

*In the Spirit of the Sport*

the glen region

# SPARKPLUG

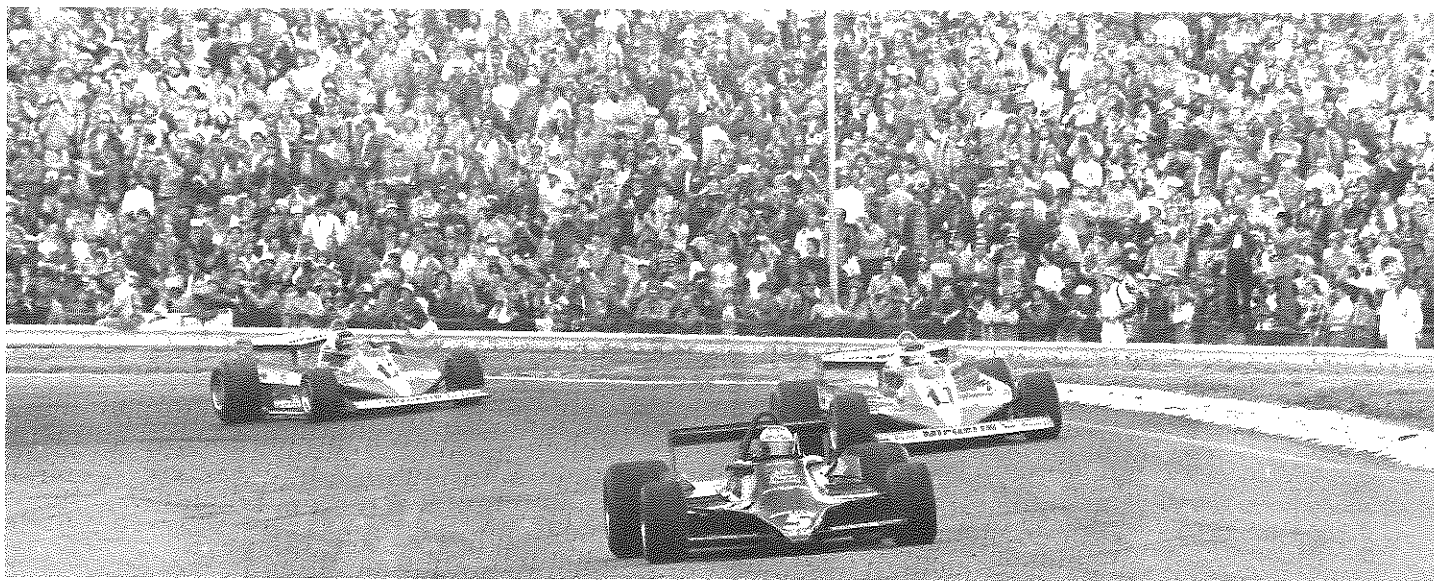


Glen Region, SCCA

May 1983

Vol. 26 No. 5

## CORNING ENTERPRISES HAS OPTION TO PURCHASE GLEN RACE TRACK



With the grandstands in the 90 full, Andretti leads Reutemann and Villeneuve in the early laps of the 1978 U.S. Grand Prix. Hopefully those crowds will return under the guidance of Corning Enterprises.

*photo by Ade Ketchum*

Corning Enterprises, Inc. has been granted an option to purchase the Watkins Glen motor race course. The option has been granted by the Bank of New York to purchase the 1,100 acre facility. The purchase option price was not disclosed.

Conrad R. Stemski, president of Corning Enterprises, Inc., said a final decision hinges on the outcome of an engineering survey of the facility. He indicated a decision would be made no later than the end of July.

"If we go ahead," Stemski said, "our intention is to return motor racing to Watkins Glen, as well as to add other activities, and to make this an outstanding year-around facility, with excellent management and a first-class operation."

He said the return of Formula One racing would not be practical, but that "all other types of racing" would be considered.

The potential purchase of the track by Corning Enterprises, Inc. could tie together several of the company's objectives - community and area development, creation of new jobs, and promotional opportunities for Corning products.

"We're very excited about some of the tourism developments already going on at Watkins Glen," Stemski said, "and we see the possible reopening of the race track as another way to bring our communities closer together."

Corning Enterprises Inc. is the new tourism and community development subsidiary of Corning Glass Works.

Corning Enterprises is headquartered in Baron Steuben Place, Corning, N.Y.

**See Media Excerpts on page 3.**

## ReFlections

I just caught the Corning Enterprises' announcement on Channel 36. What more can I say? I am just so tickled, thrilled and pleased! We don't know what will happen when, but it WILL happen! This is what we have been waiting for - a promise for the future. I am fully confident that we are in for the brightest future that we have ever had. I pledge my full support to all the new activities. Will you all join me? The Glen Region has terrific potential - again.

