

the glen region

SPARKPLUG



glen region, scca

april, 1979

vol.23 no.4

SCCA NEWS

TRANS-AM BONUS

A \$500 bonus has been announced for the first 20 entrants for the opening round of the 1979 Trans-Am series slated for May 6 at Mexico City. The bonus will be paid in addition to any money won from the 50,000 dollar purse. The bonus is contingent upon qualifying for the race.

The SCCA has announced rules changes in the T-A Category I that will give substantial weight breaks to small displacement cars. Tech Administrator John Timanus says the new rules are approximations of 1981 international rules and are a clear indication of the Trans-Am of the near future.

The minimum weight on 200-250-cid cars has been cut 450 pounds to 2,150. Cars such as A-Sedan types with under 200-cid engines will be able to run at 1,950 pounds. Those with 250 to 310-cid engines can run 150 pounds lighter at 2,650, while cars with 310-366-cid engines have a 2,800 pound limit. Other Category I cars-Corvettes, Jaguars, Datsuns and Porsches will remain at the same weight limits.

"We're trying to give the competitors an incentive to build new cars and get the factories interested in helping them," said Timanus. "The Trans-Am would be an excellent way for a factory to develop or prove their new turbocharged engines."

Membership News

At our March 24 meeting, our membership stood at 376. Since that time we have added 11 more to our rolls.

It is now time to introduce eighteen who have joined since the last issue of SPARKPLUG went to press:

Terry Matro, a mail carrier, his wife Eileen, a computer operator, and Jack and David Carrington join us from Auburn. The whole family is interested in racing, working races and our social program.

Breck Dean, a student at Westminster College and one of the Blairsville Deans, joins us to participate as a solo events worker.

Gary Savard, a cook from Watkins Glen, looks forward to racing his Formula Vee. Gary has run Formula Ford with Jim Russell in Canada.

Herman Greulich is an optometrist in Penn Yan, and is interested in all our activities.

Carole Fraher of Ithaca is a secretary-receptionist interested in our racing and social programs. She was one of the models at our booth at the recent auto show at the Domes.

Thompson Davis of Rochester is a photographer with Eastman Kodak who is interested in our racing program, especially the Stewards' Program. His wife is a Notary Public, and their daughter Danielle works in T&S.

Jim Brown, a mechanic, and his wife Jerry, a secretary, have both joined for the racing, race worker, solo and social programs. The Browns are from Horseheads.

Jacqueline and William LaBarre of East Corn- ing are interested in all our programs.

Ed and Mary Popovich of Geneva are joining for our racing and social events, as well as the opportunity to work our events. Ed is a glazier and Mary runs the Popovich household.

Continued on page 2

UPCOMING EVENTS

- APRIL 20--BOD meeting-M&M Club-7:30 pm
21--Membership meeting-M&M Club-8 pm
24-22--F&C School-Seneca Lodge-9 am
22--Solo II-I-R Main Parking Lot-
Painted Post
29--Rally-Poster Restaurant-Painted
Post
MAY 5-6--Solo II School and Event-WGGP
Circuit
12--Business Buffet/Auction-Horse-
heads PBA building-5:30 pm
19-20--Solo I School/Solo I-WGGP Cir-
cuit. Also T&S Seminar Saturday
1-5 pm in the Tower. Also Scrut-
ineers meeting Saturday at 1 pm in
the Tech Building.

See event details on Page 3

REflections

April 3, 1978-one year past-the Glen Region lost one of it's greatest members-Bob Stephens. How many of you saw Bob running around in his Pinto or standing in Pit 1 or rushing off to get something that was needed to start an event at the race track last summer? I did. Bob, you have been missed-you are at the Big Race Track in the Heavens-but you have not been forgotten.

Each month when I write this report we become that much closer to the start of many of our events. The Rallymasters' School was a great success. Rich Goldwin did a fine job in putting that event together. The Solo II season got under way April Fools Day, and the second event is ready for April 22.

Remember to bring your "white elephant" items to the membership meeting April 21 at the M&M Club. Phyllis Hoskinson will be collecting these items-racing jackets, emblems, decals, posters, programs, autographs, parts from famous racing cars-any type of memorabilia that can be auctioned off at the May 12th Business Buffet.

Remember your license renewals are due-if you have not renewed your license-whether work-er or competition-do it now! Chief of Specialties-please let me know if you need a renewal form.

