

the glen region

SPARKPLUG



glen region, scca

january, 1979

vol.23 no.1

Annual Report to Denver

As the song goes, "It Was A Very Good Year". The year, 1978, was a very productive and fulfilling one for the Glen Region. A year that shone with many highlights.

One of our greatest achievements was the addition on ninety new members to the SCCA. This number, a high percentage of our total, and the fact that we reside in a rural area, must be attributed to the Region's all-out effort to sell our club and it's activities to the community. Our membership contest was highly competitive with a great many members taking part in the campaign. With our continued philosophy of regional PR being so successful and with the promotional aids that were developed in the previous year, more and more people became interested in what we were doing in the SCCA. Our slide show which is both educational and entertaining was shown at many community and civic functions; and our regional brochure was readily available for distribution. All of our events are publically promoted in the media and the community had a chance to follow all of our activities.

A milestone in our growth was the adoption of an SCCA Chapter Club. Using the guidelines set forth by the Board of Governors, a Chapter was established in the Williamsport, PA area, with the result that the SCCA and it's offerings are now accessible to others. We look forward to our association with the Chapter as it grows and matures and adds strength to our Region.

In the interest of improving the club rally concept, we instituted a rally/school series in order to educate new rallyists and to introduce them to the sport of RTD rallying. Each school and accompanying rally was a stage harder, with the new rally concepts introduced gradually. This was a successful and enjoyable method to upgrade the program. We also held fun, "gimmick", events.

In addition to hosting the successful NEDIV Solo II Runoffs and the regional series of seven events, the Solo II program conducted an "Invitational Event" which was an opportunity for excellent competition, drawing nearly 100 entrants from New York State and Pennsylvania.

While maintaining our busy schedule of race events, ranging from the Solo I Time Trials to the United States Grand Prix, the highlight was the SuperNational. We are very proud of

the accomplishment of bringing spectator national racing back to the "Glen" where it all began, by helping to instill in the Grand Prix Corporation a sense of confidence in us, the SCCA, and in the concept of national racing itself. The event was very rewarding in that the "spirit of SCCA National Racing" was in full force and the competition was absolutely un-matched.

While our members are busy with the regular sports car activities on at least 35 weekends of the year, we took "time-out" for some purely fun events: We held a "Popcorn and Movies" night in the dead of winter to introduce new and prospective members to our club. In mid-summer we rallied to a quiet park with no sound of racing motors for a Family Fun Picnic complete with hot dogs, softball, games and relays for the children-as we hold to the concept that SCCA is a true family club. A monthly business meeting was turned into a "Business Buffet" where everyone sampled each other's cooking in an old fashioned smorgasboard, town meeting style. Our second annual Auto Show was a promotional success and another social gathering for Glen Region members toured the arena spreading good will and swapping "car stories" with each other and the general public.

The Glen Region has truly for over twenty years consistently maintained the full gamut of activities that SCCA has to offer. We have done this successfully, enjoyably, and "in the spirit of the sport".

-Eleanor Perry, RE

UPCOMING EVENTS

- JANUARY 26---General membership meeting-7:30 pm
M&M Club, W. Main St. Montour Falls
- FEBRUARY 11---Board of Directors Meeting-1:00 pm
M&M Club, Montour Falls
- 16---General membership meeting-7:30 pm
M&M Club, Montour Falls
- 18---Rally school-location tba
- 22-25---National Convention-Chicago

REvelations

I would like to start this column by thanking everyone in the Region who supported me and the new Board of Directors. I feel confident that we are going to have the best year yet in the Glen Region. With the election of Eleanor Perry and Norm Glueck to the Board we have some continuity in the philosophy of the Region and what it is all about. Although Eleanor has written her "Last Epistle", I am sure we will still hear from her and I know I will seek her guidance from time to time. A big round of applause is in order for Eleanor for the great job she has done as Regional Executive of the Glen Region. Eleanor has been appointed National Administrator of Timing and Scoring, just in case you have not already heard.

With the early deadline date for the January issue of Sparkplug it is a wee bit too early to report on anything in the affirmative as of now. The Board has had one unofficial meeting and has many items on its agenda. Nothing major has been consummated as of this writing. The Board is in the process of making the Regional appointments, preparing the 1979 budget and calendar, and most important, seeking a meeting place for the General Membership meetings and Board meetings at a minimum of expense, or none, to the Region. We are looking for a nice place that has some atmosphere and adequate meeting room space and perhaps a place where you may come early and enjoy your dinner with your friends before the meeting. Anyone know of such a place?

