

September, 1999 .



R.E.'s Ramblings - Ron Hurst

Here we are in early September with a hint of fall in the air. As for ETR the year has gone pretty well. At least we are still solvent.

There are two Auto-X's remaining; Oak Ridge Mall, September 26 and October 16 and 17 with the Porsche Club at Greenville, TN. If you are competing for points for the season and need two more events to qualify (6 total), the Sunday event **only** with the Porsche Club (Oct. 17) will count. If you choose to run both days they will begin at 10 a.m. on Saturday and noon on Sunday. To pre-register you should contact **Vic Rolla** at 983-4050 days or 470-2935 evenings. You may also pre-register by e-mail at **Vic@Express Courier.Net**. The Porsche Club will donate the profits from this event to charity.

ETR now has a web site thanks to David Disney, our resident computer Guru. You may get online with your fellow club members (chat room and everything) at **"WWW.ETRSCCA.ORG".** minus the quotation marks. The web site is going to cost us about \$70.00 so let's use it.

This issue of Redline will contain somewhere in its many pages a ballot for election of officers for the year 2000. Please **find** it and exercise your right to vote. Remember: If you don't participate in the **electorial** process you forfeit your right to complain. We will retain a list of the respondents and will only entertain whining from qualified members.



SEDiv @ Perry, GA.

ETR had a good showing at the last event for the South East Division Solo 2 Championship Series. If nothing else, we added to the excitement. Gary & Allison, Mark & Anna & Derrick & Jeremy, and John and Rich were envious of Larry & Sandy who arrived early enough on Friday to get a paddock spot under a big shade tree.

Allisons' EP Fiesta was smoking after **Bigfoot--er--Gary** pulled wires loose getting out of the car. Sparks flew and smoke billowed but it was fixed and she got to run. More later. Rich had clutch problems on grid after one run. Kept getting air in the lines which doesn't work. Needless to say he had lots of help and a pinhole was found. The red #63 was done for the day. Rich's in-class competitor let Rich drive his car to finish the event. Lots of nice people in Solo 2, aren't there. Enough on the problems of the first day.

John Brown had his hands full with a strong CSP class and was second after the first day. Mark's was mid pack in another strong DSP class and Larry was fifth in the only Vee against seven Formula 500's in FM. We all finished the day by bench racing back at the headquarters motel and enjoyed the SCCA hospitality.

The second day was almost a repeat of the first day. There was one major difference. Instead of fire in **the** pits, Allison had a fuel line break on course and at speed. Poof, more fire and smoke and a big white cloud from the fire extinguisher. Ask her about the experience.

We all had a good time, albeit a hot one even with the shade. Caravaning home **helped** make the drive home seem shorter. I'm glad we went. More of you should try to get to one of these bigger events, have a good time and even learn some things. Most everyone there likes to talk about "their" car and how they make it go fast.

Cheers, LarryH. SV23FM



Announcing the Marriage

Wedding bells rang out on Saturday, August 14 for Allison Van Gruenigen and Gary Henkel.

Our congratulations and best wishes for a long and happy life together.

EDITORIAL CONTRIBUTIONS

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

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Lenoir City, TN 37771

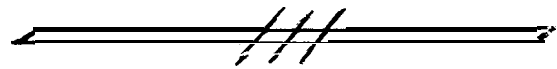
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JUST A REMINDER:

We meet at the Logan's Roadhouse Restaurant, 8217 Kingston Pike, the first Tuesday of each month at 7:00 pm. Next meeting is scheduled for Tuesday, October 5". Board and General membership meeting combined. See you there! !



FOR SALE: Four steel rims from a '90 Honda Civic. 14 x 5-1/2 with 4 x 100 bolt pattern. Center hole fits Rabbit or Miata. Worn BFG's mounted. \$30 Call Larry at 423-986-1713

