

In the Spirit of the Sport

the glen region

SPARKPLUG



Glen Region, SCCA January 1985 Vol. 28 No. 1

SCCA News

The SCCA Board of Directors held its final 1984 meeting in Denver November 30 to December 2. The Board briefly reviewed the season and found record-setting accomplishments in almost all areas of club activity. Membership has risen to 28,153, an increase of over 4000 above the December, 1983 tally. Gross income stands near the \$3 million mark, and 1984 earnings should exceed \$400,000—more than twice the 1983 record.

Participation in Club Racing also enjoyed an increase in 1984 with 10,341 qualifiers in 74 National points events.

A record number of sponsorship contracts have already been executed for the 1985 season including over \$600,000 in newly-found support. Volkswagen of America has inked its backing of the Super Vee series and the new GTI Cup which replaces the pro Rabbit events. Bendix Aftermarket Brake Division will assume primary sponsorship for the Trans-Am series.

Lucas Service will come on board as sponsor for the Pro Sports Renault 15-race series, and Goodyear will be the official tire. A great deal of excitement exists over the sponsor for the club's new Showroom Stock Endurance Series. PLAYBOY magazine will serve as primary sponsor for the six races, expected to begin on the West Coast and end at Mid-Ohio. The Enduros will range in length from six to 24 hours in duration, and over 50 teams have made application for permanent competition numbers.

The Can-Am is expected to stage 10 races and there will be 13 Super Vee events, while the GTI Cup should stage between 10 and 12 races. The SCCA could potentially sanction as many as four Formula One events in 1985 with the Detroit Grand prix a certainty, and dates at Dallas, New York, and Curacao also possible.

The Board approved a greatly expanded SPORTSCAR magazine format as a direct member benefit. The new addition will be an insert averaging 16 pages and containing last-minute news items, Appeals Court rulings, race re-

sults and points standings, complete Board and Committee minutes, Technical Bulletins and rules changes.

The Board approved two new positions to increase services to the membership. One will develop new products and head up special projects with the goal of flowing more benefits, support programs and services back to the members. The other staff position will be a data processing manager who will be responsible for upgrading software programs in an effort to increase the quality of service offered the members.

The Building Committee has located a suitable site and construction of a 14,000 square foot building could begin in the spring. After only five years of ownership the present building has increased in value from \$340,000 to \$640,000, and this equity will be combined with funds from existing reserves to pay for the expanded facility.

Terry Moreland, SCCA Vice President for Rally and Solo has resigned and has been replaced by Bob Radford.

Welcome

The Glen Region extends a warm welcome to it's NEW MEMBERS. We also take this opportunity to invite (urge) you to attend the General Membership Meetings and enjoy the camaraderie. As your Regional Executive, I want to meet you personally. You are an important and integral part of the organization and just as important we want you to feel welcomed.

Welcome Aboard
Dick Chambers, Regional Executive

Upcoming Events

- JANUARY 19 - - - General Membership Meeting
West Elmira Fire Dept.
1299 W. Water Street
Elmira, N.Y.
- FEBRUARY 6-10- - - SCCA National Convention
St. Louis, Missouri
- 23- - - General Membership Meeting
West Elmira Fire Dept.

1984 Annual Report

Editor's note: The following report was prepared by 1984 RE Bob Burns and has been submitted to Denver. Reports such as these from all regions form the basis for judging for the Regional Achievement Awards as well as supplying the National office with data used to track the growth of the Club.

The Glen Region has had a very successful 1984. There were many questions and anxieties at the start of 1984 with the new owners of the Watkins Glen race track, but these were

very quickly resolved and everything worked out well.

With professional racing back in our area, and a vigorous public relations and membership campaign, the Glen Region saw a marked increase in our membership, up 29% from 1983! This is a good reflection of people joining SCCA and the Glen Region from the area and does not reflect many out of state or Canadian memberships to meet certain SCCA requirements. The Glen Region also enjoys one of the highest licensed member to membership ratios in SCCA-32%.

