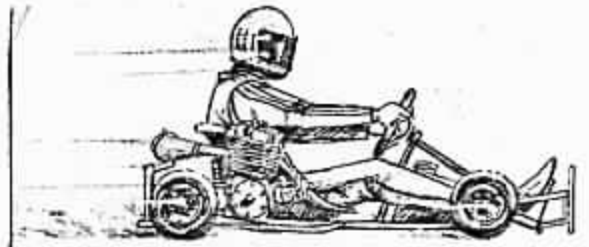


OTTAWA-HULL KART RACING CLUB

NEWSLETTERA PREVIEW OF COMING EVENTS

In April the few remaining members gathered. Few words were spoken, all had been said. Fortunately, on this occasion, a quorum had been assembled. This was, after all, the last general meeting of the club.

It was with a gnawing sense of distress that the chairman announced "The club is finished. It was, after all, he stated, "the desire of the majority. They were not willing to assist or even partake in our activities, but there were no protests, not a word was uttered. It was ominously quiet.

Their meeting concluded earlier than usual, much earlier. The treasury and all assets, they had already agreed, would be donated to a worthy cause. Nothing, save for a memory, would remain....

The foregoing was brought to you in living black and white.
DO SOMETHING ABOUT IT.

THE PROPHECY

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OHKRC NEWSLETTER
JANUARY 1978

Shorts.....

Interview: The Proposal
Fred Russell & Dave Elliott

Cover--This prophetic message was sent around with the October Newsletter and meeting announcement. Written by that famous author, 'Anonymous', it may have been the last warning to members that all was not well.

OPINION

Genesis, according to Derek....(verse 1-5)

In the beginning, there was Capital City.

And the first Karters were born here and they frolicked in the Garden of Capital City, free of entry fees and championship points.

And they saw that it was good.

And the serpent caused a pestilence to fall upon the land, and the Garden of Capital City was no longer fit for Goodyear slicks, or speeds of more than sixty-miles-an-hour. And the Karters were cast out.

Soon the Karters were tempted by visions of great Championships and spectators, and forgot the Garden of Capital City.

And it came to pass that two sons were born of the Karters, and they were named Racing, and Track. And each son chose a different path to follow.

One son, Racing, chose to find races for the Karters in far foreign lands, and the Karters were happy. (If they could find someone to wash their feet after long travels)

The other, Track, chose to go in search of the Promised Land and build a Racetrack that would be the envy of his brother.

Alas, as time passed, Racing found it harder to please the Karters, and Track, initially, fell a little short of his goals. And in time Track trusted not of Racing, and Racing trusted not of Track.

In the real story, one son eventually kills the other. But, hopefully, that's only a story.

Surely everyone wants to race, and the spirit of the Garden of Capital City has not been lost.

Puck Cadzow.

SHORTS...



ACCIDENT SPARKS CKF SAFETY REGS

**** As an indirect result of a late-season accident last year, the Canadian Karting Federation is drawing up standards for track safety.

In a recent telephone interview, John Magill, president of the CKF said an accident at the Georgetown round of the OKRA series broke one driver's leg in five places. The luckless driver's kart apparently rolled several times after driving over the top of another spinning kart.

The driver lost his job during his recovery, so claimed his dues from the CKF-affiliated insurance company.

Georgetown, a track that Magill termed "hazardous", had never run insurance till the OKRA event. Insurance is a requirement of CKF sanction.

"We would like to see the insurance companies satisfied with track safety regulations, before they ask us for them," said Magill.

The result then is a three-man committee with representatives from Picton kart Track, the Ontario Kart Racing Association, and the CKF.

The committee will present the formulated regulations at the CKF directors meeting on February the fifth. Using the Royal Automobile Club's (R.A.C.) track specifications as a guide, some recommendations are expected to include things like run-off areas, protective fencing, minimum track width, and barrier

specifications.

Asked if this might scare off the CKF's insurance company, Magill replied that there would be "no problem" getting insurance for the 1978 season.

In fact, he said, he doubted if it would cost any more than Ottawa paid for its insurance last fall. Although he admitted nothing was definite yet.

The Ottawa-Hull club apparently paid more for its insurance than OKRA did earlier in the year, but Magill said this was because of the worsening condition of the Canadian dollar against the American, since the K & K Insurance Agency Inc. is located in Indiana and must be paid in American funds.

K & K also insures the IKF for the American kart events and is the second company to do so in two years.

"I'd love to know what their loss-rate is in the States!" mused Magill.

**** IKF has been busy during the past few months.

The MANX 100S and the PARILLA SS21 have both been homologated for the Stock Foreign and Stock Appearing classes, while the HEWLAND has been homologated for the Stock Foreign class only.

The KOMET K55 has been accepted for Reed Valve and Stock Appearing, and the Margay LMR engine is now legal in the same two also.

One new regulation says that from now

(Cont. from last page)

on only 100cc engines will be considered for homologation, and that all those homologated will have to burn gas-and-oil only.

