

the glen region SPARKPLUG



glen region, scca

december, 1979

vol.23 no.12

CHRISTMAS PARTY

The gala Glen Region Christmas Party, held December 2, brought the long 1979 season to an end in the warm surroundings of the Seneca Lodge.

Bill Bradshaw, MC for the evening, introduced special guests and friends of the Region—Henry Valent of the GP Corporation, Sy Coro of Ingersoll-Rand, Bob Rolfe of the Corning LEADER, Janet Richardson, Jack Shane of WCBA Radio, Pete Johnson of the GP Corporation, and Rick Hauser representing our Solo II sponsor—Brown & Hauser Auto Sales.

The 1980 edition of the Glen Region Slide Show was presented by Ade Ketchum and is now ready for public showings. Don't hesitate to contact Ade if you know of a group to which this excellent public relations show could be presented.

Awards were presented to Membership Contest winners Jerry Buckbee and Kathi Burns, Solo II



Three of the Region's best—from left, Hugh Cornell, Tom Rynone, Bob Stevenson

Driver of the Year Gene Wetzelberg, class Championships and event organizers, Rally Champions Ade Ketchum and Bill Green and event chairmen, National Driver of the Year Hugh Cornell, Regional Driver of the Year Paul Richardson and Driver of the Year Tom Rynone and the various race



RE's Award recipient Bill Bradshaw (left) and RE Bob Burns

chairmen. A special plaque was presented to George Puskenalis for his untiring work on behalf of the race program. Also receiving a special award was Bob Stevenson who won the English Jim Russell Drivers School Championship over a large field of up and coming racers.

The highlight of the awards came as RE Bob Burns stepped to the mike for the presentation of the Regional Executive's Award for outstanding service to the Region. This year's recipient was Bill Bradshaw, a fifteen year member of the Region, who has, over the years, consistently been involved with all the club's activities from soloing to rally to racing to social. A more worthy or appreciative recipient would truly be hard to find. Congratulations, Bill!

The guest speaker for the evening was none other than our friend Oscar Koveleski who related tales of his long racing career at the Glen, as well as some of his thoughts about the future of the sport of auto racing. As usual a very entertaining speaker whom we all enjoy immensely.

—Lyn Rexford

UPCOMING EVENTS

DECEMBER--29--BOD meeting, 2 pm, M&M Club

JANUARY----6--Budget meeting, BOD and committee heads, 1 pm, M&M Club

20--BOD meeting to prepare budget, 2 pm, M&M Club

26--General membership meeting, 8 pm, M&M Club

REflections

Another year of the Glen Region is about to become history. It has been a good year—a hectic year—an eventful year. Our membership has grown, interest in all areas of the sport has increased. It is my wish that we continue to grow in 1980 as well as we have in 1979. A big thanks to all you members responsible for making this Region the best in SCCA.

I am rather dismayed at all the turmoil going on in the upper echelon of the SCCA, the firing of Burdette Martin, the re-firing of Tom Duval and Tex Arnold walking out. I would like to see the B.O.G. get their act together, and soon! SCCA needs some ACCUS representation, especially now, with the recent decision of FISA in Paris to cancel the 1980 Toyota Grand Prix of the United States at Watkins Glen in favor of the Las Vegas Grand Prix.

Our 1980 schedule conforms much to that of last year's. We still have some dates to confirm, however, the tentative schedule should be available in January so you can plan for the season.

An early important date to remember is the NEDiv Roundtable, hosted by the Glen Region at the Corning Hilton March 21-23. Eleanor Perry and her committee will welcome your support.

We hope that the transition from 1979 to 1980 goes smoothly. We have some continuity of officers and some new blood coming in.

Start thinking about anything you would like to do for the Region for 1980.

Have a happy Hanukkah, a Merry Christmas and a Happy New Year.

-Bob Burns, R.E.

