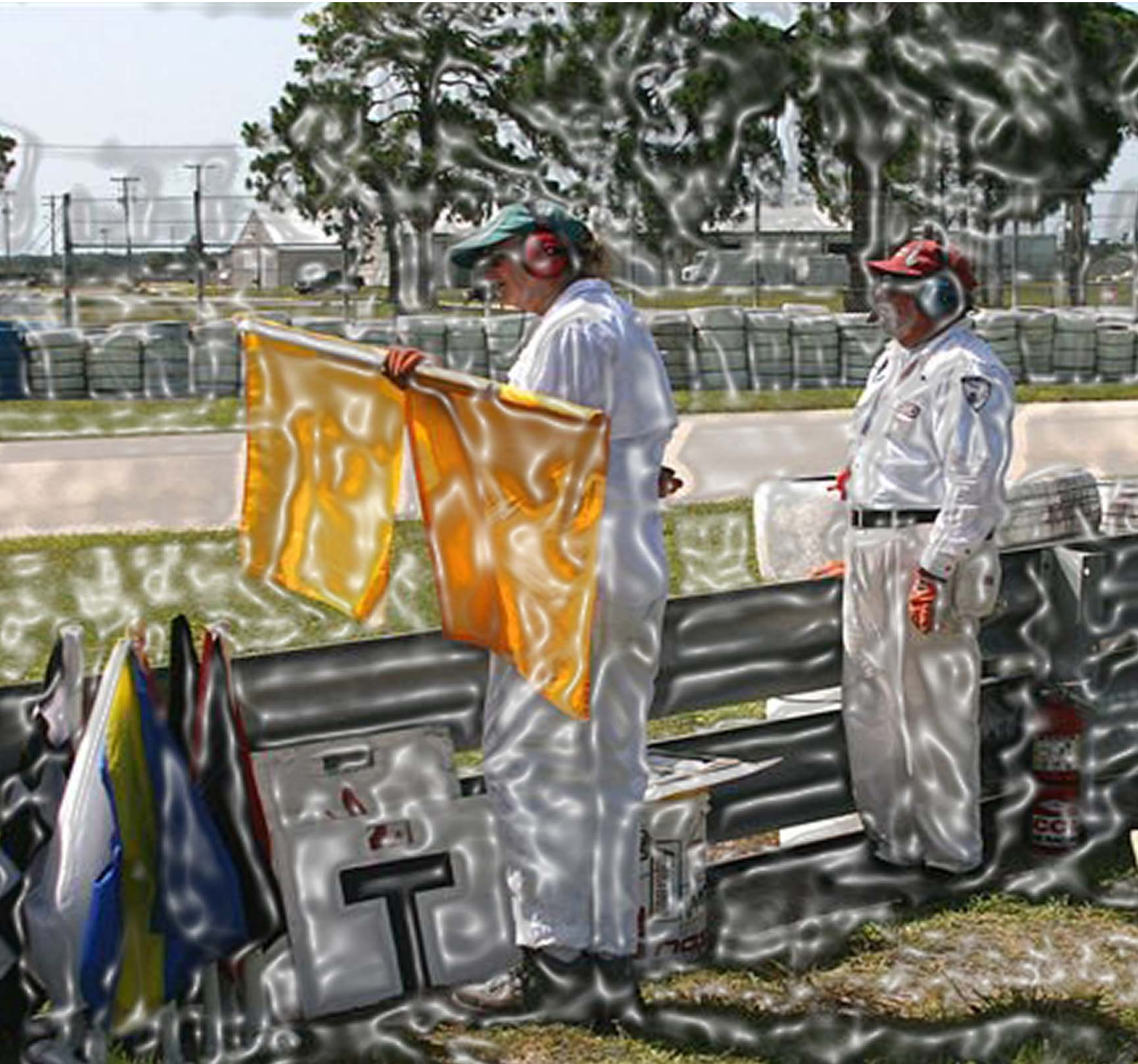


# The Checker

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Volume 51, Issue 8  
August 2009

## Working the Drivers School





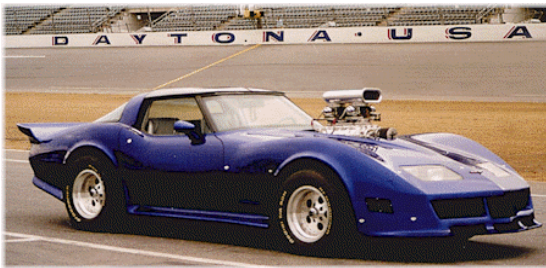
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**Safety Steward — Gary Merideth**  
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**Trophy — Glenn Forrester**

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See the **SEDIV** website for other SEDIV contact information.