Perhaps this is the most significant turn of events. Of all the IKF classes over 57% now must burn gas-and-oil only, including all classes in the Novice division.

The only sour note appears to be the deletion of one of the 80cc McCulloch classes because of a lack of available engines.

All these facts can be found in the December issue of Karter News.

**** Mario Petti's series for Stock Foreign and International engines is one step closer to reality.

Mario presented his plans to the CKF for approval, to obtain sanction and insurance. CKF president John Magill says the proposal is expected to pass.

Mario will be running the Senior class 3, according to the CKF's soon-to-be-published class list, and a 100cc International class as per FIA except that weight is 290 pounds.

He says he'd like to run a five-race series throughout Ontario and Quebec, hopefully including Ottawa. Mario calls it "Canadian Pro Karting", although drivers race for awards rather than money.

****In case there are any who are not yet fully aware, Share 50/74 is proposing to instigate their own kart club in the Ottawa area.

The new club, known as the Quyon Racing Club, will race a ten-race series on the Quyon track this summer according to the proposal.

Members of the club will only race, and will not look after the club affairs. The Share 50/74 executive will run the club totally, leaving the racing members to worry only about racing.

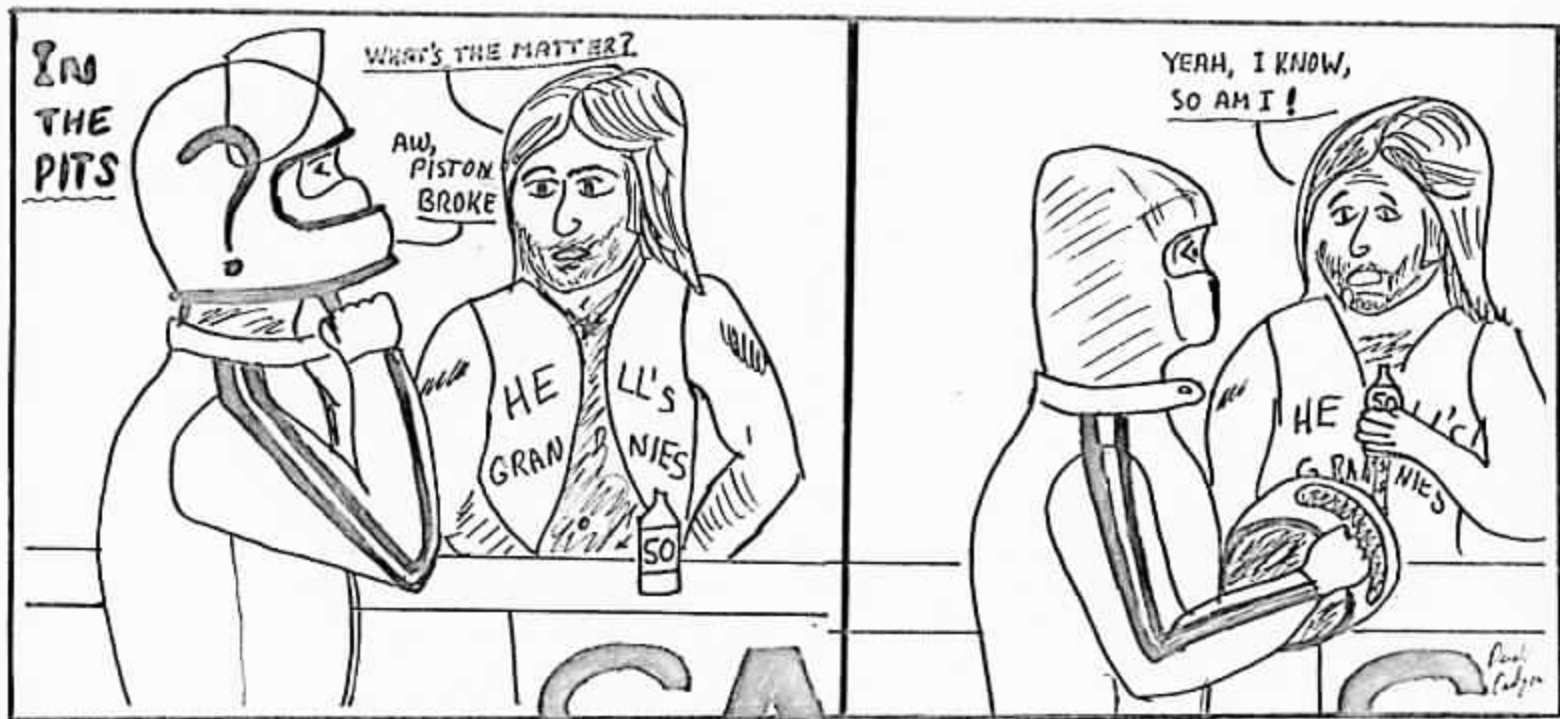
Yearly membership in the club is said to be \$15, and if you want to have a hand in running the club then you must join the corporation at a minimum cost of \$500.