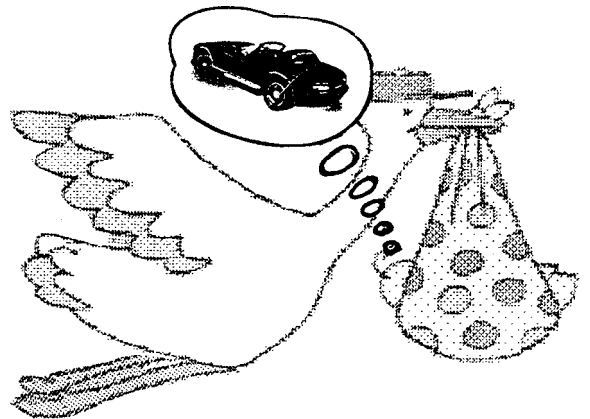
FOR SALE: ITC Datsun 1200 Green. DP Racing Carrera Coil Overs, Koni rear. Comp. LS Diff. Revolution wheels, new rains. Finished 4th at 1998 Sic.C. Sedan-type suspension. Lots of spares. \$3750.00 Call Roe at (423)577-7900 or (423)577-1340.

FOR SALE: GT4 1969 Datsun 510 Bob Sharp/Bre Clone. Race ready. Close ratio 5 sp., one set ultra close gears (new). Roadster ultra close 5 sp. with spare, Roadster housing with internal parts. 4.38, 4.44, 4.62 R190 limited slip road ends. 200 hp L-16 engine, race pan spray bar, tack drive distributor, mecca oil filter, msd 7A crank fire ignition, quarter master single disc clutch w/small dia. Flywheel. Adjustable front and rear suspension spares. \$13,000. Contact Ronnie Wolfe @ (941)924-2485 in Florida.

FOR SALE:

1980 VW Scirrocco, GTI gearbox, performance/ motor, koni kit external adjust, techtonics exhaust, lots of other stuff also. \$1200.00

Contact Chuck Moore @983-5419



Dennis and Jody Schang are the proud parents of a bouncing baby boy born June 30, 1999. Max Anthony weighed in at 8 lbs 7 oz and 21 and 1/2 inches long. We understand he now is up to a weight of 12 lbs and has sandy-brown hair.

Congratulations to all and we hope to see this baby boy and his parents soon.

NINE IS REALLY FINE

Chapter 1:

ETR Racers at Road Atlanta

Rob Garrison and Lee Graser were the first two ETR racers to arrive at Road Atlanta for the Labor Day Double SARRC and Pro-IT. Their IT-7 RX-7 was in race ready condition thanks largely to the efforts of Rob. (Thank you Rob !!) Lee was dealing with the results of a burglary at his mother's house and almost didn't get to go at all. Test day went well, the 7 was flawless. Bill Johnson arrived that evening and set up his FP camp next to us, followed soon by Wayne and Debbie Henry with the **Mazcort** GT ready for the ITA bunch. We all were set up on the back side near the grass, a bit cooler and a lot quieter. Roe Lyle and his near legendary "magic" green bean arrived last and space limitations at the back side put him in the middle of the paddock. We all (ETR racers) should figure a better way to coordinate our race efforts for Motels and Paddock spaces (any ideas?).

Chapter 2:

Back 2 Back 2 Back

Saturday starts with Lee and Rob backed into a corner (of sorts) and faced with back 2 back (minor) problems between successive sessions. Lying on his back waiting for the 6:45 am wake-up call Lee notices that there is a lot of light outside for so early in the am. Darn--Darn (approximate quote), the wake up call didn't happen, it is 7:15 we are 20 min. from the track the race car is in the air with no wheels and we are first group to go out at 8:15. Rob suites up in the passenger seat while Lee drives to the track. We did make it, but not any time to spare. Rob is Quick and reports an electrical fault that cuts everything off intermittently. This we traced to a replacement "key" for the Master cut-off switch that is 1/64 inch shorter than the original and hence prone to poor contact pressure. Lee's group 6 practice session is "saved" but it is back-2-back with the Group 1 qualifying session. A quick seat change in the hot pits and Rob makes the start just fine, Qualifies even quicker but comes in with a DRY differential, (axle bearing failure took out the axle seal which took out the differential lube etc.) Rob and Lee are backed into the proverbial corner again. Spare axle OK but have to hunt an axle seal. Fellow IT-7 racers from Alabama have a seal and the RX-7 is back on the track again.

