

The Independent-Racket

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

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Happy New Year 2001!

With a look back into 2000



Slalom Year 2000 in Review

Mike Pessoney
2000 Slalom Chairman

It has been a GREAT year!

Each of us club members who contributed, need to congratulate ourselves and each other on a job well done. **Please pat yourself on the back before continuing.** As slalom chairman, I thank each of you for making my job fun and easy. As a TAC and TVR member, I thank each of you for making these club experiences something to be proud of in the past year.

The slalom year started with 27 intrepid students and instructors in the rain at the driving school, we survived several equipment malfunctions, I saw new leaders emerge to plan and master events, I saw some new drivers emerge with enthusiasm and skill, I saw work assignments taken up with a will and a smile, I saw some visitors from other clubs drive really fast, I saw some real improvement in the skills of many of our members, and I didn't drive like an old woman this year!

Year 2000 was a building year for the TAC and SCCA slalom programs. It had some grand successes and it seems to me, some grinding failures.

First the good news! Attendance was up (averaging 33+ entries/ event), enthusiasm was high, drivers supported many out-of-town events, records have been better kept, the "Mad Pylon" software has allowed instant scoring, our website has posted results promptly, work assignments were handled more equitably, our relationship with the city has been excellent, and in general, the slalom program has prospered.

Now the bad news! In these years when slalom programs in other areas have to limit their participation to be able to handle the crowds, TAC with arguably the best site in the southeast, has had meager

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TAC Rally Championship 2000

Ottis Airhart
2000 Rally Chairman

The 2000 Road Rally season was a great success. We had a lot of new faces and many new cars turn out for the events. Most of them were even seen at the finish line ;).

In late 1998, Eddie Jory and Alan McCrispen (and possibly others) put on the first-ever annual Christmas Party Rally. It was the rebirth of the rally program in Huntsville in several years. The last remembered rally had 3 cars entered. The 1998 rally had close to 10 (wow!). I was one of those people, and I was hooked.

During 1999, I was the Vice President, therefore, in charge of rallies, slaloms, etc. I made the mistake during the summer of mentioning that we needed to do some more rallies... oops. "OK, Ottis, you're in charge." That was not quite what I was hoping for. I was able to convince Eddie to do another Christmas Party Rally, and that was that. It was a real blast. We had even more participants. But, it still was not enough.

The former President of 1999, Mike Pessoney, declined the 2000 Presidency to take over the slalom program. I also declined the nomination for an easy transition into the Presidency to exclusively run the rally program. John Clarke and Eddie Jory became the new President and Vice President and had the easiest slalom/rally year ever.

For 2000, we had enough interest and enough workers now to have a successful season. We planned 5 events spread out through the year, ending with the annual Christmas Party Rally.

The first event was run by one of my favorite rally/slalom masters, Mike Pessoney. He put on a real fun and entertaining (although a little muddy to the feet) limebag rally. We traversed the wild back roads of

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**"Whatever keeps the gas pedal on
the floor longer is better."**

-Bertil Roos

Editor's Note

Keith Ramey

If you read last month's IR, you know that your newsletter now has a new editor. First and foremost, I think that everyone in TAC and TVR should say a big *Thank You* to Rod Ashcraft for the excellent job he did over the last two years. He has made the IR an award-winning newsletter. I know that I would like to thank him personally for the outstanding help he has given me as the new editor.

To start the New Year off right, I decided that this issue of IR would be a review of the successes of the clubs in 2000 and a peek into the plans for 2001. I believe that 2000 was a banner year for both the slalom and rally programs, but I don't believe it should stop there. I think with a little hard work that we can build on the success of 2000 and have one of our best years.

I have heard from several members that the newsletter tends to take the view of the club of which the editor is a member. You can probably see that in this issue. Mainly that is because it much easier for me to *encourage* the people I know to submit articles. I hope that the members of TVR continue to submit great articles like those I have enjoyed the past couple of years.

One thing is sure, this newsletter depends on the members for its best content. Thanks this month to E. Jory, M. Pessoney, and O. Airhart. Please keep those articles coming.

-Happy New Year!

Tennessee Valley Region, SCCA

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TVR meets the 2nd Wednesday each month at 7:00 PM at Mr. Gatti's - 4315 University Dr. NW, Huntsville, AL. Visitors are always welcome!

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Independent-Racket

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Drive the Wheels Off It!

