

The Independent-Racket

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Crow Mountain: The Odyssey

A few years ago, when I was all swept up with the "new" thing I had found- rally, I agreed to put on a road rally for TAC back when Clem was the rally chair in 2001. The Mayday Rally was lightly attended but the participants had a good rally and my staff including Mike Fiyak, Shauna, and a couple others put on a decent little rally. The MayDay rally was a drivers rally, and the co-drivers were entertained by keeping up with counting cemeteries and school buses, as well as the normal navigating duties. The route utilized some very interesting roads, heading east from Huntsville into Jackson County and breaking for lunch at Skyline. After Shauna provided the entries with a nice lunch the rally continued from skyline back down some fun roads and over into Grant. The one lane bridge was flooded out due to torrential rains the day before, and I instantly learned the lesson of running the route asap before the rally cars or having a lead car with more of a lead. Arriving at an impassable blockage, I had the pleasure (can laugh about it now) of changing the route on the fly and getting the info to the cars through spotty cell service. The rally turned out alright and everybody was smiling at the end. Not a great rally, but fun for the teams. This gave me mixed feelings of despair for not planning on weather, but the satisfaction of lessons learned and a decent outcome despite problems. I laid the MayDay rally project down and didn't think about it much afterwards.

A long time ago, in a galaxy far away, before the dawn of email, there was a little SCCA event called the Chimney Rock Hillclimb. Several members of TAC and TVR attended, worked, raced, and watched, including Mark Rothermel, John English, Ken Geci, Larry Janzen, Steve Broillier, and others. The stories of this event will last forever and I am truly sorry it was before my involvement with SCCA. This event was held for some 50-odd years in North Carolina and was an institution. It (the event) is so obviously missed by those who remember it. Mark Rothermel, our current Regional Executive, raced there for several years and has a story or two (or several dozen) about Chimney Rock. Listening to one of his many stories about this event one day a dim light bulb was starting to burn. I had not ever been to a hill-climb much less raced in one and "seen the show" but it sounded like a real festive thing. I could picture many aspects of what it could have looked like through Mark's stories. I have been all over around that area of North Carolina and loved driving those roads around there in the Smokies. I could imagine a cool day and a bunch of people watching cars screaming up a twisty mountain road under a canopy of nature's beauty. I thought about it for a couple days

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A Worker's Perspective of the Nashville Time Trial by Charles Wright

In appreciation for their efforts at the CMHC, I went and worked the Chattanooga Region Time Trial at the Nashville Superspeedway this past Saturday (10/22). Rich Crowell, Shuana Barnett, and Mike Cavanaugh were the only other worker only folks there from the Huntsville area. Samir came up on Sunday to work as well. Rich worked tech; Mike was on station 2; Shuana, station 3; and I worked station 4. My station was also manned by a fellow from the Tennessee Region and a fellow from the Alabama Region. I think every station had at least 2 corner workers on Saturday.

The event started with a session of practice and a session of qualifying. During these 2 sessions, all the cars of each group

are on track and passing is only permitted in designated passing zones. During these 2 sessions the yellow flag and the blue flag were our primary flags. We fortunately didn't have to wave the yellow for any incidents and only had to display the blue a couple of times.

The remainder of the day consisted of the actual time trials. Time trials are basically solo events except the speeds are higher. 2-3 cars (called pods) are on the track at any given time. They get a warm up lap, 2 timed laps, and a cool down lap. Cars are not allowed to pass other cars and are spaced out to pretty much ensure that. For

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Upcoming Events

October 29 th	TAC Night Slalom – John Hunt Park
October 30 th	TAC Points Event #6 – John Hunt Park
November 3 rd	TAC Meeting
November 10 th	TVR Meeting
November 12 th	TVR Points Event #5 – Milton Frank Stadium
November 13 th	TVR Points Event #6 – Milton Frank Stadium
November 17 th	TAC Meeting
November 24 th	Happy Thanksgiving!

"TAC Slalom" and "TVR Solo" events are driver-training events. Beginners are invited to participate; all you need is a car and a driver's license.

Event Schedule

7:00am	Gates Open
10:00am	Tech Inspection Closed
10:15am	Mandatory Drivers Meeting
10:30am	Timed Runs Begin

"A special thanks goes to Schwarze Industries for their efforts in supporting our club(s)!"

