



# REDLINE

July 2001

SPORTS CAR CLUB OF AMERICA, EASTERN TENNESSEE REGION #68

www.etrcca.org

## William Blount HS, June 10, 2001 Solo II Results

Class	No.	Car	Name	Time	#5	Index
AS	9	911	Deems Riddle	35.427		29.050
AS	11	911 SC	Tommy Wilson	36.266		29.738
AS	13	S2000	Cliff Gibbs	37.434		30.696
AS	38	Audi S4	Scott Branson	37.933		31.105
AS	96	Corvette	Wayne Kickels	37.992		31.153
AS	14	3000 GT	Sean Johnson	38.395		31.484
AS	78	911	Jim Marsh	38.855		31.861
AS	53	3000 GT	John McGrath	39.518		32.405
ASL	9	911	Vicki Riddle	40.294		33.041
ASL	53	3000 GT	Helen McGrath	41.767		34.249
ASL	96	Corvette	Joyce Kickels	42.401		34.769
BS	911	Miata	Jason Ford	37.140		30.158
BS	31	Miata	Lee Hamner	38.535		31.290
BS	38	Miata	Jeff Kirkland	39.167		31.804
BSP	32	Corvette	Mark Noakes	35.344		29.618
BSP	72	Corvette	Hobie Rice	41.437		34.724
CSP	84	Rx-7	David Disney	35.192		29.561
CSP	65	Miata	Randy Finley	35.703		29.991
CSP	12	Miata	Mark McCrary	36.626		30.766
CSP	48	Rx-7	David Dillow	36.693		30.822
CSP	68	CRX	David Niemann	37.729		31.692
CSP	71	VW Golf	Scott Lusted	38.827		32.615
CSP	25	CRX	Matthew Claytor	40.138		33.716
DP	32	Sprite	Charlie Lownsdale	37.314		31.754
DP	29	Sprite	Gary Lownsdale	38.171		32.484
DPL	2	Sprite	Paulette Lownsdale	41.737		35.518
DSP	54	325is	Chuck Moore	37.819		31.087
EP	59	BMW M3	Mike Washington	36.363		31.527
EP	29	BMW M3	Kevin Nichols	38.418		33.308
ES	2	NX 2000	Dave Yoder	38.053		29.834

ES	86	Accord	Jeff Stansberry	41.085		32.211
ESP	99	Mustang Cobra	David Morrison	35.925		29.638
ESP	89	Mustang	Tom Frye	38.918		32.107
ESP	91	Mustang	Brian Tollefsen	40.484		33.399
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FS	13	Mustang	Mack Elliot	40.593		32.840
GS	13	325is	John Capito	36.819		29.234
GS	62	Impreza	Matthew Shreve	39.757		31.567
GS	82	Audi A4	Jesse Todd	40.017		31.773
GS	57	Saab 93	Kathryn McKissick	42.941		34.095
PRO	99	CRX	Robert Carpenter - CSP	35.504		29.823
PRO	99	Mustang	Ron Hurst - CP	36.613		31.194
SS	0	911	Michael Grande	36.118		29.942
SS	13	Mazda Rx-7	Michael Lesmeris	37.167		30.811
STM	69	Integra	Tony Bolton	34.662		28.977
STR	54	Civic	Jared Suter	37.979		30.953
STS	71	Neon	Hart Kaudewitz	37.214		29.101
STS	16	Accord	Steven Hobbs	37.657		29.448
STS	10	Civic	Doug Allen	37.908		29.644
STS	17	Neon	Kristen Kaudewitz	38.294		29.946
STS	29	Prelude	Adam Ezell	38.738		30.293
STS	47	Escort GT	Dewey Foulk	39.014		30.509
STS	13	Tiburon	John Baird	39.348		30.770
STS	66	Civic	Matt McConley	41.706		32.614
STS	21	Sentra	Ashley McKinney	45.987		35.962

### Meeting Reminder

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

## ***The Curse and magic of 2***

This race story begins with **2** guys joining forces to run the 2001 Endurance Road Racing Series in the South East Division of SCCA (potential magic). One guy (ETR Member Lee Graser) lives in Tennessee and the other (Mike Owens) **2** hours away in NC, (potential curse). The car, a 1<sup>st</sup> gen RX-7 (IT-7 class) with the rev-loving **2**-rotor wankel -- definitely magic !! Starting early in the season with car preparation, the **2**-man team is **2**-weeks away from the first enduro of the season at Road Atlanta (March 3-4) -- after a **2** hr trip to NC for car prep-- the unhappy discovery late Sunday evening is that the (brand-new) engine has to come back out of the car for partial disassembly. No big problem for a "regular" race team but when both of the team members have day jobs that put them "out of town/on the road" for the week and thru the next weekend---there simply isn't enough time to prepare the car (definitely a curse).