Entry fees for the planned ten-race series, are payable in advance of any racing, either in one lump sum of \$200 or in two payments of \$100 each, no more than one month apart.

The corporation is drawing criticism from some for the move, including the Ottawa-Hull Kart Racing Club President Fred Russell.

Major complaints are directed towards the advance racing fee, and lack of power for the individual karter.

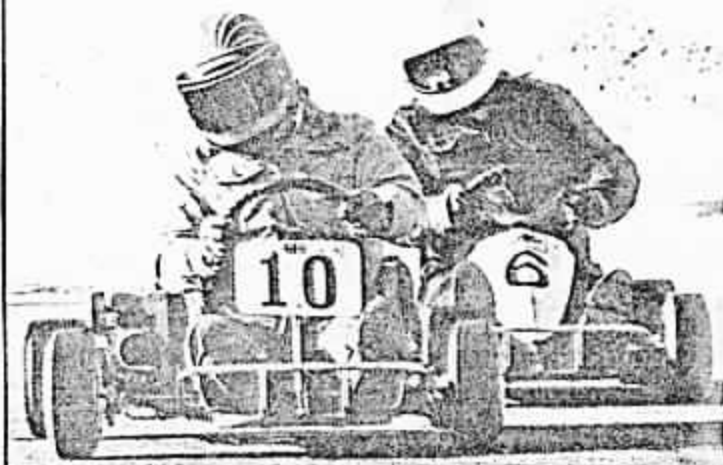
It seems now would be an terrific time for any complaints or views to be sent to the newsletter as letters, nest-ce-pas?



INTERVIEW: DAVE ELLIOTT &



FRED RUSSELL discuss



' THE PROPOSAL '

It was just a short while ago that Share 50/74 Corporation Ltd., owners of the kart-racing track at Quyon Quebec, announced formation of their own karting club in the Ottawa-Hull region. Here, the idea's originator, Dave Elliott, and the president of the Ottawa-Hull Kart Racing Club, Fred Russell, express some of their feelings on the situation.

Q. What are the reasons for and against this proposal?

Fred:

My first immediate reaction to the proposal was the fact that if there was going to be a club at the track then it was the end of the OHKRC and everything with it that everyone had worked for. At least that's what I thought at that point.

As I said in the letter I sent to everybody, its sort of back to the original concept when everyone had something to do with the track.

However it is rather a delicate situation in so much as anybody who wants to get involved with the new club, and that means having a word in its running, has to lay out so much money.

Remember, the original concept was that we would make it cheap for everybody.

Dave:

The club really had lost its sense of purpose and direction over the last year. There was no substantial racing program. What there was, was fairly poorly managed. It lacked direction from the executive of the club.

It was left up to a few individuals who wanted to see the racing improved, and while they put in a good effort, it takes the whole club's effort to see a good racing program.

The big problem with the club was that it had gone stale. If you look back over the elections over the last three years, the executive had changed only slightly. Usually, the situation you see at a club election is one person running for each position, and the

Fred: (cont.)

The majority of people complained and moaned and groaned of spending \$60 or \$100 here and there, or that we were raising the price of a kart by 100-200 dollars.

Now, if anyone really wants to get involved in the club, they have to lay-out money to update equipment, to become involved in the corporation, and now there is a major expense of actually running.

That's the one thing that's disappointing, and also what's holding a percentage of people back, the cost of the actual running and that the cost is in advance of any guarantees about racing.

When the track turned up, we were offered so many weekends and we paid the money that was asked. We didn't question or push any further, the fact that a good 50% of the weekends that we paid for were rained out.

There were murmurings, sure, from the people in the club that didn't support the club wholeheartedly.

But we came forward and paid the money and took our chances on the contract.

Just prior to receiving the letter we were getting ready to do a promotional thing to get new members to support the corporation again in 1978.

Dave (cont.)

person wins by acclamation, and that's not a healthy sign for any club.