Newsletter Information

The *Independent-Racket* is published monthly by the Tennessee Valley Region, SCCA (TVR) and the Twickenham Auto Club (TAC). The opinions expressed in this newsletter are those of the author and do not constitute official positions of TVR, TAC, or SCCA.

Any member "in good standing" can submit content for the *Independent-Racket*. We ask that you submit articles in Microsoft Word format via the Newsletter email address. All forms of content are welcomed and appreciated.

The *Independent-Racket* is published free of cost for the members of the Tennessee

Valley Region (TVR), Sports Car Club of America (SCCA), the Twickenham Auto Club (TAC), and the advertisers in the publication.

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Support our Sponsors!

If you've noticed, this volunteer organization doesn't work without your help. Everything event these clubs produce require countless hours of planning and prepa-

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ration in order to bring quality fun to our members. Along with these volunteers

there are a number of a local



business who have selflessly devoted time and resources to our clubs. Anyone who understands business and how it works knows that time and resources equal money.

In order for these contributing business to continue support of our clubs we must in return support them.



and thought to myself that I had to figure out how to get to one of these events and check it out cause it sounded really right up my alley. The stories Mark told me never centered around run-times or trophies or competition, they all centered around challenges getting to the event, comraderie, having too much fun, and making new friends/seeing old friends. The way he described the atmosphere of the event it sounded like more of a carnival than a serious race.

One day I was thinking about hillclimbing for some reason and a dim bulb started burning again..... I thought to myself "There's got to be a road around here that could be good for a hillclimb event," remembering the many roads I had used for the Mayday rally, and several roads I had "found" that didn't make it into the route. The next weekend I went scouting and ended up on Co. Rd. 33 in Fackler, AL and was encouraged by how fun the road was to drive, even at reasonable speeds. After running 33 up and down a couple times I was turning gears in my head. The following couple days or so (November 2003) I called Mark, and said "I have an idea"....I went on to ask him "What factors would kill the chances of a road being used for an SCCA hillclimb?" This got Mark's attention real quick. He went over the big items that would keep the hill from being used: No guardrails, decent pavement, better to have no residents along the course to deal with, have an alternate route for residents to go around, etc. etc. I was checking things off in my head. I told Mark to meet me in Scottsboro the following Saturday morning with a list of everything he could think of, good and bad, that he could think of concerning a hillclimb site cause I thought I had something workable. We met that weekend for breakfast and I took him up to the hill to look. Now Mark is a pretty laid-back guy, but I saw an excitement in him that I have to say was very encouraging. The road was good, wide, decent pavement, was a county road so we wouldn't have to deal with the state, remote location but near a decent-sized town (hotels and stores), closing the road would still provide alternate routes for the locals, good areas for worker and spectator areas, length of useable road was good..... everything looked good, looked like we had something. The only issue we could find is where to park 50-odd racers and a bunch of spectators as the then-corn fields were looking rough. We found out later that cotton was going in, which is worse because it's not up till late in the year.

