

In the Spirit of the Sport

the glen region

SPARKPLUG



Glen Region, SCCA

April, 1985

Vol. 28 No. 4

NEDIV ROUNDTABLE--SUPER

SUPER!! That is the only way to describe the Roundtable. In addition to constructive and productive seminars, the social events were first class.

Starting off on Friday evening was a welcome party in the Hospitality Suite. Many thanks to Phyllis Hoskinson and crew for a superb job--delicious food and beverages, memorable keepsakes (thanks WGI for the plates, Glenora Wine Cellars, Inc. for the wine, Corning Hilton Inn for the glasses, Greg Castano for all he 'found' and to anyone else I might have missed). Everyone attending will remember the warm welcome. Nor will they forget those friendly smiles and prompt service at Registration as only Joni Mattice and 'Associates' can offer.

Saturday offered loads of informative seminars. Thanks to all those conducting the programs and a special thanks to Ted Bendelow for traveling all the way from Denver to enlighten us on our liability exposure. I want to also thank the sponsors of the coffee breaks and luncheon--American General Racing, Crystal City Bakery, Bryar/Coca-Cola, Harding Motors and Lime Rock Park.

A delightful warm-up to Saturday evening was provided by Corning Enterprises at The Wine Center located in the Baron Steuben Building. Wine tasting, courtesy of Taylor-Great Western, made things that much nicer. If you have yet to visit the Baron Steuben, don't delay--it's most interesting and the floor to ceiling hand crafted bar is absolutely beautiful.

Saturday night can be appreciated only by those attending. I can safely say I sure won't miss the encore. You will recall I urged you to join us in last month's Regional Executive Report. Eleanor Perry simply outdid herself. Her Regionnaires, combined with Ade Ketchum's slide show brought lumps to a lot of throats--along with, I might add, many laughs.



Roundtable registrars Joni Mattice and Kelli Owen welcome Emily Castle.

Lyn Rexford photo

Upcoming Events

- | | |
|----------|--|
| APRIL 19 | Membership meeting 8:00 pm
Upstairs Auditorium, Watkins Glen
Municipal Building, N. Franklin St.
Watkins Glen, NY |
| 21 | Solo II--Westinghouse, Horseheads
Registration--9:00 to 11:30 am
Dave Rothchild, Chairman |
| 28 | Rally--The Rosar Grill, 114 John St.
Horseheads Registration--11:00 am
Paul Aliprandi, Ed Lee, Rallymasters |
| MAY 4-5 | F&C School--Registration 9:00 am
Seneca Lodge, Watkins Glen |
| 4-5 | Solo II School/Event
Contact Joe Carozzoni 315-829-3648 |
| 17 | Membership Meeting |
| 19 | Rally--details next month |

Continued on page 8

Regional Executive Report

Let me address a subject that evidently is of concern to some of our membership--worker numbers and what effect it will have on our members. Simply put, WGI is not trying to cut worker numbers, instead, they are asking us what number we need to get the job done. The Pro-Committee is presently compiling those numbers. I do not feel there is now, nor has there been, a 'cap' set by WGI. They ask only that we present realistic numbers. I might add, this was confirmed by John Saunders at the March 18th BOD meeting. John reiterated that such numbers are necessary to build into

this budget the dollars required to provide incentives.

If you will refer to the following excerpt from the recent SPARKPLUG interview with John Saunders, I believe you will clearly see what WGI's position is. Again, we must realize it is our obligation to tell WGI what is required to get the job done safely. Numbers that exceed this, are simply not in anyone's best interest.

"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.....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."

Personally, I cannot see anyone being 'hurt' or losing anything. Conversely, we will be stronger and better cared for. Regarding some workers not being allowed to work all pro events, one Chief of Specialty handled that very nicely. The workers were sent a letter advising them of that possibility and asked that they select which pro event they preferred to work. With this, a fair allocation can be passed on.

Let me also remind you that some specialties never filled their allotted 'quota' last season. Before we become overly concerned with 'caps', I suggest we first concern ourselves with finding enough workers.

Many loose ends must be tied up before the race season is upon us. Time seems to have no pity and I can only ask for your understanding and patience. Your Board, Chiefs, and Administrators are putting in untold hours in preparation for the summer. Your year-to-date support has not gone unnoticed and God knows I appreciate it.

I once more thank you and reiterate the fact we will need all the strength we can muster. I have no reservations in saying that we will be well cared for by WGI. I can further state that our talents (including entertainment) and our support of WGI are well known to them, as well as sincerely appreciated. As things progress and are consummated, I will do my best to keep you advised.

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Deadline for all material is the first of each month.