The Glen Region conducted eight championship rallies in addition to two White Cane rallies for the blind. Our Solo II program consisted of eight championship events, one of which was our first street solo. These events continued to provide our main public relations thrust into our community.

A synopsis of events is as follows:

| | |
|-----------|---|
| January | Membership kickoff meeting |
| February | Dave Snyder receives the National Public Relations Award |
| March | Movie night and potluck supper meeting |
| April | Rally school and rally 4th Annual White Cane Rally Solo II Rally |
| May | F&C school and fire control training session Solo II school and event Rally |
| June | National race First street Solo II Rally |
| July | Pro racing returns to Watkins Glen Invitational Solo II Rally |
| August | National and Trans-Am races Regional race Solo II Rally |
| September | Pro race Discover Corning II Rally Solo II |
| October | Drivers school and regional race Halloween Hollows VII Rally Solo II |
| November | Annual business meeting |
| December | Awards banquet and party |

1985 Officers & Directors

REGIONAL EXECUTIVE

Richard Chambers, Box 188K, Texas Hollow Rd.,
Burdett, NY 14818 (607) 546-8307

ASSISTANT REGIONAL EXECUTIVE

Timothy Meddaugh, Honeypot Rd., RD 2, Candor,
NY 13743 (607) 659-7103

SECRETARY

Elizabeth Page, 5271 Sawdey Rd., Beaver Dams,
NY 14812 (607) 739-2812

TREASURER

Beverly Buckbee, 1013 Lincoln St., Elmira
NY 14901 (607) 733-7545

ACTIVITIES DIRECTOR

Thomas Sparling, 516 East High St., Painted Post,
NY 14870 (607) 962-0711

DIRECTORS

William Green, RD #1, Montour Falls,
NY 14865 (607) 535-9364

Adrian Ketchum, 30 Jennings St., Corning,
NY 14830 (607) 936-8235

Phyllis Hoskinson, 1434 Old State Rd. Ext.,
Waterloo, NY 13165 (315) 539-5363

Eleanor Perry, 131 East High St., Painted Post,
NY 14870 (607) 962-1351

MEMBERSHIP CHAIRMAN

Carl Matuszek, RD #1, Box 67, Campbell,
NY 14821 (607) 527-4423

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Deadline for all material is the first of each month.



| | 1983 | 1984 |
|---|------|------|
| Number of members..... | 294 | 375 |
| Social meetings..... | 26 | 26 |
| Business meetings..... | 10 | 10 |
| Newsletter issues..... | 12 | 12 |
| Competition licenses (reg and nat)..... | 29 | 32 |
| Officials licenses (div and nat)..... | 116 | 122 |
| Student drivers..... | 11 | 15 |
| Worker log book holders..... | 66 | 127 |
| Driver schools conducted..... | 1 | 1 |
| Rally schools conducted..... | 8 | 8 |
| Regional races conducted..... | 3 | 3 |
| National races conducted..... | 1 | 2 |
| Professional races conducted..... | 0 | 3 |
| Cars in all rallies..... | 408 | 294 |
| Regional rallies conducted..... | 11 | 10 |
| Category II solo events conducted.. | 8 | 8 |
| Auto shows conducted..... | 0 | 1 |
| Other events-Skip Barber, F&C Sch.. | 0 | 2 |

Regional Executive Report

Happy New Year to all! I do hope the year brings all the best.

As 1984 Assistant Regional Executive I echo Bob Burns thanks to everyone who contributed. To recognize each of you individually would require an extra SPARKPLUG edition. As this is not possible, let me simply include you all.

Surely much credit goes to those who chaired, chiefed and headed up the scores of committees and events. However, no event would realize success without the worker. I want to pay a special tribute to those behind the scene, the "off camera" member. You members who week after week have faithfully performed in your specialty. Your contribution was a vital factor to the '84 season. Without it, nothing is accomplished. I will make every effort to meet each of you at trackside in '85 in order to know and appreciate you even more.

