

The Independent-Racket

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

October 2004

Editor's Sidebar:

Well, the 50th anniversary is upon us. The next newsletter will be a special 50th anniversary edition, with special stories and photos about the 50th anniversary celebrations. This newsletter is shortened and many of the usual features are missing so that we may publish several articles from the members to clear-out space for our special 50th anniversary edition.

As TAC looks forward to this special milestone, another shake-up has occurred in the sport. The SCCA announced it will cease all performance-rally activity in 2005. RallyCross and Road-rally are not affected by this. It seems I was just getting it all together, I had my Scirocco sorted out, all of my equipment in order for ClubRally competition. Rally America will be taking over performance rally from SCCA, I wish them the best of luck and look forward to events for 2005.

Aaron Mosher



A lineup of red-colored cars during a recent AutoX. It can't be proven, but some argue that a red car is faster, or faster to be pulled-over for speeding, or faster to have it's insurance rates hiked.

Communiqué

Submitted by Rich Crowell

NOTICE OF TVR ELECTION OF OFFICERS

The Tennessee Valley Region will meet on Thursday, November 11, 2004 for the purpose of electing officers for 2005. *{Editor's Note: A list of the offices and the nominees is included on page 4}.*

Additional nominations will be accepted at the November meeting. Also, we will vote on minor changes to the By-Laws to allow our meeting to be on Thursday, rather than Wednesday.

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Living the Good Life (for a few hours)

By Tom Turner

On 14 October I received a phone call from a friend who works for Porsche Corporation. "Would you like to come down to Barber Motorsports Park and drive the new 2005 Porsches on Sunday?" I replied not just yes, but hail yes.

Porsche offers this day once a year for certain employees and their guests (that's me:) The have on hand a large cadre of Porsche professional racers who work as driving instructors at Barber for the Porsche Driving Experience, so they use these guys to instruct Porsche employees how to get the full enjoyment out of driving the products they make and sell.

We got to drive the 2005 model year 911 Carrera and 911 Carrera S models, which are built on the new generation type 997

See "The Good life" on Page 3

If you have not paid TAC dues, and are not a paid, current member of TVR-SCCA, 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.tvrscca.com

TVR meets the 3rd Thursday each month at 7:00 PM at Ci Ci's Pizza 10004 Memorial Parkway SW, Huntsville, AL. Visitors are always welcome!

Regional Executive

Richard Crowell H:(256) 837-8023
richard.e.crowell@lmco.com

Assistant Regional Executive

Tom Turner H:(256) 880-2796
tom.turner@redstone.army.mil

Secretary/Treasurer

Larry Janzen (256) 830-6810
ljanzen@hiwaay.net

Newsletter Correspondent

Richard Crowell (256) 837-8023
richard.e.crowell@imco.com

Solo Chairman/Webmaster

John Clarke (256) 859-5070
jac@usa.com

Board of Directors

Jim Burruss (256) 837-2007
John Clarke (256) 859-5070
Jerry Hardt (256) 859-1999
Eddie Jory (256) 882-1516

Independent-Racket

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Address all correspondence, address corrections, ads, or article submissions to Aaron Mosher, editor:

E-mail: HAL9000@knology.net

Please include "Newsletter Submission" in the subject line.

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Advertising in the classified ads section of the *Independent-Racket* is free for members of TVR and/or TAC. The rates for other advertisers are posted in the classified ads section of the newsletter.

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!

President

John Barnett H:(256) 650-0135
John_dds@hotmail.com

Vice President

Alan McCrispin M:(256) 316-0500

Secretary

Mark Strong MarkS@PEI-IDT.com

Treasurer

Craig Farr H:(256) 426-0672
farrout@knology.net

Slalom Committee Chairman

Charles Wright H:(256) 353-1376
Slowautoxer@aol.com

Rally Committee Chairman

Aaron Mosher HAL9000@knology.net

"The Good Life", from page 2

chassis. Both had perfectly tuned chassis, excellent brakes, and powerful flat sixes, but the S model did everything just a little bit better with it's slightly bigger motor and ceramic brake rotors. Even though these were street cars, they felt ready for the race track; just add race tires and a roll cage.

