

the glen region

SPARKPLUG



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SCCA NEWS

Trophy recipients weren't the only ones to take something home from the 35th National Convention held February 22-25 at the Hyatt Regency O'Hare in Chicago. Nearly every one of the more than 600 in attendance came away with added insights resulting in significant progress for the club.

Representatives from nearly every facet of North American motorsports conducted an open exchange of ideas and information with club members and management. An impressive assemblage of key personnel from manufacturers, industry press, track operators and top SCCA members contributed to the quality of discussion panels.

Leading off the field of prominent foreign and domestic manufacturers' representatives was the general manager of the Pontiac Motor Division of General Motors, Robert Stempel, who painted a fascinating picture of personal transportation in the 1980's with his presentation at the Annual Awards Banquet. Vince Piggins, manager of Product Promotions Engineering at Chevrolet, was on hand to participate in the Trans-Am Awards presentations. Porsche-Audi representative Jo Hoppen, Fiat's Karl Ludvigsen, Len Lonnegren of SAAB, British Leyland's Mike Dale and Dick Roberts of Datsun accepted awards and participated in the conferences and panels.

Leon Mandel, senior editor of Motor Trend Magazine, was guest speaker for Saturday's Manufacturers and Professional Drivers Luncheon, Chris Economaki and Bill Oursler of National Speed Sport News, Phil Pash, columnist for the New York Times and Jim Gandy of Autoweek represented the motorsports press.

Track owners and operators like Lee Hall of Road America, Mal Currie of Watkins Glen, Jim Melvin of Michigan International and Trenton Speedways, Chris Pook of Long Beach and Dick Roe of Brainerd also entered the lively discussion.

Other important action saw David L. Morrell of Park Ridge, Ill. elected Chairman of the Board of Governors and also receive the Woolf Barnato trophy-SCCA's highest individual award. Bob Perry, Area 10 Governor, was re-elected Secretary of the BOG's Executive Committee. Trans-Am driver Bruce Leven was named the Pro-

fessional Rookie of the Year, while Formula Ford pilot Peter Kuhn won the Castrol Club Racing Rookie of the Year title.

On the following pages you will find highlights of all National Convention seminars. These were condensed from outlines provided by the Chicago Region and Bob Burns, Bill Green and I have complete sets for your use if you desire more information. Also, see the RE's column on page two for a list of all members who attended if you wish to contact them about a particular session they may have attended.

-Lyn Rexford

AMATEUR RACING

-Moderator, Dave Tallaksen. Panelists: Paul Brand, Don Courtney, Tito Nappi, Emmett Stains, Tex Arnold.

-Discussion on points system led to discussion of the effect of bonus nationals on regular nationals-the bonus events have increased in entry as the regular events have decreased.

-Discussion as to why regional race entries continue to drop-economics seems to be the number one problem. Gimmicks were suggested that might help entries.

PROFESSIONAL RACING

-Moderator, Alex Keller. Panelists: Carl Haas, Bob Swenson, Bob Anderson, Mal Currie

-What good is pro racing to the membership? Panelists replied that it is a status symbol, a source of income, upgrading of worker abilities.

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UPCOMING EVENTS

MARCH 24--Business Meeting, M&M Club, Montour Falls, 8pm

APRIL 1--Solo II, Elmira College Domes, Rt 14, Horseheads, N.Y.

21--Business Meeting, M&M Club, 8pm

22--Solo II, Ingersoll-Rand main parking lot, Painted Post, N.Y.

29--Rally

Reflections

The regional appointments are finished, the activities calendar is filled with solo, rallying, racing dates, we have been to the National Convention-now let's get to the day to day operation of the club. The key words for 1979 are: cut expenses, make money on our events, and take care of our equipment.

Cutting expenses-we have to find a cheaper way to operate the Region, evaluate thoroughly our purchase requirements and seek competitive prices in the open market.

Making money-at the National Convention it was stressed that SCCA will need 50,000 future members to operate in the black and to support present programs-we too-the Glen Region should try to increase our membership. We have an excellent public relations device-the slide show, that can be shown to any group by contacting Adrian Ketchum. The slide show was reviewed by the National Membership Committee at the Convention and they were quite impressed by it.

We should sell our used equipment and that which has become obsolete-have one big "garage sale". We should sell our excess club merchandise.

We are going to raffle off a "basket of cheer" and do other things that will put some money into our treasury. Your ideas will be welcome.