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ADS AND ARTICLES MUST ARRIVE AT THE CHECKER ON OR BEFORE THE 15TH OF THE MONTH PRIOR TO THE DESIRED PUBLICATION DATE.

Send ads, articles and photographs to [Checker@ClearlySaid.com](mailto:Checker@ClearlySaid.com). Articles may also be mailed to *The Checker* at 136 Dublin Drive, Lake Mary, Florida 32746.

Printed Photographs will not be returned unless specifically requested. Include a self-addressed return envelope with sufficient postage. Allow 6 to 8 weeks for return.

## Address Changes:

Make your changes on line at [www.scca.com](http://www.scca.com). You will need your member number (and password if you have already created one) to log on. Be sure to add or update your email address so that you can get your meeting notices! Or, call the Topeka office 800-770-2055 to notify them of your change. Any call to Topeka with a request will require that you provide your membership number.

DO NOT SEND ADDRESS CHANGES TO THE CHECKER.



# When & Where

## 2009 Event Schedule for CFR and Surrounding Regions (Updated)

For Registration and updates to the CFR schedule, go to [www.cfrscca.org](http://www.cfrscca.org). For more complete SEDiv information, go to [sediv racing.org](http://sediv racing.org).

<b>August</b>		Road America <a href="http://www.scca.com">www.scca.com</a>	<b>6-8 HSR</b>	<b>DIS</b>
<b>7</b>	<b>Daytona Test Day</b>	<b>25 Daytona Test Day</b>	<b>14-15 Track Trials/ECR Finale</b>	<b>BUC</b>
<b>8-9</b>	<b>SARRC/SARRC/Restr'd Reg'l Daytona Int'l Speedway</b>	<b>26-27 Restricted Regional Daytona Int'l Speedway</b>	<b>Roebling Road</b>	
<b>September</b>		<b>October</b>	<b>14-16 Italian Cars at Daytona</b>	<b>DIS</b>
<b>5-6</b>	<b>Vintage/PDX Roebling Road</b>	<b>9-11 PCA</b>	<b>14-15 Palm Bch Classic/2010 SARRC</b>	<b>FL</b>
<b>5-6</b>	<b>Restricted Regional/ECR Sebring - Long</b>	<b>10-11 SARRC Invitational Challenge SEDIV Roebling Road</b>	<b>Palm Beach International</b>	
<b>12</b>	<b>CFR BOG Meeting</b>	<b>17-18 2010 SARRC/Restricted Regional Sebring - Short</b>	<b>28-29 Restricted Regional Sebring - Long</b>	<b>CFR</b>
<b>19-20</b>	<b>Regional/SARRC/ECR/FES Homestead</b>	<b>31 - Nov 1 Regional Palm Beach International</b>	<b>December</b>	
<b>21-27</b>	<b>Runoffs</b>	<b>November</b>	<b>11-13 CFR Annual Meeting</b>	
			<b>11-13 Audi Club</b>	<b>DIS</b>
			<b>19-20 2010 SARRC/SARRC</b>	<b>FL</b>
			<b>Palm Beach International</b>	

## District Meeting Times and Places:

(See inside front cover for contact information.)

