

# SPARKPLUG



GLEN REGION, SCCA

JULY 6, 1978

VOL. 22 NO. 7

## SCCA News



THE DATSUN 260-Z OF JOHN SMISKOL AND WALT KRAFFT BLASTS ITS WAY THROUGH A MOUNTAIN STREAM ON THE WAY TO A FOURTH PLACE FINISH IN THE SUSQUEHANNOCK TRAIL PRO RALLY.

### BUFFUM WINS AT WELLSBORO

Series leader and 1977 defending champion John Buffum opened a new chapter for the 1978 season and the results were letter perfect as he ran to the title in the Sports Car Club of America's Susquehannock Trail Pro Rally June 11 at Wellsboro, PA.

Debuting a brand new 1978 British Leyland TR-7 to replace the 1977 model he damaged earlier this season, Buffum, of South Burlington, VT and co-driver Doug Shepherd scored 16,495 penalty points to outdistance 1977 event winners Eric Jones and Roger Sieling with 17,322.

One of ten SCCA Pro Rally events, Susquehannock Trail was run over 160 rough stage miles on Pennsylvania State Forest land, and was organized by the Finger Lakes Region, SCCA. The event attracted a record 51 entrants, including many of America's finest drivers and just 26 crossed the finish line.

## UPCOMING EVENTS

- July 15-16--FLR National Race-WGGP Circuit
- 22--Business Meeting-Seneca Lodge, Watkins Glen-7:30 pm
- 23--Solo II-Ingersoll-Rand main parking lot-Painted Post-Contact Carl Matuszek or see June Sparkplug for details
- Aug. 6--Solo II-details on page 3
- 12-13--Glen Super National-WGGP Circuit
- 19-20--NEDiv Solo II Championship-WGGP Circuit
- 26-27--Regional race and enduro-WGGP Circuit

## GLEN 100 WORKERS LAUDED

June 6, 1978

Attn: Glen Region

I wish to thank all the people who assisted me after the crash the FV's had in the second practice session. I do not remember their names but to the corner worker who pushed me out of the way, the medical crew who fixed me up, the three men who re-teched my car so that I could race the 7 lap event and to Doug Allen and his crew who helped me pack up, many thanks.

It was my first run at the Glen, but you can be sure it won't be my last.

Thanks again,  
Paul Clotier  
#1 FV-NER

To all officials, workers, and entrants, my sincere thanks for contributing to a successful event. The efforts of everyone, the extra efforts of those who volunteered in some of the rough spots and the help of Mal Currie and the Grand Prix Corp. all share in this achievement.

A special thanks to the Registrar and Social Chairman, Gail Adkins and all her helpers. It was her initiative that put art work on the entry list, made up extra schedules, organized the Keg Club, and promoted the champagne awards for the drivers and the door prizes for the workers. And such a nice gal to work with. It was my pleasure.

The letter above says it another way. It says we can do it right, we DO do it right and we can be proud of it. The satisfaction to me of being part of such a team is enormous. My thanks to all.

Norm Glueck  
Chairman, Glen 100

## Al Robinson Looks At Region Ten Years Ago

JULY, 1968

Our cover picture showed the Glen Region's Fred Kepler trailing a Cobra 427 out of the Old 90, driving the first of his long series of Corvettes. The Cobra driver is identified as John Paul, most likely the runner-up to Peter Gregg in current IMSA points.

The cover photo was taken at the June '68 drivers school, where the first Formula Ford to appear at the Glen was also entered. The Editor commented that he "could not predict the same success for this new class as enjoyed by Formula Vee." (The same editor, by the way, predicted Hubert Humphry would be elected President later that year. Fortunately, he rarely puts his money where his mouth is!) It may interest current racers that the price of a new Formula Ford in 1968 was \$3000-\$3500.

Photos from the Autocross-at-the Mall included George Edwards in his Porsche Speedster, the engine rooms of a 4.5 Maserati and a V-twin Bianchina, and a perplexed Editor trying to find the right gear in his Elva Formula Junior.