As a demonstration of the traction control computers in the Carreras, they turned on water sprayers to set up a wet figure 8 skid pad. They had some kind of surface sealer down, and with a thin layer of water it became as slick as ice. (mental note: do not set up paddock on 2nd tier right side if rain is forecast.) It was very easy to slide and drift the car at 10 mph on this slick surface; just like playing on an ice covered Wal-Mart parking lot back home. I was having a ball doing that, then the instructor reached over and punched a button on the dash, turning on the traction control. Instantly the car settled down and would just drive normally around the figure 8. What really impressed me was how fast the Porsche computers for engine management/traction control/ABS performed. The GM and Mazda computers doing these same tasks are waaaay slower, and the slow computers feel jerky and clumsy. The Porsche computers were so fast they smoothly handled these traction control operations.

The biggest treat of the day was a ride in the Porsche Carrera GT. Porsche uses the name Carrera a lot, but this Carrera GT is not related to the 911 Carrera models. This is the \$440,000, high revvin' mid-engine V-10, all carbon fiber chassis uberfast super car. No, they didn't let me nor anyone else except Hurley Haywood drive this car. They couldn't give everyone a ride in this super car, so they had a raffle and I was one of the lucky few who got to experience this exercise of Porsche perfection. I am not a good enough writer to come up with words to describe this experience, but here is an attempt: throw you back in the seat power for easy squealin' the

massive 20" Michelin Pilot rear tires; feeling stable and secure at triple digit speeds from a solid chassis and good downforce aerodynamics; brakes that can slam you thru the windshield at triple digit speeds, rocker arm suspension that gives you the feel of control - soaking up the bumps without upset, no perceptible lean or unbalance in the turns. The smile on my face must have stayed on for an hour.

They finished up the day letting us drive the Cayenne SUVs. First on a fast slalom course, where they behaved very nicely in spite of their SUV mass, then they took us to the woods for a drive. I thought this part was going to be boring, because I have been off roading for thousands of miles. The woods around Barber are 20 years growth on old strip mining land, and some of the hills are very steep. These SUVs had a knob to roll on the console, to raise the ride height up several inches for off roading, and they had a mechanism to uncouple the sway bars, allowing for that all important suspension movement over big obstacles. They made us drive slowly, crawling down, and up hills so steep that I thought there was going to be no way these things would make it with their open axle differentials. But, with their traction control computers, they were able to climb very slippery rutted hills with no problems, and they were able to go down wet slippery rutted mud clay down-hills without sliding. I was very impressed at their off-roading capabilities.

At the end of the day, after most everyone else had left, we hung around talking to Hurley Haywood, Doc Bundy, and Jack Baldwin. I was again rewarded with one more ride in the Carrera GT, feeling the rush and hearing the siren's song of its F1 sounding V-10. My smile lasted for a couple of hours this time - Tom Turner

Announcements

The following nominations have been made for TAC officers:

- President
 - Mark York
 - Gregg Hanks
- Vice-President
 - John Clarke
 - Scott McCuster
- Treasurer
 - Craig Farr
- Secretary
 - Rick Hamby
 - Brad Clarke

The following nominations have been made for TVR-SCCA officers:

- Regional Executive (R.E.)
 - Richard Crowell
 - Mark Rothermel
 - Assistant R.E.
 - Tom Turner
 - Secretary/Treasurer
 - Richard Crowell
 - Board of Directors
 - Jim Burruss
 - John Clarke
 - Eddie Jory
 - Larry Jansen
 - Craig Farr
- (Note: only 4 people can be elected to the Board of Directors)

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)

- Oct 31 : TAC Night Slalom
Nov 4 : TAC meeting, El Palacio (Nominations and officer elections)
Nov 11 : TVR-SCCA meeting, CiCi's pizza (on South Parkway)
Nov 13 -14 : TAC slalom
Nov 13-14 : Buccaneer Region Solo1 (Roebing Road)
Nov 18 : TAC meeting (NEW Location, New China Buffet in Madison, off of Hwy 20)
Nov 20 : AL-Region HPDE at TGPR
Nov 27-28 : Rally De Paris (ClubRally in Paris, TX)
Dec 2 : TAC meeting
Dec 9 : TVR-SCCA meeting, CiCi's pizza (on South Parkway)
Dec 12 : TVR-SCCA Solo2
Dec 16 : TAC meeting

More up-to-date information can be found on our forums at www.TeamTAC.org

The Lane Motor Museum

By Jim Burruss

Last June at the always fun Tennessee Spokes Sports Car Club "Roadcross" at the Tennessee Baptist Children's Home just south of Nashville, I found myself and my Super 7 clone paddocked with a real Caterham Super 7 called the Blackbird. A Honda Blackbird 1000cc motorcycle engine with its 6-speed sequential gearbox powered this special Super 7. With its lightweight drivetrain and carbon fibre in place of the usual fiberglass components, it weighed 250 pounds less than my car and produced similar power. Its driver knew how to drive it and proceeded to trounce my time by 2.1 seconds.

