

SPARKPLUG

VOL. 22

MARCH 5, 1978

NO. 3



BOB AND ELEANOR PERRY pilot their van into checkpoint one as a chilled Bill Green prepares to signal their arrival.

First Rally School a Success

The first of three rally school/rallys was held February 26 at the Hickory House, Horseheads with 18 entrants. There were 17 members and 19 guests, all of whom seemed interested and even excited about the sport of rallying. A show of hands indicated that about half of the group had never been on a rally before.

The instructional session touched on rally format, safety and courtesy, and a more in-depth look at the generals. Following the 36 mile rally, the group calculated their scores and trophies were awarded.

Considering the turn-out for this first event, the enthusiasm displayed, and the good showing of guest entrants, I have very positive feelings about the rally schools concept adopted by the rally board. I think we will be bringing the new people along slowly enough that their enthusiasm will only grow, and at the same time the more experienced rallyists are offered a chance to hone their skills before the first full distance event.

If you missed this first school but would like information about what was covered in the school feel free to contact me.

Many thanks to Bill Green, Ade Ketchum, Bruce and Chris Perry for their help on the checkpoints and to Bob Perry for his help in auditing scores.

Lyn Rexford
Event Chairperson

Rally results on page 2

UPCOMING EVENTS

- Mar. 12 -- Rally school/rally # 2, Register-12 noon-the Hickory House, Rt. 14 north of Horseheads, N.Y.
- Mar. 18
- Apr. 19 -- NEDIV Roundtable, State College, Pa.
- Apr. 2 -- Solo II, Elmira College Domes (see Solo II news for details)
- Apr. 9 -- Rally school/rally # 3, same time, place as # 2
- Apr. 14 -- Business meeting-7:30 pm, Lodge on the Green, Painted Post, N.Y.
- Apr. 15 -- F & C Fire School-Register at Seneca
- Apr. 16 -- Lodge, Watkins Glen, at 8:30 am, Sat.

SCCA News



NATIONAL CONVENTION

Small waves, the kind which eventually create high water marks, gave rise to rekindled enthusiasm at the 34th Annual SCCA Convention.

With a new spirit of cooperation and forward-looking Board of Governors, National staff, Regional Officials and delegates, the Convention was a showplace for the kind of atmosphere which has made SCCA the largest road race sanction body in the world and reaffirmed optimism within the club in an age of oil crises and automotive uncertainty.

"I can't remember a time when more business was presented and results achieved," said Board of Governors Chairman Bill Johnson. "The entire convention was one of cooperation, putting personal squabbles behind and concentrating on the continued good of the Club and its membership."

In review, 1977 was a year of advancement for SCCA, partially because of increased membership benefits which swelled SCCA ranks by a dramatic 25 percent. Coverage from K & K Insurance was increased at no additional cost and new programs such as excess accidental major medical insurance, increased minimum protection in all categories and weekly accidental disability were included in membership dues. Small-track operation was aided by the removal of minimum insurance premiums, allowing tracks hosting under 2500 spectators to run spectator races with reasonable insurance costs. And the Club's first car rental discount plan from Hertz was made available by the new Marketing Department.

A number of rules changes and clarifications were proposed and accepted by the Board of Governors at the Convention. These included:

- Approval of use of any oil cooler for FV
- Club racing class must maintain an average starting field of 2.5 for each year to retain USRRC status

(For more specific details on BOG actions contact Governor Bob Perry. -Ed.)

Rally competition was also scrutinized. Recognizing that all SCCA members are not fire-breathing competitors, the BOG heard proposals for a low-key rally program, which will create a social, non-combative atmosphere for members simply wishing to enjoy off-the-beaten-path rallying with fellow enthusiasts. A Production Class has also been added to Professional Rallying.

In Professional Racing, a \$100,000 driver's point fund was announced for the 1978 Trans-Am Series, the biggest point fund for American road racing.

The BOG also extended special thanks to Carl Haas, a long-time friend of SCCA, Master of Ceremonies Brock Yates, and the Pan American Region for staging the 1978 Annual Convention.

In all, a productive, business-like Convention which will reap results now and in the future, setting the stage for the best year ever in 1978.

SUPER-NATIONAL SUPPORT

Champion Spark Plug Company has announced localized promotional assistance to each of the 12 Super National sites around the country.