I hope you like the new format of the Sparkplug. Many thanks to Lyn Rexford and her copy crew in preparing the Sparkplug and its new look. Being an editor of a club's publication is a very important and responsible job and is indeed essential in keeping the members informed.

The members must, however, contribute articles to the Editor such as Al Robinson, Bill Green and Ade Ketchum did during the past year and hopefully will continue to do so this year. It is my wish that each member of the Board and those persons appointed to an administrative position prepare a short article for Lyn each month. Let's keep the membership informed.

In order to bridge the communication gap from the Southern Tier to South Rochester I would like any member who feels that he has a need to talk to me to call me collect at my home number 716-334-3976. During the day you may call me at work, but not collect, at 716-275-2009. In addition, I will make an effort to get to a meeting at least one hour before meeting time so we may talk. Also, do use the Board members as a sounding board. Our first general membership meeting will be Friday night, January 26th at the M&M Club in Montour Falls.

The National S.C.C.A. Convention will be in Chicago this year. The dates are February 11-25th. The Region will be sending five members and hopefully if we plan and approve the 1979 budget we will try to pay the registration fee of any other Glen Region member in good standing. This fee is \$45. Ade Ketchum is planning on an Am-Trak car from Rochester to Chicago. The roundtrip rate is approximately \$67. with a sleeper. The convention is at the O'Hare Hyatt Regency and the cost per room for a double is from \$33 to \$37. Please let me know if you are planning on attending as soon as possible. We plan on using my house in Rochester as a parking lot and charter a small bus to the Am-Trak station in downtown Rochester. Ade Ketchum will be glad to give you the details. Ade is going to show the slide show at the convention and Kathi Burns and Dottie Walton are going to give a seminar in the Race Medical Program of the Convention. What a way to kick off the year!

-Bob Burns
Regional Executive

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Commentary

THE GLEN REGION-A VOLUNTEER ORGANIZATION

Clubs like ours are made up of people who participate to a greater or lesser degree:

Faithful people-who attend events of their interest as much as they can;

Active people-who help when asked;

Dedicated people-who volunteer for the tough ones;

New people-who are satisfied to watch from the sidelines or who step in to learn and do;

"Old" members-who are satisfied to watch from the sidelines.

An average member is actually a little bit of each. These we see from inside the club.

From the outside, we are seen as an incorporated entity, a letter head with a picture, or a statistic in the SCCA that does business, has a reputation, and conducts events.

Since we are dedicated, active, etc., in a peculiar activity, we-some of us-exhibit strong feelings about what we do and how we do it. We make "over reacted" comment or criticism and generate "over reacted" response. Within the club we soon learn about the individuals and make allowances for their limitations and their "over reactions", up to a point. This is the way it usually is: People act like people-damn it. HOWEVER, thoughtful restraint will blunt the barb while the message gets through. And THIS is the way it has to be.

When viewed from the outside, we must present a solid, consistent, reputable, business-like image. Our dealings create this image. When any deal becomes out-of-ordinary, not routine, or unexpectedly complicated, then the individual or group MUST get help or guidance from knowledgeable officials or administrators. The flexibility that individual would have in his private dealings must be carefully limited when he is "Glen Region". Those limits should be determined BEFORE a deal. Members talk to their Chief or Chariman; Chiefs, Chairmen or members talk to the Directors.

In this way, we can establish year to year continuity within and present to the outside the image that is vital to the success of our activities and programs.

We-as individuals or as the "Glen Region"-do not have the luxury of acting nor talking impulsively in any situation. The consequences are too damaging. The risk is not worth it. Let's keep all things cool and calm. It's just as effective-and more fun.

N.E. Glueck

A LETTER OF CONCERN TO THE NEWSLETTERS OF THE HOST REGIONS FOR THE 1978 and 1979 NEDIV SOLO II CHAMPIONSHIPS AND THE NATIONAL CHAMPIONSHIPS

Using a calculator the following facts become evident about this year's National Solo II. Average speed for the winners of each group is as follows: Stock-39.8mph with a low of 38.2, Prepared-43.2 with a low of 42.2,

Modified-48 mph with a low of 43.2 and Ladies-40.2 with a low of 37.5. (Each of the lows is that of the slowest first place winner in that group.)

