

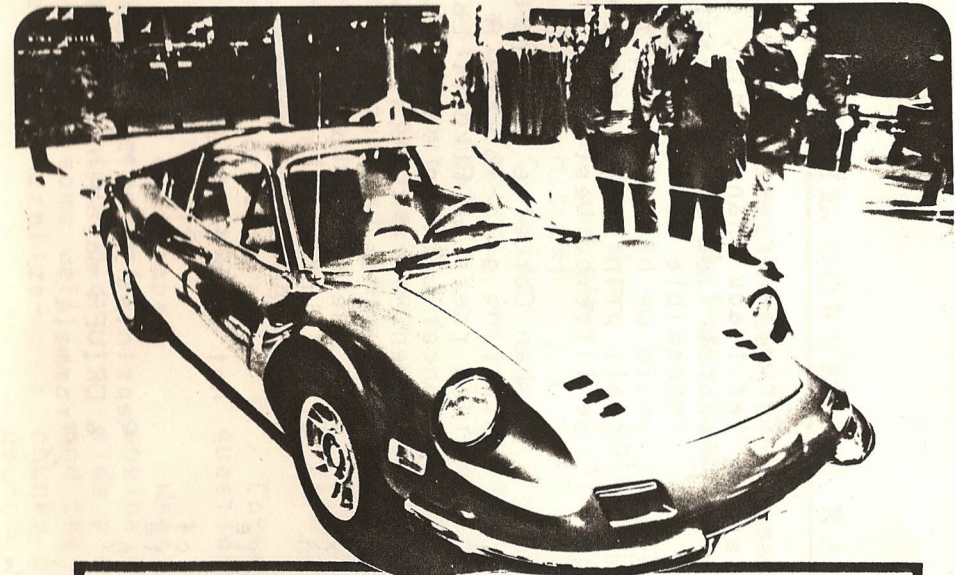
TWICKENHAM AUTO CLUB
% J. W. BURRUS JR.
416 FORREST PK CT.
HUNTSVILLE, AL 35806.

TWICKENHAM TVR-SCCA
INDEPENDENT/RACKET

HUNTSVILLE, ALABAMA

FEBRUARY 1986

The combined monthly newsletter of the
TWICKENHAM AUTO CLUB and
SCCA's TENNESSEE VALLEY REGION.

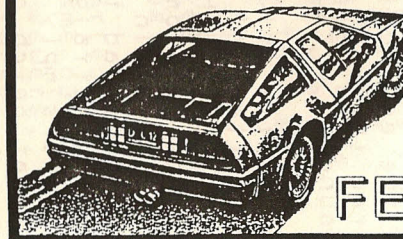


TWICKENHAM AUTO CLUB'S
TWELFTH ANNUAL

**CAR
SHOW**



PARKWAY CITY MALL



FRIDAY &
SATURDAY,
FEB 28 & MAR 1

Calendar of Events

- Feb 28-Mar 1 The Twelfth Annual TAC CAR SHOW, Parkway City Mall. Show set-up is Thursday night, February 27. Be at the West entrance of the mall at 8:30 pm that evening; your help is needed. Also plan on working the show as much as possible on Friday and Saturday. For details, contact Car Show Chairman Brian Godsy, 837-3903, ext 326 days, 233-4811 (Athens) evenings. Don't miss the fun of this kick-off event of the 1986 season!
- March 8-9 TAC Rally School and Rally #1. For details, call TAC Rally Chairman Lester Ross, 539-6262.
- March 21-23 TAC Slalom and Performance Driving School. For details, call TAC Slalom Chairman Joe Graham, 533-0044.
- April 6 TAC Slalom #1, old Huntsville airport.
- April 13 TVR-SCCA Solo II #1, old Huntsville airport.

TAC - Twickenham Auto Club, Huntsville, Alabama.

TVR-SCCA - SCCA's Tennessee Valley Region, Huntsville, Alabama.

SCCA - Sports Car Club of America.

MEETINGS



The TWICKENHAM AUTO CLUB meets on the first and third Thursdays of each month at 7:30 pm. For meeting location and other information, contact TAC Acting President Joe Graham, 3513 Hutchens Avenue SE, Huntsville, Alabama 35801, phone 533-0044. Visitors are always welcome!