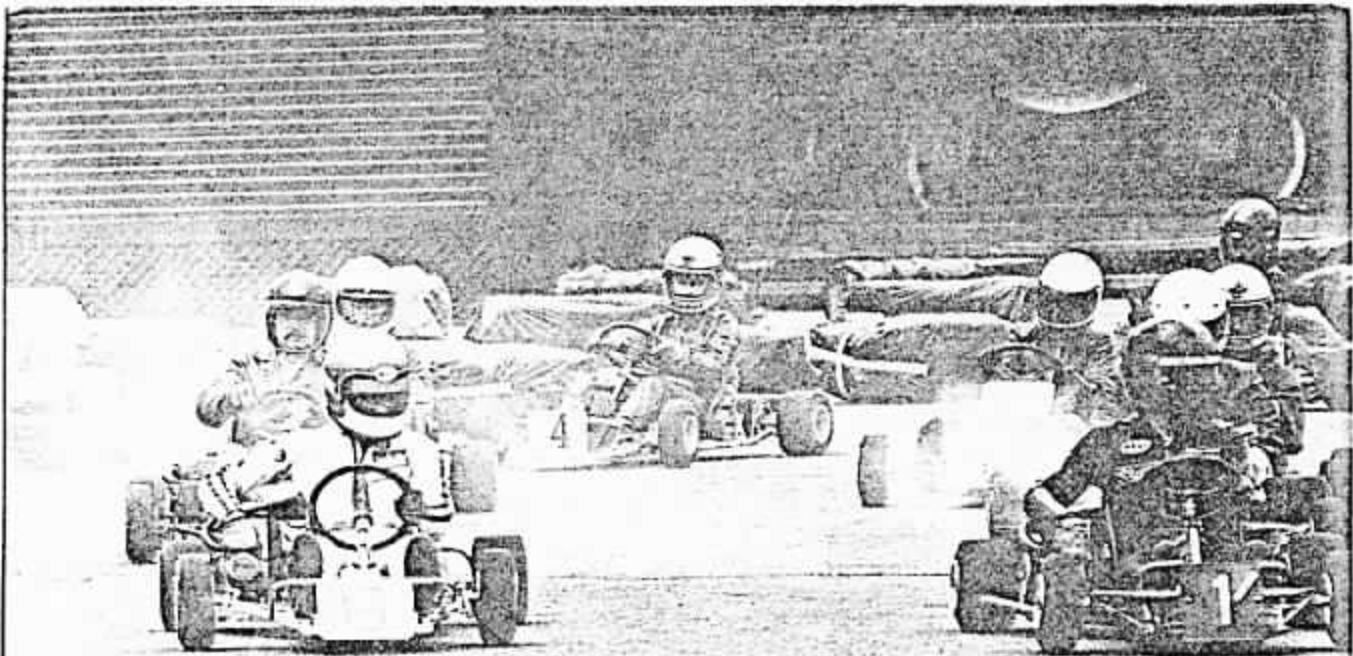
The basic problem with the OHKRC was the fact that we lacked confidence in the direction they were taking and their goals for karting in the Ottawa area, and their priorities.

Now the OHKRC had its own responsibilities as does the corporation. It was felt that the club had too little concern for the corporation's responsibilities, and therefore we should take charge of the organization in Ottawa.

In discussion with the OHKRC executive, the club expressed reluctance to make firm commitments to rent the track for 1978, and this did nothing to enhance our confidence in them.

The corporation has its own financial matters to worry about and we have a strict schedule we have to adhere to in paying back our debts. Some people have expressed the opinion that the corporation could have waited a little longer or spread the arrival of the new deal over a longer period of time. But our creditors won't wait, so we had to make this change immediately.

Probably the best OHKRC race in 1977 was at the Museum of Science and Technology last summer. Both club's have expressed an interest in a similar race for 1978.



Newsletter: Do you see any reason why corporation members decided to introduce this plan?

Fred: No, none at all.

A lot of people who joined the club knew nothing about the corporation, until this business of renting the track and the new plan came up.

When I joined the club, I didn't know about the corporation, and didn't find out anything until a couple of meetings later. I feel a lot of things were played down.

Newsletter: Important things?

Fred: The fact that the club didn't own the land, the fact that the club had no say as to what was going on there. A lot of people were under the impression that the club and the corporation were one and the same.

Newsletter: Could the corporation have handled the introduction of this idea any better than they did?

Fred: Yes, I think so. I feel that the club wasn't given a chance. People might say "Well the club has been given a chance because the club's been going for 5 or 6 years now and they've done nothing."

The club got to the point where, number one: we do have a track in the area, and number two: we did have a very good promotional thing last year by running at the museum, and if people had given us a chance this year, I feel we could have sold it. Then, right out of the blue, we are told that this other organization has come into existence.

The OHKRC, next year, could have been just as successful as Share 50/74 hopes its club will be.

It seemed that the club was chopped off at the pass type of thing as they say in Westerns.

So, what we had here was a few people heavily involved in karting and the rest just sitting back and doing nothing. A club like that just can't put forth a good racing program to promote karting.

Basically, the club had started to stagnate and rather than try to reverse the situation in the club and create a great upheaval, it was felt it would be better for the corporation to go its own way and run its own program.

One of the problems with the club is that you're dealing with a fairly large number of people. While you didn't get full attendance at any meeting you still had a substantial number of members that had to come to an agreement on each and every issue. One of the advantages the corporation will have in running the racing in Ottawa, will be that the business is handled by an executive of the corporation of only six people, and that's easier to come to a quick agreement.

Newsletter: What exactly is included in that "business" run by the executive?

Dave: Running of the track and its affairs and indirectly the racing program of the new club.

These people will be vitally interested in what goes on because if the new plan doesn't succeed, then they'll suffer financially too.