Taking care of equipment is one of our main concerns. We ask that you members that have club property in your possession do, indeed, treat it as your own, and when you are in charge of an event you are responsible for the equipment necessary to put on the event. Always account for all of the equipment when the event is over, put it away carefully and report immediately to Phyllis Hoskinson when an item is lost or broken. We cannot continually keep spending money for equipment replaced due to carelessness.

Regional administrators of race specialties should be preparing articles for the Sparkplug regarding your area of operation. You also should be collecting your worker's log books and licenses and sending them to Dawn Ehrhardt for renewal and upgrading if necessary.

The National Convention was well attended by Glen Region members: myself, Linda Atkinson, Kathi Burns, Tom Erwin, Norm Glueck, Rich Goldwin, Bill Green, Ade Ketchum, Stu Luther, Carl Matuszek, Bill Miller, Eleanor and Bob Perry, Lyn Rexford, Dottie Walton and Doug Wilcox. Every seminar was covered by one or more members and I will ask them to present a brief synopsis of the seminars they attended at the next general membership meeting and make them available to the membership to answer any questions regarding the convention. I feel that this convention was better than the 1978 convention especially the seminars-their topics and general participation of persons attending them-there was a two-way communication between the panels and the attendees. I am happy that the Glen Region members were present so that we were able to give the convention complete coverage. A congratulation is in order to Bob Perry who was re-elected as Secretary to the Executive Committee of the Board of Governors. I have, with thanks to Bill Green, condensed minutes of each seminar and will make them available to anyone interested in a particular subject.

The month of March is the start of an active schedule-Harold's Night, Saturday the 10th, a Rally School, Sunday March 11th, the NEDIV Roundtable, March 17-18th, and our business meeting March 24th.

Our Chapter Club, Williamsport Sports and Touring Club, is also conducting events and their schedule will also be appearing in the Sparkplug.

The Solo I school and event, chaired by Jim Newpher, is well on its way to becoming a reality. The dates-May 19-20-are firm and Jim will be advising us of more details as the event draws near.

-Bob Burns, RE

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-Where is pro racing going? General discussion of CART, it was stated that CART is already upset with SCCA and may go back to USAC.

-What can SCCA do to promote a good racing program? It was felt that a long range program was necessary so promoters and sponsors can make better plans. Try to keep the cost of race cars down.

-How does a club driver get to be a pro driver? It was suggested that IMSA guidelines be reviewed. General discussions touched on sponsorship, promotion and press coverage.

RALLY-CLUB

-Moderator, Dave Fellman.

-Main objective of the session was to inform regions' representatives about what the 1979 National posture regarding club rallying will be and how regions can go about upgrading their club rally programs for both new and experienced rallyists.

-A manual pertaining to conducting regional rally programs will be distributed to all regions from the Denver office.

RALLY-PROFESSIONAL

-Moderator, Harry Ward, Chairman, SCCA Pro Rally Board. Panelists: John Buffum, Pro rally champion, Kim De Motte, member Pro Rally Board, Len Lennegren, Saab-Scandia of America, Eric Jones, Pro rally driver

-Divisional series were discussed. Need for results was stressed as it applied to the paying of contingency monies. Enthusiasm was voiced over the divisional series with their potential as spectator events.

-How to get started in pro rallying? Start in a production car in that class. Preparation of the car should include a good roll bar or cage, properly installed seat belts, and other safety equipment. It was felt that no performance items should be allowed in the production class.

COMPETITION

-Moderator, Costa Dunias. Panelists: Jon Norman, Bill Spencer, Bob Jordan, Jeff Miller, Jim Truman, Harro Zitz.

-Future of Sports Racing classes-should the SR specs be changed? Problems are growing and we should strive to get stability into the classes which would allow the drivers to prepare their cars without fear of coming change.

-Where is Showroom Stock heading? Mr. Spencer stated, "Policing of SS is probably the biggest problem we have right now." Mr. Truman commented on cheating in SS classes and asked for more severe penalties for those who cheat.

-A plea was made for fewer rules changes, considering their impact on the cost of racing.

-Information on the Formula 440 was given. This was looked upon as a cheap, fun, safe way for the younger driver to get a start. Suspension problem in the cars was discussed as a possible problem.

RACE ADMINISTRATION

-Moderator, John Bornholdt. Panelists: Ruth Gasper, Eleanor Perry, Joe Griffin, Bob Kelly.