R.E. Bill Bradshaw commented that while some called the Glen a "racing region", others a "rallying region", and some were beginning to see it as a "gymkhana region", the most appropriate term was a "working region"....a term that certainly still applies a decade later.

# REport



There seem to be a number of newsworthy items to report this month. Having just returned from a full day of activity at the Family Fun Day/Picnic, I must mention this first. This one day event, ending at Hornby Park off Route 414, was very successful and many thanks go to the organizers-Bob and Phyllis Hoskinson and Harold Krelie. The Rally was of the "pure fun" category including even the roll of the dice. The turnout of people of all age groups was probably the largest yet and everyone should have gone home full of good food and old-fashioned picnic fun.

There will not be a rally on July 30th as scheduled, due primarily to not being able to find a rallymaster in the midst of our very busy summer schedule. Bill Bradshaw had an interesting idea that I am passing along here; why not include in our schedule for next year a rallymasters school?

Because our regular business meeting dates have been so far apart, we are adding the date of September 12 as another meeting. Please add that date to your calendars.

In our discussion of late has been the Williamsport Sports and Touring Club and the Rose Valley Hillclimb which we agreed to sanction. The club has voted not to hold the event this year primarily due to the low numbers of entries this year to date with the other hillclimbs. In connection with this, we are approaching the idea of having an SCCA Chapter Club in the Williamsport area. The Board of Governors have put their stamp of approval on this idea and there are guidelines for establishing Chapters.

The precipitating factor seems to be the fact that there is no more insurance available at a reasonable cost to small clubs across the country for events like hillclimbs, solo II's, rallies, etc. There will, no doubt, be many such Chapters formed around the country in the future. The Williamsport folks (some are already Glen members) are planning to attend our meeting and Solo II the weekend of July 22-23.

At our last BOD meeting we voted to have Mark Martin's crew take care of the guardrail prior to and at the end of our remaining club races this year. This is some expense, but it is the hope that with this laborious job out of the way the Course Marshal crew may rally and expand their ranks. There is definitely a need to bring back the "Espirit De Corps" that that team once had years ago, (when the physical aspect of the job was much less). Anyone new to the region who has not acquired a "job" at the track-please consider volunteering. Dana Keeler is the man to call-607-868-4632.

To the memory of Bob Stephens, we have decided to provide each year the prestigious Driver of the Year trophy presented by NYSRRC (New York

State Road Racing Championship). This award goes to the club driver amassing the greatest number of points in the series and is the most sought-after award from NYSRRC which Bob founded and nourished and loved. The inscription will include his name and "in the spirit of the sport".

-Eleanor Perry

## LETTER TO THE EDITOR

Dear Lyn,

In response to your editorial in the May issue of SPARKPLUG, you are indeed correct that membership in the Glen Region, SCCA is a "bargain". Having had the opportunity to be totally involved with the finances of the region for the past four years, I would like to propose another solution to the dilemma you address with your proposal to increase dues.

Your proposal is the same heard round the country although the words may not be the same-increase taxes. Indeed, we are now all familiar with what occurred in California with Proposition 13. The message is loud and clear; don't increase taxes (dues), cut down on the spending.

Before reviewing some possible areas of cost reduction, we should first consider how much each member should be subsidized by other than dues related income. Surely, no one would propose dues should be high enough to cover all member associated costs. After all, the members contribute a lot of time that results in other income to the region, thus they should receive some benefit from all the time spent.

Thus, where can we cut costs to keep our present dues of \$5.00? How much do we need to cut? On the basis of 275 members, that you referenced in your editorial, if we increased dues \$5 the added income would be \$1375. Thus, we need to determine how we can cut costs by \$1375 to have the same net result for the region.

One area for reducing costs would be to eliminate the need for mailing minutes and meeting notices. Many, if not most regions, include this information in their newsletters. Sure it increases the newsletter costs slightly, but there's still a net savings. Possible savings of, let's say, \$300 per year.

Another area for reducing costs would be to hold our winter meetings somewhere less expensive than the Lodge-On-The-Green. If we can get over the hangup of having to meet somewhere that has a liquor license, we could probably save another \$200 per year.

