stooksbury	65.816	9	51.666
CSP	1	325is	Mark Allard	56.422	9	47.620
CSP	84	RX-7	David Disney	57.866	6	48.839
CSP	22	BMW-M3	Robbie Kollar	58.218	4	49.136
CSP	211	944	Tommy Wilson	60.1311	3	50.751
CSP	28	Miata	Mike Queener	61.748	2	52.115
CSP	3	2002	Harold Anderson	63.652	1	53.722
ST/es	7	Civic	Mark Mannuson	61.684	9	48.422
CP	3	Corvair	Dan Giannotti	59.9241	9	51.355
EP	43	BMW-M3	Matt Bromwell	56.216	9	49.020
EP	59	BMW-M3	Mike Washington	58.374	6	50.902
CM	7	Civic	Mark Magnusson	61.684	9	57.058

bold = FTD, Index is '99

- Regional #1 - Mar.21 @ ORMail
- Regional #2 - Apr.11 @ KarnsHS
- Regional #3 - Apr.17 @ Dogwd.
- Regional #4 - May.2 @ W.Blount
- Regional #5 - May.16 @ ORMail
- Regional #6 - Jun.6 @ KarnsHS
- Regional #7 - Jun.27 @ ORMail
- Regional #8 - Jul.25 @ ORMail
- Regional #9 - Aug.1 @ W.Blount
- Regional #10 - Aug.22 @ Bristol
- Regional #11 - Sep.26 @ ORMail
- Regional #12 - Oct.17 @ KarnsHS

Regional #5 - May 16 @ Oak Ridge Mall

Class	No.	Car	Name	Time	#5	Index
DS	71	Neon	Hart Kaudewitz	29.167	9	23.334
DS	87	X1/9	Dave Yoder	31.126	6	24.901
FS	99	Cobra	David J. Morrison	29.909	19	24.137
HS	?	Escort	Dewey Foulk	32.573	9	25.570
BSP	32	Corvette	Mark Noakes	30.638	9	25.920
BSP	0	280Z	Josh Turner	33.0211	6	27.936
CSP	69	MR2-MKI	John Brown	26.891	9	22.696
CSP	52	325is	Chuck Moore	28.772	6	24.284
CSP	3	2002	Harold Anderson	31.3591	4	26.467
CSP	?	Miata	Clint Ackerman	31.8111	3	26.848
DSP	33	Scirocco	Mark Pilson	28.4461	9	23.326
ST/es	7	Civic	Mark Magnuson	28.931	9	22.711
ST/hs	25	Accord	Cliff Gibbs	30.7881	6	24.169
CP	15	Mustang	Gary Henkel	28.8671	9	24.739
CP	6	Mustang	Ronald Hurst	30.486	6	26.127
DP	?	Sprite	Gary Lownsdale	28.998	9	24.735
DP	?	Sprite	Chas. Lownsdale	29.564	6	25.218
DP	?	Mini	Chris Maples	32.756	4	27.941
EP	47	Fiesta	Allison VonGruen	28.121	9	24.522
DM	?	Mini	LarryRay Newber	0.999	0	0.899

bold = FTD

ALMOST GROWN UP RACING

The challenges of racing are many and varied. Controlling a vehicle at speed on the limits; controlling your emotions while driving said vehicle at the limit at speed; the man vs man contest of competition, and the challenge of finding the money to go racing. In the development of the Mazcort GT, the greatest challenge has not been any of the above but merely getting the car to be reliable and bullet-proof.

By copying John Brown's creation, we got close with our first attempt but so far the consistency that one desires in a racecar has been missing. A bad radiator caused heat problems which eventually doomed the brand new motor, warping the head, collapsing the rings and galling the pistons. Driver error also played a part in the fiasco as I got frustrated at the process and tried to push too hard when the motor wasn't willing (and the clutch was slipping). Eventually, I was forced to face the reality that new parts and work were needed when Roger and I pulled everything apart and the damage was obvious. That's where this article got started.

The clutch was sent to California via Oregon for re-lining; the head went to Maynardville (Tn that is), and the block was delivered to Clinton (no, not the President). There was about 6 weeks for the work to be done before our next race in Atlanta; everyone agreed that it was close but doable. On Tuesday, I got the word that the block would not be ready for this weekend and everyone realized that the clutch was several days late in shipping. I called everyone involved cancelling the weekend and then began to look for the alternatives. Charlotte in late June is now the target and we will hope that it all falls in place by that time. If not there are other races in other places which are not as hospitable (would anyone go to Memphis in July)

This experience brings out the worst in me because I'm subject to the schedules and whims of mechanics, artisans and others who have their own set of concerns. I have to keep reminding myself that this is my "fun" and to not let it get to me. Not easy by any means but so far I have not kicked the dog, shot the cat or whipped up on Debbie. There may be a criminal or two who have felt the heat and frustration but that's OK in my line of work. As I said when I started this story, the challenges of racing are many.