E. Jory

One of the many stories spawned by the Inaugural TVR-SCCA Rallycross on 10/14/2000.

Rallycross? What in the world is that? That's what I was thinking the first time Ottis brought up the idea nearly a year ago. Ottis went on to explain that, in a nutshell, Rallycross is an Autocross without pavement. Hmmm, sounds like a lot of fun. Mark K., apparently had similar ideas, and was willing to toil on his tractor in his own field for hours cutting out a smooth lane amongst the cut hay. The stone was cast. This event was going to happen, and it was going to be way too much fun for me to miss out on.

As the event began to look like it was really coming together, I began to think more and more about the pros and cons of running my daily driver through a hay field. If it turns out to be muddy, this is going to create one VERY messy car. Being inherently lazy, I did not relish the idea of spending weeks cleaning my daily driver. If the course turns out to be choppy, or has a lot of elevation changes, I could really do some damage to a car. I know this will come as a surprise to many of you (OK, maybe not), but I am not the type of person that can drive an event anything less than 110%. I may not always be the fastest guy out there, but there is no one that is leaning harder on their equipment than I do. That's just my nature. Given the worst case scenario, I could actually see myself rolling the vehicle. SO, taking all of this into consideration, I decided there was but one plausible solution. I would buy a vehicle specifically for this event.

Well, it sounded like a really good idea, until I realized that I had just bought my wife a brand new Buick. Between that and being married with a two year old daughter, spending money, say more than \$50, on a vehicle that may only end up being used for one event would seriously agitate Jennifer. I can't miss out on this event, how I am going to do this? I got to thinking about how much fun we used to have driving cheap, near death cars through fields during my high school years. I remembered helping my buddy Conan getting his 1978 Accord back off of a mountain trail that would have intimidated a Humvee. I thought about my buddy Chuck and the some of the incredibly cheap and relatively dependable cars that he had over the years. I thought about my buddy Dave and his penchant for hammering on equipment like I do. Then it came to me, why not get all of us together to pitch in for a "cheap" car that we would run on Saturday and sell on Monday? I figure we should be able to find a car for say, \$500, or \$125 each, run it on Saturday, then sell the remains on Monday to a junkyard for \$100, and then we would only be out \$100 each. YES, this was

the ticket. Eight days to go.

I call Dave, Chuck, and Conan, and pitch them the idea. After explaining what a Rallycross was to each of them, they were as excited as I was about the idea. The hunt began in earnest. Saturday, seven days to go. Go through the newspaper. Four cars listed that appeared to fit the bill. After calling all of them, two were not worth looking at, and the other two were sold. Sunday yielded similar results. Monday, Tuesday, and Wednesday came and went with more looking and phone calls, but nothing promising. Then Thursday came. There was a 1978 Buick Estate wagon in the paper for \$350. I felt we had a winner, but because of family obligations, I wasn't going to be able to look at it. I didn't want to let this possibility slip away because we were three days from the event and finding a cheap car was proving much more difficult than I had anticipated. I called Chuck and Dave and asked them if they could check it out. They came by my house around 7pm Thursday after taking it on a test drive. They said it had potential, but they weren't comfortable buying it because it ran REALLY poorly and they didn't know if we were going to have time to get it right before Saturday. At this point, I pretty much gave up. It's Thursday night, and we still don't have a car. Then Chuck mentions that there is one last possibility left to check out. An acquaintance of his at work said he had two junk cars in his yard outside of Arab that he would like to get rid of. He told Chuck we could have either for \$100, but that they were very rough. Chuck and Dave left my house to go check these out, but for that money, we were all pretty certain that this was most likely a waste of time.

About 9:30pm, Chuck and Dave came back by my house, and both of them were grinning from ear to ear. One of the cars, a 1978 Buick LeSabre, looked promising. Though it had been sitting for two years, they were able to get the battery to take enough of a charge that after spinning the motor over for a few minutes, it actually started. They said the 301 Pontiac V8 was definitely not hitting on all cylinders, but that, for \$100, it sounded a lot better than the Buick Wagon they had looked at earlier. The tranny wouldn't engage, all four tires were down, the driver door didn't open, and there was very little possibility that it would make it to the event under it's own power, but hey, for \$100, we all figured it was a cheap gamble. After talking it over, we decided we could trailer it over to my house Friday night and work on it until dawn if necessary. We made plans to get together Friday after work to retrieve this jewel in the rough.

