

In the Spirit of the Sport

the glen region

SPARKPLUG



Glen Region, SCCA February 1985 Vol. 28 No. 2

An Interview With John Saunders President, Watkins Glen International

EDITOR'S NOTE: The following interview was conducted with John Saunders, President of Watkins Glen International at the WGI headquarters at 1 Baron Steuben Place, Corning, N.Y. on January 22, 1985. The purpose of the interview was to open a new line of communication between WGI and the Glen Region as well as providing general information of interest. Accompanying photographs are by Ade Ketchum.

--Lyn Rexford

SPARKPLUG: What was WGI's first priority for 1984, and were you successful in accomplishing it?

SAUNDERS: I'm not sure you could boil it down to one priority, but I'd say it was to get the race track up and running and to get it to an acceptable standard. I think that is an all-encompassing statement. We realize that in the first year you can't be all things—it takes years to build and come to a standard such as Charlotte, Mid-Ohio or Daytona. To get the facility to an acceptable standard in the racing industry...and we were very successful in doing that. I might add that it was a tremendous year of transition—especially for SCCA members with new management, new policies, new facilities, new equipment—and I think it's remarkable that given all of that we didn't have any major problems at all, and that's a credit to the workers—it certainly is.

SPARKPLUG: As a follow-up to that, what degree of success did you achieve in meeting the stated objectives of WGI—that it be a profit center, that it would offer a broad base of activities, that it would provide quality racing, and that it would support the objectives of Corning Enterprises, namely, providing jobs, tourism, and improving the quality of community life?

SAUNDERS: I think that if we can jump to objective four which is supporting the objectives of Corning Enterprises—that is the most significant accomplishment in '84. We have



"Never once did I worry about what was happening out on that race track -- never once. That's a credit to the Glen Region."
-- John Saunders

provided new jobs, we have brought new people to the area. I think we've opened the facility with a taste of quality. The other three objectives are objectives which are not short-term. As with any business, it takes a few years of constant reinvestment of your revenues to achieve the kind of facility that will generate long-term profits. So those are objectives that are on the right track but they are on-going. You just can't measure them after your first year of operation.

Continued on page 4

Regional Executive Report

To those who attended the General Membership meeting 1/19/85—thank you for the support! To those who could not attend, again I urge you to do so whenever possible as many projects are in the making. Your input is vital to your Club.

I wish to thank Dave Davies and Committee for an excellent budget presentation. In addition, thanks also for initiating the Equipment Lease proposal to WGI. This should relieve the financial drain of maintenance as well as create income from assets that in the past could not provide us a return.

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Now is the time to mark the calendar for Schools and Seminars. They are provided to assist you and sharpen your skills—be there!

It is our intent to have a speaker from the Sheriff's Department at the March 23rd General Membership meeting. The speaker will address the problems and concerns of DWI. I hope each of you will make an extra effort to attend—I'm certain it will be very informative. Don't forget, the February 23rd meeting is movie night with a dish to pass dinner before (bring your favorite dish).

How about one of you Rally enthusiasts stepping forward and heading up the '85 program? You've enjoyed it and now it needs your support. Call Tom Sparling (962-3683) and lend a hand.

I will be heading to St. Louis for the National Convention and will be accompanied by several Board members. We will observe and cover as many of the seminars as possible in order to bring back the latest in SCCA to you.

Tim Meddaugh and crew have worked hard to make the '85 NEDIV Roundtable (March 8-10) at the Corning Hilton a success. Your support and attendance will do just that. Rumors have it that Eleanor Perry will be producing another million seller—don't miss it!

Footnote: Sorehead point leaders are Bill (Green) and Carl (Matuszek).

In the Spirit of the Sport
Dick Chambers, R.E.

From The Editor's Desk

I hope you find the interview with John Saunders as interesting, informative and exciting as I do. The idea for the interview and the questions to pose came from simply listening to the concerns of many members. An attempt was also made to pinpoint areas that would help us better understand not only WGI, but also John Saunders himself.

I was very impressed with John's honest, straightforward, sincere, perceptive responses. He never hedged—nor did he squirm. The fact that he respects and appreciates the Region came through loud and clear. We can take great pride in the fact that he holds the Glen Region in such high esteem.

John is keenly aware of the need for communication with the membership and has indicated interest in establishing an on-going dialog via the SPARKPLUG. I think you'll agree the space devoted to such a dialog couldn't be put to a better used.

--Lyn Rexford

Fifteen Years Ago In The Sparkplug

The lead story for February, 1970 focused on the recent sanctioning of our Divisional Rally-the Glen Tour II, and a review of the very successful Glen Tour I. The first event had so impressed the rallyists that it had been suggested we stage the 1970 event as a National. However, cool heads prevailed and it remained a Divisional level rally set for April 25.

