

In the Spirit of the Sport

the glen region

SPARKPLUG



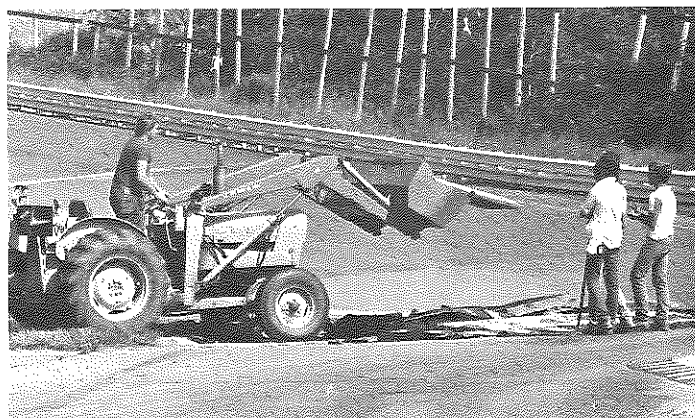
Glen Region, SCCA September 1983 Vol. 26 No. 9

The Chicane Is Now History.



Mark Martin supervises part of the crew removing the chicane at Watkins Glen.

Bill Green Photo



Hugh Personius deals a final blow to Scheckter's Chicane, thus Jody's Joke becomes part of the Glen's history. *Bill Green Photo*

The chicane is now history. Eight years ago in the late summer, it made its appearance in the esses part of the circuit near the Glen Paddock Club. The Glen Region's August Antics Regional Race was cancelled because of the chicane and other construction work that had to be completed before the 1975 October Grand Prix of the United States. The chicane has seen many close calls and accidents over its 8 years of life. It was commonly known to race workers and spectators as Scheckter's chicane or Jody's joke.

Jody Scheckter was appointed by (then) the (old) GPDA to come up with a way to slow the Grand Prix cars going through the ultra fast uphill esses section of the track, and this was his design.

On August 17th, 1983 at 11:00 AM, the chicane started to disappear and within two days it was history. The disappearance was welcomed by drivers and workers alike at the Glen Region's August Sprints.

George Hoffman



Bill Green Photo

George Hoffman is celebrating his eighteenth year as a member of the Sports Car Club of America.

A lifelong resident of Schuyler County, George, graduated from Odessa-Montour Central in 1960. George attended Morrisville Agricultural and Technical College, graduating in 1963 with a A.A.S. degree in Automotive Technology. He then went to work as a Research Equipment Tech. for Cornell University in the Agriculture Engineering School.

George attended his first race October 2, 1948 in front of the Schuyler County Court House, hearing the unforgettable "roar" of the cars and catching flashes of the cars racing by through openings in the crowd. George witnessed Frank T. Griswold's win in both the Jr. Prix and the Grand Prix in his Alfa Romeo 2900B. George has missed very few races since.

cont'd on page 2

REflections

The August Sprints. Our thanks to Tom Sparling and Dave Davies for chairing this outstanding event! The turnout was above average even for a MARRS - NYSRRC race. The weather was never better but most noticeable was the upbeat attitude - atmosphere. It was something that hasn't been felt in a long time. Put your own name on it, but it's back and I'm sure we'll have have IT around for a long time.

In a generous measure of gratitude, the Washington D.C. Region made a donation of \$ 250 to the Jaws of Life Fund in appreciation of our lending them our unit for their race.

The above, added to the DORY Racing "Dinner"

1983 Officers & Directors

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MEMBERSHIP CHAIRMAN

Carl Matuszek, RD #1 Box 67, Campbell NY 14821 (607) 527-4423

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put the Jaws Fund over the top. We are indeed grateful to DORY - Bob, Linda, and John - for their time, interest and efforts. Sportmanship at its finest. Thank you all.

It was appropriate that the Jaws were demonstrated before the dinner. I know that I was impressed with the power of the Jaws and the attachments. Also, of interest are the limitations. Both were well shown and explained by Mike Semel with the assistance of his crew.

Thanks go to Jim Magioncalda for chairing the Skip Barber Race. It sure is nice to have someone volunteer.

You never know when an evil deed comes home as an asset. In the latest case, the notorious chicane muffins became cash for the Jaws Fund. Four were auctioned at the Sprints Dinner. Others are being saved for the next Pro Race. Our thanks to Mark Martin for taking them up intact.

The Future. Preparations are being made for our first meeting with John Saunders, CEI track manager. CEI is negotiating with Pro sanctioning bodies for events next year. Stick around. Next year will be a beaut!

Remember: Try a Solo II or a Rally.

Regards to all,
Norm

George Hoffman cont'd from page 1

George joined the Glen Region in June of 1965 and later became a member of the Region's Scrutineering Group at the race track, which he is still actively participating in.

George participated in both SCCA and MG Club rallies during 1965 driving his 1963 Corvette Sting Ray. In 1966, again driving his 1963 Corvette, George competed in road rallies and ran his first Autocross event held at Corning Community College on September 11, 1966, placing first by 5.3 seconds in end results. In 1967, George drove his 1967 Corvette in both region Solo and Rally series. During the winter of 1967-1968, George built a Myers Manx Dune Buggy from a kit and ran in the special SCCA Solo II program from 1968-1971. George was Glen Region Champion in 1970 and 1971.