Continued on page 8

Report



I would first like to say that I am very gratified at the organization and promptness thus far with the Sparkplug; I don't even feel the necessity to say, "Let's hope it continues".

We have once again returned from a very informative and worthwhile National Convention. The weather in El Paso was so very welcome as a change and the Mexican food was everything I had hoped for. The SCCA members in attendance from across the country were as communicative as always.

It is always interesting for me to see the reactions of 'first-time' attendees from our Region taking advantage of the valuable communication obtained from meeting people from the very diverse regions of the country and to hear the many and varied problems that the different regions are facing. A region that encompasses many states or a region that is located in a large metropolitan area is bound to have problems vastly different from ours. It becomes much easier to understand why, in this democratic club of ours, the decisions which effect the entire SCCA are so difficult to agree on and accept.

The Board of Governors spent a great deal of their meeting time on some new concepts of membership-the immediate need for a broader membership base is evident in order to be better equipped to compete in this very competitive world. We now will have anniversary billing-dues will be payable one year from the last payment. Dues may be paid with a credit card; a new promotional campaign in major magazines; and a set new member fee of \$35 for those joining through Denver (to eliminate confusion of various regional dues charges). The BOG are committed to increasing the benefits to SCCA members whenever possible; hence the new \$10,000 excess insurance policy for us and our families which will be in the mail soon.

Most of the Denver staff members are new, and it is most re-assuring to meet them face to face, which is a much better means of communication whenever possible. I especially enjoyed meeting Tex Arnold, Club Competition Director, and I was very much impressed with his sincere and business-like approach to club racing matters. He did an excellent job in fielding the questions and complaints concerning the USRRC Super National program. He stated that for the coming season we have the best possible program to promote our 'showcase' of club racing.

After attending the Economy Run Seminar, and meeting with Terry Moreland, assistant to the

Club Rally and Solo Department, we have decided to move the date for our economy run from April 30 to October 15. The entire program, both from Denver's and our standpoints, will be more organized and Denver will be more prepared to assist us on the later date.

It was very gratifying to have Ade Ketchum recognized nationally for his PR efforts, and most rewarding to have the attention of the convention, even for a short while, with the Slide Show and the new brochure. I am always amazed at the accomplishments that we, in the Glen Region, have enjoyed and initiated in the past and continue to plug away at-but not usually enough for national recognition in this day and age.

The key word is MORE. More events, more competitors, more innovation, more members. We certainly can't have any more activities than we already have incorporated in our program, BUT we have to be careful that our door is always open to new concepts that represent growth in any form-whether it be new ideas, new kinds of activities, new members with novel ideas. We, like the national club, need a concept of a broader membership base. We cannot flourish and grow anymore under the concept of a private, exclusive club, in this fast-moving world.

Yes, I am saying that we need more members, lots more. The more people who know who we are, and what we stand for, the more viable and successful our programs will be.

Eleanor Perry

RALLY SCHOOL/RALLY-FEBRUARY 26-RESULTS

1. Bob Beckerman/Carl Matuszek	Pontiac T-A	122
2. William Estes/Lance Estes	Plymouth	156
3. Bob/Eleanor Perry	Plym. Van	157
4. Alice Estes/Eric Estes	Chev. Monza	175
5. Ron Levanduski/Harold Krelie	Datsun	197
6. Doug Wilcox/Greg Starner	Triumph	210
7. Dave Robinson/Dave Rothchild	Camaro	221
8. Louis Kress/Tim Hills	Ford Van	223
9. Mike Meleski/Frank Meleski	Pont. Astre	260
10. Mike Sheehe/Dave Redfield	Camaro	273
11. Ken Pierce/John Pierce	Ford Truck	297
12. Jim Ellis/Carol Ellis	Triumph	327
13. Louis Spaccio/Geo. Milunich	Corvette	357
14. Jerry/Beverly Buckbee	Mercury	360
15. Bob/Phyllis Hoskinson	Pontiac	489
16. Ron Weed/Ralph Weed	Int. Scout	523
17. Warren/Sondra Neuburger	Chevrolet	601
18. Edward/Gail Cordes	Datsun	702

Trophy winners 1-5 and 18 POR

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WHAT'S AHEAD SOCIALY



Socially, the Glen calendar is beginning to shape up.

The Solo II program is off and running with their first event scheduled for April 2 at the Elmira College Domes. Come out and give it a try-I hear it's quite addictive. Details from Carl Matuszek.

