

In the Spirit of the Sport

the glen region

SPARKPLUG



Glen Region, SCCA

March 1985

Vol. 28 No. 3

SCCA Awards Presented in St. Louis

A pair of familiar names in SCCA racing circles were presented prestigious awards at the 40th Annual SCCA Convention in St. Louis.

Jeff Andretti was awarded the Castrol Oil 'Rookie of the Year' in honor of his victories in five National Formula Ford races in his first year of SCCA competition. He also started on the front row of the grid at the National Runoffs before a crash took him out of the competition.

Tom Gloy, the 1984 Trans-Am Champion, was awarded the Gordon Smiley Memorial Award. Gloy, who won three Trans-Am events enroute to his championship, was a good friend of Smiley who died in a crash at Indianapolis Motor Speedway in 1982. Gloy also delivered the keynote address at the SCCA Annual Awards Banquet.

The Club's highest award, the Wolf Barnato Trophy, given to a member for outstanding long-term contributions to the SCCA, was presented to Harro Zitz, Chairman of the Competition Board and former SCCA governor.

The President's Cup for outstanding driving and sportsmanship at the National Championship Runoffs went to George Fizell who won his second Formula Vee Class championship at Road Atlanta in 1984.

A pair of F & C workers were presented the annual Martin Tanner Award for going beyond the call of duty. Lee Wilson and Gary Ozburn received the award after the courage they displayed when they helped drivers trapped in a massive 17-car pileup in the GT-1 race at the Runoffs last October.

Meanwhile, the Kimberly Cup went to Steve Knapp for Most Improved Driver in SCCA Club Racing; the John McGill Award was presented to Greg Schick for outstanding contributions to the Club Racing program; and the David Morrell Trophy was awarded to Clem Thompson for outstanding work in the Steward's program.

The Chairman's Award was given to the Red River Region, SCCA for the largest percentage

in increasing membership and the Regional Public Relations Achievement Award went to Janet Clegg of the South Carolina Region for her efforts in publicizing and promoting SCCA activities.

Regional Achievement Awards went to: Mississippi, Small; Southwest Louisiana, Medium; San Diego, Medium-large; Washington, D.C., Large; and San Francisco, Jumbo.

Annual awards for SPORTS CAR magazine went to: Bryan Webb for 'Best Solo Racing Article'; Bill Mitchell for 'Professional Racing Coverage'; Bill Sparks for 'Best Technical Article'; Jon Woodner and Tim Cline for 'Best Rally Article'; Rocky Entriken, David Looman, and Ron Flier for 'Best Solo Article'; James Crow for 'Best Feature Article'; Pete Lyons for 'Best Member-Oriented Article'; Tom Grimshaw for 'Best Column'; and Pete Ward for 'Best Cover Photo'.

The winners of the annual Regional Publications Contest were: Las Vegas, Small; Central New York, Medium; Oklahoma, Medium-large; Washington, D.C., Large; and San Francisco, Jumbo.

Upcoming Events

- | | | |
|-------|----|---|
| MARCH | 17 | Rally School—see details in Rally News column |
| | 23 | Membership Meeting—8:00 pm
West Elmira Fire Department |
| APRIL | 13 | Race Workers Seminar (tentative) |
| | 14 | White Cane Rally—see details in Rally News column |
| | 19 | Membership Meeting |
| | 21 | Championship Solo II—see details in Pylon Parade column |
| | 28 | Championship Rally |

Regional Executive Report

I hope each of you have the same appreciation of the interview with John Saunders as I do. An extraordinary job by Lyn Rexford and a very candid, honest response by John Saunders. During my brief (one-year) association with John, I have come to trust and respect him. I believe all Glen Region members should be proud of the job they did and of the praises of John.

Much time and effort was spent to build that rapport and credibility and I certainly speak for the Board in thanking you for the support. As I previously said, we are very

fortunate to be part of a Circuit that is the envy of many. WGI is confident that you will provide that same expertise and support in '85 and I have that same faith in you.

