

The Independent-Racket

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

June/July 2004

President's Corner

By John Barnett, TAC president

July 9-11 was a double SARRC (South Atlantic Road Racing Championship) event in Leeds, AL outside Birmingham (Almost exactly 100 miles from my driveway). I went down to help Rich handle his duties as Chief of Tech, a very important job at a road race. I have been a helper a few times at Road Atlanta and last year in Birmingham and hope that I am becoming more help the more I do this. The race was held at the still fairly new Barber Motorsports Park. A regional race, from my understanding, is usually about 140 cars. ALSCCA had over 300 cars! I guess word got out from last year about how neat this place is. It is incredible and hopefully will be hosting races for years to come.....

The 50th anniversary celebration is bearing down on us and will soon be here. I hope everyone is planning to attend and take part in this weekend. Whatever plans are arranged or details worked out, the PEOPLE attending are what will make this event great. If everyone reading this can help find one lost member, that will be a huge result. There are still over 300 people unaccounted for. Some of these people will not be found or have gone to the TAC clubhouse in the sky, but obviously we want to track down as many people as we can find. Even if people can't attend, at least they will know about it and know that TAC still remembers them and might prompt some future contact.

Editor's Sidebar:

Well, my first newsletter was quite a success. Thanks to everyone who wrote articles. I've also managed to fill my stables with a new vehicle, a tow vehicle. This opens up a new aspect of capabilities for my racing. No longer will I have to drive my car to and from events, or worry that a breakdown will leave me stranded at an out-of-state RallyCross. Also, it makes it easier for me to get parts-cars that are so often not in running condition. I've already got a second Scirocco and VW Truck for parts. Thanks to Gregg and John for helping me and giving advice. The dizzying array of parts compatibilities and incompatibilities is more than I can keep up with. I was hard at work getting my rally car ready for Rally West Virginia, but I've just heard that their land-use permit didn't get approved. It's a shame that so far, there haven't been any Club Rally's in the Southeast, except for Cherokee Trails, and it's sad to think that there are no more Club Rally's scheduled for this season. I hope that we get some rallies pulled together in the Southeast; otherwise I'll be out-of-luck! However, I've just heard that Rally de Paris (in Texas) has gotten its site and date approved. It is not in the SE region, and it's not until November, but I really need some Club Rally action.

Aaron Mosher

Communiqué

Submitted by Rich Crowell

{Editors note: Due to a mis-timing with the newsletter, this edition of the RE's comments are actually leftover from the last newsletter}

FROM THE RE's MOUTH

By Richard E Crowell, RE TVR

Well it's April and the 2004 racing, solo, and rallycross seasons are underway. National and regional racers have plenty of events to choose from with-in 400 miles of Huntsville. For the solo (autocross) guys the season is moving into high gear with local events, and out of town events in Birmingham and Nashville. Even the rallycross guys have had a couple of local events, although the Chattanooga Region event at Diamond Back Motocross Park was canceled due to a conflict with a motorcycle event on the same day.

From my point of view, April and May are the doldrums. The first quarter of the year is always very busy for me; in Jan there is the TAC/TVR Awards party and the SEDIV convention, not to mention Annual Tech Inspection for local race

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Our Parent's Cars

By Jim Burruss

In one of his always excellent "Side Glances" columns in Road & Track, written in 1997, Peter Egan wrote that he was asked "How come our parents, who lived in the golden age of wonderful performance cars and really neat, flashy luxury cars, always bought the dullest possible car they could find, regardless of price? . . . What on earth were they thinking?"

Many of us, maybe even most of us, can relate to those plaintive questions. Peter Egan is fairly close to my age.

To illustrate my own personal experience, my father bought a new 1955 Mercury not long before my 16th birthday. He had always wanted a Mercury, and my mother confided that he wanted me to have a new car to drive when I got my license. It wasn't my car, of course, but I was presented my own set of keys for my birthday. Not too shabby for a kid, right? But in my 16-year-old mindset, I still didn't understand why he had bought the lowest priced series in a four-door sedan. Why, that model didn't even have dual exhausts! I would later come to appreciate his choosing a manual, overdrive transmission, rather than an automatic – an economy choice for my father, but something gleefully different to me with its nice 4.11:1 rear axle ratio -- and that Mercury survived too much abuse at my hand. Four doors, of course, were a curse of obviously out-of touch parents to a teenager; and it would

See "Our Parent's Cars" on Page 3

If you have not paid TAC dues, and are not a paid, current member of TVRSCCA, this will be your **LAST ISSUE**.

The club needs dues to operate.

The current newsletter editor will not mind at all cutting the list down to people that SOMEONE has heard from in the last year or two, or has come to a meeting-ever.

TAC and TVR are both in need of people that can be active, and share the workload needed to have events and do things.

"You cannot be a guest forever!"

FORUMS

www.TeamTAC.org

Thanks to the efforts of the current TAC webmaster, Brad Clarke, the discussion forums on teamtac.org are a great way to keep in touch with current happenings, latest changes, and discuss a wide range of issues. The forums are broken down by category and allow the user to email directly from a post to the person that posted a comment.

Tennessee Valley Region, SCCA

www.tvrscga.com

TVR meets the 2nd Wednesday each month at 7:00 PM at Ci Ci's Pizza 10004 Memorial Parkway SW, 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 El Palacio 2008 Memorial Parkway SW, Huntsville, AL. Visitors are always welcome!

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cars. Then in Feb Annual Technical Inspections move into high gear as I support tech days in Chattanooga, Nashville, and Birmingham. March find me making two trips to Road Atlanta; one for a Regional Race and later in the month a National Race.

But, as I said, April and May are the doldrums. Annual Technical Inspections for the local racers is pretty much completed and there are no SCCA Club Races at Road Atlanta. Now mind you, I am not complaining. I do have three cars, a house, and a yard to maintain; and a family to appease. (A 32 year old 510, 28 year old Dodge Van, and a 48 year old house take a lot of maintaining.)

However, by June I am always ready for the National Race at Road Atlanta and the Alabama Region Race at Barber Motorsports Park in mid July. I will probably be Chief of Tech for that event again this year. Which bring me to the point of this article. Alabama Region will be needing help with this event and would welcome anyone as a member of the volunteer staff (politically correct for race worker). There are many different positions to fill, some of which require SCCA membership, and some do not. Go to the Alabama Region web site to learn more and sign-up.

As Chief of Tech, I will be looking for several people to help me on Friday night, Saturday, and Sunday. No experience is required! Last year the turn out of volunteer staff from North Alabama was disappointing to me; lets try to do better this year. I really believe that if you solo II guys volunteered to work a race weekend you would love it.