The driver was a quiet fellow named Jeff Lane. While several of us admired his car, asking many questions, he opened up to us and mentioned that he operated a car museum in Nashville. This bit of information, coupled with his Super 7 and his equally unusual car hauler – an old Citroen diesel flatbed truck – certainly piqued our curiosity. When we expressed interest, he passed out business cards identifying himself as Director of the Lane Motor Museum.

Upon completion of our runs at the Roadcross, my wife and I were hot, tired and hungry. We wasted no time in loading our truck and trailer and heading for an air-conditioned restaurant. Later I realized I had not congratulated Jeff on his FTD win, so I e-mailed my apologies and congratulations, and I said I'd like to visit his museum sometime. He responded a few days later and offered to show us around when we visited.

It was three months later when we returned to Nashville for a wedding anniversary weekend at the Opryland Hotel. I decided it was the perfect opportunity to visit Jeff's museum. Frankly, I did not have very high expectations. The museum bearing Jeff's name had an address with a low number on Murfreesboro Road that likely placed it in an older part of town, and how extensive could this relatively young man's collection be? I envisioned an old storefront building, say an old furniture store; but I still wanted to visit it.

Was I ever wrong! We found the museum easily. A tasteful, lighted sign on the front lawn announced the museum in its very large and

attractive building set on nicely kept grounds. A modest parking lot in front was supplemented with a larger one in the back. Large overhead doors on one end of the building indicated that it had been an industrial facility.

We were greeted at the ticket desk by Jim Carter, the gift shop manager, an enthusiastic former Huntsvillian who grew up in Sherwood Park where we lived for 31 years. Jeff Lane was away driving a 1938 BMW 320 Cabriolet, one of only 17 known to still exist, from the museum in a BMW 2500-mile vintage marathon, so we were unable to take him up on his offer to show us around. But Jim provided a wealth of information about the museum.

The building is a former Sunbeam bakery with 142,000 square feet, built in 1951. Sunbeam and Roman Meal products were produced there until 1994, and the facility was used by the company for distribution until the end of 2002. An alcove in the production area is devoted to the history of the American Bread Company that later became Sunbeam.

Jeff Lane himself comes from a Michigan family with ties to the automobile industry. His first car was a 1955 MG-TF that he acquired in pieces and restored prior to his sixteenth birthday, and it is displayed in the museum. He also raced motorcycles in motocross and MG Midgets in local and SCCA competition. He came south to attend Vanderbilt University and remained following his graduation in 1983. Having acquired a few unusual vehicles over several years, he began to seriously collect cars around 1995. His collection is now extensive, comprising 99 cars and 21 motorcycles (according to a published list), and it continues to grow. The museum is now established as a foundation that owns most of the collection. Jeff retains personal ownership of a few vehicles.

The front portions of the half-century-old building have been obviously and pleasingly modernized. Immediately accessible to all visitors are the ticket desk and small gift and book shop. Clean restrooms are just off the lobby. Jim also showed us two other renovations still in progress. One is an automobile research library with custom-built wood shelves, tables and chairs, soon to be stocked with books and other research materials and available for use by appointment only. The other is a large meeting room to be available to organizations such as car clubs and SAE meetings. (I told Jim that the room has one major flaw for car club meetings – no beer. He smiled

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and replied that clubs would likely bring their own.)

If you are not forewarned, the price of admission may come as a shock. For adults (18 and over), it is a mere \$5 per person. Better still for some of us, those who are age 55 and above are admitted for \$3 each. (I asked Jim to make my day and "card" me, but he diplomatically declined and took my word.) Jim further explained that the foundation's goal was not to make money and that consideration was given to free admission. People have a tendency to not value things that are free, and the modest fee should also discourage riff-raff.

Upon entering the exhibit area -- the former bakery's huge production area, about 40,000 square feet floored in hard maple -- visitors are greeted with a sign that calls attention to the absence of barriers surrounding the exhibited vehicles and cautions against touching them. Indeed, it is possible to move freely among the exhibits to view them inside and out from almost any angle. Large windows, portions of which swing open for ventilation, provide natural light, supplemented with overhead lighting. The exhibit area is not air conditioned, and in mid-September it was stuffy -- but not so much as to make the cars (and trucks) uninteresting. Large fans keep the air circulating. An elevated platform with safety railings all around encloses a play area for small children, with toys plus chairs for the parents. A small air conditioned snack room has vending machines and a few tables and chairs, and another room serves as a small theater with benches for watching continuous video of automotive subjects.