Fifteen Years Ago In The Sparkplug

The April, 1970 SPARKPLUG featured a report on what is remembered as a very interesting event. Back when winters were cold and lakes could be depended on to freeze, the Region held a Solo II on the frozen surface of Waneta Lake.

The event was generally well attended by region members as well as those from a local 4-wheel drive club. Some 43 entrants are shown in the results. Classes were set according to whether the vehicle was 4-wheel drive, had engine over drive wheels or did not have the engine over the drive wheels. Then Area 11 Governor Bob Henderson took top honors—both FTD and first in the engine not over drive wheels class. Personally, I finished 39th but still remember the event as a lot of fun. Maybe some year when the winter is cold and the ice thick, interest in such an event will be rekindled.

RE Bob Perry reported that there was a distinct possibility that SCCA headquarters would shortly be moved from Westport, Connecticut. Proposed sites included Atlanta, Chicago, St. Louis, Dallas and yes, even Denver.

As has been mentioned before in this column, the key issue in 1970 was a need to upgrade safety in all SCCA racing events to ensure the future of such events. Insuring our events was becoming increasingly difficult and rates were on the rise due to the terrible safety record of the previous few years. The SCCA Competition Board held a special meeting to address the safety issue and established many new, strict organizational rules and practices to tighten up the safety aspect of speed events.

Highlights from other articles that month included Bill Miller's prediction that Solo events would become the most popular activity in SCCA; Shirley Brown's report on the Luck 'O the Irish II Rally which attracted 33 entrants; and how, despite having suffered a broken leg earlier in the day, Ade Ketchum still managed to make the SPARKPLUG mailing session that evening!

--Lyn Rexford

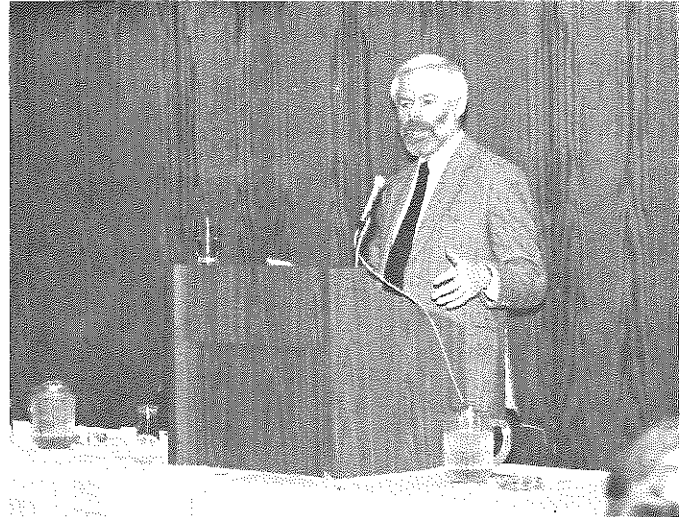
Newsorthy Notes

Congratulations to DAVE and CONNIE DAVIES on their super SPORTS CAR feature 'Blueprint for a Street Solo'. The article should prove to be invaluable for any region doing a street solo for the first (or even the second or third) time. Great exposure for the Glen Region, too. Excellent job!!! (Don't be surprised if you see another Davies by-line soon).

CHRIS PERRY, son of Bob and Eleanor Perry and JOHN SCHWALLER, son of Erich and June Schwaller, were recently inducted into the National

Honor Society chapter at West High School in Painted Post. Selection is based on meeting high standards of scholarship, leadership, service and character. Congratulations to both of these fine young men.

Congratulations also go out to our own BILL GREEN on being named Deputy Archivist for SCCA. SSSSSssssss!!!!



SCCA Counsel and new Glen Region limited member Ted Bendelow, seen here addressing a Roundtable seminar, reflects on his visit to the area in the letter below. Lyn Rexford photo

The Glen Region
Sports Car Club of America, Inc.
R.D. # 1, Box 67
Campbell, N.Y. 14821

Ladies and Gentlemen:

I am writing to thank you all so much for your hospitality and kindness during my brief visit to the Northeast Roundtable. There is an expression about 'Western hospitality', and as someone who lives in the west, I pride myself on extending that to people who visit. I must say, however, I have never been the beneficiary of such hospitality and kindness as you extended to me during my visit last weekend. Although the time was short, I will carry fond memories of the entire weekend, and hopefully will be soon able to get my stomach back in order from laughing at the 'bull' joke, which I'm going to practice so I can tell it if I ever encounter your group again.

Thanks again for a wonderful time, and I certainly learned that New York hospitality is everything that Western hospitality could hope for.

Sincerely,
Ted Bendelow

Spotlight on Specialties -- F & C

Flagging and Communications personnel work all around the race track at strategically located stations. These stations are linked together by a communications network headed by a co-ordinator who is located in the tower. The co-ordinator receives information from the stations and gives orders to display appropriate flags as well as dispatching emergency vehicles from their various locations around the circuit.