The other big item to talk about is the Crow Mountain Hill Climb coming in Oct 05. John Barnett has put a lot of effort in and done a lot of preliminary work to foster the success of this event. It will be TVR's major yearly event for years to come. Initial reaction from the political and business community in Scottsboro has been very favorable.

I hope that some of you will be interested enough to want to run the event. Getting a Solo I license is not as difficult as a Club Racing license and there is a class for any conceivable vehicle you would want to run. Some car classes require a roll bar only (not a full cage). Drivers must wear a fire protective suit and a Snell SA95 or SA2000 helmet.

If you have Solo II experience, the Solo I steward will issue you a Solo I Novice Permit which allows you to run two 'flat track' events. After that you get a Solo I license and can run the hill climbs. As it turns out, there are two 'flat track' events in Alabama each year; one at Talladega Gran Prix Track and one at Skelly Field in Opp, Alabama. If you are only interested in running a few events per year, you might want to consider renting a vehicle rather than building your own car.

If you have no interest in running the event, volunteer to help staff the event. As with the BMP race many of the positions do not require SCCA membership.

Keep tuned in!

"Our Parent's Cars", from page 2

be many years later before I came to the realization that four doors were preferable to enduring the over exuberant entrances and exits of gangly teenagers.

But the ultimate insult, the crowning insensitivity, was that the Mercury had no radio. It was even worse than that – the car had been equipped with a radio on the showroom floor, and my dad and the dealer had stalemated a mere \$5 apart in their negotiations. Unyielding, he had the dealer remove the radio, leaving only a nonfunctional stub antenna on the fender and a mismatched blanking plate on the dash. The dealer was easily as stubborn as my dad – it surely cost at least \$5 to remove the radio and supply the blanking plate and antenna stub. I was not privy to the negotiations and learned of this fiasco much later. In my teenage angst, I said that I would have paid the \$5! I had a paper route, after all.

What was he thinking, indeed?

I've known the answer for a long time; but this year's juxtaposition of events – Memorial Day, the dedication of the World War II Memorial in Washington, the observance of the 60th anniversary of D-Day at Normandy, and Father's Day – put the answer in poignant perspective.

He wasn't thinking – he was reacting, based on the conditioning of his formative years.

My father was one man among millions that had grown up in the Great Depression, a time that is only a vague historical term for virtually all of us. At 19, with only a 10th grade education, he lied about his age in order to get a job. Years later, he was drafted late in World War II because he had a wife and child, and the country had to reach deeper in its manpower pool for soldiers. In the infantry, he fought in the indescribably harsh winter Battle of the Bulge, his Big One among several. And he came home, thankfully in one piece. He returned to his pre-war job and bought our first family car when they were still scarce. It was an old Model A Ford. So the new Mercury in 1955 was, perhaps, a bit of extravagance for him, an acknowledgement that the postwar economy was strong and encouraging. It just didn't seem very extravagant to a coddled and protected teenager.

Still, for all of that, my dad understood full well the desires and motivations of a young man. A few years later, when we found the plain, black 1955 Ford Mainline on a used car lot, while looking for a car to take me through college, he accepted the sudden thunder of the twin glasspacks with a wry smile. That car didn't have a radio, either; but he found one in a salvage yard and bought it for me to install. And he silently tolerated the multiple "personalizations" I inflicted on that car when I should have spent the money on more substantial things. Like parents everywhere, he could indulge his son. He just couldn't indulge himself.

Times have gotten better, fortunately, and our responses reflect that. Most of our clubs' active members today are of my son's generation, one that likely did not suffer quite so many automotive indignities at the hands of their parents. My son had to endure the limitations imposed by the realities of family resources, but excessively dull cars were not among them. He never had a Ferrari or a Corvette to drive, but what can I say?

There is one thing I can say: Thanks, Dad.



One of the Formula SAE cars from UAH was present at the autocross on 6-26-04



"Sandstorm", our robot, on the lift during our nightly maintenance and repairs.



In Nevada, we worked 24/7 testing and tweaking to get ready for the race. Often conditions were dusty. It was cold in the morning and hot in the mid-day.

Grand Challenge

Aaron Mosher

Previously, I promised a story about my competing in the DARPA Grand Challenge competition. The DARPA Grand Challenge ("DGC") is a robotic race setup by DARPA and managed by SCORE. It was a \$1 million winner-take all race for the first robotic vehicle to complete a given desert course in under 10 hours. DARPA is a branch of the Department of Defense that manages advanced research projects; perhaps they are best credited with catalyzing the development of the Internet. SCORE is an off-road racing organization in the California and Nevada area. You may wonder why a government organization is running a race with a \$1 million purse. Well, according to their press releases it was to leverage American ingenuity to solve the problem of autonomous ground vehicles. "Autonomous" in this sense means a completely self-sufficient vehicle, it thinks and acts for itself, it is not remote controlled, and is not simply replaying pre-recorded actions. An Autonomous vehicle must be instilled with all of the logic and intelligence that is necessary for it to perform its task. I was a member of the RedTeam, a joint venture between Carnegie Mellon University and many other industry partners. We made the strongest showing, and made it the farthest of any of the vehicles.

Almost all of the technical aspects of this race, our robot, and the competitors are already covered at-length in other media (the RedTeam got mentioned in Scientific American, Popular Science, and others). So, if you want the details you can read those, or visit the RedTeam's website or DARPA's website. For more information about the sensors, computing, mapping, or other technologies, visit the RedTeam website at www.RedTeamRacing.org. In this article, I'll focus mainly on my experiences while with the team

Just as I was getting a start in Rally racing, I was given the opportunity to work for the RedTeam. The prospect of building a robotic off-road racing vehicle seemed like a dream come true. I remember thinking "I can't believe I was able to do this as a day job!". Starting in November, I made almost constant trips to CMU in Pittsburgh to be with the team. Being an Alabama boy, I was un-prepared for how cold it was that far up north. I've never seen so much snow, nor been so cold. Our vehicle was a surplus HMMWV, commonly known as a "Humvee". Our first job was to strip the body down to the bare essentials, and to hookup the computer systems. One philosophy of the team that really helped was the strict criteria

See "Grand Challenge" on page 5



You can get a HMMWV stuck in the mud if you try hard enough. On this trip, we got it stuck so bad it sank down to its axles



After the rollover, we worked frantically to repair the vehicle, finishing just in time to do some test runs, then roll it onto the semi-truck for an all-night haul to the California speedway for qualifying.