Solo II is defined in the rules as a non-speed driving skill contest on a tortuous short course. Most regions run within the intent of this rule because they use parking lots and go-kart tracks. Due to this fact the average speeds at an event probably average from a low of 30 mph to a high of 35 mph. Remember that with an average any time under the average is equalled with time OVER the average. When the region holding the Divisional or National stages an event where the entrants have to drive about 32% faster the course is no longer appropriate.

If it now takes you 20 minutes to get to work try doing it in less than 14 minutes-32% faster. Roadracers in SSC didn't go to Atlanta averaging 70-75 mph for the season and have to drive 100 mph-32% faster. When the Divisional and National events are so different from the regionals the continuity is lost and it becomes a contest of who can adapt fastest.

I hope that the regions that will host the Divisional and National events for 1979 will consider these comments when setting up setting up their courses and if these courses are already determined review the layouts with these points in mind.

I welcome any thoughts that anyone would like to address me and thank you for your time.

With Solo II in mind,
Donald L. Kline
13 Madison Ave.
Batavia, N.Y. 14020

A LOOK AT THE PAST *with Bill Green*

One of the most important offices in any club is that of the treasurer, for it is that person that keeps track of all the monies that are either taken in or paid out. Some of the other jobs of the region treasurer are to prepare and submit to the Board of Directors the annual budget and year-end financial statement. At each BOD and general membership meeting a financial report must also be given.

The treasurer signs in the name of the club all contracts, checks, drafts and notes. In recent years the treasurer has had an assistant to help out with the many duties.

Listed below are the individuals who have held the post of treasurer.

1957-John Sage
1958-62-Leroy Smith
1963-John Walton
1964-65-Eugene Kent
1966-67-Don Cornish
1968-69-George Gould
1970-Shirley Brown
1971-73-George Gould
1974-Patricia Grigoriou
1975-Bob Dugo
1976-77-Michele Krelie
1978-Doug Wilcox

The Old Course Today

Story by Al Robinson

History and statistics by Bill Green

It was more than the twinge of nostalgia caused by the approach of the New Year which brought us together on Franklin Street that December day; it was a chance to drive over and photograph the 6.6 mile strip of roadway where it all began—the original Watkins Glen Grand Prix circuit, laid out over village streets and county roads which survive remarkably intact today. It was here that American road racing was resurrected in 1948, and engines echoed through the town and around the gorge for five glorious years until fate stepped in and the races were banished to the Town of Dix where the present course was built four years later. Ade Ketchum, Doug Wilcox, Bill Green, and yours truly packed cameras, tape recorder, and ourselves into the faithful Tin Indian and presented ourselves at the original start-finish line, ready for battle....



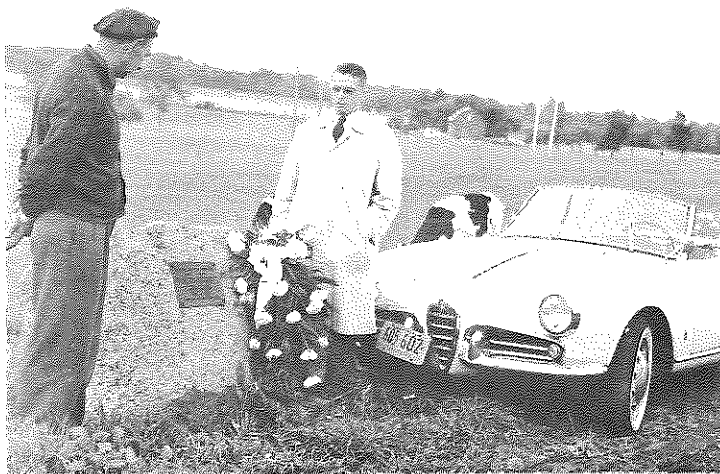
THE 1951 GRAND PRIX GRID—On the front row left was the eventual winner, Phil Walters in a Cunningham and beside him George Harris, III in a Cad-Allard J2 (Photo by Arthur Richards, Jr.)