While I'm on the Solo II beat-we'll be needing all sorts of volunteers for the runoffs in August. This year the Glen team is going to compete-not work. We'd like to be able to run two doggie stands-one at each course location. I'd also like some input as to what kind of party you'd like on Saturday evening. Anyone who has a caterer in the area-who's good, please let me know. I'd also like to know your preferences as to menu and entertainment. This is your show, but unless we have your input we don't know what you want.

Pavilion Paint Day (PPD for short) will hopefully take place April 29 (weather permitting). We'll have May 6 and 13 for back ups in case of rain. After the winter we've had, I really think 'HE' owes us an early spring and a nice summer.

We'll try to make it a fun day. Everyone is to BYOB (bring your own brush) and a body to hold it! We can also use a couple of ladders, if anyone has one they'll bring please let me know by April 15. I'd like to get rolling before noon so we can finish up early and tap a keg. If enough of you are interested, we could all bring along a picnic supper and have a togetherness bash in the grass, in addition to the beer.

Our May 12 Business Meeting will have a new twist. First we'll be meeting at the West Elmira Fireman's Community Center on West Water Street (Rt. 352) in Elmira. Secondly, we're going to have a buffet supper. Everyone is to bring table service and a dish to pass. The region will furnish coffee, milk, soda pop, cups and napkins. I presume we'll have our usual member donated keg, too. If you plan on attending, there will be a sign up sheet at the April business meeting or give me a call 315-596-6110. That way we won't get 99 varieties of baked beans. We've set 6:30 pm for the buffet and 8 for the business meeting. We hope you'll all join us for this new venture. Let's face it we've got some great cooks in the Region, so take advantage of this chance to sample some of their wares. More in the next Sparkplug.

Our first event at the track will be May 20-21 with the Solo I. Bob Burns has already requested a 'Keg Party' so get your drinking arm warmed up. Social Committee has a few surprises for the workers. There will be two or three drawings for door prizes during the day Saturday. You'll be given a ticket at Registration-workers only, no drivers, guests or crew, etc.-and winning numbers will be announced over the PA and the phone network and posted at the Pavilion prior to the keg. Let's get all our winter kinks out at the Solo I and have a really great turnout.

I hope we can keep up this variety of events so all of our members are content and busy. If you have any ideas let's hear them.

Til next month..... we'll keep on working for you SOCIALLY.

Gail Adkins

CLASSIFIED

FOR SALE: Formula Vee, RCA Mk III with bump steered front end and Turn One engine. Needs work-make reasonable offer. Joe Atkinson, 52 Commonwealth Ave., Erin, N.Y. 607-739-0524

FOR SALE: Formula Vee-good condition. Two engines, other spares. Gary Brouse 607-562-8986

FOR SALE: HP Sprite-suitable for Solo events or drivers school. 4 Minilite wheels 13 X 5. All reasonable offers considered. Lyn Rexford 607-734-2628

Doug Wilcox Reflects on National Convention

Let me thank you, the membership, for giving me the chance to represent the Glen Region at the National Convention in El Paso, Texas. It was really a thrill for me-I had never been to Texas or Mexico, even though I did travel quite extensively while in the Navy.

I found the Convention to be very informative and interesting. It's really quite an experience to be involved with so many people from so many walks of life and still have one main interest-the Sports Car Club of America. You should be very proud of the club, there are certainly a lot of people giving everything they've got to make it the best club in the nation.

Thanks to Tom and Ade, we started our weekend with a site-seeing tour of the mountains of El Paso. The scenery in that part of the country is just tremendous.

After checking into the hotel and taking care of registration and the like, we made a group assault on the first cocktail party. We managed to find a few Coors and front row seats for the belly dancers' performance! Luckily the party was over early as jet lag had taken its toll on our group.

Friday was a full day of seminars, some of which were excellent and some of which left a lot to be desired. At the membership seminar it was announced that a national advertising campaign has begun to attract new members. Ads will appear in March, April, May, September, and October in such magazines as Car & Driver, Road & Track, Formula and Motor Trend. The main theme of the seminar focused on how to get and keep new members. It's hard to relay all the tips but I'm sure Norm, our membership chairman, will put the information to good use.

The Public Relations Seminar was highlighted by the showing of the Glen Region slide show. Those in attendance were really surprised to see something of that magnitude. They were even more surprised to find that the slide show cost the Region absolutely nothing.