Mark and I were encouraged that there was a promising site, but there were many questions left un-answered. Mark suggested I contact a guy named Mark Mashburn in North Carolina who was the event chairman for an event called the BlueRidge Hillclimb up there and was a seasoned Hillclimber and could give me some information on how to move forward. I called and introduced myself, saying I had a potential hillclimb site in Alabama and needed some information on how to verify if the site was ok. After Mashburn and I talked for several hours, much to the delight of my long-distance carrier, he said he would send me some checklists and notes and info from Chimney Rock, Beech Mountain, and BlueRidge to help me. In the meantime he got me in contact with two other guys from Atlanta. Rich Shafer was the Solo1 (now Time Trials) chairman for Atlanta Region and owner of Cool Shirt. Rich had been looking for a hillclimb site in North Georgia for a couple years but nothing had panned out. Butch Kummer was a veteran hillclimb racer and roadracer, and one of only two people in the entire Southeast US that held a SCCA hillclimb inspector's license. This license granted him the authority to deem a potential hillclimb site acceptable from a safety standpoint. I discussed with Rich and Butch the potential of the site and wanted him to come look before I gave it any serious thought or action- I didn't really want or see the point in getting excited or do any work until the hill was deemed useable by the proper people. The first contact I made about the idea was the Chamber of Commerce in Scottsboro, of which I was already a member through my business. Without any materials or data to go on, I explained to the best of my ability the concept of who SCCA was and how the events operate and bring people and most importantly money into a community with one of these events. (looking back this is funny to me since I had never even seen a hillclimb personally and my work experience with racing was miniscule at best, and I had no experience putting on an event past being a slalom master a few times and running the Rallycross program on a wing and a prayer) Somehow I think my enthusiasm for the idea outweighed the total lack of information and material I had to support what I was talking about. It was all ideas and speculation with a dash of bullshit on top. The President of the Chamber, Mr. Rick Roden, and the new Tourism Director, John Parsons(J.P.), were impressed with my enthusiasm and were interested in a new type of event that would bring people into Jackson County- I suppose it is their job to support things like this, but the welcome I got for this idea was nonetheless unexpected. They pledged their support verbally and officially, and were ready to help once I verified that the site was acceptable. I arranged for Butch Kummer to come over and look at the site. I met him and Rick Roden at the Chamber building and the three of us went up to the hill to look. Butch raced at Chimney Rock several years and when he said that the course reminded him of CR I was pleased to hear that. On the way back I was looking at the map I had and noticed the area had a name- Crow Mountain. I asked Rick, if we could make this work, how the name Crow Mountain Hillclimb sounded. He liked it and said that the name would help since most of the locals would know instantly where it was. Hence for a while the secret project was named "Project Crow." This was early 2004. I gathered information and while it was daunting to go over so many details, it looked obtainable and my vision of a huge event that would bring some recognition to Tennessee Valley Region kept me moving forward. I engaged in long conversations with several more experienced hillclimb organizers and racers while my excitement over the project grew. There would be political hoops to jump through, but mostly I was too bent on making this happen to worry about such things yet.

While I got the Chamber of Commerce staff and the Tourism Director quietly talking about the possibility of this event in Scottsboro circles, I had to get the region to want to take on this project that I knew was going to be big, and would take nearly everybody I could think of doing something to help. At the April-2004 TVR meeting I presented the event to the region and arranged for the Jackson Co. Tourism Director, John Parsons, to be present at the meeting and say a few words in support of the idea and to assure the region that Jackson County would like to have an event like this and the Chamber would help with the local support needed to close the road and any political help the project might need to happen. The region members present were very enthusiastic and with a leap of faith told me to go forward with it. Shortly thereafter Greg Marvin began constructing a website from some of the input I was giving him.

I figured if I was going to start putting serious thought and time and money into this idea that I better go and see one of these hillclimb things to see how it looked and to get ideas that could be applied. So I talked my wife Shauna into driving the 8+ hours to Sparta, NC to witness the BlueRidge Hillclimb. I took a notebook and spent the weekend "taking it all in" and writing notes. Returning from that trip I was both excited about the idea of having a hillclimb of our own, and also scared to death because the North Carolina folks have been hillclimbing for decades, nobody had ever had a hillclimb in Alabama, and most people had

never been to one, seen one, or knew what a hillclimb of this type was. From scratch was going to be interesting indeed....

The next large item was we needed a date on the schedule for 2005.... A long way away but the next year's racing schedule begins to take shape during the mid-year SEDIV meeting the year before, and the schedule is finalized during the January SEDIV meeting. So after discussing it with Steve Tompkins, the SEDIV Solo1 (now Time Trials) steward and telling him of my plans for a hillclimb and the need for a date, I started the process of finding a "when" to go with my "what." the BlueRidge Hillclimb is in the spring, so since JP and Rick said fall would be better as not to interfere with other events, mirroring BlueRidge's spring run with a fall event sounded right. Another factor is that July/August/September in Alabama can be no fun with the tremendous heat. There's slim pickings when you look at the fall- you have Labor day weekend gone, SIC, SAARCS, Solo Nats, Run-off's, this, that and the other..... the first weekend in October seemed like the only way to go to keep far enough away from anything that would seriously hurt attendance (again hindsight makes this not nearly the issue it seemed to be at the time) so there was at least a target date. Rich attended the mid-year meeting and got a date on the schedule for the proposed event. So a tentative date of well over a year away was "in pencil" Other than some conversation and talking, this "event" was nothing more than an idea, and headed up by someone who had little idea what they were getting into. I had no sponsors, no idea who even owned the land in question and if they would allow us use of such, no idea if the County Commissioners could be persuaded into closing the road, no contacts for any emergency services, mainly no way of knowing if the region had the manpower to really do this. I had an idea and we had a proposed date, and was foolish enough or hopeful enough to think that everything would fall into place. I had to put the project on the back burner for a little while- the 50th anniversary celebration was coming up and I was waaay behind on that....