Chuck emailed me at work Friday to report the first, and thankfully last, bit of bad news. The trailer we had hoped to use wasn't strong enough to move a four thousand pound Buick around on. We all decided that

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we were not going to give up that easily, and made plans to attempt to resurrect it on site and drive it from its current home between two trees and a not-so-mobile home outside of Arab to my house in south Huntsville. Chuck, Dave, and another friend, Brian, all met up at my house shortly after 5 on Friday. We loaded up the bed of Chuck's truck with a portable vehicle resurrection kit. The contents were:

- 1 hydraulic floor jack
- jumper cables
- 1 case transmission fluid
- 5 qts motor oil, various viscosities
- 1 four way
- 1 can fix-a-flat
- rags
- paper towels
- stp fuel treatment
- 104 octane booster
- two portable air tanks
- five gallon fuel tank

We decided that we should each take our own vehicles to Arab. Since we each had cell phones, we could split up after sizing up the car and pick up parts as necessary. After a short trip to Arab, we arrived at a windy gravel road heading off into the woods. I kept thinking I was going to a still, continually checking my rearview for the "revenue's". And there it was, a used-to-be yellow, four door, 1978 Buick LeSabre that looked like a casting reject for "Escape from New York". Parked neatly next to an aging mobile home, with two pine trees overhead that were working hard on refinishing the Buick in a stylish sap and moss mix. It was working on taking up root with the pine trees, its tires having sunk into the earth a few inches after the last bit of air escaped them some time ago. It was about 6pm, Friday night. If all went well, we would be charging through a Rallycross course in about 17 hours.

The owners had spent the past hour getting their "personal effects" out of the car, and were now trying to access the contents of the trunk via rear seat removal, as the door/trunk key was misplaced. We decided that it would be quicker to remove the trunk lock cylinder. After about 20 minutes of everyone taking turns with a screwdriver and a hammer, finally the trunk was open. After the owner finished cleaning out the trunk, work on the tires began. We added air to the tires, and all but the passenger side rear tire responded well. No problem, we'll just put this handy spare in the trunk on. Well, this proved a bit more difficult than anyone anticipated. This wheel had not been removed in who knows how many years, and the steel wheel had become quite fond of the axle to which it was attached. Everyone took turns trying to remove the wheel. Beating on it with all tools within reach was proving

futile. Liquid Wrench was no help either. Finally, Chuck decided that putting a couple lug nuts back on and rolling it back and forth was the best shot.

We added five gallons of gas, a half bottle of STP, and a bottle of 104 octane booster. Due to Chuck and Dave's work the night before, it started with relative ease, but upon putting it in gear, it made no attempt to move. The owner's son commented that if we just left it in gear for about five minutes, the tranny would engage. We immediately started adding tranny fluid. After two quarts, the tranny engaged. Chuck proceeded to rock the car back and forth until we heard a thunk from the right rear. Another 30 minutes of beating and prying went on before the wheel finally came off. We put the spare on, added air, and, after filling the power steering system, adding two quarts of engine oil, and five additional quarts of transmission fluid later, the car appeared ready to go. At this point, I took off to find an ATM, so I could get the \$100 before the owner changed his mind. While I was gone Chuck and Dave used up the paper towels cleaning the moss off of the windows. When I got back, the owner wrote us a bill of sale, and we were off to my house in Huntsville. After about two miles we stopped at a service station in Arab to make sure there were no further problems to note. It was really quite amusing stopping at the gas station in Arab on a Friday night. When people in Arab in ragged out Trans Ams are staring at your car with that "What a piece of ----!" look, you know you are driving a real winner.

We continued on to my house, where we pulled in the driveway somewhere around 9:30pm. Jennifer was so excited to have another Buick in the driveway, she couldn't stand it. She said something to the effect that either I, the car, or both, had best be gone in the morning. She just couldn't quite appreciate what a find we had made.

Now the mission was to determine what would keep it from passing tech? The brakes checked out. The seatbelts checked out. The wipers worked. The battery was held down. The tailpipe was nearly dragging the ground. Fix the tailpipe and we would be good to go. Chuck and Dave went to Wal-Mart to buy a hacksaw and some other supplies. I worked on getting us some food in route and we ate pizza when they got back. After dinner, Chuck cut the tailpipe off behind the muffler. The car sounded much better. It was nearing midnight, so we decided we were good to go and called it a night.