And the cars! This has to be one of the most unusual collections to be found anywhere, and that is precisely the intent. Don't look too hard for well-known exotics; there are few. Some of the cars will be familiar, if a bit rare. Many others will be cars you have read or heard about but have never seen. And there will be those you have never even heard of. The British MGs, Triumph, Minis and even a pair of Caterhams will seem familiar -- but perhaps not the Reliants or the Scootacars. Familiar European brands such as Citroen, Renault, and Fiat are represented by versions rarely seen here. And there are nameplates such as Belhved, Casalini, Faun Kraka, Ferves, Fuldomobil, Otas, Peel, Tatra, Zaz, and more. Model years range from 1924 to 2003. Represented countries include Austria,

Czechoslovakia, England, France, Germany, Italy, Japan, the Netherlands, Sweden and the U.S.

Some of the cars in the museum are restored, but many appear well used. Most of the cars bear Tennessee vintage vehicle tags, and most are said to be in running condition. Little restoration is done on the premises, but the museum does attempt to return cars to their original configuration. A few racecars among the collection are, of course, exceptions.

Each car is exhibited with a small sign that provides the name, model year, country of origin, some specifications and a brief history or other interesting facts. Each sign is mounted on a stanchion consisting of an engine flywheel for a base with a camshaft for a vertical post. I found the signs to be a bit too low for comfortable reading through my bifocals. It's too bad they couldn't have found a supply of camshafts for straight-eight engines!

There are rows of cars side-by-side and sometimes nose-to-tail, generally grouped by make; but there is plenty of room for additional vehicles in the current exhibit area. Still available for expansion is the fully enclosed loading dock area, previously used for pre-dawn loading of a fleet of bread trucks. And I'm told the building has a sizeable basement. One recent acquisition, a giant amphibious military vehicle, will soon be placed in the rear parking lot.

The Lane Motor Museum is a fascinating place and an easy drive from the Huntsville area. How do you get there from here? It's almost too easy. Arriving in Nashville northbound on I-65, take the I-440 loop east. Upon crossing I-24, you will immediately take the exit to Murfreesboro Road ("Pike" in their literature; it's also US41) and turn left. Just over the crest of the hill, perhaps a half-mile or less, the museum sits on the right. The museum's address is 702 Murfreesboro Pike (or Road), Nashville, TN 37210; telephone 615-742-7445. It is open from 10am to 5pm Thursday through Monday of each week. It is closed on Tuesdays and Wednesdays plus Thanksgiving, Christmas and New Year's Day. And in spite of the modest admission fees, groups are invited to inquire about special rates. More information is available at the museum's website, www.lanemotormuseum.org.

I find only one thing about the Lane Motor Museum that is disappointing: It isn't located here!

TWICKENHAM AUTO CLUB MINUTES

TAC meeting Number 1130 was called to order at 7:30 pm on August 19, 2004. Fourteen members and Five guests were present.

OFFICER'S REPORTS:

President's Report: -John Barnett: Discussed end of season events and a look at other meeting locations

VP's Report: -Alan McCrispin: Not present

Treasurer's Report: Craig Farr: Not present

Secretary's Report: Mark "Pirate" Rothermel (sub for Mark "New Daddy" Strong). Minutes for TAC Meeting 1129 were read and approved.

STANDING COMMITTEES:

Activities: Aug. 21 Miata Club Rally, Aug. 22 AutoX at Birmingham Race Course, Labor Day weekend SARRC (SCCA) Road races at AMS, 50th anniversary events on MyAtuoevents.com, Summiton drag races outside Birmingham.

Membership: We had five guests, who were introduced and asked to speak.

Slalom: Charles Wright asked for a slalom master for the last TAC 2004 autox event.

Rally: Aaron Mosher will help at the Miata Club rally

Equipment: Steve Conrad - Miata Club to borrow "checkpoint" signs.

Newsletter: Aaron Mosher to mail out newsletter soon.

Merchandise: Rich Crowell - same stuff for sale + Aaron Mosher delivered the new round TAC stickers and magnetic material (added to merchandise).

Entertainment: None.

Historical: Jim Burruss - October is just around the corner, keep the archives in mind, and the scrapbooks, as they will be prepared early. Check online for the lost members list.

Car Show: None.

Site: None

Publicity: None.

50th Anniversary: None.