The National Convention in St. Louis can, by all standards, be considered a 'working convention'. I can only give the highest of compliments to those who represented the Region: Kathie and Bob Burns, Dave Davies, Ade Ketchum, Tim Meddaugh and Bill Green. Every seminar was covered in addition to many hours of 'politicizing' that went well beyond the call of duty.

The primary concerns seemed to be liability exposure. To be protected from such liability, your safest bet is to be sure any event in which you are involved is SCCA or IMSA sanctioned. Should you work any other events, be sure to check out the promoter's coverage. Another word of advice; don't get involved in promoting the event.

The C-4 versus C-7 tax status will demand lots of attention in '85. This has proven to be a real nightmare for other Regions and we do not wish to sit around and wait for the IRS to come calling.

The same can be said of Sound Control. We will be required to live by the rules in '86, so we must prepare this year.

Proper handling of license renewal will ease the pain for all of us--please check with Carl Matuszek if there are any questions.

PLEASE NOTE: You must be a licensed member of SCCA to work SCCA pro events. (Log books are considered a license.) Don't be disappointed, renew your membership and join a Specialty now.

The hottest issue at the Convention seemed to be the 1986 Convention site. Your National Board thought it would be nice to have a non-working convention in Hawaii--at the membership's expense. At the R.E.'s breakfast, we were asked to vote due to the controversy. Of some 33 R.E.s attending, only a couple supported the National Board. At the Town Meeting a show of hands once again indicated a strong majority against the Hawaii idea.

Many individuals expressed their opinions, all with the same tone--the dollars spent should result in productive seminars and not in vacations. In addition, Convention sites should be accessible to the maximum number of members at the least possible cost to them. An interesting side note--the National Board was made to show hands as to how they had voted on the question.

We had planned on having a Sheriff's Department representative on hand for the March 23 membership meeting to discuss DWI. Due to a recent change in their schedule they will be unable to join us at this time. We have tentatively rescheduled that speaker for the April 19 meeting.

--Dick Chambers

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Fifteen Years Ago In The Sparkplug

The March, 1970 issue sported the page one headline: 'Glen Region Captures SCCA Regional Achievement Award in New Orleans'. The award, the second consecutive and third in five years for the Glen Region, was accepted by RE Bob Perry.

The Region had shown a 25% increase in membership, 50% increase in competitor licenses, 300% increase in licensed race workers and 13% increase in rally participation, as well as instituting a rash of new programs including the Divisional Rally and a race organization school.

The Valentine's Rally attracted 21 teams, only 16 of which bested both the route and the February 15 blizzard. A sweep vehicle reportedly towed 7 or 8 competitors out of snow drifts. Bill and Pauline Bradshaw finished in eighth place only to be involved in a serious auto accident in Lindley following the event. Bill was discharged from Corning Hospital after a two-day stay, but Pauline was transferred to Williamsport for surgery to repair a broken kneecap.

RE Bob Perry noted that the hot SCCA Convention topics were insurance and safety. Insurance rates were due to see hefty increases due to a poor safety record the previous couple of years. Many of the safety measures we take for granted today were born at that time in an effort to become more conscientious in providing a safe race environment for drivers, workers and spectators.

The second-ever NEDiv Roundtable was set for early April to be hosted by the Glen Region.

—Lyn Rexford

Letter to the Editor

To the Editor:

The Luther family's best to the Mellings, and a big kiss to Margaret from yours truly. We could use the Melling humor back here at the Glen, as well as their membership.

Thanks to you, Lyn, for the very excellent interview with WGI President, John Saunders. The insight to John's thinking, it is hoped, should enlighten our members.

How can we enlighten John? As a long-time management person, I can understand John's desire to place 'caps' on the numbers of persons, both volunteer and paid staff, within his organization. As a long-time volunteer Chief of Specialty, I can also sense the fear of losing good and potentially good volunteer workers from the Specialties, if those volunteers are told they may not 'work' a certain Pro event.