A tragic moment for our RedTeam: Just a few days before qualifying, the vehicle rolled while testing

"Grand Challenge", from page 4

of testing and demonstration. People can talk about how good they think their code is, or how well they think their new mechanical mod will be, but in the end a live demo is the proof of whether you've done it well or whether you're blowing smoke.

I spent many days in the cold Pittsburgh snow configuring the vehicle, collecting data, watching it run tests on our testing ground, and putting miles on the vehicle to shake-down and problems.

I had a hotel room in Pittsburgh but hardly ever saw it, spending almost all of my time either at CMU or at the testing grounds. My wife wondered when I would come home, and Gregg Marvin was tending to my ClubRally Scirocco back in Huntsville. Besides, what does an old ClubRally Scirocco have against a giant robotic Hummvee!

Over the Christmas holidays, I was fortunate enough to be able to return home for a few weeks, but many others on the RedTeam were students or Pittsburgh natives. Some of them even spent Christmas day at the shop, working on the vehicle and the software that would guide it. Now that's dedication!

In January, it was time to move the whole operation to the west coast so that we could get some real desert testing on the vehicle. The weather in Pittsburgh was not cooperating, as everything was iced over. So, we setup shop at a large vehicle-testing center, outside of Carson City, Nevada. There, we had a shop to work in, and a large test track and surrounding landscape that was controlled by the testing center, so we could test without running into safety issues. The only problem was, there was no hotels nearby, and there were about 9 of us who were staying at this test center. So, we had two RV campers. This made for some tight quarters, but we never really had time to worry about that. We tested all day, and wrote/fixed software all night. There was a small group of us who mainly worked mechanical issues on the Hummvee itself, they took to sleeping in the daytime and working all night so they could work on the vehicle without interfering with our daytime runs. The purpose of the testing runs was to put miles on the vehicle, to prove that we had sufficient intelligence built-in to win the race. The tests often showed that we had glaring holes in our logic, or were not able to run the estimated 250-mile race distance all at one stretch. Some times the vehicle failed to follow the dirt trails properly, and a few times we smashed through some fence posts that were in the way. But our endless cycle of test-fix-and-test was zeroing in on what we need to have for the race. For the real race, we would not be allowed to touch the vehicle if it hit a snag while racing. It was all-or-nothing

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"Grand Challenge" from Page 5

Our first qualifying run went without a hitch. When we qualified, many other teams had already tried but no one had completed the entire qualifying course. We made it look easy, eventually grabbing the pole-position.



The race started in the early morning on Saturday, March 13th 2004. It was still cold and dark when we were getting ready for our run, since we were to be the first vehicle out that day. They did a rally-style start, with vehicles starting a few minutes apart. We made 7.4 miles, the farthest, at a top speed of 36 MPH.



At an appearance at the Intel Developer's Forum in San Francisco. Sandstorm stole the show. We were like stars.

for the win.

Time was winding down, and we had about a week until the race. We were getting comfortable making runs with the vehicle, and had "turned it up a notch" to put some miles on the vehicle at a brisk pace. It was the kind of routine test that I wasn't even watching, and I was inside the building while the vehicle turned laps outside. Suddenly, I heard some commotion from the people who were watching out the window. I looked outside and to my horror the vehicle had flipped over, landing on it's top. Many delicate sensors, and a one-of-a-kind stabilized sensor gimbal were all crushed into the ground. The call went out for help, and many team members who were not with us in Nevada sprung into action. We managed to get a spare set of gimbal hardware flown to us. Another center-fin was fabricated from our other groups off-site, then flown to us as a team-member's checked-baggage so we could get it as soon as possible. We managed to pull it together just in time for some last-minute testing to verify everything was working. Then, we rolled it onto our transport semi-trailer and drove from our site in Nevada to the California speedway for qualifying. We got there on Monday morning, after driving all night, just as the opening ceremonies started.

At the qualifying session was my first chance to see some of the other teams. The largest vehicle was a 32,000-pound 6x6 military transport, with monster-truck sized wheels. The smallest vehicle was a motorcycle. Many vehicles were built out of Golf-carts, ATV's, SUV's, and pickup-truck platforms. Some teams tried to make custom on-off vehicles. To go into an explanation of the various approaches and vehicles would be interesting, but I will have to leave that for another time.

Officially, the qualifying was called "QiD", for Qualifying, Inspection, and Demonstration. DARPA wanted a chance to see that your vehicle was safe and had a reasonable chance of operating on it's own for the race. Each team was supposed to get two chances to qualify, although so many teams were plagued with trouble that DARPA was very lenient on qualifying attempts. When we rolled up to do our first qualifying run on Tuesday, many teams had tried but no-one had made it all the way around the qualifying course. I watched from the grandstands, as only two team members were required to start the vehicle. The beacons flashed and the siren started, signaling that the vehicle was about to move. But, nothing happened. I was worried that our first attempt would be plagued by glitches and false starts like so many other teams. Then, someone reached in behind the steering wheel, and a

See "Grand Challenge" on Page 10

Advertisements

1983 Rabbit GTI 2L 16v motor, low ratio tranny, very fast, almost back together, will be sold as a complete car with Air-conditioning. Contact John Barnet, John_dds@hotmail.com

For sale:

Two 1980 Subaru's
Both 1,600 CC engines with 5-speeds (2wd)

One barely runs, the other doesn't. There's probably enough parts between the two of them to make one good running car.

\$400 OBO for both.

Adam
(256) 895-0924

For sale, 13" VW allow wheels, \$20 each, set of 4 or 5. Contact Aaron Mosher, HAL9000@knology.net

VanCleaf Racing

Eric VanCleaf, owner

Import repair and modifications of all kinds. Race prep and repair. Rentals available for track dates or driving schools. Roll cage work, corner scales, engine rebuilds, and more...

New Announcement: VanCleaf will soon begin selling a full line of street and racing related parts and equipment. Racing related safety equipment (helmets, firesuits, etc) and street and performance parts will be available. Check them out at his shop (256-851-1990) or at the soon-to-be-complete on-line storefront www.VanCleafRacing.com

Five Years Ago

FIVE YEARS AGO (July 1999) - Editor Rod Ashcraft opened with a brief article on the first TVR-SCCA Solo II of the 1999 season in which Mark Rothermel won FTD in his Caldwell FV. Photographs of cars driven in the event by Herb Aderholdt, Keith Ramey, Bill Peters and Ottis Airhart appeared on the back page. Complete results, along with those for TAC Slalom #2, were published elsewhere in the issue. Brief updates on the accomplishments of TVR racers David Stephens, Mike Cole, Wade White, Larry Janzen and Rob Jackson were given, and David Stephens wrote of his first-ever race at Daytona. Want ads featured a wide variety, ranging from two Corvettes, two A-Mod cars, a Neon ACR, an MGB and an Astro van, to wheels and other parts.