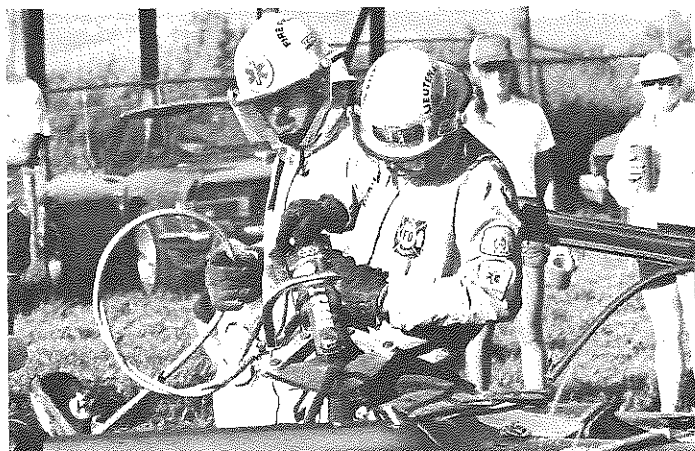
After taking a break from Solo II, George returned briefly in 1979 with a snowmobile powered car he built to run in D-Modified class. Just recently George and that same car made a reappearance in the Poster Restaurant sponsored Solo II held at the Corning Glass Works Sullivan Park parking lot and won the A-Modified Class.

George's other interests include photography and collecting new car catalogs, of which he has a fairly good collection dating back to 1955. George lives with his parents, just outside of Odessa in the hamlet of Catherine.

Bill Green

Upcoming Events - Note Changes

Oct. 2 Solo II (WAS Oct. 9)
Oct. 8&9 NORRDIC - Championship, Pocono, PA.
Oct. 16 Ithaca Blind Rally - See Rally News
Oct. 22 Night Rally (WAS Oct. 29) See Rally News
Oct. 29 Business Meeting (WAS Oct. 22)
Nov. 6 Rally - See Rally News



Mike Semel (Right) with one of his crew, demonstrates the Jaws system before the DORY Racing Dinner at the August Sprints.
Tom Corp Photo

"Now It Can Be Told"

To The Members Of SCCA:

Words cannot express the feelings I have for the loving and tireless efforts of Glen Region members and the SCCA in their quest to make the George M. Puskenalis Memorial Jaws of Life Fund a reality.

A couple of seasons ago, Bob Burns had the foresight to realize that we needed to provide the same quality care for the "Weekend Warrior" as was provided for the Grand Prix racer. Armed with an idea and a healthy contribution, he started the Jaws of Life Fund at Watkins Glen.

At my father's graveside, before he was lowered to his final place of rest, I made a plea to friends and family alike to make a contribution to the fund, in George's memory. Little did I dream that so many people would contribute so much money in so little time to the Jaws Fund. I fondly recall mailing Jerry Buckbee check after check for the fund, no gift was too large or too small, and better yet, every contribution was answered with a thank you letter from the region.

Enter DORY Racing. DORY Racing was the other Rynone. This was Bob racing, not Tom. Tom was already known far and wide for his racing exploits, in the B-BAR-B Corvette. Bob was the new kid. Bob was the RY in DORY, with cohort Fred Douglas being the DO. At the time, they were doing ok with an old GP, MGA. But man, were they game!

Bob and I had raced together, he in the "A", and I in the #59 SSC Toyota. We really didn't know each other very well, but we had a racer's trust trackside. Only racers can understand a racer's trust.

Meanwhile, Stu Luther and I were doing a thing called the Charlie Rescue Rally, a fun venture with no direction to speak of. Stu and I decided to make the rally legit, and with the help of DORY Racing's Linda Spicer, proprietor of the Elba Restaurant in Waverly, NY, we donated the proceeds of the rally to the Jaws Fund - more for the cause.

Bob and Linda got the idea to throw parties at the track, to further the fund.

Enlisting the aid of "Super Chef" John Corsi, they proceeded to hold chicken "B-BAR-B-Ques" and rigatoni and meatball parties to finally put the fund over the top. At times, they snatched defeat out of the jaws of victory, but they continued on and finally, ultimately, succeeded. Without DORY Racing, there would be no Jaws of Life, point blank!! They did it through hard work and at least one "typical DORY Racing party." I can never repay the kindness of Bob, Linda, Fred, John, Robby, and the whole DORY crew.

Also, I would like to thank my beautiful, blond, Paddock Marshall friend, Jude Morris. Without her caring and inspiration, I would have never had the impetus to go on. She kept the whole package together and gave me the will to survive. Without you, we couldn't have done it. Jude, you're the best!!

There are many other contributors that I haven't mentioned. You know who you are, and I'm forever grateful. I thank you; collectively, We Did It. We and Racing Live At Watkins Glen!!

P.S. Mark, we did it for you too!

Membership News

New members include:

H. Ralph Cole - a R&D technician for Corning Glass Works at Sullivan Park; He is interested in working races and socializing.

Marilyn Randall - a teacher from Scottsville, New York, who is interested in all activities of the Glen Region. Lyn has joined the region as a "limited" member.