Granted John has told us we have not reached the total he and the Pro Workers Committee have established. That, however, is not the total picture. Each Specialty has had 'caps' placed on their number of workers by the Pro Workers Committee and to my certain knowledge, some of those 'caps' are unrealistic.

The total number of persons working in one Specialty in 1984 had to be increased after a 'cap' had been placed on it. Fortunately that Chief of Specialty was one of John's people and not an SCCA or RCA Chief. Would we be granted the same reasonableness if we could prove we were short personnel? Would it be too late at a specific Pro event to acquire the necessary number of volunteers to fill a required total for a Specialty?

There is no one accepted reason for volunteerism. 'It's something to do.' It is an ego trip. It is something one may or may not do as the mood strikes. In our case, even 'love of the sport' enters into the debate, along with enjoyment of, and with, fellow workers.

'Caps'? 'Caps' are a means of control, usually in dollars-type control. Volunteers may cost John lunches, but I submit that is a small price to pay considering what it costs the volunteer...in transport, in baby sitters, in other meals, in the paycheck (Fridays, remember) and in some cases, at sometimes, what it costs physically and mentally.

Someone has said that those of us who may not 'work' a Pro event would buy a ticket to the race. I say bunk! Maybe they do in Florida or California, but I know of no one in SCCA in the Northeast Division who could stand to watch a race and not be a part of it. Watching a race is not a race volunteer worker's forte by a long shot. WORKING a race is 'our thing'.

Perhaps what John requires is only a few more years of being with we 'car crazies' to discover whatever it is that we are, and hence recognize why we blanch at 'caps', appear jaunciced at 'total numbers of workers'...whatever that is, and scoff at the belief that a Pro Race Workers Committee could somehow make us better, or function better, or learn more, or work harder longer.

It is pleasing to know we do not have John's work to worry about. It was always my belief that our job was to allow him to worry about his job and not the conduct of the motor race at hand. Are the vast numbers (total) of race workers, maybe 300+ on a good weekend, really such a problem, John? What do we cost you? Lunches? Race dates for next year? What would we cost you if you had to pay us the minimum wage and time and a half? Or hazardous duty pay? What is our medical and dental insurance?

I am a volunteer race worker. I love whatever it is that I may do as a volunteer race worker or I would not be doing it. I feel threatened by 'caps'. They may cost me one of the truly great loves of my life.

—Stu Luther

A Hard Day's Night at Daytona

by Al Robinson

It was Dave Rodman, Daytona's assistant P.R. man (and New England Region SCCA corner worker) at the other end of the phone. Sure, as long as I was going to be around for the SunBank 24 Hours, they could probably use some help in the press room overnight. Maybe the announcers might even want some relief. Little did I know what I was getting myself into.

Cut to Wednesday afternoon. My first look at the Sunshine State, and naturally the rain was pouring down as boss Charlie (Roberts) pulled off I-95 and the World Center of Racing came into view. First impression....Daytona is BIG. Unlike the Glen or Mid-Ohio or Road America, which don't front extensively on the highway, Daytona stretches out along several blocks of Volusia Avenue, and the stands seem to go on forever. Charlie rents a condo on the beach each year, and that gave me another impression....waterfront development is so completely out of control it's a wonder the whole sand bar doesn't sink and leave the surf pounding U.S. Route 1 on the mainland.

Enough social commentary. Thursday's schedule looked like a Grand National: a short practice and then pole qualifying. As you probably know, John Paul, Jr. took the pole, a potentially sticky situation that was handled with class by all except the headline writer in the next day's paper. Then it was night practice, the first time I'd seen real race cars guided by their own lights. Awesome is the word, especially for the Jaguars which not only make a wonderful noise but were riding so high on the banking they seemed to be looking for a "Daytona Stripe".