The Regional Publications Seminar was rather cut and dry, and was followed by Regional Administration. This stressed the importance of team work among the Board of Directors. Then came the relaxing part of the day with another cocktail party, the Driver's Recognition Dinner, and the Chicago Region's hospitality party.

Saturday morning we were up early for breakfast and a short bull session before entering the Civic Center for more seminars. The Tech. Seminar never got off the ground, and the Club Rally Seminar was somewhat boring as we aren't involved with National or Divisional rallies. It was mentioned that in 1980 there is a possibility of a change to the metric system of route measurement. The Rally Board also hopes to help regions with their small rallies to create more interest in rallying in general.

Lunch included a ride to Juarez, Mexico. The food, in my opinion, was excellent. Then it was back to the Civic Center for the Competition Board Seminar. We've got our Super National, thanks to Tex Arnold. He is really quite a person, and really stuck up for us. Next was the Annual Meeting, which I understand will be covered in Sports Car Magazine.

Saturday evening brought another cocktail party and the Awards Banquet. The food was very good, but the awards that Ade received were the highlight of the evening.

The plane ride home was a real experience. I managed to use up two rolls of film shooting from the window of the plane. The scenery was just too much! I hope to show some of these at a future business meeting.

Again, I wish to thank the membership for the privilege of going to the convention. I'm already looking forward to Chicago in '79.

The New England Region, SCCA will hold a Pro Rally School April 1 and 2 at Bryar Motorsports Park, Loudon, New Hampshire.

Chief Instructor for the event will be John Buffum. There will be driving demonstrations, and instruction along with a seminar on car preparation. Contact Ted Goddard, P.O. Box 476 Springfield, Vt. for details.

Ade Ketchum's PR Notebook

By now most of you are aware that we have the best PR effort in the country. We're not going to sit on our laurels, in fact, 1978 looks to be even more hectic than '77 was.

Speaking of 1977-my thanks for a job well done go out to the PR Committee members: Bill Green, Ann Gustina, Dwight Richardson, Lyn Rexford, Brian Buchauer and Mike Semel. A special thanks is due Harold Krelie, Carl Matuszek, and Doug Wilcox for their support throughout the year-they were there when needed. Also, a special thanks to RE Eleanor Perry and the entire '77 Board of Directors for their understanding and willingness to listen. One super thank you goes to Brian Buchauer for his work on the sound track for the slide show-it makes it all worth the effort.

Looking ahead, we need your thoughts and ideas. Let us know them, no matter how far out you might think they are. After all, we're looking for an encore performance.

We are undertaking a vigorous program-and it's only the first of March. We have appearances planned for three car shows. The first will be a booth at the Elmira Custom Auto Review, to be held March 18 and 19 at the Elmira College Golden Domes. We hope to see you there. The other two shows will be later in the year and we'll feed you more info about them in the months to come.

Members of the '78 PR Committee are Duane Anderson, Bill Green, Brian Buchauer, Bob Hoskinson, Lyn Rexford, and Jerry and Beverly Buckbee. We need places to show the slide show. If you know of an organization that might be looking for a program, let us know-we'll show it anyplace, anytime.

That's all for now, and remember, don't be afraid to spread the word about the Region- it's your organization.

Convention Review

First off, I have to thank the Glen Region for giving me the opportunity to 'waste away in Margarita Land'!

I arrived in one piece with the entourage from the Glen to a beautiful day. It was 60° in El Paso, and all thoughts of snow were put out of our heads.

On Friday we were up at 5 am-only because it felt to us like it should be 7 am. The Chili Khana was to start at noon, but due to a malfunction of the timers it didn't get under way until sometime after 2 pm. With the delay, I had a chance to soak up a good deal of the sunshine.

When the Chili khana finally started, I had trouble reaching the peddles in the MGB and consequently went off course during my practice run. During the timed run I managed to go off course too as the MGB was a real 'bear' to steer without my beloved rack and pinion steering-I just kept cranking and cranking and cranking.....

Following the Chili khana, I rushed off to the Regional Publications Seminar where I caught many good pointers. It was then back to our room to prepare for the Driver's Recognition Dinner.

We didn't manage to get up at 5 am Saturday as we had done a good deal of staying awake at the cocktail party after the banquet Friday night.