-Are we still having fun? What can be done to make racing more fun? Must set the tone for the whole weekend at registration with a professional attitude linked to a sense of humor.

-How do we close the time gap for press and drivers. Much discussion followed on various ways of disseminating information from T/S as well as the flow of information from all race specialties.

-How does a club member get involved in race administration? VOLUNTEER!

-Can we simplify registration? A standardized entry form was distributed that could be easily adapted by all regions. A discussion of general race organization followed with various persons offering their region's operations manuals to anyone having organizational problems. Pre and post race meetings were also stressed as they go a long way toward insuring a good event everytime.

Is tech a safety or legality inspection? It was felt that it is primarily a safety inspection with a visual check for blatant illegalities. Problem of lack of continuity throughout the country regarding tech was discussed. Also the fact that changes announced in drivers newsletters does not help the tech inspector that has to inspect the car with a newly authorized change. It was stated that in the near future some specialty administrators in each region will also be on the drivers newsletter mailing list.

See Eleanor Perry's comments on this session under "Commentary".

RACE CONTROL

-Moderator, Joe Hume, M.D. Panelists: Dan Brickley, Jo Susan Kern, Bobbi Orr, Dick Lee.

-How does a region recruit and retain doctors? Orientation, training were stressed. Also make registration quick and make the doctors feel they are a part of a team.

-EMTs and paramedics should be used for minor problems rather than using doctors.

-A slide show and commentary was presented by the Glen Region's Kathi Burns and Dottie Walton showing how they have established a comprehensive program for track medical personnel and equipment.

PUBLICITY AND PROMOTION

-Moderator, Brian Vandercook. Panelists: Paul Brand, Phil Pash, Chris Economaki, Jim Gandy, Bill Alsworth, Leon Mandel, William Eames, Bill Bell, Mike McCarville.

-Pro racing promotion-a lengthy discussion was held concerning the proper ways to promote and publicize pro races. Major points included the fact that it is important to work with the sponsor of an event. Media days at tracks were discussed but Mr. Pash stated that some papers don't like their people to attend because of so called "influence by promoter".

-In writing releases keep the following in mind: write short, editable copy; tell who, what, when, where and why in the first paragraph; modify the opening paragraph in following ones but write it so that any one may be edited out to fit the amount of space the editor has to use. Supply papers with advance material and always follow up with results. Feed reporters ideas for feature articles.

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Make it easy for the press to register. Have a good flow of information from the press room.

-To encourage coverage of solo or rally news take the time to invite a reporter to an event and show him around, encouraging even his participation. Stress the fact that American cars are used.

-Membership retention-how do we keep our new members? One region calls every new member at the end of their first year to see if they've become involved in the club's activities.

See also Ade Ketchum's review of this session under "Commentary".

TECHNICAL CAR PREPARATION

-Moderator-Bob McKee. Panelists: Jim David, Jay Davis, Dick Gail, Lee Gaug, Don L'Heureux.

-A strike is anticipated at Goodyear in early April, but it should not affect the races.

-Tire tips-Buffer in tires before hard use when using soft compounds. Also keep the pressure up in these soft tires. Don't race with rubber valves in the wheels, and always use a metal valve cap. Brush off tread on the grid to remove stones. Don't put too wide a tire on too narrow a rim.

-Spark timing and carb jetting are both important in the choice of a spark plug.

-Bolts: Don't use ones that don't have a head marking-grade 5 has 3 lines on the head, grade 6 has four lines and grade 8 has six equally-spaced marks on the head (if the lines are not equally-spaced it is not grade eight).

-Reasons for fastener failure: Too low grade of cap screw; mismatched component use; improper torquing of bolts.

SOLO

-Moderator, Bill Miller. Panelists: John Fergus, Elsie Haninger, Tom Allen, Larry Gomes, Bob Garnett.

-Plans for the Championship in Dallas were discussed.

-Response to the questionnaire in the January Sports Car numbers 91 to this date. Solo Board will make decisions based on input from this questionnaire.

-Courses for regional events should be varied, and those used for nationals should avoid extremes.

-Ladies class: The Board went over the concept before the Governor's "changed" it. The proposal was to have 17 women's classes with a minimum of 3 entries per class. If there were not three entries bumping to a higher class would be used. The Governor's turned this proposal down and countered with each class having to have only one entrant, with no bumping. It was felt by the panelists that it is meaningless to get a trophy for first when there is no competition. The '79 Solo Board has submitted a counter-proposal that 2 cars constitute a class and bumping be equal for both the men and women.