NYSRRC Banquet

"The Spirit of the Sport" was alive and well as demonstrated at the recent NYSRRC (New York State Road Racing Championship) annual banquet held this year in Rochester, N.Y.

The prestigious award given in the name of Bob Stephens (who founded NYSRRC-Area 10) by the Glen Region was won this year by Ken Williams of the Finger Lakes Region.

The qualifications for the award include success in competition and personal contribution in the various activities to support SCCA. Ken Williams very ably fulfilled the stature of this honor.

Glen Region club racers who placed well in the series and received trophies were Hugh Cornell, Roger Hoodak, Doug Allen and Paul Richardson.

The spirit and comradeship among the club drivers was running high as in past years. Many came from great distance such as Ohio, Maryland and New Jersey to join the festivities.

It is always gratifying to be part of this special occasion. Congratulations to all!

-Eleanor Perry

NOTICE---1979 GLEN NATIONAL PATCHES

For those who missed out on a patch, we have received a new lot. After all needs have been filled, we will sell extras for 50 cents. Chiefs, let me know what you need. Individual needs, send a self-addressed, stamped envelope. Honor system, please. Race Chairman, Norm Glueck 200 Ann St., Towanda, PA 18848

1979 OFFICERS, DIRECTORS

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Editorially Speaking

The SPARKPLUG is the one facet of the Glen Region where the entire cost to the Region is paid directly back to the dues-paying members.

Last year you might have asked what you got for your \$5.00 membership fee and I could have answered, among other more intangible things, the SPARKPLUG for about \$9.00. This year instead of costing almost double the membership fee, you get it for less than half your \$10.00, and I think you'll agree you also get a better looking, more readable paper to boot.

This savings came about in a number of ways, not the least of which was dumb luck when I, quite by accident, found a printer that could provide as good, if not better quality at about 60% of the cost. This cost, which is \$9.75 per page as opposed to \$16.00 per page last year, coupled with our increase in membership has reduced the per member price from \$9.00 to about \$4.25. Another savings was realized by distributing several issues at meetings and events for an estimated savings of \$45—one month's mailing cost. The bottom line reads like this—last year the SPARKPLUG cost \$2800, this year \$1700.

The only place this conscientious effort to reduce spending has compromised the quality of the paper was in the reduced number of photos that were used. (As you can see in this issue I have splurged a bit this month to compensate.) The reason for fewer photographs was that many months there was just too much copy to be included and to use a lot of pictures would have meant extra pages—an additional cost I just couldn't justify in this year when we were all forced to be more finance-conscious.

I would like to thank those who have contributed material, time and effort to help me these past two years and I sincerely hope they will continue to support the new editors in the production of one of the finest regional publications in SCCA.

A special note of thanks goes to the following people: Ade Ketchum who provided photos, assisted in the production of every issue, and helped with the mailing and without whose help the SPARKPLUG would not have been; Bill Green and Al Robinson who put so much time and effort into their excellent series on the history of racing at Watkins Glen—and how ironic that this month's last installment might also be the final chapter ever for Grand Prix racing at the Glen; and finally to the Buckbee's who helped so many times with the tedious job of stapling, stamping, and labeling the more than 300 issues that are mailed each month. Thank you again one and all.

NEW SPARKPLUG STAFF

The new SPARKPLUG staff has been appointed and they are ready to take over editorship with the January issue. Material for that issue should be directed to the new Editor—Jerry Brown, 425 Moss Hill Rd., Horseheads, N.Y. 14845. She will be ably assisted by Karl Strauch, 125 Orchard Knoll Dr., Horseheads, N.Y. 14845

F & C Report

1979 closes with the Region having ten Nationally licensed flaggers, eight Divisional license holders and one Chief. I have issued 25 log books to prospective members.

I feel we have had a good year for training new flaggers and can honestly say we couldn't have safely conducted racing at the Glen without our new students.