OLD BUSINESS: Rick Hamby has bought compressor, to be at next event

NEW BUSINESS: Discussion on a new meeting location, new locations to be looked at and discussed in future meetings

WANT ADS: Charles Wright has a '96 Chrysler LHS for sale, Azenias on Miata Wheels F.S. by Chris Spalding, Need Workers for upcoming Solo 1 on Sept 11/12, Aaron Mosher has 5 VW rims F.S.

FORUM: Jim Burruss brought up a subject that Mike Chandler discussed with him regarding the possibility of an award named in the memory of John English.

PAST EVENTS: Mark Rothermel discussed the Carolina Motorsports Park Solo 1 and John Barnett talked about Eddie Jory road racing at CMP the next weekend afterwards. Charles Wright

and other TAC members talked about the Nashville Solo 2 Meeting adjourned at 8:35 pm.

TWICKENHAM AUTO CLUB MINUTES

TAC meeting Number 1131 was called to order at 7:30 pm on September 2, 2004. Twenty One members and Two guests were present.

OFFICER'S REPORTS:

President's Report: -John Barnett: We are in the middle of fair season. The next event is Sept 19th. 50th anniversary weekend is coming soon, pre-registration is available online. Invitations go out this weekend for the 50th events.

VP's Report: -Alan McCrispin: Not present

Treasurer's Report: Craig Farr: The next event will be the last with pre-paid insurance. Will cost approx \$300 each event after that. <Numbers omitted>

Secretary's Report: Mark Strong. Minutes for TAC Meeting 1130 were read and approved.

STANDING COMMITTEES:

Activities: Upcoming slalom in Nashville 9/5, Spokes 9/18, TAC 9/19.

Membership: elections coming up in November, only paid members can vote or be elected. John Prater joined tonight

Slalom: Flyer for next event available.

Rally: Aaron Mosher didn't go to Miata Rally.

Clem is working on the 50th Rally, needs workers. John needs vinyl material for a banner, Pepsi might be able to get us a banner.

Equipment: We have magnetic material.

Newsletter: Working on 1 month cycle.

Merchandise: Rich Crowell had the usual stuff, 50th anniversary hats and shirts available.

Entertainment: None.

Historical: Jim Burruss - Get 50th anniversary info to him by the first meeting in October. Please keep the archives and scrap book in mind.

Car Show: None.

Site: The fair is over on the 6th. We need to check out the site and let the JayCees know of anything that needs to get fixed. The city might back us up, or we will have to organize a fill in the holes party. Assuming nothing gets done, we can buy small bags of patch.

Publicity: In need of volunteer for meeting with WAFF to see about ad option, Greg volunteered. 50th Anniversary: None.

OLD BUSINESS: None.

NEW BUSINESS: Discussion on a new meeting location. Some possibilities are Logans, Bouregards, Greenhills, O'Charleys, Autobahn Tech, and Van Cleef's. A buffet might be more efficient.

WANT ADS: Craig Farr has a house in

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Meridianville, workers are needed for the Solo 1 @ little Talladega.
FORUM: Rich wanted to know if anyone else has problems with BFI oil pickup.
PAST EVENTS: Mike ran in Columbus, Mississippi Meeting adjourned at 8:35 pm.

TWICKENHAM AUTO CLUB

TAC meeting Number 1132 was called to order at 7:30 p.m. on October 7, 2004

18 members attended. 2 guests attended.

OFFICER'S REPORTS:

Secretary: Mark Strong Minutes for TAC meeting 1132 were read and approved.

President: John Barnett Sent out invitations just after Labor Day. Response not so great. Made calls, with help of Jim Burruss, got the #'s up. Abigail would like to help make calls. October 8th is technically the drop dead date for banquet, have to get info to caterer. Alan is setting up the slalom on Sunday. Would like to see volunteers come out early to help set up. There is a meeting the Thursday before the 50th weekend. Officer nominations will be held. Elections are at the following meeting, November 4th.

Vice President: Alan McCrispin Not present.

Treasurer: Craig Farr TAC 6&7 netted us \$189. \$1480 came in for the 50th. Insurance for the 50th weekend has already been sent in. We picked up 2 members. We've sold 1/2 the 50th merch.

<numbers ommitted>

STANDING COMMITTEES:

Activities: 50th anniversary weekend coming up.
Membership: New member tonight (Tom Robinson). Total membership is at 32 Single and 24 Family.
Slalom: Slalom Committee needs to meet to discuss passes for next year. Current price is proving to be a non-efficient way to raise money for the club.
Rally: 23rd of October should be the largest TAC Rally in 6 years.

Equipment: 1 fire extinguisher needs to get

recharged. Connection for Display to be fixed.