The line was on Franklin Street, the main drag, in front of the courthouse and about three souvenir stands north of the State Park entrance. The courthouse was more than a landmark, as it served as communications center and as race headquarters for the last few events. Two blocks down on the left can be seen Smalley's Garage, the tech inspection center from 1948 until the early 60's. Closer to the courthouse are the Chamber of Commerce building and a self-service gas station standing on the sites of Shannon's Atlantic, where George Weaver's "Poison Lil" Maserati was housed, and the Sinclair station into whose parking lot fell the victims of the difficult first turn.

That turn, a 90° right off Franklin Street, is followed immediately by an equally sharp left and then a long, steep hill which Glen Region meeting-goers would recognize as the road to the Seneca Lodge. The old course passes the Lodge entrance before bearing to the

right and climbing toward the White House Esses, one of the few places the road has changed character since the racing days. A sharp left-right combination has been replaced by a gentle right as the hill flattens out and the long, flat run to the Stone Bridge begins. It's far from being straight and even, however, as first the road dips under the one-time New York Central overpass, then it bears right in a flat-out turn reminiscent of the European circuits at Spa and Reims. It was here that Sam Collier crashed his Ferrari 166 Inter while leading the 1950 Grand Prix, becoming the first and only driver fatality on the old course. A plaque on a natural stone marker at the roadside memorializes Sam Collier and his brother Miles, winner of the 1949 Grand Prix who died of polio in 1954.

Before we continue our journey around the circuit, it's worth pointing out that practice days and qualifying sessions were unknown in the days of racing on the public roads: the only practice a driver received on the race course were two or three warm-up laps on race morning, as the road could only be closed on Saturday. Leading competitors were accorded up-front starting spots, but the rest had to be content with the luck of the draw. Of course, plenty of unofficial practicing went on during race week, and the mortality rate on stray livestock was reported to be heavy.



LESTER SMALLEY (l) and CAMERON ARGET-SINGER stand beside the Collier Brothers Memorial on Old Townsend Road—1958 (Photo by Arthur Richards, Jr.)

Getting back to the course, the straight stretch past the Collier monument was followed by the most hectic mile of the circuit, about halfway around, as the cars dipped into the park across the famous Stone Bridge, climbed the steep and narrow White's Hollow Road, and headed back for town. The approach to Stone Bridge was via the Schoolhouse Corner, recognized today as the intersection of Route 329 and Mead's Hill Road. This is the point closest

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to the modern circuit. The Glen Creek School is long gone, but the turn remains much as it was thirty years ago: a fast right over the brow of the hill, a gentle left, and then a right-left "S" near the bottom of the hill. As a driver exits the "S" he is faced immediately by the bridge; short, built of native stone by CCC workers in the Depression, narrow and hump-backed. Worst of all for the unwary, the driver must set up while on the bridge for the tight right-hander which follows it. No contemporary account has been found, but I believe a skilled driver could pick up two or three seconds on a novice in the few hundred yards between Schoolhouse and the Bridge just by following the correct racing line. What a great test of driving skill under natural conditions ...and what a trap for the unfortunate, as Denver Cornett found when he flipped his MG-TC into the creek in 1948.



HISTORIAN BILL GREEN points towards the exit of the Old Stone Bridge upon which he and Author Alan Robinson are standing (Photo by Ade Ketchum)

Moving away from the bridge, the long climb begins up White's Hollow Road with more native stone wall on the left and a number of gentle curves, finishing with a long lefthand sweeper onto the flats above the gorge. Here the road turned to dirt in the racing days and was smoothed and oiled to a respectable surface; just this summer a layer of blacktop was laid. One major corner was located on the dirt section, the 90° right onto the Station Road known as Archy Smith's Corner after the farmer whose house was on the outside of the turn. A contemporary film showed Archy leading his livestock across the road before race time.

Once on the Station Road it's Harry Flatters down the gently undulating dirt road to the famous grade crossing at the New York Central Station. It was for this that the trains were stopped on race day and also here that the fastest cars became airborne as they crossed the tracks. A famous painting by John Bishop (yes, that John Bishop) shows George Weaver's "Poison Lil" jumping across the rails with a Bugatti on its tail. The two cars never actually raced against each other, but it's an inspiring sight anyhow.

With the station, the tracks, and the upper entrance to the park behind, the road became

paved again as it dropped away toward the gentle left of Friar's Corner, with land on either side owned by the Franciscian Fathers of Padua High School. Just before Friar's a tree still holds one of the flat metal buttons which were nailed up to indicate the positions of loudspeakers and communications stations, and just exiting the turn the lake comes into view below.