-Modified class problems were discussed. It was felt that the specs for the modified cars should not be changed so often which results in expense for the car owners. It was felt that perhaps there should be fewer prepared and more modified classes.

-Safety Steward Program has been well received by the insurers and Governors and is working very well.

See Carl Matuszek's remarks on this session under Activities Director's Report.

STEWARDS

-Moderator, Orly Thornsjo. Panelists: George Morrison, Tony Phelps, Roger Lewis, Jim Treuman, Tom Cronin, Charlie Earwood, Roger Eandi, Fred Cummins.

-Role of Stewards and the type of conduct expected of them was discussed by Mr. Thornsjo.

-Action taken by Stewards that affects areas such as T/S must be made known to that specialty immediately.

-Race physicians were discussed along with insurance requirements and legal points. Malpractice insurance is not necessarily included in our insurance policy but it is available and is designed for physicians at events.

-Dangerous or cheating drivers and what penalties should be imposed was discussed.

-Appeals-make the penalty fit the crime, use the best judgement they are capable of.

-Steward's Licensing-series of steps to obtain a license, renew it and move up to the next level (Steward in Training, Div., Chief, Nat., Chief, National Steward).

-Series Stewards are used to gain continuity from track to track.

-K & K Insurance representative discussed problem areas: Too many extraneous people in the pits and other restricted areas; releases that go unsigned; and improper placement of workers.

TRACK OWNERS

-Moderator, Lee Hall. Panelists: Mal Currie, Jim Haynes, Tito Nappi, Dick Roe, Bob Boileau.

-What do you expect from SCCA? Panel agreed that they don't get much (or enough) from SCCA. Problem is that Governors change and so do the directions the club. A business cannot be run this way, even though the democratic way may be fine for a club. It was felt that a five-year plan be worked out providing the continuity that is so badly needed. Avoid power struggles and inefficiency, make sure that existing venues are healthy before embarking on new ones.

-Mr. Hall challenged the BOG's decision on CART-his feeling was that the decision should have been reviewed more before the agreement was made.

-What can SCCA do to develop stars? Discussion centered on getting good racers to promote. When we have them they must also work to promote themselves.

-Other discussion touched on increased regulations on noise, safety and other EPA mandates. Also increased cost and its relation to purses paid was discussed.

Note-on page 5 you will find "Convention Commentary" a compilation of personal insights regarding some individual seminars.

Commentary

NO MORE CHIEFS LICENSES???

Something to think about. The subject of the validity and necessity of the Chief of Race Specialty was again brought up at the Convention. I say, again, because this has been a controversial subject for a number of years. The grade of license is under contention because it has been abused and mis-understood in many parts of the country and is sometimes used as a political football. The hue and cry is abolishment.

I am concerned that it is wrong to say "quits" to a program that is not completely evil in it's inheritance, but that has been the victim of mis-management.

What is the alternative? (For all we know that human nature demands that there will always, of necessity, be "indians" who want to and need to follow the leadership of a "chief".) One concept could be to erase the slate clean and start over, but with strict adherence to concepts representing qualification and administrative ability. Possibly only one such person per region. But that person has to be called something--possibly Regional Chief or Administrator (such as we have in the Glen Region). This plan could enhance the chain of command from the National to Divisional to Regional Administrator. On paper it looks possible.

My contention is that some of the problem stems from the fact that the National license has been abused. It has been used as a very rapid stepping stone from the divisional level without sufficient "time in grade" or expertise. The Chief's license is not required to chief any event, only a National is needed. Another alternative might be to up-grade the concepts of the National license. Or, the Chief's license could be required to chief at least National and Professional race events. Do you have any thoughts, suggestions, or alternatives? Write to the Board of Governors.

-Eleanor Perry

RACE ADMINISTRATION---ONE SPECIALTY?????

At the recent National Convention, I was a panel member representing Timing and Scoring at a seminar called Race Administration. It concerned the operations of T/S, Registration, Tech Inspection, Press and related media-and could include any department (such as race medical) that affects the preparation of the driver for the action on the track.

I have always known that we in the administrative aspects of a race weekend have many areas of co-ordination and co-operation with the passing along of information pertinent to the driver; but a larger concept of our duties came to me while discussing these communicative lines. We should consider ourselves as one unit as we perform our functions in the areas of paper work aspects. We have to have a united front in performance and attitude so that someone looking in might think that one person did it all. Of course we all have extremely

diverse aspects to our duties and functions which we must perform internally to the best of our ability, but when it comes to the outward aspects of the organization of an event--when our communication lines touch--we must perform as one specialty.