Everyone met at my house at 8:30 the following morning. It was the first time Conan had seen the car, and we all enjoyed watching the disbelief on his face. After a quick breakfast, it was off to Lacey's Spring tire in gasoline alley to find some used mud and snow tires. Conan and I went into the attic of the used tire

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store, where Conan jokingly pointed out a Dunlop Dune Traction M+S tire. I saw it was the right size and grabbed it, it would be perfect on the right rear of our one wheel wonder equipped Buick. An hour and a half and \$35 later we were off to the event with two used but still decent mud and snow tires on the back. They tried to make us a deal on some Firestone Wilderness ATX's, but they were a little too short on tread.

Traveling in caravan, keeping the Buick between two cars so as not to attract attention to the non-existent tag, the Buick drove well and still managed to attract stares all the way to the event site. One of my favorite moments was seeing Dave traveling down 67 in a \$100 car talking on his \$200 cell phone, with his \$800 Sony Handycam on the front seat.

Once at the event, there was a beautiful transporter owned by Team Lecone (sp?) sitting in the parking area. Can you guess what we parked closest too? Then, after failing tech because the battery hold down let go on the trip from Huntsville, we had more work to do. As I was about to jump in a car and go to the store, Mike Pessoney was kind enough to loan us a battery hold down, and install it for us to boot!

Each of the four of us had an absolute blast. When you really don't care if the car makes it, you drive at a whole different level. No worries, just fun. It was nearly priceless. Each of us made eight passes, and on Dave's last pass, tragedy struck. The car came to a sudden, complete halt, and the right rear was so

high in the air, you could have driven a Miata under it. Everyone took off running expecting to see the worst, a mutilated front left suspension, but as it turned out, the steel wheel had merely pulled through the lug nuts. The lug nuts were all neatly in place on the studs, but the holes in the wheel had become larger than the lug nuts. Oh well, nothing to get upset about. The car exceeded our wildest expectations, surviving the drive from Arab to my house, from my house to the event west of Decatur, and more than 30 passes before calling it a day. I looked at Dave and said, "You drove the wheels off of it!"

It turned some good passes too, less than five seconds behind some pro-cars that cost considerably more than the \$200 total (gas, tires, and car) that we had invested in the Buick. In fact, it's times were mid pack, ahead of some cars for which one tire would cost \$200.

Everyone at the event had an absolute blast, but nobody had more fun for less money than Dave, Chuck, Conan, and myself. We literally drove a wheel off it, and had fun doing it.

Now, I'm sure some of you are worried about taking your street cars to a rallycross, don't be. A lot of people did and had a really good time without damaging anything. We broke the Buick because we were trying to, not because of the type of event or the course.

Now the real dilemma begins. Should we sell the Buick, or keep it for next season?

ANNUAL TECHNICAL INSPECTION

All cars used in SCCA Club Racing must have an Annual Technical Inspection at the start of each racing season. That inspection will be performed at the track during your first event, or if you wish to avoid standing in line it can be performed prior to going to the track by any Nationally Licensed Technical Inspector. Richard Crowell (256-837-8023) is available to perform that service for all competitors in North Alabama and Central Tenn. However, remember that if more than 3 months goes by between the Inspection and your first race, you may be requested to have the car re-inspected. Additionally, if more than 3 months goes by between 2 races, the tech personnel may require that car be re-inspected. Your car must be in race ready condition, including bodywork, when the inspection is performed. I am willing to travel to Nashville, Birmingham, or Chattanooga if there are at least 4 cars ready. A small fee may be charged to pay expenses. The inspection is free if you have it performed at the track.

SCCA RACING HELMETS

Rich Crowell

Many competitors have asked me when SCCA will require that the Snell 90 helmets must be replaced. The 2001 GCR will have a statement to the effect that Snell 90 helmets shall not be used in any SCCA racing event after December 31, 2001. So, this is the last year for Snell 90 helmets!



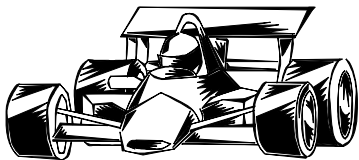
Solo II events also require Snell approved helmets but they may be one (1) generation older than racing helmets. Although I have not seen anything in print, I suspect that this may be the last year for Snell 85 helmets in Solo II events.

competition. Only 2 of the 16 classes for which year-end trophies were awarded had meaningful competition. Although records were better kept, few event financial records were kept and the records for worker points were as usual, a shambles.