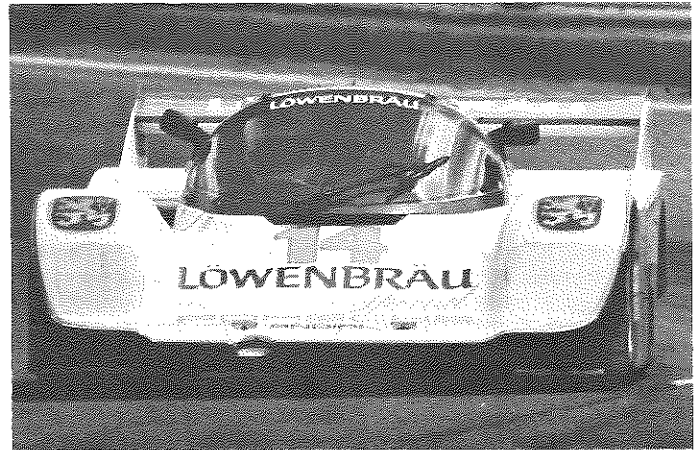
Friday morning brought Valvoline's press breakfast and a chance to actually hold a microphone in front of A.J. Foyt (nobody really interviews him; he just says what he feels like to whom he feels like saying it). A.J. seemed totally relaxed, and we got the first taste of the Bob Wollek and Preston Henn one-liners which were to feature prominently in victory lane.

The rest of Friday was taken up with final qualifying (something like 88 cars practiced for 70 spots, with six promoter's options added for a field of 76), and some radio biz... Charlie and I took time out to visit Skoal Motorsports Report affiliate WBAS in nearby Crescent City, the Bass Fishing Capital of the World. That's a story for another time, but suffice it to say if you know only the Florida of resorts and citrus groves, a ride up U.S. 17 toward Palatka will take you to another, less hectic world.

After two days of cloudless skies and mid-eighties, race day dawned gray but soon cleared as the crowd jammed the infield. And I use the word "infield" with good reason...you could have thrown a grenade at the stands and not hit anybody, but there wasn't an empty spot to be found on the ground.

I decided to play race fan for the first few hours, and was rewarded with some spectacular racing before the sun went down...especially when Al Holbert and Hans Stuck took opposite sides in lapping a pair of GTU cars, and momentarily made it four-wide approaching the infield sweeper.

A brief shower just before nightfall scrambled the order, but when things settled down it was a two-car race, with the Holbert/Bell/Unser Jr. Porsche running faster than the Tullius/Reman/Haywood Jaguar, but the Jag getting five more laps between stops. It looked like a race all the way until the Jaguar hopes went up in flames, both literally and figuratively.



The mighty Lowenbrau Porsche 962, seen here at the Glen Camel Continental, led for 20 of the 24 Hours of Daytona.

Lyn Rexford Photo

A shower and meal at HoJo's later, I was ready to go on duty, and settled in for a night-long stint on the P.A. with MRN's Mark Garrow. There wasn't really much to report except pit stops, but there the race took form as first the Foyt Porsche lost time with turbo problems, putting the Holbert car into what seemed an unassailable lead, and then after sunrise the leader suffered a plugged fuel filter, which kept it from becoming a rout.

Breakfast did nothing to revive me, so I decided a few hours sack time were in order. Back at the speedway around noon, it was still Holbert and company by six laps over Foyt, Wollek, and Al Unser Senior, who'd been joined during the race by Thierry Boutsen. Maybe the signs were right; after all, two years earlier Preston Henn had added a fourth driver during the race, at that time Foyt, and gone on to win; or maybe the law of averages had to catch up with Lowenbrau Porsche; in any case with two hours to go Bob Wollek was catching Derek Bell at ten seconds a lap.

Even Charlie, who is not exactly the world's most avid road racing fan, was looking for a stopwatch. Then the ever-reliable

Continued on page 8

Rally News

The 1985 Glen Region Rally program is finally under way. Since I just took the Chairmanship of the Rally Board on February 17 I have a lot of catching up to do! For those of you who have seen the tentative schedule, let me tell you about a couple of changes.