Sports Car Club of America's TENNESSEE VALLEY REGION meets on the last Wednesday of each month; dinner 7:30 pm; meeting 8:00 pm. The February 26 TVR-SCCA meeting will be held in the meeting room of Mr. Gatti's, 4315 University Drive NW (between Jordan Lane and the Sparkman Drive overpass). For further information, contact TVR Regional Executive Chet Langley, 2814 Brett Road NW, Huntsville, Alabama 35810, phone 852-1301. Visitors are always welcome!

This issue of the INDEPENDENT/RACKET was printed courtesy of
TELEDYNE BROWN ENGINEERING in Huntsville's Cummings Research
Park.

TAC'S MEMBERSHIP AWARDS PROGRAM

The year 1985 was another of many fine years for TAC. The membership participation in various club activities was very good, and as a result a large number of recognition awards were made, the highest being the Outstanding Member Award which went to President John English. It was well-deserved recognition given in appreciation of a year of dedicated efforts, especially in regard to preserving a goodly part of the old Huntsville airport for TAC's and other sports car clubs' slalom and slalom-related activities.

The next highest recognition was the Superior Member Plaque. Eight of these were awarded: Jim Burruss, Rich Crowell, John English, Brian Godsy, Chris Graham, Joe Graham, Ken House and Grant Roberts.

TAC's broad membership support was shown in the fact that twenty-four Superior Member patches were awarded. Besides those listed above, the following received patches: Stan Evans, Martin Folgmann, Steve Hoelscher, Stan Hyde, Chet Langley, Rick Petitpas, Lisa Petitpas, B. J. Robinson, Lester Ross, Dave Shollenberger, Lelia Vann and Murray Walker.

On behalf of all of TAC's members, I want to congratulate all the recipients of the above awards and to express our appreciation of the extra efforts that you put forth to help make TAC the successful, active and (I'm proud to say) independent car club that it is.

JOE GRAHAM

SLALOM SERIES CHAMPIONSHIPS & WORKERS

Without benefit of any records research to back me up, I still say that 1985 was one of the best slalom series that TAC has had for a while. The very large turnout for the Slalom School last year and the Student Slalom (48 entries!) was the sign of a general upturn in events participation throughout the ten-event program. Congratulations to the following class champions:

Class IV - Grant Roberts (in a tie-breaker win over Stan Hyde!)
Class VI - Herb Aderholdt
Class VII - Ken House* (undefeated)
Class IX - Steve Brolliar (undefeated)
Class X - Chet Langley
Class XI & Overall Champion - Mark Rothermel*
Class XII - John Clarke
Class XIII - Andy Prince*

*First year of participation

Slaloms can't be conducted without workers, so it is appropriate that the following were recipients of TAC's Slalom Series 1985 patches:

Herb Aderholdt	Stan Evans	Grant Roberts
Jim Burruss	Chris Graham	Lester Ross
Annette Blunt	Joe Graham	Mark Rothermel
Bob Blunt	Brian Godsy	Dave Shollenberger
Steve Brolliar	Steve Hoelscher	Ken Shrider
Connie Clarke	Ken House	Lelia Vann
John Clarke	Stan Hyde	Murray Walker
Rich Crowell	Chet Langley	Charles Wright
John English	Andy Prince	

Thanks to all of you for making 1985 such a great year for the Slalom Series!

JOE GRAHAM

IN PRAISE OF OUR CITY

The government of the City of Huntsville has shown once again that it listens and responds to its citizens. In a time when government at all levels often seems so distant and negative, our recent experience here at home is delightfully refreshing.

The reference is, of course, to the recent threat to our continued use of the old Huntsville airport for our sports car activities. Let's first look back at our record of interaction with the City of Huntsville.

After only sporadic use of the property following the relocation of the municipal airport to the Jetplex, TAC approached the City in 1971 regarding regular use of the North end.

Rather than taking the easy way out and denying our request, Mayor Joe Davis was immediately positive and aided in the resolution of a potentially sticky conflict with the Association of Chiefs of Police helicopter pilot school which was using the facility at that time. The school was soon gone from the area (for unrelated reasons) while TAC, TVR and T&CCC continued to enjoy one of the finest and safest slalom facilities to be found anywhere.

The City continued to be supportive. When problems arose over the directed relocation of the model airplane activities to the North end, Assistant City Attorney Canteay Cooper went out of his way to meet with representatives of the clubs and work out a solution.

