

The Independent-Racket

January / February 2006

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

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The Big Chill (aka TAC #0) by Nathan Fowler

Thirty Four die-hard enthusiasts braved the cold weather to attend Twickenham's preseason shakedown event. With the wind chill hovering just below freezing some questioned our sanity and believe me, that was a hot topic of conversation. Either way, many were determined to get a jump on this years competition by a few extra chances behind the wheel.

Mike Cavanaugh was our event master for our first visit to the new venue at Joe Davis stadium. A smaller, technical course was ordered up to test our off-season skill retention. Many competitors arrived sporting new modifications and some even had new vehicles. One notable entry is the Mazda "phoenix" owned by Jennifer Gamble. Surviving three former TAC members and one dash fire, this Miata has restored to its former glory for a campaign in Jennifer's first open class, CSP. We also had a couple of new, yet



familiar faces join the fun. Josh Cavanaugh brought his A game and proved that he will be a force to reckon with in B Stock. There were plenty of spins, missed gates, and blown exits, but that's what this event is for!

Next up for this band of dedicated members is TVR's first points Slalom of 2006 at Milton Frank Stadium. Be sure to bring your mufflers and keep an eye out for flying cones. See you there!

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Race Workers Needed by Mike Cavanaugh

Have you ever wanted to get close to the action at Road Atlanta or the track at Barber? I learned at the SCCA, Southeast Division Meetings in January you can. Just say you are interested in working a club race at a meeting of club racers and people will jump at the chance to have you come work their next event. I've always thought of working a race as standing out on the

track with a flag. If that's not what interests you, they need people to work in registration, grid, timing and scoring, race control, starter... There are many areas where you can help.

I was told that you should work a series of worker areas before deciding on what you want to specialize in. Then you will have an appreciation of the way the

areas of a race interact and depend on each other for a smooth event. Once you decide, you should study the General Competition Rules (GCR) relating to that specialty and its close associates since you are expected to observe and administer the rules.

Regional licenses are issued to novices. They are issued at (cont on pg 2)

Upcoming Events

March 12th	TVR Slalom #1 - Milton Frank
March 18th	TAC Car Show - The Rock
March 23rd	CMHC Planning Meeting - Van Cleef Racing
March 24th	TAC Slalom School (Classroom Session)
March 25th	TAC Slalom School (In-Car Session)
March 26th	TAC School Slalom - John Hunt Park
April 9th	TAC Slalom #1 - John Hunt Park
April 27th	CMHC Planning Meeting - Van Cleef Racing

"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. All SCCA Solo's are classified as Motorsports events which carry an inherit risk of injury and property damage.

Event Schedule

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

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.

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"It ain't cold,
this is shorts
weather."

"So, who's idea
was this? Oh,
he's in Florida?
Figures."

Race Workers Needed (cont.)

the first event that you work. Each time you work you need to have the chief of the specialty, F&C, Timing... sign an experience card that they were satisfied with your performance. Divisional licenses are issued by the Divisional Chief of that specialty and on average they are looking for a year of experience. They want to be comfortable that you can walk into a divisional race and have no problems performing your duties. Na-

tional licenses are the next step and require working outside the division to qualify.

Race workers are needed at every event in the Southeast Division. The Alabama and Chattanooga regions have an event on Labor Day weekend where TVR members can help. Please think about it.

If you are interested in getting involved and close to the

action, contact the race chairman of an event. Let them know you are interested in getting started. They will advise you when to show up, what to bring and find an area to work where you should not be in harms way and can learn from the experienced people.