Again this year a couple of races had to run on the short course due to a poor turnout of flaggers. Part of the problem is the continued political tension that seems to exist, also race organizers fail to say thanks to the workers truthfully for putting up with the elements and long hours. Putting it over the net second hand is considered a phony, a rubber stamp! It would also help if there were fewer events on our schedules and shorter work days. No schedule should go over an 8 hour day, then we could probably finish in 9 or 10 hours.

Our race program saw 137 flaggers participate up until September 9. With 23 possible days, the average days per flagger was 8.4. Higher than I expected, but fewer than we should have with strong neighboring regions and R.C.A. to draw from. Consider that 6 of these 23 days were pro events. In closing, I'm looking forward to next year with mixed emotions. The possible loss of our GP will really hurt our flagger:days ratio unless we can somehow make flagging at the Glen fun again!

—Timothy G. Meddaugh
Flag Administrator

Activities Update

For those of you who were not at the Christmas Party, I would like to announce that Brown & Hauser Auto Sales will be the major sponsor for the 1980 Solo II Series.

For any of you who think that winter is a slow time of the year and that you have nothing to do, please contact me immediately. I am sure there is plenty of planning being done for all of our activities for which help is needed. Remember that we are hosting the NEDiv Roundtable in March and that plenty of advanced planning is needed to make everyone's visit to the Glen Region a pleasant one.

Until January, Happy Holidays.

—Carl Matuszek
Activities Director

FOR SALE: 1976 Datsun 280Z, highly competitive SSA, placed 4th at 1979 CSPRRC, eligible for one more year of regional racing or would make a good rally or street car. Many new parts installed before Road Atlanta (brakes, axles, etc.) Hugh Cornell 814-326-4264

THE USGP 1970-79

story-Al Robinson
history-Bill Green

If 1969 was a lean year for Formula 1 racing, then 1970 was the beginning of the F1 boom which has marked the international racing scene for the last decade. The primary ingredient was the appearance of March Engineering as both a works team and builder of customer's F1 cars, a role left vacant when Brabham cut back production and Cooper left the scene altogether. Chris Amon and Jo Siffert were the main works drivers, joined on occasion by Mario Andretti (the team was STP sponsored), while Ken Tyrrell chose March chassis for the now Matra-less World Champion Jackie Stewart and new teammate Johnny Servoz-Gavin, and classic car dealer Colin Crabbe fielded a car for Swedish rookie Ronnie Peterson. With the mid-year addition of John Surtees' team, the car shortage of the previous year became a glut of entries, and the 16, 18, or 20-car fields of European races often left established drivers out in the cold. Hardest hit was Graham Hill, coming back from his 1969 injuries with Rob Walker's team and an old Lotus, who wound up as first alternate twice in a row.

It was for this reason that the Grand Prix Corporation opened the traditional 20-car invitational field up to 24 starters, and left the selection up to the two days of qualifying. A total of 27 entries were received, with the dubious distinction of becoming the USGP's first non-qualifiers going to Peter Westbury (BRM), Andrea de Adamich (McLaren-Alfa), and Pete Lovely (Lotus 49). "Bubble man", the slowest qualifier to make the show, was 1958 Formula Libre victor Jo Bonnier, while the only American in the field was Texan Gus Hutchinson with his Brabham. Hutchinson retired early when an auxiliary fuel tank broke loose.



Jacky Ickx looks over his times
with Ferrari team member

There were major changes at two of the leading teams, as Tyrrell had found the March uncompetitive and brought out his own car (nearly a copy of the 1969 Matra) for Stewart to drive a week earlier in Canada, and the retirement of Servoz-Gavin opened the other team car to Francois Cevert. Meanwhile, the Lotus team was

shaken at the height of one of its most glorious seasons by a fatal accident at Monza (you have probably sensed the irony of this phrase already). Jochen Rindt, assured of the World Championship after four straight wins, lost his life in practice for the Italian GP and his erstwhile teammate John Miles left Lotus as well, leaving the Gold Leaf cars to be handled in North America by rookie Emerson Fittipaldi and totally green Reine Wisell.

