

# the glen region

# SPARKPLUG

VOL.21

JULY 11, 1977

NO. 7

## Foundry 5 Solo II Held June 12, 1977

The third Solo II of the season, the traditional five-minute Solo, was held at the Ingersoll-Rand Foundry parking lot, Sunday, June 12, Painted Post, NY.

Since this was the last event awarding points to drivers in quest of a place on the Glen Region Solo II Divisional Team, the competition was sure to be close.

The day started out with a threat of rain from the weather man and everyone hoped that the showers would stay away, for their run at least. After a few minor problems, the first car started at 11:45 a.m. As the day wore on and more of the 49 drivers tried their skills on the 1,640 ft. long course, the loose sand on some sections of the parking lot proved more of a problem than the darkening clouds.

Neither the sand nor the few sprinkles of rain seemed to bother Dave Button as he pushed his V-8 powered Corvair to a win in A Mod and the Farthest Distance Traveled for the day.

Not far from the roaring engines and squealing tires, the Glen Region Hot Dog Stand was doing an excellent business and it was reported by an anonymous source that Bill Miller set the record for the most hot dogs consumed for the afternoon.

The rain never materialized and all entrants (38 members and 11 non-members) completed their runs by 4:30p.m. After the last pylons were loaded onto the truck, everyone headed for "That Other Place" in Corning and the awards ceremony where Jim Kellogg of Southern Tier Imports had provided free beer. Extra contingency awards were also provided by Gene's German Car Service and Tire World, both of Corning, Bargain Beverage of Southport, and racing posters courtesy of Bob Stephens.

In this type of event, it takes a lot of co-operation from the entrants to make things go smoothly. Everyone involved in this event did more than their share with some people working all day or for two or three shifts. Several of the spectators also helped. Our thanks go to everyone for making the "Foundry 5" a success.

--Gary Brouse and Ann Gustina, Co-Chairmen

### Results June 12 Solo II "Foundry 5"

#### A/Modified & B/Modified

1. Dave Button-Corvair V-8
2. Ernest Walden-Buggy
3. Gordon Walden-Buggy
4. Carl Matuszek-Buggy

#### C/Modified

1. John Hamann-Buggy
2. Art Lynch-Formula Vee
3. Erich Scheffler-Buggy

#### C/Prepared & B/Stock

1. Nile Heermans-Barracuda
2. Mickey Moshier-Corvette
3. Joe Gaboriault-'Cuda
4. Dave Gaboriault-Challenger

#### D/Prepared & A/Stock

1. Allen Davis-Capri 2600
2. Doug Pobgee-VW Beetle
3. Jim Kolynich-Lotus Europa
4. Thomas Coon-TR-3
5. John Buttrey-TR4-A
6. Jim Kellogg-Opel 1900
7. Harold Krelie-Midget
8. Larry Winner-Pinto
9. Michele Krelie-Midget

#### E/Prepared

1. Gary Rightmire-NSU TTS
2. Chuck Marsh-NSU TTS

#### E/Ladies

1. Ruth Salander-Saab 97
2. Pat Grigoriou-Honda CVCC

#### D/Stock

1. Bill Lane-Alfa 2000 Spider
2. Duane Anderson-Datsun
3. Dan Douglas-Capri 2600
4. Tom Salander-Saab 97

#### E/Stock

1. Peter Robson-Opel Manta
2. Bill Miller-MGA
3. Edward Looney-Opel Manta
4. Tom Sparling-Mazda RX2

#### F/Stock & D/Ladies

1. Joe Atkinson-Cobra II
  2. Dave Robinson-Camaro
  3. Perry Poyneer-Cobra II
  4. Jesse Hall-Cobra II\*
  5. Linda Atkinson-Cobra II\*
  6. Doug Born-Monza
  7. William Slocum-Camaro
  8. Judy Born-Monza
- \*4th & 5th place were tied, tie was broken by fastest lap time

#### G/Stock

1. Brian Buchauer-Honda CVCC
2. Mike Grigoriou-Honda CVCC
3. John Pierce, Jr-Opel 1900
4. Robin Balcom-Datsun 510
5. Robert Hain-Rabbit
6. Mike Besley-Fiat 128
7. Beverly Hopkins-Rabbit
8. Terry Phillips-Pinto
9. Gerald Sheehe-Toyota Corolla

#### Fastest Time of Day

Dave Button-Corvair V-8



Solo IIing is easy. See!