On the regional rally scene, the "Gateway to the Seventies" rally attracted 21 teams who braved typical winter weather on January 18th to kick off the season. John McQuillen and John Busher took top honors in the rally which was chaired by Dusty and Elinor Rhodes.

In "Robinson on Racing", Al presented a who's-going-to-drive-what-for-whom preview of the upcoming Formula One season. The only driver mentioned who is still actively competing today was Mario Andretti who was announced as a part-time Lotus pilot.

RE Bob Perry outlined a new worker licensing procedure wherein licenses would be routed through the specialty administrator and on to the license co-ordinator. Formerly all licenses were handled by the RE and Bob initiated the change since he felt only the specialty administrator truly knew who was qualified to hold a license in each specialty. (How simple some things were back then!)

The Solo II Board appointed Administrators to oversee tech, registration, timing, and flagging. Those Administrators would act in an advisory capacity at solo events and would also train new people in the various areas. The 'shopping list' of new equipment presented to the BOD included pylons, helmets and a Heuer timing slave unit which would allow the simultaneous timing of two cars.

--Lyn Rexford

NEDiv Roundtable Update

The Glen Region will host the NEDIV Roundtable March 8-10 at the Corning Hilton Inn, Corning, N.Y. The event will get underway Friday evening with registration and a welcome party from 8-10 pm.

On Saturday, registration will continue from 8-9 am. Beginning at 9 am there will be a day-long schedule of seminars covering the full range of SCCA activities and interests. Some of the seminars and their moderators include: Regional Management and Public Relations, Bill King-SCCA Manager of Public Relations for Club Racing and Marketing; Race Safety and Race Medical, Dr. William Colom-NEDIV Medical Administrator, Bill Bradshaw-NEDIV Safety Steward, Bob and Kathie Burns.

Other seminars planned include Flagging and Communications, Solo Safety Stewards, NEDIV Schedule, Rally and an open talk with the NEDIV Stewards.

Following the working sessions, everyone will have a chance to unwind at a wine tasting beginning at 6 pm at the Wine Center of the Finger Lakes. A buffet will follow (back at the Hilton) and entertainment will be provided in the Eleanor Perry/Glen Region Singers/Ade Ketchum Slide Show tradition.

The \$30 registration fee includes attendance at all seminars, coffee breaks, lunch, the wine tasting, cocktails and the dinner banquet. Those Glen Region members who wish to attend only the wine tasting and banquet may do so for \$15. Registration fees must be paid by March 1 (for either the entire Roundtable or just the banquet). Send checks payable to the Glen Region, SCCA to the Roundtable Registrar-Joni Mattice, 511 Herrick St., Elmira, N.Y. 14904

This Roundtable provides us with a great opportunity to learn more about our activities and specialties as well as to meet members from throughout the northeast. It promises to be both enlightening and entertaining-plan now to attend.

Public Relations

Being recently appointed Public Relations Chairperson, I look forward to the challenge involved in getting the Region's name before the public. The job that Dave Snyder did was excellent and beyond the call of duty-which makes filling his shoes very difficult.

In order to fill the task at hand, I need your assistance. If you have any newsworthy information please contact me. Remember, ample lead time is necessary. To get proper exposure for our Club we need to know where our information is being used. If you live outside the immediate Corning area please clip any articles you read and send them to me. Also let me know if you hear any Glen Region news on your local radio stations.

Thanks for your assistance and I look forward to doing the best job possible for the Glen Region.

--Connie Davies

Upcoming Events

FEBRUARY 17--Joint Meeting, BOD and Chiefs of Specialties, Administrators, and Board Chairmen
1:00-2:30 pm non-race related
2:45-4:30 pm race related
West Elmira Fire Department

23--General Membership Meeting
Potluck Dinner/Movie Night
6 pm-Potluck Dinner--Bring a dish to pass and table service, meat and beverages provided
8 pm-General Membership Meeting followed by Movie Night
West Elmira Fire Department

MARCH 8-10--NEDIV Roundtable-see details in related article on this page

Continued from page 1

SPARKPLUG: Were there also disappointments or aspects that didn't measure up to expectations?

SAUNDERS: I'll have to think about that for a second. I found out that weather can be a horribly depressing element in my life. Disappointments....no, there were no major disappointments. There are some internal problems we're working on now, nothing too major, they are just organizational requirements and I feel totally confident that we'll overcome those this year. We haven't had a race cancelled on us, we haven't had any catastrophic kind of happening at the race track and I think we're very fortunate to be able to say that we don't have any major disappointments.