-Eleanor Perry

PUBLICITY, PROMOTION, MEMBERSHIP SEMINAR

Brian Vandercook, SCCA PR Director, served as moderator and the panelists included Paul Brand (Brainerd Raceway) Phil Pash (Rockford, Ill. newspapers and New York Times motorsports writer), Chris Economaki (National Speed Sport News and ABC television), Bill Bell (national administrator of PR), and Mike McCarville (national membership chairman).

The major portion of this seminar dealt with ways to promote spectator races, something we in the Glen Region don't have to worry about, as the Grand Prix Corporation takes care of promotion of spectator events. Chris Economaki offered many good points and it didn't take him all afternoon to get these points across. In fact, Economaki gave those in attendance a \$2500 lesson in communications in about a ten minute period. Everything Chris said is very effective in regional publicity.

Very little was said about membership and this had to be very disheartening to Mike McCarville who had the 1979 membership committee members in attendance. Vandercook, as moderator, seemed to want to turn away from membership. This is amazing as more members could possibly provide him with an increase in his salary.

An observation many convention goers opined was that perhaps the National Public Relations office leaves a lot to be desired: Many questions seemed to go unanswered, something that shouldn't happen.

In the past this session had also covered regional publications. The organizers of the convention decided not to have a seminar for publications editors. This seems unfair to me, especially when the national office gives awards for the top regional publications.

Past publications seminars have been interesting and informative, let's hope the convention committee of the Colorado Region sees the light for the 1980 Bash.

-Ade Ketchum

OVERHEARD IN CHICAGO.....

...That a nationally known race driver had to pool monetary resources with his female companion to pay his hotel bill after the Convention.

...That a member of the Board of Governors was sssssssss'd during the Awards Banquet.

...That the Glen Region has a new sticker-collector, but that she cheats in that she buys her books already full of stickers!!

...That the first CART race is already history having been run 'underground' in Chicago. Word has it that there were only two entrants and that they both drew on their past experience as one-time Sprite drivers.

Editorially Speaking

Amid conflict and controversy, representatives from regions across the country descended on Chicago for the National Convention.

The word 'upbeat' was used extensively last year to describe the Convention in El Paso. Certainly that word cannot be used this time. The prevailing attitude of this Convention, from my viewpoint, was one of discontent stemming for the most part from uncertainty over what direction the club will take in the future. This attitude was reflected not only by individual members but also in the front presented by some of the staff and elected officials.

At two different seminars it was stated that one of SCCA's biggest problems is that we are a democratic organization. This is causing problems in dealing or attempting to deal with sponsors and promoters because the man they have to deal with does not make the policy that will ultimately govern decisions made.

It was also interesting in the Annual Meeting when a member requested a more detailed report on club racing, which incidentally was rumored to be in bad shape, he not only went unanswered but a very rapid change of subject took place.

There were many good seminars but unfortunately they were all run at the same time. Also the lack of anything for editors of regional publications left me feeling like I had been cheated out of an opportunity to exchange ideas with other editors.

-Lyn Rexford

Activities Update

Okay everybody, I survived the Convention. Now is time to get back to business. Mostly I found out about Solo II-the National Runoffs will be held in Dallas, Texas on September 29-30. Much discussion was held concerning the ladies class-at present the ladies will have 17 classes with a choice of running in the regular classes. If these ladies classes are not supported in the next three years, there is a good possibility of eliminating them. Also there was some discussion on the modified classes not being fair. I met the new National Solo Events Chairman, Tom Allen-he would like to see some letters from everyone interested in the Solo program. His address is Rt 2, Box 17B, Marion, Texas 78124. Also the new Solo Director in Denver is Terry Moreland.

One thing I learned about insurance is that we have insurance because we have a very detailed rule book for races, solos and rallies. This is our best selling point because if these rules are enforced, we have a better legal chance if we are taken to court for any reason.

Everybody kept the Governors busy during the weekend and they knew it. Let's continue this by writing some letters to our Governor, he needs to know what you think of solo events as well as rallies, club races, and pro races. In case you don't know Bob Perry is the Governor for Area 10-that's us.

To end on a happy note, we all had a good time and Chicago is still there!