### WINE COUNTRY III

August 21st is "Wine Country III". The event will again be held in the Bully Hill Vineyards at the Taylor-Van Gelder Airport. Registration and Tech Inspection will be from 9-11, Driver's Meeting at 11:15 and first run at 11:30 a.m.

Bully Hill Vineyards, Inc. has donated wine which will be given out at the trophy presentation at the Greyton H. Taylor Wine Museum. You are also invited to visit the cafe at the museum.

Your hosts for this event are Taylor Aviation, the Greyton H. Taylor Wine Museum and Bully Hill Vineyards, Inc., which are all owned and operated by Walter S. Taylor.

--Carl Matuszek  
Event Chairman

### Notice !

August 5, 1977 is the 6th Annual emergency & Motor Race Medicine Symposium at Mansfield, Ohio and the XV Buckeye Cup Can-Am August 6 & 7, 1977.

These are sponsored by Mid-Ohio Race Physician and Mid-Ohio Sports Car Course. For further information: Mid-Ohio Race Physicians Richard E. Nensel M.D. 7641 Gillcrest Road Sylvania, Ohio 43560

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* COMING EVENTS			*		
* July 31			- Solo II Domes*		
* Aug 6&7			- NEDIV Solo II*		
* Runoffs-Bata-			* via *		
* Aug 13&14			- National *		
* Aug 21			- Solo II-Bully*		
* Hill *			*		
* Aug 27&28			- Regional *		
* Sept 17			- Business Meet*		
* * * * *			* * * * *		



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# REport



There seems to be lots of news to write about this month. The newly formed Glen Region Boy Scout Explorer Post was formed late in June with Al, "Bud" Davis as advisor. Bob Perry is the institutional representative, and the troop committee consists of Roger Holman, Chairman, Ade Ketchum, and myself. There were nine (9) boys who paid their dues at the first meeting, which is a small but a positive and very interested group to form a nucleus. The post was officially welcomed at the rally on June 26. They will need our support and guidance as they continue, so let's be helpful, kind, considerate, etc.etc.etc.

The traditional "Fun Weekend" at the track has been changed to co-incide with the Skip Barber School on September 10 & 11. This change was necessitated by the need for a date for a car show which I will get to in a minute, and was very-well received by both parties concerned. It will, of course be a different concept, but there will be more activity and more people involved, etc.etc.

The date for the USGP Mechanics party at Seneca Lodge is not absolutely certain at this writing, and was inadvertently left off our calendar, YES, we are having a party.

We are tentatively scheduled to have a "multi-interest" automobile show for the public on September 24,25 at the New Corning Plaza and Civic Center. Roger Holman is the chairman for this event. The nature and purpose of this kind of show is pure and simple -- public relations.

At the June business meeting the region agreed to the purchase of two used trucks: one to permanently house the skid unit piece of fire equipment, and the other to hold the Fire Boss on race weekends and to be an all-purpose vehicle the rest of the time.

In case you haven't heard it yet, the jointly owned new Public Address System at the track works well. We bought a new amplifier to be used with the Finger Lakes Region speakers.

That's all for now -- there's plenty for you to help out with and take part in the rest of the summer.

--Eleanor S. Perry



Le Wrecked Car

## A Look at the Past

Cameron Argetsinger started motor racing at the Glen 30 years ago this year and one wonders where and what the past winners of the Sports Car Grand Prix are doing now that some of them have stopped racing.

Racing began at the Glen on October 2, 1948 with Frank T. Griswold winning both the Jr. Prix and the Grand Prix, driving his 1939 Alfa Romeo 2900B. Griswold at the time, was the owner of F.T. Griswold Manufacturing Co., in Wayne, Pa. with one part of the company an Alfa Romeo dealership. Griswold returned to the Glen from time to time until his death in the late 60's.

Miles Collier from Everglades, Florida, winner of the 1949 race drove a Ford-Riley to win, he also raced at the Glen in 1948, driving a MG TC and finished 6th in the Jr. Prix and 5th in the Grand Prix. 1950 Collier finished 3rd in the Seneca Cup driving his 1949 Grand Prix winning Ford-Riley. On that same day, Miles' brother Sam, was killed while leading the Grand Prix driving Briggs Cunningham's Ferrari. With this personal tragedy, Miles decided to retire from racing, but the spirit of competition was still there and in 1953 he raced using an assumed name in the AAA Pro-Sport Car Races. A few months later he was stricken with polio and died April 1954.