SPARKPLUG: How has the association with the International Speedway Corporation been a benefit to WGI?

SAUNDERS: Tremendously, just tremendously. They've been in the business for over a quarter of a century and they're perhaps the most successful racing entity in the United States-perhaps world-wide. They have a high degree of expertise within their organization and they provided us advice and consultation that just simply wasn't available locally. It's a marriage we're very proud of and we feel honored that they are a part of our organization and they certainly have lived up to their part of the bargain in supporting the endeavor.

SPARKPLUG: What do you see for the facility five years down the road-in 1990?

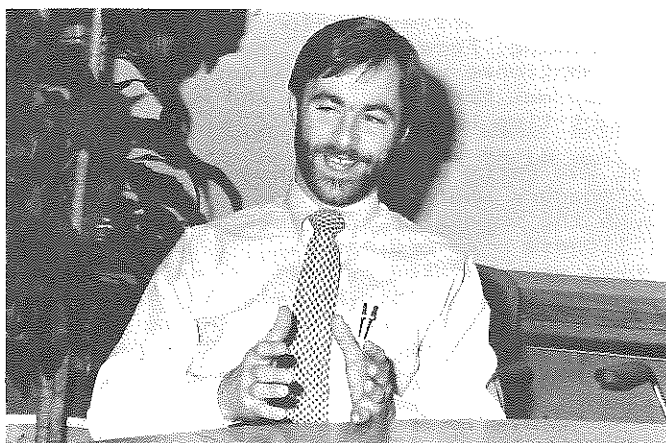
SAUNDERS: Good question. To begin with, I see larger crowds. Perhaps a CART or NASCAR race would be on the annual schedule-hopefully sooner than that. We do feel that we need to bring in another type of event that is as large, if not larger than the IMSA series. (SPARKPLUG-In addition to, or in place of, an existing race?) In addition to. I see an on-going program for improving the facilities-mainly, and we're talking five years down the road, in water, sewage, landscaping, roads, those sorts of things. But an on-going program of making that a very enjoyable place to visit-kind of a park theme. What else would I envision-greater sponsor participation. Perhaps breaking away for just a moment from motor sports-and we're having a little taste of this for '85-trying other kinds of events to fill the gaps in the summer. We're trying that a little this year, but expanding on that because we can't have a professional race every weekend.

SPARKPLUG: So in essence, what you see for pro racing by 1990 is the addition of one more race with a different sanctioning body.

SAUNDERS: I should clarify that. Specifically what I mean is we could, logistically, only handle four, maybe five, major professional events a year. The weather constraints, basically June through early October, and given what the staff is capable of effectively promoting you're looking at four, maybe five, major events. Then sprinkled in are many small spectator and non-spectator weekends.

SPARKPLUG: Do you see amateur racing as strong in the future as it is now?

SAUNDERS: One of my objectives and one of my commitments to the Region this year is to help spark new interest in the SCCA-primarily in the worker area. But I'm certain new membership drives are also going to spark competitor interest and I do see it as a growing sport or section of the sport. There are all kinds of ways you can go racing now for under \$8000-in fact you can go racing professionally for under \$8000. It's a new trend in the United States-SCCA has their Showroom Stock series and IMSA is coming out with a similar type of series. Of course, the clubs have promoted that type of thing for a long time and it's certainly growing.



"I found out that weather can be a horribly depressing element in my life".

SPARKPLUG: Are you committed to the development of the June spectator national into an event the likes of which Elkhart Lake enjoys with their June Sprints?

SAUNDERS: That's the objective and we are committed to doing that. We are not setting our goals too high-we realize that's going to be a three year plus building effort. It's going to require constant re-investment of whatever we make on that event back into the promotion of the event the next year and the next year after that. It's going to take some time. We've got creative thinkers in the organization and part of making that event grow is making it worthwhile for the competitors to come to the Glen and sparking interest from the competitor's side as well as having other kinds of happenings going on to keep the spectator enthused. We'll slowly interject those things into the event as time goes on-but we consider that event a long-term building effort.

SPARKPLUG: Have you been approached, or would you consider, either adding or substituting a Can-Am or Formula One race?