Ten Years Ago

TEN YEARS AGO (July 1994) - The cover illustration offered a rare patriotic theme with Editor Joe Byrd's symbolic sketch of the Lunar Rover over a stylistic American flag. He captioned his artwork "20 July 1969 After a DNS, caution periods, red flags, and several restarts, the United States wins the greatest race of the universe. Margin of victory: 25 years+" George Bugg provided an article and results of his second annual "Buggs In Your Face Grand Prix." National champion driver and former TAC/TVR member Steve Broliar, who was campaigning a BMW 318iS at the time, wrote an article recommending the Neon ACR as a competent Solo II car that could also serve as a decent family car. Mark Rothermel chronicled his FV-class-winning (and wet) experience at the Wiregrass Region Solo I in Lower Alabama. A full page of want ads offered two formula cars, two Datsuns, a pickup truck, tires and parts.

UPCOMING EVENTS

(the following is a complete listing of upcoming TAC and TVR events, and a partial listing of other nearby events that members have talked about going to)

Aug 5 th	: TAC meeting, El Palacio	
Aug 11 th	: TVR-SCCA meeting, CiCi's pizza (on South Parkway)	
Aug 14 th	: RallyX (TVR-SCCA, new site, see forums for details)	
Aug 19 th	: TAC meeting, El Palacio	
Aug 27 th -29 th	: SE-DIV Norfolk, VA ? (not on SCCA schedule)	
Sept 2 nd	: TAC meeting, El Palacio	
Sept 9 th	: TVR-SCCA meeting, CiCi's pizza	
Sept 10 th	: TGPR Practice Day (contact George Bugg on the forums for more info)	
Sept 11 th – 12 th	: Solo 1 at TGPR	
Sept 19 th	: TAC Slalom	
Sept 26 th	: TVR RallyX (Tentative)	Oct 23rd is the TAC 50th anniversary RoadRally and Banquet.
Oct 2 nd - 3 rd	: TAC Slalom	
Oct 7 th	: TAC meeting, El Palacio	
Oct 14 th	: TVR-SCCA meeting, CiCi's Pizza	Oct 24th is the TAC 50th anniversary slalom
Oct 21 st	: TAC meeting, El Palacio	

Remembering John English

by Mark Rothermel

The Driving School was going well and my students were on their last "exercise" when Jim Burruss drove up to the area we were working in, and the news wasn't good "John has taken a turn for the worse" and with that statement a day I was not looking forward to was approaching much too soon. Jim mentioned that John did not want any visitors and I sank emotionally even lower as I went back to my students. I wasn't much into the school now and luckily the guys I was teaching were tired and looking to go home and rest up before the student event on Sunday. I got back in my Jeep and reflected on a few memories of a workers worker.

John English was the president of TAC when I joined and he was always a busy man, he had a good group of people working the slalom/Solo II side so his attention seemed to be for the small rally group. John always cared about the quality of an event that TAC put on and also about how well TAC members were doing at out-of-town events. My interest in Solo I started with an invite by former member Chris Graham, who would drive her Datsun 510 to most of the Solo I events of that time, especially the crown jewel of Solo 1 called the Chimney Rock Hillclimb. After a few years of working the event I started wanting to drive in the event but I had no money for a racecar, tow vehicle, and a trailer. A strange set of circumstances evolved to where some of the items started to come together with a borrowed racecar, driving suit, and trailer I was able from the help of many friends (Charles Wright, Chris Graham and Paul Byler) to get the required 3 flat tracks events before the license was given to run the Rock in 1990. This is the time John stepped in and a friendship was started. John donated his time and his Jeep for my first go at what turned out to be a soggy ¾ of a run disappointment. John helped me load the disabled racer up on the trailer and we drove to the park entrance, John wanted a picture of me vowing to come back and take no prisoners next year and the trip home was made better by his wit of story telling. John took that sad racecar to several events and we managed to take 2nd place in SEDIV after managing only one win at Road Atlanta. In 1991 things would be different with the purchase of a newer Vee. John went with me to a house in Madison where Charles Greer had a nice looking blue, white, and red Caldwell D13 for sale. John and I both could tell the car was

well taken care of and John was encouraging me to purchase the little gem. The problem that I saw was not money but I had never seen a '87 Dodge Shadow ever tow anything much less a racecar on a trailer longer than the tow vehicle. No problem for John in that he would let the car stay at his house and he would trailer it too. I couldn't pass that deal up so like giddy kids with a big allowance in the candy store the car was bought and placed in the care of John at his house. The first event I (I mean John) would take the car to was a TAC autocross one week before the 1991 C'Rock Hillclimb, alas an oil leak found at the autocross due to a slight oversight of the previous owner, which took me out of the running of the 1991 event. Of course there was a big disappointment again but John knew that this was just a bump in the road and kept on encouraging me. We got together for the Skelly Solo I the next month and John towed the trailer that he had rewired and placed several nice bright lights on to keep dumba__'s from not seeing the trailer. On the first lap at Skelly the car was good and the FV track record was mine even so I made a grass beard on the front of the car. The rest of the season was a blur but the 4 wins were special and John was the reason that the car made it to many events. Late in 1991 John and I went to the East Coast Championships at Charlotte Motor Speedway in a new S10 tow vehicle I had purchased. The tow started to lag on and we got into Charlotte very late and after we returned to the motel one of the more "funny" stories happened. John and I got to the room and it was already midnight and we would need to be at the track at 6:00am so I was ready to get some sleep, but John turned on the TV and that did not help me count sheep. After a vocal protest he left the room while I took a warm shower to try and relax and hopefully I would go to sleep sooner, when I got back to bed John came back through the door with THREE cups of free coffee from the front desk. Needless to say I proceeded to instruct him what to do with the coffee.

In 1992 my job situation had me in a new job with no vacation just before Chimney Rock, John devoted his time to take my S10 and racecar to get it teched and a nice paddock area, while my significant other rode with me in his Jeep to make it to Chimney Rock just before midnight. John had gotten the room keys and waited up for us and soon after the arrival he wanted for me to meet "Uncle Fester" the owner. After a few minutes I said, "John it's past midnight, the

See "Remembering John English" on Page 9

"Remembering John English" From page 8

owner has got to have gone to bed". He and I got a few more items out of his Jeep and sure enough "Uncle Fester" was still up, and yes the name John had given the man was a true representation of this gentleman. 1992 was finally the year that I made it to the Chimney Rock finish line, it had taken 6 long years and John had helped make a dream a reality. John enjoyed working each of these events and especially the crossover at Chimney Rock. The crossover was a gravel road that cut across the Chimney Rock course to the meadows, which was a huge spectator parking lot. It was a dicey area because the traffic would have to stop as cars made their runs. John would help the local sheriff named "Calamity Jane" keep the traffic in proper order and not let someone stop in the middle or provide a problem for the racers blasting by. There was never a problem with the hundreds of cars and the shuttle buses that crossed that area while John was working.