**District 1** — 2nd Tuesday 7:30 p.m., Joe's Crab Shack, 2730 Gulf to Bay Blvd, Clearwater (east of US 19).

**District 2** — 4th Wednesday 7:00 P. MCDB's Italian Restaurant, 5104 East Fowler Ave, Tampa FL.

**District 3** — 2nd Tuesday 8:00 PM Rossi's Pizza & Pasta 5919 South Orange Blossom Trail Orlando 321-228-0430.

**District 4** — Contact Governor for details.

**District 5** — 2nd Monday Dinner at 6:30 PM, Meeting at 7:30 Pizza Gallery and Grill 2250 Town Center Ave. Viera, FL 321-633-0397

**District 6** — 3rd Thursday, Dinner at 7:00 PM, Meeting at 7:45 Quality Inn, 6525 US Hwy 27 N., Sebring.

**District 7** — District 7 will no longer alternate between Edgewater and DeBary for their monthly meetings. All meetings are at Stavros Pizza on 17-92 in DeBary on the 2nd Tuesday of each month. Dinner at 6:00 PM, meeting at 7:00 PM.

**District 8** — 2nd Wednesday 6PM Uno's Chicago Grill Daniels Parkway, Fort Myers.

**District 9** — Call Governor for details.

### *New to the club?*

For general information on the membership or meetings please call your district governor. Or, if you want to know about a specific "specialty" call the "chief" listed on the inside cover. Use this list and map to find your District:

**District 1:** Pinellas and Pasco County to Port Richey.

**District 2:** Hillsborough and Pasco County except Port Richey.

**District 3:** Lake, Orange, Osceola, and Seminole Counties.

**District 4:** Alacuha, Bradford, Citrus, Dixie, Gilchrist, Hamilton, Hernando, Jefferson, Lafayette, Levy, Madison, Marion, Sumter, Suwanee, Taylor and Union Counties.

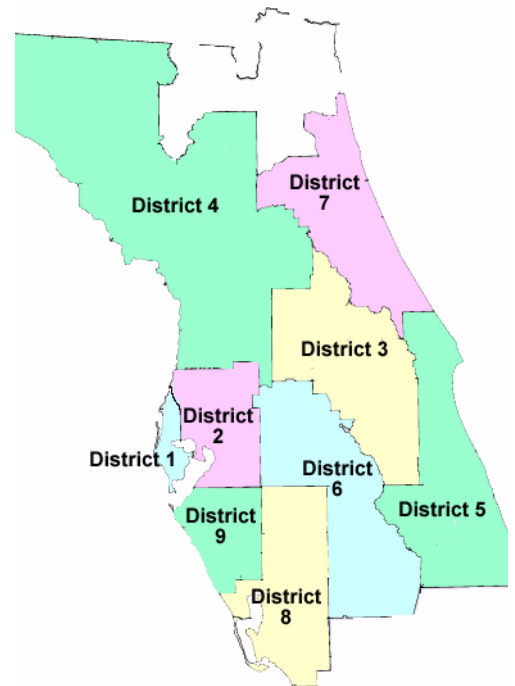
**District 5:** Brevard, Indian River, Martin, Okeechobee, and St. Lucie counties.

**District 6:** Glades, Highlands, and Polk Counties.

**District 7:** Flagler, Putnam, St. Johns, and Volusia counties.

**District 8:** Charlotte, DeSoto, Hardee, and Lee Counties.

**District 9:** Manatee and Sarasota Counties.





# Club News

## Welcome New Members

### District 1

Laurie Miller	St. Petersburg
Brian Michael VanAsten	Seminole

### District 2

George Allen Cott	Lithia
Marshall Cott	Lithia
Jennifer Guenther	Tampa
Jamie Rand	Odessa
Jeffrey J Smith	Riverview

### District 3

Chuck Abell	Apopka
Karen Abell	Apopka
Jan Anderson	Orlando
Michael Barnes	Orlando
Lisa Griffin	Apopka
N Diane Holmes	Orlando
Lyla Munson	Winter Garden

Wendy Munson	Winter Garden
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### District 4

Austin Adams	Ocala
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### District 5

Jake Hosmer	Cocoa Beach
Harry F Prussner	Titusville
Julie Roberts	Edgewater
Skip Roberts	Edgewater

### District 6

Sharon Faust	Sebring
Dennis Parker	Lakeland
Michael Rodriguez	Bartow
Nicholas Rodriguez	Bartow

### District 7

Jamison France	Ormond Beach
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### District 8

Cory Collum	Cape Coral
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Adren Quest Hance	Naples
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Amy Hance	Naples
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Brittany Hance	Naples
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Trace Hance	Naples
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### District 9

Anna Alkire	Palmetta
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Austin Alkire	Palmetta
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Gabriel Alkire	Palmetta
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Lauren Alkire	Palmetta
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### Out of Region

Adam Shelby Neylans	Keystone Heights
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Catherine Ouellette	North Palm Beach
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Gary L Ouellette	North Palm Beach
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David Tuaty	Miami
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Garrett Tuaty	Miami
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Marlo Tuaty	Miami
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Paul Tuaty	Miami
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## R.E. Report

### Rick Balderson

The 4th of July weekend found CFR, at full speed again, providing staff at both the Double National at Roebing Road and the Brumos 250 at Daytona.

