

The Independent-Racket

The Combined Newsletter of the Tennessee Valley Region, SCCA & The Twickenham Auto Club

Volume 3, Issue 3

March 2001

New TAC Shirts Have Arrived!

Yes, it's true that the newly redesigned TAC shirts have arrived! It's time to show your support for the club and get your shirt now!

Our own Mark Rothermel along with plenty of feedback from club members redesigned the TAC shirts. The shirts are Beefy T's to make sure we have a good quality, long-lasting shirt.

John Barnett, satisfied customer, says, "I just bought two TAC shirts and they're great! The graphics are cool..." How can you resist such a ringing endorsement?

Get yours at the next TAC event, meeting, or contact Mark Rothermel.

Special thanks to Mark for all his work on the new shirt project!



Cruzin' the Crossroads Lime Bag Rally

The rally is Saturday, April 14, 9:00 at Burger King in Hartselle. The cost is \$15 the day of rally, \$13 if you pre-register. We will meet inside for registration and in the parking lot for Tech Inspection.

This will be a "fun" rally so additional riders besides the Driver and Navigator will be allowed. We will stop for lunch at a restaurant along the route for a bite to eat and to swap "rally lies"!

It will be the most accurate mileage that wins so your SPEED isn't a factor! There will be lots of nice curves and good roads.

See the bulletin board to pre-register!

Directions: Take I-65 South, Hartselle Exit #328, Turn right onto Hwy 31. Go into Hartselle and turn right on Hwy 36. Burger King will be on the left at the next light.

A Familiar Name

Jim Burruss

Readers of the February 2001 issue of SportsCar should take note of the Speed Freakz page at the back of the issue. The article profiles 21-year-old David Galownia, a young man who finished fourth in CenDiv and made it to the Runoffs last year in his Formula Ford.

David is the son of former TAC and TVR member Joe Galownia. In the late '70s, Monsanto Corporation in Decatur employed Joe in a management development position. During his time in North Alabama, Joe was an active participant in local autocross and devoted much valuable energy to our clubs' activities.

The article mentions that Joe has autocrossed a C Prepared Pontiac Firebird for 25 years. That Firebird began its autocross duties as a stock daily driver at Huntsville's old airport and soon thereafter received a modified V8, wide wheels with slicks and its first suspension modifications. In a new year's resolution published in the Independent/Racket, Joe vowed to "end the British domination" of the local competition. The British machinery he targeted were the prepared Spitfire, Bugeye Sprite and Mark II Sprite driven by me, Jim Hutto and Larry Janzen respectively. He didn't achieve dominance, but he narrowed the gap and made our events more interesting in the process.

Joe's first child (presumably David) was born in this area. I can recall Joe's attractive wife coming to the Sunday events looking for all the world as if she would give birth any minute. I always asked her if she had her bag packed and in the car, to which she always laughingly replied "No." Then I would tell her that if she began hollering, I would swear I didn't know who she was.

Joe was subsequently transferred to Cincinnati, where he acquired a trailer and continued the development of the Firebird so that it became a pure competition car.

We lost track of Joe until a couple of years ago when he walked into a TAC meeting. He had returned to the area to become manager of the Engelhard plant at Madison. Joe had a new home built, again in Decatur; but he remained in this area only a short time, leaving Engelhard "by mutual agreement."

According to the article in SportsCar, Joe and his family now reside in New Albany, Indiana, near Louisville, Kentucky, where they are members of the Kentucky Region, SCCA.

It's always good to hear of old friends. We wish Joe and son David well in their competitive endeavors.

INSIDE THIS ISSUE

- 1 New TAC Shirts Have Arrived!
- 1 Cruzin' the Crossroads
- 1 A Familiar Name
- 2 Editor's Note
- 2 SPEED FREAKZ®
- 3 TAC Rally Season
- 3 IR Files
- 4 World Cars Report
- 4 2001 Valvoline Runoffs® Entry and Worker Application Deadlines
- 4 Revised Timing and Scoring Manual Available
- 5 Nuts & Bolts: Brake Cooling
- 6 Upcoming Events
- 7 Classified Ads
- 8 TAC Meeting Highlights

Editor's Note

Keith Ramey

When I took this job, I knew it was a biggie. I've hit a few bumps these first few months, but nothing serious yet! I'd like to ask everyone's patience while I'm still working out the kinks.