Proper use of a fire extinguisher is only part of the training new recruits receive at the F&C school.

Ade Ketchum photo

The purpose of displaying the various flags is to communicate with the drivers. The drivers, for their part, must understand the meaning of each of the flags. A yellow flag held stationary means use caution and do not pass another race car until past the emergency site. A yellow flag when waved means use extreme caution and be prepared to stop if necessary.

A blue flag with a yellow stripe held stationary means another car is following closely, and when waved means allow a faster car to pass. A white flag tells the drivers that there is either a slow moving race car or an emergency vehicle on the course. (It does NOT signify 'one lap to go' in SCCA racing.)

The red flag is generally displayed only at the S/F line and indicates that the race is stopped. As the red flag is displayed at S/F, black flags will be shown at all flag stations. A black flag shown at the S/F line and at the designated 'black flag station' indicates that a driver must complete the lap he is on and then stop at pit one for a consultation with the Chief Steward.

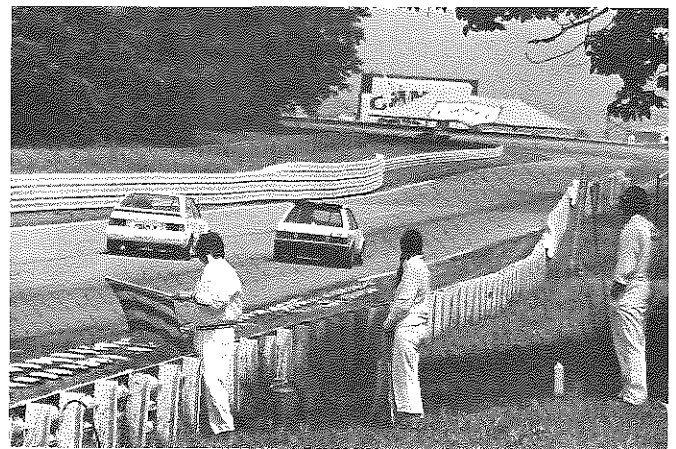
A yellow flag with red stripes warns drivers of a slippery track condition, while a black flag with an orange ball (the meatball as it is commonly referred to) means that some mechanical problem has been detected on the

car to which it is shown and the driver should pit immediately.

The F & C workers have a great trackside view of the races but they spend all day on their feet exposed to the elements. They may have to take off on a hundred yard dash lugging a fire bottle or scurry across the track to remove a piece of debris. A driver's safety, or even his life, can depend on the prompt and appropriate action taken by a flagger.

Obviously, an F & C worker must have stamina, but their most important attribute must be an ability to communicate clearly and calmly-regardless of what happens on the track. They must be able to think and act quickly and safely. They must be properly trained in the flagging procedures and in the use of fire extinguishers. This training is available at the annual F & C School.

In the event of a spin, crash or other incident at a station the personnel immediately relay pertinent information to the co-ordinator along with requests for emergency vehicles if necessary. A flag will be displayed at the station and the preceeding one to alert other drivers of the danger. While one person remains in radio contact with the co-ordinator, other station workers will assist the driver or drivers involved. They also help other emergency crews (ambulance, fire or wrecker) to clear the course. Teamwork is a must to get the job done quickly and safely.



An F&C worker displays the 'slippery' flag. *Ade Ketchum photo*

To love flagging and communications you must love racing and have a strong desire to take an active, though potentially dangerous, part in it. You'll get sunburned and rained on, you'll freeze and sweat and have tired feet, but at the end of a weekend you'll be rewarded with the feeling of satisfaction that comes with a job well done.

For more information on becoming a member of the Glen Region Flagging and Communications Specialty contact-Chuck Dobbs at 607-739-2953.

Contest Board Update

It is time to start thinking about going racing. According to the NEDiv schedule, we have the following events upcoming:

April 27-28	Reg Race	Summit Pt	D.C.
May 4-5	Dr Sch	Nelson	Stl Cit
May 18-19	Reg Race	Summit Pt	D.C.
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May 26-27	Reg Race	Nelson	WNY
May 31/Jun 1	Reg/Sch	Lime Rock	NNJ
June 1-2	Dr Sch	Glen	Glen/FL
June 22-23	Nat Race	Glen	FL

If you do not receive an entry blank in the mail 20 days prior to an event, contact the appropriate person from the following list of Contest Board Chairpersons for information:

--D.C. Region--Sue Roethel, 1216 Brentford Ave., Silver Springs, MD 20904
 --WNY Region--Paul A. Laurenzi, Jr., 34 Charlestown, Snyder, NY 14226
 --Steel Cities Region--Dick Scott, c/o Red Line Racing, 5444 Penn Ave., Pittsburgh, PA 15206
 --Northern New Jersey Region--Irvin 'Bud' Bickel, 15 Fairview Ave., Madison, NJ 07940
 --Finger Lakes Region--Chris DeMinco, 7686 E. River Rd., West Rush, NY 14587

Regional license holders should be on the NEDiv mailing list. If you are not receiving entry blanks please let me know.