Continued on page 5

Continued from page 4

SAUNDERS: We have not been formally approached, although there have been inquiries through third-parties as to our interest in the Can-Am series. What we're going to do this year is to pay very close attention to the success of the series, and follow closely the purse structure, manufacturer contribution and the contingency awards to that purse structure. See the level of sponsor interest and see the entry level and see how consistent it is through the season and then make a decision for '86. Regarding Formula One, no we have not been approached and the only way we would consider F1-well we would always consider something, if there's an opportunity you always have to consider it-but the only way we would agree to a F1 date would be if there was some kind of restructuring of the purse. It's very, very expensive and I feel we'd have to make tremendous capital improvements to get F1 here and in order for us to be able to afford those we'd have to see some concessions in the purse or some sort of building relationship. In my opinion, it's very unlikely that it will happen. Very unlikely. And quite frankly, I don't think F1 wants to come back. If you look at their trend in the United States they aren't courting any race tracks, they're courting large metropolitan areas and that's their new marketing strategy. There are certainly other tracks that would consider it-perhaps some of the California tracks, the warm weather-but they aren't courting the tracks they are interested in the metropolitan areas.

SPARKPLUG: What changes and improvements are planned for the physical plant?

SAUNDERS: For this coming year it is not going to be as intense as it was last year, but we're going to continue on. Some of the noticeable improvements will be the restructuring and strengthening of the pits. All the concrete is being repoured-we've done 30% of the pits already and we will finish the other 70% through '85, making the pits structurally sound again. Considerable improvements will be made in the press tower-it will be repainted, there will be a restructuring of the first floor seating facilities which have always been very congested and we're looking at drop ceilings, insulation and bathrooms. There will be considerable excavation work on roads and drainage. We're putting drain tile under the fields-these are things you don't see-but we dig down to the water table, lay tile in the ground and recover it and that will seek to draw the water off when it rains. We'll continue on with some road improvements, and there will be considerable investment in small equipment-radio equipment, office equipment-as we continue to gear up to be totally on our own. We're still quite dependent on equipment from Daytona at race time and we're trying to break that dependence. Part of that small equipment funding has also been earmarked for improvement of the PA system.

SPARKPLUG: What special challenges and what physical changes will be necessary to stage the 24 Hour race?

SAUNDERS: Let's address the physical challenges first. Obviously, we'll need lights-we've

already done one model of a light which has a flashing yellow and flashing red and we've figured out how we can mark them and post them out near the guardrail so the corner worker will be able to stand back and operate it with a switch. We'll have to do that for all 30 plus stations. We'll have to do some lighting in the spectator areas for protection of the spectator. Most of the changes will be required on the race track itself for driver safety and worker safety. To ease the burden of scoring cars, lights will be needed at the start/finish line and above the starter's bridge. As far as other challenges the greatest challenge is worker participation-and that's not just the 24 Hour race, that's the entire season. As I've mentioned to the Glen Region Board on many occasions, Watkins Glen International is committed to help build membership and worker interest. We will actively assist in the promotion of new members, providing the facilities to train these people, and giving them the experience they need so that there isn't this burden on the existing work force. So I think the greatest challenge is structuring that program and getting it communicated to the members. There are a lot of people out there who are saying they don't know what's going on-so we have to get that communicated-just what the offering is.

SPARKPLUG: There has been a lot of talk, and a lot of concern among the workers that John Saunders wants to cut the number of workers this year-what you've just told me seems to be just the opposite-is this a rumor or what?

SAUNDERS: It's a misinterpretation of what I'm trying to say. Perhaps I'm not communicating that correctly. What I'm saying is that there has to be an agreement on a per-race basis of how many workers we'll allow. And this is purely from an organizational point of view-we need to know how many people we need and then set that limit. That level, the number of workers, is not expected to go down-in fact the levels we established last year, in total, were never exceeded even though we had more per specialty for the Trans-Am specifically. So even though people are getting very upset over this, I'm not anticipating dropping the numbers I'm just saying we've got to set the limit and then live with that. But I don't think the workers will reach that level-whatever it is.

SPARKPLUG: So there will be room in the limit you set to bring in new people so they can be properly trained.

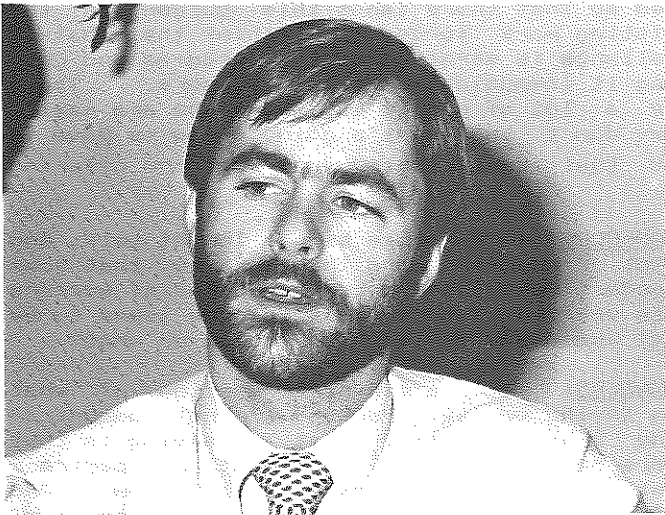
SAUNDERS: Right. The system for establishing these limitations is this-it's a concurrence of the Pro Workers Committee. In essence what I say to them is-tell me how many people we need-and they concur and they all agree, and that's it. It's not a sole decision on my part-I may air an opinion where I think it may be too many then it's open for discussion and if they can justify the numbers then I'm not going to fight it. I know this is hard for workers to understand and this was never asked of the regions in prior years with the former management. But, you know we do this with any other department of Watkins Glen. We know