There are still Committee seats open. I once again ask you to express your interest in any area. For those who don't know, there are some thirty-one committees and specialties, not including your B.O.D. and officers. Your Region needs your expertise as these functions are required to run your Club. As of this date (1/1/85), six vacancies still need to be filled.

Sally (wife) and I were among those who enjoyed the Awards Banquet and Santa Social. The evening was well planned and flawless. My hat is off to all those involved. Those who could not, or did not, attend, I strongly suggest you do in '85. Granted, while it is a "small" thanks for the many hours you give, our intentions are sincere. It was the wish of the '84 B.O.D. to find more ways to show it's appreciation. I'm confident the '85 B.O.D. will support this effort.

Our upcoming season spells pure excitement for us. John Saunders, President, W.G.I. is very sensitive to our needs and in turn, we must be totally aware of their objectives. Mutual understanding, respect and combined effort will make '85 enjoyable and rewarding. I ask you keep this foremost in your mind throughout the year. There are new horizons because of W.G.I.'s involvement at Watkins Glen and we are most fortunate to be a part of it.

Yours for the sport
Dick Chambers, Regional Executive

Competitors: Be Cool!

As I said in the "Fifteen Years Ago" column, there was one article that I felt was so fitting no matter what year it was that I want to share a part of it with you. The piece appeared in the Rally Board Summary and had been taken from the Rallyist Newsletter written by the then SCCA Rally Director, Harry Handley. Although the article had obviously been writ-

ten about rallying, I feel that it fits not only that sport, but also Solo II and the race program. Simply substitute Solo II or race or event chairman for the words rally and rally-master and I think you'll see what I mean.

Mr. Handley wrote "As rallies become more popular, the competition for the top places at the events and the championship becomes keener. Unfortunately, reports from several recent events indicate that a segment of the competitors is allowing the intensity of competition to effect their personal behavior in their contacts with members of the rally committees."

"The organization of any rally, no matter what type, is not an overnight operation. The people that you find as event chairmen or rallymasters, along with other people who volunteered, put countless hours of their spare (and often not so spare) time into setting up an event which principally is for the benefit of those people competing in the event. Their efforts frequently extend many months prior to the event and frequently involve more miles driven in preparation of the event than the total miles all the contestants drive competing on it."

"When the day of the event arrives, most members of the committee have a myriad of details to marshal. The chairman is like the father of an avalanche which, once started, can only be minutely effected but can't be stopped. Most contestants, however, seem to view him as a miracle worker with complete and immediate influence over any and all aspects of everything. As a result, people tackle the event chairman with all of their gripes, complaints and problems, whether real or imagined."

"The effects of the onslaught of complain-ers on the rally chairmen leads more often than not to chairmen deciding after the event that they will never again subject themselves to such abuse. Carried to the extreme, it's possible that people who want to compete on rallies might find themselves all set to run with no place to go."

"It has been said that rallyists are a bunch of 'nit-pickers'. We all like to think that this game we play is an exacting science, but the nature of the beast makes this untrue. It is incumbent upon competitors not to abuse the opportunities offered to communicate with the officials. Most organizers will bend over backwards in their dealings with contestants."

"Because a rallyist doesn't like something doesn't mean it's automatically wrong. While organizers are not always right, they certainly try and offer technically correct events. It wouldn't hurt if the competitors now and then showed their appreciation for the effort expended by the organizers. Let's put some 'thanks' into what is usually a 'thankless' task."

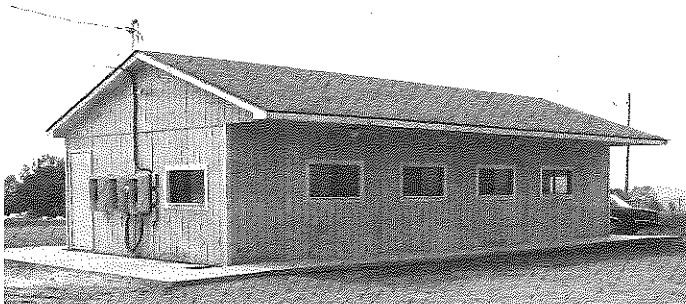
Let's all keep this in mind next time we attend an event and maybe imagine yourself 'walking a mile' in the chairman's shoes.