Although we have work to do this year to build a first class program, all the elements are in place to support growth. Here is what I think we gotta do this year:

- 1) Organize a slalom committee.
 - a) Right now the only two members are John Barnett and me.
 - b) If you want to serve, call 883-9908.
- 2) Update the slalom rules with respect to year-end awards.
 - a) Rules for breaking ties are ambiguous and unfair.
 - b) Class championships are too often decided without competition.
- 3) Encourage outside competition
- 4) Advertise and revise our Spring Performance School.
 - a) Better weather would help!
 - b) Need promotional ideas.
 - c) Need ideas for new driving features.
- 5) Continue to organize supporting work assignments.
 - a) Too much work still falls to too few.
- 6) Complete ALL event reporting on the day of the event.
- 7) Provide online registration.
- 8) Add computerized timing and maybe car identification.
- 9) Keep the fun in our events and add more.
 - a) After all, we do this for fun.

I look forward to 2001 and the things we will accomplish this year as a club.



2001 GCR

The 2001 General Competition Rules are in and ready for delivery. New for this year is the inclusion of a "read-only" CD in every book. This will enable you to do a rapid search of the rules to find the subject you are looking for. The member cost of the book/CD package is \$25 plus S & H. Call (303) 694-7222 or (800) 770-2055 to order yours today.

south Huntsville and visited some beautiful natural caves.

The second event was my own event. I ran a one-worker rally based around my house. Participants knew where the checkpoint was, but they still had to get the time right. I surprised them on two stages with a hidden drive-by checkpoint. I was surprised how close to the correct time most teams were at the hidden checkpoints... and how far off they could get just 20 miles later at the finish of the stage. It was our first TSD rally in many years, and it was a lot of fun.

The third, and by far largest, event was the Seven Bridges Road Rally run by Odas Koger and friends. We had a large turnout of first timers. It was a long but very scenic and relaxing rally (huh?). We visited seven covered bridges (or remains of bridges) across north-central Alabama. The scenery was great and the experience unforgettable. We all look forward to running this rally again in years to come.

The fourth rally was a tremendous TSD rally by Clem Akins. Clem has more rally experience in his little finger than I do in my entire... well, he knows a lot. Again, we had many new faces and a very well run event. My wife and I on our second ever rally using a TSD rally computer, came in very, very last. Something about not remembering how to run the computer, and forgetting the manual, and making up being 20 minutes behind... TWICE... PER STAGE. Anyways, it was fun.

The fifth rally, the annual Christmas Party Rally, usually run by either Eddie Jory or Alan McCrispen, was a GREAT success. I called most of the membership list the night before, told them the rally route to the Christmas Party at the Port of Madison Restaurant, and they all made it. For the first time ever, no one got lost! The truth is, the rally was cancelled due mostly to lack of coordination on my part. Most of us went go karting after the party and made up for it.

In total, we had at least 5 or 6 teams that came to at least 3 of the 4 events. The other 20 or so teams were mostly new folks who had never heard of the sport or our club. Several participants have since become members and have latched on to the rally program.

Also, for the first time ever in the south-east, TVR-SCCA hosted a performance rally event in the form of a RallyCross. For those not familiar with the sport, it is an autocross that is run in the dirt or in a field. We had close to 20 entrants with several from out-of-state. John Shirley and Kendall Russell were kind enough to come down and show us how real pro rally driving is done.

The 2001 season looks to be a doozy. Clem Akins is heading up a plethora of road rally related events for TAC including several school sessions for rally participants, workers, and rally masters. I am heading up at least two performance rally events for TVR and am hoping to host a performance rally driving school.