Continued on page 6

Continued from page 5

how many ticket sellers there will be, we know how many security officers there will be, we know how many food concessionaires will be there—there's a number and from an organizational point of view we have to button that end down. It's certainly up for discussion—it's not a number that is cast in concrete and I felt I had aired my position quite well but apparently there has been some misinterpretation. I hope this will correct it.

SPARKPLUG: Speaking about the 24 Hour race itself—given the improvements you'll have to make, the unpredictability of the weather at that time, the reduced number of daylight hours, and given that the race almost seems anti-climactic following the New York 500—was this a race you actively pursued or was it one that, shall we say, was strongly suggested you add to the schedule?



"I feel the membership owes greater trust in their Board. Never once did they sacrifice the value of the Glen Region. That is remarkable and something I admire tremendously."

SAUNDERS: It was a combination of both. If we didn't feel it was right for the Glen we wouldn't have scheduled it. It's the series Championship—the final race. We knew there would be a certain level of manufacturer interest and that's how we're approaching it. We feel it's good for Watkins Glen to build its credibility with manufacturers. If you look at the list of cars eligible for this race it covers all the American and practically all the European cars and many of these manufacturers will be coming in. Kendall has also expressed a strong interest in being here for the race and they are obviously involved with the Glen, but they are very excited about this race. Firestone is a good customer of Kendall and we know Firestone will be here with many of their top executives—in fact the awards banquet will be here in Corning that Sunday night. There again, that's something good for the local community—generating restaurant business. You know, I view it as an opportunity for Watkins Glen to build its credibility with manufacturers and the sponsors of the industry. We don't anticipate large spectator turnout in the first year. We're being very reasonable about our

objectives—we're going to encourage it—but we're not viewing this as a major IMSA event though we do hope that someday it will grow to that. But it was not something that was forced on us and, no, we didn't go out and actively seek it. It was a combination of both. The opportunity was there and we seized on it. IMSA feels it's right for us, Daytona feels that it's a good venture, and we feel it's right.

SPARKPLUG: Then you plan on having this on the schedule each year.

SAUNDERS: It's difficult to speak to that without having the experience under your belt, but at this point it's our intention that it be a multi-year commitment. If we do have serious weather problems we would certainly address this with IMSA and look at moving the event to the warmer months.

SPARKPLUG: After over a year of co-operative efforts with the SCCA what does John Saunders, President of WGI, not Glen Region member, think of the organization?

SAUNDERS: I'll answer that question very honestly. I feel the membership owes greater trust in their Board. Granted, when you are a member, you are entitled to voice your opinion, but the Board of Directors of the Glen Region strongly supported WGI, and at the same time, they strongly supported and maintained the position of the Glen Region. Never once did they sacrifice the value of the Glen Region—never once did they do that. That is remarkable and something I admire tremendously. I have not met with the new Board yet and I don't know that that mix will still be there—that magic—but I assume it will be and I have an open mind about it. But I think that the membership—and I'm not approaching this from a negative point of view—I really feel they owe more trust in their Board. These people work very hard—I've been in meetings with them when they've been very frustrated but they always kept their cool and always found the solution and it was one that was in the best interest of the majority. I admire that. From the racing point of view, I've never seen anything work so well. It's such a well oiled piece of machinery—they have their specialties, they have the chiefs of those specialties, there is an organization, there is a standard operating procedure, there's a hierarchy to solve any problems. Never once did I worry about what was happening out on that race track—never once. I was allowed, at race time, to worry about spectators and those are the people who pay the bills. That's a credit to the Glen Region. They took tremendous pressure on themselves and they produced a first-class, A-one job. I can't say enough good things about that. Never once, never once was there a flaw in their organization, was there a difference so grand that it required my attention. They solved the problems among themselves within the organization and it's just truly remarkable how that works. Highly skilled, highly professional, dedicated—these specialties—you don't acquire that skill over

Continued on page 7

Continued from page 6

a year. I could go on with names of people and I'm just amazed at how well they know their specialty and the technical aspects of this business. For a volunteer organization it is extraordinary. I could compare it to the volunteers who help with the LPGA—they work with the gallery, crowd control—but the race work is highly technical and takes years of learning and it's just amazing how that machinery ran.