Also, I want to thank everyone who has submitted an article. This month we have two articles by Tom Turner and another by Jim Buruss. Thanks also to Clem Akins for his article and info on the Rally program.

SPEED FREAKZ®

Do you know someone who is a Speed Freakz member who is a prime candidate for an article in SportsCar®? Jim Heine, author of the monthly Speed Freakz articles, is looking for these individuals. He is seeking young people who are:

- Speed Freakz members.
- Have distinguished themselves in Club Racing, Solo, or rallying, or who have distinguished themselves by their work for their Region or Division.
- Have in some other way set an example for others to follow and created opportunities for other young people to be introduced to the SCCA.

If you would like to recommend someone, contact Jim Heine (EDITORIALSOLUTIONS@worldnet.att.net), Kimberly Delafuente At Racer Communications (kdelafuente@racer.com) or Sue Roethel at SCCA (sroethel@scca.org).

Tennessee Valley Region, SCCA www.tvrscca.com

TVR meets the 2nd Wednesday each month at 7:00 PM at Mr. Gatti's - 4315 University Dr. NW, Huntsville, AL. Visitors are always welcome!

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Independent-Racket

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Twickenham Auto Club www.teamtac.org

TAC meets the 1st and 3rd Thursday each month at 7:30 PM at Mr. Gatti's - 4315 University Dr. NW, Huntsville, AL. Visitors are always welcome!

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TAC Rally Season 2001

Clem Akins

Our rally program for 2001 is off to a great start. We have completed three workshops, "What is Rallying", "Driving a Rally" and "Working a Rally". Each of the workshops was lead by experienced members of TAC and was attended by 16 or more participants. The workshops provided valuable information and encouragement for those with an interest in touring rallies.

The Jan workshop was an introduction to the world of touring rallies presented by the Rally Chairman, Clem Akins. It covered the basics, what is a rally, types of rallies, what to expect, and how you can be a part of a rally. Most of all how to have fun and enjoy your ride.

The Feb workshop given by Ottis Airhart had a theme of how to drive a rally. He provided details about the driver – navigator partnership during the rally. Ottis covered the duties and responsibilities of the driver and navigator with emphasis on the working relationship needed to win. He provided some insight as to the different types of rallies and what each demands from the team.

Odas Koger presented the third workshop dealing with the rally crew. He had a very informative presentation and an excellent handout entitled "The Rally Workers". He provided many first hand examples of what and what not to do. The handout went into detail about each of the worker positions, what they should know and have to perform the assigned task to the best of their ability. Odas' handout will be a part of the Rally Master's kit for each of the upcoming rallies this year. Those that attended are now ready to perform the duties of Rally Crew with ease and confidence.

I would like to express the gratitude of TAC and those who enjoy rallies to Ottis Airhart and Odas Koger for their support of the 2001 rally program.

The next six months will see six rallies, one each month thru Sep. The first will be 14 April, a lime bag rally, "Cruzn' the Crossroads" with Carole and Steve Lowery sharing the duties of Rally Master. For information check the web site <www.teamtac.org> or contact the RM <clowery@amtec-corp.com> or Clem Akins <cagr@wighat.com>.

The May rally will be a TSD, "Spring Mountain Runoff" with Clem Akins as the RM. It will be an enjoyable ride through the countryside with a few challenges to keep the navigator awake. This will be a good wake up call to get all those competitive juices flowing for the Jul and Sep rallies.

June will see us running a poker rally, July will be a rally with the Tri-Lakes Club, Aug a photo rally and Sep will be a TSD to wrap up the season on the road, or at least the planned season.