It is important for Novice Permit holders and those who have not completed their driver

school requirements to plan their schedule and write the above mentioned Contest Board Chairpersons for entry blanks.

I have ordered the 1985 Rule Books from SCCA. These should be available for sale and distribution by the April business meeting.

For those of you planning to attend your first driver school in 1985, here is what is required:

1. Contact me for a medical form.
2. Complete the medical form and submit it to me along with two (2) passport photos and a check (payable to Glen Region, SCCA, Inc.) for \$25.00.
3. You will then be issued a Novice Permit and Logbook. (You will be required to purchase a GCR)
 YOU MUST BE AN SCCA MEMBER

I have received the 1985 Improved Touring (IT) Rules for the Northeast Division. Let me know if you need a copy.

If you have any questions concerning racing contact me at 716-624-2872. We should be able to answer all your questions or refer you to someone who can. Remember, we have a vast source of knowledge in the Glen Region. All you have to do is ask questions.

--Bob Burns
 Contest Board Chairperson

Letter to the Editor

I have read and reread the interview with John Saunders and Stu Luther's letter. I have also heard the words-promise or threat-that the worker quota must be determined and enforced or no more Glen Region racing. The quota to be an absolute minimum. I don't argue with any of the comments. John is running a business. He needs firm numbers and good planning. But good planning recognizes the long term as well as the short term. There is a perspective to this that has been overlooked: short term results without full consideration of the long term impact.

Let's review. The turn out of workers at the September IMSA were 179 Friday, 324 Saturday, and 333 Sunday out of a quota of 374. Why the shortages? The best other data that I have is 295 workers and officials at the 1977 Glen 100 and, if you remember, August regional events were low on people even though 1977 was a very good year.

September, 1984 was really no better than August, 1977, event wise. This says to me that people aren't turning out-in spite of the rebirth of the Glen but just turned off by the inflexible quota. It becomes self-defeating; numbers dwindle.

How can we recruit the necessary new SCCA worker to make up for losses when we can't promise that after he completes a log, is capable, and gets a license and attends a required number of club races that he will be in the quota? We can't make this promise with honesty.

There must be a limit. How to set an equitable limit? What are the ideal numbers? They depend on the number of days and hours per day and the latter is unpredictable. So you use the best case and the worst case and go 75% of the way to the worst case. This is a rule of thumb that works quite well. So you're overstaffed most of the time at the cost of lunches and patches. However, a safe, smooth and successful operation is insured at all times.

There is no exact science. Experience and judgement are significant factors in assumptions and calculations. The aim in all this is to assemble an effective team of workers, able to handle all the requirements for conducting a professionally run event. Set the firm, but include the contingency factor. This is the small premium for excellence.

--Norm Glueck

Rally News

The rally season will finally be getting off the ground on April 28 with the first offering from rallyists Paul Aliprando and Ed Lee. The rally will start from the Rosar Grill, 114 John Street in Horseheads. The Rosar Grill is located near Pudge's Pizza in downtown Horseheads, north of Rt 17.

Registration will start at 11:00 am with the first car off at 1:01 pm. Please remember that you must have your SCCA membership card as well as driver's license and current car registration. Bring these items with you to the registration desk.

A meeting of the Rally Board was held and the following points were discussed:

1. Since there are only six rallies, results from all six will count toward year-end trophies. In other words, you will not be able to drop a score if you do badly on one rally. To be eligible for year-end trophies, you must work one event and may count worker points from a maximum of two events.

2. ALL participants MUST use seatbelts, regardless of the age of the car. The seatbelts must be attached to the frame of the car, not just to the seat.

3. Points will be awarded the same as last year.

4. We hope to be able to set aside a specific area at each rally for tech inspection. You will bring your car to this area rather than have the inspectors run all over the parking lot to do the inspecting. When you arrive at the inspection area, you should already have the car number affixed on the passenger side but NOT on the window. Also, be prepared to let the inspectors see the spare tire.