Jacky Ickx took the pole for Ferrari at 1:13.07, an average of 131.28 mph. But it was Jackie Stewart who shot into the lead from his outside front-row starting position and pulled away to lead past the three-quarter mark of the 108 laps. After slowing for several circuits, he finally parked with a blown engine on lap 83, handing the lead to Pedro Rodriguez' BRM. The cloudy skies began to drizzle a fine rain, but Pedro seemed well in command until the thirsty BRM pitted for fuel on lap 100. That handed the lead to Emerson Fittipaldi, who cruised home to give Colin Chapman one of his most satisfying victories. Rodriguez salvaged second place, while Lotus' triumph was backed by Reine Wisell in third. Ickx, Amon, and Derek Bell in a Surtees followed across the line, as 14 of the 24 starters lasted the distance. Fittipaldi averaged 126.79 mph, an all-time USGP record, while Ickx left the 2.3-mile circuit lap record at 1:02.74, 131.97 mph.

As we have noted in previous articles, 1971 was the year of the great rebuild at Watkins Glen, extending the circuit via the Boot and completely revamping the northwest corner of the track with new tower, pits, and 90° turn. For the summer events the course was used in "under construction" form, but by October all the major facilities were complete and it was acclaimed one of the two most modern road racing circuits in the world (the other being Paul Ricard in the South of France). Only the proximity of the Armco barrier to the racing surface occasioned negative comment from some quarters. Fittingly, the largest field in modern Grand Prix history was assembled, with all 30 entries scheduled to start. Only 29 cars took the green flag, however, as Mario Andretti had qualified for the second row knowing that his commitment to a USAC make-up race at Trenton would take precedence over his Ferrari drive unless Trenton were to be rained out again. In fact, it was a beautiful weekend all over the Northeast, so the Ferrari sat parked on race day. Mark Donohue was also missing for the same reason, but David Hobbs took over his McLaren entry.

Jackie Stewart was the first pole sitter on the new circuit, at 1:42.642 or 118.445 mph, but after 13 laps severe understeer forced him to give way to Tyrrell teammate Francois Cevert, and he gradually slipped to fifth place. Cevert won at 115.092 mph for the 59 laps, leading Jo Siffert (BRM), Ronnie Peterson (March),

Continued on Page 5

Continued from page 6

ished his run and Hunt inherited a substantial lead. In the closing stages the racing line began to dry enough that Andretti was able to move in, but Hunt took the checker with a two-second advantage. Jody Scheckter was third in the Wolf, but saw his championship hopes vanish as Lauda finished right behind to sew up his second title and Ferrari's third straight manufacturers crown. Regazzoni was fifth in the Ensign, while Reutemann took sixth for Ferrari. As sometimes happens in wet races, the attrition rate was extremely low, with 19 finishers from 26 starters. Brett Lunger moved up a place this year, to tenth with the BS Fabrications McLaren, and another American was added to the field in the person of Danny Ongais. It was not a pleasant F1 debut for the Flyin' Hawaiian, as he crashed after 6 laps.