Following the TAC 50th celebration weekend, I began thinking again about how this hillclimb project was gonna work- I now had less than a year and still had not much more than some notes and some ideas that I got from attending BRHC. I realized we needed timing in excess of the capabilities of what we currently had, and began a long process of talking to several people, going up and down with options, and finally and correctly getting Steve Conrad to agree to figure something out and start looking for options. The clerk at the Jackson Co. courthouse was digging trying to find out who the landowners were in the area, and JP was whispering in the ears of a few County Commissioners. Eddie Jory helped me put together a power-point presentation for the Jackson County Commission and Mark and I got on the agenda to be heard at the January Commission meeting. Following a long trip to Jekyll Island to attend the end-of-year SEDIV meeting to see that the 2005 Rallycross rules that Dave Brooks and I wrote were understood and approved, make sure we had a firm hillclimb date, and personally helping Mark "talk up" the event to whoever we could. I was to be heard the following Tuesday evening at the Commission meeting. Tommy Arnold, then the training officer for the Scottsboro Fire Department and a huge BMW guy who with his son had organized SharkFest, a small BMW gathering for 6-series cars, was now by our side. I presented the idea of the event to the Commission and was apparently charming because we left the meeting with a signed and stamped decree from the commission to support and allow the event, close the road on the dates and times needed, and supply Sheriff deputies for security. We now had an idea, a firm date, a road, and official County support....cool.

"Other than some conversation and talking, this "event" was nothing more than an idea, and headed up by someone who had little idea what they were getting into."

The next few months were a blur with tracking down landowners, sitting at their kitchen tables explaining to them what we wanted to do and slowly gaining their trust and approval, meeting with the local residents at the Crow Mountain Firehouse to discuss our plans for the event, smoothing over a local orchard owner who was worried about the negative impact the event would have on his business, figuring out what worker stations needed to be staffed, contacting other clubs to try to get them involved, and in general promoting the event as much as possible, the whole time bouncing ideas off of and getting input from everyone who would give it. April was somewhat taken up by organizing a rallycross and preparing for/attending the TGPR school with everyone else trying to get their TimeTrials license out of the way so they could race in this proposed hillclimb. Thank again to Eric for letting me rent the Celica since the Scirocco ran out of time. I was calling the Pirate nearly every day at this point- arrg. I decided to go to BlueRidge again for more ideas, and thought since Eric did get the car fixed finally I'd take the car this time, ya know, so I could get a driver's view of the event (wink). Mike Chandler and I went and had a good time despite the rain (Yikes, I hadn't really thought much/didn't want to think about rain) and saw a few more things that gave me ideas. For the second time I came home from BRHC feeling all at once excited, overwhelmed, worried, and foolish for thinking this was just gonna fall into place. We still had no timing, no generator, no iron-clad permission from the landowners, not enough flags, not enough fire extinguishers, no Chief steward, no budget other than the little bit SEDIV staked us at Jekyll Island to help with insurance, no paddock, no trained corner workers, no communication, no vendors, no title sponsor, no ambulance, no parking help, and on and on..... I can't remember how many nights I'd be standing in Eddie or Greg's Driveway with the intention to work on some car project and we'd just end up talking about ideas and options for Crow for hours on end. There were a million things we could do, but what would we actually be able to pull off. With the help of more people than I could list, things began slowly falling into place and I was using all of my charm and begging abilities to persuade assis-

tance and cooperation from land owners, organizations, local services, fellow clubs, and most importantly the TVR/TAC members who really got behind it and jumped in to help. Eddie was working on the budget which was very much a live entity and was changing up, down and sideways on nearly a daily basis throughout the summer. Angie and Greg were keeping the website updated the best they could, and Craig had his hands full with constructing an entry form, and building a info package for the entries to receive at what would be a very smooth registration process. Dennis Sparks took the ball and ran down the field with the spectator areas and made sure that the spectators had nice areas from which to watch. Tim Boyett, Rich, Farr, John C., Tom Turner, Chandler, Estill, Jim, Bryce, Casey, and several others worked some long days on this. This was not fun work and probably few of the spectators probably realized what had been done to keep them from sitting in poison ivy or not being able to see through branches. Most of the mentioned crew also bagged well over 100 bags of trash on the hill for the Sheriff's Department to remove. We definitely followed through on my promise (on behalf of the region) to the County Commission that we would leave the area cleaner than we found it. That was definitely noticed by the people who needed to notice it. Rothermel got Walt Wurzbach to come up from South Alabama and inspect the hill and to do the formal safety approval to be sent in to SCCA with the disaster safety plan Mark had drawn up for the event.