March has been a long and rough month, therefore a short article-see you in April.

-Bob Burns
Regional Executive

FOR SALE: '76 Cobra II, 302, automatic transmission, rally package, ltd. slip rear-end. Winner of 2 regional Solo II Championships. Call Joe or Linda Atkinson-607-739-0524 after 5 pm.

Continued from page 1

Sally Chambers of Burdett, wife of Dick Chambers, is now a Glen Region member to be a race worker. Sally is an account clerk at Ed Coon and Sons and the Glenora Wine Cellars.

Mike Woodworth, a development engineer at CGW Erwin Ceramics, and wife Irene, a housewife, have been at several meetings as well as Harold's Night. The Woodworths have joined for the solo and social programs, as well as working the races.

Andrew Gladis, of Horseheads, is a golf pro who is interested in rallying, racing and solo events.

Tom Cummings is a junior member from Horseheads who works as a parts counter man for FAR Motors and looks forward to participating in all activities.

Charles Heister, of Wellsville, is an assistant manager for Radio Shack and lists rally and solo events as his favorites.

Ed Kunicky, Jr. and his girlfriend, Debra Partigianoni, of Ithaca and Cortland, are both employed by Pall-Trinity Micro Corporation in Cortland and are interested in all our activities.

David Goldwin is a student from Binghamton who looks forward to becoming a timer and scorer.

To all of you, WELCOME!!

Jerry Buckbee leads the membership contest at this time with 7 new members to his credit. Carl Matuszek has 5 and Eleanor Perry and Bob Hoskinson have 3 each. It's not too late to get in the running in this contest.

-Rich Goldwin
Membership

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AREA 10 GOVERNOR

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Event Details

SOLO II-April 22 at the Ingersoll-Rand main parking lot on High St., Painted Post, N.Y. Please note that with this event a late entry fee will be charged (\$1.00) for those requesting to be registered after 11:30 am. Solo II School and event May 5-6 at the race course-call Solo II Board Chairman Dave Robinson for details.

RALLY-April 29-"Spring Has Sprung Rally" Chairman Bob Perry-NOTE registration at the Poster Restaurant in Painted Post will be from 12:30-1:30 pm. The Poster is located on the square in the heart of town, across the street from I-R.

BUSINESS BUFFET/AUCTION-Horseheads PBA Building located off Wygant Road in Horseheads. From route 17, take route 14 north, go right on Wygant Rd. and a right after the railroad tracks through the Industrial Center gate and go left at the first opportunity. From Watkins Glen take route 14 south and make a left onto Wygant Rd. and follow the instructions above. The 'bring-a-dish-to-pass' buffet will begin at 5:30 pm, and the meeting will begin at 8 pm. Included in the night's activities will be an auction of race related items which is being organized by Phyllis Hoskinson. Linda Atkinson is organizing the buffet and there will be a sign-up sheet for dishes to pass at the April 21st meeting or call Linda to sign up. Make plans now to attend this buffet May 12-last year's was great!

Don't forget to sell your Basket of Cheer tickets and bring the stubs to the Buffet where the drawing will be held. See Linda Atkinson for additional tickets. Remember, sell 10 tickets and one will be put in the drawing for you-FREE. The club needs the support of EVERY member for this raffle to be a success.

TIMING AND SCORING SEMINAR

Often people would like to try something new and get out of their rut, but don't know how or where to begin. Here's an idea for you.

There will be a seminar for anyone interested in learning about the Timing and Scoring of races on May 19. This is being held in conjunction with the Solo I event. It will be conducted at the track in the second floor of the tower, beginning at 1 pm.

This is an opportunity to be shown how to read a stopwatch while the Solo I cars are on the course. You'll also be shown how to do a lap chart for a race, and how the timing and scoring sections function together.

-Dot Dronkers
T&S Administrator

SCRUTINEER'S MEETING

There will be a meeting for all Scrutineers at 1:00 pm, May 19 at the Tech Building-please try to attend.

The Scrutineering Crew could use some new people to work the race program this year. Anyone interested in being where the cars are, and working with a great crew, Scrutineering is the place for you. Contact Ernie Walden, RD 2, Interlaken, N.Y. 14847 607-532-4610

SOLO I SCHOOL and SOLO I-May 19-20-WGGP Circuit Jim Newpher, Chairman. Jim Wilkinson will be the Chief Instructor. Drivers with competition licenses wishing to volunteer to be instructors should contact either Jim.