The last three months of the year we have three more workshops. Oct will be the drivers workshop aimed at improving the skills of the drivers through past experiences. This will also be helpful to the navigators. Nov we will focus on the navigators and improving their skills. Drivers will find this session very informative. Then in Dec we will have a rally master's workshop to help improve the skills of our rally masters and to encourage and aid others to become rally masters. Dec will also be the TAC year-end party. Keep an eye on the web site bulletin board for dates and information.

All rallies and workshops are open to the public so bring a few friends with you when you come. This looks to be a great year for building our rally membership and participation list, many of whom will qualify for novice class next year. We look forward to expanding our program and running both novice and beginner class next year. Spread the word and we look forward to your participation in the rally program for 2001. Cruzn' the Crossroads, 14 Apr, <www.teamtac.org>, <clowery@amtec-corp.com> or <cagr@wighat.com> will get the information you need to be a part of this rally. Thanks to everyone for helping get this season off to a great start.

One Year Ago

The Independent-Racket wins first place for publications from small SCCA regions in 1999.

Mark Rothermel reported on the great success of the Auto Expo 2000 at Parkway City Mall. TAC contributed almost twenty cars to the week long car show. A number of members contributed time during the week to make the show a success.

Mike Pessoney reports on the first rally of 2000, the Au Natural Lime Bag Rally. This rally kicked off one of the best rally seasons in recent years for TAC. The rally featured stops on the Green Mountain Hiking Trail, the mouth of an unnamed cave, and searches for scattered fruits!

Five Years Ago

The March of 1996 edition of the Independent-Racket featured an excellent article on a trip by one of our members to Walt Disney World to see the first race weekend at a brand new 1.1 mile tri-oval race facility. The main attraction for the weekend was called the INDY 200. It was to be the first race of the new upstart Indy Racing League.

The article is a narrative of the weekend put on by Disney and the IRL. The author reports on the facilities, the track, the drivers, and race results. The author finishes by musing over the poor reviews given the race and the future success of the IRL. The article was simply signed Mark.

It just goes to show that our newsletter truly does get some great submissions from our members!

World Cars Report

Tom Turner

World Cars (of Roswell Georgia) is a newcomer on the southeast road racing scene. This is their third year, and fields are still rather small. The main thing they offer is the opportunity for a newcomer to run on a road race track inexpensively, and for everyone to get lots of seat time at speed on real race tracks. Since their turnout is still small, I did not see any close racing action occurring.

I went over to Atlanta Motor Speedway Saturday 24 March to check out how World Cars ran their events and also to scope out my potential competition. Atlanta Motor Speedway is a first class racing facility. The 2.5 mile road course consists of a 1 mile infield section, then up onto the high bank between turns 1 & 2, blast thru the gears down the back straight, trail brake into a chicane setup between 3 & 4, then back thru the gears on the front straight and finally dive down into the infield as you approach turn one. With their chicane setup between turns 3 & 4, they make you scrub off your speed in a safe manner, and were able to keep anyone from loosing it on the high bank track. Some portions of the infield track were lined with concrete walls, and some turns had nice run off areas. Atlanta's paddock facilities are the finest I've seen, with two big garage buildings, each with 50 roll up doors for 50 bays for 50 race cars, and clean, large bathrooms and showers for men and women in each garage building. There are four 110 volt power outlets for each race car, and smoooooooooth concrete floors for you to maintain your race machine.

World Cars offers 4 basic types of classes. Stock is for pure stock up thru SCCA IT prepared cars. Supercars is for heavily modified street cars and SCCA Production racers. Silhouette GP is for purpose built tube frame cars like SCCA GT cars and NASCAR style tube frame round track cars. The fourth class type is for open wheel cars (there were no open wheeled cars when I was there.) Under each of their basic types, there are LOTS of sub-classes, breaking down by engine size. They have a class for everyone, and even if you don't fit their classes exactly, they will probably let you run anyway.