An idea that came out of the clear fact that TVR and TAC did not have enough people to staff this event was getting other clubs involved- as a group. If 100% of TAC and TVR members were committed to working, then we might have been able to squeek by, but that apparently wasn't going to happen so I needed to look outside the TAC/TVR group for workers. Since we had clearly defined stations that needed workers, I thought that soliciting help from other clubs would net us some workers, help strengthen some ties between TVR and some other groups, expose the event and hillclimbing in general to other people that would enjoy it, and have fun doing it. I attended meetings with several groups, including the Rocket City Miata Club, North Alabama British Motoring Society, and the Rocket City Rockcrawlers. I explained the event and what it would be like, and asked if they would like to have a corner of their own and make it a group activity for the organization. The response was much more positive than I could have hoped for. The Miata club and NABMS both had over a dozen people help with the event and had a blast doing it.

The Rockcrawler group came to help in force after Steve, Pirate, Bryce and I did the timing for their big event in August, Steve using it as a shake-down for the new Tag-Heuer wireless timing system that was acquired. (did I mention that? Timing-that's a big checkmark, thanks Steve) Really thought that was a stretch, I mean why would 4x4 guys want to come to a sportscar event? They did, they had a great time, and I think left with some safety issues that they might discuss within their group to make their events safer. They were impressed with the safety practices in SCCA and that they saw things that could help them, so that's good. Other groups and clubs helping out were TAC, Spokes Car Club from Franklin, TN, Chattanooga Region, UAH-SAE team, Rocket City Mustang Club, Alabama Region, and Jackson Amateur Radio Club, headed by Dieter Schliemann, was assisting with HAM communication. Scottsboro Band Boosters were handling food and drink concessions, Crow Mountain VFD and Hollywood Fire Dept. were on scene for fire support, Jackson Co. EMA provided the ambulance for the weekend, Mr. Cecil Wells and the rest of the Sheriff's auxiliary was there handling the enforcing of the road closing and the Chamber of Commerce provided the services of four top-notch bus drivers and busses to transport spectators. A Huntsville Speedway announcer, Louie Robinette, who until that mess gets settled doesn't have anything to do on Friday nights, agreed to be the Crow Mountain Radio announcer via the FM transmitter rig that Dennis had acquired and setup. 93.9 was the voice of the event, announcing info, times, playing music, and keeping the spectators involved and informed. Louie did a great job and most importantly discovered a new crowd of gear heads.

The sponsors who stepped in at the last minute to really help were CoolShirt and Unclaimed Baggage. Not to diminish the much needed financial support of Mechvision, Document Destruction Services, VanCleaf Racing, Advanced Construction Solutions, Rocket City Off-Road, and Crow Mountain Orchards, but CoolShirt agreed to be the title sponsor for the event, and UCB agreed to be a "presenting sponsor" and furnishing us a spot Friday afternoon to do registration, show the cars, and get something to eat. UCB also got FM 96.9 to do a live remote for a couple hours to help promote the event, loaned us some service items for Saturday night's banquet, and some banners for the spectator areas.

The Friday night registration went flawlessly due to Craig's hard work, and the cars being on display seemed to be a good publicity idea to promote the event. Scottsboro's homecoming that same night probably kept the crowd down to a manageable amount. There was quite a stir caused by the arrival of the General Lee, fresh off movie-promotion appearances and Cannonball Run (the illegal one) The General Lee was a funny thing because I had contacted the guy over a year and a half earlier, before the Hollywood movie and re-runs on CMT brought the show full circle. I was surprised to find out while ironing out the details of the General Lee thing that Travis Bell, the owner, is an SCCA member and also has an I.T. car and a G.T. racecar. Travis was great and took the mayor for a fun ride up the hill Saturday.

Saturday was the expected chaos of a first time event, but honestly I was pleased that we got up and going as soon as we did. The plan for the bus movement got shot to hell and caused a little frustration with the spectators and drivers. After Saturday runs were over there was a little pow-wow and some changes were made to the order of run groups and spectator movements that really worked well Sunday and seemed to please everyone= lesson learned- check.