We are grateful to the Green Flag Advisory Committee for their efforts and assistance to

the Corning Glass Co. The committee is comprised of Ade Ketchum, chairman; Dave & Connie Davies, Jerry Buckbee, Bob Burns, Stan Dobromil, Jim Esgrow, Bill Green and Bob Perry. They have played a significant role in the events so far.

The White Cane Rally was the best yet. Tom Sparling says I got the POR - again! Must be a mistake. I finagled too much to come in last. I really enjoy that event. Meet such nice people. And the scenery is exquisite. The Finger Lakes country just can't be beat.

I have heard Dave Snyder's (PR Chief) promotions on the radio and TV. They are a tremendous contribution to the Region.

The race season is coming on fast; supps for the Driver's School are in the mail. Jerry Buckbee and Bill Bradshaw are chairmen. As mentioned before, most Race Activities can use workers. One real need is a crew to put up guard rails on Friday night and to take them down on Sunday after the races. About an hour each time with a crew of six is needed at each crossing at both Wedgewood road intersections. We are short of help. Mark Martin is limited in the number of people that he can get. This is a real need. How about showing up? Bring work gloves.

It's time to produce on campaign pledges. Standard operating procedures. I feel quite strongly about these. They are important. In light of the first paragraph, they can be extremely important. First come the race activities. Past and present specialty chiefs can expect to be contacted for editing, adding, and hopefully - writing. It is important we conduct ourselves in a professional manner. We will be meeting new promoters. They will expect - and will get - a finished organization. SOP's insure that we keep it that way.

- Norm -



## Schedule Reduced by Two Races

The 1983 Budweiser Can-Am schedule was reduced by two races recently with the announcement of cancellations of the August 14 event at Mid-Ohio Sports Car Course and the September 25 race at Riverside International Raceway in California.

Sports Car Club of America Manager of Professional Racing, Ron Zimmermann, who is in charge of the series, stressed that the two cancellations had no effect on the remainder of the events and that the six races will be conducted as scheduled.

### 1983 Budweiser Can-Am Schedule

<u>Date</u>	<u>Circuit</u>
June 5	Mosport Park
July 4	Lime Rock Park
July 17	Road America
Sept 4	Trois-Rivieres
Sept 11	Mosport Park
Oct 9	Sears Point Int'l Raceway

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## Media Excerpts on Track Option

The Glen Region and its directors fully support the purchase option on the Watkins Glen Grand Prix track by Corning Enterprises.

R.E. Norm Glueck has been quoted as saying, "We fully support the efforts of Corning Enterprises, Inc. to purchase the Glen circuit. Their knowledge and expertise will, no doubt, bring the Glen back to the forefront of motor sports facilities in the United States. We look forward to a close relationship with Corning Enterprises and will assist them in any way we can in this new and exciting venture."

The Green Flag Advisory Committee has been working very closely with Corning's top management for the past two months. Chairman Ade Ketchum said, "The Corning proposition is the most exciting thing that's happened to Watkins Glen in several years. Those of us that have been involved with racing at the Glen feel that Corning can provide the necessary essentials to conduct events that will bring back the large crowds that will help the economy of this area. With the knowledge of community development Corning has, the project should be a real winner. Look what they've done with the LPGA Corning Classic golf tournament. It is a very exciting endeavor, and we look forward to a long and fruitful relationship."

Editor's Note: the Corning Leader is to be commended for its front page coverage on Corning Enterprises option to purchase the track, the news release of support by the Glen Region, (some of which is printed above) and the history of racing at Watkins Glen as related by our historian Bill Green.

## Off-Track Communications Notice

The OTC staff will be requiring a bit of assistance for the Thunderboat races scheduled for June 10, 11, 12. We're looking for SCCA members whose specialty isn't required for the event, but would like to work, anyway. Preference will be given to those who can work all three days, and first to apply. Interested? Let me know right away!

The OTC specialty has only two licensed workers this year. The rest of us are on logbooks! If you think you might be able to help OTC make racing more fun, your ideas are needed. See me at meetings, write, call, stop in at the Drivers School, May 21-22, but get in touch.

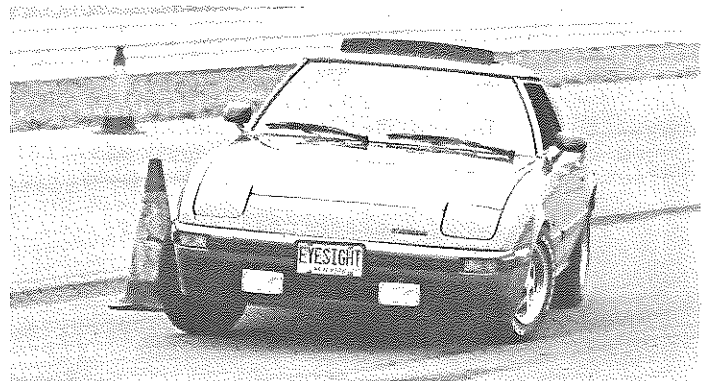
Jerry Buckbee, 1013 Lincoln St., Elmira, NY 14901, phone - home (607)-733-7545, office - (607)-734-5188.