A race driver would hardly have time to admire Seneca's blue waters, however, as the exit from Friar's leads into the famous Big Bend, a long right. Constant radius and downhill for its quarter-mile length, Big Bend rewarded both a good groove and the fortitude to keep the loud pedal down while driving into the unknown. Today it is bounded by shrubbery and a couple of county roads branch off its outer arc, but in the racing days the banks on either side provided natural grandstands for a share of the crowd.

After racing down the hill parallel to the lake, downtown Watkins Glen was entered via the most famous and photographed turn of the circuit, Milliken's Corner. Even if Bill Milliken had not rolled his Bugatti into the front door of the Garden Grill during the 1948 races, this turn would have been a natural gathering point like today's chicane or the Corkscrew at Laguna Seca. After plummeting down from the Big Bend area, the course suddenly bent left at a 75° angle and flattened out in the middle of the turn, with the slice-of-pie shaped old post office on the inside and a grassy lawn on the outside from which both spectators and photographers caught a glimpse of the chauffeurs at work. Most of the businesses in the block between Milliken's and the turn back onto Franklin Street have survived, including the Garden Grill, but the main intersection itself has undergone major change with the demolition of the Jefferson Hotel on the northeast corner and the destruction by fire of the Glen National Bank building opposite it, from which the Regional Historian watched many races while perched on the roof.



BRIGGS CUNNINGHAM in the Buick wheels through Milliken's Corner-1948 (Photo by Jim Walsh)

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With the 90° right back onto Franklin Street the 6.6 mile lap is nearly complete, and it is not hard to visualize the crowds lining the road, the temporary grandstands in front of the courthouse, or the wooden starter's and timer's stand across from it. Alas, it is also easy to see that as cars became faster and crowds became larger, the rudimentary crowd control



PHIL WALTERS in a Cunningham C2, winner of the 1951 Grand Prix, makes the 90° turn onto Franklin St. (Photo by Jim Walsh)

measures of the day could not keep pace and an accident involving spectators became inevitable. It happened in the first turn of the second lap of the 1952 Grand Prix: John Fitch's Cunningham and Fred Wacker's Allard touched as they swung into the corner and Wacker's car sideswiped a group of people standing in an unauthorized area outside the turn, killing a 12 year-old boy, injuring a dozen, and sealing the fate of the original circuit. It would be four years before a permanent circuit replaced the makeshift course which it overlapped in the Town of Dix, and nine years before the coming of the United States Grand Prix would reassert Watkins Glen's claim to primacy among American road courses.

Comparison between the early races and today's USGP serves to show how much the racing world has changed in 30 years; where today 100,000 people pay major-league prices, the

crowds of 1950 to 1952 may have numbered even more, but paid only the 50¢ for a program to the organizers, unless they could be persuaded to part with a few dollars to park on private land. Today the celebrities who grace the proceedings are mainly on hand to promote themselves or their sponsors, but in 1952 James Melton not only sang the national anthem but entertained over the PA system during the delay after the accident, and Dave Garroway made his Glen debut not as a driver (which he also was), but by flagging at Schoolhouse Corner in 1948. Today the Kendall Garage accommodates all the major teams except Ferrari, while in the early days the gas stations and car dealers flung open their doors to racing teams large and small. Those of us who grew up in racing during the early 60's remember the Schuyler Motor Co. (now Specchio Ford) as headquarters for the Shelby Cobra team, but for a decade before that it had housed the Cunningham entourage.

But some things have not changed: Then as now, Franklin Street took on the aspect of a Mardi Gras the night before the races, and the exodus from Schuyler County after the event strained Route 14 to the bursting point (although modern fans do not enjoy the luxury of excursion trains on the New York Central). Perhaps most important has been the continual involvement of hard-working local people in the organization of the event. From the original Cameron Argetsinger, Henry Valent, Leon Grosjean, Art Richards, Don Brubaker, and the "Committee of 100", some are gone, but others have taken their place. From the early SCCA stalwarts (including some, like flagman Joe Cerino, still active today) has evolved the well-trained race organization team spearheaded by the Glen Region's working members. And from an event devised as a local community project has grown a classic series of races attended by racing fans around the world.

