

# The Beacon

AUGUST 2023  
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**PONCE INLET CORVETTE CLUB**  
PO Box 996  
New Smyrna Beach/ FL 32168

## Our Beginning...

The Ponce Inlet Corvette Club originated in March of 2005. The Club has grown into a respected, active and acknowledged Corvette Club that meets in New Smyrna Beach, Florida. In January of 2005, local Ponce Inlet residents Gary and Dianne Swanhart purchased a new C6 red coupe from local Chevrolet Dealer Jon Hall. The twist in the story took place shortly after they got the car home. Jon Hall was contacted by representatives of Wrangler Jeans and Dale Earnhardt Jr. to see if the Dealership could provide them with a red Corvette to film a Wrangler Jeans commercial at the Daytona International Speedway. At the time they did not have another red C6 in stock but they remembered just having delivered a red C6 coupe to Gary and Dianne. The Swanhart's were contacted and asked if they would be willing to support the filming with their new Corvette. They agreed and Gary and Dianne took the new C6 to the track and met Dale Jr. During the filming they both got to meet him and had Dale Jr. sign the dash of their new Corvette. Shortly after that event the Club was organized and Jon Hall Chevrolet became the Club's first Sponsor. The initial meeting was held on February 22, 2005. Sixteen prospective members from Ponce Inlet, Daytona Beach Shores, Ormond Beach and Port Orange were in attendance. A general design for a "Club Logo" that depicted the Ponce Inlet Lighthouse with a C5 emblem across the background of the lighthouse was adopted. Since that initial meeting, the Ponce Inlet Corvette Club has become well known for attending local car shows, cruise-ins and is a Charitable and Social Club. Members are owners of Corvettes from 1958 to 2022. Proceeds from our annual VETTES AT ONE DAYTONA show and fund raisers are donated to charity. Our annual car show has become a focal point of Corvette Clubs and Corvette enthusiasts throughout the state of Florida.

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## 2023 CLUB OFFICIALS

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2022 President Dave Tyree

## BECOMING A PICC MEMBER

Membership shall be open to any Corvette owner over 21 years of age and their spouse or significant other. Any membership paid on or before March 22, 2005 shall be considered a Charter Membership. Each membership shall have only one vote. Application will be made on the club membership form (available on our website) and given to the Membership Chairperson. The Membership Chairperson forwards to the treasurer, all membership registration funds. Members that no longer own a Corvette will have six months to obtain ownership in another Corvette or forfeit membership in the Club. There will be no refund of dues to members who forfeit their membership. Any member whose annual dues and fees are current is considered an Active Member. If a club member resigns from the Club, that member will not be entitled to participate in any Club functions, until that member formally requests a new membership application. At that point, all new membership requirements must be once again satisfied. Our annual membership dues are \$50.00. Membership dues are payable at time of application to the Club.

## CLUB INFORMATION



### MESSAGE FROM OUR PRESIDENT:

Not much going on in this summer heat, We had a Great Turnout at the Conch House is St. Augustine last week, A Big Thank You to Susie Amaro for setting up this run. We also had a good turnout at the August membership meeting and buffet and we welcomed new members Kevin & Mary Kirsch, we are now at 96 members, Make sure you check your email for upcoming events from Reed & Susie and I hope to see everyone at the September Membership meeting.

Dave

### MESSAGE FROM DENICE STANFORTH:

Welcome to PICC is Kevin and Mary Kursch our newest members. Kevin and Mary live in Ponce Inlet. They own a 2001 Millennium Yellow convertible. They also own a 1960 Tesco Turquoise Roadster.

Denice



## The Beacon



## at the August meeting

### AUGUST MINUTES from Victor Toews

**Dave Tyree, President**, called to order the General Membership Meeting of the Ponce Inlet Corvette Club on, August 17, 2023 at 6:30, held at the Hidden Lakes Clubhouse located at 35 Fair Green Avenue, New Smyrna Beach, Florida.

President Dave Tyree called the meeting to order with the Pledge of Allegiance and a moment of silence for our troops and first responders. Dave made a motion to except the secretary's minutes from the membership meeting. The motion was moved by Don Bush, seconded by Linda Pelletier and approved by the membership.