The long and short is that the race weekend is "blown-off" with **2**-weeks to go (clearly the curse is operative).

**2**-weeks after Atlanta---VIR has an enduro on the schedule (March 17-18). The **2<sup>nd</sup>** attempt at car prep for this enduro goes well and all is set for the race weekend until **2**-days before the event---The car owner, Mike (NC half of the team) comes down with the flu-----102 degree temperature-----now the **2<sup>nd</sup>** delay in the start of our race season (more curse and still cursing). But at least we are getting closer, now we are down from **2**-weeks to **2**-days from the race before it gets blown-off, and we do have a car that is race ready.

Now we are on our third attempt at making it to a race weekend (may-be 3 is the charm??). We make it to the track (Roebing Road, at Savannah GA., April 14-15), the car runs fine--the **2** of us are pleased-- remember that new engine---well it still needs some break in time so with alternating driver changes we each log about **2** hrs of easy running as break-in time. Sort of boring, but necessary to insure a long engine life. The **2**-day weekend begins--- (definitely approaching magic). We click off a Qualifying lap that puts us **3<sup>rd</sup>** on the grid--definitely magic----and then the curse-----with **2** laps left in the qualifying session something lets go in the differential and of course we don't have a **2<sup>nd</sup>** diff. available (really big curse). We inquire with all the other IT-7 drivers running (about 20) and **2** have spare chunks (potential magic) but both chunks are the "big" axle type and of course our chunk is the "small" axle type, **2**-much bad luck! We are definitely getting closer--(remember the **2**-weeks, and then **2**-

days)--this time we make it to within **2**-hrs of the race, (definitely big time curse).

With the season moving (rapidly) past us we decide to run a double SARRC (Kershaw / Carolina Motorsports Park, May 26-27) instead of waiting for the next enduro. For those unfamiliar, a double, is a **2**-race weekend--- one on Saturday and a **2<sup>nd</sup>** race on Sunday. Sounds like a good combo for **2** guys with **2**-much bad luck. We arrive at CMP with **2**-crew members and **2**-drivers (a tiny spark for the magic of **2**). We are group **2** for the Friday test day (the spark grows a bit), and in the first session we make just **2** laps (the curse of **2** again) ---a suspension link snaps. We locate ("borrow") a spare link and are (unbelievably) able to make the **2<sup>nd</sup>** session of the day (the magic returns), I get a full session and the new engine/suspension set-up is **2**-much, as in real quick and sweet to drive (definitely more magic). Mike (car-owner/co-driver) finds a welding shop **2**-miles from the track (some magic) gets the link repaired for \$10 (more magic) and thus we now have a **2<sup>nd</sup>** (spare) suspension link (tons of magic). In Mikes' **2<sup>nd</sup>** session he is out with a flat with **2**-laps to go-- (bolts broken on the 3-piece wheel allow air pressure loss) this curse of **2** just won't let up.

On Saturday Mike's qualifying goes well, **5<sup>th</sup>** out of 17 cars in class. His race starts with a flurry, a 1<sup>st</sup> turn cloud of dust and rubber thanks to the efforts of the **8<sup>th</sup>** place qualifier that goes for the lead trying to make it 4 wide on a 3 wide corner. Mike is one of **2** cars that gets the dirty end of this start---Mike is out after just **2** laps with a cut down tire, and suspension damage (the curse of **2** returns with a vengeance). We spend the afternoon repairing, replacing, and grumbling but eventually the car comes back together and all 4 wheels seem to point in the same direction.