One large member-related cost we have is our annual Christmas Party. In the past, that meal has been totally subsidized by the region. Thus, how about a nominal charge to each member who attends. I'd certainly be willing to pay \$4 or \$5 for a good meal. So, what's the big deal, if we raise the dues that amount we have the same effect, sure we do for the members that attend the party, but all the club members do

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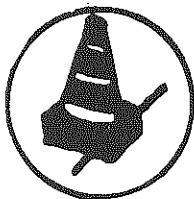
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Solo II Events



AUGUST SOLO II CALENDAR

- 6-----Glen Region-Bully Hill Vineyards, Hammondsport, N.Y. Contact Carl Matuszek 607-527-4423
  - 13-----Northeast Pa. Region-Contact Bill Taylor 717-586-9321
  - 19-20-Glen Region-NEDiv. SCCA Solo II Championship at the Watkins Glen Grand Prix Circuit-Contact Carl Matuszek or Linda Atkinson 607-739-0524
  - 26-----Central New York Region-Night Solo II-Contact Bob Martin 315-468-2295
  - 27-----Central New York Region-Five Minutes of Sebring-Contact Bob Martin
  - 27-----Northeast Pa. Region-Contact Bill Taylor
- \*\*\*\*\*

GLEN REGION NEDIV SOLO II TEAM

The Glen Region NEDiv. Solo II Team will be made up of the top three in each class according to the regional standings after August 6. The Board of Directors has approved paying the entry fee for the Team, but only for those who have entered at least half of the regional Solo II's as of August 6. All Glen Region members are encouraged to enter the NEDiv. SCCA Solo II Championship on August 19-20. The more entries the Glen Region has, the better the chance of us winning the Grant Reynolds Award which is given to the Region which does the best at the NEDiv. Championship. New England Region has won this award for the last four years. If you have any questions on your eligibility for the Glen Region Team, contact Carl Matuszek.

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WINE COUNTRY SOLO II

August 6th is "Wine Country IV". The event will again be held at the Bully Hill Vineyards in Hammondsport, N.Y. Registration and tech inspection will be from 9-11 am, drivers meeting at 11:15 am, and the first run will be at 11:30 am. Bully Hill Vineyards, Inc. has donated three cases of wine to be given out at the trophy presentation at the Greyton H. Taylor Wine Museum. Beer will be furnished by Hornell Wholesale Grocery Co.

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.

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MAPLE CITY SOLO II

A site has been found for the September 17th Maple City Solo II. The event will be held at Nichol's Discount City in Hornell, located approximately one mile south of exit 348 of the Southern Tier Expressway (Route 17). Hopefully, some local interest can be stimulated for this and future events. More information will be forthcoming from Bob Beckerman.

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RESULTS-TWIN TIER TOYOTA ENDURO-JUNE 25, 1978

A/Modified

1. Dave Button	Corvair V-8	601	Glen
2. Carl Matuszek	Dune buggy	600	Glen
3. Buddy Grindle	Turbo Pinto	599	Glen

B/Modified

1. Ernie Walden	Dune buggy	697	Glen
2. Gordie Walden	Dune buggy	691	Glen
3. Mark Mathewson	VW Beetle	588	

C/Modified

1. Dave Gaboriault	Formula Vee	733	Glen
2. John Hamann	Dune Buggy	683	Glen
3. L. Gaboriault	Formula Vee	669	
4. Erich Scheffler	Dune Buggy	662	Glen
5. Eric Hamann	Dune Buggy	DNF	Glen

C/Prepared

1. Chris Bucknum	Trans-Am	659	Glen
2. Bob Stevenson	Monza Spyder	617	Glen
3. Joe Gaboriault	'Cuda	605	Glen
4. Nile Heermans	Barracuda	601	Glen

D/Prepared

1. Rich Terwilliger	Datsun 2000	663	WNY
2. Larry Winner	Pinto	611	Glen
3. Kathie Winner	Pinto	564	Glen

E/Prepared

1. Ken Pierce	Opel wagon	633	
2. John Pierce	Opel wagon	DNF	Glen

D/Stock

1. Duane Anderson	240-Z	620	Glen
2. Jim Reeve	Capri II	578	



LINDA ATKINSON DROVE AN EXCELLENT ENDURO-UPSTAGING HUSBAND JOE, AND FINISHING JUST TWO POINTS BEHIND DOUG BORN.