One special moment came in 1993 at Lil'Dega as I was battling a road racer by the name of Tom Morrisett. His Vee was powered by a \$6K professionally built motor by the guru of those engines, Bill Noble. My motor had a \$200 bearing rebuild the year before, and the weekend was not getting better with a case of the "runs" on Sunday (I don't mean runs in the racecar either). As we got the car up to the line to get it ready to go out in it's "pod", Tom noticed the front end of the car didn't look right. A quick grab of the wheel felt the wheel go from positive camber to negative camber without much effort. John pushed the car off the line and to our paddock area where he began to work on the left front with arms in rapid motion. The problem was found to be a destroyed bearing and with that John looked through the spares and found a replacement and proceeded with great haste to reapply. I was tired and sick and had decided to give it up, Tom was well over a second ahead and I didn't think I had a chance up against cubic dollars and now a wounded racecar. The timing setup meant I had to run with the group that was quickly getting done and my chances to get out was going away. I told John to let it go and let's head home, with sweat pouring off of his face he continued to work on the car not letting my pestering stop him. His deformed hands quickly got greasy and nasty but they finished their task and in short order we were ready to go. John wanted me to go out and give it one last shot and with help from Sharon, who had told the grid master I was coming out, I jumped in the Caldwell proceeded to cinch the belts down. The starter waved me out before they could end that "pods" timing group and I got up to speed. The left front, which is still the same to this day, was perfect and when I got back in after my session one of the first to see me was John. He was moving his arms back and forth and patting the top of the helmet and let me know I had just taken first place in FV. Again, something that wasn't so was made so by John.

In 1994 John was in my wedding and the buzz of that day didn't give me much time to tell him he looked good in a tux. He and my brother coined a term for the lady in charge of our wedding, which I believe, was named "the Dragon Woman". John had been out of work for a while during those years of going hither and yonder with a Formula Vee, and he found work in Atlanta during the mid-nineties. I was married and spending less time at the Solo 1's and didn't hear much from John or vice versa. During that time was a low point for him and me because of an incident at a SEDIV Solo II Divisional in Courtland. John had driven from Atlanta to help with the event and decided to check out the rest of this massive site and started to open up his BMW down a stretch of runway that turned out to be an active runway for the local crop dusters. John was guilty of being somewhere he shouldn't have been and his intentions were to look at a future possible site for a Solo 1. The event masters brought the matter to my attention since I was the Safety Steward for the event. The "matter" got quite heated as the event master was upset over the incident and understandably worried the event could be halted. I wasn't sure if John was told not to be outside "our" area but even at our old airport site there are some things we don't do. In this age of excuses and Presidents not knowing

the meaning of "is" John was truly upset at the incident. He came over to me and proceeded to tell me what he would do for punishment and they included letters to the SCCA main office, SEDIV, and anyone else who would listen to his apology. John said he would withdraw his Solo 1 Safety Steward license and remove himself from the event site ASAP. I was stunned by what had happened but there wasn't much I could add or remove since his mind was set. Afterwards, I was getting a little tired of the comments made by the people who had seemed to run the situation into the ground and was about to remind them of some of the stupid stunts they had demonstrated over the years themselves. John did something that is truly a lost virtue and that is taking responsibility for something done wrong. Later on I got a call from an SEDIV official asking about the incident, he had not been informed by any of the event officials but by John himself. After a long discussion the official dismissed the incident as trivial at best but was impressed how the "guilty one" conducted himself in such a professional manner. As time flew by things quickly quieted down and John began working as a Safety Steward at the hill climb replacement to Chimney Rock at a location in Boone, N.C. for several years. John loved hill climbs but he loved the people even more and he was always bending an ear and discussing the events and always having a good time.

When John came back to Huntsville for his treatments I was hoping for the day to take him to one of the tracks that we used to frequent in the early nineties. I was hoping for anything to take him to as time passed and he became thinner and weaker. I became hopeful that he would just stay alive and that the cancer that ate away at him would go away too, but John wasn't as lucky and he began to look worse every time I visited. After I was done at the school I drove up to the Airport Rd and Parkway intersection and decided to not heed John's instruction of no visitors and I went on to Crestwood hospital. After a knock on his hospital room door I was greeted by Karen, a neighbor whose husband had died of cancer, she was going to be with John and his mother till the end. Karen was one of those earth bound angels and I was glad she was there for the end that was to come 6 hours after I left. Karen opened the door and shook John ever so slight and John rose his head as best he could and he looked so tired but through a very rough sounding voice he said "Hello, Mark, how is it going". I informed him about the big turnout of the School and he smiled. Then I told John of something that John Barnett had informed me earlier. John Barnett had been working several months on a hill climb site he had found around Scottsboro, John Barnett had done a ton-o-work from calling me, to talking with people to and fro, to gather information on what it takes for a hill climb. John Barnett wanted to help this region and also help hill climbers and rally people alike to have an event TVR could be proud of, it reminded me of John English. John Barnett had told me a hill climb inspector had looked over the site and liked it was a great site and was o.k.ing it for further paperwork and approvals. I mentioned this to John English and for just a brief moment his eyes lit up and maybe for a brief moment the cancer wasn't winning the battle. Time was short and John was very weak and I knew I had to go, I knew this would be my last time to see him. I hoped my handshake would even heal him but I am not a miracle worker and even a poorer excuse of a person. The last thing John told me was "give Sharon a hug" and I after waving goodbye to him I made good on his request back at home. I will never forget you my friend and even now wish I could have a cup of coffee with you, you are missed.

I know that cancer can strike anyone at anytime for any reason but I know there are some things that we can do without to lessen that chance. I don't want to see someone suffer like that again and I hope all will take the time to take better care of themselves and give their body a chance. John was a big time smoker and it was a habit that probably contributed to the end of a true hard working worker whose life touched many people.

"Grand Challenge" from page 6

cloud of black diesel smoke formed behind the vehicle. Apparently the main engine was not running. This was understandable, as the auxiliary generator was so loud that you couldn't hear if the main engine was running or not. Then, after a reset of the software, the vehicle confidently rolled from the starting line. Our first attempt was slow, but competent. We easily avoided the obstacles setup around the speedway. At the end of the course was a sheet-metal barrier that was rolled out into the path of our vehicle to see if it could respond to a moving obstacle. Our robot attempted to stop was apparently didn't apply the brakes hard enough, as it just nosed the barrier.