In 1978, Watkins Glen was able to toast an American World Champion for the first time in 18 years, and this time he was not just a spectator as Phil Hill had been in 1961. Mario Andretti was the overwhelming favorite to become the first American winner of the USGP, and his popularity drew a crowd of awesome proportions, even for the Glen in October. Banners from "Go Mario" to "Forza Andretti" to "Mario for Pope" were everywhere, and after practice the scenario was holding beautifully. The ground-effect Lotus 79 had cruised to the pole at 1:38.41, bettering the pre-chicane speeds for the first time. Then came the pre-race warm-up and things went haywire. Mario crashed in the Loop when a half-shaft snapped, and an untried backup car was hurriedly readied for the race. With chassis tuning a matter of guesswork, Andretti started from the pole with the knowledge that his machine was not up to standard. For two laps he led, but on the third and fourth tours the Ferraris of Reutemann and Gilles Villeneuve swept by as though the Lotus was standing still. Brakes were the culprit, and after falling to fourth place the engine blew on lap 27. It should have been a Ferrari 1-2, but Villeneuve's engine also let loose on lap 23, so Reutemann stroked home a half a lap ahead of Alan Jones (Williams). Scheckter was again third for Wolf, while Jean-Pierre Jabouille gave Renault its first points with his fourth place. Emerson Fittipaldi finally got the Copersucar working to take fifth, with 1977 CanAm champ Patrick Tambay sixth for McLaren. An honorable DNF was Jean-Pierre Jarier, who after pitting the Lotus team car early came slashing back through the field, breaking and rebreaking the lap record to leave it at 1:39.557, 122.11 mph, before retiring from fourth in the closing laps. Among the 16 finishers were the perennial Lunger, 13th after picking up a ride in the spare Ensign, just behind Bobby Rahal in the back-up Wolf.

The 1979 race is too fresh in the memory to relate in detail, especially since its most important aspects were played out off the track and are still in contention to this day. Let it be recorded here that it featured a mixture of the old (rain, attrition, and the third Ferrari victory in five years) with the new (Gilles Villeneuve, Rene Arnoux, Didier Pironi, and Elio De Angelis filled the first four positions, each scoring points at the Glen for the first time). Alan Jones' pole time of 1.35.613 was

of course a new record, but the race average speed of 106.46 was the second slowest on the present course. Also remarkable was the fact that six chassis were represented in the top six finishers, and the 7 cars moving at the checkered flag out of 24 starters set a record for mechanical futility.

EPILOGUE TO THE SERIES

We hardly planned this series to end at a time of turmoil over the future course of racing at Watkins Glen. It is fruitless to speculate over the future of Formula 1 racing, and to set forth a well-reasoned opinion of how things arrived at their current state would require as much ink as the whole series! But perhaps our efforts have made clear to our readers within the Glen Region a couple of points which the recent hysteria of the mass media has overlooked. To wit:

- (1) Road racing at Watkins Glen was nurtured from infancy to its years of glory (whatever years you wish to choose) by the support of local people, including the Glen Region. The course is operated not to make a profit or to amuse the jet set, but to attract visitors to a community which relies on the tourist trade for its livelihood. I feel its recent elevation to an advertising medium for major corporations, while valuable, has obscured this point. Its success should be measured not by lines of type in the glossy magazines, but by its impact on the local economy.
- (2) A columnist in a local racing sheet always closes by reminding readers that "racing is the name of the game". I sometimes feel that we lose sight of that each October as world-famous personalities compete in what is often a mediocre race, and a plenty expensive one for those who pay their way in. Were I a paying customer, attending the three public race meetings at the Glen this year, I would have rated the value for money in the order August-July-October. That's a biased opinion to be sure, but I think the record shows an honest race for an honest price is the most promotable.

In conclusion, let us use the past as our guide to the future. The crisis of 1952 was faced and overcome, as have many problems since. The face of road racing has changed from year to year, and Watkins Glen has changed with it, more often than not helping to shape the change. The 1980's will present immense challenges to motor sports as we are confronted with fuel restrictions, environmental restrictions, and the ever-present financial crunch. We won't solve them by getting misty eyed about the good old days or by finding devils on whom to blame our crises. Rather, we in the Glen Region will help to solve them by facing the future with the same determination to succeed which has helped to make Watkins Glen the Home of American Road Racing. I'd like to underline the word "American", but that's a discourse for another time. For now, just one more thingLet's go racing.

-Al Robinson

Ten Years Ago In the SPARKPLUG

DECEMBER, 1969

The last Spark Plug of the 1960's was graced by Char Winter's superb art work both on the cover, where Santa was depicted delivering a formula car instead of a slot car, and inside, where the Mercedes-Benz C111 prototype was sketched from four angles.