They had a very small turnout for the event I went to at Atlanta; there were only about 20 cars total. They broke it down into 2 run groups, with about 10 street and IT cars in one group and 10 GT, production, and American Sedan cars in the faster group. Since it was such a small scale event, things were very low key and informal. Nobody was weighing their cars and no protests were filed. I saw very few people with stop watches at the edge of the track. Everyone got 3 practice sessions, a 6 lap heat race, and a 40 minute sprint race. They had a 2 hour enduro scheduled for last but it was canceled due to rain.

What does it cost? They want \$120 to issue you a Competition Driver Membership, and then \$175 for the entry fee. If you just want street car track time, I'm not sure but I think you may not have to buy their Competition Membership; you may be able to get a day of track time for \$195 total.

The down side to this small time outfit is that your personal safety is taking a big risk with their very lax safety rules. All they require you to have to run in the stock class is a Snell Motorcycle helmet. They do not require SA helmets, no fire resistant drivers suits, no nomex underwear, no competition lap belts and shoulder harness, no fire extinguishers, no fuel cells, no roll cages, not even roll bars. A few young men in

street cars were running the minimum, just the motorcycle helmet. Everyone in the prepared race cars were running full safety gear; car & driver both.

Even with their very minimum safety requirements, I did not see anyone get hurt, not even a fender scratched. Since the competition is not close, people seemed to leave each other more room than I normally see at road races, so I did not see any two car incidents. The worse thing I saw were harmless single car spins in the infield.

It looked pretty neat seeing the sports cars on the high bank; it reminded me of Daytona. Since Atlanta is a lot closer and costs a lot less, I think I might try their July 14-15 event at AMS this summer.

Contact World Cars at (770) 641-1333

World Cars 2001 Schedule

Atlanta Motor Speedway July 14-15

Carolina Motorsports Park (Kershaw) July 28-29

Roebbling Road (Savannah) August 25-26

Atlanta Motor Speedway October 6-7

2001 Valvoline Runoffs® Entry and Worker Application Deadlines

Because of the date change for this year's SCCA Valvoline Runoffs®, it is necessary that the entry deadline for competitors be moved up. Be aware that the last acceptable U.S. Postal Service postmark date for the Runoffs is August 20, 2001. All entries received with an official U.S. Postal Service postmark dated later than August 20, 2001 will be considered late and will be charged the \$500 additional late fee.

If you are in the top 15 positions in points in your Division by mid-August, you should submit an entry to be sure you are on time. Only those competitors meeting the qualifications specified in the Runoffs' Supplemental regulations will be accepted. It is your responsibility to check with your Divisional points' keeper to determine your standings and this year it is even more important to do so.

Remember, August 20, 2001 is the cutoff date. Don't be disappointed.

And, for all of the workers and officials out there who are chomping at the bit to get to Mid-Ohio in the sunshine and warm weather, you must have your Worker Application in to Ron Sharp by August 27, 2001. The Worker Application will appear in the May issue of SportsCar.

Revised Timing and Scoring Manual Available

The revised Timing & Scoring Manual is now available in hard copy from the National Office, 1-800-770-2055. Ask for the Merchandise Desk. The manual is also available in Adobe Acrobat (.pdf) format from the National Administrator of T&S, Mark Waggoner. His e-mail is m.waggoner@worldnet.att.net. The manual is 50+ pages or about 1MB in size.

Our thanks to all the T&S folks who contributed, but especially to Bill Skibbe and Linda Polk for their dedication to making this happen.



Nuts & Bolts

Brake Cooling

Tom Turner

So, you put high performance brake pads and nice fresh high temperature brake fluid in your brakes, and you still have a problem with your brakes fading out when you are on a road race track? There is a lot more to keeping your brakes from overheating than just picking the right pads and having fresh fluid.