Chapter 3:

Clipped Again

The teacher gets clipped again! Every little tip that Lee (the teach) passes to Rob (the Stu.) gets used so effectively that Rob again is quicker than Lee. Rob takes each ½ sec tip from Lee and turns it into a FULL sec. Improvement in lap time. 1st Savannah, then Kershaw (CMP), and now Atlanta---- THIS IS GETTING OLD !!---- hummm! ----Old ?? is there a connection here ?? Could the teacher be getting old ?? **Naw---** just coincidence I'm sure !! I **hope---** Please say that it is a coincidence ---pleeeassse!

Chapter 4:

Wayne's PRO-IT

Wayne Henry qualifies the **MAZcot** GT well and gets a good start. On the front straight (1st lap) he gets clipped from behind going into turn 1, spins into a 270 and then gets tagged heavily in the LR quarter. The dust and smoke settle and he gets restarted to join the pack DAL. Darn! says Wayne (or something to that effect). Damage is heavy but none to suspension. Wayne catches the field and moves through quickly. In spite of his bad luck start Wayne works back up to a pretty decent ITA **finish**. His video should be outstanding.

Chapter 5:

Rob's PRO-IT

On the false grid-- scant minutes from the start of the race, a real shocker for Rob Garrison. A fellow competitor in the race which is about to start (and PRO-IT series chief F.W.) informs Rob that he can't start the race with "IT-7" on the car. Fortunately the crew chief has a roll of tape and we become a PRO-IT legal "ITA" car. Actually a easy fix but not the kind of message you like to receive on the false grid. Rob has qualified ahead of all but one RX-7 but there are a Pack Of ITA Hondas, **Acuras**, and of course Wayne's **MAZcort** up front. The mess that Wayne got caught up in almost collects Rob, but Rob is able to thread through all the spinning -smoking -crashing cars. Crew chief & co-owner Lee, has a few close moments, as all this unfolds directly in front of him. Rob moves through traffic well and gets his FULL share of close running, with heavy traffic and lots of cars that brake way early and have very "creative" race lines. Hard to get any clean laps, but when he does he dips (quicker than qualifying) into the low 51's several

times and clicks off a 50.9 on the T&S clock. Rob drives a great race stays clean in several "tight" situations and in spite of the Honda's has a decent finish. The kid is quick and the car has "blown-out" rear shocks-- WOW--wait till next time !

Chapter 6:

Bill Johnson's prod Car World

If I had just half of the technical know-how that Bill has with his FP midget my /our RX-7 would be runnin' at the front. Pitting next to Bill was a real treat, he has tried every trick (twice) on his racer, and has the savy to really make a car come together. (which coincidentally is exactly what you need to keep a Prod.car running.) Bill's SARRC race on Sunday went quite well , he qualified 5th and raced to 4th in a tough field that had several National cars and Drivers, (for the under-informed a National Prod. car = 's cubic Bucks and a very very quick race car). Monday's race was a little **iffy** getting to the false grid. In true Prod car style the Midgets starter wouldn't cooperate. With crew ready to give Bill a push off on the false grid, the starter decided to cooperate (after a mini-rebuild that morning) and Bill joined the field smoothly. Ed. Note: two other Prod cars needed a "push-start" to make the race. I think they call them Prod. Cars because you have to do so much prodding to **get/keep** them running !! Bill started the race well and got the jump on several before the 1st lap was over. Racing luck turned against Bill when several laps later the turn 5 curb decided to bend something on the fragile **front** suspension of the Midget. TWO inches of toe-out is a bit much to deal with at speed even with Bill's experience. He watched the rest of the race from the turn 5 comer station. Bills' next quest is the ITD championship race at the ARRC (Nov 13-14----- I think).

Chapter 7:

Roe Lyle's magic green bean.

Don't know how he does it, Roe keeps the green bean absolutely , positively , wonderfully clean, straight, and amazingly competitive for being the teaniest-weaniest engine (1200 cc **push-rod--non-cross flow**) in the ITC field. As a side **note**;This author is still lusting after Roe's new Suburban, ¾ ton , good **lookin'** , HD hauler. Just haven't been able to "bond" with the Great White (½ ton) 'Burb, maybe more time will help ?? Roe had a pretty decent weekend **racin'** his green bean , except that he may be about to step into the **Black-Hole** of Prod car racing. Talk of buying into a P-car-