If you only got to see part of the Rolex race, I sure hope it was the finish, quite a race.

The North Carolina Region had one of their starters, Jamie Dzencelowz work both events, quite a feat.

Jamie worked Friday at the National, came down to Daytona late Friday night, slept in his car, got up early to get registered, worked on the start stand with CFR member and Grand Am starter Tani Miller and at the end of the day drove back to Savannah, what a day.

So, Thank You Jamie. By the way Jamie, we owe you a gas card. We did feed him. Probably not very healthy though, donuts in the am, Heavenly Ham at lunch and pizza at the social.

At Daytona we had the better part of 50 scca volunteer staff and at Roebing I understand

there were close to 130 workers, quite a showing of support for the sport we all enjoy sooo much.

Next up on my schedule is the SEDiv mid-year meeting in Atlanta. At this meeting the racing regions of the division will put together the 2010 schedule. Fortunately for CFR Bill Martin has already confirmed our dates with both Sebring and Daytona and unless the rotation of the earth changes, we will be racing on our traditional dates. The schedule will not be published until later in the year, as we, the division, always seem to some changes at the last minute.

This meeting is also where racing rules for the next year can be changed by the RE's of SEDiv.

At the August Daytona race we will have RJ Gordy, Chairman SCCA Board of Directors visiting us. This is your opportunity to speak your piece with one of our National level leaders.

Your next opportunity is at the year end, January actually, Jekyll Island SEDiv meeting, where you can speak with Jeff Dahnert President SCCA. I'll be happy to introduce you to either of these fine gentlemen.

Speaking of important folks, the CFR BoG meetings are the basis of how CFR is run, if you would like to be a participant, let this be your invitation to attend. The next BoG meeting is on Saturday September 19th, 10 am at the Quality Inn (located at the intersection of I-4 and Hwy 27).

As you may have heard or read, Topeka is granting Driver School privileges to almost all who apply. As CFR is one of the last few Regions financially able to hold drivers schools because of the burdens placed on the regions by Topeka, this will probably be the death blow to SCCA drivers' schools. A sad way to end the day, Topeka puts a few short term bucks in the bank and the Regions loose two important aspects of their business. Most importantly we will not be able to train drivers in the way we conduct our races and what we expect from them. Secondly, we loose a revenue stream.



## District News

### District 3

Tuesday continues to be a successful meeting night for us with 20 attendees at Rossi's at our July meeting.

Governor Bill Martin recapped the June 14 BOG meeting held at Indian Rocks Beach, which will be the site of our 2009 Annual Meeting in December. It's a great place so make plans to attend. As previously reported, CFR has not been exempt from the economic downturn. We continue to have fewer entries at our events (10-15%) but still manage to give our drivers lots of seat time. Governors for odd numbered districts are up for election this year. Capital and Operating Budgets for FY2010 were approved and officers elected were RE – Rick Balderson, Ass't. RE – Ron Camacho, Treasurer – Robin Ragaglia, Club Secretary – Richard Bittmann. Thanks to all for volunteering your time to our Region! For more information talk to your Governor or specific Officer / Chief.

Other discussions and the usual bench racing centered on our support at Daytona for the Brumos 250 for Grand AM cars. This year it was held July 4th - the same day as the NASCAR race. Thanks to those volunteers who worked that event. All reports indicated they had a good

### District 5

This is a FYI to all District 5 members. When I ran for Governor 4 years ago I term limited myself to 4 years. I will not be standing for re-election @ the December Annual Meeting. If you are interested in running for

### District 8

12 members of the "Great 8" met for their July meeting at our usual "watering hole", in Fort Myers.