We offer the accompanying photos and the following table for your enlightenment, and we recommend a trip around the old course as a worthwhile excursion for anyone in the Watkins Glen area.

RESULTS OF RACES RUN ON THE ORIGINAL WATKINS GLEN ROAD CIRCUIT 1948-1952

<u>YEAR</u>	<u>RACE</u>	<u>LAPS</u>	<u>WINNER</u>	<u>CAR</u>	<u>SPEED</u>
1948	Junior Prix Grand Prix	4	Frank Griswold	Alfa Romeo	64.5
		8	Frank Griswold	Alfa Romeo	63.7
1949	Seneca Cup Grand Prix	8	George Weaver	Maserati RI	66.33
		15	Miles Collier	Riley-Ford	68.14
1950	Queen Catherine Cup	8	Rolland Keith	MG TC	63.62
	Seneca Cup	15	Phil Walters	Cad-Healy	67.13
	Grand Prix	15	A.E. Goldschmidt	Cad-Allard	72.08
1951	Seneca Cup	8	George Weaver	Maserati RI	75.79
	Queen Catherine Cup	10	George Weaver	Jowett LeMans	68.95
	Grand Prix	15	Phil Walters	Cunningham C2	77.65
1952	Seneca Cup	8	John Fitch	Jaguar C-Type	76.6
	Queen Catherine Cup	10	Bill Spear	Osca	72.3
	Grand Prix	15	Stopped on second lap and not restarted		

NOTE: Both Grand Prix and Seneca Cup were originally open to all comers. Grand Prix later was limited to sports cars and Queen Catherine Cup introduced for small-displacement sports cars, leaving the Seneca Cup for unlimited machinery, i.e. Weaver's Grand Prix Maserati.

Ten Years Ago In the SPARKPLUG

JANUARY, 1969

The cover picture of a 1905 Rolls-Royce introduced a feature story and photo page on the Ellenville Motor Museum, located in the Catskill resort community of the same name, which the Editors had visited on their way to Lime Rock the preceeding year. The collection numbered nearly 50 and included a full room of Rolls-Royce, all owned by TV-antenna tycoon Henry Resnick. The last time I passed through Ellenville, about 1975, only the building was left.

Under Bob Perry's first RE Report were pictured the incoming officers, including Activities Director John Busher, Secretary Pat McQuillen, Assistant RE Carlton Brown, and addressing a chalk board full of dollar signs, Treasurer George Gould.

The Editor wrote a rather breathless preview of the 1969 Can-Am season, which as usual didn't quite live up to its billing, and also made the Mustangs co-favorites with Penske's Camaros in the TransAm. That was a better prediction, as the duel for TransAm laurels went down to the wire before the Chevys prevailed.

The Southern New York Region found its way into the Spark Plug twice: first by announcing their annual ice-cross series at Dorchester Park in Whitney Point, and a second with a classified ad. The car for sale was a rear engine Elva Junior, circa 1961, of which the owner said "it won't beat Brabhams but it's not \$5000 either." Today, it still wouldn't beat Brabhams but it might well be worth \$5000, which is why I'm kicking myself as I write this column. The owner, by the way, was Dale Campfield: a jovial Owegoan who later raced a Cooper Monaco and is now rumored to be entering the race-promotion business.

-Al Robinson

Editorially Speaking

Sometimes it seems like everything happens at once. It's like that during the month of December with the rush of preparations for the Holidays, but then January arrives and for a while everything is relatively quiet. That's how it usually is for me but this year everything was a rush in December and switched to double-rush in January.

Simply put, I'm trying to move and do the Sparkplug simultaneously. Move a load or two then type an article or two. Then too, my van decided this was the weekend when it would decide it had run long enough and needed a rest. We love 'em when they run and could leave 'em at the scrap yard when they don't. I just hope that the combination of events doesn't work to the detriment of both projects. The snow that is falling heavily now has accomplished one thing-made me call off any more of the move and devote this day to finishing this issue. By the way, effective immediately the new address is 370 N. Hampton Rd., Elmira, N.Y. 14904.