When you brake very hard, you are converting your velocity kinetic energy into heat energy. The iron brake rotors absorb this heat energy. The more pounds of iron you have in the rotor, then the more heat that the rotor can absorb, so the harder you can brake without the brakes overheating (fading.) As far as the rotors are concerned, they will have to absorb the same amount of heat to slow your car down no matter what brand of pads you use. Unless you are in Formula 1 or Le Mans racing, then you are using iron brake rotors. It doesn't matter if you are using GMC iron, Ford iron, Mazda iron, Wilwood iron, or Brembo iron, all iron can absorb the same amount of BTUs of heat per pound of iron. So, what is best for you is to get the most pounds of iron in the brake rotor that you can. Extra pounds of iron in the hub area is not useful; you need the extra pounds of iron need to be in the rotor area, the part of the rotor where the pads are rubbing.

Always use the heaviest brake rotors that you can buy. If you have turned your rotors and they are getting thin, then they are getting light, so you should replace them with new rotors. Your rotors cool off after you have finished braking, while you are going down a straightaway without using your brakes. The rotors get rid of this heat by flowing air thru the center of rotor, thru the cooling vanes. The rotor acts like a little centrifugal pump as it turns, pumping the air thru the vanes in the rotor. The air is pumped from the center to the outside.

There are a few things you can do to improve the airflow thru the rotors, which will improve your brake cooling:

- 1) Get rid of the stock stamped steel dust plate behind the rotors, so that you can get more cooling air into the center of the rotors.
- 2) If you have old brake rotors, clean all the rust and scale out of the center of the cooling vanes to improve their heat transfer cooling ability. Use a gun cleaning brush to knock the rust and scale and dirt out of those passages, and you will have much better brake cooling. If your wheel bearing seal has leaked grease up into the vanes, then clean the grease out and put new grease seals in the hubs.
- 3) If you have a die grinder, then chamfer the sharp edges off the inner edge of the rotor, the sharp edges where the air must enter the cooling vanes. Think of your air inlet on your carb, where you have a nice radius velocity stack on your carb to get

more airflow into it, so do the same thing for your brakes. The stock casting flash and mold lines really restrict the airflow going into the cooling vanes. If you have a good air powered die grinder and you already have the rotors off the car, this will take about 1 hour per rotor to do.

- 4) For maximum cooling, run a 3" flexible duct from your air dam to the center of the rotor to supply it with extra cool air. You will need to make a small shroud to direct the air from the end of the 3" duct to the center of the rotors.

- 5) If after you have done everything above and your brakes are still overheating, try running an extra duct to blow cool air on the calipers. Only try this AFTER you have made ducts to provide cool air to the center of the rotors.

- 6) Finally, if all else fails, use the rear bumper of the guy ahead of you to slow you down.

Cross drilling is only useful for solid brake rotors, not for vented brake rotors. It is a habit left over from the '60s, from the days before there were vented brake rotors. One of the most severe braking applications is trying to slow down a 3400 pound NASCAR stock car, and they do not use cross drilled rotors. They use huge vented rotors, and on tracks where they use their brakes the hardest, like Martinsville and Richmond, they use several air ducts to feed the center of the rotors with cool air. They do not cross drill their rotors because it does not help their brakes work better.

Always make sure your brake rotors are flat and not warped. If they are warped, then they push the pads back up in the calipers. The next time you go to apply the brakes, you have to push the pads back down against the rotors, and that takes a lot of brake fluid, so your brake pedal goes way down. If you are having a hard time keeping a firm brake pedal, and you are sure you have all the air bled out of your brake hydraulics, then next check your brake rotors for warpage with a precision dial indicator. Anything much more than .002" of runout is going to give you problems. With the severe heat cycles that road racing will put on your rotors, they will eventually warp with time, so keep checking them for runout. If they get any more than .005" runout, then you need to get them turned flat again. I had been having problems getting my brake rotors turned precisely in the past. I would recheck my rotors with my dial indicator after they were turned down, and found I then had a different runout problem. I finally traced the problem to the hub adapters that they use to adapt the hub/rotor to the brake lathe. Sometimes the adapters would sit a little crooked, and make the brake rotor crooked to the lathe. When I would put the freshly turned rotor back on my car, it would still have radial runout. I solved this problem by measuring the rotor runout while the rotor was on my car, and marking the runout high and low spots with a Sharpie felt tip pen on the rotor, actually writing down the exact number of thousandths of an inch that the rotor was on a few places on the face of the rotor. Then when I take my rotor to the guy with the brake lathe, I take my dial indicator with me, and we set the rotor up on his lathe so that we duplicate the exact same runout wobble that my rotor has when mounted on my car spindles. Then when they turn the rotor down, it will end it true to the same axis of rotation that it has on my car spindles. Since this takes the lathe man a little more time to do, and I am helping him (mostly getting in his way,) then I give him another \$10 or \$20 for his extra effort.