This reminded me of the time back in the desert when we were testing for just such a scenario. DARPA had told us there would be a moving obstacle during qualifying. For testing, we used a piece of wood strapped to a creeper, to make a freestanding 4-foot high obstacle that could be pulled with a rope (no one was willing to push it by hand). Early testing runs were not entirely successful, and suffice it to say that an automotive creeper may be able to support a man laying on it, but it is no match for a military Humvee.

On our second qualifying run, we were emboldened to kick the speed up a notch. We flew around the course, drawing a huge cheer from the crowd as the Humvee's turbocharged diesel engine revved-up to frequently. We had confidently earned the pole-position from qualifying. Next, could we back up our qualifying success with a strong performance at the race?

Everyone packed up their stuff from the speedway, and the all the teams made their way to Barstow, CA, about 3 or 4 hours away. It was a deserted biker-bar, which had been transformed with large rental generators and the buzz of a large event. Many teams had campers or just trucks with trailers to transport their vehicles; But we had a semi-truck transporter, a mobile-home dropped on-site to accommodate our mapping team, plus our two RV's and several rental cars. We went to the hotels for some rest, then returned at 4am to start the show. We before daybreak, DARPA released the race route to us. Our mapping-trailer went into "lock-down" as the crew went to work planning the best race-winning route that would fit within the boundary areas that DARPA gave us. The vehicle team prepared the vehicle, and booted up the computers and got them configured for race start. Meanwhile, a helicopter flew in some military VIP's. The opening ceremonies started with the national anthem, and a few short words about what the Grand Challenge represented. A helicopter flew overhead to videotape the event. I watched from the press-area as our bright red Humvee was rolled to the start. The CD containing race map was loaded into the vehicle. Then, the countdown began, and our robot took off in front of the crowd. For safety reasons, no persons other than race officials were allowed near the race

route. But, from watching the video afterwards, I can tell our vehicle drove quickly, rolling across the open desert with a plume of dust being kicked up by its wheels. Once, a fence post got in its way, and our robot muscled over it, pushing it down and continuing. Then, there was a chance collision with a half-buried rock, that might have bent the steering slightly. At 7.4 miles, there were very narrow switchbacks with tight hairpin turns. The roads and turns were just too narrow for our 8-ft wide vehicle to pass safely, and eventually the robot was cutting corners and the left wheels left the road on an exposure, causing them slide down the edge of the slope. The vehicle skidded to a stop on its underbelly. The wheels spun trying to get moving again, causing the tread to be thrown from the tires, and it was all over.

Many, especially in the regular press, didn't understand the significance of this great technological race. They attempted to say that the race was a loss, that no one won, and they almost seem to imply it was a waste. But understand this: great things are worth reaching for. When the \$25,000 Orteig prize was offered for the first non-stop flight from New York to Paris, the first aviators to attempt the journey lost their lives. It wasn't until 8 years later that Charles Lindbergh won the prize. Surely it was not a total failure for the first 7 years for anyone to try. Great things are worth reaching for, and it is in the act of stretching ourselves that we increase our reach. Hopefully soon the technology developed and demonstrated by the DARPA Grand Challenge will enable smarter robotic cars, ground transportation, and automated military supply convoys.

The next Grand Challenge will be held in October of 2005, and the prize has been raised to \$2 million. I feel honored to have been part of the RedTeam for this historic moment in robotics, and I look forward to competing again next year.

Hillclimbing and Losing my marbles

The Blueridge HillClimb 2004

By Mark Rothermel

Last year we went from 50 degrees in North Carolina one weekend then the next weekend we went to 89 degrees in lower Alabama. This year we would have a two-week rest between the events but how would the weather cooperate? As the time came closer to get going to Sparta NC a look on the weather forecasts went back and forth on the chance of rain from 20% to 60% but everything seemed to settle a little with only the threat of a passing shower. The year before the area around the hillclimb site was shrouded with fog, and a driving suit with nomex and a first layer of sweatshirt and long johns

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seemed keep me from shivering. This year would be different with a high close to 80 with some sun forecast at least for one day. Jim Burruss would be heading out for his second outing to Sparta as well and we gathered as much crap as the Jeep could hold and met Mike Chandler in Scottsboro for breakfast at 7:30am. The road up was uneventful as we headed thru Chattanooga, Knoxville, Bristol and finally to exit 45 off I-81 in Virginia. The year before I used exit 19 and wore myself out on a 2 hour drive thru the highest mountain peak in Virginia. Looking at the maps over and over again there is not a good way to get to Sparta, N.C. located just a few miles south of the Virginia border. Anyway this route seemed to cut down the time and there was not as much little stop and go small cities to worry about. The 2 main motels in the area were already filled up with reservations and we already took care of the reservations a month ago so we went ahead and checked in and took all of our stuff up to the paddock area. This year would also be different since we didn't have to go to the fairgrounds for a "meet and greet". This year we could paddock, get the cars teched, and get settled in before nightfall. I knew that John and Shauna Barnett were heading up after they got away from work, I was hoping they wouldn't have any problem since I looked at my cell phone and there was nothing showing on the screen as there was no Cingular reception in these mountains to call in on.

Saturday morning came up a little too early for me as we got up around 5:30am and proceeded to get breakfast next door to the Allegany Inn. I guess Mike and I didn't get the e-mail to wear your driving suit to breakfast as we watched numerous entrants decked out in their colored suits. O-well so much for being fancy smancy we got back over to the site and got the cars ready for an unrecorded recon first run. John and Shauna showed up and now it made it 5 that had come up to experience a hillclimb in North Carolina from North Alabama. Other Alabamians were Charles Booth, in his ITA Miata and Susan Clayburn, in her SSB Miata, from the Birmingham area. The weather was beautiful as the official runs began and the times from last year began to fall rapidly. The patched surface was now replaced with a coat of new thin asphalt so the traction was a little better. Mike was within striking distance of me as we went after the FV class honors but he started to have problems with his clutch as he began to think all was not right with it's operation. The end of the runs Saturday had me with a 2 second lead but I knew Mike would get his problem fixed and I was going to have to go a little quicker to stay ahead. After the runs on Saturday a great BBQ cookout was just down the road from the event site and there was plenty of food and drink to take care of every appetite. There was some nice gifts given to the corner workers (these are the guys and gals that make it

happen) from the event sponsors, and it wasn't el cheapo pencils either. Waddling back to the room in Sparta meant an early lights out for the night, Sunday was going home day too after running to the limit.