**Vice President Mike Wasson** mentioned that he had distributed donation checks to Sophies Choice, \$500, to Volusia County Turtle Patrol, \$250 and to the American Cancer Society \$500. Mike had a speaker tonight, Heather Seneker, who talked to us about the upcoming Volusia County Breast Cancer walk. We also had Heidi Stembridge, the chairperson, talk about donations and mentioned that she had received a \$100 donation tonight from Linda Pelletier and Larry with a challenge to our members to match their donation.

**Membership Chairperson Denice Stanforth** reported that we have a new couple joining the club tonight. They are Kevin and Mary Kursch. Kevin has a C1 and Mary has a C5. Denice also wanted to make note that we had a potential new member visiting tonight. Her name is Eva Capella. Denice noted that we currently have 96 members.

**Treasurer Julie Bush** gave her report on Club Finances. Julie said that at our next meeting she should have a final account of how we did on our car show and, she would like to let you know about all of our clubs fixed expenses that we have.

**Secretary Victor Toews** recorded the minutes of the meeting.

**Sunshine Committee Victor Toews** read the names of 14 members who have birthdays and 3 couples who have anniversaries in the month of August.

**Director at Large Reed Miller:** Dave stepped in for Reed tonight and started by mentioning our sponsors, starting with Splash Car Wash, Discount Tires which has donated to our car

show, a \$300 Discount on a set of tires, to be raffled off. Another sponsor, Reilly Auto is having an open house on Oct 13 at 4:00 even though they have been open for about a year and would like to have about a dozen of our cars there. Promos for you is a new sponsor that Reed picked up this year. They did our flyers for free and some other Posters. Another sponsor is Christopher Bean coffee. Great coffee fresh roasted. Another item that was recently brought to his attention was that of a track night at the speedway. It is sponsored by the SECA and costs around \$250 to get your car out on the track. Dave will have Reed investigate this and get a notice out to the members. This would be on Sept 21 & 22.

One item that we will bring up at our next board meeting will be the possibility of donating to a verified Maui Relief Fund of some sort.

**Social Director Susie Amaro** noted that she has 40 people signed up for the St. Augustine and museum drive out tomorrow. Very happy about that. She noted times and locations for staging. Next month for the ladies' luncheon, there was a suggestion to change the location and time, so we are going to meet on Sept 4th at Dahlia's on Dunlawton in Port Orange. Susie said that at this time she doesn't have a planned drive out in September. She mentioned that if someone wants to come up with a suggestion, she would not be offended and would investigate it. For October there is a possibility of a boat canal tour of Mt. Dora that would include lunch. More information to follow. Bev and Lynn thought that it would be fun for the ladies to have a wine glass painting class. This would be on October 24. Venue to be determined.

Meeting adjourned

Basket drawing was won by John Sartor  
50/50 drawing was won by Julius Frittelli



**The Ponce Inlet Corvette Club made the ride to St. Augustine for a fun day of lunch and a museum visit. About forty club members enjoyed lunch at the Conch House. Following lunch the group traveled south for a visit to the Classic Car Museum in St. Augustine. The entire trip was arranged by our Social Chairman Susie Amaro.**





**At the Ponce Inlet Corvette Club meeting Thursday night Heather joined us and received the clubs donation check for the upcoming Volusia Strides event.**



**Susie accepts the check from Mike for the Volusia County Turtle patrol.**



# CLUB INFORMATION



## EVENTS BY SUSIE

Attention all PICC Members:

I am planning a fun adventure for October that will include a boat river tour and lunch. Stay tuned!!

Also, ladies lunch is September 4th 11:30 at Dahlias Mexican Kitchen in Port Orange. RSVP to Susie Amaro by 9/1.

Thank you!

Susie Amaro

## CLUB EVENTS

Upcoming Events:

Tuesday September 4th:	PICC Ladies Lunch	Dahlia's Port Orange	11:30 AM
Tuesday September 5th:	PICC Board Meeting	Half Wall NSB	5:30 PM
Thursday September 14th:	PICC Men's Lunch	Eagle's Club Port Orange	1:00 PM
Thursday September 21st	PICC Monthly Meeting	Hidden Lakes Golf Club	5:00 PM

### Upcoming Car Shows:

- Sat. Sept 16: Muscle Car Show Oviedo, FL
- Sat. Sept 30: Ultimate Car Show Longwood FL
- Sat. Oct 7: Flagler Corvette Club Show
- Fri Oct 13: Reilly's Grand Opening
- Sun.: Oct 22: Melbourne Corvette Show
- Sat: Nov 3/4: NCRS Melbourne
- Sat. Nov 11: Marion County Corvette Show
- Sat. Dec 9: New Smyrna Chevy Corvette Show
- Sat Jan 18-20: NCRS Melbourne