Gov. John Woessner and Ass't. R.E. Ron Camacho gave a report on the July B.O.G. meeting. There was comments from the "peanut gallery" regarding the allocation of some funds for maintenance of the electrical at Sebring. Some of our competitors were wondering when the expansion through the "hairpin" would commence. Right now the region is trying to repair and maintain the existing service as it does take quite a beating with a lot of custom applications being seen by parties unknown. I do know that expansion was wanted and I'll have to ask some questions and get back to the group at our next meeting.

A lot of the District 8 drivers were looking forward to this weekend's Drivers school/vintage/battle of the specs event with out folks entered in the Vintage and Driver's school.

*Fran Martin*

time and enjoyed the racing. Our most recent event was the July Sebring Drivers' School/Vintage/Spec Enduro. The weather gods smiled on us during the day as we had no inclement weather to reduce track time. Vintage and Enduro racers got their full complement of time on track and some of the newly graduated students got to practice their skills immediately. Since the additional racing brought in another 35 cars - look for a similar format next year. Next up is our August race at Daytona and we have a Friday Test Day – Spread the Word!!

It's time to be thinking about Hall of Fame awards. Contact Sammi Ronshausen for more information or to submit a nominee.

We remembered Chet Polk, Pit Worker and enthusiastic District 3 member with a toast. Chet passed away in early July.

Don't forget to check our web site for most current event schedules, the ProWorker and contact your chiefs to work.

See you at the Races!

*Peter Lier*

District 5 Governor you will need a nominating petition signed by 5 District 5 SCCA Members and submit it to the CFR Club Secretary.

*John Woessner*

A shameless plug was made for the awards banquet as the B.O.G. meeting was just held at the site. It really is a nice place with all kinds of amenities including boat rentals. That could be interesting!

An interesting tidbit from the SCCA website regarding entries was brought up. Seems according to national, by the end of April, Club Racing across the board was down 15% with the number of events remains the same. Some regions are holding up better than others. Gee, I wonder if its has anything to do with the economy.

Business meeting over, a discussion regarding Bill's new "stealth" sway bar took place. Don't know how many British Leyland products are out there but this could be big! I'll bet you didn't know a GT6 can go faster with NO sway bar? The talent in this region is just breathtaking isn't it?

See you all on the grid!

## In Memoriam

### *Chet Polk, Jr.*

Chet was a long time member and one of our Pit Marshals. Chet Passed away in July of this year.

### *Charles William Kolb*

Charles W. Kolb, age 85 passed away peacefully June 15, 2009 of cancer at his home in Melbourne, Florida.

Automobile racing was Charlie's passion; he was a world driving champion and well-known race car driver from the late 1950s until he retired in 1970, racing all over the United States, Europe and the Caribbean. After winning national championships, and winning 40 out of 46 races in one year, his driving attracted the attention of the automaker, Ferrari, and he became a factory driver for the company, racing at LeMans, France. That's when he quit, ranked 5th in the world. At the age of 70, and after 23 years of retirement from racing, Charlie was enticed back to the track in 1993. He raced his last race in 2002 in West Palm Beach, FL at the age of 79. When asked by Florida Today in 2003 how

he'd like to be remembered, he said "I'd like to go down in the record books as the guy who not only raced at age 80, but won." Due to health limitations, he was unable to fulfill this dream. Additional information about his racing career can be found on the internet. Charlie was blessed with having his hobby also be his profession. He was involved in the automobile business his entire life. First selling automobiles in the 1950s and then jointly racing cars and owning many new and used car dealerships throughout his life. Interestingly, he started in sports; not with cars, but with baseball, doing a two year stint with the New York Giants before an injury in spring training sent him looking for another career. One of his few passions outside of automobiles and sports was playing poker. He played his entire life and in his later years he enjoyed playing with his friends at Club 52 in Melbourne, FL.

Charlie will be greatly missed by his family and friends, who loved him so much.