Enough of why my head isn't quite on straight and on to the business at hand. Sparkplug policy for this year will remain much as it was for last-let me review. The deadline is the first of the month, with mailing in the second week. Classified ads will be run free for members with a \$2.00 fee for non-members. There will be no commercial advertising. Letters to the editor must be in good taste, and address a problem that involves more than just a personality conflict between a couple of members, and rather than just be a complaint about a situation should also offer constructive suggestions about how to solve the problem. Final decision about printing such letters shall be in my hands only and inappropriate letters will be returned to the sender along with reasons for disapproval. I want this publication to carry a very positive outlook throughout-member issues go to a wide variety of people who are not region members.

This issue features a superb article on the old race course put together through the efforts of Al Robinson and Bill Green with photos by Ade Ketchum and others from Bill's collection. I think you will really enjoy this vivid account of what a lap was like 30 years ago.

The plans are laid to make the next 12 issues of Sparkplug the best and most informative possible. With the kind of help I have and with cooperation from the membership in the form of lots of news to print, this goal will easily be met.

-Ilyn Rexford

Racing Trivia Quiz

By special request, this month's quiz is devoted to one of the most popular drivers ever to race at the Glen or anywhere else, not to mention one of the most successful. His death in a plane crash just three years ago robbed the racing world of both a great talent and a great character; that can mean, of course, only GRAHAM HILL.

1. How did Hill adopt the black helmet with white stripes which became his trademark?
2. What American was a teammate with him at Brabham in 1960?
3. Where, in 1962, did he win his first championship Grand Prix?
4. Hill won the World Championship twice, 1962 and 1968. How many times did he finish second in points?
5. Under what circumstances did he lose the 1964 World Championship?
6. After winning the 500 in 1966, what comparison did Hill make between Indianapolis and Grand Prix racing?
7. What distinction does Hill share with A.J. Foyt?
8. For what private owner did Hill drive in 1970? Why?
9. What name was given to the Brabham which he drove in 1971?
10. Where was his last Formula I (not necessarily Grand Prix) victory scored?

-Al Robinson

Trivia Quiz Answers on page 8

SPARKPLUG
370 N. Hampton Rd.
Elmira, N.Y. 14904

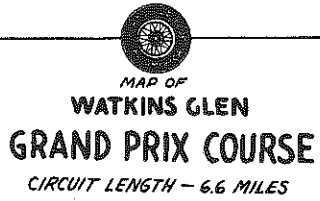
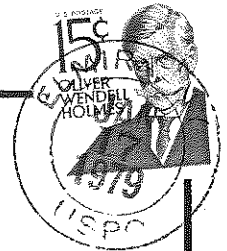
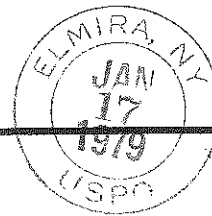
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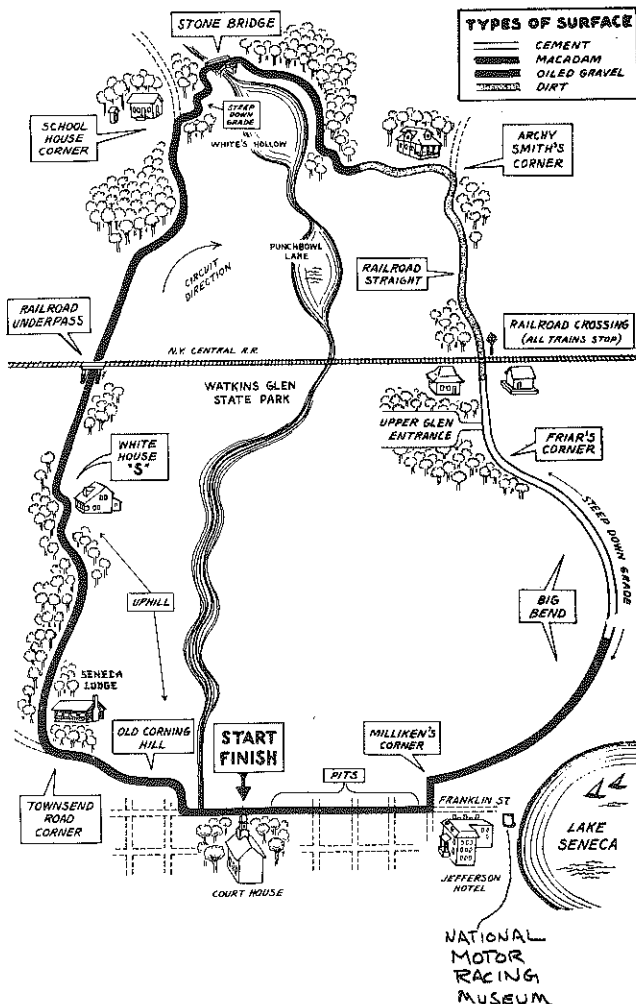
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NY 13760

First Class Mail



This issue includes a tour of the first Watkins Glen racing circuit. Use the map below to follow the route and also pick out landmarks that are discussed. For your convenience the feature article "The Old Course Today" can be found on the insert sheets that may be removed and laid alongside the map while you travel the route in your mind.