Newsletter: Working on next issue.

Publicity: Abigail gave John a lead for Channel 31. We can get an interview set up for the 5-7 am show, and get a little coverage for the club. Samir is locked down as photographer for the 50th weekend. Rich is thinking about send an e-mail to the folks at Wind Tunnel.

Merchandise: Rich has the usual stuff. New stickers might be fading. Aaron will set up a test, and if they are bad, will get in contact with Resta Graphics.

Entertainment: Come to the reception at the Radisson on Friday night, October 22nd.

Historical: Jim will have minutes and scrap book ready for the 50th. Please keep the scrap book and the archives in mind.

SPECIAL COMMITTEES:

Car Show: None.

Site: None.
OLD BUSINESS:

Meeting Place- New China Buffet in Madison on Hwy 20, used to be Barnhills. They have 2 large rooms.

NEW BUSINESS:

We need to secure a date for the Year End Party. The same location as last year will be used, date will depend on Superbowl weekend and the SCCA SouthEast Divisional convention.

MISCELLANEOUS:

Forum: Chattanooga Rally Sprint called off. Hillclimb next year June/July. Their RallyX runs quickly. This weekend, Saturday from 11-5 at Autobahn Tech is the OctoberFest. Birmingham event Oct 17th. HSV Speedway discussed, not happening this year. Dunlop discussed, we are still waiting to hear from them. Mark ready to put on the event if we get it.

Want Ads: Chuck Olsen has a 71 GMC pickup for \$1500, Joe Lewis' Dad has an 84 Buick GN, Tom Robinson has an 04 Harley Sportster for \$13K, Craig has a friend with a Porsche 914, position open for TAC & TVR SCCA, tell someone if you want to run.

Past Events: Double autocross went really well. Lots of newcomers don't come back though. Maybe we need to tell them about cheap used tires.

Meeting adjourned at 8:30

Independent Racket

Final Results, #9 - P9 2004 10 04 TAC 7 - 10/4/2004							
Total Registered: 38, with Times: 38							
#	Driver	Car Model	Runs: 1-8				Total
'B Stock' - Total Entries: 4 Trophies: 2							
			63.917	62.486	62.152+1		61.935
			62.156	64.215+2	62.158		-
1Tm	39	Clarke, John	01 Honda S2000 Red	62.128	61.935		
			65.361	64.056	63.915		63.495
2Tm	46	Cavanaugh, Mike	03 Nissan 350z Brickyard	63.767	64.129	64.897	1.56
			65.162	63.495			
3 m	47	Cavanaugh, Josh	03 Nissan 350z Brickyard	67.661+1			66.372
			66.704+1	65.372+1	65.722+1		2.877
			71.838+1	68.814+1	69.882+1		67.638
4 m	401	Ballance, Paul	04 Mazda RX8 Grey	68.329+1	71.715+dnf	70.289	1.266
			68.625+1	66.638+1			
'C Stock' - Total Entries: 3 Trophies: 1							
			67.473+2	67.106+1	65.4		64.096
1Tm	40	Conrad, Steve	02 Mazda Miata Blue	64.096	64.480+2	63.539+2	-
			64.205	64.7			
			70.449	68.708	68.274+2		66.115
2 m	70	Aderholdt, Herb	95 Mazda Miata Blue	68.601	66.115	67.437	2.019
			66.672+2	67.007			
			73.632	75.818+dnf	71.592		69.908
3 m	18	Rosebery, Frank	19 Mazda Miata Red	71.563	71.007	70.248	3.793
			69.908	71.870+3			
'E Stock' - Total Entries: 6 Trophies: 2							
			66.445+2	65.558+1	64.255		63.263
1Tm	84	Sparks, Dennis	91 Mazda Miata Red	64.685	64.148	65.004	-
			63.263	63.952			
2Tm	88	Clarke, Brad	88 Pontiac Fiero Formula Red	68.04	66.523+1		65.163
			64.163+1	64.459+1	66.185+1		1.9
			77.228	72.294	71.831		70.635
3 m	81	Rothrock, Tom	Porche 944	72.1	71.572+1	72.461	5.472
			70.635	70.369+1			
			75.059	75.358	72.303		72.303
4	21	Lynch, Sean	74 Datson 260Z	73.908	83.947	144.508+dnf	1.668
			76.476	74.672	75.595		73.537
5 m	17	Guagenti, Mark	86 Mazda RX-7 Blue	74.257	72.417+3	74.966	0.527
			73.537	74.494+1			
6	121	Allen, Nathan	74 Datson 260Z	78.461			74.064
			74.064	85.454	77.763		1.761
'G Stock' - Total Entries: 3 Trophies: 1							
			66.376	65.535	64.282+1		64.47
1Tm	76	Strong, Mark	02 Dodge Neon ACR Red	64.571	67.228	64.250+2	-
			64.47	65.033			
			82.665+1	82.112+1	80.642		73.824
			80.69	80.769	77.25		9.354
2	57	Parvin, Benjamin	1996 Nissan 240SX	73.824	83.956+1		
			79.866+dnf				75.004
3	44	Kurtz, Pete	nissan	86.328	84.593+dnf	75.004	1.18
'H Stock' - Total Entries: 2 Trophies: 1							
			66.434	64.624	64.135		64.135
1Tm	69	Hanks, Greg	1973 MG	64.131+1	67.806+dnf	64.831	-
			64.519	64.417+3			
			72.292	68.259	69.37		68.259
2 m	68	Barnett, John	87 VW Jetta	75.679	73.84	73.276	4.124
			75.502	68.27			
'C Street Prepared' - Total Entries: 3 Trophies: 1							
			62.683+1	61.716+2	63.781+3		61.766
1Tm	48	Farr, Craig	95 Mazda Miata Black	64.243	62.544	61.766	-
			64.153+3	63.180+4			