Lee (yours truly) is in the car for the **2<sup>nd</sup>** race of the weekend (curse or magic TBD). About **2** hrs before the race the curse of **2** returns---remember the "borrowed" suspension link---the owner now (unexpectedly) needs it back to fix own his car (actually this possibility was part of the borrowing "rules/agreement" at the start of all this). The newly welded spare link is reinstalled. Qualifying eventually goes very well, but initially the curse of **2** returns again with its now familiar vengeance. With **2** laps to go in the qualifying session, the left-front tire goes and I am able to safely get the car into the grass but this is the **2<sup>nd</sup>** wheel of the weekend to separate (**2** bolts sheared off again and the rim halves separate and air pressure goes away) definitely the curse of **2**). We borrow **2** wheels from Todd Hinds (he lost an engine and wouldn't be needing them, sorry Todd). After a bit of co-driver (Lee) & owner (Mike) consultation the decision is made to run the

steel (albeit heavier) wheels. Now the Magic of this qualifying session---there are 19 cars in class and we are on the pole!! (a whole bunch of magic for the # 2 race of the weekend). What a trip!!!

The race starts and more magic, ---- I hold the lead thru turn one and thru turn 2-----this is weird---no-one in front of me---do I even know what to do? Oh ----MY-----GOD----- the 1<sup>st</sup> lap is over and I am still in the lead, this calls for a “victory” pump with my fisted left arm out the window---the “trip” continues!! Lap 2 the lead is still mine but 2<sup>nd</sup> is gaining as we both “distance” the rest of the pack. Absolutely 2- much to believe (the magic of 2 grows) and a 2<sup>nd</sup> arm-pump is in order as I go across the start -finish. Lap three I’m still in the lead but 2<sup>nd</sup> is now on my tail (the magic diminishes --no arm pump at the start-finish). By the end of the 4<sup>th</sup> lap I am a solid 2<sup>nd</sup> with 3<sup>rd</sup> place way back and totally out of my mirrors.

Mixed emotions now--- 2<sup>nd</sup> is not really a curse but definitely not the magic of 1<sup>st</sup>.----lap 6 --I make a slight mistake exiting the carousel and drop back to 5- 6 car lengths from the lead. Not to worry 3<sup>rd</sup> is still not in sight. We start to work lapped traffic and the leader (the 2000 IT-7 class champion, if you please) seems to either get a few breaks or be working the lapped traffic a bit better than I and he extends his lead to 20-30 car lengths---I am “out of touch” with the leader and so damn happy to be running a solid 2<sup>nd</sup> that I could just shout-- (the magic of 2 is wonderful !!)-Actually I did shout a couple of times!! Keep working the lapped traffic Lee---stay on your toes Lee---the back-markers are sometimes unpredictable Lee, they may decide to “help” with unexpected line changes!! Be careful Lee. Go away curse of 2!! Lee doesn’t want you around.

“One lap” to go is flashed from the starters stand and I talk firmly with myself, be-cool, don’t blow this, --you are a solid 2<sup>nd</sup> -(the magic of 2 grows and grows)----3<sup>rd</sup> place is way back, there are at least 2 lapped cars between you and 3<sup>rd</sup> (the magic of 2 almost explodes), don’t over cook the corners, bring it home, this is your chance for a podium finish. Wow -- -!! The checker, a solid 2<sup>nd</sup> place finish---multiple fisted-arm pumps are required as I cross the finish line. The cool-off lap is almost surreal---Mike (car-owner) has built a car so easy to drive, so quick, that the drive to 2<sup>nd</sup> on the podium really wasn’t all that difficult. Thanks Mike, ---it has been an absolutely fantastic ride. Through impound--onto the scales---no problem with minimum weight. The post-race banter is 2- much, ---I am floating on the proverbial cloud 2 (or what ever cloud number it is).

With perseverance we 2 (Mike and Lee) with the help of our trusty 2-crew (Mike (another one) and Rick) finally turned the curse of 2 into --- the Magic of 2. ---

Till next time--C-ya-at-th’track

Lee Graser

## Minutes July 3<sup>rd</sup>, 2001 Meeting

Since we did not have a quorum Wayne Henry made some announcements.

Wayne showed a picture of Mario Andretti he got at an autograph session on Saturday.

The next autocross is Sun at Farragut High School.