SPARKPLUG: We're certainly very proud of our race organization, and it is very rewarding to hear how pleased you are with the effort. As a relatively new member of the Glen Region, what do you think of our level of activity and interaction with the community in areas other than racing?

SAUNDERS: You have a very high profile in the community which is a positive—a very high profile. You sponsor rallies and solos that benefit not-for-profit organizations; civic minded, very charitable attitude. I once wrote a letter to Dave Davies that the attitude of the Region was very much in line with the objectives of Corning Enterprises. Those are

the kinds of things that improve the quality of life around here. When you can have a Solo II in the street and parking lot of the Decker Building and have such a tremendous turnout. We were there driving the pace cars, it was exciting, it was something going on on a Sunday afternoon.

SPARKPLUG: As a manager who is used to working with paid employees, do you find it difficult working with so many volunteers?

SAUNDERS: Yes. The right mechanism is not always exercised in letting me know their needs. As I said, this is where there should be more trust in the Board of Directors because they do voice the needs in a very diplomatic fashion and a fashion I can react to. It's important that the needs are communicated to the chief of specialty then to the Regional Executive or a Board member. I'm not sure I have a true understanding of the needs—that's not a negative—that's just a communications aspect we have to work on, and we will. I haven't found it irritating, in fact it's been

a challenge for me trying to keep that many people interested and actively involved. I'm always asking the question, what can we do, and I'm getting positive feedback from the Board.

SPARKPLUG: Have you encountered any particular difficulties in establishing your own personal credibility—given the fact that the positions you formerly held were in non-race related areas?



"There are so many people who go unrecognized, but I know they are out there and I appreciate their efforts and thank them."

SAUNDERS: No, I haven't. I haven't found any brick walls because of my background. People have been very supportive of my efforts in Watkins Glen—not only here in Corning Enterprises, but in SCCA, in IMSA, Daytona, the industry as a whole has been very supportive in getting this business launched. As for the press that's something where you have to earn their respect, and that takes time.

SPARKPLUG: In closing, are there any other comments you would like to make directly to the volunteer race workers, or just general comments you would like to convey?

SAUNDERS: Again, I can't say enough good things about all the people, many that I don't even know and wish I had the time to meet. The people who stand out on station for 12 hours in all kinds of weather conditions—they're not going unnoticed, we know they're there and we appreciate that. If there was a way to thank each of them individually, I would. There are so many people who go unrecognized, but I know they are out there and I appreciate their efforts and thank them. I'm looking forward this year to building the worker force and membership and I'm looking forward to working even closer with the Glen Region than we did in '84. I've come to know many of the people in the Region and have enjoyed the association with them. They, in turn, then get me out for things like Solo II and other club activities. So I'm looking forward to '85 and working with all of the members.

SPARKPLUG: John, thank you very much for spending this time with us.

Pylon Parade

Here we are in the middle of winter, cold and knee deep in snow. Most of us Solo II'ers are busy planning for the upcoming 1985 season. Those of us who are content with regional competition are scheming on what it will take (and cost) to get that extra edge to ensure victory. And of course, those who brave the NeDiv competition are more than aware of what it will require to bring home a 1'st place trophy. Not since 1977 has that occurred.

1985 will see the Glen Region host the Roundtable. The dates are March 8 - 10. There will be a Solo II Safety Steward seminar, for the exact day and time you can contact the Solo II Board or read future issues of the Sparkplug. It would be greatly appreciated if all those who are capable and willing would attend the Safety Steward Seminar. You don't have to be a Solo II competitor either. With out an ample supply of safety stewards, we risk burning out those we now have. It would be a shame to cancel a Solo II after all the hard work required to put it on just because we lack a safety steward. Please attend it if you can.

The Solo II Board had it first meeting on January 20'th. The region's Solo II regulations were extensively rewritten and hopefully improved. The intent of the extensive revision was to create a quality document that can be sold along with the national Solo II rulebook. We are discussing selling the regulations by themselves for approx. cost, or giving them away with purchase of the national rules. If anyone desires a copy before the season begins, write me a letter or see me at the membership

meetings. The changes are too numerous to list in this article. Many of the things that we have always done were never even discussed in either the national nor the region supplements. It appears that the supplemental rule book that we are creating will be 14 - 16 pages in length.

The 1985 Solo II schedule might come out a little later than we got out last year. Our two most preferred lots and the track are still uncertain. We are planning on making another mass mailing of schedules again. The mailings brought us in many members last year, and with a different strategy we hope to get even more new entries. If you have any questions, advice, complaints, or what ever, please let us know. You can write us, telephone us, or see us at the membership meetings. Hope to see you in April.