Upcoming Events

Club Racing

Nationals

<u>Date(s)</u>	<u>Venue/Region</u>	<u>Registrar's Phone/Email</u>
Mar 31-Apr.1	Road Atlanta/Atl	770-458-4939 cluboffice@atl-scca.org
May 5-6v#	Daytona/CFla	407-674-0777 klgl953@aol.com
Jun 9-10	Road Atlanta/Atl	770-458-4939 cluboffice@atl-scca.org
Jun 30-7/2*	Roebing Road/SEDIV	770-831-0277 daverollow@aol.com
Aug 11-12	VIR/NCar	800-342-7390 ginnycondrey@hotmail.com

[*] Double Event [v] Vintage Group(s)
[#] Enduro

Regionals

<u>Date(s)</u>	<u>Venue/Host Region</u>	<u>RegistrarPhone/Email</u>
Apr. 14-15#	Roebing Road/Scar	803-714-9797 cec.97@gateway.net
Apr. 28-29*	Roebing Road/Bucc	803-714-9797 cec.97@gateway.net
May 12-13	Moroso/Fla	561-624-3539 no email address provided
May 12-13*	VIR/NCar	800-342-7390 ginnycondrey@hotmail.com
Jun 2-3v	Sebring/CFla	407-674-0777 klgl953@aol.com
Jun 23-24#	Lowes/CCar	704-827-7522 sportcar@bellsouth.net
Jun 23-24	Moroso/Fla	561-624-3539 no email address provided

[*] Double Event [v] Vintage Group(s)
[#] Enduro [T] Tentative
[+] Addition/Change since last update

ECR

of Groups

Estimated

<u>Length</u>	<u>Date</u>	<u>Race</u>	<u>Region</u>	<u>Racetrack</u>
2 Grs/1 ½ hrs	Apr 14-15	SARRC/ECR	SCR	Roebing Road
1 Gr/2 or	May 26-27	SARRC/	CCR	Kershaw
2 ½ hrs		SARRC/ECR		
2 Grs/1 ½ hrs	Jun 23-24	SARRC/ECR	CCR	Lowes Spdwy
1 Gr/3 hrs	Jul 28-29	SARRC/ECR/	ATL	Road Atlanta
		Pro IT		
2 Grs/1 ½ hrs	Aug 18-19	SARRC/ECR	SCR	Roebing Road
1 Gr/2 hrs	Oct 20-21	2002SARRC/	NCR	VIR
		ECR/ECR		

Autocross

TAC/TVR

<u>Date</u>	<u>Host</u>	<u>Event</u>	<u>Event master</u>
Apr 8	TAC	Slalom #1	John Clarke
Apr 29	TVR	Solo II #1	TBD
May 19-20 ¹	TAC	Slalom #2	Sat. TBD Sun. Jerry Hardt
Jun 10	TVR	Solo II #2	TBD
Jun 23 (Sat)	TAC	Slalom #3	TBD
Jul 1	TAC	Slalom #4	Keith Ramey
Jul 22	TVR	Solo II #3	Rich Crowell
Sep 30	TAC	Slalom #5	Jerry Hardt
Oct 14 ²	TBD	Non-series	TBD
Oct 20-21 ³	TAC	Slalom #6	Sat. M. Pessoney Sun - TBD
Nov 10-11 ⁴	TAC	Slalom #7	TBD

¹Saturday and Sunday all day event.