Sunday morning had some dark clouds in the distance and the feeling of let's get the show on the road before my first run that morning. In most cases the cool morning air produces the most hp for the engine but is the track a little less grippy? Well my first run seemed to go ok but I certainly didn't drive it to the best of my ability. The results weren't posted for my first Sunday run so I drove another run and I knew for certain that it wasn't a good run because I hung a shift to third and promptly lost momentum for that run. Hillclimbs are a lot more technical in the aspect of the time you lose in a balky shift or a push or looseness in a turn creates more of a problem for the run since you are acting against gravity too when heading up the hill. After the second run the times were posted and I was certainly surprised to see a 2 second shaving of my time down into the 1:03's which meant I was 6.5 seconds faster than last year. Back in our paddock area the "offs" were beginning to mount up as Jason and Bill Hawkins converted last years Formula Vee to a hotrod Formula Super to a slight piece of junk. Jason had a brake problem, which sent the car out of control and nosed into a grass bank wall that removed much of the nose and suspension on the front. An ITA TR6 had an encounter with an "off" at turn 5 and realigned the front of his car as well, then a Audi A4 went into the same dirt bank at turn 5 and realigned the left side of the car. Mike had not made a run Sunday after some adjustments the clutch would not release properly and thereby ended his weekend runs. After Mike was done I decided to go on one more run since my second run was not to my liking. We had broken down the Huntsville towers and had placed just about everything into the Jeep and all I needed to do was drive up on the trailer after my last run. I got up to the line and waited for the starter to give me the go sign, the sign was given and off the car went with a nice start. The up-shifts to 4th went smoothly and the car was going faster than it ever had past the first crossover area and by the mailbox that had walked in front of a racecar earlier in the day. I approached with first turn at station 5 and proceeded to down shift into 3rd and begin to slow into the right hand turn. There was no real warning on what happened next, the whole car seemed to slide off the road and there was not enough time to save the run much less save the car. I knew I was in for a wump once the car got to the left side of the road where there was loose pebble sized gravel. As I went off the road I relaxed both feet from the pedals hoping not to break one of them on impact. The left front hit into a hill that lined that side of the course, and I didn't slide on it for too long and came to a quick halt in a shallow ditch. I had already hit the kill switch somewhere before impact and the engine had already shut down once I hit. I

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didn't lose many marbles after the hit and quickly became mad at myself for getting into this fine mess. I do remember a woman's voice yelling to someone close by about being too close to the course "Cause that's were they are going off at-all the time", she shouted as I unhooked everything. The corner workers were on the spot and ready to lend a hand to help me get my footing onto the pavement. Concern for my well-being was evident but my reassurance turned to getting the car out without further damage. I relayed my experience to the workers and they began to look over the surface for any fluids put down and I was able to look over the area as well before taking the mandatory ambulance ride to the start line. Dave Hester, from Chattanooga Region, checked on the car and me and let me know there was not that much damage other than the mud encrusted left front wheel with a deflated tire. I walked into the nearby ambulance and had blood pressure checks and numerous questions answered to see if any marbles were left. After I was let out of the ambulance at the start line I went over to Paul Crouch, who was the next one in line, and told him what happened to me and told him we couldn't find any oil but hey "Be careful". The old Vee was coming down the road on the flatbed and I directed them to the trailer. The wrecker guys were nice enough to slide the car right onto the trailer and after my suit was off the car was ready to hit the road. I could tell the car was a little hurt and with the nose off I could tell the front beam was bent. The end to this event for the Huntsville crowd was quick and we headed home at 2:00pm EST and got home at around 9:00pm CST. While I was disappointed in bending the car up I was happy to lower the FV record by +6 seconds.

Many thanks for to the Central Carolina Region workers who put on an A-1 event, and thanks to Jim Burruss who crewed for Mike and myself both days. The TVR guys had a cheering section up on turn 5 by the Barnett's and I think they had a little fun too.

I guess the only other thing I could have wished for was John English being with us one more time. He loved the hillclimbs and there were several that were sad to hear of his passing. He will always be remembered for his service to our clubs.

TWICKENHAM AUTO CLUB MINUTES

TAC meeting Number 1125 was called to order at 7:30 pm on June 03, 2004.

Twenty members and Five guests were present.

OFFICER's REPORTS:

President's Report: --John Barnett: 50th anniversary hats and shirts available. Shirts are \$30, hats \$20, this will net \$498

towards the 50th anniversary party.

VP's Report: --Alan McCrispin: Not present.

Treasurer's Report: Craig Farr:

Total: <amounts were read>

Secretary's Report: Mark Strong. Minutes for TAC Meeting 1122, 1123, and 1124 were read and approved.

STANDING COMMITTEES:

Activities: None.

Membership: Single members: 28, Family memberships: 22, Slalom Passes sold: 40.

Slalom: None.

Rally: There will be a rally the weekend of the 50th Anniversary celebration (Saturday).

Equipment: The tongue lock works well, but key can be inserted in both directions, only 1 direction is functional. This will be modified. TVR bought 2 stopwatches that we have use of.

Newsletter: We have too many newsletters available. Next newsletter will be June/July.

Merchandise: We have the new hats and shirts available.

Decals are being made up to replenish our supply.

Submissions for new design are welcome.

Entertainment: We should have a pool party this summer.

Historical: Please keep the scrap book and archives in mind. All contributions are welcome.

Car Show: None.

Site: None.

Publicity: Our event schedule is in North Alabama Life magazine.

50th Anniversary: None.

OLD BUSINESS: None.

NEW BUSINESS: Chris Spicer thanked everyone for helping him in getting set up for his upcoming event on 6/26.

WANT ADS: Pat has a house in Meridianville, Greg has a 90 Passat GL for \$2000, Mark Rothermel has Racer Wholesale catalogues and decals, Aaron has 13" VW rims, John has an 83 GTI.

FORUM: Aaron mentioned the discussion about changing the TVR SCCA meeting dates, and he is for the move.

PAST EVENTS: Mark Rothermel and Craig Farr ran the Skelly Solo 1. They spoke about the accommodations and praised the facilities and setup. Little Talladega is the 19th and 20th. Mark Strong ran the NCRSCCA Solo 2. Birmingham Super Solo is on June 13th, food will be served.

Meeting adjourned at 8:28 pm.

TWICKENHAM AUTO CLUB MINUTES

TAC meeting Number 1126 was called to order at 7:30 pm on June 17, 2004.

Fourteen members and One guest were present.

OFFICER's REPORTS:

President's Report: --John Barnett: None.