Joseph Carozzoni

For Sale

LOLA T342 FORMULA FORD-fresh Wenz engine, chassis rebuilt and stiffened, three sets of wheels, spare gear box, engine block, parts, gears, etc. Roller \$3000. Engine \$3000. Contact Doug Born (607) 739-8934 or Dennis Cotton (607) 535-9704.

1983-84 VOLKSWAGEN/BILSTEIN CUP CHAMPION RAB-BIT-Paul Hacker's #0, extra body and enough parts to nearly build another car, transporter and more. No reasonable offer refused! Contact Paul Hacker (518) 758-9412 or Keith Wyck-off (607) 272-2467.

COME AN' GET IT: 1970 Opel GT. 1900 cc single carb engine. Car completely dismantled. Body patched up. Abandoning Solo II project. If you'll haul it away, it's yours for FREE!!! Call Dave Snyder at (315) 536-8932 after 6 pm.

1985 Northeast Division Officials

EXECUTIVE STEWARD

John Bornholdt
P.O. Box 1191 R.D.#1
Mt. Holly, N.J. 08060

MEDICAL ADMINISTRATOR

William Colom
12 Burrows Street
Mystic, CT 06355

FLAGGING & COMMUNICATIONS

Howard Mahony
1001 Tottenham Ct.
Sterling, VA 22170

DEPUTY EXECUTIVE STEWARD AREA 1

Floyd Stone
33 Summer Street
Shrewsbury, MA 01545

DRIVER LICENSING

Bill & Sue Davis
948 Zeggert Road
Endicott, NY 13760

RACE CONTROL

Bette French
8 Rocky Hill Road
Milford, NH 03055

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Al Grosser
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POINTSKEEPER

Sue Rogers
59 Kipps Trail Park
Hudson, NY 12534

SCRUTINEERS

Jim Farrar
537 Howell Park Drive
Elizabeth, PA 15037

DEPUTY EXECUTIVE STEWARD AREA 10

Bob Henderson
14 Mountain View Drive
Honeoye, NY 14471

DIVISIONAL ADMINISTRATORS:

STARTERS

Bud Williams
5005 Bridgeport Drive
Suitland, MD 20746

SAFETY ADMINISTRATOR

Bill Bradshaw
R.D.#1, Box 8
Mansfield, PA 16933

TIMING & SCORING

Jenny Pukalski
3223 Parkwood Lane
Falls Church, VA 22042

REGISTRARS

Lois Hauser
523 Higgins Drive
Odenton, MD 21113

SCCA NEWS

Yokohama Tire Corporation of Montebello, California will sponsor the 1985 SCCA Solo II series of national and divisional events. The announcement was made by Bob Radford, manager of the SCCA Rally/Solo Department.

Yokohama will have a major role in the 1985 SCCA Solo II National Championship runoff at Salina, Kansas, September 18-22, and, in addition, Yokohama will provide sponsorship money for as many as 20 Divisional Solo II Championship competitions around the country prior to the runoffs.

More than 2,500 drivers will take part in the divisional events during 1985, and at least 550 are expected for the national runoffs.

Solo II is the fastest growing form of motorsports sanctioned by SCCA, and both Yokohama and SCCA are laying the groundwork to enable 1985 to be a banner year of Solo II competition. SCCA has increased its staff and added new, modern equipment in the Solo department to process results and maintain consistency of event quality.

Because they are tailored to the average driver in his daily transportation automobile, Solo II events are more numerous than any other type of motorsports activity. These events--gymkhanas, autocrosses, slaloms, and field trials--are part of the weekend participant sports scene in almost every American city of consequence. They are held on parking lots, open fields and, in the winter, on frozen lakes.

No matter what they are called, these "track meets on wheels" are the most popular form of motorsport in this country. These closed-course, time-and-maneuverability events place an emphasis on the deftness of the driver and agility of the cars. Because they are inexpensive for the participant, they form the best driver education available.

Newsworthy Notes

DR. ED CORDES has recently been accepted as a fellow of the American Academy of Optometry. The Academy is an organization of optometrists whose goals are to improve vision care and to disseminate knowledge gained through research. Candidates must meet a rigorous evaluation of professional competence and ethics and must also appear for an oral examination following submission of a series of case studies. Ed, as well as wife Gail, a licensed optician, practice at 145 Chemung Street, Corning.

BRIAN BUCHAUER has resigned as Press Director at Dover Downs Speedway to accept a position with U.S. Tobacco Company where he will be in charge of public relations for the Skoal Bandit NASCAR entries of Phil Parsons and Harry Gant. Brian will be based in Mooresville, N.C.