**Charlie and Bev Vedral and Steve and Shannon Estes made the trip north for the annual Corvettes at Carlisle show. These are a few of the pictures from the show.**







**The National Corvette Museums Announces 2023 Corvette Hall Of Fame Members Elect**

**(By Corvette Museum)**

In April the Corvette Hall of Fame announced its 2023 member-elect. These members-elect will be formally inducted into the Corvette Hall of Fame in a ceremony on Saturday, September 2, 2023.

The Corvette Hall of Fame was founded by the National Corvette Museum in 1998, making this the museum’s 25th anniversary. The Corvette Hall of Fame was established to confer official recognition upon the most influential individuals in the history of the Corvette and honor their achievements. Nominees for the Corvette Hall of Fame are selected by an anonymous panel of Corvette experts and then voted upon by a separate group of 100 anonymous Corvette experts. Since its inception in 1998, the Corvette Hall of Fame has inducted only 79 people.

Each year, a leader is inducted into the Corvette Hall of Fame from one of three categories: GM-Chevrolet, Racing and Enthusiast.

The 2023 members-elect are:

**Enthusiast** – John Amgwert, Founding Member of National Corvette Restorers Society

In 1974, John Amgwert became one of the founders of the National Corvette Restorers Society. Amgwert’s passion for Corvette translated into a 25-year stint as the editor-in-chief of The Corvette Restorer magazine – a go-to resource for Corvette history. Amgwert’s efforts with the NCRS to form a technical library ultimately resulted in what would become the National Corvette Museum. Amgwert’s passion for and commitment to seeking out the truth about key cars in Corvette history continues to this day.

**Racing** – Dan Binks, Retired Crew Chief of Corvette Racing

Dan Binks is a racing crew chief, fabricator, and do-it-all competitor. For nearly two decades starting in 2002, Binks was a vital member of the Corvette racing team. During his tenure, the Corvette squad scored over 100 race victories, including six class wins at the 24 Hours of Le Mans, three at the 24 Hours of Daytona and 11 at the 12 Hours of Sebring. While Binks retired from the Corvette team in 2020, he did not slow down. In his Brighton, Michigan shop, he prepares the cars he once raced professionally for vintage events, restores race cars, and builds engines.

**GM-Chevrolet** – David Wickman, Retired GM Vehicle Performance Manager of Milford Proving Grounds

Born in Detroit, Michigan, David Wickman grew up dreaming of being an engineer for GM someday, and on January 5, 1978, his dream came true. His skill, work ethic, and dedication led to Wickman being assigned to work as the Test Engineer for the launch of the C4 Corvette. Wickman would go on to manage Corvette development activities at the Milford Proving Grounds as the Lead Development Engineer for the C5 Z06, C6, and C7 platforms. In that role, Wickman was responsible for overseeing total vehicle development integration and validation from prototype through production.

Corvette Hall of Fame inductees have distinguished themselves not only through their accomplishments but also by their high standards of integrity and character that reflect and enhance the reputation of the Corvette and the National Corvette Museum.

“Each of this year’s members-elect have left an indelible mark on the history of the Corvette,” said Sharon Brawner, President and CEO of the National Corvette Museum. “These gentlemen have spent their lives dedicated to Corvette excellence, and we could not be more grateful for their commitment to America’s Sports Car. Their individual passions have contributed to both the legacy and the future of the Corvette.”



**Amgwert**



**Binks**



**Wickman**



The connection between Corvette and auto racing runs deep. Ever since Zora Arkus-Duntov tuned up the C1, Corvettes have been proving their mettle on racetracks all over the world. Even at Indianapolis Motor Speedway, the undisputed domain of American open wheel racing, Corvette will serve as the official pace car of the Indianapolis 500 for the 20th time. Our May Artifact of the Month, this autographed C5 fuel rail cover, celebrates the enthusiasm motor-sports fans share for Corvette and the Greatest Spectacle in Racing.