After Saturday runs the workers were fed at the Goose Pond Colony clubhouse and entertained by Wolves-A-Howlin, an old-time style string band that was wonderful. Some worker prizes from Racefan were given out and the food and drink were enjoyed.

Sunday ran really well and the trophies that John Clarke arranged for were handed out. I was impressed that the scrappy crew of die-hards that helped break everything down pretty much had everything off the hill and cleaned up by dark Sunday.... Amazing work.

The fact that this event happened, went well, was safely run, and enjoyed by many, many people didn't really sink in for a few days. I wish I could have put even more time into things, but for a first-time event by a small region with a bunch of inexperi-

enced workers, I think we did pretty damn good. I'm thankful to the people who believed in this project, and I'm proud of everyone for pulling together to help make this happen... hope everybody had fun. I hope CMHC will have a long-time benefit for the region, expose lots of new people to hillclimbing, SCCA, and continue to grow and build into a premier event.

John Barnett

Crow Mountain Recap by Craig Farr

A trip to a mountain road just outside the northeast Alabama town of Scottsboro in December 2003 sparked an idea to get a small region of devoted Sports Car Club of America (SCCA) members to host an event never seen before in North Alabama. After many thousands of long hours, a dream became reality on October 1, 2005 when the first car tripped the timing lights for the First Annual Crow Mountain Hill Climb. John Barnett truly deserves the title of "Johnny Crow" for his vision, imagination, and tireless efforts in making Crow Mountain Hill Climb a reality..

Crow Mountain served up a challenging 1.85 mile uphill course with a 720 foot elevation change featuring 7 hairpin switchbacks nestled between a ¼ mile twisty drag race to the first turn, a ½ mile section with 3 separate "S" features, some 1/8 mile sprints, and a 6/10 mile high speed curved section with two blind left-handers. The fully lined course with ditches, granite rock faces, and large trees offered no margin for error. Most drivers said that was the fastest and scariest two minutes of their life.

Fifty-three drivers entered the event -- forty-nine finished with times. Drivers competed in twenty-eight classes establishing course records in each class. Times ranged from the fastest of 107.825 seconds to 173.456 seconds with an average of 137.269 seconds. As he has become accustomed, George Bowland of Mill Spring, NC won "King of the Hill" honors in his snowmobile engine powered Special.

Many car clubs worked this event including the Rocket City Rock Crawlers, North Alabama British Motoring Society, Rocket City Miata Club, Spokes Car Club of Nashville, Rocket City Mustang Club, UAH-Charger Motorsports, Alabama/Chattanooga Regions SCCA, Twickenham Auto Club (TAC), and the event organizers-Tennessee Valley Region (TVR) SCCA. The event was also staffed by the Jackson County HAM radio, Scottsboro Band Boosters and the Jackson County Tourism Board. In all over 200 workers contributed to this first event!

TAC/TVR members did well at Crow Mountain setting numerous course records:

Tom Turner,	1 st in GT2,	RX7,	3 rd overall,	118.296
Eric Van Cleef,	1 st in T2,	Supra,	6 th overall,	122.581
Brian Peele,	2 nd in T2,	Supra,	8 th overall,	123.320
Tim Boyett,	3 rd in SM,	Civic,	12 th overall,	129.759
Craig Farr,	1 st in CSP,	Miata ,	15 th overall,	133.153
Mark Rothermel,	1 st in FV,	Caldwell,	18 th overall,	133.733
Jim Cambron,	2 nd in CSP,	Miata,	21 st overall,	134.199
John Barnett,	1 st in G5,	Scirocco,	22 nd overall,	136.101
Greg Marvin,	2 nd in FSP,	Jetta,	26 th overall,	137.234
Mark York,	4 th in CSP,	Miata,	29 th overall,	138.669
Dave Estill,	1 st in SSC,	Celica,	32 nd overall,	139.328
Chuck Olson,	6 th in CSP,	Civic,	33 rd overall,	139.622
Marty Williams,	1 st in SPU,	Rabbit,	35 th overall,	140.238
Mike Chandler,	2 nd in FV,	Predator,	38 th overall,	140.725
Eddie Jory,	1 st in ITB,	Rabbit,	40 th overall,	142.935
John Prater,	2 nd in EP,	MGB,	43 rd overall,	145.879

"I'm thankful to the people who believed in this project, and I'm proud of everyone for pulling together to help make this happen..."