--Lyn Rexford

Spotlight on Specialties Registration

Since registration is where all events officially begin, it seems appropriate that it should also be the first stop on what will be a year-long SPARKPLUG visit with all the race specialties.

In 1984 registration moved into the new headquarters located on Bronson Hill Road at the northwest entrance to WGI. The move has been a welcome one for the registrars who now enjoy much better working conditions than they formerly had while sharing the Tech Center with the roar of engines and the many activities associated with tech inspection.



The new registration headquarters.

Photo by Ade Ketchum

Registrars must combine a multitude of organizational and problem-solving skills with an outgoing, cheerful, ready-to-help attitude. They are the first people that participants encounter at the beginning of a race and that encounter can, and generally does, set the tone for the entire weekend.

The registration procedure has been greatly simplified with the elimination of the individually notarized waiver in favor of the multiple signature waiver now in use. This has not only streamlined the actual registering process but has also greatly reduced the bulk of the waivers that must be retained for seven years. Each event's waivers can now be stored away in a manilla envelope where previously they would fill a good sized box.

Registration preparation begins several weeks before the race—in some cases even before the entries are mailed. There is a confirmation letter to be prepared along with car number assignment worksheets and credentials. As entries begin to arrive at the chief registrar's house each one must first be checked for completeness (drivers are notorious for not filling in all the information that is required). When entries are not complete, notations must be made so this is corrected at registration. An envelope is prepared for each entry, a car number is assigned, a confirmation is sent and the entry fee is processed. Medical and T&S slips must be detached from each entry form and prepared for routing to those specialties. Also there are the phone entries, the number change requests and the withdrawn entries to be processed. Then there is the entry list to be typed,

reproduced and collated for distribution to workers and entrants.

Once registration opens at the track it's a matter of greeting and then processing each person as efficiently as possible. Of course, this efficiency can be greatly increased if we all remember to bring, and have ready, our log books, licenses and membership cards. Before being allowed to officially participate in the race a driver must present both a race license and a membership card that are currently valid. He/she and members of the crew must also sign a waiver which is then retained in the driver's entry envelope and which must remain at the track for the duration of the event in case it must be reviewed as part of an accident investigation.

Walk-in entries also occupy much of the registrar's time, but since a good sized late entry can make or break a race financially, they are welcomed with open arms. For late entries and withdrawals another list must be typed for distribution.

There is still work to be done even after the race weekend is finished. Entries for those drivers that withdrew before the event must be forwarded to the treasurer or the Contest Board for refund approval and the waivers must be safely stored away.

In recent years the registration staff has also provided great service to the solo and rally programs and will continue to do so this year if their services are requested. This should be co-ordinated through the Chief Registrar.

Contest Board News

As chairman of the Contest Board for 1985, I am going to write a monthly article for the SPARKPLUG. In this article I am going to try to keep you informed of what is happening in our sport on a national and regional level as it pertains to racing. Now, I know that this will be a difficult task and I may not be able to keep up completely because of the communications flow. Anyway, I'll give it a try.

One of my objectives for this year is to provide a program for the member who has often thought of going to a drivers school but just does not know how to go about it. Subjects such as the costs, the required safety equipment, and most important, what type of vehicle to race.

I would like to have more Glen Region members become interested in becoming a race chairman. This year we will provide an internship for those who would like to learn what the race chairman's job is all about.

I will also be using this SPARKPLUG column to provide you with the information I gather from Denver.

--In the Spirit of the Sport
Bob Burns

Fifteen Years Ago In The Sparkplug

The January, 1970 SPARKPLUG was packed with news, reports and features. The annual report to Westport (then the SCCA headquarters) highlighted the Region's 1969 activities which included the first Glen Tour Divisional Rally, four pro races, one national, a regional and a drivers school. The first race organizational school attracted 150 persons, and the average entry for rallies was 31 while Solo II boasted a hefty average of 55.