STATION 34

Well our racing season is just around the corner and it's time to start doing the road work and other exercises to be prepared for the long hours on our feet, totally alert and ready to respond to any emergency at a moments notice.

Don't forget the Flag and Communications School Saturday and Sunday, April 21 and 22. This is not just a school for beginners, but for all flaggers. You get SCCA credit for a school every year just as a race day, and you are supposed to use a fire bottle at least once every two years to requalify.

We'll start both days at 9 in the morning at the Seneca Lodge in Watkins Glen, N.Y. There will be a keg party for the participants at the school Saturday evening at the Lodge. Sunday, after introductions, we'll break into groups and go to the track to use the fire bottles, tour the track, and learn driver extrication. In the afternoon, there will be a demonstration of how to put out a major fire, then we'll return to the Lodge and give out Certifications of Attainment to those completing the weekend's training.

May 19th and 20th will be our first 'cars on course' weekend of flagging, a Solo I and School.

-Tim Meddaugh
F&C Administrator

Activities Update

At this time our season is under way. We have had an Ice Solo II in Williamsport, a rally in the Horseheads area, Harold's Night, two entries in the Custom Auto Review, and a Solo II at the Domes. Both of the entries at the Auto Show received awards and a good public image of our club was put forth by our display. It's good to see new members become active so soon. One of the models at the Auto Show, a new member, spent most of the weekend promoting the club, the same as the rest of the diehard old members. Since old and new members can work together so well, let's do it. Together we can make this year a successful one for all.

-Carl Matuszek
Activities Director

The Glen's Third Course

THE NEW COURSE AND THE FORMULA LIBRE ERA: 1956-1960

story by Al Robinson

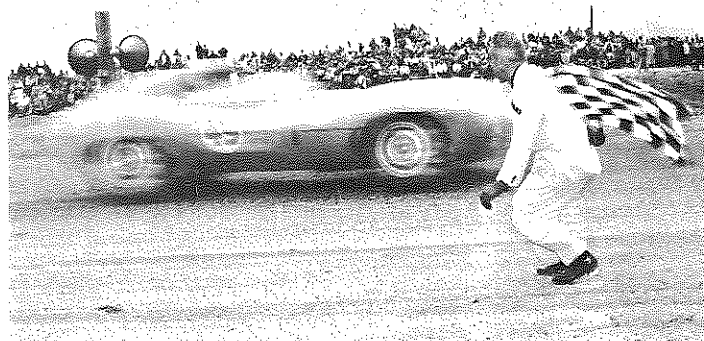
history by Bill Green

In 1957, it looked like the Watkins Glen racing scene would be settling down for a while: the new permanent circuit had been completed the year before, and after another skirmish with SCCA, the tenth annual Sports Car Grand Prix was back on the calendar as a National event. But things would be anything but settled over the next few years: the annual schedule would swell to five major public events, the Glen Region would arrive on the scene as the local outlet for sports car enthusiasm, and the twin pillars of professionalism and internationalism would make their debut.

The 1956 Grand Prix had been run on a circuit which was frankly too "green" to absorb the punishment of 200 racing cars. SCCA disapproved the event at a late date and the influential Road Racing Drivers Club urged its members not to race. But the lure of the Glen was too strong and not a competitor withdrew, although race distances were halved to ease wear and tear on the surface. The pavement broke up to such an extent that George Constantine's GP-winning speed in a D-Jaguar was slower than the small-bore Queen Catherine Cup winner.

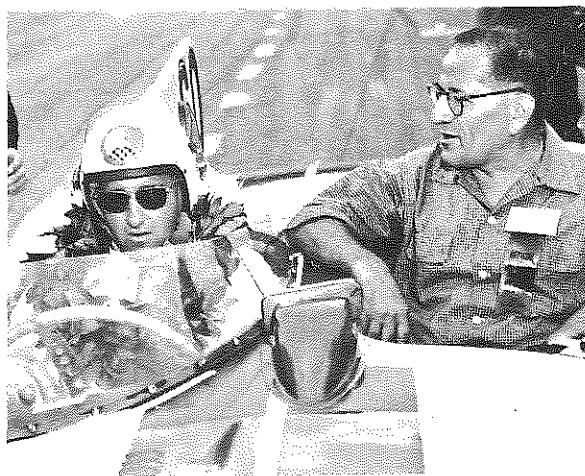
A curious footnote to the 1956 season is the "Appreciation Race", a no-entry fee, no-admission event put on by the GP Corporation a few weeks after the inaugural as a means of saying "thanks" to the competitors who had supported them. SCCA took just as dim a view of this race as they had the Grand Prix, resulting in a slim field made up of mainly Canadians. Bill Sadler, later to become well-known as a special builder north of the border, won the feature with Les Smalley second, but Smalley paid the price in terms of a six-month SCCA suspension.