My first scheduled seminar was Registration which I found to be beneficial. A rough draft for a national entry blank for races was worked on. Following this, it was off to Juarez for the Rally Luncheon. As I said before, I could have wasted away in Margarita Land as I found that Mexican food is definitely not a McDonald's hamburger to which I am accustomed.

It was then back to El Paso for the Competition Board Seminar which was valuable for the information received. The pettiness that sometimes can be found in the viewpoints and opinions of members from across the nation is amazing. Tongues sure can fly!

The Annual Meeting included the usual reports and information normally given at a business meeting.

Saturday evening's Awards Banquet was enjoyable with Brock Yates doing a fantastic job as MC. My congratulations to Ade Ketchum for winning the PR and Cover Awards. This made the evening complete, and we were proud to stand as the Glen Region and cheer Ade in accepting his awards.

Sunday, it was early to rise as we had a long trip back to the COLD weather. We were all sorry to leave that sunshine behind, but were anxious to be home again.

Linda Atkinson



NATIONAL CONVENTION ATTENDEES from the Glen Region included (front row from left) Linda Atkinson, Eleanor Perry, Pegy Miller, Phyllis Hoskinson. (Second row, from left) Bob Perry Doug Wilcox, Bob Burns, Tom Erwin, Ade Ketchum, Norm Glueck, and Bill Miller. Roger Clouser photo.

Governor's Memo

UP-BEAT. That is the way I see our club today. I left the National Convention with a very definite feeling that things have turned around for us. Our membership is on the climb again, some 4000 members higher than a year ago; the Can-Am has gotten through many of its teething problems of last year and is on, not only for 1978, but for the next three years as well with Citicorp sponsorship. A \$100,000 points fund has been set for the Trans-Am.

You will start to see the signs of an aggressive advertising campaign aimed at getting new members. It's going to be easier to become a member of SCCA also. Soon you will be able to pay your dues by credit card. Anniversary billing will also go into effect. Anyone can join SCCA by sending \$35 to Denver, then the national office will do the regional assignment and reimburse the region for the first year's dues. A new associate member package is being put together that should be more attractive than the current plan.

Club racing has been enhanced by the addition of twelve Super Nationals. There have been some questions about how this will work-especially the points. As a result, the points have been revised slightly. This year, one out-of-division Super National may be counted at full Super National points. A second out-of-division race, whether a USRRC event or a Super National may also be counted toward year end points computation. However, if the second event to be counted is a Super National, standard USRRC points (not Super National) will apply during computation.

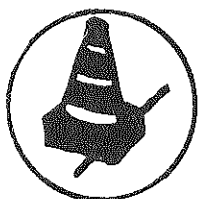
Our Pro Rally program looks strong with a good schedule for 1978 and a new "mini-preparation" class coming into being. The Pro Rally Board is now a separate entity. The Solo program just continues to grow under Bill Miller's leadership.

You will all receive an insurance policy in the mail shortly. This represents a new benefit that comes along with your membership card. It is an excess accidental major medical insurance policy for \$10,000 covering you and your family at all SCCA functions. Other good insurance news was that we are getting increased minimum protection in our participant accident insurance for the same rates as paid last year.

All in all, many good things forecasting a good year in 1978.

Bob Perry
Area 10 Governor

Solo II Events



ATTENTION LADY SOLO II'ERS

As you may already know, a subcommittee of women has been formed and given the task of 'doing something' about the Ladies Classes by the Solo Events Board. The purpose of this subcommittee is to review the entire Ladies Class structure and present a proposal to the Solo Board to take effect in 1979.

I was appointed to this subcommittee, and am your representative in the Northeast Division. I need your input. With help from the members of this subcommittee, I have devised a short questionnaire for you to answer and send back to me.

Remember, give serious thought to the questions and mail your replies to me as soon as possible. The deadline is May. The future of the Ladies Classes depends on you and the decisions of the subcommittee. We need your input to make that decision, so please let me hear from you soon.

Questions:

1. Do you think there should be Ladies Classes? Explain.
2. Should we leave the Ladies Classes the way they are now?
3. Should Ladies Classes parallel the regular car classes (i.e. A Stock, Ladies A Stock, A Prepared, Ladies A Prepared, etc.)? Explain.
4. Do you think an index should be used? If yes, how should it be calculated?
5. If the Ladies Class were abolished, would you compete seriously (running consistently in events with the goal of winning) in the men's classes?
6. If the Ladies Classes were more equitable, would you compete more seriously and consistently in the events?