Reindeer Rallycross II by John Barnett

The original Reindeer Rallycross in 2004 was very fun and successful, while gathering toys from the entrants for charity. It was so much fun last year that I thought we'd do it again and try to start a TVR tradition. With the normal Rallycross venue (Huntsville Speedway) being in the process of a change of ownership, we needed to look elsewhere for a rallycross site. Many were looked at, but Samir Darji's father had a piece of property that filled the bill- flat and available.... Just like my 8th grade girlfriend. Seriously, the location in Madison at the corner of Greenbriar Rd. and 565 was excellent. The small but scrappy Rallycross gang from North Alabama was joined by entries from Chattanooga, (Dave and Cindy Brooks in the awesome turbo/4wd Impulse and Will Perry in a 4wd Civic wagon) Birmingham (Shea Serian in a WRX) and Nashville. (Randy Lee in a WRX-STi) The morning runs were sloppy, making the 4wd cars and the RX-7's fight for grip in the damp and slippery conditions. The second run group of production (stock) and Production GT drivers had a much different course, finding much more grip with the help of the morning runs and the sun coming out to dry the mud. We were only able to get 6 runs each in before the darkness started to fall but that seemed to be enough fun for everybody with a long 2-lap course providing a decent amount of seat time. Tom Rothrock brought out a newly-acquired Toyota Celica GT-S and Mark Rothermel, the safety steward for the event, ran his newly acquired Toyota Corolla. Dominique Cavanaugh competed in her first event ever and was all smiles. The rest of the Cavanaugh's, Mike and Josh, joined by Jimmie Brindley, gave the Honda Accord no mercy. The H-stock VW Jetta was pulling RX duties with me, Greg Marvin, Chuck Olson, and Eric Kaempher taking turns. Continuing the multi-driver theme were the Pannell clan of Spike, Richard and Clayton. Also in the trial "Group 7" class of rotaries were Charles and a red 1st-gen and Mark Guagenti in a blue second-gen 7. Eric Kaempher was nice enough to tow the trailer (thanks Eric), Brad did the timing, (thanks Brad) and Shauna made a nice little lunch for everyone and some hot cocoa. (Thanks Dear) As we did last year, entrants were encouraged to bring an un-wrapped toy for charity. The toys collected were donated to the Toys-for-Tots program the Marines support and run. A good time was had and we raised some toys for charity.... Thanks to all who came out and supported the event- I don't see why we shouldn't do this every year!



Mechanics Toolbox submitted by Jim Burris

Hammer - Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate expensive parts not far from the object we are trying to hit.

Mechanic's Knife - Used to open and slice through the contents of cardboard cartons delivered to your front door, normally containing seat covers and convertible tops.

Electric Drill - Normally used for spinning steel pop rivets in their holes until you die of old age, but it also works great for drilling mounting holes in trunk floors just above brake and gas lines.

Pliers - Used to round off bolt heads.

Whitworth Sockets - Once used for working on older British cars and motorcycles, they are now used mainly for impersonating that 9/16 or 1/2 socket you've been searching for the last 15 minutes.

Drill Press - A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your drink across the room, splattering it against that freshly painted car part you were drying.

Wire Wheel - Cleans rust off old bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprint whorls.

Hydraulic Floor Jack - Used for lowering a car to the ground after you have installed new front brakes, trapping the jack handle firmly under the front fender.

Eight-Foot Long Douglas Fir 4" x 4" - Used for levering a car upward off a hydraulic jack.

Tweezers - A tool for removing Douglas Fir wood splinters.

Telephone - A tool for calling your neighbor to see if he has another hydraulic jack.

E-Z Out Bolt and Stud Extractor - A tool that snaps off in bolt holes and is ten times harder than any known drill bit.

Two-ton Hydraulic Engine Hoist - A tool for testing the tensile strength of ground straps and brakes lines that you have forgotten to disconnect.

Battery Electrolyte Tester - A handy tool for transferring sulfuric acid from a car battery to the inside of your tool box after determining that your battery is dead as a doornail, just as you thought.

Trouble Light - Sometimes called a drop light. Its main purpose is to consume 40 watt light bulbs at about the same rate that 105-mm howitzer shells are used in battle. More often "dark" than "light", its name is somewhat misleading.

Phillips Screwdriver - Normally used to hollow out Phillips screw heads.

Air Compressor - A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Chicago Pneumatic impact wrench that grips rusty bolts last tightened 40 years ago by someone across the sea, & rounds them off.

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**Serving the Tennessee Valley
Region for over 50 years!**



Web Edition

Visit us online at <http://www.teamtac.org>

Who's Who in the Club

Tennessee Valley Region—SCCA

<http://www.tvrscca.org>

TVR meets the 2nd Thursday each month at 7:00 PM at CiCi's
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always welcome!

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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
the China Buffet on Madison Boulevard (Old Hwy 20, west of
Wall-Triana). Visitors are always welcome!

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