Donated by Sheila Chaffee, the fuel rail cover includes signatures of 19 personalities from the IndyCar Racing Series. Among the autographs collected are those of Dario Franchitti, Scott Dixon, Helio Castroneves, Tony Kanaan, Ryan Hunter-Reay, and Alexander Rossi. That list alone includes 11 Indianapolis 500 victories! Race fans will recognize many of the other names inscribed in silver, such as Michael Andretti, Chip Ganassi, Ed Carpenter, Graham Rahal, and Sebastien Bourdais. Getting that many signatures of auto racing professionals on one piece of memorabilia is itself a worthy achievement.

Reflected in these names are tales of triumph at the Brickyard. Rossi won the 100th running of the Indy 500 as a rookie, crawling across the finish line after running out of fuel on the final lap. Castroneves also won at Indianapolis in his first attempt in 2001, backing that performance up with another victory the next year. At the time they autographed the fuel rail cover, Castroneves and Franchitti were likely tied with three Indy 500 victories apiece. Castroneves would break that tie in 2021, winning a fourth Indy 500 twenty years after his first victory.

Franchitti's wins all came between 2007-2012, an impressive stretch of three victories in five attempts. A few months after that third win, Franchitti made a visit to the National Corvette Museum to take delivery of a new Corvette. His choice was a white 2013 Corvette 427 convertible. Not only did Franchitti's car include the 60th Anniversary package, it was also decorated just like the 2012 Indy 500 pace car. His name, along with 18 others on this Corvette fuel rail cover, reflects the strong ties between Corvette, the Indy 500, and IndyCar fans. (Article by Museum)





BY JONATHAN INGRAM PUBLISHED: AUG 27, 2023

Big finish at VIR was a command performance for the driver returning to his father Wayne Taylor's team to drive an Acura ARX-06 in GTP next season.

Jordan Taylor is known for many things. He's a driving coach to the stars—having helped introduce seven-time NASCAR Cup champion Jimmie Johnson to Le Mans during the Garage 56 assault by Hendrick Motorsports.

Taylor has also been a road-race ringer in the Cup Series, qualifying fourth at the Circuit of Americas in relief of Chase Elliott before getting pushed out of a Top-10 finish. Then there's the alter ego known as Rodney Sandstorm, a super fan who hoodwinks other racing stars into giving him their autographs.

Above all, Taylor is a consistent and popular winner whose future continues to look bright at the age of 32. The pressure he applied to the faster Lexus RC F GT3 of race leader Ben Barnicoat in the final stages of the Michelin GT Challenge at Virginia International Raceway resulted in Corvette Racing's second victory of the year in the WeatherTech Championship. After gaining a 5-second lead, Taylor then saved enough fuel in his Corvette C8.R to make it to the finish following his team's undercut pit strategy.

It was a command performance for the driver returning to his father Wayne Taylor's team to drive an Acura ARX-06 in GTP next season. When his engineer at Corvette Racing gave him the fuel mileage number, Taylor was not sure how it was going to end. "It was just down to saving fuel and managing tires and managing the gap," he said after losing just enough of his lead to the chasing Barnicoat to make it to the finish. "I was counting down the laps with about 25 to go," he said. "I was very happy to see that checkered flag."

There wasn't enough fuel left for a burnout, but Taylor's eyes were burning after his 33rd career victory.





Photo Credit: Richard Prince for Corvette Racing

Fresh off a convincing victory at Canadian Tire Motorsport Park two weeks prior, Corvette Racing traveled to beautiful Lime Rock Park for the July 22 FCP Euro Northeast Grand Prix presented by Liqui Moly. Lime Rock is the shortest track on the IMSA Weathertech SportsCar Championship schedule, and that, along with its narrow width in places, makes it one of the most challenging. "This is a very intense and physical race, usually," said driver Antonio Garcia. "It's so hard to pass, and if we are stuck behind GTDs, especially early, then it can be a long and frustrating day. This race is all about track position, so we need to arrive at the track with everything right on our Corvette so we can start fine-tuning immediately. That will be the easiest and best way to start toward the front and hopefully stay there."

Corvette Racing has a long and successful history at Lime Rock, with a total of six victories on the 1.474-mile, seven-turn course. The first came in 2004 when Olivier Beretta and Oliver Gavin started from pole, set the fastest race lap time, and beat their teammates Ron Fellows and Johnny O'Connell to the checkered flag. Corvette's most recent win at Lime Rock was recorded in 2021, by none other than this year's full-season drivers Antonio Garcia and Jordan Taylor.