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				63.776	63.777	63.403	62.338
2 m	94	Wright, Charles	84 Mazda Rx-7 Blk/Wht	61.864+1	63.419	62.338	0.572
				67.733+2	52.994+dnf		
				63.426	63.400+1	64.628	62.361
				62.393	64.347	64.688+1	0.023
3 m	8	York, Mark	96 Mazda Miata Black	62.361	61.582+1		
'D Street Prepared' - Total Entries: 1 Trophies: 1							
				79.857	73.201	72.882+dnf	71.259
1T	129	Hayes, Elon	02 Nissan Maxima SE Silver	72.915	73.169+dnf	72.788	-
				72.07	71.259		
'E Street Prepared' - Total Entries: 2 Trophies: 1							
				63.551	62.349	61.518	61.518
1T	184	Hoelscher, Steve	98 Toyota Supra Yellow	62.304+1	62.449	60.626+dnf	-
				60.763+dnf	61.810+1		
				66.369	68.814+dnf	64.631	62.992
2 m	12	Funderburg, Bruce	2004 Blue WRX STi	66.037+8	62.992	63.003+2	1.474
				64.899+2	68.466+4		
'F Street Prepared' - Total Entries: 1 Trophies: 1							
				69.401+1	66.871	66.181	65.232
1Tm	16	Marvin, Greg	87 Volkswagen Jetta Sport Red-ish	66.623	68.953	65.967+1	-
				65.691	65.232		
'E Prepared' - Total Entries: 1 Trophies: 1							
				66.128+1	66.251	64.419	63.298
1T	114	Crenshaw, Scott	1989 Mazda 626 Black/Gold	65.535+dnf	64.668	73.593+dnf	-
				63.477	63.298		
'F Modified' - Total Entries: 1 Trophies: 1							
				67.415+1	68.353+1	67.192+1	68.192
1T	32	McDade, Craig	87 VW Jetta Sport	71.718+1	69.001+3	70.312	-
				74.569+2	68.358		
'Street Touring S' - Total Entries: 4 Trophies: 2							
				67.533+1	65.628+2	65.673	64.224
1Tm	5	McCusker, Scott	00 Honda Civic Si Black	64.977	66.058+1	64.856	-
				64.224	63.682+1		
				69.379	70.919+dnf	67.958	67.509
2T	98	Scosyrev, Gleb	1985 Toyota Corolla	69.194+dnf	67.704	69.569+1	0.073
				68.976+1	66.509+1		
				69.334	67.923+1	66.941+1	67.582
3 m	9	Shurtz, Richard	01 Nissan Maxima Green	67.749+2	68.214+1	65.935+2	3.358
				69.146+dnf	66.582+1		
				74.377	71.751+dnf	75.301+2	70.445
4	198	Scosyrev, Roma	1985 Toyota Corolla	79.427+dnf	69.445+1	71.522+3	2.936
				92.025+dnf	73.003		
'Street Touring S2' - Total Entries: 3 Trophies: 1							
				65.56	64.721	64.127+3	64.005
1Tm	43	Pessoney, Mike	93 Mazda Miata Red	64.005	64.383+1	64.185	-
				65.298	66.375+1		
				68.860+2	67.857	66.707+3	66.444
2 m	6	Estill, David	Mazda Miata Silver	66.905	66.444	66.582+5	2.439
				66.674+3	67.239+4		
				66.953+dnf	87.687	80.794	77.398
3	96	Robinson, Tom	90 Mazda Miata White	77.598+dnf	82.010+dnf	79.956	10.954
				78.075	77.398		
'Street Modified' - Total Entries: 2 Trophies: 1							
				65.734	63.307	62.722+1	62.078
1Tm	62	Boyett, Tim	93 Honda Civic	62.269+1	62.961	62.278	-
				70.363+dnf	62.078		
				69.136	69.334+1	69.129+dnf	66.803
2 m	100	Taylor, Scott	1986 Volkswagen GTI	77.402+2	69.293+1	69.15	4.725
				67.226	66.803		
'F125 Shifter Kart' - Total Entries: 1 Trophies: 1							
				57.216+1	55.525	55.183	54.224
1Tm	61	Fiyak, Michael	03 Birel Cr-32 Red	55.294	54.224	54.414	-
				54.956	53.732+1		