²Tentatively scheduled non-points event at Huntsville Speedway, pre-registration strongly encouraged! e-mail ejory@hiwaay.net for details.

³Sat evening and Sunday all day event. Setup starts ~4:30 Sat

⁴Saturday and Sunday all day event.

Solo II National Tour

<u>Event Date</u>	<u>Location</u>
Apr 7-8	Ft. Worth, Texas (Texas Motor Speedway)
Jun 16-17	Ayer, Mass. (Devens Commerce Center)
Jun 30-Jul 1	Peru, Ind. (Grissom Aeroplex)
Jul 28-29	Bremerton, Wash. (Bremerton Spdwy)
Aug 11-12	Rocky Mtn. (TBA)
Sep 10-14	The Tire Rack Solo II National Championships

ProSolo

<u>Event Date</u>	<u>Location</u>
Apr 21-22	Lubbock, Texas (Reese Center)
May 5-6	Petersburg, Virg. (Virginia Mtrsp. Pk)
May 26-27	Atwater, Calif. (Castle Airport)
Jun 9-10	Oscoda, Mich. (Oscoda-Wurtsmith Airport)
Jul 14-15	Wendover, Utah (Wendover Airport)
Aug 18-19	Peru, Ind. (Grissom Aeroplex)
Sep 8-9	Topeka, Kans. -Finale (Forbes Field)

SEDIV Solo I

<u>Event Date</u>	<u>Location</u>	<u>Contact</u>
Apr 6-7-9	Talladega Solo I School	205-620-4380
May 18-20	Beech Mountain Hilclimb	828-253-5634
Aug 4-5	Roebing Road Solo I	904-249-8592
Sept 8-9	Talladega Solo I	205-620-4380

Rally

<u>Date</u>	<u>Event</u>	<u>Type</u>	<u>Master</u>	<u>Date</u>	<u>Event</u>	<u>Type</u>	<u>Master</u>
14 Apr	Cruzn' the Crossroads	Lime Bag	Lowery	8 Sep		TSD	Koger
12 May	Spring Mountain Runoff	TSD	Akins	9 Oct	Rally Drivers School		
9 Jun	Poker Rally			13 Nov	Rally Navigators School		
14 Jul	Tri-Lakes	Club Rally		11 Dec	Rally Master School		Akins
11 Aug		Photo	Airhart				