Thank you, and please send your replies to me at: 415 Grove St., Elmira, N.Y. 14901.

Judy Born

SOLO II SCHEDULE UPDATE

April 2.....Elmira College Domes
 April 23.....Clute Motor Co.
 May 6-7.....Grand Prix Circuit
 June 25.....IR Foundry
 July 23.....IR Main Plant
 August 6.....Bully Hill Vineyards
 September 17..Ithaca
 October 8.....Grand Prix Circuit

FIRST SOLO II OF 78 SEASON

Location-Elmira College Domes, Rt. 14, north of Horseheads, N.Y.

Date-April 2, 1978

Registration and Tech.-9-11 a.m.

First run-11:30 a.m.

Chairman-Duane Anderson-(607) 739-7618

SECOND SOLO II

Location-Clute Motor Co., Rt. 328, Elmira.

Date-April 23, 1978

Registration and Tech.-9-11 a.m.

First run-11:30 a.m.

Chairman-Dave Robinson-(607) 739-8030

SOLO II SCHOOL INSTRUCTORS NEEDED

The Solo II School and Event will be held May 6 and 7 at the Grand Prix Circuit. I need a few Solo II'ers to instruct at the school. Contact me for more information.

Mike Besley
 (607) 733-7749

A Look at the Past with Bill Green

CHARLES A. LYTLE, JR.



This month Bill offers us a personal sketch of his good friend and noted historian, Charles A. Lytle, Jr. (Ed.)

It is indeed a very sad occasion that I report the passing of a very good friend of many motor racing enthusiasts and historians, both in Europe and the USA. Charles A. Lytle, Jr. passed away February 4, 1978 at his home in Sharon, Pa.

Charlie's involvement with motor racing started when he attended a race at Ascot Park in 1919 and became hooked on the sport. He attended many other races, but it was not until 1933 that he saw his first Indianapolis 500 mile race-an event he seldom missed over the years.

Charles attended both the 1936 and 1937 Vanderbilt Cup races at Roosevelt Raceway. With the rebirth of road racing in the US at Watkins Glen, Charlie was appointed the official photographer for the 1948 through 1952 races, and from 1953 to 1974 served as course marshal. He also attended many races in Europe over the years and knew many drivers, both past and present, by their first names.

Charlie was a unique man in that his memory was so good that he could tell you anything you wanted to know about a certain car, driver or race course. I know every time we met at the Glen and when I attended the Indianapolis 500 I learned a lot from him. He was an historians' historian, as he helped many a person write accurate books on the sport of motor racing.

When Charles was not attending motor races, he looked after the F. E. Kerr Company, a trucking firm based in Sharon, which he owned and was president of from 1939 until his death.

To his family, the Glen Region offers our deepest sympathy.

T/S Seminar Set

WANTED: Anyone allergic to rain and mud! Would you like an indoor job for the races that provides a sumptuously padded bench seat and varying degrees of extreme heat and cold? Then you belong in the Tower with the Timing and Scoring Team.

A good way to learn how this segment of the race organization operates would be to attend the T/S Seminar on Saturday, May 20. This is in conjunction with the Solo I scheduled for that weekend.

The seminar will begin at 1 pm-we'll show you how to read a stop watch, do continuity for a race, and how to keep a lap chart.

Race spectating can be more enjoyable when you're at the hub of what's happening, so come and join the fun.

For more information contact either Eleanor Perry (address on page 2) or me at 945 E. Lake Rd., Romulus, N.Y. 14541.

Dot Dronkers

Francis Bonney Dies

A fellow Glen Region member, Francis Bonney, of Endwell, N.Y., died January 17, 1978.

Bonney, as he was known to most of the Glen Region, worked for the Director of Safety, Maurice Dean, at the track. He joined the Region in September of 1971.

The Glen Region offers our condolences to his family.

Membership News

MEMBERSHIP CONTEST PRIZES ANNOUNCED

First - 1979 National and Regional dues
Second - 1979 Regional dues

There will also be some special, surprise prizes announced at the Christmas party. To win the contest, you must be an active, paid up member. Be sure you sign the sponsor line on the application form.

COUNT DOWN

The count down has started. All dues not yet paid should be sent at once. Your corrected, up to date address is also required. We will compile our membership list from the one returned to us from Denver. We want a complete list as soon as possible to insure that each member gets meeting minutes, Sparkplugs, and announcements.