E/Stock

1. Bill Miller	MGA	636	Glen
2. Tom Sparling/ SNERT	Mazda RX2	636	Glen
3. Dave Green	Spitfire	614	Glen
4. Bill Bradshaw	Fiat 124 Spyder	600	Glen
5. James Asay	MGB	597	

F/Stock

1. Doug Born	Monza Mirage	585	Glen
2. Linda Atkinson	Cobra II	583	Glen
3. Joe Atkinson	Cobra II	574	Glen
4. Judy Born	Monza Mirage	479	Glen
5. Bob Beckerman	Trans-Am	426	Glen
6. Bill Slocum	Camaro	DNF	Glen

G/Stock

1. Gene Wetzelberg	Scirocco	681	Glen
2. Mike Besley	Civic	643	Glen
3. Gary Brouse	Rabbit	641	Glen
4. Richard Lees	Accord	630	FIR
5. John O'Brien/ Leprechaun Racing	Rabbit	611	FIR
6. Robert Hain	Rabbit	587	Glen
7. Ann Brouse	Rabbit	583	Glen
8 Jo Ann Molnar	Civic	556	Glen

H/Stock

1. Dave Rothchild	Toyota Celica	618	Glen
2. Robin Balcom	Datsun 510	613	Glen
3. Bill Taylor	Volvo 242	610	NEPa
4. Robert Manzer	VW Thing	605	
5. Gerald Sheehe	Toyota Corolla	596	Glen
6. Ken Strothmann	Colt	593	Glen
7. Dave Ticonchuk	Barracuda	565	
8. John Helm	Maverick	508	

Furthest Distance Travelled

Dave Gaboriault	Formula Vee	733
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# Racing Trivia Quiz

For this month's quiz, we turn our attention from drivers to cars, in this case, the dominant American sports-racing machine of the 1960's and still perhaps the most successful road-racing design to come from this side of the Atlantic, Jim Hall's Chaparral.

1. The first Chaparral was a conventional, front-engined Chevy special, and was not built in Midland, Texas. It was constructed by a leading California builder of the time (1961). Who did the job?

2. Hall's early attempts at Sebring were frustrated by the unreliability of the cars, and the need to rebuild them on the spot to FIA regulations. Hall and Hap Sharp did succeed in winning America's second-longest sports car race that year (1962). The track is still very much in business, but the race was last run in 1968. What is it?

3. Unlike later Chaparrals, the front-engine cars were built for sale. The most successful private owner was a colorful Midwesterner who later came out of retirement to drive in the 1969 CanAm at the Glen. Who was he? (Hint: Not Augie Pabst, but you are in the right business.)

4. Why did Jim Hall not race in North American events for most of the 1963 season, while the radical, all-plastic Chaparral II was under construction?

5. After sorting out the bugs in the West Coast pro races of 1963, the new car began to dominate the USRRC circuit in 1964, bringing Hall the drivers title. During the year the mysterious automatic transmission was introduced, but Hall was not the first driver to race with it and neither was regular teammate Sharp. Who was?

6. After sweeping unchallenged through the North American circuit for two years, Hall decided to invade Europe in 1966 with a rather ugly coupe version called Chaparral 2D. It confounded the skeptics by winning at the 1000 Km. of the Nurburgring. Who were its experienced (some said over-the-hill) drivers? (There's a semantic hint in there!)

7. The winged Group 7 car, the 2E, was the sensation of the first-ever CanAm series in 1966, but actually won only one race. Where was it?

8. The end of the line for the basic Chaparral II series was Hall's spectacular accident at Las Vegas in 1968, when he flipped completely over the top of Lothar Motschenbacher and seriously broke his leg. Thus a new driver was needed for 1969, a black year for both the Chaparral fortunes and the unfortunate driver who was hired. Who was he?

