

*(Continued from page 4)*

developed cars. Fourth, we fool ourselves by thinking there is more serious interest in road racing than there is. Our club has always been surrounded by skeptics. People who say they want to be part of the action, but never take any steps to participate at any level. "I want to build a car, but I am waiting to see what happens to the program, it might not succeed". It is called a self-fulfilling prophesy. Stop Asking "what if", and start doing. Fifth, We have failed to fill M.G. Lewis' shoes. He was a one-man, one-focus, time to commit construction team. It was his dedication that built and guided the program for six years. Lindsey has done a great job as his replacement, but has never received the support he has asked for. M.G. was able to devote a great deal of personal resources as RE. Lindsey agreed to succeed as RE only after he received re-assurances from the club that he would have ample support. This support has only recently materialized as Bill Clutter, Steven Hirasuna, Chuck Garner, and Art Sonen have agreed to take charge, and coordinate the 1998 wheel-to-wheel program. They have introduced several good, new ideas in attempt to rejuvenate the program. Let's show our support for there efforts. (I would also like to acknowledge everyone else who has helped the program—anyone who has sat in a meeting room, in a cockpit, or at a corner. You know who you are. Thank you for your support.) The final, and probably the most serious problem effecting our program is the 'competition'. HIRS offers a very competent, alternative racing program. We must view our situation like a business. It is a case of supply and demand—two programs, not enough interested drivers. How do we stack up? Poorly I feel. I participated in all but one of our races between 1991 and 1996. It wasn't that I was always having fun being the only sedan run-

ning on the track, and it wasn't that I could afford the \$1000.00 plus cost of preparing, maintaining, and repairing my car for every event. It was to participate, to support my club, and to establish our program.

However, I admit to having cheated on the SCCA last year by participating in several of the school sponsored races. They have many advantages over our events. They are run on Saturday (a plus for me personally), are much cheaper at \$150.00, and are better organized. They run a very tight schedule. In fact, at that last race I participated in, the event finished fifteen minutes ahead of schedule, before 2:00p.m.—no trailering my car home in the dark, late Sunday night. They also offer small extras which I didn't think were important until I experienced them. They give trophies for both qualifying and the races, and they do a fun champagne podium ceremony. The only negative about HIRS racing is the absence of an on-site ambulance.

I asked in my last editorial on wheel-to-wheel racing if the date of death on it's head stone would read 1997. Will it? I have expressed to Lindsey many times that if not enough members want an active road racing program he should let it die. There is no reason to bankrupt the club just to continue a activity participated in by less than one tenth of its members. Personally, it is my only interest in the SCCA Hawaii Region. If it ends you will have to find another newsletter editor.

These are my opinions, that's why they call it an editorial. If yours are different tell someone, or submit an article to this publication. It is your club. Do something.