Classified Ads

Competition Cars ITS RX-7 GSL-SE. Revolutions, 12 hours on 13B motor, new G Force suspension, fire system, fuel cell foam, 6 point TRW belts, window net, BFG T/A-R1's, Hawke Blue pads, competitive, legal, race ready. Dave Boling. (256) 883-9406 or dbs@hiwaay.net. Club Ford, '82 Royale RP 31. RCCA champ, strong Formula Haus engine. Bladder, fire suppression, front and side rads, 17 gearsets, many extras. With trailer. Ready for Birmingham and Nashville. \$ 7,000. Suit and helmet also available. Great car, I'm just changing some priorities (getting older). Gregg Smith O: 256-539-4805, H: 536-4294.	Parts Datsun/Nissan R190 differential. For 510 or 240/260/280Z, 4.44 LSD (Thorsen Unit). \$300.00. David Stephens 256-883-9739. Formula Ford rear suspension pieces. Upright, hubs, axles. & a-arms. Jerry Hardt. 256-859-1999 or jerryhardt@yahoo.com 1973 240 Z Seats. Good Condition. Call Mike at (256) 881-0557. Racing Seat. New, Black, Highback plastic, with seat cover \$65 (RCI Sold by SECO for \$82). Lowback racing seat used \$15. Ken Geci work 464-2405, home 830-5045
Street Cars 92 Nissan Sentra SE-R. Solid car, engine, trans, body, and interior are good - needs a little TLC. Great for street, Solo. or I.T. Trade-in at Redstone Auto Sales. Special consideration given to TVR and TAC members. Dennis Norris. 883-7633 Drake and Memorial Parkway. 1975 MGB Roadster. Needs paint. no major rust, rebuilt engine, all syncro overdrive transmission, 36/32 DGV Weber carb needs some tuning, almost new top. Henry Ahler 534-7772 heahler@ro.com. 87 Mazda RX-7. 188K miles, 5-speed, cassette, moonroof, sliver/gray color. \$1500 neg. Call 256-544-0354(work).	Trailers Trailer. All Steel. single-axle, un-sprung, with lights and manual winch. Lightweight, very low, easy loading, tracks perfectly. New Rustoleum black paint. Suitable for formula car or small production car. \$300. Jim Burruss. 256-837-2007. "The car, like a good lover, will tell you what it wants." -Carroll Smith
Wheels & Tires Mag Wheels, 5 bolt. 4" radius centers, fits Chevy Citation/others. \$125. Call Wade White 256-536-5992 Days. 256-882-2157 Nights. Slotted Mag Wheels. For early Datsun Z-cars. (14x6 - 4x4 1/2 pattern) with center caps. \$140 for the set. Call Mike at (256) 881-0557.	Misc. Equipment, Tools, Etc 4-Wheeler ATV. 1988 250cc Honda, new front tires. \$1,200. Call Wade White, (256) 536-5992 Days, (256) 882-2157 Nights. Engine Hoist/Crane. 2 Ton rating. \$100. Call Wade White. (256) 536-5992 Days. (256) 882-2157 Nights. Drill Press. 3/4" electric drill, super heavy-duty. \$100. Call Wade White. (256) 536-5992 Days, (256) 882-2157 Nights. Two (2) Drive-On Car Ramps. Easy oil changes. \$25. Call Wade White. (256) 536-5992 Days, (256) 882-2157 Nights.
Wanted Wanted: Formula Ford Coilovers. Jerry Hardt. 256-859-1999 or jerrhardt@yahoo.com. Wanted: Porsche 914 in poor shape. Jerry Hardt. 256-859-1999 or jerrhardt@yahoo.com.	

TAC Meeting Highlights

Feb 1, 2001 (1048th):

- Greg Marvin has been appointed Membership Chair for the year to assist John Barnett.
- The Slalom Committee has recommended changing the Fun Kart rules to allow any karts running up to 5-hp motor to be allowed. Current rules specify only Briggs and Stratton engines. Motion was seconded and passed.
- Eddie Jory has had preliminary talks with Huntsville Speedway about use of the track to hold one of the TAC events. Event tentatively scheduled for Oct. 10. Cost of renting the speedway will be about \$400.00. Eddie is working on negotiating a lower price.
- Mark Rothermel has worked out most of the details on the Local Region Series Championship. We will run this on a trial basis this year. The participating regions will be Tennessee Region, Chattanooga Region, Tri-Lakes Region and the Tennessee Valley Region/ Twickenham Auto Club. Each region will have 2 events on their schedule that will be eligible towards the series. In order to participate one must be a member of at least one region and attend at least 50% of the events eligible towards the championship.

Feb. 15, 2000 (1049th):

- Mike Pessoney has been working hard to rewrite the Slalom Rules and to put in an electronic format so they will be easier to update in the future. Mike has asked the club members to review the rules for comments.
- Mark Rothermel brought in the proposed design for the new TAC t-shirts and also gave us a run down on the prices for different styles and colors.
- Club membership had good things to say about the new design. Well done Mark. Club decided to go with a preliminary order of shirts. These would be gray with red lettering. Mark's new logo will be on the back with the TAC logo on the front including the web address. The first order of shirts will be 70.
- Mark Rothermel attended a meeting of the Classic and Custom Car Club in Arab. They will be having a car show at Joe Davis Stadium on Jun. 10. Is there any interest in TAC participating in this?

Keith Ramey
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