Alfred E. Goldschmidt of New York City, drove a red Cadillac Allard J2 to victory in the 1950 race. This was the only time he raced at the Glen, but he did return a few times to watch the races. Goldschmidt died in 1970.

The winner of both the 1951 and 1954 race, was Phil Walters. Walters drove one of Briggs Cunningham's blue and white cars and also won the 1950 Seneca Cup race driving a Cunningham Cadillac-Healy Silverstone. Walters today operates a very prosperous VW agency on Long Island.

There was no winner of the 1952 race, as it was stopped because of the fatal accident and then was cancelled due to the fact that there was not enough daylight left to run a safe race.

Walter Hansgen of Bedminster, New Jersey, was the first and only driver to have won this race series four times. He won in 1953 driving a Jaguar, 1957 a D-Jaguar, 1959

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a Lister-Jaguar and in 1962, a Cooper-Buick. Hansgen drove on one of the factory Ford GT40 MKII teams operated by Holman-Moody and it was while he was on this team practicing during the Le Mans April test session, that he crashed near the famous Dunlop Bridge turn. A few days later, he died in a U.S. Army Hospital in Orleans, France.

Sherwood Johnson, who now lives in Steamboat Spring, Colorado, drove Briggs Cunningham's D-Jaguar to victory in the 1955 race. Johnson's first race at the Glen was in 1951 driving a Jaguar in the Grand Prix. 1952 saw Johnson finish 3rd in the Seneca Cup driving a Lagonda. 1954 he finished 2nd to Phil Walters in the Grand Prix. Johnson retired from racing at the end of the 1956 season.

George Constantine, of South Bridge, Mass., became the second driver to win the Grand Prix two times. In 1956 driving a D-Jaguar and in 1961 with a Ferrari. Constantine's first race at the Glen was 1953 driving a XK 120M Jaguar. Constantine died in the early 1960's.

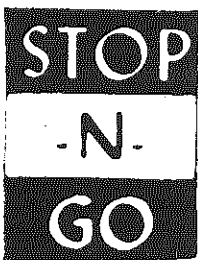
Ed Crawford, now of Palm Beach, Florida, won the 1958 race driving one of Cunningham's Lister-Jaguars. Crawford finished in the 1957 Grand Prix driving a D-Jaguar.

The winner of the 1960 race was Augie Pabst, driving a Scarab entered by the Meister Brausers race team. The team had two Scarabs entered in the 1960 race and Harry Heuer drove the second car to finish the race in 3rd place. Pabst now lives in Milwaukee, Wis., and is Vice-President of the Pabst Blue Ribbon Brewery.

Bob Holbert is no stranger to the Glen as he is famous for his drives in Porsche cars with which he won the 1963 Grand Prix. Bob, now retired from racing, operates his own VW/Porsche-Audi car agency in Warrington, Pa. When he isn't doing that, he is crewing for his son Al, who is following in his father's footsteps.

Jim Hall's first race at the Glen was in the 1961 Grand Prix of the United States driving a Lotus-Climax. Hall's Chaparral cars first came to the Glen for the 1963 Grand Prix but they were not factory entered cars. Harry Heuer drove one entered by the Meister Brausers team and Skip Hudson drove the other one entered by Troutman-Barns. 1964 and 1965 saw Jim drive his own cars to victory at the Glen. Hall still lives in Midland, Texas, and is a partner with Carl Haas on the First National City Travelers Checks Lola Can-Am Car.

John (Buck) Fulp, from Anderson, S.C. is a textile executive. Fulp's first race at the Glen was the 1965 Grand



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Prix, which he retired from with gear box troubles. 1966, he won the Grand Prix driving a Lola.

Mark Donohue drove Roger Penske's Lola-Chev to victory in the 1967 race. Donohue has competed in many forms of motor racing and after a short retirement from the sport he returned to racing in 1974 to drive Penske's Formula 1 car. While practicing for the 1975 Grand Prix of Austria he crashed. A few days later he died from his injuries.

1968 saw the first International 6-Hours of Endurance race at the Glen with the Gulf Ford GT40's winning driven by Jackie Ickx and Lucien Bianchi. Ickx is still racing and is with the factory Porsche Sports Car Team. Bianchi was killed while driving a Alfa Romeo R 33/3 during the 1969 April test weekend at Le Mans.

Jo Siffert and Brian Redman drove a Porsche 908 to victory in 1969. Siffert was killed in a non-championship Formula 1 race at Brand Hatch in October of 1971 while driving a BRM. Redman was in a bad practice day crash at the first Can-Am race at St. Jovite last month. He is in Montreal Neurological Institute for his recovery. Redman was to have driven the whole Can-Am series for Jim Hall-Carl Haas First National City Travelers Check team Lola.