9. After the debacle of the whale-shaped 2H in 1969, Hall's fertile mind produced the 2J "vacuum cleaner" for 1970. It debuted at the Glen and was driven by Jackie Stewart, but after sitting out much of the season due to Hall's TransAm involvement, returned with a new driver to take the pole position for the Road Atlanta CanAm. Who was the new pilot?

10. Though Jim Hall's activities since 1970 have revolved around his partnership with Carl Haas in successful Formula 5000, CanAm, and now Indianapolis projects with Lola chassis, one final Chaparral was built in 1971 to run the then L&M Formula 5000 series. It was, supposedly, an exercise by the boys in the shop just to keep out of trouble, and its driver was one of those boys in the shop. You can find out who he was if you look at your Glen Region membership list.

## ANSWERS TO LAST MONTH'S QUIZ

- |                 |                              |
|-----------------|------------------------------|
| 1. Elva Courier | 6. Jerry Titus               |
| 2. Jay Signore  | 7. Buck Fulp                 |
| 3. OOO          | 8. Kent, Washington          |
| 4. Bob Brown    | 9. Al Holbert                |
| 5. Hal Keck     | 10. Ronnie Kaplan of Chicago |

continued from page 2

not attend the party. Thus, if we have the normal 160-180 member turnout we could show an additional savings of \$800-\$900.

Thus, without looking very hard, we already show a cost reduction of \$1400. What can we do with just a bit more belt tightening?

One other point, if it costs \$9.45 to send the SPARKPLUG out to a member for a year, why is the subscription rate only \$6.50? Not sure how

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## A Look At The Past

*with Bill Green*

One of the many unique things at each Indianapolis 500 mile race is the official badge as it is called there or what we call a credential at the Glen.

This badge, which is made of metal, is different each year in that it honors something around the Speedway such as 'gasoline alley', or a product like Firestone or Goodyear tires. The badge is about two inches in height.

There are two types of badges, silver being for the pits and bronze for the garage area. For race day, there is a card that fits on the back of the badge with a number on it that indicates what areas you are allowed into. The shapes of the cards are different each year.

The badges were first used for the 1938 500 mile race, and a display of those used from 1946-1978 is in the new Indianapolis 500 Museum.

Listed below is a description of those badges on display.

1946-Square badge with just the words "Indianapolis Motor Speedway 500 Mile Race, May 30, 1946"

1947-Blue Crown sparkplug race car

1948-Wings, tire and flag of the official crest of the Indianapolis Motor Speedway Corp.

1949-Old timing tower

1950-Indy type race car looking at you

1951-Borg-Warner trophy

1952-Firestone tire

1953-Crash helmet with goggles

1954-Indy type roadster race car

1955-Four-spoke steering wheel

1956-Old main gate

1957-Large Indianapolis Motor Speedway crest

1958-Church tower and Indianapolis course

1959-Belond Exhaust Spl. roadster race car

1960-Champion Sparkplug with Indy course around it

1961-Ray Harroun's Marmon Wasp car and Indy course

1962-New main gate

1963-J.C. Agajanian's car 98 that Parnelli Jones drove

1964-Checkered flag background with Indy circuit

1965-Indianapolis Motor Speedway Corp. crest

1966-Old race car

1967-Rear-engine race car

1968-Checkered flag background with a race car

1969-Movie camera and on it 'the winning'

1970-Picture of Tony Hulman for owning the Speedway for 25 years

1971-Seal of the city of Indianapolis and the main control tower

1972-Gasoline alley

1973-Indianapolis Motor Speedway crest and underneath 500

1974-The sun and the Indy track

1975-Monroe shock absorbers

1976-American flag in background with a race car and a can of Valvoline oil

1977-Goodyear blimp

1978-Indianapolis Motor Speedway Corp. crest and below that the STP emblem

many you sell, but are we subsidizing non-members?

I would like to suggest that the RE appoint a committee to review the cost of running the region, and make some positive cost cutting recommendations. This makes more sense than increasing dues, then it will continue to cost only 42 cents a month to belong to the best region in SCCA.

William A. Miller