

# the glen region

# SPARKPLUG

VOL. 21 DECEMBER 1, 1977 NO. 12

## Glen Region Christmas Party Held December 3rd

This years Christmas Party had about 155 people present and all seemed to have a good time.

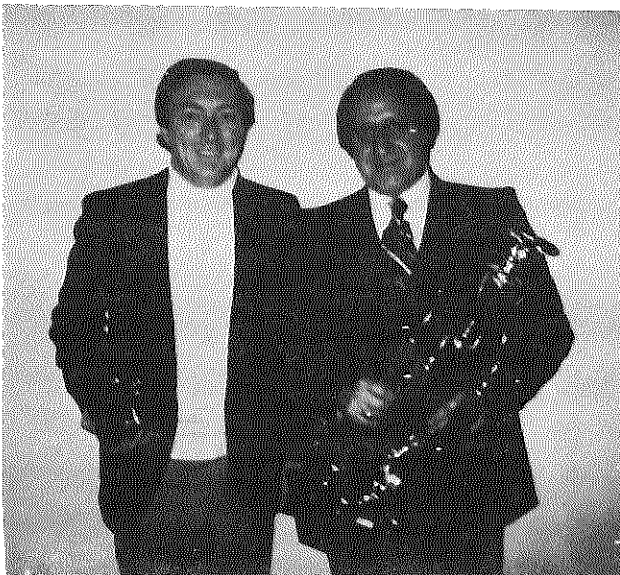
This article is being written with a little bit of difficulty and I don't know if it is because of the "good time" I had or because I don't know where to begin!

Bill Bradshaw did a super job as M.C. and kept us laughing or groaning with his jokes... The Glen Region Slide show was excellent and received a standing ovation which just goes to show how great it is! The effort and time involved to produce this show was well worth it and Ade Ketchum and his PR Committee are to be congratulated and thanked for a job WELL DONE.

As usual there were lots of awards presented but the few that stand out should be mentioned. Eleanor Perry our RE presented the annual RE's award to the well deserving, hard-working Adrian Ketchum. A fine choice Eleanor!



ADE RECEIVES HIS AWARD



Lou Devillers - National Driver  
Tom Rynone - Driver of the Year  
Missing - Bob Rynone-Hugh Cornell



### Season's Greetings



The Timing & Scoring Service Award was also presented by Eleanor accompanied by Bob to Harry Tuttle for his dedication and reliability on the T&S team. Bob Stephens presented the drivers awards this year and they went to... Tom Rynone as Driver of the Year, Hugh Cornell as Regional Driver, Lou Devillers as National Driver, and as Rookie Bob Rynone.

Carl Matuszek gave out the Solo II Driver of the Year award to Art Lynch who drove his Auto-dynamics Formula Vee this year.

The special guests in attendance were; Mal & Charlotte Currie, Sy & Connie Coro from Ingersoll Rand, and from WCBA Radio Station in Corning Dean Slack, Jack Shane, and Ann Horn.

Rounding out the evening was a fantastic meal and music by the Chris Douglas Band.

Many thanks go to Ann Gustina for her hard work on this party and all through the year.

--Linda Atkinson



Standing back row: Norm Glueck, Harold Krelie, Doug Wilcox, and Phyllis Hoskinson. Standing front row: Linda Atkinson, Bob Burns, and Eleanor Perry. Missing are Joe Atkinson and Mike Kirkland.



SOLO II CLASS WINNERS



DEL ROSARIO WINS AFX G.P.

Watkins Glen, NY--At the conclusion of one of the world's most exciting automobile races, the Aurora Products Corp. and the Watkins Glen Grand Prix participated in a brief ceremony symbolizing Aurora's dedication to racing competitions.

Richard Wadsworth, Aurora's Senior Vice President for Product Planning, turned over the ginat 8'x20' scale model track to Mal Currie, Director of the Watkins Glen Grand Prix.

The Aurora scale model will be used during the winter months by the Watkins Glen Grand Prix to promote its upcoming competitions.

The 8 by 20 foot replica of the 3.37 mile Watkins Glen track was displayed in the Kendall Tech Service Center during the entire 3-day AFX Watkins Glen Grand Prix.

The track, complete with authentic, realistic scenery and landscaping, was constructed by Auto World's president, Oscar Koveleski. Some 14,000 Watkins Glen spectators viewed the scale model track during the first AFX Watkins Glen Grand Prix.

(Continued on page 3)



public carries the responsibility of providing quality events; better communications with our own members; more competition on the course—no matter what line the automobile takes; and a more personal touch with our newer members to keep them in the fold.