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the Time Trials we put away the yellow and blue flags and grabbed the familiar red flag. Two groups were run before the lunch break.

The workers were provided lunch thru the track concession stand. I'm sure(?) that the "hamburger" had nourishment value but it certainly wasn't tasty. I was glad that I had brought my own lunch. The workers were also offered to drive around the track for a short period of time. I found myself 3rd in line. Speeds were kept slow by the pace car not only in the high speed sections but also in the slower sections. I lagged behind on the last lap and made a bit more spirited drive. By no means did I approach the limits of car or driver but the track does seem like it'd be fun to drive at speed. The transition

off the banking on the front straight to the infield seemed like it would be difficult to get right. The transition from the back straight to the bus stop seemed much better. The laps were fun but I wish I had "fallen back" earlier so that I could have driven the technical sections at a decent speed more often. I had no interest in high speed so on the straights I'd be surprised if I exceeded 70mph.

After the lunch break we headed back to our worker stations to continue the Time Trials. Station 4 remained incident free for the rest of the day. We displayed the red flag a time or two for incidents at other locations. Our only excitement occurred when I heard the familiar thump thump of a car hitting a cone. Two drivers hit the pointer cone marking the inside apex of a corner. Since it was a pointer cone, they didn't incur a penalty (ha ha).

Nashville Time Trial Recap by Craig Farr

For 2005, SCCA changed the name and the format of SOLO I to SCCA Time Trials. There are four different levels of Time Trials starting with the basic Performance Driving Experience and ending with Hill Climbs. The TVR sponsored Crow Mountain event was a Level 4 Hill Climb. On 22-23 October 2005, Chattanooga SCCA sponsored a Level 3 Time Trial at the Nashville Super Speedway (NSS). What made this unique was that this event was the first ever TT on the NSS Road Course. The Chattanooga Region of SCCA put on one of the smoothest run events, at one of the nicest facilities we have ever run. The Perry family, Bill, Gail, Will and Jamie, were mainly responsible. Bob Horansky kept us under control as the Chief Steward. For the weekend, we had two 15-20 minute multi-car, limited passing practice sessions and 18 timed laps! And, with close to 40 entrants, we never sat on the grid longer than 5 or 10 minutes waiting. The AMB transponders worked flawlessly and interim results were usually available before we could get the car in the paddock and walk over to race control. Setting up in the Nascar garages made for a family atmosphere. The fervent hope of everyone there is that the event is repeated annually.

The road course was offered as a 1.8 mile course but that must have been measured at the wall since the "line" was meas-

ured at 1.41 miles. Basically, the course had something for everyone. Two significant horsepower sections to put the hammer down. Then two sections of elevation changing twisties with 2 sweeping 180's, an S and a bus stop chicane. Then the 2 horsepower sections. One where you come out of the bus stop in Nascar Turn 3 and put the hammer down for a long ways. The other was between the infield section and the bus stop. Even the Miata were hitting 105. The Yellow-hammer was hitting 115.

The weather ranged from chilly to sunny and warm on Saturday but Sunday was windy, cold, cloudy, misty and fun anyways. Overnight camping was peaceful, cheap, and not chilly at all.

TAC/TVR provided a lot of help to the Chattanooga Region. Rich Crowell ran Tech assisted by Mark Rothermel, George Bugg, and Craig Farr. Mark and Craig were also Safety Stewards. Shauna Barnett, Mike Cavanaugh, and Charles Wright staffed corner stations. Samir took the pictures.

George Bugg, Mike Chandler, and Craig Farr wrapped up 2005 Cool Shirt SEDIV Time Trials series wins in their classes at this event.

"I'm sure(?) that the "hamburger" had nourishment value but it certainly wasn't tasty."

George Bugg	1 st in FC	4th overall	1:07.616
Craig Farrout	1 st in CSP	15th overall	1:14.380
Mike Chandler	1 st in FV	17th overall	1:15.024
Mark Rothermel	2 nd in FV	18th overall	1:16.614
Jim Cambron	2 nd in CSP	19th overall	1:16.701
John Barnett	1 st in SPU	26th overall	1:18.459

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

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TVR meets the 2nd Thursday each month at 7:00 PM at CiCi's
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Twickenham Auto Club

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TAC meets the 1st and 3rd Thursday each month at 7:00 PM at
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