Two members had been appointed to NEDIV positions. George Gould would begin his second term as NEDIV Council Treasurer, while Bill Miller would serve as the Divisional Solo Events Steward.

Dusty and Elinor Rhoades, who were "the" rallyists of that era, were featured in a fine article by Jon Woods which chronicled their rally involvement as well as other Region activities. In another Jon Woods feature story, members Donna and Walt Perkins' Cobra was the star. It had been selected by Car & Driver for a comparison test pitting the 289 against three of the hottest Detroit beasts available—a Chevelle SS 454, Plymouth Duster 340 and a Mustang Boss 302. The Cobra blew the competition away—both in Wally's hands for the drag strip test, and on the road course at Lime Rock where Sam Posey did the driving honors.

Al Robinson shifted from editor to columnist and in his first 'Robinson On Racing' he previewed both the Tasman Series and the 24 Hours of Daytona.

The Solo board was worried about having to purchase (what else?) new pylons while the rally folks were trying to establish some kind of equitable classes. RE Bob Perry as well as the National officials were all encouraging members to first consult regional, then divisional and finally, national administrators to find answers to their questions.

On the graphics side there was a photo essay by Stu Luther which contrasted various scenes at the track during summer when there was activity everywhere with the stark desolation of the same scenes buried under several feet of snow. There was also a reproduction of the hilarious Christmas card sent to the Arnot-Ogden Hospital staff by their recent patient Graham Hill.

Be sure to read another excerpt from that issue that I felt deserved it's own space—see it under the headline 'Competitors: Be Cool!'

—Lyn Rexford

The Glen Region wishes to express our sincere sympathy to the family of Jim Burleigh who passed away December 31, 1984. Jim was a Finger Lakes member who was a familiar figure in the Tech Center and a good friend who will be missed by all who knew and worked with him.

ATTENTION---SINGERS NEEDED

Anyone interested in singing with the Glen Regionnaires for a performance to be presented at the NEDIV Roundtable in March should contact Eleanor Perry. No experience necessary!

1984 Contest Board Review

It is appropriate to recognize the members of the 1984 Contest Board: Eleanor Perry, Jim Esgrow, Roger Holman and Dave Kicak who proposed and furnished the vials for the Vial of Life program. We have sufficient supplies to continue the program in 1985.

Several race chairmen were at the center of activity: Roger Holman, Glen/FLR National, coordinator for the July IMSA and acting chairman for the Octoberfest; Phyllis Hoskinson and Tim Meddaugh, August Sprints; Bert Coley, Glen National; Jim Magioncalda, Skip Barber; Bill Bradshaw, assisting the Octoberfest; and yours truly coordinator for the September IMSA and the Octoberfest. Dedicated and competent volunteers—my thanks to all.

Thanks also to John, Peter, Mark and to Chris Fendt, the WGI "girl in the office". So glad she made it to the party. All are helpful, friendly and efficient.

A special thanks to all who worked before, after, early, late, wet and hot. Can't do it without you.

1985 will be a busy year. John Saunders and WGI are fast learners and they were an integral part of each successful team. All of us have a lot of thorough planning for continuing what we started so well in 1984. Step up and volunteer. Help is needed in every slot. Try being an assistant chairman or specialty chief for one of the races. The satisfaction of being part of a winning team is tremendous! Good luck to the new board.

—Norm Glueck

Solo II Update

At its final 1984 meeting, the SCCA Board of Directors reviewed the Solo Board's March and September Minutes, acting on and approving most items. However, the controversial "hood open" rule was not approved, nor were allowances for catch tanks and alternate shock absorbers in the Stock Category.

The method by which a member qualifies for participation in the Solo II National Championship was simplified to provide that a participant in any Divisional qualifying event qualifies for the National event, and that the maximum number of qualifying events per Division is limited to four.

Sparkplug
Lyn Rexford Editor
370 N. Hampton Rd.
Elmira, NY 14904

WETZELBERG, W.