1970 saw the Gulf-Porsche 917 win the 6 Hour Race with Leo Kinnunen and Pedro Rodriguez driving. Kinnunen is still racing in major international sports car races in America and Europe. Rodriguez was killed in July 1971 while racing a Ferrari at Norisring in Germany in a Inter-series race.

Ronnie Peterson and Andrea De Adamich came home with the 1971 win driving a Alfa Romeo R 33/3. Peterson is still racing and is with the Elf

## NEDIV Events

1977 NEDIV SCCA CALENDAR OF EVENTS (current to 3/22/77)

### AUGUST

- 20 & 21 National-Wash DC- Smt Pt.
- 20 & 21 Regional-NER-Thompson
- 27 & 28 Regional & Enduro-Glen-Glen
- 27 & 28 Regional-Steel Cities-Nelsons
- 27 & 28 Restr. Series-Mo-Hud-Thompson\*

### SEPTEMBER

- 2 3 & 5 Natl, Restr Reg, Pro-Ner-Lime Rock
- 10 Sherman Oaks Natl Rally NYR
- 10 & 11 Dr Sch-WNYR-Nelsons
- 10 & 11 Regional-NYR-Bridge Hampton
- 10 & 11 Solo I Hillclimb-Glen-Wellsboro
- 10 & 11 Restr Reg-Glen-Glen\*
- 16 17 18 National & Trans Am-NYR-Bridgehampton
- 17 & 18 Regional-Wash Dc-Smt Pt
- 24 & 25 Reg & Enduro-St Cit-Nelsons
- 24 & 25 Regional & Restr Pro-NER-Bryar
- \*Skip Barber School Restricted Race Series

Champion Spark Plug Runoffs will be held at Road Atlanta week of October 24th thru October 30th, 1977.

For further information/Schedule Changes:  
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### Automotive Components

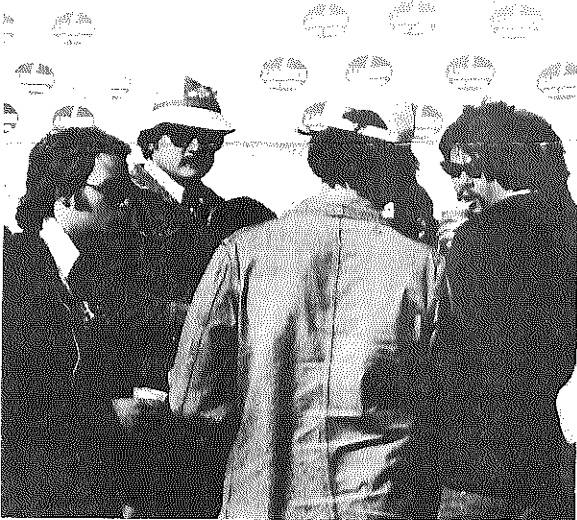
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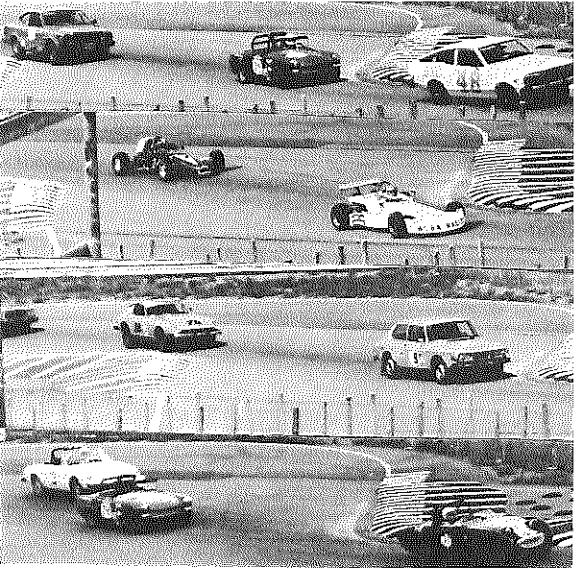