## For Sale

1976 Shasta Camping Trailer, self contained. Full bath, sleeps 7, 4 burner stove & oven, forced air heat, etc. 23 foot - \$4000.00 - Phone Gregg Beach at (607)-733-4189



Niles Heermans - 1st in C Prepared driving his Barracuda at the Half N' Half Solo II.  
*photo by Tom Corp*



Dr. Ed Cordes - 1st in C Stock, driving his Mazda RX-7. See what happens when a rallyist comes to the Half N' Half.  
*photo by Tom Corp*



Craig Champlain - 1st in F Stock with his Z-28, which he was never going to Solo with at the Half N' Half.  
*photo by Tom Corp*



Dave Rothchild - 1st in H Stock with his Celica at the Half N' Half Solo II.  
*photo by Tom Corp*

## Pylon Parade

Wet. Scuba gear is required as safety equipment for Glen Solo II. Dave Rothchild and Joe Gaboriault hosted the Second Chance Solo II at Westinghouse, and they can tell you about wet. Tom Sparling and Joe Atkinson hosted the Half N' Half IV, and they can tell you about wet. The Safety Steward has to double as a life-guard.

April 10th started out wet, and ended up wet, but still the Solo IIers came out for the Second Chance at Dave's course. FTD was set by Mike Scullin in an eleven year old Saab 99. Ken Strothmann followed close behind (only 3/10ths of a second behind.) Bob Beckerman and Warren Wetzelsberg fought it out for F Stock honors. Warren took over on the second run and held the lead with three penalty free runs, while Bob made friends with one persistent pylon that wouldn't get out of his way. Dave Ticonchuk was also in the race for FTD and took G Stock going away with his Super Beetle. Nile Heermans continued his winning ways in C Prepared with three perfect runs.

Tom Sparling and Joe Atkinson had more wet weather at the Glen Track for the Solo II School. Instructors for the school were Nile Heermans, Dave "Garbage Can" Rothchild, Craig Champlain, and Mike Scullin. The school started out with a talk by Snert and friends and included items such as car preparation, driver preparation, and why the Safety Steward is your friend. The school moved out to the course next, with instructions in pin turns, start and finish, and slaloms. We were reminded of the days of the Bog, as the F & C school lit up a fire for practice on Sunday. Sunday started out in a cloud, and visibility was about fifty feet. It took me a while just to find Tom out on the track setting up the course. There were lots of late entrants, as they waited for the weather to improve before putting their cars out in the wet. Even Craig Champlain decided to enter his Z-28. Craig, you won F Stock. Craig was one of the many folks who took one or two runs in the dry track conditions, and let well enough alone when the rain came back. Dave Rothchild won a Large H Stock victory by making one run and going home for some sleep. (Something about his Pure Yellow car hurting his eyes.)



Ken Strothmann - 2nd in H Stock with the Lynx RS. Ken is shown here "punting" a pylon and lifting a rear wheel at the same time; great show at the Half N' Half, Ken. photo by Tom Corp

FTD was set by Mike Ticonchuk of SNY with a blazing time of 1:42.997. The closest time to Mike was Dave Button in his V-8 Corvair with a time of 1:50.298. Dave and Gregg Beach brought out their Formula Continental to see what it would do. It stalled once or twice, but it ran. Nile Heermans won in C Prepared and Dr. Ed Cordes won in C Stock. Where was Ken Strothmann? He was in H Stock with Kevin Hooey's Lynx RS with a second place finish. He missed running against Dave Rothchild in the old Datsoonie 1200, I guess.

Overall, the event set records for the longest event, with runs taking about 2:05 each, so the event didn't end until about 7pm. A group of cold, wet people stayed to the bitter end to receive their just awards. For those of you who went home early, see me for your awards. I've got a big box full.

Thanks to Dave Rothchild, Joe Gaboriault, Dave Snyder, Carl Matuszek, and Tom Sparling for their efforts at the Second Chance Solo II in timing, safety stewards and crowd control.

Thanks to Tom Sparling, Joe Atkinson, Carl Matuszek, Dave Snyder, Judy Born, Joni Mattice, Dave Rothchild, Nile Heermans, Craig Champlain, and Mike Scullin. Last, but not least, a word about our fearless Sparkplug editor who, not once, but twice, brought his "concours" MGB out in the RAIN to take pictures of us nutty people in the wet. If you've been missing out on this kind of fun, check out the upcoming Solo IIs listed in this issue. They're one of a Kind.