Lying virtually in the heart of the city, very convenient to Memorial Parkway, it was inevitable that this valuable property would attract attention. Despite numerous proposals for private development of the area, the City recognized its potential as a recreational facility and began to develop it further along those lines.

The most recent threat began with the City's agreement to permit the Huntsville Jaycees to use the North end of the old airport for five weeks each year to prepare for and stage the annual fair and carnival. The Jaycees had sold their previous fairground property to developers of the Madison Square Mall and had purchased a new site in Northwest Huntsville. Residents of that area strongly opposed having the fair in their neighborhood, forcing the Jaycees to look elsewhere. With its central location and large paved area, the old airport was almost too natural. Our sports car clubs were concerned, but we were willing to cooperate. The availability of the South end of the old airport as an alternate slalom site, though less desirable for our purposes, made it possible for us to maintain our events schedule. The five weeks granted to the Jaycees were right in the midst of our active season of events.

Construction of the new baseball stadium just North of the old runways displaced our activities to the South end for all of 1985, and developments were beginning to close in on us from all sides. The completely remodeled municipal golf course just South of the runways will preclude our use of that area beginning in 1986. And in late 1985, we learned that the Jaycees were about to formally propose to the City Council a long-term lease of the North end, under which they would assume total control and proceed with substantial modifications to the property. Although it became apparent that private discussions

(continued)

IN PRAISE OF OUR CITY, continued

with certain City officials had already been held, our clubs had not been consulted. Neither had the Parks and Recreation Department, which was in the process of assuming responsibility for the site.

Representatives of TAC, TVR and PCA were at that City Council meeting and succeeded in delaying any formal agreement until a "comprehensive" plan for use of the old airport could be drawn up by Parks and Recreation. Given only four weeks to develop the plan, Parks and Recreation clearly had its work cut out for it. In retrospect, they handled the task with great skill and diplomacy, carefully avoiding unmanageable mass meetings which might have turned into unproductive confrontations. In the end, they created a plan which fairly considered the needs of all recreational users of the airport property.

Even following acceptance of the Parks and Recreation plan by the City Council, further evolution has occurred. As it now stands, the Jaycees public service facility will be constructed just West of the main runway, leaving the North end unobstructed and perfectly suited to our continued safe use. The City has replaced some pavement lost to the baseball stadium parking area specifically for our use.

A few warts remain. With the loss of the South end as an alternate site, the Jaycees' control of the North end for five weeks puts us temporarily out of business right in the midst of our active season. In past practice, the area was rendered unsuitable for our use for well in excess of five weeks due to the Jaycees' laxity in cleaning the area following the annual fair; we hope the five weeks provision can be enforced. The large drainage ditch cut parallel to the taxiway presents a safety hazard, but Parks and Recreation has promised to work with us toward a safe solution. Finally, the Jaycees' construction adjacent to the runway may create temporary conflicts, and there is still the chance for further evolution of the plan.

Most important is that fact that our local sports car activities have been recognized as legitimate recreational activities and provided for in the City plan. This was accomplished by 15 years of responsible and safe use of the facility by our clubs, by the combined efforts of many club members to support our shared interests, and by a wonderfully responsive City government.

Huntsville is truly a cosmopolitan city. I have personally chosen to remain here, even in sparse times, because I think it's a great place to live. My faith has been rewarded time and again, and my hat's off to the City of Huntsville!



NEW TAC SECRETARY

TAC welcomes Jerianne Trammell to the office of TAC Secretary. Jerianne volunteered and was elected to fill the unexpired term of Lelia Vann, who felt she could not continue to perform her duties with the excellence she had demonstrated. Lelia resigned, citing increased job responsibilities. We're sorry to lose Lelia, and we are fortunate to have Jerianne as her enthusiastic successor.

TVR TRIVIA

The Area III convention in Myrtle Beach was quite a soiree. The socials were great and we even took care of some business. At the Banquet Saturday night two TVR members came home with SEDIV trophies. Steve Broliar was 1st in C Stock for Solo II and I came in 2nd in ITC in Solo I.

Most of the rules, regulations and schedules for Solo I's and Solo II Divisionals are in this newsletter and Dave Shollenberger has copies of the regional/national road racing schedule. Next years convention will be hosted by the Alabama Region in Birmingham. With the convention so close to us I hope a lot more of our members will consider going next time. These conventions are NOT just for officers. The seminars are for the competitors and you can voice your opinion on how Solo I and Solo II divisionals are run and it does make a difference. Trading information and ideas is another plus to the seminars, we can come up with new ways to run events. Think about it!