# Members Talk

Bob Adkins joined the Region in 1966, and he resides in Geneva, N.Y. Bob and Gail have 9 children. John, Glen Member, Jim, Glen Member, Bob Jr., Lisa, Barry Andy, Sam, Amy and Tracy. Bob works in construction in Rochester. His club interests are mostly in racing having began his racing career in 1950 in stock cars, midgets, and sprint cars in mid west for 15 yrs. Bob and Gail moved to NY and drag raced for 2 yrs. Bob started road racing in 1975. In 1975 he was Glen Region Rookie of the Year and also Driver of the Year. He also was the B/S point Champion for Steel Cities Region in 1975. In 1976 he was the Glen Regions National Driver of the Year and 10th in NEDiv Points. Bob is interested in all aspects of SCCA Club events; current Flag Marshall(1 1/2 yrs) member Contest board(2 yrs) member of RCA (4 yrs) Races B/S Volvo 122S and received his National Comp License in Sept 1975. He would like to see a little moresupport for the racing program at the Glen.



Members Drink!



Glen 100 Action at the Chicane

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## Solo II Standings as of 6/12/77.

<u>A/Modified</u>	
Carl Matuszek	340
Gordon Walden	122
<u>B/Modified</u>	
Ernest Walden-	510
<u>C/Modified</u>	
Art Lynch	558
John Hamann	506
Erich Scheffler	120
<u>C/Prepared</u>	
Joe Gaboriault	430
Chris Bucknam	412
<u>D/Prepared</u>	
Harold Krelie	402
John Buttrey	390
Doug Pobgee	360
Allen Davis, Jr.	324
James Kellogg	284
Michele Krelie	56
Larry Winner	56
Dave Rothchild	12
Fred Burne	9
<u>E/Prepared</u>	
Gary Rightmire	608
Chuck Marsh	452
Lyn Rexford	120
<u>D/Ladies</u>	
Judy Born	264
Beverly Hopkins	202
<u>E/Ladies</u>	
Ruth Salander	560
Pat Grigoriou	424
Jo Ann Molnar	220
<u>D/Stock</u>	
Duane Anersson	558
Roy Melling	150
Tom Salander	100
<u>E/Stock</u>	
Peter Robson	576
Tom Sparling	342
Bill Miller	286
Doug Wilcox	200
Tom Salander	154
<u>F/Stock</u>	
Joe Atkinson	642
Linda Atkinson	352
William Slocum	280
Doug Born	280
Jesse Hall	268
David Robinson	206
<u>G/Stock</u>	
Mike Grigoriou	610
Brian Buchauer	558
Beverly Hopkins	384
Gary Brouse	302
Ann Gustina	300
Mike Besley	256
Robin Balcom	206
Thomas Mahler	78
Gerald Sheehe	47
Carol Swan	8



## Past Continued

Tyrrell Formula I Team and De Adamich after a bad crash at the start of the 1973 Grand Prix of Great Britain, has retired from racing and is now designing Marlboro Sports Clothes.

Jackie Ickx joins the two time winners along with team-mate Mario Andretti for his first win at the Glen in a Ferrari 312P in the 1972 race. Andretti is now driving for the John Player Special Formula I Team and some USAC Races for Roger Penske.

For 1973, the Matra-Simca Team of Gerard Larrousse and Henri Pescarolo made it an all French win. Larrousse has retired from active racing and is competitions manager for Renault. Pescarolo is doing driving and development work with Porsche. He did drive in this years Le Mans 24 Hour Race.

The 1974 winners of the 6 Hour Race again made it an all French win for Matra-Simca as Jean Pierre Beltois and Jean Pierre Jarier piloted the car to victory. Beltois has done a few long distance international races with Inaltera-Ford Team along with some Group 1 Racing in France. Jarier drove at Le Mans this year with Vern Schuppan in a Mirage to finish 2nd overall. Jarier drives in Formula 1 for the ATS Penske Team.

1975 saw the Type 33 TT 12 Alfa Romeo of Derek Bell and Henri Pescarolo win. With this win Pescarolo becomes a two time winner at the Glen in the 6 Hour Series. This was Bell's first win at the Glen in the 6 Hour Race. Bell drove in this years Le Mans 24 Hour Race for Renault and is driving for Jaguar in the European Touring Car Championship Series.

For 1976 it was a Porsche 935 Turbo with Rolf Stommelen and Manfred Schurti getting the win. Both Stommelen and Schurti are still with the factory Porsche Team.

1977 is here now and one wonders who will join this long list of winners for the Sports Car Grand Prix. We won't have too long to wait as 6 Hours Race is not far off.

--William Green

Members Data: Please complete & return to the Sparkplug editor.

Name \_\_\_\_\_ Year Joined \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_

Personal Data \_\_\_\_\_

& Club interests \_\_\_\_\_

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