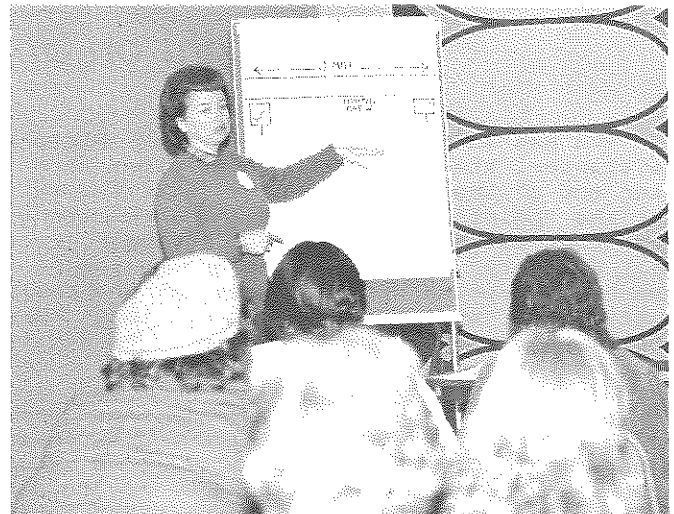
5. We have again agreed not to run on dirt roads. However, if a road turns to dirt for a short stretch, this may be allowed at the discretion of the Rally Board Chairman, with the stipulation that the speed be severely reduced.

Since there are so few rallies this year, we hope to see you out for each and every one.

The dates for the remaining rallies are: May 19, June 16, July 14, August 18, and October 26 (night).

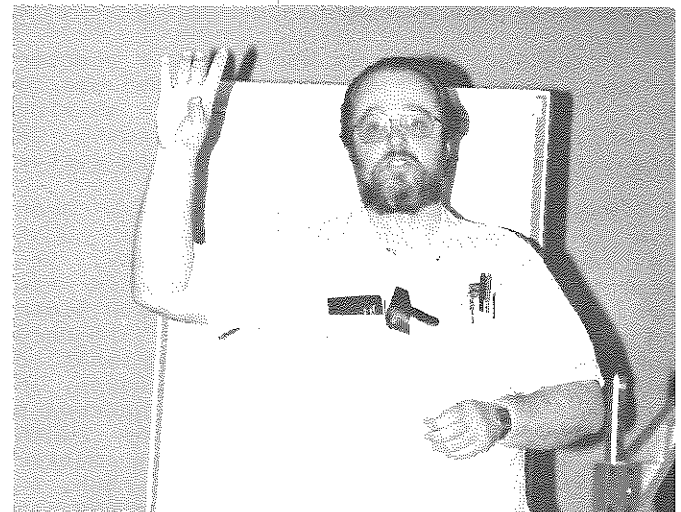
The rally school held on March 17th attracted a good number of people. There were many new faces as well as some who started rallying with us last year. Hopefully, they will all continue to be excited about the rally program.

--Gail Cordes



Rally Board Chairman Gail Cordes explains the layout and function of a typical checkpoint at the rally school held March 17.

Lyn Rexford photo



An animated Jerry Buckbee gestures to make a point during his rally school discussion of technical inspection procedures that are used at all Glen Region rallies.

Lyn Rexford photo

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Don't forget our April 19 membership meeting will feature a speaker from the Sheriff's Department who will address the DWI issues. Note the location for this meeting--the Watkins Glen Munciple Building on N. Franklin Street, Watkins Glen. The meeting room is upstairs and there is ample parking nearby on 3rd Street at the Corning Store.

--Dick Chambers

Spotlight on Specialties -- Starting

Who has more fun than starters? Picture the starter, standing motionless, alone at the outer end of the starter bridge (starters call that the "point"), peering at the formation of race cars as they approach him on their pace lap. Suddenly he flashes the green flag he's been hiding behind him, and sets off the chain reaction of "all business" racing that race people everywhere have grown to love. Talk about workers in the limelight!

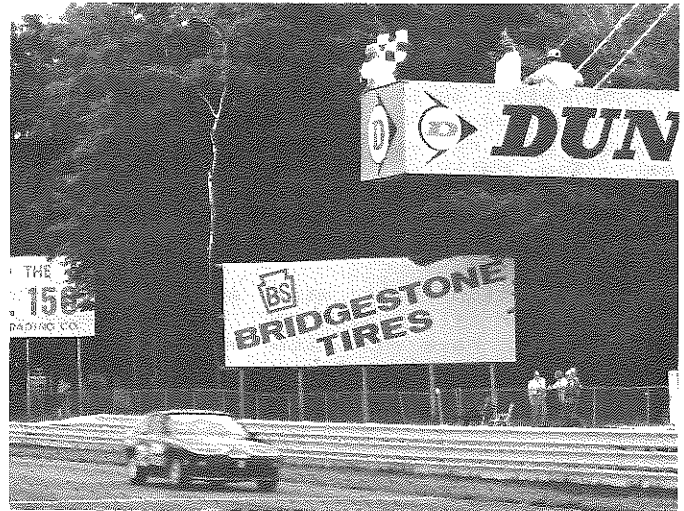
Starters appear to be an endangered species, to look at them. There are fewer members in this elite specialty than just about any other group of workers. You seldom see more than three of them at once, and begin to wonder if they're related to the leprechaun. Not so, although competitors go to tremendous lengths to be the first in the race to see the starter's checkered flag! A Trophy, a pretty girl's kiss, even a pot of gold for the professional driver, -- what wonderful things seem to come to the driver who wins the coveted first swirl of the "checker" by the starter!