George Lord - from Bainbridge, New York is a graphics manager for Keith Clark, Inc. in Sidney, New York. George is interested in rallying.

Timothy Putman - a used car dealer from Corning, New York; He is interested in club racing, solo and working races.

Christopher J. Wait - a tool distributor from Watkins Glen, who is interested in all activities of the Glen Region.

Welcome one and all to the Glen Region.

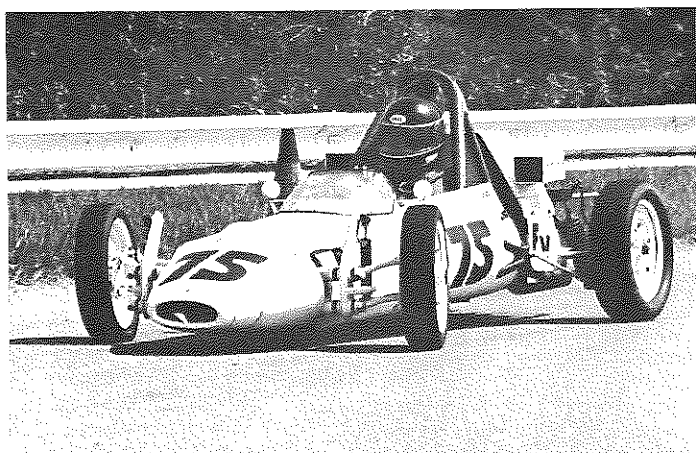
Membership Contest As Of 8/30/83:

1. Thomas Sparling, Jr.	5
2. E. Terry Matro	4
Bob Rynone	4
Allyn Davey	4
Jill Davies	4
6. Helen Hagensick-Heaton	2
Joni Mattice	2
Mary Farrell	2
Richard Chambers	2

Carl J. Matuszek
Membership Chairman

For Sale

1976 Triumph TR-7, Make Offer. Contact Gregg Beach at (607)-733-4189.



Walt Boutcher - On his way to FTD at the Glen Invitational.
Tom Corp Photo

Pylon Parade

Dave Marks hosted the Glen Invitational August 7th at the track, Car Wars III: The Return of the Glen. Maybe it should have been called the Timer strikes back.

Perfect weather was on hand with 36 cars ready to run the challenging Boot course, a slightly altered 1978 Divisional course. Everything was ready to roll. Then the timing system served notice that it was time for a break. After much running through the woods and lots of yelling, the timers were fixed and the event was off. (or on, as the case may be)

Walt Boutcher, new Glen member from the Philadelphia area, took FTD in his Zimmer FV. Dave Button had a flying time less than a second off FTD. Nile Heermans won C Prepared and snuck home with a broken brake line. Joe Carozzoni (who needs to learn how to spell Hanchett) took third in C Prepared.

Mike Matson won C Street Prepared in "1 Bad Bug", a slightly modified Beetle.

Bob Beckerman brought out the newest toy in the Beckerman line, the '84 Vette. It moves very quickly. Mike Butler returned to the Glen in his "for Sale" Mazda with an easy win in C Stock.

D Stock. The impossible happens. Dave "Metal Fatigue" Davies runs a Solo II - Not a road rally. Dave now truly knows the difference between a Solo II and a rally. No checkpoints in a Solo II, Dave.

Craig "Get me to the church on time" Champlain won F Stock. Jim Riesbeck took third in a new Tran-Am.

The Ticonchuks are one big Beetle Family as they swept G, H, and H Stock Ladies in assorted VWs. Dave won G Stock, Mike won H Stock in his new beetle, and Marion was a lone entrant in H Stock Ladies.

Mike Smith beat Arnie Carbaugh in G Stock, and Dave Rothchild had to settle for second in H Stock.

Thanks to: Dave and Connie Davies and the kids for helping out in timing and fire truck storage, Carl Matuszek and his Dad's hoist for timing, running through the woods, and water tank hoisting, Joe Carozzoni for timing and driving fast between the start and finishlines with spare parts, and Craig Champlain for driving fast back

and forth and running through the woods. Also, to Carl and Joe for the best comedy routine in the woods "Where the hell did the wire go!!", to Dick and Sally Chambers for helping at the start line, to Tom Sparling for general help, such as locating people and thrashing Dick's Maxima through the pylons, to Dave Snyder for truck driving, to Bill Green for truck storage, and to Tim Meddaugh for picking up the mess.

There are only two Solo II events left this year, and neither one requires running through any woods. Promise! The next one is September 18th at I-R in Painted Post (may be history by the time you receive this issue) and then October 2nd at a site to be determined. Run one for fun!

One last thank you to our fearless editor. Tom showed up, signed a waiver, and headed off into the woods. That's the last anyone saw of him that day. Either a bear got him or a nasty course worker. Tom don't get no respect. Thanks, Tom!

Dave Marks



Dave Ticonchuk - Bends the Super Beetle to victory in G Stock at the Glen Invitational.
Tom Corp Photo

Glen Members Run At NEDIV Solo II

Six Glen members went north to run in the Northeast Divisional Solo II Championships held August 13-14 at Rochester Institute of Technology, Rochester, New York.

The event had 186 entrants in 33 classes.

Ernie Walden came in 4th out of 4 cars in C Modified. Ernie worked as a Tech inspector with the Finger Lakes crew and ran just for fun.