---

## Letters

### *A "Thank you" to those who helped make my weekend successful.*

Mechanical Failure # 1: During the Love Bug Dash, I experienced a major failure on my VW Jetta. We were just beginning our third lap of the practice session when I lost 3rd gear. David Boles, who has extensive experience with VW gearboxes, came over and verified we had stripped 3rd gear. I thought we were finished for the weekend, until AJ Hulse and his Dad, Alan Sr., offered to loan us their spare transaxle. John and I took them up on their offer, and went about to change out the transaxle. About 10 % into the job, Jeff Linfert (VW GTL driver and works at Atlantic Auto Works) and Tim Miester (who I had just met 1 hour before) came to our rescue and offered to do the job. (Maybe they felt sorry for two "Old Guys") The change out took most of 3 hours and was completed just in time for us to make the qualifying session. Without Jeff and Tim along with the support of David Boles, and Dan Laslo, we could not have made the qualifying session and would have had to start from the back of the grid. Without AJ and his Dad offering us their spare transaxle we would have been loading up and gone home. Thank you

Mechanical Failure # 2: During our race on Sunday morning, I experienced a "vibration", but was able to hang on to win our ITB race. After the race we checked the suspension and found out we had a front wheel bearing going south. We did not have a replacement front wheel assembly so I went about to hunt up a spare. Both Paul and Mike McCormick race Mk III VW's so I stopped by to see if they had a spare part with them. They did not, but Paul said he had damaged his car during the race and would not be able to start the next race. Paul said that we could take the parts we needed off his car and use them on our car to make the race. Incredible! Well, to make a long story short we ultimately did not take the needed parts, but I am just amazed how incredible these people are for our sport. Paul "Thank you for your generosity". Paul, and his son Mike, are some of the most generous people I have ever had the pleasure of knowing in all my years in racing.

So, I have a lot of folks to say "Thank you" for making my race weekend so successful. First I have to Thank, AJ Hulse and his Dad, Alan Sr. for loaning us their transaxle. Second I want to say "Thanks" to Jeff Linfert

and Tim Miester, for taking on the job to change out the Transaxle. I also want to Thank David Boles and Dan Laslo for their support too. And lastly, I want to "Thank" Paul McCormick for his unselfish desire to get us back on the track.

Now I know why I love this sport so much, the comradery that seems to get stronger every time we come to the track. Thank you again, to you all.

Sincerely, David Ellis-Brown  
ITB VW Jetta # 31

### *Dear Editor,*

I would like to take this opportunity to thank CFR for an outstanding drivers school this past weekend. In 2001, due to family and financial obligations, I was forced to sell my race car and all my equipment. In the eight years that followed, I often thought it would be nice to see the folks and be involved in the action that is such of part of our region. Jerry Larson and some others convinced me that I reconsider getting behind the wheel again. After some considerable contemplation, I renewed my physical, applied for my novice permit, and entered the Sebring drivers school. Thanks to SCCA friends, a car was made available for rent, volunteer help appeared, and I was committed! With all the help and harassment possible, I made it through the weekend with flying colors and was signed off with one school! When the green flag dropped for Sundays practice race, it all came back, the rush and the thrill appeared again just as though I had never been away. I want to thank all the workers and folks who helped in this event and made it all happen for me again! I especially want to thank Pete Magusson, our Chief Steward, David Boles, our Chief Driving Instructor, and a good friend, my instructor, Dale Covington, who's guidance and race car, made it happen, Jeff Linert, ace VW mechanic, John Switzer, Datsun driver, and especially Jerry Larson, who made me seriously consider coming back. It would not have happened without their support and encouragement. Thank You All!!

Don Robinson  
#111, VW Rabbit  
donaldr68@bellsouth.net

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## The Tire Rack Street Survival School

CFR is again hosting an accident avoidance school sponsored by the Tire Rack and SCCA for young folks who have recently received their permit/license or for older kids with some road experience that want to learn how their car reacts to driver input when avoiding a hazardous road situation.

The Tire Rack Street Survival School course is a national program that goes well beyond what is taught in a typical high school Driver Ed class. The school involves both classroom and one-on-one hands-on field instruction. The students use the car that they would normally drive on the street, whether that is the family LTD, a PT Cruiser or a Honda Civic. Parents and other relatives are encouraged to attend.