-Carl J. Matuszek
Activities Director

Take Notice

WANTED: TIMERS AND SCORERS for the 1979 Watkins Glen racing season. Condition is relatively immaterial. We're accepting both new and used merchandise. We'll train new and recycle the used.

If you like racing, the Timing and Scoring Tower is the place to be. Just think: On those rare occasions when the weather is inclement, you'll have your own dry spot from which to view the races. On those other rare occasions when it's blistering hot outside, you won't have to worry about getting a painful sun burn. And in between you'll have a ring side seat on the start-finish line. We don't have Howard Cosell or Chris Economaki, but we do have Harry Tuttle and his crew to alert you concerning who's on or off course. And in times of crisis there are the voices of the Perry's reminding you to "Watch your car!"

For you new folks, there'll be a seminar in the spring (details next issue) where you can learn how to do: Timing, scoring, results, communications and how they all fit together for a successful race program.

To you veterans: You already know the score and we're looking forward to seeing you for another race season. We anticipate another great year and need your help, as always.

Any new people interested in this facet of racing, please send me your name and address so that I may send you a log book.

To those of you who have worked before, it's important that you send me your log book or license NOW. Log book holders must have four events, at least, before sending it to me. If you don't fit this qualification, keep and use it for another season. The log book is still valid (for up to two years) and does not need to be renewed. License holders please be sure to fill out the back and sign it before mailing it to me. Also, you must pay your SCCA dues before your license can be renewed.

In the past, it has been suggested, that we compile a list of people interested in working Solo I and II events as well as the races. Workers for these events are badly needed so if you are interested please indicate this in a note.

-Dot Dronkers
T&S Reg. Adm.
945 E. Lake Rd.
Romulus, N.Y. 14541

Membership News

Two persons have added their names to the Glen Region membership roster.

Marty Moore comes to us from Alfred, New York, where he is involved with public relations at Alfred University. He is interested in rallying, solo events and working.

Pete Johnson is also new in the Glen Region, though not new to many region members. Pete is the Marketing Director of the Watkins Glen Grand Prix Corporation.

Our new member recruitment is going rather slowly this year. At the convention last month in Chicago, regions were given awards based on increased activity--number of new members, increase in the number of events, and an increase in number of pages and quality of regional publications and newsletters.

There is no reason the Glen Region cannot be number one in 1979. We all know one or more people who might be interested in our activities. If you don't feel that you can approach them then send me the name and address and phone number, and someone from membership will get in touch. Recruitment is everyone's business.

Race specialty administrators--if you need expiration dates for licenses, please send me a list of the people's names and I will get the dates to you.

-Rich Goldwin
Membership Chairman

Ten Years Ago In the SPARKPLUG

The major news story of this issue was a joyful one for Glen Region members, as the club had been presented the Regional Achievement Award for large-membership regions at the SCCA National Convention in Denver. Current R.E. Bob Perry and Assistant R.E. Carlton Brown posed on the cover with the coveted plaque, while outgoing R.E. Bill Bradshaw offered his congratulations to the membership. Showing the level of competition the Glen faced, the San Francisco and Washington Regions were runners-up for the award.

Individual awards presented at the convention included the Barnato Trophy for outstanding contributions to Dave Tallaksen, the Kimberly Cup for most improved driver to Lou Sell, the Tim Mayer Award for a promising driver to Tony Adomowicz, and the Castrol Rookie-of-the-Year Award to Cobra driver Pete Consiglio from Worcester, Mass. Where are they now? Tallaksen is still prominent in SCCA affairs; Sell is a practicing dentist, his driving career having been cut short by injuries suffered in an Indy car race at Riverside in late '68; Adomowicz still races occasionally and shared the Ferrari which finished second at Daytona; while Consiglio vanished as suddenly as he appeared in 1968.

A major announcement was made at the March 1 membership meeting by Ted Marks, who proclaimed

ed that a porta-john would be installed in the pits for the convenience of officials, competitors, and any others overcome by the effects of Castrol fumes. Ted also commented on his trip to the site of Pocono International Raceway, then under construction in the infamous spinich farm at Long Pond, Pa. His comment that the big track should be operational by 1970 was off by a year, but he was correct in stating that the management of the new track had no connection with Michigan International Speedway. For those of you who don't remember those halcyon days, MIS' founder Larry LoPatin had begun by buying and building superspeedways at a feverish pace, only to overextend his resources and see his empire crumble the following year, taking the slogan "Sport of the Seventies" with it.