Actually, it takes about 5 or 6 starters to put together a race weekend. Because of their critically few numbers, absolute reliability and dependability are a must. One absent starter could mess up the whole system!

Keeping track of the leading cars about five or so deep, and knowing the lap count, are important to starters. Obviously, it's nice to know who gets that checkered flag wave, and when. Occasional checks with Timing and Scoring help confirm the leaders. Starters communicate by an assortment of media, including telephones, 2-way radios, arm and hand signals, dirty looks, chalkboards and, of course, they talk to the racing drivers with flags. Nobody flags it better! Of all the flag stations around the track, the racing driver makes it a point during his race to eyeball the starter as he passes by, to learn of changes in track conditions ahead of him.

The starter's bridge is a particularly choice place from which to view the race. Those few who enjoy the honor are also in an excellent spot to observe cars for telltale clues of mechanical problems, and for signs of track oiling or wetting by competitors' cars. And because things happen very quickly around the track, the starter's bridge is also a place where one must be alert, competent, and able to stay calm during emergencies. The starter's bridge is not a place to lose one's cool. Split second timing is sometimes called for when situations change on the track. Beginning starters learn these things with time and experience.

Where do I get in line to apply for the starter specialty? Easy to do. Call Gregg Beach! Gregg is the Region Administrator for the Glen Region, and can get beginners



Chief Glen Region Starter Gregg Beach waves the 'checker' indicating the end of yet another race at the Glen.

Ade Ketchum photo

"started". (Sorry.) He is looking for new recruit leprechauns, particularly at this time of year! However, applicants should realize there's a learning process before they can take the point for a major race.

Both men and women enjoy starting. Starter applicants to begin with must be SCCA members, will work from a log book for about 2 years, and can start Regional events only (no drivers' schools). Individual variances, based on number of events and performance, are considered regarding logbook period duration. After completing logbook requirements, the next move up is the Divisional license, and ultimately, the National starter's license. It takes a few years, but in the end, it's worth it!

Starters in the Glen Region are involved with the Region's Solo II programs, and our number one starter, Gregg, is seen regularly either helping at or competing in the Region's road rallies. There's certainly no reason to become bored on a weekend in this Region, and the starter race specialty is no exception!

Starter info: Gregg Beach, 436 Sharr Ave., Elmira, NY 14904, Phone (607) 733-4189

--Jerry Buckbee



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--Norm Blueck

NEDiv Roundtable

Continued from page 1

John Saunders has promised a shipment of bugles. Good taste and beautifully done--THANKS FOLKS!! A special note of thanks to Bill Bradshaw for the humor (jokes) and his fine job as emcee. Ade, beware, John is determined to find out how you obtained the 'slide of youth'.

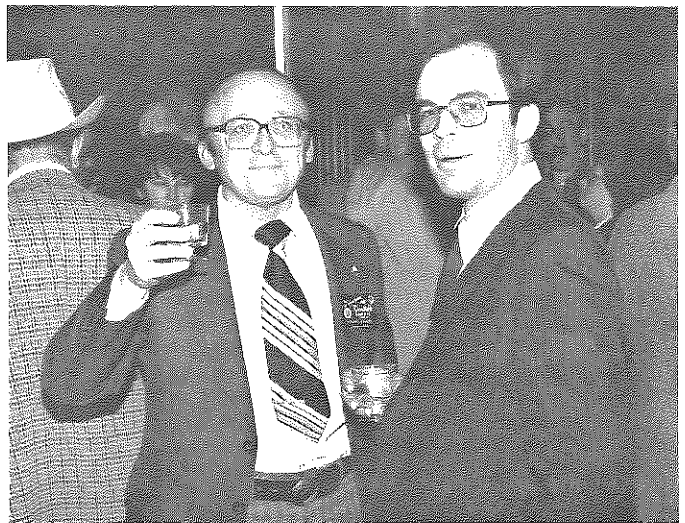
A very tasty meal was topped off by cocktails, thanks to the DC Region. Music and dancing by MEA was enjoyed by all.

Special gratitude is owed Greg Castano for the many, many quality door prizes--jackets, hats, T-shirts, coolers and wine to mention a few.