In C Prepared, Bob Beckerman came in 4th out of four with just one run in the Barge Rental Mercury Marquis. Yes, that's right, Mercury Marquis, with fake spoke wheels. The '84 Vette suffered a broken water pump pulley on Thursday before the event. The rules state that you have to run in a Divisional to run in the National Run-offs in September. The rules don't say what you have to run to qualify. So.... C Prepared just happened to be running Sunday afternoon when Bob showed up. Bob posted a blazing time of 1:27.123 compared to the winning time of 49.404. Good luck at Salina, Bob.

Walt Boutcher came in 6th out of 8 in D Modified and Mike Butler finished 7th out of 16

in the tough C Stock class. One second covered 2nd through 7th place.

Mike Smith brought a surprise to the affair - No more Holey-Moley Honda. Now it's a Porsche - 914 2-liter, with Sears tires. Mike picked up the car two days before the event and had no time for preparation. He finished 4th out of 5 in A Stock. Time will tell.

Dave Ticonchuk finished second in G Stock in the Super beetle. In H Stock Mike Ticonchuk finished 3rd in some tough and much newer competition. (Firebird, BMW 320i, Saab 900 Turbo) Wife Marion finished second in H Stock Ladies.

The brothers Wetzelberg were in attendance. Warren finished 3rd in F Stock (out of 10). Gene came in 6th, based on his runs Sunday and only one run on Saturday's course. Gene set the second fastest time on Sunday's course. If he had run on Saturday, watch out!

Bob Burns drove by on Saturday and helped out FLR officials who were short on help.

How do you get to Salina, Kansas?
Practice.

Dave Marks

August Sprints '83

The August Sprints are now a memory, and a pleasure to recall. Corning Enterprises brought back some of the enjoyable glimpses from the past, i.e., cleaner restrooms and cut grass. A major course change was completed before August 19th -- the removal of the chicane. This made the short course fast and exciting. It made our excellent 145 entries appear like 250. There was never a dull moment -- time had clouded the importance of the "90", which is now the key strategic turn on the course. Thank you Corning Enterprises for your efforts and support. Mark my words, you will be repaid with the quality and excellence that few can provide as well as the Glen Region.

Included is the list of officials for the race weekend -- please take time to look over the names. These people made it happen. Some were welcomed back after an absence and others are always there. The August Sprints was only one example of the results this team of pros can produce. The fine-tuned precision in which all officials meshed makes the job of race chairmen a lot easier. Many thanks people for doing what you do best. A special thanks to Dr. Fred Welch for his last minute substitution. The reports I hear are that you are wanted back.

Saturday evening's rigatoni dinner will always be a special memory, not only for us, but also for the crew from DORY Racing. The George M. Puskenalis Jaws of Life Fund was not complete until the Jaws were paid for. Bob Rynone, Linda Spicer, and John Corsi were determined to see it through, and they did Saturday, August 20th. The fourth major dinner with music -- a major undertaking. DORY Racing experienced both bright moments and disappointments, but were there until the job was done. It certainly was a pleasure having them as part of the "Sprints" weekend. Thanks also go to Clarence Johnston of S.M. Flickinger's, who donated the charcoal for the dinners.

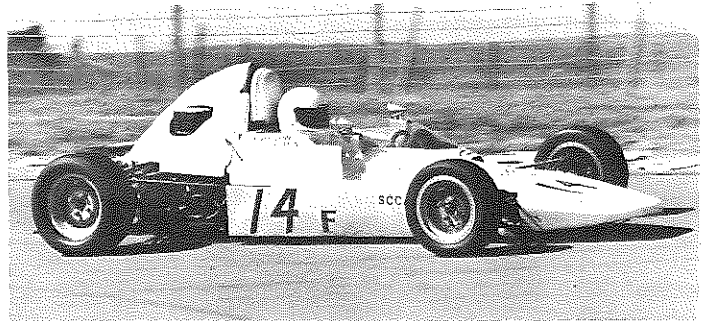
In talking to competitors, they enjoyed themselves for the most part. It is really great having so many MARRS teams here. A typical comment was, "An event like this makes it worth the eight hour trip home". You people are why we are here.

Our feeling is that the 1983 August Sprints was successful in nearly every way -- even the weather was unbeatable. This experience will always be a pleasurable memory -- Thank You.