Two winter competitive events were reported, the Waneta Lake Ice Gymkhana from Feb. 9 and the February Flying Fickle Finger of Fate Rally held a week later. Ray Russell's Jeep set FTD on the ice with Dick Rathbone's Mustang fastest of the passenger cars in a field of 44, while guests Bill and Sarah Knowlton from Central New York Region topped the 29 rallyists. Fred Lightfoot of wheel-lifting Spitfire fame organized the ice event and Stu Boysen was Rallymaster.

Roger Holman contributed an article on the requirements for a novice racing log book, which the Editor for some reason illustrated with a photo of formula cars tangling at Lime Rock.

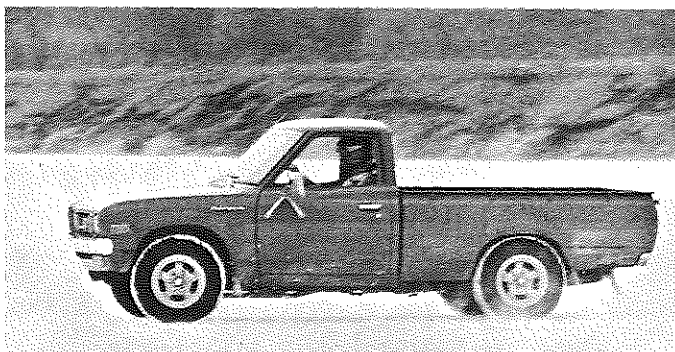
-Al Robinson

NEWSWORTHY NOTES

SOLO II UPCOMING

The first Solo II of the year will be held April first. The site of this event is now set for the Elmira College Domes located on Route 14, north of Horseheads. For further information contact event chairman Mike Besley at 607-733-7749

CONGRATULATIONS to Bob and Marsha Bennitt on the birth of a son, Jonathan Robert, February 14th. JR, as he will be known, was seen sporting a set of nomex in the maternity ward!



Chet Kaufman, President of the Williamsport Area Chapter of the Glen Region, piloted his Datsun pick-up to first in class at a recent club icecross. Photo by Carl Matuszek

SPARKPLUG

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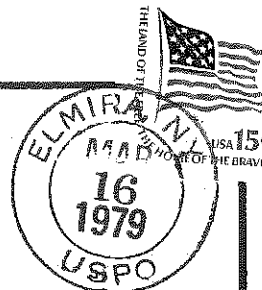
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Rally Scene

RALLY COMMITTEE REPORT

Rallying is a fascinating, demanding, competitive game of navigational skill. It has been called a parlor game for adults, played outdoors on the open road, with cars. It has been described as a drive in the country to grandmother's house, only you don't know where she lives, and you don't know how to get there, but you have to arrive exactly on time. You might think of it as a kind of chess game in a vehicle.

The Rally Board of Advisors met Sunday, February 18 to plan out 1979's program. Much time was spent on revision of the Glen Region Rally Rules which will form an important part of the upcoming Rallymasters' School.

The program for the year:

March 11--Rallymasters' School and rally-
Bill Bradshaw

April 29--Spring Rally-Bob Perry

July 1 --Family Fun Day and Rally-

July 29 --Summer Rally-Bill Estes

Sept. 23--Fall Rally-Lyn Rexford, Ade
Ketchum

Oct. 27 --Halloween Rally-Bill Green,
Rick Hughey

Nov. 18 --Winter Rally-Bill Bradshaw

If you like a drive in the country on a Sunday afternoon and take pleasure in a competitive game of skill you too will enjoy rallying. If you're the sociable type, remember there's almost always some kind of social affair after the rally-to the extent some people think of a rally as an excuse for a party.

If you don't care to enter a rally consider working one. It's really a lot of fun to be on a checkpoint and greet all the competitors as they make their way around the course. The rally program needs your support either way.

-Rich Goldwin
Rally Co-ordinator



Bill Miller, retiring chairman of the National Solo Events Board, received a plaque recognizing his many years of service to the National Solo Events program. The presentation was made at the Rally/Solo Awards Luncheon.



Race Administration seminar panel members, from left, Ruth Gasper National Administrator/Registration; Eleanor Perry National Administrator/T&S; and Joe Griffin CENDIV Administrator/Scrutineering discuss a point as moderator John Bornholdt, Can-Am series Chief Steward, looks on.