Year One has contacted us about doing an autocross at Bristol for their event. It would be Oct. 19-20. We would need 20-30 workers. We would not get to run unless they agreed. Ken Turner has agreed to help run it if we do it. Wayne will not be available. Larry suggested we do it. Ron will handle it until the next meeting when we can vote.

We have received the letter about the Run-Offs. We will send a writer and photographer.

Treasurer report- Larry-He is doing a full audit. We have \$1474 on hand. He just put \$1000 back in savings. We have \$2500 in savings. He reminded us the minutes need to reflect who has signing abilities.

Snook reported he went \$16 over budget on the timing system.

## Solo II Schedule

2001 Solo II Events			
DATE	LOCATION	CHAIRMAN	EVENT
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

## **Minutes June 5<sup>th</sup>, 2001 Meeting**

The Meeting was called to order by Wayne Henry.

Minutes- Mark Irwin made the motion to approve, Bill C. seconded, passed.

Lee G. moved to approve May minutes and Mark I. seconded.

Treasurer's Report-Wayne-Larry not present. Ron Hurst has agreed to act as assistant Treasurer. Mark I. moved to accept Ron as assistant treasurer, Bill C. seconded, passed. Lee G. thanked Ron for volunteering., Bill C. seconded.

RE Report- Wayne-Wayne reported we still have four people that have signed up at the first autocross who have not received membership info from National. This will be taken care of this month.

Wayne passed out promotional info from National. Ron will take it to autocross.

NEWSLETTER/MEMBERSHIP-David D. -David reported the website was down for a couple of days. He is getting the newsletter together. The next one should go out about July 10th. He needs articles and the deadline is June 30. Robert suggested we put the minutes in the newsletter.

LINCENSING-Roe-not present

DOGWOOD-Debbie-no report

SOLO-Dave Y. -The next Solo will be Sunday at Wm. Blount. The Solo committee has their teams in place.

David D. asked for more help on timing. He needs a couple more for the committee then he will have a training. He is working on the software. He will put together a proposal for next month for what is needed.

COMPETITION-Lee-Sad month for racing-Wayne, Daryl & Todd all blew up at their races. Good news-Lee finished 2nd at Kershaw. Mark I., Snook, Bill J. and Gary will race at Atlanta this weekend. John S. is going from IT to Prod for a short time.

Wayne encouraged everyone to go to an event at VIR. He thought the track was super. He is now working on a Spec Miata.

OTHER-Snook reported he spent almost all of the \$250 allotted to him. He did find out what was wrong.

Lee said we need to go ahead with an awning. Robert moved we give Lee authority to spend up to \$600 on a new awning. Bill J. seconded, passed.

Meeting was adjourned.

### **Bad News from Lyonel Kent / Danielle Lanca**

PLEASE READ THIS ESPECIALLY IF YOU OWN A HONDA/ACURA. I want everyone in this area to be aware of a terrible thing that's been going on here in Knoxville. This past Sunday morning Lyonel Kent and I (Danielle Lanca) left our west Knoxville residence to come to an autocross. When we went out to my Acura Type R we discovered that someone had attempted to steal it that night (luckily we have an internal anti-theft that cut out the gas line and they didn't get it) so far the tab is up to \$3500 in damage at the shop (window smashed, steering column/ignition destroyed, etc). AS IF THIS WEREN'T BAD ENOUGH 3 NIGHTS Later... they tried for the Civic (I guess us blowing the clutch at the track in Memphis was a blessing in disguise as they couldn't get away with it.) The cars were parked right up to our residence... a cop car less than 100 feet away. We have since found out about several other people we know have recently had their cars stolen-all Hondas/Acuras (all of which were either customized/race prepared). The police & insurance company say these ARE DEFINATELY PROFESSIONALS not punk kids looking for fun. PLEASE be aware of this- pass it on to whomever you know that it might pertain to, while we are lucky that ours didn't get stolen the damage is high and we have no cars to play with right now :( We are very sad.... it'll be a while before it is all fixed and we can autocross again so we wanted to make everyone aware of what happened to us and has happened to several others recently.

Danielle

### **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.

## **FASTech's FALL Driver's Ed Weekend**

**Sept. 1-2, 2001  
Nashville Super Speedway  
Lebanon, TN**

If you have **always wanted to try a driving event** but thought that you needed a special car, or that you would be uncomfortable with so many experienced drivers around, then **this is the event for you!** This brand new track offers **something for everyone** from the first time student to the most experienced driver!