Christmas party pictures showed a variety of convivial members, guest speaker Jerry Thompson of Owens-Corning Fiberglas Corvette fame at the mike, and an earnest conversation between present and future Area 11 Governors Bob Henderson and Bob Perry.

Speaking of Bob Perry, at the middle of his two-year tenure as R.E. he reported 38 events conducted by the Region in 1969 and issued a call for more paddock and F&C workers. An accompanying table showed a total of 111 race officials licenses held by Region members, topped by 31 in timing and scoring, 28 in tech, 20 in pit control, and 13 in registration.

George Edwards' Crooked Mile IV Rally drew 28 entries to run a 100-mile course located within a six-mile radius of the first checkpoint.... apparently the territory was in southern Chemung County as Mt. Zoar Road was traversed six times! Chris and Dave Sondag emerged as winners.

Autocross champions (now Solo II) were awarded by SCCA racing classes, plus Dune Buggy and Ladies. The only double champion was Lyn Rexford in A Sedan as well as the distaff category, while C and D sedan went to the Mini-Coopers of Rick Perry and Bill Petrie. Rick's car was offered for sale in a classified ad at \$1300, race prepared.

Fred Kepler in A Production was the Region's only Area 11 Road Racing Champion, but Joe Searles (BP), Alex Falck (DP), Vic Franzese (FB), and Bill Stroud (FV) all claimed runner-up honors. Of the dozen drivers receiving awards, only the Wiernicki brothers are still active today.

The end of the decade also marked the end of the Robinson editorship of the Spark Plug after three memorable years, and thus, this will be the last column of the current series. At the time, SCCA's racing programs were burgeoning and the sky seemed to be the limit for "the sport of the seventies". A decade later, that optimism has dissolved in the face of energy crises and power politics. Yet a brief passage from my last editorial seems startlingly appropriate:

"...we are embarking on an era in which motorsports will come closer to being one field, and the better SCCA members understand that fact, the better off the club will be."

I would like to thank all the Glen Region members who have taken the time to comment on these columns over the last year and a half. I hope they have brought memories to veteran members and insight to the newer stalwarts, for they have brought both of these to me.

-Al Robinson

Johnson Resigns GP Post

The latest chapter in the continuing drama that surrounds the future of the USGP at Watkins Glen unfolded recently as Marketing Director Peter Johnson resigned his position.

Johnson leveled charges publicly that many of us have felt should have been discussed by the GP management long before this if they hope to give the impression to FISA that they are at all willing to right any of the problems encountered at October's race.

Johnson said his resignation was a "direct result of continual disagreement with Corporation President Henry Valent and Executive Director Malcolm Currie over management, philosophy, operations and style". What the track needs, he said, "is organization-putting together a better game plan. The problems can be cured, but I haven't seen anybody trying to do it-Valent or Currie. I think they need outside help to put on a better event. Bernie Ecclestone has said he would be happy to bring in management assistance to help Watkins Glen get organized properly. I know in the press this has been interpreted as Bernie attempting to take control, but he doesn't want to take control, he simply wants to have a better event."

As far as what chance the Glen has of keeping the race, Johnson said he felt the approach should be to go to FISA and say, "Look, we have a tremendous amount of public support to retain the race at Watkins Glen and here's our plan to cure the problems you say we have." Even doing this, he felt the chances were still slim.

-Lyn Rexford

HELP..HELP..HELP..HELP..HELP..HELP..HELP..HELP

The following letter was received by Bill Bradshaw recently. If anyone has information on this piece of equipment please contact Bill.

Dear Bill:

During the GP weekend I lent the Lime Rock track loud hailer to one of your men to use in control of the Vintage people...I was to pick it up after our Sunday race but in the confusion I missed the guy...I would like it back if possible as the thing cost about a hundred dollars...if you have it fine, if not I would appreciate it if you could find out who has it...many thanks for all your help again and I just hope Watkins is able to keep the GP with all the politics going on with the FOCA gang...