January 18 was the TAC/TVR Year End Awards Party and TVR handed out a number of awards including a new one. The Board had decided to recognize service to TVR by a non-member with the presentation of a years free membership in SCCA. Our first time winner and new member is Mark Rothermel. Congratulations, Mark! TVR also presented Pewter trophy dishes in Appreciation to several non-members for their help at our Solo II divisional. Congratulations to Ken and Dan Shrider Mark Rothermel, and John English. Other trophies presented were:

TVR SOLO II SERIES CHAMPIONS

AS KEN HOUSE
CS MIKE TUCKER
CSL B.J. ROBINSON
DS CHET LANGLEY
ASP MARK DETTER
CSP DAVID STEPHENS
CSPL CHRIS GRAHAM

DISTINGUISHED MEMBER AWARD

RICH CROWELL
CHRIS GRAHAM
CHET LANGLEY
B.J. ROBINSON

MOST OUTSTANDING COMPETITOR ACHIEVMENT
AWARD CHRIS GRAHAM

CONGRATULATIONS TO ONE AND ALL!

In TVR's regional Solo II series the rules will be about the same for year end award trophies; be a member by the third event and still be a member by the last event. You must run three of the five events for points to qualify for the championship.

According to SCCA we must now have two safety stewards at each event and we need more people to be safety stewards. My safety stewards instructors license is in the works and I will be able to conduct seminars so that no one will have to go out of town to get their logbook and license. Let me know if you are interested before I corner you on the subject!

TVR would like to welcome our new members, Don Anderson (FC) and Louis Barraza (FF). Give 'em hell, guys!

Don't forget the car show Feb 28-March 1 and the monthly meeting Feb 26 at Mr. Gatti's on University Drive.

CHRIS GRAHAM

1986 SOUTHEASTERN DIVISION SOLO I SCHEDULE

01/24/86

March 22-23 Bronson Field Solo I, Gulf Coast Region
Pensacola, Florida

April 25-26-27 Chimney Rock Hillclimb - Central Carolina Region
Chimney Rock, North Carolina

May 18 Sebring Solo I - Central Florida Region (Sunday)
Sebring, Florida

May 24-25 Wiregrass Region Solo I - Hunt Field
Dothan, Alabama

June 7-8 Roebling Road Solo I - South Carolina Region
Savannah, Georgia

July 12-13 Road Atlanta Solo I - Atlanta Region

August 17 Charlotte Motor Speedway Solo I - Central Carolinas Region (Sunday)
Charlotte

September 20-21 Grand Father's Mountain Hillclimb - North Carolina Region
Bone, North Carolina

October 4-5 Bainbridge Industrial Site Solo I - Wiregrass Region
Bainbridge, Georgia

November 1-2 Pilot Mountain Hillclimb - North Carolina Region - TO BE APPROVED
near Winston-Salem, North Carolina

November 22 Sebring Solo I - Central Florida Region (Saturday)

1986 SOLO I SERIES RULES:

- 1) Have a Solo I SCCA license (issued by the SEDIV).
- 2) Five events may count for points. (Note: All points count towards TOPS Trophy)
- 3) Drivers must compete in at least 3 events.
- 4) Must have competition in CLASS in at least one (1) event or compete in 5 events.
- 5) End of Year trophies will be awarded to the Champion in each CLASS that has met the rules. (If competition warrants, additional trophies will be awarded by class - be at Area III Convention to pick up trophies.)
- 6) Points are awarded by CLASS as follows:
 - 1st - 9 points
 - 2nd - 6 points
 - 3rd - 4 points
 - 4th - 3 points
 - 5th - 2 points
 - 6th - ? - 1 point

Points will be awarded only to SEDIV Solo I license holders
- 7) Protests - Please continue to settle them among yourselves - rules will be followed!



Wanda Kirkham, SEDIV Solo I Steward, SCCA
1417-15th St. East, Apt. B, Tuscaloosa, AL 35404
205-345-8717 (work until July 1986) 205-553-3714 (home)

1986 SOLO II DIVISIONAL RULES AND PROCEDURE

* The Divisional Procedure must be printed in the supplementary rules for each SEDIV Solo II event.