Take Notice

ATTENTION: GLEN REGION PIT MARSHALS

Please fill out, sign, and mail all 1978 licenses and log books for renewal to R.D. Hoskinson, 359 Riverside Ave., Elmira, N.Y. 14904 607-7326085. In order to upgrade or renew your license, I must have them by February 10, 1979. Thank you-Bob Hoskinson-Chief Pit Marshal

1978 SPARKPLUGS

Complete sets of 12 issues of the 1978 Sparkplug, or individual issues are available from the editor. If you want an issue please send a stamp with the request or make other arrangements to pick it up.

1979 SPARKPLUGS

In an attempt to keep mailing costs to a minimum only one issue of Sparkplug will be sent to a household, regardless of how many members reside there. If more issues are desired, contact me and I'll make arrangements to get them to you at a meeting or event.

TRIVIA QUIZ ANSWERS

1. From the colors of the London Rowing Club, of which he was a member.
2. Dan Gurney, then in his first full Grand Prix season.
3. Dutch Grand Prix at Zandvoort.
4. Second in points three times: 1963, 1964, 1965.
5. He was spun out by Lorenzo Bandini in the season-ending Mexican GP, allowing Bandini's Ferrari teammate John Surtees to win. Hill didn't blame Bandini, but most everyone else did.
6. Suitably worded for a family publication, he said that in Europe they should put doors on the men's rooms.
7. Hill and Foyt are the only drivers to win both Indy and LeMans. (A.J. won LeMans with Gurney in 1967 in the Ford Mark IV, Graham won with Pescarolo in 1972 in a Matra.) In addition, Hill shares the world Championship-Indy double with Jim Clark and Mario Andretti.
8. He drove for Rob Walker, because Lotus didn't want to take a chance on his broken legs after the 1969 crash at the USGP.
9. "The Claw" for its twin front-mounted radiators separated by an airfoil.
10. BRDC International Trophy, Silverstone, May, 1971.

GLEN REGION S.C.C.A., INC.

TENTATIVE 1979 SCHEDULE

January 26	Business Meeting, M&M Club 8:00 PM
February 16	Business Meeting, M&M Club 8:00 PM
February 22-25	National Convention, Chicago
March 11	Rally School
March 17, 18	NEDIV Roundtable
March 24	Business Meeting, M&M Club 8:00 PM
April 1	Solo II
April 21	Business Meeting, M&M Club 8:00 PM
April 22	Solo II
April 29	Rally
May 5, 6	Solo II and School
May 12	Business Meeting Buffet, M&M Club 8:00 PM
May 19, 20	Solo I and School
June 2, 3	FLR National Race
June 9	Glen Medical Seminar
June 10	Solo II
June 16, 17	Glen Driver's School
June 23, 24	Glen 100 Regional Race
June 30	Business Meeting, M&M Club 8:00 PM
July 1	Family Fun Day and Rally
July 6, 7, 8	Pro Races
July 22	Solo II
August 3, 4, 5	Bonus Nationals
August 12	NEDIV Solo II Runoffs
August 19	Solo II
August 25, 26	Glen Regional Race
September 8, 9	FLR Regional Race
September 14	Business Meeting, Seneca Lodge 8:00 PM
September 15, 16	Skip Barber Event
September 16	Solo II
September 22	Solo II
September 23	Rally
September 29, 30	Car Show
October 3	Mechanics Party
October 5, 6, 7	U.S.G.P.
October 14	Solo II
October 20	Business Meeting, M&M Club 8:00 PM
October 27	Halloween Rally
November 10, 11	NEDIV Convention
November 17	Annual Business Meeting, M&M Club 8:00 PM
November 18	Rally
December 1	Christmas Party