

Editor's Note: The following was submitted to *Huila* By Mike Oakland, as an open letter to the membership, in response to an editorial on wheel-to-wheel racing which was published in the January edition.

I received my January copy of *Huila*, as a member of the SCCA, and thoroughly enjoyed your editorial. I couldn't agree more with most of your comments yet I feel compelled to add a bit more to the 5 point story.

Let me add, that I offer these comments only as suggestions that may help grow the wheel to wheel program into something that can benefit the club as a whole.

During the past several years, numerous crises have occurred that created uncertainty within the local region's efforts to promote wheel to wheel racing. The restructuring of the Spec Racer class is a classic example of one of these crises. The failure to timely resolve this issue caused several races to be canceled or left up in the air until the last minute. The ultimate solution was worked out between all the regional directors, SCCA enterprises and us weeks before hand. After numerous discussions, several long distance phone calls and discussions locally, it was agree that what we have now was what we were going to have. Unfortunately, no action was taken in a timely fashion, locally, for fear of invoking the wrath of the omni present national and regional governors. (That's what the book calls for but not for a region of this size)

In the situation that Hawaii finds itself in, there needs to be some "element of risk" taken in order to grow the wheel to wheel program in this region. What is an "acceptable" amount of risk? Do we need to pay such high premiums for insurance for 6 to 8 cars on the track when we can get coverages required for hundreds less? Do we need an ALS ambulance at \$1000 a day for the same 6 to 8 cars on the track when several EMT's or MICT's could do the job safely for substantially less, and there is a fire station around the corner and a hospital 5 miles away. Should the drivers themselves have input into these costs and risks. Our races are more like "test and tune sessions" on the mainland than races.

It is understandable to have the SCCA required insurance and safety requirements if you have 20 or 30 cars on the track at a time, not 6 or 7. Yes, anything can happen at any time, but shouldn't the precautions be relative to the risks? NASA, HIRS and others understand what it is to take the risk to "GROW" an entity. We need to look at these areas and open them for discussion. I for one, would be more than willing to discuss the issues to see what can be done to improve things.

Last year, an offer was made by Albert Ternora to the SCCA. He would set aside all RX7s, Porsches and like class type cars for members of the SCCA to build cars. These cars would be sold to members for \$300.00 complete, as starter cars, as long as they never appeared back on the street. What happened ????