The rally school will not be held on March 2nd; instead it will be moved into the March 17th date that was supposed to be the first Championship rally. The school will be held at the Arnot Mall Community Room, starting at 1:00 pm. For you who have never rallied but would like to learn something about the sport or for those who would like to brush up on fundamentals, this is your chance.



It won't be long now until Glen Region rallyists once again take to the roads.
Ade Ketchum Photo

The first Championship rally will now be held on April 28th. Be sure to read next month's SPARKPLUG for details.

Meanwhile, to whet your appetite, come join us for the Fifth Annual White Cane Rally on April 14th. As you may have heard, this is a non-championship event that pairs SCCA rally drivers with legally blind navigators. Donations to sponsor the teams are procured from individuals and businesses with a goal of \$25 set for each team.

The instructions are available in braille, large print and on cassette tapes which form the basis for the competing classes. There is also an open class for sighted teams which has an entry fee of \$25 per car.

This year, in line with the New York Lions Clubs state project, one-third of the total proceeds will be donated to the 'Save the Lady' Statue of Liberty restoration fund; the remainder will go to the Southern Tier Association for the Blind.

The rally will start from the Corning Hilton Inn with registration at 11:30 am. The finish will be at the Union Hall in Painted Post with our usual hot dogs and hamburgers.

We always need volunteers for this event, so if you are interested, please call me at 936-4063 days or 562-8097 evenings.

I hope I can count on all of you for help with the rally program this year. First and foremost we need rallymasters. It appears that there will be six rallies, so we need six rallymasters! If you have often wondered what goes into setting up a rally, give me a call and I'll be glad to get you started.

If you are trying for a year-end trophy, being rallymaster will give you a lot of sure points. We also will need wokers for each event, both experienced and novice. If you are interested in helping out in any way, please call me.

--Gail Cordes

SCCA NEWS

Goodyear Tire & Rubber Company has announced a \$300,000 jackpot for the six-round Play-boy Endurance Showroom Stock Championship.

The winner of each of the six events will receive \$50,000 providing they are competing on Goodyear street radial tires. The winner-take-all program is reported to be the largest single contingency prize ever posted in U.S. racing history.

Leo Mehl, Goodyear's racing boss said "Goodyear feels the fairest program for all competitors is to make our prize money available to anyone who chooses to use our product. We want competitors to choose Goodyear Eagles for superior performance, not because they are under contract to use them."

Word out of SCCA headquarters in Englewood is that all 110 reserved numbers for the Play-boy Endurance Series have been sold, with another 15 waiting in line. This series has the potential to be the biggest showroom stock series in the United States.

SCCA officials have added discount fares to additional road races and oval events not sanctioned by SCCA in response to a heavy demand by the membership.

Delta and United Airlines have agreed to provide the discount airfares to SCCA members at substantial savings. Members will be able to get up to a 35% discount on Delta Airlines, without restrictions, by calling the SCCA's 'Official Travel Agency' at 1-800-255-SCCA or 1-800-255-RACE. United reservations may be made by calling 1-800-521-4041 and asking for account #526M.

SCCA Vice President Costa Dunias commented "The biggest advantage of the United and Delta discounts to SCCA events and other races is that there are no restrictions. A member can call three weeks or three hours in advance of the trip and receive the same fare. There is also no minimum stay which is required for many other discount fares."

National Convention Seminar Highlights

EDITOR'S NOTE: The following National Convention report was prepared using notes from Bill Green, Dave Davies and Ade Ketchum. Each section is headed with the seminar title and the individual contributors.

TRACK AND REGIONAL LIABILITY--Dave Davies, Ade Ketchum

Liability Insurance--The catastrophic worker insurance program only covers workers at SCCA or IMSA sanctioned events. Marque events such as BMW, Porsche and Ferrari are not covered by this insurance program. Workers should inquire, in advance, as to what insurance will be in effect and should obtain a certificate of insurance before participating in any non-SCCA/IMSA event. Testing sessions are also not covered unless they are specifically listed as part of the race weekend.