VP's Report: --Alan McCrispin: Has been busy with business, but will be putting more time now into other things.

Treasurer's Report: Craig Farr: Insurance for event came back. We're all balanced.

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TAC Meeting Minutes, from page 12

<balances were read>

Secretary's Report: Mark Strong. Minutes for TAC Meeting 1125 were read and approved.

STANDING COMMITTEES:

Activities: We need an activities chairman. It was mentioned that the V.P. is the activities chairman, and only supposed to collect information on activities.

Membership: Single members: 28, Family memberships: 22, Slalom Passes sold: 40.

Slalom: Upcoming event June 26 & 27.

Rally: A Rally Committee meeting was held. Support is an issue but possible dates are going to be set for Aug 14th or Sep 11th. Make sure to keep in contact w/Tri-Lakes, Chattanooga, Rocket City Miata club, Porsche club, etc.

Equipment: Keys for the tongue lock were made and they function properly. Steve built a holder for the timing display.

Newsletter: Will begin sometime in the next week.

Submissions welcome.

Merchandise: We have the new hats and shirts available. Still waiting on decals.

Entertainment: None.

Historical: Please keep the scrap book and archives in mind.

Scrap book will be updated early in preparation for the 50th anniversary.

Car Show: Past car show vs. future car show ideas discussed.

Charge money to show cars? Venue problems?

Site: Aaron may know of a primitive site in Athens for RallyCross or non-paved events.

Publicity: John sometimes leaves notes under windshield wipers. Aaron might have time to work on some tri-folds.

50th Anniversary: A list was compiled of members, divided by decade, help is needed with obtaining contact info.

OLD BUSINESS: None.

NEW BUSINESS: None.

WANT ADS: Aaron has 13" VW rims and a VW truck shell, Mark has a Cool Collar, Alan will have Suburban repo with Bling rims for sale soon.

FORUM: None.

PAST EVENTS: Alan, Brad, and John participated in the Mazda-Rev-It-Up in Atlanta, Alan won. He spoke with someone about the new Azenis coming next year. Mark ran TRSCCA in Nashville with the Cavanaugh's, Tom ran B'ham shootout with the Cavanaugh's. Upcoming events are Spokes and a Solo 1 @ TGPR.

Meeting adjourned at 8:23 pm.

TWICKENHAM AUTO CLUB MINUTES

TAC meeting Number 1127 was called to order at 7:30 pm on July 1, 2004.

Eighteen members and Five guests were present.

OFFICER's REPORTS:

President's Report: -John Barnett: Helped out with working at Saturday event. Had a 50th anniversary meeting on Monday 6/28. Attendees were Clem Akins, John Clarke, Jim Burruss, John & Shauna Barnett.

VP's Report: -Alan McCrispin: Still needs to spend more time focusing on TAC. Needs worker points.

Treasurer's Report: Craig Farr: Picked up 1 membership over the weekend.

Total: <balances were read>

Secretary's Report: Mark Strong. Minutes for TAC Meeting 1126 were read and approved.

STANDING COMMITTEES:

Activities: Opinions needed for banquet Sat evening.

Ticket cost-if we set too high an amount, we might hurt attendance. Est \$20 per person in food cost. Is \$35 per person excessive?

Membership: Single members: 29, Family memberships: 22, Slalom Passes sold: 40. We had a visitor, Ted Parker. Slalom: Upcoming events July 11 in Nashville, July 18 in Birmingham, July 25 TAC. Still need slalom masters for Nov 13 & 14 and Halloween event.

Rally: A Rally will take place on the anniversary weekend. Equipment: An air compressor would be a good addition to the trailer. The best we can get for under \$100. Trailer lock now installed. Craig has tools to wire the trailer, needs time to hook it up. We should change the timing system cables each year, which might help system work better. A different style connector would be more rugged, but would void warranty.

Newsletter: Coming soon.

Merchandise: Rich had the usual stuff. Aaron will check with Resta Graphics in Madison on making decals. We sold some 50th anniversary hats and shirts over the weekend.

Entertainment: Pool party one night in August? John to get together with Mark and Abigail to discuss.

Historical: Jim Burruss made the usual plea, and received some pictures. He encouraged everyone to look at the 50th anniversary contact list on the website to help out with lost members. The list was also sent to members of the club who have been for some time, George Bugg was able to help out some. George and his wife made a \$100 donation in memory of John English.

Car Show: Frank Rosebury brought to John's attention that July 17 is Delphi car show. VW dealer has Bug show same weekend. We should set up a TAC booth at the show with an E-Z-up. Someone would need to man it. This would cost \$25 at the VW show. Possibly tie in John's business card idea. Possibly late September or early October, Autobahn Tech wants to have an Oktoberfest type of event-swap meet, cookout, cars for sale. More of a car gathering type of event.

Site: Still there and getting worse.

Publicity: Please keep club publicity in mind. John Clarke had an idea for club business cards, \$5 for 120.

50th Anniversary: A list was compiled of members, divided by decade, help is needed with obtaining contact info.

OLD BUSINESS: None.

NEW BUSINESS: Alan mentioned driver training classes for church kids- would club be willing to set up something? Not performance oriented. Use a double weekend. Helps out with connections for future venues.

WANT ADS: Rich mentioned AL region Barber event.

Needs people to help out w/tech and general working.

SCCA now has 90 day free membership. \$15 off if you pay for membership after that. Mark Rothermel has

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TAC Meeting Minutes, from page 13

Valvoline Cup forms, we could become part of it. Aaron looking for tow vehicle that can tow 7000 lb. John mentioned the moose lodge is having a raffle for a wheel barrow full of booze.

FORUM: None.

PAST EVENTS: Charles & Shelton ran Gainesville Divisional. SAE team thanked everyone for support at the TAC event. Mark R appreciated help on Sunday. Steve Broliar going to Mazda Rev-It-Up.

Meeting adjourned at 9:00 pm.



Aaron, with co-driver Ken (From Chattanooga region), ran at the Cherokee Trails rally. Maurice and his son crewed.

TVR Meeting Highlights

July 14, 2004

- More than 300 cars were at the regional races at Barber Motorsports Park July 10 & 11.
- July rallycross has been cancelled.
- Charles Wright is eventmaster and Craig Farr is safety steward for the August 1 Solo II.
- There are no open weekends for scheduling a Solo II at Huntsville Speedway until December. We may not hold that event this year.
- Rich will attend the SEDIV RE's meeting. There were no concerns raised by the membership for Rich to address at the meeting.
- **Motion was made and passed to change the date of the general membership meetings to the second Thursday of each month, beginning with the September meeting.**

RETURN SERVICE REQUESTED

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