Dave Davies & Tom Sparling
Co-Race Chairmen

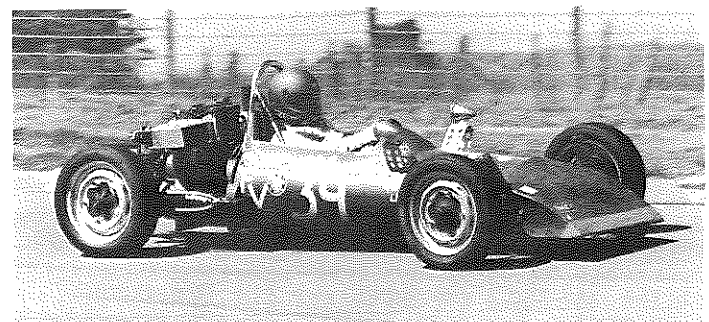
MEETING OFFICIALS 1983 AUGUST SPRINTS

Chief Steward	Don Peters
Asst. Chief Stewards	John Bornholdt, Bob Perry
Asst. Chief Steward, Safety	Bob Burns
Chairman, SOM's	Sue Roethel
	Roly Heacox, Morrow Decker, John Castle
	Whitey Bennett, Harold Cameron, Bill Stroud
	Ernest Scheeder
	Brian Bills
Starter	
Course Marshall	
Flagging & Communications:	
Chief Flag Marshall	Bob Hojaboom
Asst. Chiefs	John Head, Butch Stecker
Chief Coordinator	Jim Magioncalda, Judy Walelki
Timing & Scoring	Eleanor Perry
Scrutineer	Ernie Walden
Physician	Dr. Fred Welch
Medical Services	Lynn Randall
Recovery Services	Barry Page
Competition Observer	Tim Meddaugh
Pit Steward	Bob Holcomb
Grid Steward	John Hamann
Paddock Steward	Steve Pfister
Trophies	Craig Champlain
Fire Services	Stu Luther
AIT	Gary Nelmes
Off-track Communication	Jerry Buckbee
Coordinator Emergency Services	Ernie Jackson
Social Committee	Barb Luther
Mailing Committee	Pat Tomisman
Region Photographers	Tom Corp
	Hon. Bill Green, Ade Ketchum, Lynn Rexford



Dennis Cotton — Lola — August Sprints

Tom Corp Photo



Dave Beach — Mark III — August Sprints

Tom Corp Photo

Fifteen Years Ago In The SPARKPLUG

The Trans-American Sedan Championship arrived at the Glen in August with the three way factory battle raging among Chevrolet, covertly represented by Roger Penske, Ford, semi-officially represented by Carroll Shelby, and AMC, represented about as overtly as you can get by the full factory Javelin team and corporate honcho Roy Chapin. Ford had brought in Dan Gurney as guest driver for the occasion, but Dan's occasional more comment by wearing mismatched sneakers than by his driving. In fact, it was regular Mustang driver Jerry Titus who ended the eight-race winning streak of Mark Donohue in Penske's Camaro, who ran out of brakes and finished third behind teammate Sam Posey. Peter Revson's Javelin was fourth and Tony Adamowicz won the U2L category with fifth overall in a Porsche 911. Pretty fair lineup of driving talent, right?

Although we pictured Titus in victory lane on our cover and devoted half the center-spread to the Javelin team, our major focus was on the Glen Nationals, which featured seven races on Saturday and the two open-wheel contests on Sunday. A field of 184 cars turned out, with 30 starters each in GP-HP and Formula SCCA, 29 in Formula Vee, 22 in AP-BP & AS-BS, and 19 in CSR-DSR, ranging on down to a mere 7 in ASR-BSR. Highlights included Dick Grime's drive from the back to win a soggy small-bore modified (oops, sports-racing) event, Sam Feinstein's wild ride through the esses with the ex-Ed Lowther Cobra which wound up on top of the guard rail, a last-lap tangle in the Vee race (what's new?), and a duel to the finish in Formula SCCA which saw Pete Rehl's Cooper the winner, but Carson Baird pick up the lap record.

Glen Region performers in the Nationals included Vic Franzese (Lola) in Formula B, Mike Wiernicki (TR3) in EP, and Paul Bellanger and Sandy Schulman (Sprites) in HP. Other currently-active names among the leaders were Dave Ammen, running an Alfa sedan, current Saab Sonnett ace John Lawrence in a CSR Bobsy, the perennial Randy Canfield with his Sprite, and of course Bob Tullius and Bob Sharp.

A full list of lap records showed that SCCA recognized 20 classes at that time: 8 Production and 4 each Sports-Racing, Sedan, and Formula. Only five lap records were established at the Nationals, with the absolute and ASR record for the chicane circuit (the one at Charlie, not Jody's Joke) standing since 1966 to Binghamton's Bob Bucher at 1:18.1 or 106.02 mph. The TransAm sedans, using the loop, exceeded this speed the same weekend, while the overall record stood to the credit of Graham Hill at 1:06.0 or 125.45 mph.

With so much racing coverage, Bill Bradshaw's "R.E. Report" was squeezed out completely, and we barely had room to report the membership totaled 229, and that John McQuillen and Carlton Brown won the Mid-Summer Rally over a field of 34.

-Al Robinson

"Discover Corning" with Pierri's — Frank The Tailor's Championship Road Rally

With Summer behind us, the next stop on the Glen Region Championship road rally schedule is at Pierri's Restaurant in Corning, NY on September 25th. The theme of this rally is centered around Corning's tourism logo --- "Discover Corning". We have had tremendous acceptance by the Corning community. See the list below for major sponsors and contributors.