- Dave Marks -



Mike Smith - 2nd in G Stock with his Honda Accord at the Half N' Half. photo by Tom Corp



Arnie Carbaugh - 3rd in G Stock driving his Honda Prelude at the Half N' Half. photo by Tom Corp



## Rally News

On April 17th the Third Annual White Cane Rally was held. This event is sponsored by the Glen Region and the Corning Lions and Lioness Club. This year's event was the largest yet. The format was changed from last year. This year entrants were divided into the following classes: Cassette, Large Print, Braille and Novice. The novice class was added this year to allow the public to rally. This year sponsors provided entry fees, and twelve hundred dollars was raised for the Southern Tier Association for the Blind.

Thirty nine entrants departed from the Corning Hilton for a tour of western Steuben County. Post-race festivities took place at the IUE Local 313 Union Hall, Painted Post. Trophies were provided by Winchester Optical. Beverages were furnished by Bob Beckerman and Hornell Wholesale Grocery. Class winners received wine provided by Bully Hill Vineyards.

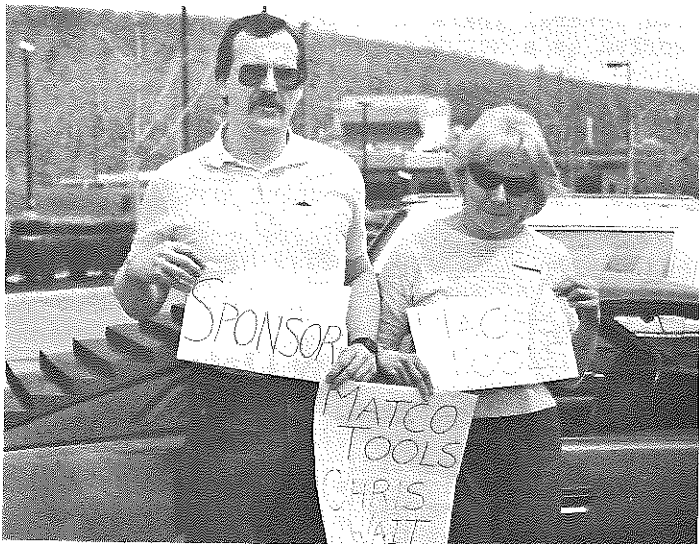
The class winners were the following:

Cassette:	Craig Champlain/Diana Shabala
Large Print:	Lisa Deck/Kim Ramsdell
Braille:	Beverly Buckbee/Sterling France
Novice:	Jeff Ray/Lew Van Duzer

Arnie Carbaugh and Terry Borden won the Whitcomb Ford Award, driving a Ford Ranger to fifth overall.

June will give all rallyists a month off to prepare for the second half of the year. July's rally date has been changed to the 24th. Watch the Sparkplug for more details.

- Craig Champlain -

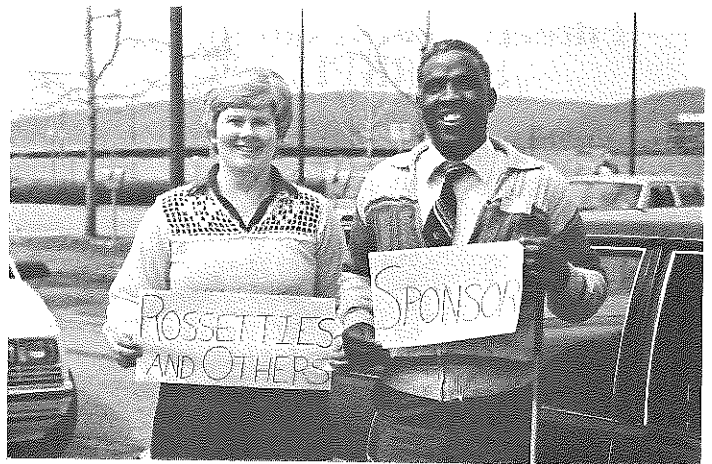


Craig Champlain (L) and Diana Shabala finished first overall and first in the Cassette Class.

photo by Ed Cordes

## For Sale

1962 Jaguar E type series I coupe, restorable or for parts, \$1000. -- Performance parts for Datsun 240-260-280Z. 4 piston brake calipers, new still in box, headers, 13:1 pistons, Shelby Mags, also many stock parts. Call Hugh Cornell (814) 326-4264 after 5:00 PM.