The 1956 scrap would be the last public break between the Glen organizers and SCCA: in fact, within months there was a new chapter of the organization at the course's doorstep as the Glen Region was chartered early in 1957.



GEORGE CONSTANTINE drives a D-Type Jaguar past the checkers of Tex Hopkins to win the 1956 Sports Car Grand Prix. Photo by Jim Walsh

Thanks in part to the Glen Region, the calendar expanded in 1957 to three events: the new Glen Classic regional sports car races held in June, a NASCAR Grand National race later in the summer, and the traditional Grand Prix in September. Paul O'Shea won the Classic in his Mercedes-Benz 300SL after a stirring duel with Bob Holbert's Porsche, Buck Baker topped the stockers in a Chevy, and Walt Hansgen copped his second of four GP wins aboard a Cunningham D-Jag.



WALTER HANSGEN, winner of the 1957 Sports Car Grand Prix, sits in his D-Jag with Cunningham mechanic Alfred Momo. Photo by Jim Walsh

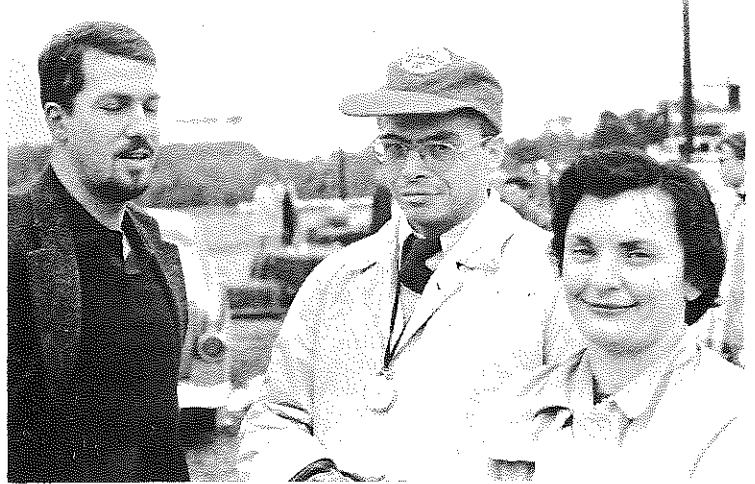
For 1958, five events were listed. The NASCAR troops were not yet ready for road racing and the Glen was not ready for them, at least crowd-wise, so that event was dropped. In its place came AMA motorcycle racing and an MG Car Club event during the summer, and the Watkins Glen International Formula Libre Grand Prix in October. The latter event had the longest title and the shortest history of the Glen's major races, but in its three-year tenure it was to perform the invaluable service of making the Glen's name known world-wide, and thus preparing the way for the United States Grand Prix.

"Formula Libre", translated from the French, means "Free Formula", or in American racing lingo, "run what ya brung". Anything safe to race on four wheels was eligible; primarily big-bore sports cars of the type then dominating the SCCA National circuit, but also Formula I cars which had never been seen on these shores. The GP Corporation's starting-money budget enticed only one Continental driver, but he was to win the race and start a string of Glen appearances lasting until 1971. The man in question was Joakim Bonnier, and his mount was a 250F Maserati which was probably, though not definitely, ex-Fangio. Whether this part-

icular Maser had performed under the hand of the Maestro or not, it had enough steam to win a duel with Phil Hill's 4.1-liter Ferrari, which later retired with broken suspension, and finish the 84-lap run at 97.75 mph. Dan Gurney and Bruce Kessler followed home in a pair of Ferraris, then Vic Meinhardt's Porsche, Col. Robert Kuhn's Ferrari, and Bill Rutan's Porsche rounded out the top six. A field of 14 starters and a crowd of 5000 hardly seemed to point the way to a new era, but the management pronounced itself satisfied and the second annual Formula Libre race was scheduled for 1959.