Business Relationships--Relationships that regions enter into with businesses, sponsorship and/or co-promotion are not covered by insurance. The advice was not to co-promote events as a region will be liable for any commitments that might be made by the co-promoter and subsequently defaulted on.

Miscellaneous/General Liability--The advice from counsel was that all regions have a C-4 tax status as opposed to C-7. (The Glen Region, through Dave Davies, is currently working with our accountants and a tax attorney to establish C-4 status.) Our Master Plan Insurance, it was pointed out, does have liability coverage for post-event serving of alcoholic beverages.

Anti-Trust--This is a potential problem for SCCA since it is the largest membership organization in racing and it controls a good deal of racing in the U.S. If a region is going to specify or limit equipment or products that can be used it must be fair and objective in doing so. It was also reiterated that SCCA is a social organization-not a business and it, as well as all not-for-profit corporations do not make profits-they may have a surplus but not a profit.

HOW TO GET AND KEEP THAT SPONSOR--Ade Ketchum

The ideas presented outlined what a driver (or perhaps a region) must do to get a sponsor and then keep it by giving the sponsor value for their investment. (Plans are underway for a sponsorship seminar here in the Glen Region using the ideas and materials gathered during this Convention seminar. If interested contact Ade or the Contest Board.)

REGION MARKETING--Dave Davies, Bill Green

This seminar offered little useful information for the Glen Region as we already go beyond what was covered.

MEMBERSHIP--BENEFITS/MEMBER AND WORKER RECRUITMENT--Ade Ketchum, Bill Green

There is an ongoing program to increase member benefits. An updated list will be published in the April SPORTS CAR. Be sure to follow any special procedures when making re-

servations with businesses offering discounts or special rates to SCCA members.

Many ideas were presented on how to make the new member or worker feel welcome including the most effective-personal contact. It is essential that we find out what areas the new member is interested in and follow up by introducing the new member to someone with the same interests.

Help keep the workers happy by thanking them for their efforts and also by listening to any problems there may be in their specialty. It was re-emphasized that to work SCCA events you must have a license or log book and in the near future must also have a current membership. (At the present time, non-members may hold a log book.)

SOLO II--Bill Green, Dave Davies

John Kelly explained the workings of the very successful San Francisco Region's Solo II program. The dramatic size difference between the Glen and San Francisco Region's Solo II programs made many of the suggestions impractical for us. He did recommend using lime to delineate the course.

TIMING & SCORING--Bill Green

National race results will be published in the Fast Track section of SPORTS CAR. Plans are underway for a computer network nationwide to speed the input of this data. Results of the National races should still be sent to Denver and also to the National Administrator of Timing & Scoring, Wilma Dunias, who also requested results from Regional races.

PUBLICITY, PR AND PUBLICATIONS--Ade Ketchum

This seminar has become stagnant! There were no good suggestions from the National Staff on how to get good PR working for the regions. The suggestions did not reflect the problems that are associated with trying to get newspaper space or air time on radio or tv. Our PR program has been successful because we have staged events that have improved the quality of life in our communities and therefore were big media events. You can't just write press releases, you've got to do something that really commands the media's interest.

The most exciting aspect of this seminar was the information about the use of computer modems to transmit and receive club racing results for use in SPORTS CAR. Bryan Webb is heading this project and is seeking a computer manufacturer to provide the equipment necessary to make the program a reality.

NOSTALGIA--Bill Green

This seminar was held to review the history of SCCA over its first 40 years-1944-1984. Henryk Szamota and Dave Tallaksen moderated the seminar in which many of the members attending related their own memories (including, I'm sure, our own Bill Green-the SCCA Assistant Historian! Ed.)

Pylon Parade

Mention Solo II and the mind brings back these nifty images: Acres of blacktop infiltrated by pylons, crackling blue skies, rumbling engines waiting to be unleashed, and competitors nervously pacing around to see the other guy's time. Then we open the window shades and see nothing but snow. True, it's not summer yet, but then again, it's not all that far away.