Whether you are a highly experienced driver or are attending your first driving event, you will have **lots of track time** to work on car set up and hone your driving skills!

You will have **approximately 2-4 hours of track time PER DAY!**

**Features:** **Approximately 2-4 hours of track time per day!**  
**Any make auto welcome!**  
**Open to licensed driver's of any age!**  
**Limited number of entries!**  
**Great for test and tune!**

**Do not delay**, run group sizes are **limited** and the **available slots will fill fast!**

**Take advantage of the early registration discount and garage rental!**

**Reserved garage space** is available on a **first come basis** for an additional \$50 per space. Make a separate check for \$50 payable to: *FASTech Enterprises* and send it along with your application and entry fee.

This is **not a racing school** and we want this to be a **safe and fun** event for everyone.

Experienced instructors **will be provided to help you** gain confidence **and** improve your car handling ability.

**Contact:** **Jim Frazier.....faster951@hotmail.com**  
**Earline Frazier...grannyracer@hotmail.com**

**865-457-6532**  
**865-463-0484 fax**

## **What is SARRC and Why Should I Care?**

The first part of the answer is relatively simple - SARRC stands for South Atlantic Road Racing Championship. It is a series of races conducted throughout the SCCA's Southeast Division (SEDIV) on tracks from Southern Florida to Southern Virginia. Similar to the Winston Cup, the driver who accumulates the most points (in his/her class) during a given racing year is designated the SARRC Champion for that class, wins millions of dollars and earns the universal respect of the racing community. Well, maybe everything except for the millions of dollars part.

The answer to the second part (Why should I care?) depends on "why" you are racing. If you want to run your local track two or three times a year and measure yourself against your own personal best and your local brethren (and there's nothing wrong with this!), then you really don't care that SARRC exists at all. But if you want to run multiple tracks within a relatively short tow (3-7 hrs), enjoy competing with a wide(r) variety of drivers and want a less expensive (relative to National racing) program that can result in a series championship and the above noted fame and faux-fortune, then the SARRC series has your name written all over it.

There are typically 20 +/- SARRC points races spread over the SE-Division from Homestead to VIR each race season. Of these there are a limited number of "Double SARRC" weekends, which enable drivers to earn points at two separate races (typically one on Saturday and another on Sunday) with only one "set" of travel expenses. Important note:--it is NOT necessary to run all the events on the schedule to have a shot at the class championship, because the series counts only a driver's best six finishes. In reality, the Florida drivers tend to run the Florida tracks (Homestead, Moroso, Sebring & Daytona) while the rest of us seem to run the other (more northern) tracks (Road Atlanta, Kershaw (CMP), Charlotte(Lowes) and VIR. Roebing Road probably has the most "crossover" between the two groups (Florida drivers and the rest of us), and more importantly Roebing is the site for the season-ending SARRC Invitational Challenge (SIC) race.

Ah, the SIC! As the name suggests, a driver must earn an "invitation" to the SIC (SARRC Invitational Challenge) in our case by simply finishing at least three SARRC races throughout the season. Similar to the winning the runoffs (national racing) the SIC championship (regional racing) also carries a lot of prestige. Unlike the Runoffs, however, the winner of the SIC race is not necessarily the SARRC champion. The SIC race counts as double points added to the drivers best six finishes during the season to determine each class champion. In case of a tie in final points, finishing position at the SIC will decide the champion. Since it's very likely that three or four drivers (that may not see each other most of the year) can come into the SIC with a similar points total, competition at Roebing for the SIC can (and does) get extremely heated.

As your Region's SARRC Committee representative (at Large) for 2001, I am your point of contact for questions you might have about the series and/or suggestions you have about improving the SARRC program. Contact me at 865-494-7889 7-10 evenings EST or e-mail at: 5grasers@icx.net

C-ya at th' track.

Lee Graser  
SARRC Committee Member at Large & Committee Chair

ps: many thanks to Butch Kummer (Atlanta Region SARRC Rep.) for the basis of the above article and permission to plagiarize/edit at will.

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Sports Car Club of America, Inc.**

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