Bev Buckbee (L) and Sterling France finished second overall and first in the Braille Category.

photo by Ed Cordes



Dave Davies (L) and Dennis Chapman Finished Fourth overall and Second in the Large Print Category.

photo by Ed Cordes



The White Cane Rally Committee; from left Ade Ketchum (public Relations), Dr. Ed Cordes, Tom Sparling (Event Chairman), and Gail Cordes. Ed and Gail served as liaison between the organizing groups and the Southern Tier Association for the Blind.

photo by George Kapral

## For Sale

4 - GMP-Borrani 6x13 FWD steel wheels with Blue Streak racing slicks. Run one season Solo II - never on street. For Rabbit, Fox, Scirocco, etc. Wheels like new. Also small bar-type refrigerator F.S. Call Dave Snyder evenings at (315) 536-8932.

## Fifteen Years Ago In The SPARKPLUG

We ventured to Lime Rock for the season-opener at Jim Haynes' track and were lucky enough to stop at the track on Friday when open practice was in session. We expected to see some of the more affluent entrants in Saturday's one-day Regional setting their cars up, but not a pristine-white Lola T140, the first of the new Formula 5000 cars to hit the east coast. When the track was cleared of Sprites and Minis, Bob Brown gave us a taste of what was to come during the F5000 era by blasting around the 1.5 mile circuit at record speeds.

The Regional program itself drew a couple of "upmarket" entries in the form of John Meyer's ex-Donohue Lola T70 and Jerry Crawford's ex-Posey McLaren... the protagonists of the 1967 Glen USRRC. This time the McLaren was the winner as the Lola finished upside down in the sand at the end of the straight. It was our pleasure to make the acquaintance of John Meyer, the man who dominated the Giants' Despair Hillclimb for a decade, and the kind of sportsman who could still talk to the fans and press (I guess we were both) when his race car was belly-up in a sandbank.

Besides the big cars, our Lime Rock photos show some interesting paddock scenes, like Bob Sharp's semi-trailer disgorging two Datsun roadsters (for a Regional, mind you), Al Cosen-tino's Abarth and Bob Dini's Cobra side-by-side waiting for practice, and a tail of a Porsche 911 bearing the Vermont personalized license plate "AIFA 1".

The Lime Rock trip caused us to miss a Glen Region autocross, a rare occurrence, and gave someone else a chance to finish last! Fortunately, event chairman Ed Slippey had wife Lee equipped with a camera to provide us with a cover picture of a very leaning BMW negotiating the pylons at the Old Chicane (now Station Charlie). Ed reported that if you name an event after the weather, the weather will not cooperate, so he called this affair the April Showers Slalom and was rewarded with a sunny sky. Also rewarding to the regional treasury were the sixty entries, of whom John Kinkela was the fastest in his Lotus Elan.

Large entries were common for regional events that month, as Paul Richardson's Weetour Rally brought out 43 teams, including 14 member combinations. Guests Marty and Audrey Bingham took first overall with 101 points, but the Glen's perennial rallying rivals, Shirley and Carlton Brown and Dusty and Elinor Rhoades tied for second just two points behind.

Bill Petrie began the history of "Ecurie Ecosse - The Scottish Racing Stable" by relating the early days of the famous sports car team owned by David Murray. We left our heroes at LeMans in 1956 "Les vingt-quatre heures sont termine... VICTORY LANE."

Bill Bradshaw's RE Report may have been intended as the standard plea for more membership involvement, but it became a classic thanks to the colorful moniker of a Glen Region member.

To wit:

Is there really a Hathaway Turner? ... I could have selected the name of any of a couple of dozen, who like you belong but do not participate, but the other names simply lacked the dignity and character of yours... Have we failed to give him what he was seeking when he joined?... Perhaps he is but a figment of the imagination, or better still, a tradition to auto clubs like the Bunny is to Easter and Santa Claus to Christmas.

By the way, the mystery of the Glen Region delegates to the 1968 SCCA Convention we mentioned a couple of months ago has been cleared up, thanks to the diligence of the same Mr. Bradshaw.

- Al Robinson -

## Bill Bryant 18 Year Member of the SCCA

Willard (Bill) Bryant is celebrating his 18th year as a member of the Sports Car Club of America.

Bill was born in Detroit, Michigan and later relocated in the Horseheads, N.Y. area, where he graduated from Horseheads High School.

Bill's interest in cars and motor racing started in 1951. From 1961 to 1981 he was a member of the Porsche Club. He still is a member of the 356 Registry. He has owned some 18 Porsches at one time or another. Bill currently still has one for summer use only.

Bryant has worked at the Watkins Glen Track in two different race specialties. First, he served several years as a grid marshal, and then he worked as a scrutineer at tech inspection.

Bill and his wife live on Moss Hill Road near Horseheads, N.Y., and works for Schweizer Aircraft, as a planning manager. When not attending motor racing events, Bill enjoys truck camping, off road trail motorcycle riding and fishing.