Several changes marked the 1959 event, including the erection of the original Kendall Tower and the inclusion of USAC Offy midgets to fill out the field, but the big news was in the appearance of one man: Stirling Moss. It would be difficult to overestimate the importance of Moss to the growth of the Glen's international program. He helped pull people through the gates (although a reported 7746 paid admissions on a horrible day is hardly a stampede), but more significantly he gave legitimacy to the Glen's efforts. It's worth reminding those who have begun following racing in the last few years that the international professionals of Moss' day raced much more than do the Formula I pilots of today; only a couple of FOCA drivers have regular rides outside FI, so they race less than 20 times a year, while Stirling and his contemporaries would have doubled or tripled that by racing every week, year round, and sometimes racing in more than one class per meeting. In this way they gained a wide appreciation of racing conditions on three or four continents, and their approval could help steer more competitors to an out-of-the-way place like Watkins Glen. Money was important, of course, but more than a checkbook was necessary to build a solid reputation, and the Glen was soon scoring high on several counts.

There were two stories to the 1959 race: Moss and the weather. Stirling took the lead from Bob Holbert's Porsche on the second lap, turning 97.1 mph in the process, and settled down to lapping the field aboard his 2.5-liter Grand Prix Cooper. He accomplished this feat no less than seven times before the 100 laps were completed, averaging 82.27 mph through torrential rain and occasional snow flurries.

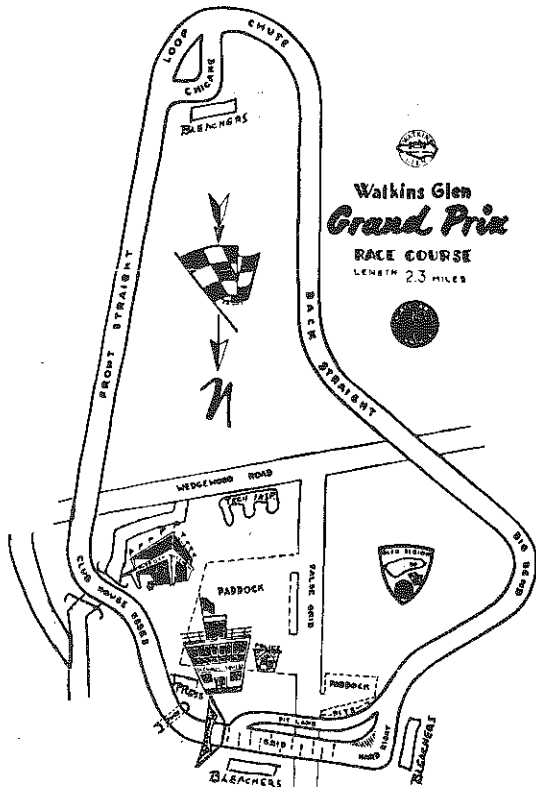


JO BONNIER, winner of the 1958 Formula Libre, chats with Cameron and Jean Argetsinger. Photo by Charles Lytle

Needless to say, the attrition rate was high, letting USAC driver Eddie Johnson finish second in his 110 Offy midget, followed by Canadian Harry Entwhistle in a 2-liter Lotus. With a Grand Prix car, an oval-track racer and a sports car in the top three places, the "Free Formula" concept was certainly borne out.

For 1960 the Glen's advertising promised a field composed of entirely of Formula I (2500 cc) and Formula II (1500 cc) single-seaters. They were not able to deliver on that pledge, but the 18 cars assembled on the grid that October 9 represented by far the best and most international turnout in the event's three year history. No Grand Prix could feature a better front row than Stirling Moss in the Rob Walker Lotus and World Champion Jack Brabham in the works Cooper with which he had won five straight championship races. In row two came the FI Coopers of Jo Bonnier and Olivier Gendebien, while Roy Salvadori sat on the outside of the third row with the Ecurie Ecosse Cooper Monaco sports car. Outqualifying Salvadori was a machine which could be called the first Formula 5000 car, although that class would not be founded for eight more years: the Sadler Formula Libre of Peter Ryan, which mated a Chevy engine to a rear-engine, single seat chassis. A variety of sports and small-formula equipment rounded out the field, including Paul O'Shea in an Ecurie Ecosse D-Jaguar and one Peter Murdock, who qualified an aged Formula I Connaught from the Fangio era.