Special guests included Cameron and Jean Argetsinger and WGI representatives Conrad Stenski, John Saunders, Tim Coleman, Chris Fendt, Jan Ayers, Mark Martin and Barbara Crispino. We do hope you all enjoyed yourselves.

Last, but not least, I thank all those who attended and made our Roundtable a success. Certainly none of it would have been possible without the outstanding effort of Tim Meddaugh. Tim, the Glen Region is proud of the job you did and our whole-hearted thanks are extended.

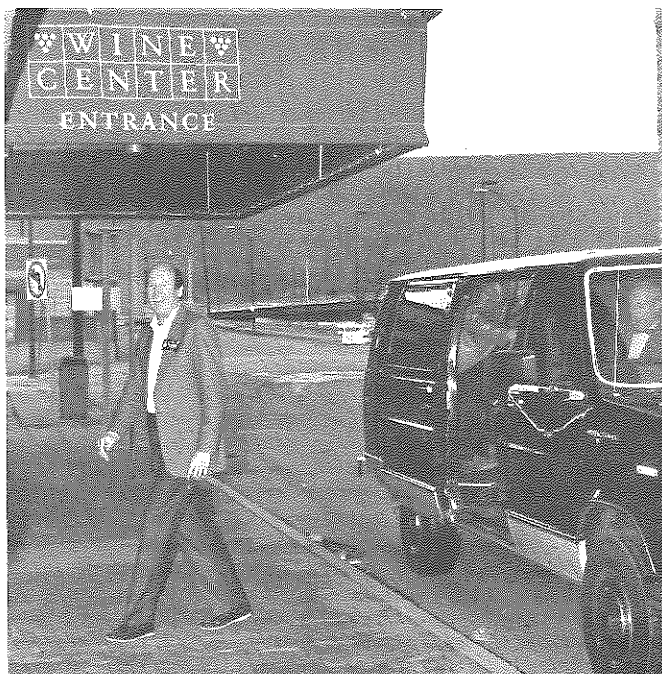
--Dick Chambers



Roundtable Chairman Tim Meddaugh and Carl Matuszek enjoy a bit of the bubbly at the Wine Center. *Lyn Rexford photo*



Jerry Buckbee and Stu Luther share a moment with special guest and good friend Mark Martin. *Lyn Rexford photo*



Area 2 Director Tony Phelps arrives at the Wine Center along with other Roundtable delegates on their way to the wine tasting. *Lyn Rexford photo*



A break in Roundtable seminars found Dave Marks, Ernie Walden, Bill Green and George Hoffman in a deep discussion of their own. *Lyn Rexford photo*

SCCA NEWS

GREEN APPOINTED SCCA DEPUTY ARCHIVIST

William Green of Montour Falls, N.Y. has been appointed Deputy Archivist of the Sports Car Club of America. He will serve under SCCA Archivist, Harry Handley of Lewisburg, West Virginia.

Green, a 27-year member of the Glen Region has been a motorsports enthusiast since he saw the first race run through the village of Watkins Glen in 1948. His racing library contains hundreds of hardbound volumes covering virtually every aspect of motorsports in the world and his collection of Watkins Glen memorabilia is considered to be one of the finest in existence.

An employee of the Town of Dix, Green presently serves as Historian for the Glen Region and the Watkins Glen Racing Museum, and is the Historical Consultant for Watkins Glen International. He is currently serving on the Board of Directors of the Glen Region and is a member of the Watkins Glen International Green Flag Committee.

"The Mayor of Moreland", as he is nicknamed in his home town near the Watkins Glen race facility, is currently in the process of writing a book on the history of racing at Watkins Glen.

SUPERTRAPP TO ADVISE ON SCCA SOUND CONTROL

With more emphasis being put on sound control for its events, the SCCA has appointed Supertrapp Mufflers as the 'Official Sound Consultatant of the Sports Car Club of America'.

This year, the SCCA has implemented sound control restrictions on race cars, both at professional and club events. In addition, sound control standards will be enforced for the first time at the 1985 SCCA National 'Run-offs' at Road Atlanta in October.

Supertrapp, with its headquarters in Davis, California, has been advising drivers on sound control for several years on the west coast where sound restrictions first started being enforced by SCCA regions.

Supertrapp will be working with National Sound Control Administrator Charles Kulmann in advising competitors and race tracks on this topic. The company will also be available to conduct seminars for groups of drivers and regions.

Supertrapp's Automotive Sales Manager, Mark Liebert, says his firm is also in the process of increasing distributors in an effort to make the Supertrapp products available in more areas as the need grows.

Liebert can be contacted at 916-756-5069 for questions you may have about silencing your race car to meet the 1985 SCCA standards or questions in general about sound control.