The Solo II Board has been very active this month. While only one official meeting has taken place, there have been numerous discussions over cold drafts. The good news is about new parking lots. The bad news is that their existence is not yet concrete.

With the possibility of conducting events in a more visible environment, the Solo II Board has decided not to publish a definite list of locations this year. However, avid readers of the SPARKPLUG won't have to worry about missing any events. Meanwhile a new system of notifying non-members and first-time Solo II'ers will be given a test run this year.

Most important on the Board's mind now is the problem of safety stewards. Remember, a Solo II can't be held without the watchful eye of a licensed safety steward. Since we now have only one safety steward recognized by SCCA National, this shortage is our predominant worry.

The first event this year will again be hosted by Dave Rothchild. It will be held at the Westinghouse plant in Horseheads on April 21. Registration is 9:00 am to 11:30 am, the drivers meeting at 11:30 am and the first car off at 12:00 noon.

By the way, if you don't already know, your Solo II Board consists of Arnie Carbaugh, Jr., Joe Celelli, Karl Russ and Gary Shaw. Our phone numbers are in the Glen region directory. If you have any suggestions, questions or complaints, please feel free to call us.

—Joseph Carozzoni
Solo II Chairman

Spotlight on Specialties — The Pits

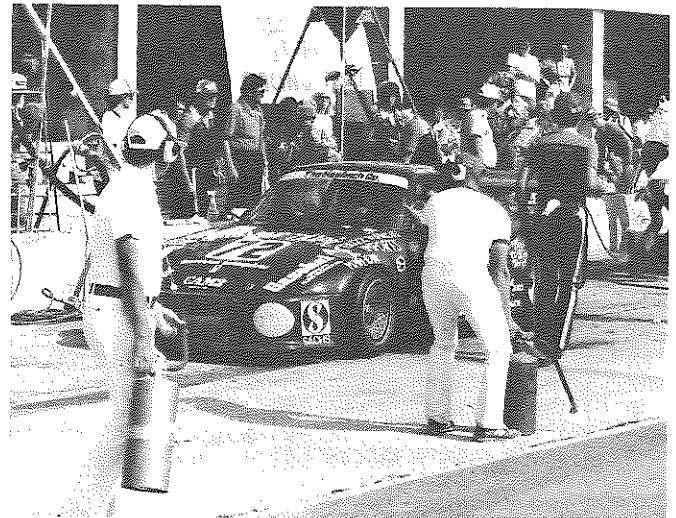
I have always viewed the responsibilities of a Pit Marshal as a support person—an objective mind that protects persons and racing equipment; takes over in an emergency situation; and often acts as the eyes and sometimes the minds of drivers and crew members.

Speaking from experience, realistically I think we are PR people—always answering questions, solving problems, and keeping a safe atmosphere in which to work. All of these services need diplomacy, tact and forethought. Experience is a learning experience, however, the ability to anticipate problems is crucial to keeping the pits under control. We must be comfortable with speed, respectful of the competitive mind set, and cooperative with all types of people.

Our job description includes fighting fire, crowd control, watching over refueling, controlling race traffic within the pits, recording work being done on race vehicles, and enjoying what we are doing. Cars are exotic, spectators interesting, girls beautiful, crews dedicated and you are amidst all the excitement.

Rather than concentration, I find general awareness of your surroundings helpful since the pits are a busy place—actually an extension of the race course. Many things are happening simultaneously and you need an awareness of all these things. An ounce of prevention is worth a pound of cure. A mistake can be fatal!

The pits are exciting but dangerous. Working in the pits is challenging, exciting, and a responsibility unlike any other situation.



Pit marshals stand ready with fire extinguishers during a refueling stop.

Ade Ketchum photo

I encourage attendance at a fire school to have hands-on experience with a fire extinguisher. I suggest your initial experience working in the pits be at an SCCA regional event. I expect pit marshals to support SCCA club racing as well as participate at the professional events.