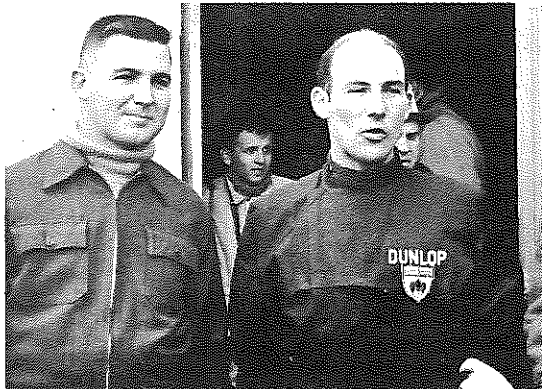
This Formula Libre race did more than deliver the stars: it delivered fine weather, it delivered a crowd of 20,000 and it delivered outstanding competition. Moss was fooled by



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Tex Hopkins gymnastics with the green flag, allowing Brabham to lead the first eight laps. Then Bonnier took over until the 25th lap when he was balked by a lapped car, putting the World Champion back in front. Moss bided his time and found his opportunity on the 48th circuit when Brabham was held up by a backmarker, taking the lead and slowly pulling away



TWO OF THE GLEN'S FAVORITES-Bill Sadler (left) and Stirling Moss.
Photo by Charles Lytle

from Brabham over the second half of the race. His speed for the 100 laps was 105.8 mph, his record lap clocked 109.2 mph, and the Lotus was timed at 158 mph through the speed trap. Brabham came home seven seconds behind, but with a nine lap cushion over third place Salvadori. Bonnier was fourth after a pit stop, then Canadian Francis Bradley in a Porsche, Stutz Plaisted in a Formula II Cooper, and O'Shea in the venerable ex-LeMans D-Jag.

There was to have been a fourth Formula Libre race in 1961, with an even more international field. But its story was never to be written, for in the summer of 1961 came the racing opportunity of a lifetime: the chance for Watkins Glen to hold the United States Grand Prix.

Ten Years Ago In the SPARKPLUG

April, 1969

Our "Racing 1969" front-page preview was long on exultation and short on prediction, showing that the Editors had learned something in 2½ years of production. The accompanying photos showed the previous year's champions in FI (Graham Hill), F5000 (Lou Sell), sports cars (John Wyer's GT40), TransAm over 2 liters (Penske's Camaro), and TransAm under 2 liters (a couple of Porsche 911's), plus the McLarens of John Cannon and Mark Donohue to represent CanAm, which was coming to the Glen for the first time. A point to ponder: Hill's Lotus, Sell's Eagle, the McLarens, and the GT40 are all vintage cars today, but the '68 model Camaro and the trusty 911 keep right on plugging against more modern opposition.

Speaking of John Wyer's GT40, it provided our cover and introduced the centerspread of Sebring photos by Tom Erwin. The "old" 1965 design was still good enough to outlast a renewed Ferrari challenge and bring home Ford's third Twelve Hour victory in four years, driven by the Jackies, Ickx and Oliver. Tom's pictures are the stuff of dreams, with Lola T70 coupes, Ferrari Dinos, and Porsche 908's as far as the eye can see. The Hollywood racer of the day, James Garner, is there, and so is an early rear-engine Ferrari (circa 1963) dragging a Camaro down the straight.

The Editor commented on the "scientifically" selected Top 100 Drivers in the World which were compiled by Connecticut computer whiz Ralph Money. For the record, his top ten for 1968 were: Hulme, Pearson, Andretti, Donohue, B. Unser, G. Hill, Stewart, McLaren, Ickx, Petty.. Lou Sell (#36) and Jerry Hansen (#41) were the only other SCCA performers in the top 50; seven SCCA drivers made the second 50 with George Follmer bringing up the rear at #100. Money's system made use of "degrees of difficulty" for all races from Grands Prix to local midget shows, processed by computer. The problem of assembling results from the far corners of the country must have been enormous, but Money kept cranking out his ratings for several years.