Another reason is that in the past the corporation has relied on others to promote karting in the Ottawa area. Now the corporation members are the owners of the land and they had definite ideas of what they would like to see on their property and it was felt they knew better what they wanted to see and the only way they could achieve these aims was to run the racing program themselves.

There was a lot of ill-feeling between the two organizations. Now whose fault that was, its hard to say. There is probably blame on both sides. But rather than trying to place the blame, I think its up to everybody to become united and start to work for a common goal and to promote karting in Ottawa.

Some of the bad feeling probably came about because there was some secrecy in how things were run. But one must remember that Share 50/74 is a business, and that a business doesn't have to declare its interests, or make public its workings.

Q. *There has been much criticism of the fee structure, Can you comment on this?*

Fred:

I can go to quite a few tracks around Ontario, at which I don't have to pay \$200 and I'm guaranteed some form of racing. I'm guaranteed a place to stick a tent, and I know for a fact there will be toilets there. You can't say this type of guarantee says that you have to pay \$200 in advance.

The idea of the \$200 advance fee, I think, is that no matter what they guarantee, they can't guarantee a good series. In other words, they can't guarantee that every weekend you go up there you'll have good racing. At this stage of the game you just don't know.

Newsletter: Will full-time organizers guarantee a better organized race than before?

Fred: It's a possibility, sure, but right now it's still only a club championship. We had the track last year but, unfortunately, the weather was very bad to us, so we couldn't really get organized.

On the first weekend we were completely organized. We had time trials, we had a crowd of people there, we were damn organized, marshals on every corner, we had everything going.

We had good weather and everything was good. A perfect weekend.

For the other five, we were rained out. People got disillusioned because of the weather and things like this.

You can have ten races next year and run into the same problem, and the only thing that will drag people up to the track is the fact that they've paid their \$200.

Newsletter: What about the corporation having to know its financial position early in the year?

Fred: With a contract taken on the track by the club, money would have been forthcoming right off the bat, exactly the same as it was last year. With a contract deal the corporation would have known their financial position early anyway, so I just don't see that argument. It would then have been up to the club to worry about getting the money to pay the corporation.

Dave:

People are wondering what guarantee they have. They have as good a guarantee as they've had in the past if not better.

In the past, at the best of times, people were offered racing at Capital City on a come-to-the-track-and-see-if-we-can-run basis. There was never a contract, nothing was in writing.

So the first thing we guarantee them, is that for the fee, they will have a proper kart-racing track to race on for 10 full weekends or 20 days of racing. Also they have the land overnight to camp on and we also have toilet facilities.

That's quite a guarantee because that's something karters in Ottawa have never had in the past.

Newsletter: Yes, but in the past karters weren't paying for what they were getting.

Dave: This is true, but in my mind and other corporation members' minds, the fees in each class seem a fair amount to pay when you consider the racing fees for other organizations across Ontario and in the States. These fees weren't just decided upon out of thin air, they were based upon what other organizations were charging their respective clients.

Newsletter: I think the main discrepancy is that the amount or part of the full amount must be paid in advance of any racing.

Dave: The basic reason for payments in advance is that the corporation has to know what its position is early in the year, so that if they have to make plans to re-finance debts then they have to know soon enough. That's the objective of advance payments.

We should know, under this plan, by the end of June what our financial position will be regarding revenue from this racing plan, and this will give us some time to find alternate finances if it becomes necessary to meet our financial obligations.

The prices offered are a definite offer for the year, they won't change.

Q. Some people are concerned over the amount of power a karter in the new club will have. Can you comment on this?

Fred:

We can go to our club meetings and everybody is involved as much as they want to be involved, everybody has a say in what's going on, and I feel by just joining a club and not having any say in it and having to pay a rather large amount to have a say in the organization then I feel that this is getting away from a club aspect.

To me, its like a business. I guess for the corporation to make things work it has to be a business, but on the other hand, I feel that this is going to take some of the fun out of it.

Newsletter: Is there any advantage to having six people make a descision rather than a club of 35?

Fred: The club was designed so that everyone who had a membership had a say in the running of the club.

Certain descisions were made at the executive level, but not earth-moving descisions. Club policy can be directed by an executive but I don't think it can be dictated by an executive, especially if you have a voting membership.

Monetary-wise, to have a say in the Quyon club and to race in their series, you have to lay out \$700. That's even before you've put a kart on the track or invested in equipment or anything else.

So a new member would likely pay \$3000 with the kart, engine, helmet, spares, tools, and all the other small things that add up to a lot of money.

That comes to \$1700 to \$2000 the way prices are going.

Now, before the guy can put his kart on the track, if he wants to have a say and to race, then he has to pay another \$700.

There are a lot of Share 50/74 members who jumped down on the \$75 and \$50 membership fees, and on the \$60 for a muffler or \$100 for a clutch. They were saying "Let's just keep the cost down."

Now they're asking \$200 in advance to race, and \$500 for a say in the club. Suddenly, over one year, everything is reversed.