---ROE please listen ---see above notes on **Push-**starting the Prod cars before it is too late (Please **no-**offense B. J., noting that this author is wishing that I had a National class ride that I could take to the Runoffs, --IT cars are regional only--darn.). IT cars are not cheap to run (no race car is cheap) but at least there is a ton of salvage yard parts and over the counter parts that bolt on to an IT car to make it go fast again when the inevitable occurs. Any how Roe had a good race weekend. He is (somehow) able to get the bean (all 1200 cc's) into the middle of the Pack with great consistency. This is no small feat considering that a bunch of the ITC Hondas are **running** ahead of most of the ITB cars and even with some of the ITA cars. Roe moved up at least 10 positions in the Sunday Race, which is strong testimony to his consistency as a driver and the dependability of the "bean" as a race car. Monday's race was a bit smaller field (a fair amount of mechanical and driver error attrition). Roe finished one place higher for the Monday SARRC and plans to bring the BEAN to the SIC (Southeast Invitational Challenge) Robeling Road at Savannah GA. on the 25th - 26th of Sept. See ya there Roe ! ! . I can taste the seafood at the Shell House already.

Chapter 8:

The Good, the very Good, the Bad and the Ugly

This is what yours truly experienced this weekend. Rob Garrison turned his half of the car over to me for the double SARRC after he finished the PRO-It on Sunday morning. To clarify this, we each own half of the other's race car, (the IT-7 RX-7) and on race weekends rides are shared by lending the other the half of the car that each doesn't own respectively. This is done so that the other can race the part that belongs to the each, or would that be so that each can race the part that belongs to the other, concurrently with the part that belongs to each such that at any given point in time both each and other can race the whole car, as a whole car, as opposed to each racing the other's half while the other is not racing their respective half that each owns from the other. Are ya still with me on this ?? Anyhow it seems to work out pretty well in practice -----and in qualifying and in the race <G>.

First "the Good" ---qualified 5th for the Sunday SARRC and finished 3rd . WOW !! a podium finish and passed people to do it. More "Good" qualified 4th for Monday's SARRC moved to 2nd on the start along side of 1st in turn 1, but

couldn't get the position. Traded 2nd for 3rd and back again a couple of times in the first few laps , still "the Good" and even more "Good" when I started to distance myself from 3rd while he was contending with a challenge from 4th who was filling his mirrors. Now comes the "Bad" , with me in 2nd and 3rd place falling back, I spin in turn 7 ,the words were not pretty, 3rd and 4th (now running 2nd and 3rd) avoid my spin and disappear down the back stretch. I get restarted and begin pursuit. The race is half over ---do I really have enuf time to reel them back in ?? Now comes "the UGLY" part. After literally giving away 2nd place ,with the leader in IT-7 having already run up a fair lead ahead of me I round turn 7 (now running 4") to find the (former) leader parked in the grass. Not only did I give away 2nd.--- I gave away a chance to inherit the lead. Now that my friends is serious "Ugly".

The "very good" I saved for last, a double SARRC weekend and I finished on the podium 2 times, that friends and neighbors, IS VERY GOOD for someone (me) who honestly can't remember the last I finished on the podium. Couple this with a consistent string of 52's on the track and I'll take that as a very excellent race weekend ,THANK-YOU VERY MUCH . See Chapter 9 to follow.

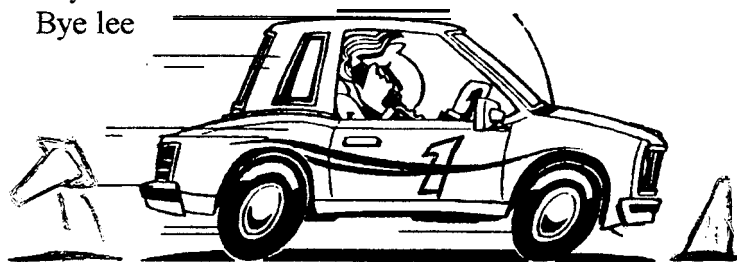
Chapter 9:

Nine is Really Fine

Betch'a thought I'd never get here. The "Nine" in this case is the proverbial "cloud nine". Strange but true, I was extremely hot and very fatigued after the race was over and while I was taking (my now soaking wet with sweat) driving suit off, a strange lightness or floating sensation began to fill my body. (don't worry this doesn't get kinky). Really, I'm beat and hot and spent and slowly my arms and fingers and shoulders and legs ---absolutely all-over,--- begin to feel like they are being buoyed up by an unseen force. I felt it--- I was on "cloud nine" , everything was so smooth and wonderful and it lasted for the full tow back to K-patch, another great by-product of the adrenaline high that I get from racing. Gosh I love it !!