On the local scene, Shirley Brown presented the Luck O' the Irish Rally on March 16. Exceptionally good weather resulted in a bumper crop of entrants, some of whom had to be turned away since there were only 42 sets of route instructions. Len Kent and Al Malin were winners in their Barracuda with Adrian Ketchum and Chuck Wylie second in the inevitable Tin Indian. Rallymaster Shirley Brown led the Driver's and Dave Sondag the Navigator's point standings.

-Al Robinson



THE GLEN REGION booth at the Elmira Custom Auto Review produced a pair of second place trophies for Dave Button (left) and Hugh Cornell (right). The two are congratulated by Joe Atkinson, booth chairman.
Photo by Doug Wilcox

SOLO II

I would like to thank everyone who showed up for the first Solo II of the season. The turn-out was great-the best ever for the first event. We from the Solo II Board would like to thank the Beefeaters Lounge in Horseheads who supplied the beer as well as their place for our awards ceremony.

-Mike Besley
Event Chairman

A Modified

1. D. Button	Corvair	1:05.299
2. C. Matuszek	Buggy	1:06.752

B Modified

1. E. Walden	VW	1:04.402
2. M. Mathewson	VW	1:08.408
3. M. Ticonchuk	VW	1:08.482

C Modified

1. B. Grindle	FV	1:09.112
2. E. Scheffler	FV	1:11.658
3. J. Hamann	VW	1:13.817
4. G. Scheffler	FV	DNF

D Modified

1. G. Hoffman	Homemade	1:58.326
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B Prepared

1. L. Spaccio	Corvette	1:13.512
2. D. Jacobus	Corvette	1:15.137
3. M. Pucci	Corvette	1:15.647

C Prepared

1. N. Heermans	Cuda	1:04.678
2. D. Gaboriault	Camaro	1:13.473
3. J. Kwasnik	Camaro	1:18.736
4. G. Herr	Camaro	1:20.031
5. R. Sampson	Cuda	1:21.890
6. C. Morgan	Camaro	1:29.825



NILE HEERMANS in his trusty 'Cuda took first place honors in C Prep.

D Prepared

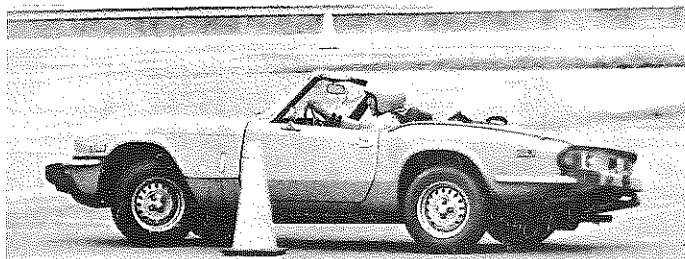
1. J. Gaboriault	Pinto	1:08.380
2. G. Wollard	Corvair	1:09.118
3. V. Polchin	BMW	1:09.203
4. D. Pobgee	VW	1:13.288
5. W. Hogios	Mustang	1:16.146
6. C. Heisten	VW	1:27.087

B Stock

1. B. Lutz	Corvette	1:10.279
2. L. Berman	Corvette	1:29.300

D Stock

1. R. Balcom	MGB	1:08.518
2. B. Barr	240Z	1:14.115



DAVE GREEN copped a first in E Stock at the wheel of his Spitfire.

E Stock

1. D. Green	Spitfire	1:07.203
2. L. Geisy	Fiat	1:08.938
3. A. Hooker	Fiat	1:10.807
4. J. Kupec	Fiat	1:10.950
5. F. Burne	Mustang	1:12.409
6. P. Poyneer	Mustang	1:15.538

E Stock Ladies

1. D. Green	Spitfire	1:18.541
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F Stock

1. J. Atkinson	Mustang	1:07.928
2. D. Born	Mirage	1:08.183
3. L. Atkinson	Mustang	1:10.815
4. B. Slocum	Camaro	1:13.013
5. J. Cowell	TransAm	1:13.277
6. B. Beckerman	TransAm	1:13.816
7. J. Born	Mirage	1:15.752
8. Mike McKerrow	TransAm	1:16.119
9. Mark McKerrow	TransAm	1:19.799
10. J. Esgrow	Volare	1:22.295

G Stock

1. G. Wetzelberg	Scirocco	1:03.877
2. D. Anderson	Scirocco	1:08.175
3. B. Buchauer	Civic	1:09.174
4. S. Hiller	Civic	1:09.219
5. B. Hopkins	Rabbit	1:10.063
6. D. Ticonchuk	Scirocco	1:10.431
7. A. Brouse	Rabbit	1:10.909
8. J. Besley	Accord	1:15.179
9. J. Gelder	Civic	1:16.384
10. M. Smith	Fiat	1:19.341