* Event trophies will be awarded on a basis of one trophy per three entrants.

* Divisional points will be awarded based on the following schedule for each event and accumulated for the year:

First 9 Points	Second 6 Points	Third 4 Points
Fourth 3 Points	Fifth 2 Points	Sixth on 1 Point

* The participation requirement is that a driver must run in two (2) events. The top three finishes will count toward division points.

* Divisional trophies will be presented to champions and runner-up drivers provided they have satisfied the participation requirement. Ties will be broken for first place only by the time difference of head-up competition.

* Qualifying for the Solo II National Championship will be the participation in only one Divisional event. Written notice of the qualifiers will be sent to the national host region by the SOLO II steward. Contact the Solo II steward if you must compete in a divisional outside of our division due to date conflicts.

* An annual divisional award (TOPS-Total of Points) will be made to the region that has the highest percentage of success based on participation. This will be the total number of final qualifying divisional places 1-3 versus the total participants for a region. This will allow all regions an opportunity to earn the award and not just the large regions.

* All divisional awards will be made at the annual AREA III meeting. All winners are encouraged to attend the meeting or to have a person from your region to pick up the award.

1986 Divisionals:

May 17	Sebring	CF/FLA	Danny Shields	813-681-5378(H)
May 18	(Solo I)			813-228-4111(W)
			Al Wicht	305-583-7671
June 29	Dothan	WG	Richard McCabe	205-255-3203(W)
				205-347-2457(H)
July 27	Macon	MG	Joel Simmons	912-743-6773(W)
July 26	(Regional)			912-477-5073(H)
Aug 16	Charlotte CC		Floyd Bryant	704-373-3461(W)
Aug 17	(Solo I)			704-542-3599(H)

Should there be any questions, please contact me:

Roy Herring
SEDIV Solo II Steward
2584 River Oak Dr
Decatur Ga 30033
404-634-4671 (Home)

OTHER SCCA SOLO NEWS:

SOLO II

Listed below are new cars classified for 1986. The Solo Events Board would like members input, because they have one year to adjust any of these car classifications.

- o 1986 Honda Civic SI in D Stock
- o 1986 Honda Prelude SI in E Stock
- o 1986 Mazda 626 Turbo in G Stock
- o 1986 Honda Accord 2.0 in G Stock
- o 1986 Chevrolet Sprint in H Stock
- o 1986 Chevrolet Spectrum in H Stock
- o 1986 Chevrolet Nova in H Stock
- o 1986 Mazda 323 in H Stock
- o 1986 Mazda RX-7 (all Non-Turbos) in C Stock
- o 1986 Toyota Celica (twin-cam) in E Stock

SOLO I

NEW PROPOSED GROUPINGS

I	SP-FA-FC-ASR
II	FF-CSR-S2000
III	F440-FV-SRENAULT
IV	GT1-GT2-GT3
V	EP-FP-GT5-DSR
VI	GP-HP-GT4
VII	SSA-SSB-SSC-SSGT
VIII	ITA-ITB-ITC-ITGT

YEAR END AWARDS PARTY

The TAC/TVR Year End Awards Party was quite a banquet and a good time was had by all. TAC and TVR owe a big "THANK YOU" to B.J. Robinson for her hospitality.

Plans are currently in the works for the slalom school party and the return of the summer picnic. The hardest part to getting any party going is a place to have it. If you'd be willing to host a party or know of an apartment clubhouse where we could have one please let me know.

Again, thanks to B.J. and we'll see you at the slalom school party.

CHRIS GRAHAM
ENTERTAINMENT COMMITTEE CHAIRMAN

ATTENTION TAC MEMBERS

Forgotten to pay your 1986 dues? TAC's mailing list must be purged soon. Dues are only \$10.00 for single membership; \$13.00 for family membership. Come to the next TAC meeting and pay them, or use the handy tear-off form below to mail them in. Don't miss the fun and camaraderie in '86!

Enclosed are my 1986 dues: () \$10.00 Single () \$13.00 Family
The following information is provided to update the TAC Membership List:

NAME(S) _____

ADDRESS _____

CITY, STATE, ZIP _____

HOME PHONE _____ WORK PHONE _____

MAIL TO: B. J. Robinson, TAC Treasurer
4103 Talwell Drive SW
Huntsville, Alabama 35805

APPEAL

In mid-1984, a young British amateur race car driver went airborne and flipped his PRS Formula Ford. The car's roll bar broke loose just above the diagonal braces and the driver, Simon Frostdick, suffered a broken neck. Totally disabled in his mid-twenties, Simon began the long process of adjustment and rehabilitation to achieve as much independence as possible in his condition.