--Wayne Henry

R E's Ramblings

Fun - Fun - Fun! Definition: Run 15 gallons of gas through your Autocross car in a weekend at speeds of up to 120 mph; or, Solo I. This is what I did for the 3rd weekend of May. The S.E. Division Solo I program had a driver's school and Solo I the 22nd and 23rd

of May at the Talledega Grand Prix Motorcycle track. The instructors were knowledgeable and friendly. Our novice class of six students were a bit tentative but all were running respectable times by the end of the weekend.

The Moosetang, as usual, was totally reliable. The only problem I had was a high speed driveline vibration only felt in third gear at speeds over 70 mph. It did get very noticeable at speeds over 100 mph. I suspect that the u-joint angles are out of spec, a relatively easy fix. Did I say I had fun?

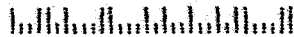
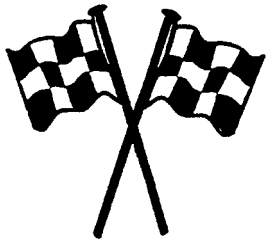
1999 PAX Index

AM	1.000	F125	.950	ASP	.852	SS	.830
BM	.955	AP	.871	BSP	.846	AS	.815
CM	.925	BP	.874	CSP	.844	BS	.811
DM	: 900	CP	.857	DSP	.820	cs	.802
EM	.909	DP	.853	ESP	.822	DS	.800
FM	.904	EP	.872			ES	.786
						FS	.807
						GS	.788
						HS	.785

Regional #6 - June 6 @ Karns H.S.

Class	No.	Car	Name	Time	#6	Index
BS	1 b	325i	Jim Falin	77.250	6	62.650
BS	1 a	325i	Emily Dawson	77.169	9	62.584
cs	13	Miata	Mark Thomas	58.700	9	47.077
DS	71	Neon	Hart Kaudewitz	59.472	9	47.578
DS	87	X1/9	Dave Yoder	60.420	6	48.336
FS	99	Cobra	David J. Morrison	58.400	9	47.129
BSP	32	Corvette	Mark Noakes	61.302	6	51.861
BSP	0	280Z	Josh Turner	60.542	9	51.219
CSP	44	RX-7	Rob Garrison	57.147	9	48.232
CSP	1	325is	Mark Allard	58.362	6	49.258
CSP	2	Miata	Mike Martin	58.978	4	49.777
CSP	3	2002	Harold Anderson	62.784	2	52.990
CSP	71	Miata	Jason Anderson	60.158	3	50.773
DSP	33	Scirocco	Mark Pilson	57.660	9	47.281
ST/es	7	Civic	Mark Magnuson	61.730	9	48.458
ST/hs	25	Accord	Cliff Gibbs	63.153	6	49.575
CP	6	Mustang	Ronald Hurst	59.550	9	51.034
CP	7	Capri	Charlie Valentine	62.248	6	53.347
FM	23	Bobsv	Larry Hunt	54.067	9	48.877
bold = FTD, index is '99						

Redline Editor
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Oak Ridge Event - May 16, 1999

Well, John Brown, believe it or not we found the long last article you sent so here goes.

The Oak Ridge event on May 16 had fewer than expected turn out, but still, according to feed back I received, everyone had a real good time.

I opted for a short course so we could all get several runs and that we did. Eight runs per car! Seems that this way it gives drivers a better chance to get a fast, clean, run.

Twenty drivers took to the clean asphalt in Oak Ridge trying their best to coat it with race rubber. I'm sure several \$\$\$\$\$\$went up in smoke (blue smoke).

One car that wasn't smoking was Allison's Ford Fiesta thanks to a limited slip diff Gary installed. She also had the second fastest time of the day, turning (28.121).

The largest class was not a surprise. CSP with four cars. Coming out on top of CSP was myself with a time of 26.871. That time was also good enough to be FTD for the day. For that I probably

owe Robert Carpenter for going to Huntsville, Larry Hunt for not showing and Mark Pilson for using street tires. Thanks guys. Closest battle was for winner of DP. Gary Lownsdale just edged out Charlie Lownsdale by .566 seconds.

One interesting note to the event was an on-duty police officer who had his radar gun clocking us on the fastest straight. Gary Henkel had the fastest trap speed in his mustang with a speed of 55 mph. My MR2 was next with 54 mph, Allison Von Gruenigen with 53 mph and Mark Pilson with 52 mph. These speeds were about 40 ft before a tight left hander leading to the finish.

I saw lots of new faces at this event and we as members need to do as much as we can to keep these drivers and encourage them to return to upcoming autocrosses and meetings.

Finally, thanks to all who helped me with the show especially Ron Hurst, Gary Henkel and Allison Von Gruenigen for helping set up the course late Saturday night.