300 SKYE ISLAND DR.

ENDICOTT

NY 13760

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Membership News

The Glen Region membership stands at 395 members as of December 31, 1984. New members include:

Johan & Nancy Lehtonen - Johan works for Gould Pumps in Seneca Falls and they are interested in Solo II and working races, possibly Timing & Scoring.

Greg Rice - a former member from Mississauga, Ontario, Canada.

Welcome one and all to the Glen Region.

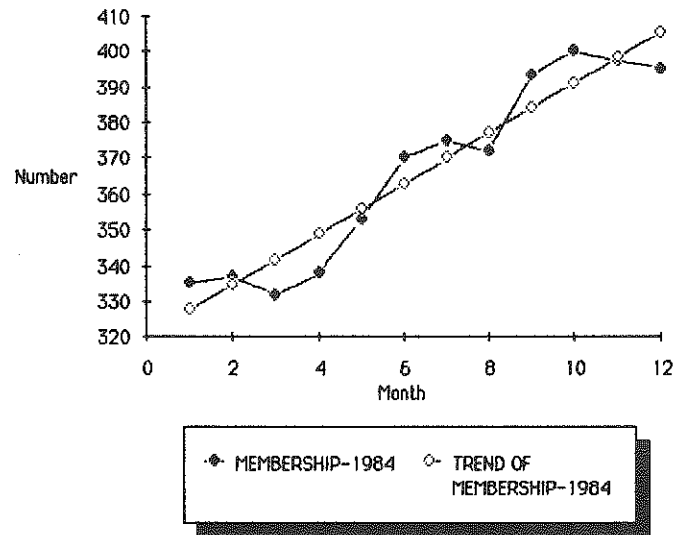
1983/1984 Membership Comparison

| Member Type | 1983 | 1984 |
|------------------|------------|------------|
| Regular | 236 | 271 |
| Spouse | 57 | 69 |
| Junior Associate | 15 | 29 |
| Limited | 19 | 19 |
| Honorary | 2 | 3 |
| Life | 2 | 2 |
| Junior | 3 | 2 |
| TOTAL | 334 | 395 |

This a net increase of membership of 18.3% for 1984 as compared to a net increase of 8.4% for 1983 and a 5.5% loss in 1982. The Glen Region is made up of Steuben, Chemung, Schuyler and Yates counties in upstate New York. At present we are the region of record for members from 19 other states and provinces. Elsewhere in this issue, you will

find a chart which shows the actual membership count each month in 1984 and the trend of growth. The trend in 1984 was for a net increase of 7 members each month.

MEMBERSHIP-1984



Carl J. Matuszek
Membership Chairman

From The Editor's Desk

Well, here I am again! What can I say except that I really enjoy doing the SPARKPLUG so this probably won't be my last stint either. Besides, it kind of seemed appropriate since it has been a nice round fifteen years since I took my first turn at it.

I have some ideas about new articles that will be included this year, and have also had some suggestions that will be incorporated.

There will also be the usual reports and championship standings from both rally and solo as well as race reports. You'll see news from Denver and the RE report and something I've personally been looking forward to doing - the "Fifteen Years Ago" column. Any specialty chiefs or committee heads that wish to submit a monthly (or just an occasional) article are surely welcome. The SPARKPLUG is the only

means of official, written communication the Region has that is large enough to accommodate reports from any and all activities. Sure, you may give a report at a business meeting, but the SPARKPLUG provides the space to amplify on it. Also, an individual SPARKPLUG article has a better chance of being read by all the members you wish to reach.

If you have any ideas for articles please let me know - I won't automatically ask you to write it. If you should happen to have writing skills I'll be glad to let you exercise them. I would like to have a whole bunch of people involved with the SPARKPLUG so if you are interested just let me know. At the present time the 'bunch' includes Jerry Buckbee who'll help with production and Carl Matuszek, Tom Corp and Ade Ketchum who'll be doing some photography. With all the events there are to cover there is room for lots more help.

--Lyn Rexford