I look forward to meeting anyone who is genuinely interested in pit work. Feel free to contact me at 1434 Old State Road Extension Waterloo, N.Y. 13165 (315) 539-5363.

—Phyllis Hoskinson
Chief Pit Marshal

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THIRD CLASS MAIL

Membership News

The Glen Region membership stands at 391 members as of February 26, 1985. New members include:

Timothy Aunkst from Waterloo, N.Y.

Mary Ellen Patterson, a pharmacy technician for Clinic Pharmacy in Sayre, PA, who is interested in rallying and working races.

Stephen and Brenda Scott from Endicott, N.Y. Stephen is an electronics technician and they are both interested in all SCCA activities, especially Race Recovery.

Richard M. Entinger, Jr., a tavern owner from Elmira, N.Y., who is interested in Solo II.

William E. Sweitzer, from Big Flats, N.Y., who is interested in all SCCA activities.

Welcome one and all to the Glen Region.

1985 MEMBERSHIP CONTEST

1. Karl Russ-----2
Barry Page-----2
Janet Davey-----2
4. Timothy Meddaugh---1
Richard Cicora-----1

I now have a new supply of membership brochures in my possession. If you need any to recruit new members just ask and you shall receive.

--Carl Matuszek
Membership Chairman

Newsworthy Notes

Congratulations to Mark and Debbie McKerron on the birth of their son, KYLE STEVEN. Kyle weighed in at 9 lbs. 6 oz. on February 21. (Mark and Debbie--it's time to think about a FAMILY membership now.)

ATTENTION SCRUTINEERS: If you have a license renewal form you've not yet sent for processing or if you have worked at least four weekends on a log book send them to me as soon as possible. Ernie Walden, RD 2, Box 20, Interlaken, N.Y. 14847. If you have questions call after 5 pm Monday, Tuesday or Thursday (607) 532-4610.

Congratulations and best wishes to MIKE SEMEL and APRIL HENNESSEY who were married on February 28.

Yet another member has opened a new business. CONNIE DAVIES is the latest entrepreneur--

eur--having started Professional Secretarial Services. The service will offer word processing, letters, memos, reports and mailing lists. Connie points out that her service offers a lower cost alternative to hiring a temporary employee to handle extra secretarial workloads.

Convention.....Continued from page 6

RACE OFFICIALS/LICENSING--Ade Ketchum

The latest information concerning worker licenses can be found on page 22 of the February, 1985 issue of SPORTS CAR--read it! The Divisional and National Administrators have the final say on the structure of requirements and there are exceptions provided they are documented and are warranted.

The PRO worker license issue is dead.

When preparing your license renewal form be sure to fill in your membership anniversary date in the space provided.

In response to many members who have requested that their membership expiration date be changed to facilitate the renewal of either a worker or competition license--don't ask, it is not possible.

Persons performing a necessary function at a race, but not covered by a standard worker license, should apply for a crew license so they will be covered by insurance. The Region will be getting crew license applications.

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Bell's laps became erratic...his times fluctuated, he stopped at the chicane, and the lead was two laps. A pit stop for frantic electrical work and the lead was one lap, but the car ran well again. But the repair was temporary; the leader for twenty hours stalled on the banking and coasted silently onto the apron as Bob Wollek flashed by into the lead.

So it ended. First into the pressbox was Derek Bell, a man who defines "class", explaining the agonizing final hours: "It didn't slip away from us, it dropped away with a bloody great bang!" Then a quintet of happy warriors: Foyt and Wollek, bantering, Al Unser, quietly pleased with himself and his son, Thierry Boutsen, not quite knowing what to make of the Yankee media but glad to be there, and Preston Henn, who spent an awful lot of money for this moment and was enjoying it to the fullest.

Sunday evening, a good meal--thanks again, J.J. Monday morning, on the plane for Newark. Endurance for man and machine had taken on a new meaning for me. Was I tired? For sure. Am I ready for 24 Hours at the Glen? You bet!