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Junior Kart 4' - Total Entries: 1 Trophies: 1							
				58.04	57.647	58.36	56.838
				57.109	57.671	58.247+1	-
1Tm	54	Wright, Shelton	98 Emmick Cobra Gray	56.838	57.801+dnf		
Top Time Of Day							
Raw time		f125 61 Fiyak, Michael 54.224					
Pax		fj4 54 Wright, Shelton 47.402					

SCCA-TVR Solo 1 Report

The month of September held one of the biggest turnouts of Tennessee Valley Region drivers at an out-of-town event in awhile. Six different drivers eyed the Lil Dega Solo 1, put on by Alabama Region, on Sept. 11th and 12th to make the less than 2 hour tow to a very fun track to drive. Mike Chandler and Mark Rothermel took their Formula Vee duel and like last year it came down to Mike getting the win. George Bugg brought his CFC out of semi-retirement to once again blitz the track to get under the 1 minute mark, he got close but I think he enjoyed his boys crewing for him and his co-driver Ron Wicks. George and Ron took class wins in CFC and FC. Craig Farr still retains the CSP class lead in the Southeast and will need to win a few more to be eligible to win the class championship, he placed third in a tough crowd at Lil Dega. Aaron Mosher brought his Rally prepped Scirocco for a run on the pavement and became the crowd favorite to those in the stands and paddock as he tried to get under the 80 second mark. Once again Alabama Region put on a great event. Many thanks to Chris Spalding, John Barnett, and Mike Cavanaugh on working corner stations during the weekend and getting a few fun hot laps during lunch.

After Talladega there are two more events in the 2004 Solo 1 schedule with VIR on October 30th and 31st and Roebing Road November 13th and 14th, the Roebing Road event has generated some interest from some club members so watch the www.teamtac.org forums for upcoming info on people heading down.

In past event news Mike Chandler, Jim Burruss, and Mark Rothermel headed up to Carolina Motorsports Park to run the Formula Vees in the Solo 1 side of the Solo Spectacular. This event had a Solo 2 on the north side of the track on Saturday, and a Solo Trials on Sunday with the Solo 1 on the south end both days. On the last lap of their session the "pirate" edged out the strong runs of Mike Chandler to take the most hotly contested class of the weekend. This was a very nice event put on by the Central Carolina Region of SCCA and they fed the entrants well with lunches both days and pizza/drinks on Saturday night.

The Hillclimb is on the way! John Barnett has worked very hard to get a big event for Tennessee Valley back on the SEDIV schedule. We are looking at the first weekend of October 2005 to have the Crow Mountain Hillclimb just outside Scottsboro. Why are we bringing it up over a year away? Well, lots of work and planning are being done to make this a great event. Your help is needed, and a call is out for all volunteers! We will need help at corner stations, timing, paddock marshals, tech, starters, etc., etc... There are people outside this area already talking about coming to this area (Carolina and Florida) and we want to put on an event that they will want to come back to. John Barnett is the eventmaster and we need to help take a tremendous load off of him by signing up early for the many worker areas. You can contact me about this event and Solo 1 questions by calling 256-586-2886 or emailing mrothermel@mindspring.com.

Drive on
Mark Rothermel

Independent Racket



Mike Chandler and Mark Rothermel get the Vee's ready for battle at CMP Solo 1

RETURN SERVICE REQUESTED

Aaron Mosher
TAC/TVR Newsletter Editor
222 Nancy Rd
Madison, AL. 35758