-Jim Haynes



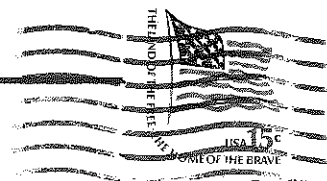
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First Class Mail

NEWSWORTHY NOTES

PETITION EFFORTS SUCCESSFUL

Malcolm Currie, Executive Director of the Watkins Glen Grand Prix left for Paris with no less than 21,000 signatures of supporters of the race. He was grateful and overwhelmed by the efforts of all the people who had helped gather names on the Bernie Rosenbloom-originated petition. Currie was optimistic and seemingly rightly so as the following day the story broke that the Glen would be granted a one-year probation to get the organization back on track.

1980 APPOINTMENTS

The following Committee Charimen have been approved by the 1980 BOD: Membership-Rich Goldwin; SPARKPLUG-Editor, Jerry Brown, Asst. Editor, Karl Strauch; Solo II-Mike Besley; Rally-Lyn Rexford; Historian, Bill Green; Inventory-Phyllis Hoskinson; Merchandise-Kathi Burns; Truck Administrator-Jim Brown; License Co-Ordinator-Judy Born; Registration-Barb Luther; Scrutineers-Ernie Walden; T&S-Dot Dronkers; F&C-Tim Meddaugh; Medical-Jack Huntly and Nancy Sayman; Race Recovery-Jerry Buckbee; Paddock-Marge Cunningham and Terry Matro; Slide Show Co-Ordinator-Ade Ketchum; Sponsorship Advisor-Carl Matuszek. Other appointments as well as complete addresses will appear in the January SPARKPLUG.

CLUB JACKETS

The time has come, I feel, when we should start thinking about getting an official Glen Region jacket. I have spoken to several people about this and the response is enthusiastically positive. Greg Castano is contacting a manufacturer and may have a sample jacket at the membership meeting in January.

At events such as the benefit rally and the car show, we Region members need to be easily identifiable to the public in attendance. A classy jacket would not only identify us as members, but would also convey to the public that we are a 'classy' club and proud of it.

Think about the idea, and let's talk about it at the January meeting.

-Lyn Rexford



THE BEST OF BOTH WORLDS

Colorado Region, SCCA, offers something for EVERYONE!!!! The 1980 Denver SCCA National Convention will be the most unique Convention that you have ever attended, or shall ever attend. Not only can you attend a centrally located National Convention with beautiful winter weather, and the opportunity for post-convention skiing in Vail, BUT, you can also book a tour of Historic Denver, with such sites as the Molly Brown House, or the old mining town of Georgetown, Colorado. And you will have the opportunity to gamble for a good cause (the Gunnar Nilsson Cancer Fund), with an end-of-the-evening auction with your winnings for great prizes, including (we hope) a 1980 sports car, skis, poles, boots and ski equipment, and other related items. You will have the chance to rub shoulders with Formula One personalities, here to help for the Cancer Fund.

The problem is, frankly, there is a lot of lead time on some of these items. We must have your commitments for Vail (\$250.00 deposit as below, cost will be \$28-\$62 per person per night, dependent upon size of unit rented, and note that last year's rates per person at Vail lodges in the AAA Tourguide were \$48-\$73 per day), no later than 12/20/79 and the side tours must be made soon thereafter. Naturally, you're welcome in Denver, but we probably can't invite you to join in the extra festivities. Also, Continental Airlines has provided a toll-free number (800-525-1130) for latest reservations, best prices and help getting to Denver, but to beat the price increases and to secure the lowest fares, act early. For information or registration, contact:

Reservations for Convention (\$50.)

Ms. Nancy Worley
7091 South Knolls Way
Littleton, Colorado 80122

Reservations for Vail (\$250 deposit)

Celestial Travel
Attn: Dee
3600 South Yosemite
Denver, Colorado 80237