HERTZ NAMED 'OFFICIAL CAR RENTAL AGENCY'

Effective June 1, 1985, the Hertz Corporation will become the 'Official Car Rental Agency of the SCCA', according to Senior Vice President of Club Affairs, Costa Dunias.

Hertz has been providing SCCA members with discount rates on car rentals for several years. By elevating Hertz to 'Official' status, Hertz will not only provide a 10% discount to members on its daily rates, but also a 5% discount on its weekend rates.

Members may make reservations for a Hertz rental car by calling 1-800-654-2200 and asking for account #66245. Reservations can also be made by calling SCCA's 'Official Travel Agency' at 1-800-255-RACE.

The new agreement between the SCCA and Hertz will void any previous discount agreement with other car rental agencies the Club may have had in the past.

IT

What is IT? IT is Improved Touring—a new NEDiv racing class that has been established. The stated purpose of the new class is to provide a category of competition based upon series-produced touring (sedans and coupes) cars which are suitable for both normal road use and speed events.

Cars from the current year back to 1970 will be included in Improved Touring. Cars will be prepared to Showroom Stock specs except for modifications permitted by the 1985 Improved Touring Sedan Rules of the Northeast Division, SCCA, Inc.

If you have a copy of the rules that was out prior to the NEDiv Roundtable, you should take note of a revision that has been made. Article VI.A.5. now includes 'Camshaft must remain stock'.

Steel Cities Region will be including a set of the IT Rules with their first race entry form of the season which should be mailed to all National and Regional license holders early in April.

Copies of the IT Rules are available now by contacting the Glen Region RE, Board of Directors or Contest Board. Copies will also be available at the April business meeting.

Sparkplug
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Endicott, NY 13760

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THIRD CLASS MAIL

Membership Report

The Glen Region membership stands at 391 members as of March 27, 1985. New members include:

Les Lewis is a former member of the Glen Region from Corning, New York. Les owns Lifestyles Hair Design in Elmira, New York. Les not only competes in Solo II, but has also sponsored some of our events.

Daniel & Noryne Brojakowski are from Elmira, New York. Dan is District Sales Manager for Nationwide Insurance. They are interested in Club Racing, Solo and working races.

Gregory S. Woodcock is a security officer at Arnot-Ogden Hospital in Elmira, New York and is interested in all SCCA activities.

Christine Fendt is a secretary for Watkins Glen International in Watkins Glen, New York and received her membership as an anonymous gift.

Scott W. Tressler is from Geneva, New York and is interested in driving.

Donna J. Laird is an instruction assistant from Auburn, New York and is interested in working races.

Jerome M. Kochman is from Auburn, New York and is interested in Pro & Club Racing and working races.

Ted Bendelow is the attorney for the national office of the SCCA and has joined the Glen Region as a limited member after having attended the NEDiv. Roundtable.

Gary & Kate Schweitz are from Waterloo, New York.

Richard D. Speis is a Comm. Mtg. from Rochester, New York and is interested in Pro Racing and rally.

Joe Stier is from Skaneateles, New York and works for the U.S.P.S. in Auburn, New York. Joe is interested in Solo and working races.

Pennie Mehlenbacher is from Geneva, New York and is a county office clerk in Newark, New York. Pennie is interested in rally, Solo and working races.

Dana, Starla, Amanda & Jonathan Williams are from Greenwood, New York. Dana is a salesman and they are interested in working races.

Mathew C. Hart is from Henrietta, New York and is a houseman for the Mariott Inn in Rochester, New York. Mathew is interested in rally, Solo and working races.

Sharon M. Eley is from Attica, New York and is a registered nurse at AJHC in Rochester, New York. Sharon is interested in rally, Solo and working races.

Kenneth Kelly is a machinist from Burdett, New York and is interested in Pro & Club Racing.

Welcome one and all to the Glen Region.

1985 Membership Contest

1.	Karl Russ	5
2.	Eileen Matro	3
3.	Kathryn Burns	2
	Barry Page	2
	Janet Davey	2
	Richard Chambers	2
7.	Timothy Meddaugh	1
	Richard Cicora	1
	Joni Mattice	1
	Steven Fiester	1
	Robert Burns	1

CREW LICENSES

I now have crew licenses available. These are intended to fulfill the license requirement to put the \$500,000 Insurance Policy in affect. If you work any non-license job at a race track, such as race chairman, photographer for region publication, social committee, etc. this is your license. These are for SCCA members only.

WORKER LICENSE INFO

For information on worker license requirements and how to receive and renew a license, please read the following issues of Sports Car:

February 1985 - pages 22-23

April 1985 - page 18 from Judie Walton

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 14821-9712.

Name _____

Address _____

City _____ State _____ Zip _____