In spite of his horrible accident, Simon has not turned against racing as a sport. His friends solicited support from others in the form of letters. Joe Morris, a member of Britain's 750 Motor Club, has written to Simon, and so has Joe Byrd. Simon's replies are sometimes long in coming -- an understandable problem -- but both Joe and Joe have received responses. Joe Morris offers this latest letter and urges others in our clubs to correspond with Simon:

* * * * *

10th December 1985

Dear Joe,

Thanks so much for your many letters over the last year or so, I do appreciate it and must apologise for not writing to you sooner, it's always interesting to hear your news. From what I gather racing in the States is more expensive than it is here, although it is always difficult to appreciate exactly what things are worth when looking at the prices in Autosport. I've sold both my PRS RH01s (in various states of repair) and engine and box to a friend of mine, he used to mechanic/team manage with one of my friends, Derek Simpson, who ran a FF2000 and this year a Thundersports in the B class, anyway this chap, Steve Young, is going to build up one car around the better chassis, (with a modified and redesigned roll-hoop) and use the other for spares, he hopes to hire this car out in our FF championships for older/simpler cars, i.e. 74-78 FF and Formula E (which only started this year) and caters for cars with outboard suspension only. I hope he is successful, in 1982 when I was running a SARK 2B in FF I hired out the PRS (which I'd bought in 81) to a school teacher for a few races and test sessions, but found running two cars too demanding on time with working as well. Added to which I wrote off the Sark in a rather extensive end over end accident later that year, so had to revert to the PRS myself, incidentally Autosport described the accident as Monumental! perhaps I should have stopped then...

Since leaving Stoke Mandeville in March I've been living with my parents, here in Suffolk, I've had a number of medical problems which have hindered and restricted me, in fact I've got to go back to Stoke for some tests next Tuesday, hopefully they'll find something out. I'm paralysed from the shoulder blades down, Tetraplegic/Quadraplegic C6, I have some use of my arms and wrists and my hands are usable although I can't move my fingers or thumbs.

I am driving a modified Vauxhall Astra automatic and now have to build up the distances, I have to take a driving test next March. Getting in and out proves the greatest problem and really I think a van may prove to be the most independent solution, in the long run, as with a lift I would be able to get in and transfer to the driver's seat in the dry.

I am hoping to move back to Leicestershire where I used to live, if I can organise the relevant care and accommodation et., all my friends live there and I would be able to get on with putting some of my ideas into practice.

My younger brother and sister are coming up for Christmas, which should be pleasant, I hope you and your family have a good Christmas.

All the best,

Simon

* * * * *

Simon's address is: Simon Frostdick
Kirton Rectory
Kirton, Ipswich, Suffolk
IP10 OPT
England

THE CORVETTE RACER

A Sprite driver's view, from a safe distance.

By Peter Egan

To those of us who raced our diminutive H Production Sprites and similarly high-pitched cars in Midwest Council and SCCA regionals, Corvette drivers were always a breed apart. We spent many weekends pitted next to Corvette teams, adjusting our pathetic tiny Austin valves or performing some other jeweler's chore on our bad eyes, watching these fiberglass behemoths out of the corner of one collective eye (we didn't have the nerve to stare with both eyes). Corvette drivers and Sprite drivers didn't mix much, except to borrow the occasional strand of safety wire or half roll of duct tape from one another, but a shortage of information and personal contact did not prevent us from forming some well developed stereotypes and generalizations.

We knew a few things about Corvette guys:

Corvettes always seemed to be raced by drivers who had crew cuts long after everyone else in the club looked like George Harrison. You got the feeling that if they weren't driving Corvettes, they'd be dropping you for 50 pushups at Camp Lejeune or chewing Copenhagen without taking it out of the can. Corvette guys drove in black Wellington boots while everyone else wore effete moccasins or Nomex booties. They wore open-faced helmets with no visors so everyone could see them scowl. When they dressed up to go out at night they wore white nylon windbreakers, white pants, Goodyear caps with the visors pulled down over the eyes and at least one article of clothing with stars & stripes or crossed checkered flags on it, and they always went out for pizza and beer in a place with bright neon lights.