- Bill Green -



## — A New Date — The Same Great Event

The NORRICK race date has been changed from October 1 & 2 to October 8 & 9 in order to allow those who want to run the final NARRC race at Lime Rock on October 1 to do so. The achievers of the NARRC series will then be able to come to Pocono International Raceway in Long Pond Pa., to meet the best from the other four series in head to head races for the coveted GOLD, Silver and Bronze medals of NORRICK.

Invitations will go out to the top 6 points holders in each class in each series. Formula Vee and Formula Ford will receive 8 invitations per series.

## Membership News

New members include:

Steven & Sandy Fiester - Steve is a supervisor at McAlpin Industries in Rochester and both are interested in all of our activities.

Kevin Hooey - Kevin is a student at St. Bonaventure University who is interested in rally and Solo II.

Dave Ticonchuk - Dave has joined the Glen Region as a "limited" member. He is from Nichols, New York and is interested in Solo II.

David Heath - David is from Auburn and is a supervisor for Nettleton Shoes in Syracuse. He is interested in working the races.

James Clifford - James is a sales representative from Ithaca who is interested in working the races.

Irene, Anita & Irika Dobromil - Stan finally got his family to join. Irene is a R.N. and all are interested in rallies and working the races.

Mike, Kevin & Kerry Scullin - Mike is a technician at Westinghouse in Horseheads and his family is interested in rallies and Solo II. Some of you may remember Mike from Solo II's in the mid '70's.

Welcome one and all to the Glen Region!

Membership Contest As Of 4/28/83:

1. E.Terry Matro	3
2. Bob Rynone	2
Helen Hagensick-Heaton	2
Jill Davies	2
Tom Sparling, Jr.	2
6. Tom Sparling, Sr.	1
Joni Mattice	1
Joe Atkinson	1
David Wright	1
Todd English	1

Carl J. Matuszek  
Membership Chairman

## Upcoming Solo II Event

June 5th - Ingersoll Rand. You think the Fantasy Grand Prix was fun & exciting? You haven't even begun to see excitement! This is it! The First ever, anywhere on the face of the planet, or at least in Painted Post, "Pylon Parade" Solo II, hosted by your favorite Solo II Board Chairman, Dave "Pylons or Death" Marks. You'll enjoy punting pylons all over Painted Post. Don't miss this one! Call Dave at (716)-334-3643 or (315)-536-8213 on the weekends. Punt Pylons! Impress the wife and kids. Win Big! Register 9:00 to 11:00 June 5th at the Rand.

## Up-Coming Events

- June 3 - Business Meeting, Seneca Lodge, Watkins Glen, N.Y.
- June 5 - Solo II, see above
- June 10-12 Thunder Boat Races.
- June 11-12 FIR Pro Rally.
- June 18-19 Glen 100 Regional Race.

## Results Of The White Cane Rally

1. Craig Champlain	Z-28	74	- C
Diana Shabala			
2. B. Buckbee	Chevy	76	- B
Sterling France			
3. Lisa Deck	Coronet	113	- L
Kim Ramsdell			
4. Dave Davies	La Sabre	182	- L
Dennis Chapman			
5. A. Carbaugh	Ford Ranger	222	- C
Terry Borden			
6. B. Bradshaw	Celica	223	- B
Jon German			
7. Jeff Ray	Celebrity	281	- N
Lew Van Duzer			
8. Lyn Rexford	Civic	290	- L
Mary Heard			
9. A. Ketchum	Ford LTD	297	- B
B. Waschezyn			
10. Kathy Burke	Dodge D-50	335	- C
E. Manogian			
11. M. Geraghty	Subaru	337	- B
Bill Rider			
12. Bob Rudd	Corolla	358	- L
Mike Bryant			
13. Scott Kryslar	Spitfire	378	- C
Keith Smith			
14. Mike Mc Kerrow	Dodge Van	409	- C
Bob Jackson			
15. D. Chambers	Maxima	411	- C
Fred Scaife			
16. C. Matuszek	Ford Van	438	- C
Mildred Alwood			
17. Frank Lilley	Citation	456	- B
Steve Chaney			
18. Norm Glueck	Dasher	485	- L
Larry Spencer			
19. B. Beckerman	Mercury	567	- C
Doris Clark			
20. K. Strothman	Rabbit	574	- C
Irene Serowy			
21. M. Cleary	Chevy Pickup	588	- N
Joan Meeker			
22. T. Meddaugh	Citation	628	- C
Bert Gilman			
23. G. Beach	Cordoba	827	- C
Luella Schouten			
24. James Gawthrop	Opel	852	- N
Deri Gawthrop			
25. R. Seacord	Capri	856	- C
Bruce Watkins			
26. Donald Dolan	Outlass	864	- N
Mary Dolan			
27. D. Hopkins	VW Beetle	871	- B
P. Von Fleckenstein			
28. Becki Kapral	Cadillac	900	- N
Sharon Kapral			
29. S. Luther	Corolla	931	- B
Sue Stroh			
30. M. McKerrow	Escort	948	- C
Mary Cosgrove			
31. J. Buckbee	B-210	998	- L
Bonnie Smith			
32. Patricia Cusick	Audi 5000	1025	- N
Ellen Cusick			
33. M. McCarthy	RX-2	1032	- C
Mary Smith			
34. Bill Green	Olds	1200	- C
Dan Le Feber			
35. D. Cornelius	Cherokee	1200	- C
T. Fletcher			
36. William Kunda	Buick Regal	1240	- N
April Kunda			
37. Bernad Webb	Datsun	1449	- N
Dorothy Call			
38. William Hawk	Firebird	DNF	- N
Cindy Hawk			
39. Albert Karam	-----	DNF	- C
Roy Smith			