Please note that you are asked to indicate the area of your main interest in SCCA on the renewal form. From information received, Denver can determine how to divide up support for the various activities.

Renew and get a personally autographed membership card. It's your ticket to fun, work, and satisfaction for 1978. Rallies, Solo I and II events, Races, Driver' School, Finger Lakes Pro Rally, and the Pro Races. What a bargain that little card is!

So pay your dues, then bring a friend to an event or meeting-you'll be doing him or her a real favor.

NEW MEMBERS

Greg Starnier, a plastics fabricator from Beaver Dams, is interested in all our activities.

Doug Allen, a hardware store proprietor from Watsonstown, Pa., is interested in racing.

Bill Moucha is a toolmaker for Eastman Kodak, and Dawn Moucha is a computer terminal operator. They are from Brockport, and interested in working the races.

Kay McKenna, who is interested in all our activities, is a college student from Painted Post.

Lowry Massie, a tech service rep, and his wife Judy from Landenberg, Pa., are interested in working the races.

Welcome to all of you! The new member kits and calendars will give you information about the club. Get in touch with any of the officers if you need more.

Norm Glueck

NEWSWORTHY NOTES

CONGRATULATIONS to Ann Gustina and Gary Brouse on their recently announced engagement.

JIM ESGROW, one of our newer members has opened a law office at 143 Pine St., Corning.

MIKE and PAT GRIGORIOU, transferred to Greece by Ingersol-Rand, are busy trying to get settled. Pat writes that driving there is like one giant Solo II-with all the pylons moving! Their address is 173 Athinon, Ano Glyfada, Athens, Greece

SCCA News, continued from page 1

British Leyland Motors, Inc. will pay bonus monies to Super National competitors as part of its 1978 racing awards program. The program will award drivers of BLM cars from \$300 to \$37.50, depending on finishing position, car year and racing class. This reflects a 50 percent increase over the awards they offer for regular USRRC events.

PROFESSIONAL RALLYING

1977 Champion, John Buffum, took up where he left off last season, collecting 11,106 penalty points to win the Borax Bill Memorial at California City, California. Next stop on the Pro Rally tour is at Rolla, Missouri for the 100 Acre Wood, March 4-5.

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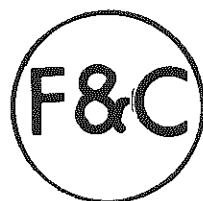
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THE CORNER STATION



Welcome again to the Corner Station. It's time to clean out the closet, get the backpack out of moth balls, knock off the dust and check out your equipment; spring is just around the corner and the race season will be in full swing before the dust settles.

First on the agenda is to make sure your dues are paid, then fill out your license or log book and get it to me. (Remember log book holders, you must have a minimum of four events to be considered for a divisional license.)

Next, and one of the most important things, is to set aside the weekend of April 15-16 for the F & C/Fire School co-sponsored by the Glen, Finger Lakes, and RCA. Registration is set for 8:30 am at the Seneca Lodge in Watkins Glen on the 15th. There is no charge to attend the school.

The school will consist of classroom orientation, blackboard sessions, some audio-visual type instruction, and sessions with Medical and Emergency Services. There will also be track sessions dealing with actual corners, instruction on how a corner station is set up and supposed to function, a course walk of the GP course, etc.

Fire Service will conduct a session on the types of fires we'll be dealing with, i.e. oil, gasoline, and automotive. Everyone will have the opportunity to get the feel of discharging a fire bottle on an actual burning vehicle. I'm sure it will be quite an experience.

The school is not restricted to only F & C people. It would be highly beneficial to any and all of the people who come in contact with a race car either trackside or in the pits, on the grid, in the paddock, or even tech.

I'm not going to take up space to list the complete race schedule. However, our first two events are the Solo I, May 20-21, and the Glen 100, June 3-4. Check your pocket calendars for a complete listing.

There will be some new methods tried this year in F & C and I hope they'll prove beneficial to all people in the race organization. I have a couple of ideas we're going to try to see if we can't make the long hours more enjoyable. There are other things in the works-as they develop we'll keep you informed in the Sparkplug.

Remember.... pay those dues.... mail me your license.... and attend the school April 15-16. Questions??? Drop me a line or give a call.

Bob Adkins

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