Classified Ads	
Competition Cars	Wheels & Tires
ITS RX-7 GSL-SE. Revolutions, 12 hours on 13B motor, new G Force suspension, fire system, fuel cell foam, 6 point TRW belts, window net, BFG T/A-R1's, Hawke Blue pads, competitive, legal, race ready. Dave Boling. (256) 883-9406 or dbs@hiwaay.net	Mag Wheels, 5 bolt. 4" radius centers, fits Chevy Citation/others. \$125. Call Wade White 256-536-5992 Days. 256-882-2157 Nights. Slotted Mag Wheels. For early Datsun Z-cars. (14x6 - 4x4 1/2 pattern) with center caps. \$140 for the set. Call Mike at (256) 881-0557.
Street Cars	Parts For Sale
92 Nissan Sentra SE-R. Solid car, engine, trans, body, and interior are good - needs a little TLC. Great for street, Solo. or I.T. Trade-in at Redstone Auto Sales. Special consideration given to TVR and TAC members. Dennis Norris. 883-7633 Drake and Memorial Parkway. 1975 MGB Roadster. Needs paint. no major rust, rebuilt engine, all syncro overdrive transmission, 36/32 DGV Weber carb needs some tuning, almost new top. Henry Ahler 534-7772 heahler@ro.com. 87 Mazda RX-7. 188K miles, 5-speed, cassette, moonroof, sliver/gray color. \$1500 neg. Call 256-544-0354(work).	Datsun/Nissan R190 differential. For 510 or 240/260/280Z, 4.44 LSD (Thorsen Unit). \$300.00. David Stephens 256-883-9739. Formula Ford rear suspension pieces. Upright, hubs, axles. & a-arms. Jerry Hardt. 256-859-1999 or jerryhardt@yahoo.com 1973 240 Z Seats. Good Condition. Call Mike at (256) 881-0557.
Trailers	"Fast head, slow hands, does it." -Carroll Smith
Trailer. All Steel. single-axle, un-sprung, with lights and manual winch. Lightweight, very low, easy loading, tracks perfectly. New Rustoleum black paint. Suitable for formula car or small production car. \$300. Jim Burruss. 256-837-2007.	
Wanted	Misc. Equipment, Tools, Etc
Wanted: Formula Ford Coilovers. Jerry Hardt. 256-859-1999 or jerrhardt@yahoo.com Wanted: Porsche 914 in poor shape. Jerry Hardt. 256-859-1999 or jerrhardt@yahoo.com	4-Wheeler ATV. 1988 250cc Honda, new front tires. \$1,200. Call Wade White, (256) 536-5992 Days, (256) 882-2157 Nights. Engine Hoist/Crane. 2 Ton rating. \$100. Call Wade White. (256) 536-5992 Days. (256) 882-2157 Nights. Drill Press. 3/4" electric drill, super heavy-duty. \$100. Call Wade White. (256) 536-5992 Days, (256) 882-2157 Nights. Two (2) Drive-On Car Ramps. Easy oil changes. \$25. Call Wade White. (256) 536-5992 Days, (256) 882-2157 Nights.

The IR Files

1 Year Ago:

Ottis Airhart announces plans to revive TAC's rally program with a planned scheduled of four rally events for 2000.

The Birmingham Zoning Committee voted 4-2 to recommend the zoning change requested by the Barber Motorsports Park. Construction of the park is to include a 2.5-mile road course.

5 Years Ago:

The following awards were presented at the year end party for the year 1995. Do any of these sound familiar to you?

TVR:

Road Racer of the Year: Larry Janzen

Solo I Competitor of the Year: Mark Rothermel

Solo II Competitor of the Year: John Clarke

TAC:

Most Active Member: David Estill

FS Champion: John Clarke

AM Champion: Jerry Hardt

DM Champion: David Estill

EM Champion: Scott Millhouse

BSP Champion: Mike Chandler

DSP Champion: Steve Hoelscher

TAC Meeting Highlights

Dec. 7, 2000 (1044th):

- There was an idea presented about trying to hold a slalom event at the Huntsville Speedway next year.
- Ottis Airhart will be trying to hold a rally next year as an official SCCA event.
- Mark Rothermel is working on some new artwork for the new TAC shirts.
- Mark Rothermel mentioned the car show in Arab. It appears to be bigger than we first thought. This might be something in which we want to participate.
- Ottis Airhart wants to know if there is interest in having another Rally Cross next year, possibly in February or March.
- Brian Little mentioned that the Rocket City Miata Club is looking into renting the Little Talladega track in Feb. Is there any interest in TAC joining them?

Dec. 21, 2000 (1045th):

- Richard Crowell reported that the Southeast Division of SCCA would be holding a convention in January. The convention will be in GA. Anyone interested in attending should see Richard.
- The TAC Christmas Party at the Port of Madison Restaurant was a great success. After the party a dozen folks went to The Park for go-kart racing.

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ADDRESS CORRECTION REQUESTED