Dave:

I find it sort of amusing that people have mentioned they will be going out of town to race. They never raise that question about the organization out of town. They go there, they're offered a racing program for a set racing fee, you race there if you like the program, you don't go there if you don't like it. When they're here in Ottawa they say they want to have a say in the racing. We are just like any other organization across Ontario, we are just offering a racing program and if the people like it they'll pay their racing fees and come and race with us. If they don't they'll make alternate plans.

This doesn't mean we're cutting out these people entirely from racing at the track, because besides the racing program the track is still open for rental offers any weekend we're not using it. That means if the OHKRC decide to continue, they could still rent the track and race however they liked.

Q. What will happen in Ottawa in the future with regards to karting?

Fred:

I'll try to provide a name of a club or organization that people can be representative of at other tracks.

Its nice to belong to something, to be able to go to another place and run and be recognised that you're of an organization, you're not just an old rag-tag who's jumped on a kart to come down to race.

I also feel that over the last year OHKRC has become known as a karting organization and I feel that it would be a sorry state of affairs to see it disintegrate.

So I would like to be able to maintain a place for people who want to race at other tracks and who want to be associated with a karting organization.

Newsletter: Will this help at all in the Ottawa area?

Fred: It doesn't do any harm to have two organizations.

Obviously, people will take a look at two organizations to see what each offers. The OHKRC can only offer a name right now and an opportunity to represent that name at other tracks. Quyon kart club obviously have the upper hand as they have a track to offer.

But people in our club will have a voice in the running of the club.

Dave:

I think OHKRC will fold. I hope it will fold, not because of any ill-feeling towards the club, but I think one organization can serve better than two.

Even with the best intentions, two club's policies are going to conflict somewhere. Even if they both want to promote karting, they are not going to have identical policies.

New karters will be confronted with two organizations offering racing. We'll be dividing our potential members. I think two organizations would be worse than one.

Q. What would happen if Share 50/74 failed or went bankrupt?

Fred:

We had a karting club before we had a track.

Newsletter: But then we had Capital City.

Fred: We can have Capital City again. Capital City is going back to asphalt. I guess it could be organized that we run there again.

There are alternatives, and I think the club could survive without Share 50/74 if we have enthusiastic karters.

Dave:

I don't know what would happen to the track if Share 50/74 went bankrupt. Certainly the bank would re-possess it but what they would do with it I don't know.

They'd probably put it up for sale but who would be able to afford to buy it, because in its location its not an ideal spot to turn it into a commercial kart racing enterprise. It wouldn't take long for the track to deteriorate to an unusable condition.

So I can only hope that Share 50/74 is successful because although I'm giving up my racing this year to organize, I hope to be racing on the track for many years to come. Otherwise I'd never have become a part owner in the track.

A REALISTIC APPROACH TO THE NEW CLUB IDEA

originally published in
Road and Track
magazine



IT HAS COME to my attention that there's a great need in the world for a really definitive and thorough guide to starting and maintaining a car club. After all, this is a fine art, one not widely understood, and since I can modestly claim to be one of history's Great Masters of the art, I feel it's my duty to pass on some of my limitless wisdom and vast experience.

See, I used to start sports car clubs with the same psychotic compulsion that causes other unbalanced types to start, say, fires or rumors. The root of this madness, I guess, was that warty-nosed grandmother of all Yankee invention: dissatisfaction with the available product. After sampling quite a few, I simply went out and started my own. Just started, mind you—I soon found that I wasn't much of a joiner, mostly because of a strange natural law that affects car clubs which you'll soon discover. No matter how well you start them, they all wind up the same. I mean, there's just nowhere for a club to go except in the direction of USAC or SCCA, which are hardly clubs in the true sense. And another thing . . . oh, hell, enough of this blather. To business.

Start with an Honest Purpose

FIRST OF all, you need a great burning purpose, a guiding principle as your excuse for starting yet another car club. Never mind those neat concepts you have where the purpose of your club is to "have fun" or to "provide a means where car enthusiasts can meet and share experiences, engage in strictly-for-fun competition and share enthusiasm for their common interest" or anything else of the sort. Be honest. Admit from the start that the purpose of your club is to collect dues. This alone will take up all your time and energy anyway.

Club Management & Leadership

EVERY CLUB needs a ruling establishment—or if it doesn't need one, it'll soon have one anyway, so accept this now. Set up the election of officers however you like, but be aware that ultimately the officers will be selected by the establishment from among its own members. Do not resent the establishment; establishments are desirable because these folks are the only ones with enough feverish, Nixonian greed for power to ensure that the business of actually running the club gets done. Then, after a few years, the establishment will be doubly necessary because they'll be the only ones who know *how* to do this work.

There's only one way to avoid having an establishment. In your first election, arrange it so that all the elected officers are people who hate each other so thoroughly that there's no chance they'll ever get together and seize control of the club. The Catch-22 here, of course, is that to set up such a thing, you'll need an establishment.