Congratulations to ANN BROUSE on being selected for inclusion in the 1985-86 publication of WHO'S WHO of AMERICAN WOMEN. She is head of the Technical Services Department at Steele Memorial Library in Elmira.

Congratulations are also in order for BEV BUCKBEE on the opening of her new business--Buckbee's Tax Service. She will be specializing in personal and small business tax preparation and bookkeeping. Bev has resigned from the Arnot-Ogden Memorial Hospital where she was employed for over twenty years, most recently as the Internal Auditor.

ATTENTION MEMBERS OF TIMING & SCORING TEAM
As the new Regional Administrator for Timing & Scoring, I have a reminder for members of the team. Please remember to renew your license if you haven't already done so. You should receive a license renewal form with your membership renewal. If you don't have a license renewal form, I have some extras. Just drop me a note and I'll send one out. My address and phone number are:

Daniel R. Glueck
88 Freeman's Bridge Road
Scotia, N.Y. 12302
(518) 381-6344

I am looking forward to the upcoming season and working with everyone. Here's to a happy and successful 1985.

Race Attendance Up

A survey by Goodyear shows that there was an increase of nearly a quarter of a million spectators at major North American auto races in 1984 over 1983 figures. Some 223 race dates showed an attendance of 4,983,000 while in 1983 the figure was 4,741,000 for 219 dates.

Goodyear annually compiles and publishes race attendance figures from selected series to monitor the popularity of the sport.

The NASCAR Winston Cup series remained the leader in attendance with 1,574,000 spectators at 30 events in 1984. Formula One was close behind with a total of 1,325,000 in attendance at 16 events which makes that series the clear winner in average attendance per event--nearly 83,000.

Average attendance for other series include: CART/Indy cars, 60,750; IMSA, 28,000; Can-Am, 18,800; Trans-Am, 23,438 and Super Vee 32,667.

Sparkplug
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Membership News

The Glen Region membership stands at 400 members as of January 29, 1985. New members include:

George R. Parker - from Chittenango, New York and is interested in working races.

Margaret P. Melling - from San Diego, California. She has joined her husband, Richard, in transferring their region of record back to the Glen Region. Both were active as members of the Glen Region in the 1970's.

Thomas E. & Sherry Jenks - from Corning, New York. Thomas is a paramedic for Corning Ambulance and they are interested in both pro & club racing, as well as working races.

Stephen J. & Nancy A. Cafalone - from Oneida, New York.

Welcome one and all to the Glen Region.

1985 Membership Contest Rules

The Glen Region Board Of Directors has approved the following rules for the 1985 membership contest:

1st	\$100 cash	Minimum of 10 new members
2nd	National and Regional dues paid	Minimum of 6 new members
3rd	Regional dues paid	Minimum of 4 new members

New member credits will be given as follows:

Regular	1
Spouse	1
Junior	1
Family	3 maximum (1 regular, 1 spouse & 1 junior associate)

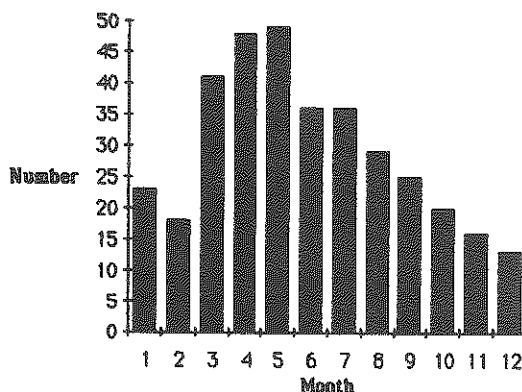
A tie will be decided by the total value of the membership to the Glen Region. A Glen Region member's signature must appear on the membership application or in a cover letter with the membership application to be eligible for contest credit. Limited and Transfer members do not count toward the membership contest. The membership chairman is not eligible.

1985 Membership Contest

1. Karl Russ	2
Barry Page	2

For those of you who would like to know the easiest months to recruit new members in, the accompanying chart shows in what month our present membership joined the SCCA.

Membership by Month
Joined



Carl J. Matuszek
Membership Chairman

JOIN THE GLEN REGION, SCCA

For information on the Glen Region, SCCA, fill out this coupon and return to Carl J. Matuszek, Glen Region, SCCA, R.D.#1 Box 67, Campbell, NY 14821.

Name _____

Address _____

City _____ State _____ Zip _____



Bev Buckbee and Greg Castano were surprised with a birthday cake at the January business meeting. Greg celebrated on the 19th, Bev on the 20th.

Photo by Ade Ketchum