G Stock Ladies

1. S. Howell	Datsun	1:36.594
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H Stock

1. K. Strothmann	Colt	1:07.704
2. D. Rothchild	Celica	1:08.699
3. C. Bleistein	Nova	1:11.281
4. G. Sheehe	Corolla	1:11.617
5. J. Ryle	GLC	1:13.115
6. R. Manzer	VW Thing	1:15.096
7. R. Foster	Vega	1:17.889
8. J. Helm	Celica	1:21.824
9. G. Layton	Celica	1:23.700
10. J. McCann	Nova	1:25.520

H Stock Ladies

1. A. West	Pinto	1:28.015
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SPARKPLUG
370 N. Hampton Rd.
Elmira, N.Y. 14904

WETZELBERG, W.

300 SKYE ISLAND DR.

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First Class Mail



Rally Scene

On March 11, 1979 the Rally Board of the Glen Region presented a Rallymasters' School and Rally at Chef Italia in Grand Central Plaza, Horseheads, N.Y. Twenty-three persons attended the school itself and heard Lyn Rexford present a checklist of things to do to prepare for a rally. Bill Bradshaw then gave five pages of hints on how to lay out a rally route and perform calculations for the various legs of the rally.

At 2:30 pm the first of 14 cars left on a 42 mile route following gimmick rally. Results are as follows:

1. Bill and Lance Estes	140
2. Bob Burns/Bev Buckbee	160
3. Bill and Pauline Bradshaw	175
4. Ed and Gail Cordes	195
5. Walt Brown/Jim Newpher	245
6. Bob Beckerman/Carl Matuszek	280
Ron Levanduski/Harold Krelie	280
8. Doug Wilcox/Cathy Bock	545
9. Alice and Eric Estes	575
10. Pete Johnson/Herm Greulich	620
11. Greg Starner/Nancy Nelson	640
12. Bob and Phyllis Hoskinson	700
13. Karl and Lee Strauch	890
14. Jerry and Jeanne Buckbee	DNF

Trophy winners: first through fifth places and POR thirteenth place.

In other rally news, plans are already under way for Family Fun Day and Rally, with Bob Hoskinson and Harold Krelie in charge of the picnic and games, and Ed and Gail Cordes in charge of the rally to get us there.

-Rich Goldwin
Rally Co-ordinator



The second place Volare of Bob Burns and Bev Buckbee leads first place Plymouth of Bill and Lance Estes on to the Beaver Dams-Moreland Road.

Take Notice

BEFORE IT'S TOO LATE.....send your timing and scoring licenses for renewal now. There are many that I have not received yet. The racing season is practically here, so please don't procrastinate. I cannot guarantee the prompt processing of any license received after April 30, or that you will have your 1979 license in time for the racing season.

-Dot Dronkers
T&S Administrator
945 E. Lake Rd.
Romulus, N.Y. 14541

WORKERS LICENSE RENEWAL will be handled on the calendar year as has been done in the past, regardless of anniversary dues billing. It takes a current worker's license and a current SCCA national membership card to be "legal". No matter what your anniversary billing date is—send your log book or license to your Regional Administrator for each particular specialty for upgrading NOW.

HELMET FOR SALE—Bell Star, size 7½, 1970 Snell approved. Only used on weekends, and never driven over 150 mph. A new one is \$80, I'll sell mine in excellent condition for \$35. Mike Lilley, 376 Lighthouse Rd., Hilton, N.Y. 14468 716-392-7561

NEWSWORTHY NOTES

ASSISTANT REGIONAL EXECUTIVE RICH GOLDWIN is a contributing author to a new reference book for radiologists using CT scanners and ultrasound. Rich has also published four articles in radiology journals on CT scanning and his latest article appeared in the February 9 issue of the "Journal of the American Medical Association". Dr. G is an associate radiologist at Corning Hospital.

DOT TANNER of Painted Post has been recently named the recipient of that village's "Distinguished Citizen of the Year Award". Dot, who owns and operates the Painted Post Liquor Store, is active in numerous civic and service organizations in addition to being involved with the Region primarily as a registrar.