C ya' at th' track.

Bye lee



YOUR "DRUTHER'S"
FOR YEAR-END BANQUET
PICK ONE FROM EACH CATEGORY

 December 1 - 6th, 1999
 When
 January 4 - 16th, 2000

Low cost, informal. BYOB
 Type
 Higher cost, semi-formal

WE NEED TO HEAR ASAP
 Vote and return this at the same time.

BALLOT

**Eastern Tennessee Region - Sports Car Club of America
 Officers and Board of Directors for 2000**

Vote for Regional Executive, Secretary and Treasurer as noted. Vote for SIX Board of Directors

Regional Executive: Wayne Henry _____, Secretary: Debbie Henry _____, Treasurer: Larry Hunt _____

Board of Directors: (vote for six)

John Brown _____, Robert Carpenter _____, Mark Irwin _____, Lee Graser _____

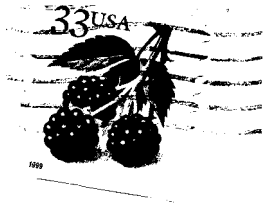
William E. (Bill) Johnson _____, Bill Christenberry _____

SIGNATURE: _____ SCCA NUMBER: _____

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NOTE: MUST BE RECEIVED BY OCTOBER 31, 1999

Redline Editor
 1290 Clarke Road
 Lenoir City, TN 37771



August 15, 1999 @ Wm. Pount H.S.

Class No.	Car	Name	Time	10 Index/99
BS 7	914	Barry Robertson	99.900	1
DS 87	Bertone	Dave Yeager	33.946	9
DS 91	X1/9	Damon Kane	34.549	6
DS 13	CRX	Ben Thompson	35.145	4
DS 6	Bertone	Hugh Rogers	35.229	3
DS 14	Bertone	Walter Forlini	35.717	2
DS 87	X1/9	Don Bounds	36.589	1
DS 15	Bertone	Warten Pursaid	37.469	1
DS 69	Spyder	Todd Taylor	38.859	1
DS 14	Bertone	Angela Stickle	43.255	1
DS 74	CRX	Saratt	99.900	1
FS 20	TransAm	Russell Buchnor	35.169	9
FS 120	TransAm	Steve Buchnor	36.645	6
ASP 37	944S2	Karl Poeltl	31.847	9
BSP 100	280Z	David Turner	36.005	9
CSP 69	MR2-MK1	John Brown	29.725	9
CSP 27	X1/9	Steve Hoelscher	30.190	6
CSP 95	X1/9	Mark Seelbinder	31.712	4
CSP 1	X1/9	Russ McBride	31.974	3
CSP 12	X1/9	Chris Obert	31.988	2
CSP 22	BMW-M3	Robbie Kollar	32.382	1
CSP 52	325is	Chuck Moore	33.387	1
CSP 71	Miata	Jason Anderson	33.583	1
CSP 19	X1/9	Scott Phelps	34.206	1
CSP 2	X1/9	Paul Stoltze	34.740	1
CSP 4	Bertone	Matthew Neuman	34.887	1
CSP 24	Spyder	Csaba Vandro	35.422	1
CSP 3	2002	Harold Anderson	35.877	1
ST/ds 71	Neon	Hart Kaudewitz	32.858	9
ST/dp 7	Civic	Mark Magnuson	33.901	6
AP 10	325is	Mike Akard	31.503	9
CP 84	RX7	David Disney	32.087	9
DP 29	Sprite	Gary Lowndale	33.214	9
DP 5	X1/9	Daniel Forest	33.614	6
DP 11	Sprite	Chas. Lowndale	33.893	4
DP 9	Sprite	PaulettLowndale	36.416	3
DP 63	Sprite	Rich Miller	37.245	2
EP 43	BMW-M3	Matt Brumwell	31.605	9
BM 17	Fiat 124	Randy Beeken	34.203	9
FM 23	Bobsy	Larry Hunt	30.430	9
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