Letters in right column indicate Class;

C = Cassette, B = Braille, L = Large Print, and N = Novice/Public.

FOR winners are as follows:

M. Geraghty & Bill Rider in the Braille Class, Norm Glueck & Larry Spencer in the Large Print Class, T. Meddaugh & Bert Gilman in the Cassette Class, and Becki & Sharon Kapral in the Novice Class.

Winners of the Whitcomb Ford Award are Arnie Carbaugh & Terry Borden driving a Ford Ranger.

Sparkplug  
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Horseheads, NY 14845

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### Results Of The Half N' Half IV Solo II

#### A Modified

1. Gary Woollard	FV Bobsy	DNF	Glen
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#### B Modified

1. David Beach	FC Hawk	2:37.394	Glen
2. Gregg Beach	FC Hawk	2:37.685	Glen

#### C Modified

1. Mike Ticonchuk	VW Buggy	1:42.997	SNY
2. Ernie Walden	VW Buggy	1:50.455	Glen

#### E Modified

1. Dave Button	Chevy Corvair	1:50.298	Glen
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#### C Prepared

1. Nile Heermans	Barracuda	1:58.070	Glen
2. Dave Gaboriault	Firebird	2:02.672	Guest
3. Mark Heineman	Trans-Am	2:04.561	Guest
4. Gordon Herr	Firebird	2:08.062	Glen
5. Glen Savage	Mustang	2:10.245	Guest
6. Gerald Grapevine	Mustang	2:23.338	Guest

#### D Prepared

1. Mark Loucks	Triumph GT-6	2:00.743	Guest
2. Andrew Fedick	Triumph GT-6	2:02.376	Guest

#### B Street Prepared

1. Jeff Fisher	Ford Cobra	1:56.674	WNY
2. Todd Wilson	Ford Boss 302	2:01.172	SNY
3. Marvin Berggren	Camaro	2:09.827	Guest

#### B Street Prepared-Ladies

1. Lauren Jonas	Ford Cobra	2:02.358	WNY
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#### C Street Prepared

1. Gary Shaw	Dodge D-50	2:10.106	Guest
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#### C Stock

1. Ed Cordes	Mazda RX-7	2:01.711	Glen
2. Donald DeWeaver	Mazda RX-7	2:04.821	CNY
3. Aaron Dyer	Datsun 240-Z	2:07.471	Guest

#### D Stock

1. Keith Wyckoff	VW-GTI	1:58.073	Guest
2. Anthony Cornish	VW-GTI	2:01.141	Guest
3. Ted Hertel	VW-GTI	2:25.441	Guest

#### E Stock

1. Jim Gallagher	Scirocco	1:54.987	CNY
2. Leroy Jenney	Scirocco	2:04.151	Guest
3. Carl Blokker	Honda Civic S	2:15.047	FLR

#### F Stock

1. Craig Champlain	Z-28	1:57.195	Glen
2. Neil Chirico	Mustang GT	2:02.210	Guest
3. Craig Sill	Trans-Am	2:08.897	Guest

#### G Stock

1. Dave Ticonchuk	Super Beetle	1:53.349	SNY/Glen
2. Mike Smith	Honda Accord	1:57.250	Glen
3. Arnie Carbaugh	Honda Prelude	2:03.590	Glen
4. Dennis Cotton	Honda Prelude	2:03.728	Guest
5. Joe Celelli	Fire Arrow	2:06.320	Guest

#### H Stock

1. Dave Rothchild	Celica	1:58.516	Glen
2. Ken Strothmann	Lynx RS	2:01.469	Glen
3. Mike Scullin	Saab 99E	2:03.072	Glen
4. Thomas Stephenson	Mazda GLC	2:03.479	CNY
5. John Darrow	Subaru Brat	2:08.761	Guest