Each year, too many of our kids are killed and injured in auto accidents across the nation. The typical Drivers Ed course does not teach hands-on accident avoidance and therefore kids have no idea how their car will react to emergency inputs. Our school gives them that experience in a safe and controlled environment.

The school is open to 16-21 year olds including former students from earlier schools. They may participate again if they so wish and some kids

have entered in as many as four schools to continue to gain experience. However, the point is that this school is for every kid. It is not necessary to be an SCCA member. And, if they are not a member, along with the other goodies they will receive, their entry fee entitles them to a 1-year's membership in the club.

For those interested, registration for this school and all other schools is done online at the Street Survival's website (see below) and payment of the entry fee (\$60) is done by credit card.

Our school, scheduled for September 26th at the Seminole County Police Training facility in Geneva, is fast approaching. As with our prior schools, we will hold the line at a maximum of 30 students. We already have a few students registered but we still have many slots open. If you know of a teenager who can benefit from this school, or a parent/grandparent of one who would like their child to learn accident avoidance techniques while driving their street car, please have them visit [www.streetsurvival.org](http://www.streetsurvival.org) for further information and registration procedures.



## Flag Ravings

*Sally Larson*

**MEMORIES:** Enjoyed reading Lou Gallanos column re: Jim Garner at the '69 Daytona 24-Hour. My husband and his partner, Pinky Boles race prepared and crewed for a Triumph in that race. It was terribly cold (one of the 24-hour specialties) and I was in the pits and really sick. After closing, one of the area's Italian restaurants, brought large kettles of hot soup and went down pit row, feeding all the crews - I thought I'd died and gone to heaven - bless the owners of the restaurant who were race enthusiasts. Then, in the wee small hours of the morning, our team got a visit from James Garner. Seems like there was an error in the hourly reports from the Tower ... our TR was shown ahead of Garner's Lola and he wanted to see a TR that could go that fast. That was my first experience with SCCA racing and I knew then, I wanted to be a 'part of the action.'

**HOT STUFF:** Got to watch the Rolex Race ... even some of the folks in the pits were wearing cool suits... and I can imagine how sweltering it must have been on the Corners. Got inside information from our Flag Chief about the event. Rich said "Our Daytona Rolex Event was most successful. Again, we encountered no problems whatsoever. From the time we registered at 6:30 am until we left the track around 6 pm everything was smooth sailing. DIS set up a large tent complete with tables and chairs in the SW corner of the truck pad. Parking was allowed inside the track just across the street for easy access. Rick Balderson arranged 4 golf carts for our use and provided lunches from Heavenly Haven followed by beer and pizza at the conclusion of the Grand Am Event. We had no hassles from anyone and were permitted to travel freely much to our delight and surprise. The Race itself was close with the 2 lead cars neck and neck on the East bank for the final lap. Since this event is already on the schedule for next year, we are looking forward to it." Sounds like this should be a 'must do' event for all of us Workers next year.

Got a call from a CFR GTL driver competing at Roebing the first July weekend. Barry reported it was 103 degrees there. I often worked at Turn 9 (the old Turn 8) and I don't know if it was the heat or being able to look at the thermometer kept at the Turn during the races that made it seem even hotter.

**LIVE AND LEARN:** My motto is learn something new at every race. And I even did that at the classroom session of the July Drivers' School. Seems like the newest GCR states that when being flat towed by a Rescue Vehicle, the driver of the race car should have full racing gear on ... window net up, complete seat belt fastened, race suit and helmet on and both gloves on. Used to be helmet, lap belt and one glove - but that's been changed. Workers be sure to tell the Drivers you're assisting and check to be sure they comply. As for Drivers, heed this new rule - if you come into the Pits without being so attired, the Pit Crew and Steward may well be on your case.... which is to be avoided at all costs!

**WELL DONE:** to the Students at the School. Although there were mechanical failures on some of the cars, there was almost no contact or body damage of the metal kind By and large, you did extremely well responding to the flags. I think you set a new record for seeing and responding to the yellow flags - there was no passing under yellow reported... and you did me proud. FYI - during practice, qualifying and races on a regular race weekend, a passing under yellow must be witnessed by two Workers - we don't want you to receive a penalty unless we're sure the pass was witnessed and reported by two Corner Workers.