MAJOR SPONSORS

Pierri's Restaurant
Frank The Tailor

J. S. Barr & Co., Inc.
Corning New Channels

CONTRIBUTORS

Al's Auto Parts
AMS/OIL
Bacalles Glass Shop
Brown & Hauser Auto Sales, Inc.
Bully Hill Vineyards
Callahan & Hooley, Inc.
Chameleon™ Sunglasses
Chemung Electronics, Inc.
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Corning Glass Works
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The Glass Menagerie
Golos Printing
Inn Gifts (Crystal Shop)
Mary Kay Cosmetics
Microtrend Computers, Ltd.
Rockwell-Corning Museum
Rosewood Inn
Sparling's Auto Repair
Tallman's of Painted Post
Timespell, Inc.
WENY-TV
Whitcomb Ford, Inc.
WZKZ-FM (KZ-106)

The prizes to be awarded to driver and navigator are as follows:

- 1st Place -- Botany 500 Blazer from Frank the Tailor and Surf & Turf dinner at Pierri's Restaurant
- 2nd Place -- 1 Share of Corning Glass Works Common Stock from J.S.Barr & Co., Inc.
- 3rd Place -- Sport shirt from Frank the Tailor & Lunch at Pierri's Restaurant
- 4th Place -- Playcable Game Time Watch from Corning New Channels Cable TV
- 5th through 10th Places -- Prizes awarded by drawing
- Bully Hill Wine -- 1st - 5th places and POR award

Door Prize drawings

The prizes, trophies and door prize drawings will be awarded at the conclusion of the rally. Pierri's Restaurant will serve a rigatoni and meatball dinner for \$4.95.

KZ-106 will provide live radio coverage at the start and finish of the event. Corning New Channels will do a delayed telecast on their local programming channel.

We have a lot of support from the Corning community -- let's show them we deserve their support and fill the 70 car field. If you visit or shop at any of the businesses listed, thank them for their participation. Hope to see you there!

The rally will start at Pierri's Restaurant, Ferris Street, Corning, NY, on September 25, 1983. Registration and safety inspection will be from 10:30 a.m. - 12:15 p.m. with first car off at 1:01 p.m.

Dave & Connie Davies
Rallymasters

Rally News

For those of you that missed the Double Helix III Rally, held August 14th, you missed a super rally. Rallymasters, Ed and Gail Cordes, did a superb job laying out the rally route, starting at Bus Horigan's Restaurant, Elmira, and touring all points of the compass in Chemung County.

Everyone was disappointed with the 13 car entry. However, those that were there enjoyed the rally and the fine hospitality of Bus Horigans.

The Rally was won by Carl Matuszek and Joe Carozzoni, driving an Audi Coupe. The Sparling /Atkinson AMS/OIL Press on Regardless Award went to David and Janet Wright, driving an Opel Manta. The Whitcomb Ford Award was won by Ade Ketchum and Lyn Rexford, driving a Ford LTD to fourth place.

With three rallies remaining, it's going to be a fight to the finish for the drivers and navigators championships. Several people have a chance at winning both categories. Remember, for those of you running for championship points, you must work two rallies. If you have any question on your points, contact Carl Matuszek, points keeper.

We will be needing drivers to assist the Ithaca Lions Club for their White Cane Rally scheduled for October 16th. If you would like to volunteer, please contact Tom Sparling or myself.

Remaining Rallies & Rallymasters are as follows:

Sept. 25 Pierri's Restaurant, Frank The Tailor Rally - Rallymasters, Dave and Connie Davies.

Oct. 22 Halloween Rally - Saturday Night - Rallymasters, Ade Ketchum and Lyn Rexford.

Nov. 6 Todd English, Rallymaster.

Please contact the Rallymasters, if you would like to work.

Come Out And Support Your Club,
Craig Champain



A smiling Mike Semel, bumper in hand, tries to con the Honorable Bill Green (seated) into thinking the Jaws of Life just removed his car's bumper with license plate intact at the August Sprints.

Tom Corp Photo

Glen Region's Drivers at the August Sprints

Driver	Class	Sat.	Sun.
Bob Rynone	GP	3	5
Richard Linder	FP	2	4
Peter Kwasnik	GT4	2	2
James Esgrow	GP	5	DNF
Larry Jenkins	GP	8	6
Dr. Tom Kwasnik	GT4	4	5
James Brown	HP	6	5
Jeffrey Pierce	FV	2	2
Richard Wirtz	FV	7	3
Mark Scarborough	FV	9	9
David Beach	FV	15	DNS
Clinton Welding	F-440	3	3
John Magee	FV	16	DNS
Herb Minor	FV	DNS	DNS
Tom Rotsell	FF	16	DNF
Dennis Cotton	FF	28	23
David Houseworth	FF	30	21
Gregg Beach	FC	DNS	DNS
Tom Rynone	GT-1	2	5
Phil Kelley	GT-1	3	DNF
Herm Greulich	DP	5	3
William Estes	DP	6	4
Tom Rotsell	GT-1	DNF	DNS
Roger Hoodak	GT-1	DNS	DNS

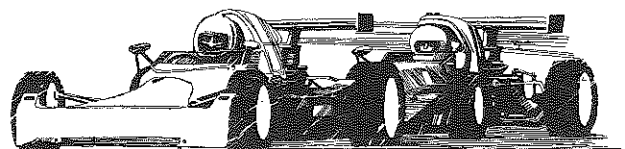
ROAD RALLY STANDINGS AS OF 8/14/83:

Driver:		Navigator:	
1. Carl Matuszek	2335*	1. Lyn Rexford	2290*
2. Ed Cordes	2175*	2. Joe Carozzoni	1935
3. Ade Ketchum	2140*	3. Pauline Bradshaw	1830
4. Todd English	2010*	4. Gail Cordes	1780
5. Arnie Carbaugh	1885*	5. Connie Davies	1740
6. Bill Bradshaw	1760	6. Joe Gaboriault	1685
7. Dave Davies	1635	7. Janet Wright	1585
8. Dave Rothchild	1550	8. Catherine Owen	1545
9. Bob Beckerman	1465	9. Kelley Buckbee	1460
10. Kathy Sheehee	1460	10. Dave Marks	1170
11. David Wright	1350	11. Tom Sparling, Jr.	1010
12. Beverly Buckbee	1250	12. Dave Redfield	925
13. Craig Champain	1150	13. Craig Champain	840
14. Joni Mattice	1140	14. Ken Strothmann	795
15. Tom Sparling, Sr.	1090	15. Kathy Burns	770
16. Kevin Hooey	1060	16. Mary Farrell	720
17. Maryann Pradon	880	Jill Davies	720
18. Joe Atkinson	720	Kimberly Davies	720
Stu Luther	720	19. Anita Dobromil	425
Rod Faulkner	720	20. Beverly Buckbee	380
21. Bob Burns	685	21. Sharon Troha	360
22. Robert Pinkston	650	Judy Born	360
23. Ken Strothmann	600	Barb Luther	360
C. Goeltzenleuchter	600	Bill Green	360
Jerry Buckbee	600	25. Jerry Buckbee	340
26. Stan Dobromil	425	26. Ken Heaton	300
27. Donna Pradon	360		
Doug Born	360		
Ron Levanduski	360		
30. Gail Cordes	300		
31. Victor Troha	270		
32. Helen Heaton	250		
33. Dave Snyder	240		

Whitcomb Ford Class

Driver:		Navigator:	
1. Ade Ketchum	2360*	1. Lyn Rexford	2385*
2. Kevin Hooey	1475	2. Ken Strothmann	1000
3. Arnie Carbaugh	1170	3. Dave Redfield	975
4. Maryann Pradon	975	4. Connie Davies	910
5. Dave Davies	910		

* - indicates that competitor must still drop one event.



Sparkplug
Thomas Corp Editor
228 Stuart St.
Horseheads, NY 14845

WETZELBERG, W.
300 SKYE ISLAND DR.

BULK RATE
U.S. POSTAGE
PAID
ELMIRA, N.Y. 14901
PERMIT NO. 87

Address Correction Requested

ENDICOTT

NY 13760

THIRD CLASS MAIL

CAR WARS III: THE RETURN OF THE GLEN, WATKINS GLEN RACE TRACK, WATKINS GLEN, NY AUGUST 7, 1983

C Modified

1. Ernie Walden VW Buggy 1:35.094 Glen

D Modified

1. Walt Boucher Zimmer FV 1:32.928 Glen FTD
2. Dennis Zimmerman Crusader FV 1:50.821 SNY
3. Ray Agnew Crusader FV 1:57.373 Guest

E Modified

1. David Button Corvair V-8 1:33.539 Glen

C Prepared

1. Nile Heermans Barracuda 1:40.886 Glen
2. Bernard Brown Corvair 1:42.923 CNY
3. Joe Carozzoni Firebird 1:43.498 Glen
4. Denise Brown Corvair 1:54.017 CNY

A Street Prepared

1. James Reed Datsun 240-Z 1:44.524 Guest

B Street Prepared

1. Mike Cahill Barracuda 1:54.725 Guest

C Street Prepared

1. Michael Matson Beetle 1:43.083 Guest
2. Lyn Little Pinto 1:49.787 SNY
3. Gary DiGiacomo Pinto 1:52.093 SNY

B Stock

1. Bob Beckerman Corvette 1:38.126 Glen

C Stock

1. Michael Butler Mazda RX-7 1:38.131 Glen
2. Paul Kingbury III Porsche 914 1:43.063 Guest
3. Tim Putman Mazda RX-7 1:50.788 Guest

D Stock

1. Les Lewis VW GTI 1:45.212 Guest
2. Dave Davies Triumph TR-6 1:48.540 Glen

E Stock

1. Scott Kreisler Spitfire 1:44.026 Guest
2. Frank Martin Rabbit 1:47.857 Glen

F Stock

1. Craig Champlain Z-28 1:44.892 Glen
2. Gary Shaw Trans-Am 1:46.741 Guest
3. James Riesbeck Trans-Am 1:49.872 Guest
4. Dick Higgins Corvair 1:52.375 Guest
5. Sean Gleason Corvair 1:58.040 Guest

G Stock

1. Dave Ticonchuk Super Beetle 1:39.520 SNY/Glen
2. Joe Celelli Fire Arrow 1:43.555 Guest
3. Mike Smith Accord 1:46.112 Glen
4. John Dickey Lynx RS 1:46.906 SNY
5. Arnie Carbaugh Prelude 1:47.245 Glen

H Stock

1. Mike Ticonchuk Beetle 1:41.995 SNY
2. Dave Rothchild Celica 1:44.349 Glen
3. Thomas Stephenson Mazda GLC 1:48.611 CNY

H Stock Ladies

1. Marion Ticonchuk Beetle 1:49.837 SNY

The Amsoil FTD Trophy was won by Walt Boucher.
Ten Dollar Firestone Gift Certificates were presented to
class winners courtesy of Painted Post Firestone.