6. Dave Thomson	Mazda GLC	2:11.574	Guest
7. Walter Harrington	Volvo 144S	2:11.747	Guest
8. Kevin Hooley	Lynx RS	2:11.796	Glen
9. Victor Troha	Renault Le Car	2:15.619	Glen

#### H Stock-Ladies

1. Laurie Sprauge	Subaru DL	2:16.508	Guest
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#### Novice Class

1. Gregg Beach	B Modified
2. Aaron Dyer	C Stock
3. Dennis Cotton	G Stock

Mike Ticonchuk won the AMS/OIL Fastest Time of Day Award furnished by local AMS/OIL dealers, Tom Sparling & Joe Atkinson.

### Results Of The Second Chance Solo II:

#### C Prepared

1. Nile Heermans	Barracuda	40.155	Glen
2. David Gaboriault	Trans-Am	40.706	Guest
3. Gordon Herr	Trans-Am	42.584	Glen

#### C Street Prepared

1. Lynn Little	Pinto	39.936	SNY
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#### E Stock

1. Ken Strothmann	Rabbit	38.771	Glen
2. Gary DiGiacomo	Spitfire	42.023	SNY

#### F Stock

1. Warren Wetzelberg	Z-28	39.371	SNY/Glen
2. Bob Beckerman	Trans-Am	39.620	Glen
3. Craig Sill	Trans-Am	40.455	Guest
4. Kevin Hooley	Mustang	40.559	Glen
5. Chris Gabors	Cordoba	51.637	Guest

#### G Stock

1. David Ticonchuk	Beetle	38.606	SNY/Glen
2. Arnold Carbaugh, Jr.	Prelude	39.077	Glen
3. Mike Smith	Accord	39.478	Glen
4. Joseph Celelli	Fire Arrow	40.274	Guest
5. Gary Shaw	Dodge D-50	42.271	Guest

#### H Stock

1. Mike Scullin	Saab 99	38.459	Guest
2. John Dickey	Lynx RS	39.749	SNY
3. Kevin Scullin	Saab 99	44.573	Guest
4. Laurie Sprauge	Subaru DL	46.423	Guest

#### Novice Class

1. Craig Sill	F Stock
2. Gary Shaw	G Stock
3. Kevin Scullin	H Stock

Mike Scullin won the AMS/OIL Fastest Time of Day Award furnished by local dealers, Tom Sparling & Joe Atkinson.

### Solo II Standings As Of 4/10/83:

#### C Prepared

1. Nile Heermans	200
Joe Gaboriault	200
3. Gordon Herr	120

#### E Stock

1. Ken Strothmann	200
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#### F Stock

1. Warren Wetzelberg	200
2. Bob Beckerman	150
3. Kevin Hooley	100

#### G Stock

1. David Ticonchuk	200
2. Arnold Carbaugh, Jr	150
3. Mike Smith	120

#### H Stock

1. Dave Rothchild	200
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# GLEN REGION SCCA



May 16, 1983

As most of you are aware, Corning Enterprises has an option to purchase the Grand Prix Circuit. The Glen Region's Green Flag Advisory Committee has been working very closely with Corning Enterprises since mid-March. Every member of the Green Flag Committee has provided assistance in one way or another. It by no means has been a one or two person endeavor. Our job is not over, in fact, it is really just beginning. Our objective is to bring first class racing back to the Glen.

Because much of the information has been made public, through media leaks, I thought it only proper to include this update flyer in the SPARKPLUG. The Corning Enterprises option is good until July 31st. However, I feel a decision will be reached well before the deadline. The major problem is converting Wedgewood and Rhinehart Roads from town roads to private roads, as part of the Grand Prix property. The questionable part is whether or not the Dix Town Board can legally change the status of these roads. The attorneys are working on the problem as of this date.

Corning Enterprises has some very big plans for the Glen. Foremost, is to return racing via a first class operation. The name will not go on a slipshod operation, it will have to be quality. It is hoped that a professional racing weekend can be put together for this fall. And down the road in the future are the prospects of a modified oval to conduct NASCAR events. The Corning Enterprises endeavors are the best those of us that enjoy racing could ever have hoped for. They realize how much money racing can bring into this area. It's exciting to think that the Glen still has a bright future ahead.

To those of you that have been staffing races, let's keep the ball rolling, last year was tough, but the potential for the future is really looking bright. To those members not involved in a race specialty, come on out, get involved, the Region really needs your help and support. We must be strong in our race organization, we have the capability to staff whatever the future holds. All those hours of tireless hard work are going to bear fruit, so let's be ready when the green flag drops.

Ade Ketchum  
Chairman,  
Green Flag Advisory Committee