Recruiting Members

ONE WAY to recruit members is to print a lot of handbills and stick them under the wipers of every parked sports car you see, but this will earn you live returns of only about 2 percent. Personal contact is a much better approach. Simply flag down every sports car you see on the road. If anyone resists your advances, help him understand that you really do need to talk to him; politely but firmly run him off the road, or simply cut in front of him and slam on your brakes. In the ensuing exchange of insurance information, you'll get his name and address. Do not mention the club at this point, but put his name on the club's mailing list.

Characters

AFTER A certain amount of recruiting you should be building a good foundation of "characters" for the club. "Characters" is a catch-all term to describe eccentrics, loonies, bores and persons with particularly fascinating, embarrassing or reprehensible behavior patterns. No club is even worth belonging to without a goodly number of them. A representative sampling, for instance, would include the following:

The Old Soldier: A retired career man, he will lobby fervently for a club flag, a separate mess for officers at dinner meetings and seats for dinner allotted by height. He will also insist that the club

reward winners of competitions with medals which can be worn instead of cups which cannot. Don't ever elect him to a position of authority or you'll find yourselves ordering club uniforms.

Marion and Herb Shautlauder. That's Herb over by the bar pretending he doesn't hear, see or even know Marion, who is standing on a table showing off her prowess at calling hogs. This will continue until the meeting starts, at which point Marion will stop yelling and will merely talk in a loud voice. Go buy Herb a drink and thank him for bringing Marion—without her the meeting would be quite dull, because then you'd be able to hear what's really going on.

The Dashing Racer. Handsome, debonair and with a voice nearly as loud as Marion's, he's the only member licensed to bash with SCCA, where he does very badly. His \$14,000 Midget, though, is uncatchable in club events. Count on him to tell you, loudly and at great length, what you did wrong after he beat you and everyone else in the gymkhana he himself designed. Three times now he has almost singlehandedly defeated a proposed club rule to disqualify anyone who's won a particular type of speed event three times in a row. Elect him competition chairman now and save him the trouble of having to force his way into that office.

Henry and Mrs Boreheart. Quick, find a place to hide! Here comes Henry, and that thick manuscript in his hand is the latest draft of the letter of protest he's going to send the judge who suspended his license for running a stop sign and sideswiping a stopped school bus while drunk. He wants to read you that letter now with commentary and in-depth analysis. See if you can sneak over by the bar. That lady knocking back doubles is Mrs Boreheart. Buy her a drink, too; she's got to ride home with Henry.

Suzie Mattressbach. If you're nursing fantasies about asking Suzie to be your navigator in this year's Overnight Rallye, forget

it—she's booked for that event through 1986. The club's most popular member, Suzie's the only one who never gets hassled about paying club dues. For that matter, she never has to buy her own dinner, drinks, gas, oil or tune-ups either. Should you find Suzie with a free night on her calendar, leave your cramped little roadster at home—her Porsche coupe with reclining seats will prove a much better choice of equipment for this particular event.

The Grim Competitor. Poor old George takes it all so seriously! He sees the club only as an instrument for providing grim and serious men with grim and serious competition, for the betterment of The Race and Our Country. He refuses even to speak to the long-hair who got all lost and sideways and giggly in the last gymkhana and finished his tour of the course gleefully and systematically running over pylons, and every so often he goes grumping around trying to get up a collection to buy Suzie M. a bra. George's old Morgan is all properly louvred and strapped and green, and so, some say, is George.

The Faceless Herd. When you've winnowed out the loonies and characters, you'll be left with a softly lowing herd of Members who can generally be considered as one individual who will cheerfully put up with almost anything. This might cause you to look on them with something like disdain, but don't be misled by their placid acceptance of everything; in reality, these good people are far, far too smart to get emotionally involved in the kind of idiocy that's going on here. Besides, their dues and presence support the whole stage upon which the establishment and the crazies will act out their strange trips.

Meetings

NOW THAT you have a cast of characters, you can start having dinner meetings which are really the Main Event. But first you'll have to have a place to meet.

The sensible thing to do, of course, would be to meet at somebody's house; after all, it's free and Marion Shautlauder's pickle-and-peanut-butter casserole actually has an edge over the drekk you'll eventually wind up paying for. The trouble is, though, that Herb knows the neighborhood is already stressed enough by Marion's mere presence and the thought of subjecting the good neighbors of Saltbox Downs to 50 or so loud cars as well makes him go a little pale. Besides, there's just no class in meeting at somebody's house. I mean, there are roles to be played here!

Appoint somebody Meeting Committee Chairman and he'll soon discover that the plush Miami Beach Byzantine meeting rooms at the Airport Motel are free, as long as the house can provide meals for a minimum number. The choice of food will consist of warm potatoes, cold peas and hairy chicken, or the optional Baked Mystery Matter (said to be fish) at \$7.50 the hit. The economies of this will seem quite reasonable to everyone, as long as nobody stops to figure out that \$7.50 times 50 is \$375.00. Subtract the real value of the food you get (about \$75, being charitable) and you'll see that the free meeting room is costing the membership about \$150 an hour. I can promise you that no one will think about this at all, so go ahead and reserve the room for the rest of the season.