The one problem I did see during the School was Students missing their specific Black Flags at Start and at the Black Flag Station. Be sure to give a look at Start and at the Black Flag Station as well as checking each Flag Station EVERY lap you make. Remember, if you don't look, we can't tell, which is our only way of keeping you, your car and other drivers as well as us, safe.

**TO ALL DRIVERS:** Be sure you know where the Black Flat Station in located, Check the supplemental sheets that come with your registration information - it should list that station. If it's not listed, and we found the Supps for the School did not, be sure to ask any Worker or Official. Any problem you incur, will immediately become worse if you don't see your Black Flag, acknowledge it, and go to the Pits to see the Steward.

**A 'JUST IN CASE' FOR WORKERS:** We show a White Flag on the first lap of each session to each group on both days of a race weekend. This lets the Drivers know where all our stations are. Sometimes we have to shift our stations a bit and if so, be sure you make your white flag very obvious (as in Flag Large). AND, Black Flag Station, please show your number board sign along with the white flag to be sure the Drivers know where you are. We're all in this together and the more we can help, the better and safer the racing will be.

Next up is the Friday test day and huge double SARRC event at Daytona scheduled for August - all hands on deck needed!



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# Flat Tow to the Rescue and Other Drivers School Pictures

Lyn Watts





# Drivers School

Larry van Scoy

[http://lvanscoy.shutterbugstorefront.com/g/scca\\_drivers\\_school\\_july\\_2009](http://lvanscoy.shutterbugstorefront.com/g/scca_drivers_school_july_2009)



# Sebring Driver School, Vintage Races & Battle Of The Spexes

Bill Martin

As is the case with CFR Schools, it starts with a meeting.



Hopefully, the Stewards will not have anything to do.



First on the agenda were the Station Wagon, er Pick-up Truck, er Mini track tours.



Steve Smith '72 Ginetta G15



Nice but hot weather, Tech was open air.



Gary Steffen tried his hand behind the wheel of a racing car.



Pit Marshal, Doug Puckett took to the track for a change.



Sean Ryan's beautiful '66 Jaguar E Type Coupe.





Flat Tow Bob provided the "emergency vehicle on track" routine.



Drake Burgoon gets a bit wide in coming out of Turn 8.



Roland Bauer '72 Corvette & Tim Smith '67 Shelby Vintage Event.



Sean gets a bit wide coming out of Turn 11 for a heart stopping ride.



Sean continued his exploratory ride but all settled out well.



Beau Gable and his '67 Lotus Super 7.



Nice example of the '63 Corvette Stingray Coupe - Ken Hazelton



Charlie & Chuck Hollis brought their beautiful '70 Chevron B-8.



*Just relaxin' - Dave & Gloria Then.*



*Mick Robinson chases another SRF in Turn 10*



*Racing was good in the Spexes - Cary Atkinson & Emilo Mendez Turn 10.*



*Worker Favorite SM of Robert Nettles and Mick Robinson SRF in Turn 10*



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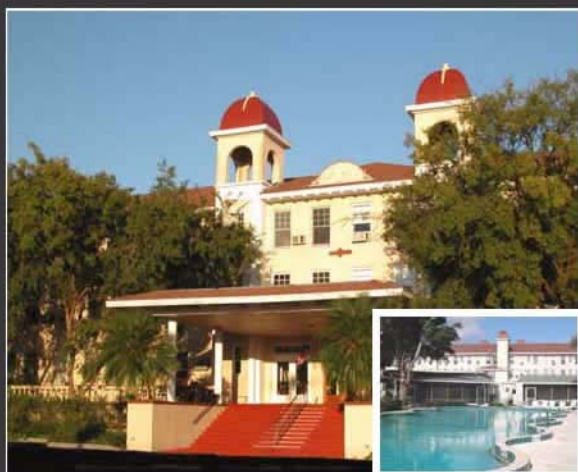
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Not sure what is going on here, do your own caption - Gloria & Pam.



The Social was welcome after a long hot day - Pam & Dave



Tech inspectors Glen & Georgia Sterly were open for business.



The usual shenanigans - Berta Sager & Marc Dana.



Diane Kasson and Paul Dorsey (Turn 10) with the "double yellow" drill.





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