The Glen Invitational Trophy was won by Southern New York
Region with 33 Points, Central New York had 22 points and the
Glen had 34 points.

SOLO II STANDINGS AS OF 8/7/83:

A/Modified

1. George Hoffman 200

B/Modified

1. David Beach 200
2. Gregg Beach 150

C/Modified

1. Ernest Walden 750
2. Bob Manry 150

D/Modified

1. Walt Boucher 200

C/Prepared

1. Nile Heermans 1000
2. Joe Carozzoni 440
3. Gordon Herr 220
4. Joe Gaboriault 200
5. Jim Esgrow 150
6. Carl Matuszek 100

A/Stock

1. Tom Sparling, Sr. 440
2. David Marks 400

B/Stock

1. Bob Beckerman 200

C/Stock

1. Ed Cordes 400
2. Mike Butler 200

D/Stock

1. Dave Davies 150

E/Stock

1. Ken Strothmann 600
2. Frank Martin 270

F/Stock

1. Kevin Hooey 450
2. Craig Champlain 400
3. Bob Beckerman 350
4. Warren Wetzelberg 200
Joe Atkinson 200

G/Stock

1. David Ticonchuk 1000
2. Arnie Carbaugh 650
3. Mike Smith 570
4. Carl Matuszek 240
5. Dennis Cotton 100

H/Stock

1. Dave Rothchild 950
2. Mike Scullin 270
3. Ken Strothmann 150
4. Bob Beckerman 60
5. Dave Snyder 40
6. Kevin Hooey 30
7. Victor Troha 20

RESULTS OF DOUBLE HELIX III RALLY

1 C. MATUSZEK*/JOE CAROZZONI*
AUDI COUPE TOTAL = 138

2 TODD ENGLISH*/WENDY PECK
CAMARO TOTAL = 161

3 CRAIG CHAMPLAIN*/D. CORNELIUS
Z-28 TOTAL = 289

4 ADE KETCHUM*/LYN REXFORD*
FORD LTD TOTAL = 292

5 D. ROTHCHILD*/JOE GABORIAULT*
CELICA TOTAL = 410

6 PAUL ALIPRANDO/EDWARD LEE
HGB TOTAL = 470

7 JONI MATTICE*/CATHERINE OWEN*
CHEVETTE TOTAL = 726

8 DAVID WRIGHT*/JANET WRIGHT*
OPEL MANTA TOTAL = 779

9 DEWEY NEILD, JR./ANGELO RUSSO
CHEVY IMPALA TOTAL = 1331

10 KEVIN HOOEY*/SUZANNE COOK
MUSTANG TOTAL = 1363

11 JERRY BUCKBEE*/BEV BUCKBEE*
DATSUN 8-210 TOTAL = 1382

12 RICHARD SPIKE/SANDI HENDERSON
JEEP CJ-7 TOTAL = 1763

13 TERRY SMITH/JOHN ROSETTIE
ALLIANCE TOTAL = 2828

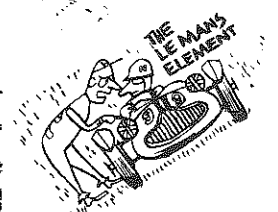
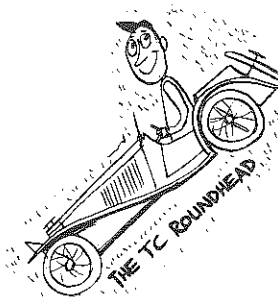
*" INDICATES MEMBER

The Whitcomb Ford Award was won by Ade
Ketchum and Lyn Rexford in a 1980 Ford
Crown Victoria.

David and Janet Wright won the AMS/OIL
Press On Regardless Award furnished by local
dealers Tom Sparling and Joe Atkinson.

Wine was furnished by Bully Hill Vineyards, Inc.

The Firestone Store in Painted Post, New York
furnished gift certificates to the top five finishers.



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SATURDAY, OCTOBER 22, 1983

THE SEVENTH RALLY OF THE 1983 GLEN REGION RALLY CHAMPIONSHIP SERIES

REGISTRATION:

5:30 TO 7:00 PM AT THE STONE PAVILION AT THE SOUTH ENTRANCE TO
WATKINS GLEN STATE PARK (NEAR SENECA LODGE).

1ST CAR STARTS AT 7:31 PM

FINISH:

THE RALLY WILL END AT SENECA LODGE WITH OUR TRADITIONAL PIZZA - BEER -
SODA PARTY.

WEAR A COSTUME IF YOU LIKE

SPONSORED BY:

SCUTERI'S PIZZERIA - SENECA LODGE
BULLY HILL VINEYARDS - WHITCOMB FORD
PAINTED POST FIRESTONE STORE - AMSOIL

RALLYMASTERS

LYN REXFORD (734-2628) & ADE KETCHUM (936-8235)

COME OUT AND ENJOY A TRIP THRU THE DARKNESS OF SCHUYLER COUNTY.

MAY THE FULL HARVEST MOON OF OCTOBER BE WITH YOU!