FOR SALE VINYL JACKET

Ken Mair has one vinyl jacket for sale. It is black and never been used. Ken wants \$20 for this large-size jacket, and any offers should call;

Day- 722-4255
Evngs- 829-9440

Constitution & Bylaws

FOR SOME reason that I've never understood, every car club needs a constitution and bylaws. What happens, usually, is that a committee is appointed to draw up the document, they disappear for months and finally come up with something so dull that nobody ever bothers to read it, let alone try to interpret it. So here, for your convenience, is a ready-made plan for club guidance that lays it right on the line. Feel free to use it. Not only will this save you time and boredom, but it'll also let everybody know exactly where the club is at, so there's no excuse for any member to complain about anything, ever.

SO THERE you have it. And as I said before, no matter what you do, every club you ever start will wind up this way. But if you want to try to beat the system, try this—get hold of five or so good friends, steal some pylons from the highway department, declare a Club for the afternoon and have a gymkhana. Then immediately disband the club.

See what I mean? You can't win. You've already got an Establishment. ☹

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FOR SALE

- 1 dry clutch (for McCulloch)
- 1 Margay Panther seat
(with upholstery)
- 1 Margay Panther gas tank
(fits Concept too)

OFFER\$
ACCEPTED

Days-596-3268
Evngs -828-7766

Ask for Derek

CONSTITUTION AND BYLAWS OF THE (your club's name here) SPORTS CAR CLUB

I. PURPOSE

The purpose of the club shall be to collect Dues.

II. GOVERNING BODY AND MEMBERSHIP

The governing body of the Club shall be the Establishment. The Establishment shall be those members and their friends who are quickest to band together and seize control of the Club; also, very aggressive members weighing more than 200 lb and perennial winners of competition events.

II a. OFFICERS

Officers shall be President, Vice President, Secretary/Treasurer and Activities Chairman. Officers shall be nominated by the Establishment from among their own members and shall be elected by dues-paying members.

II b. MEMBERS

All persons who are not in the Establishment and who keep current in the payment of Dues shall be Members. Privileges of Members shall be to pay Dues, to Vote as directed in Club Elections, to participate as directed in Club Events and to obey Club Rules; also, to refrain from making suggestions or comments about Club policy.

III. FINANCES

III a. Dues

Dues shall be due and payable during January of each year *without fail*. Loss of interest in the club or the decision to drop membership shall not be sufficient cause to fail to pay Dues. Without the prompt and faithful payment of Dues by every Member there can be no smooth functioning of the Club; there can be no expensive 3-color newsletter printed and mailed each month and the newsletter shall have to be mimeographed, which is Not Acceptable; there can be no rent-a-cop to frighten and chase at Club gymkhanas; there can be no Christmas Party With a Band; there can be no Monthly Mailings Demanding Dues from Delinquent Members; there can be no new sets of radial tires for the Treasurer to test and evaluate for the benefit of Members. Since there is no point in even having a Club

without the prompt and faithful payment of Dues by every Member, the matter of Dues will head the agenda at every meeting. Come on, you've got \$10. Chrissake, you spend that at the bar before and after every meeting. If you people think this is funny, you try running a club without any money and see how far you get. Here we are trying to run a club for *your* benefit and you don't even have the courtesy to keep a simple \$10 commitment. You expect something for nothing, don't you? What about the people who pay their dues on time—do you think it's fair for them to have to pay your way too? You people back there stop laughing! *This is a very serious matter!*

IV. ACTIVITIES

IV a. Speed Events

Speed Events shall be Races, Time Trials, Hillclimbs, Sprints, Gymkhanas and Wine Tours. Placement and performance in these events shall determine each Member's Social Standing. In addition to the above named Official Club Speed Events, any Member may, at his discretion, hold a Speed Event either alone or with members of the General Public. Such events may be freely discussed at Club Meetings during the Social Hour and points aggregated toward participating Members' Social Standing. There shall, however, be no mention of the Club in any discussions with Civil Authorities arising from or subsequent to such Speed Events.

IV b. Social Events

Social Events shall be the Annual Overnight Rally, the annual Christmas Party With a Band, the Annual Convention for the Nomination of Officers (Establishment members only) and Executive Committee Business Meetings. Social Events shall be financed out of the Club Treasury except in the case of the Annual Overnight Rally; in this event, entry fees will defray the cost of the motel rooms and the drum of Wesson Oil.

IV c. Endurance Events

Any Member who, without comment or complaint, pays Dues on time, Votes as directed in Club Elections, participates as directed in all Club Events and eats all of his cold peas and rubber chicken (or that strange fish) at every Dinner Meeting for two consecutive years shall be declared the Winner of an Endurance Event. An appropriate trophy and dash plaque will be awarded.