Corvette drivers adjusted their points with air wrenches and their pit men were sometimes crushed to death by

fallen lug nuts. Corvette guys had trailers with six wheels and towed them with brand-new extended cab white pickup trucks with more checkered flags and stars & stripes on them. The trailers had overhead tire racks with tires that were exactly 4 times as wide as they were tall. These tires cost \$600 apiece and lasted only one practice session before being torn to bits by raw torque.

Corvette drivers never asked any questions at driver's meetings.

When a Corvette driver started his engine the smoke and noise came out of side pipes the size of storm sewers, and the exhaust pulses threw large chunks of gravel and blew your tent down. When these engines blew up on the track, the concussion and coolant spray left corner workers dripping and dazed for hours. If a Corvette threw a rod through its sump, the resulting oil spill would make your Sprite go backwards through Turn 3 for the rest of the season.

Every Corvette driver had at least one gold tooth. Corvette drivers made their money in cattle or oil, or else they owned more than one gas station and paid men named Frank to run it for them. Corvette drivers themselves had names like Bart or Chuck or Bob, and their last names were usually Johnson. They always had Texas jet pilot accents even if they were from Michigan's Upper Peninsula.

Corvette drivers used hacksaws to set their camber and had tool chests where each tool occupied a whole drawer. The sockets at the small end of their socket sets started at 1 1/4 in. and went upwards to sizes that frightened Caterpillar mechanics. Between races, Corvette drivers arc-welded things to their chassis in a shower of sparks. When a Corvette driver jacked up his car, he didn't so much lift the car, as push the earth away from it.

(continued)

THE CORVETTE RACER, continued

Male Corvette drivers had blonde wives who chain-smoked and had cattle ranch tans and pale blue eyes, while women Corvette drivers were always single because they couldn't find any-
one who was man enough to marry them. Corvette drivers never lit their cigars. They just chewed them flat and walked around the pits until they saw the front suspension on a Lotus Seven or the engine in a Sprite. Then they threw the flat, wet cigars on the ground in disgust.

Corvette drivers used approximately 100 gallons of Union 76 racing gas on every lap and had government surplus fuel cells from armored vehicles. While those of us in Sprites, Midgets and Spitfires had to DRIVE from one end of the main straight to another, Corvette drivers simply LAUNCHED themselves in a great belch of power and landed at the other end on four smoking tires.

Corvette drivers drove on a much shorter track than we did, and their pit-boards flew by like fastballs and were impossible for the human eye to read, while we had the time to examine the small print on the race marshal's bad-ge littered vest.

When Corvette drivers massed on the starting grid for the A and B Production races at Elkhart Lake, the announcer used to say, "Ladies and Gentlemen, it's time to shake the dew off the lillies." He didn't say that before the other races, because nothing else thundered, rumbled and shook the ground quite the same way.

Not even Sprites.

Reprinted from March '83 issue of CAR & DRIVER magazine. Submitted by Don Trammell.

WANT ADS

FOR SALE: Racing slicks- 7 Goodyear Eagle 20x6-13, 2 Goodyear Eagle 20x7.5-13, 2 M&H 20x7-13 -- best offer. Car trailer, suitable for Sprites, formula cars or similar, includes mounted spare -- \$250 as is. Antique Walker floor jack, 5 feet long, 3-foot handle, 2-ton capacity -- best offer. Call David Herring, 830-6775.

FOR SALE: 1979 Olds Regency 98 4-door, 403 cu. in. engine, excellent condition, crushed velour interior, like new tires, good paint, good body (except dented right front fender, cruise control, electric mirrors, windows and seat, stereo, approx. 75,000 miles. \$2,000.

1973 Chevrolet 3/4-ton van with 350 cu. in. engine and dual exhaust system, body in excellent condition, mag wheels with new tires, dash and interior in good condition but needs seat covers, low mileage, with all papers and records. \$1,850.

Call Greg Graham, 883-7892.

WANT TO BUY: Full-size Chevy pickup, engine and transmission condition unimportant (can be broken) but body and electrics should be in good condition. Call Greg Graham, 883-7892.

WANTED: One GM plain steel wheel, 15-inch with 5-lug, 4 3/4-inch bolt circle, preferably with usable tire, cheap! Needed for car trailer spare. Call Jim Burruss, 837-2007.