As expected, Friday afternoon's qualifying session was the scene of a fierce battle that saw all five competitors in the GTD PRO class break the existing lap record of 51.079 seconds. Also as expected, all five GTD PRO entries were extremely close to one another, with Ross Gunn in the pole-winning Heart of Racing Team Aston Martin Vantage GT3 at 50.593 seconds (104.883 mph) and Patrick Pilet in the fifth place Pfaff Motorsports Porsche 911 GT3 R only 0.481 seconds behind with a time of 51.074 seconds (103.896 mph). For the Corvette Racing team, Antonio Garcia drove the C8.R to third position in qualifying with a time of 50.897 seconds (104.257 mph).

After leading his competitors in both pre-qualifying practice sessions, Garcia was slightly disappointed with his qualifying time but still optimistic about the team's prospects in the race. "It was a bit messy with the traffic, for sure. Obviously in practice it is way easier to find a rhythm and find a gap. Here, everyone was finding their way, and I didn't quite manage to do it. It doesn't mean I would have done anything different. The balance of the car changed a tiny bit compared to practice. It just wasn't quite there. We know that we can go from there and that we have a decent race car."

The weather was picture-perfect on race day, and as usual, tens of thousands of enthusiastic fans covered Lime Rock's hillsides to watch the action. Given the extreme difficulty of passing on the short circuit, all the teams attempted to out-strategize each other with the timing of their pit stops. Corvette was the first to pit, coming in at the 30-minute mark. Just minutes later, a full-course caution saw the Corvette come in again, this time for a splash of fuel and new left-side tires. Through the pit stops, Corvette remained in third, and the No. 14 Lexus RC F GT3 held onto second, with the pole-sitting Aston Martin keeping a death-grip on the lead. Even though the Corvette and Lexus had fresher tires than the Aston, which opted to stay out on track during the full-course yellow, they couldn't find a way to pass.

Though passing on track was not an option, the Corvette team's strategists still saw a path to victory; their early pit stops gave them a fuel-load advantage compared with both the Aston and Lexus, so if they could minimize fuel consumption, the Corvette would need considerably less fuel than the other teams would during the final pit stops, enabling Jordan Taylor to get out of the pits quicker and take the lead.

And that's exactly what would have happened if the Corvette hadn't experienced a technical glitch exiting the pits. With 72 minutes remaining in the race, the C8.R stalled while leaving the pit box and Taylor lost almost 10 seconds when the car wouldn't go back into gear. When he got back on the track, he was a distant fourth in class. Another full-course yellow with slightly more than an hour to go clustered all the GTD PRO cars together again, but as before, the extreme parity of the cars made it impossible to pass once the green flag flew again.



With the news that Jordan Taylor would be returning to the family team next season, and with Corvette Racing by Pratt Miller doubling the Corvette presence in GTD PRO in the IMSA WeatherTech SportsCar Championship, the full-time, four-driver squad for the two Corvette Z06 GT3.Rs has been determined. Alexander Sims returns as a Chevrolet Corvette factory driver, this time for a full season, along with returning veterans Antonio Garcia, Tommy Milner and Nicky Catsburg. Driver pairings of the quartet of drivers with a combined 34 years of experience with Corvette will be confirmed at a later date.

“We’re very pleased with the full-season IMSA lineup in the Corvette Z06 GT3.R for 2024,” said Mark Stielow, director of Chevrolet Motorsports Competition Engineering. “The four drivers have exceptional records and history with Corvette. At the same time, we thank Jordan Taylor for his years of service and success with General Motors. He has been an important part of Corvette Racing and a great ambassador for Chevrolet. We wish him well.”

Three of the drivers are current Corvette drivers, either in IMSA or WEC. Sims is returning to Corvette, having served as an endurance addition for 2021-22, after a year in the No. 31 Cadillac Racing V-Series.R run by Action Express Racing. He was part of the winning effort for the team at this season’s Mobil 1 Twelve Hours of Sebring and he and Pipo Derani are currently second in the GTP points.

“It’s been fantastic to drive the Cadillac GTP car, but it’s great to be able to work with all the team at Pratt Miller again after two years as third driver,” Sims said. “I know not only a lot of the engineers and team personnel but also the other full-time drivers and guys I’ve worked with before within Corvette Racing. I’ve shared a Corvette with Tommy and shared a garage with Antonio and Nicky. It’s great to be going into a driver group where I know everyone and know that we get on well together. We will push each other

Catsburg returns to IMSA competition after competing for Corvette Racing in the FIA World Endurance Championship, where he won the GTE-Am title with Ben Keating and Nico Varrone.

“This will be my first full season in America, and it’s something I’ve been looking forward to for a long time,” said Catsburg, who has wins in the Rolex 24 At Daytona and Sebring’s 12 Hours. “Some of the most notorious tracks like VIR, Road America, Canadian Tire Motorsport Park, I’ve never been to these. I’ve always wanted to do this because those are the events I enjoy watching always, and now I get to race there.

“When I joined Corvette Racing, the goal was to become a full-time driver. To have a chance to do full-season WEC this year and a full IMSA season next year is something I’m really looking forward to. This is something new and something that is a challenge. This will not be easy because some of these tracks are ones I don’t know. But I am ready for that challenge.”

For Milner, it marks a return to full-time racing for Corvette, where he has scored 20 victories and two championships in 13 years. Garcia will be the only driver with extensive experience in the GTD PRO category that was created for the 2022 season, albeit in a different version of the C8 than he has raced the last two years.

“It’s hard to believe this will be my 16th year racing with Corvette Racing and Pratt Miller,” said Garcia, who has 27 victories, including two in the Rolex 24 and four at Sebring, plus five championships. “We have grown a lot in our time together with many different versions of the Corvette. I think this Z06 GT3.R is a very good car. You can see that from the



2024 Corvette E-Ray Ordering is Delayed

By Keith Cornett Photo Credit: Keith Cornett

8-17-23

Today opens a new order cycle for the 2024 Corvette, but unfortunately it appears that it will only be for the Stingray and Z06 while the GM Order Banks will remain closed for the all-new E-Ray.

Chevrolet's update to dealers on July 20th specifically mentioned that the first E-Ray ordering would start on August 17th. But strangely, last week when dealers should have received those allocations from GM, they were instead given only Stingrays and Z06s instead. With the order system now open this week to pair allocations with customer orders, we inquired once again with several dealers who all told us no E-Rays today.

When you set a date, and then miss it...that's a delay. Of course, there could be something else that is now occupying the minds in Detroit and we believe that it's the current state of negotiations between the Big Three automakers and the United Auto Workers.

Chevrolet has already pushed back the start of production for the E-Ray to Monday October 23rd. That date is nearly six weeks after the UAW's contract ends on September 14th. Could it be that Chevy is trying to take something off the bargaining table like the urgency surrounding a new product launch?

Yesterday, the head of the UAW Sean Fain suggested that it was "critically important" for the local UAW unions to authorize a strike as additional leverage against the automakers. While some of the demands the UAW is seeking makes sense like inflation protection and better pay for temporary workers, others are downright insane like the demand of a 40% increase in pay while also wanting to move to a 4-day work week.

There is a lot of posturing going on with both sides, when there are half-built cars sitting on a stopped production line. We would prefer to have any labor disruptions behind us before starting production on the new car.





The 2023 edition of Vettes at One Daytona is now in the rear-view mirror. As documented at our last few meetings, the show was a huge success. Planning for the 2024 show has begun. We are working with One Daytona on the show. They are excited to have us back for another year. Because One Daytona is owned by International Speedway Corporation, we must work with them in scheduling our date. One of Daytona's biggest non-racing events in ROCKVILLE. Every year we have to wait for their date before we can schedule our date. This year we have been informed that ROCKVILLE will be using the second Saturday in May, which had always been our show date. Their week-long event attracting over 250,000 people tops our one-day show. With that being said, our date will move to the first Saturday in May. The date will now be May 4, 2024.

Every year we look at how the show can improve. This year we are looking at options for the Hospitality Night. We had one hundred seventy-five cars enter in the 2023 show but had very few sign up for the Hospitality Night Dinner. We have noticed that other shows are also having difficulty with Hospitality Nights. Some clubs have done away with it while others are moving in other directions. That is one of the things we are looking at for this year's show.

Our show has always been popular, but we are still looking at ways to keep it filled. We will have our entry forms printed in the next few weeks. They will also be on our webpage. Anyone traveling to other car shows is encouraged to take some flier with them to help spread the work.

We will continue to keep everyone updated on the progress of the show. If you have comments or suggestions, please reach out to Reed Miller or Dave Tyree.

# The Beacon



## PICC 2023 SPONSORS