Some weaker spots in the race organizations must be strengthened...we need to help develop esprit de corps among the mundane and "not so glamorous" tasks to insure that an adequate supply of workers is available, and that those workers can see the value of their place in the whole of the race program.

The Economy Run will be demanding in it's need for manpower, and we will need once again to demonstrate our ability to gather forces...The Car Show will need our full attention, so that we can display our various activities while the public gets another glimpse at our club...The Rally Program will need some direction in the form of continuity and stability so we can't discourage the "one-time" entrant.

We need to try to bridge the ever present gap between the driver's tracks on the race course and the worker's effort behind the scenes...we are all doing our "thing" with and for each other...and we need to talk to each other about it more often.

Most of all, we need to maintain our present membership and to gain more, in order to hold our heads up high in the SCCA with it's ever-growing concept of a broader membership base.

I am hoping that we can continue and broaden our fun activities, relax, and even sing once in awhile...while we are catching our breath between sessions of a very full calendar of events that await us...and may the only hassle we have to endure be one coming from the uncontrollable weatherman.

A sincere thank you to outgoing members of the Board of Directors: Pat Grigoriou, Beverly Hopkins, Michele Krelie, Betty McKnight, and Bill Miller, and a hearty welcome to newly elected: Norm Glueck, Doug Wilcox, Linda Atkinson, Phyllis Hoskinson, and Bob Burns. Welcome to the team.

---Eleanor S. Perry



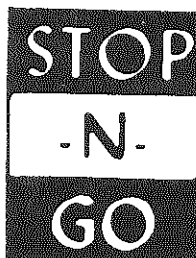
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## Solo II Events

### 1978 NEDiv Solo II Runoffs

I have just received a letter from Art Trier, NEDiv Solo Events Steward. He Says:

"I am pleased to advise you that I have selected the Glen Region to host the 1978 NEDiv Solo II Runoffs. Your bid and your Region's past achievements indicate that you will provide the caliber of event that the NEDiv requires and has enjoyed in years past."

The above is just part of the letter I received, but now that we have the NEDiv Runoffs, we have to get started planning for the August 19-20 event. Anyone interested, please contact me. Thank you. See You in '78.

--Carl J. Matuszek

Glen Region Solo II drivers ventured to a CNY event on November 23rd and here is a first hand report...

A hastily put together team of Glen Region driver's swept 4 out of the first 5 positions in the CNYR Solo II on November 23. The team consisted of Bill Slocum, Joe Atkinson; co-driving Slocum's Chevy Camaro, Doug Born in a Chevy Monza, and Bob Stevenson in a Chevy Monza Spider.

At the end of the first of only two runs Slocum lead Atkinson by 7/10 seconds; Stevenson was in third 2.5 seconds behind Atkinson and Born was in 5th. The second run saw the F Stock lead change hands as Atkinson won the class by 6/10 seconds over Slocum. Stevenson and Born remained in 3rd and 5th thus giving the Glen Region a 1-2-3 sweep.

After the regular competition ended the class winners were entered in a precision driving contest. The rules were that the winner was determined by who bettered his fastest time the most without going more than

3/4 of a second faster than his best time. Atkinson finished third by improving his time by .062 seconds. The winner received a sizeable cash award for his efforts.

The four region drivers all agreed that under the present Regional administration in CNYR a tri-region challenge would again be a pleasure to run.

## Drivers Chatter

Once again the time has arrived to begin thinking about preferred numbers for the 1978 NEDiv. racing season. From now through Feb. 15, 1978 any nationally licensed driver in the NEDiv who finished among the top ten in his class may contact me with his preference for a number. As soon as I have checked and cleared it on my list for conflicts, I will send written confirmation to the driver.

From Feb. 16, 1978 through March 15, 1978 any nationally licensed NEDiv driver, regardless of his having or not having national points in 1977 may contact me about a preferred number. In this category, a self-addressed, stamped envelope and three choices of number must accompany the request or the request may be denied without further consideration!

After March 15, 1978, the list of preferred numbers will be compiled and sent to each region's registrar before the first NEDiv national race.

If you have any questions please don't hesitate to write or call; the sooner we get questions answered and problems solved the better.

--Martha R. Dysart  
SCCA Pointskeeper,  
NEDiv  
210 B Rebecca Ave  
Pittsburgh, PA 15221

"This is a really detailed, custom job in which every curve of the scale model closely resembles the real curves and turns of Watkins Glen's Grand Prix grid.

"Starting with an aerial shot of Watkins Glen and an official map as our guide, we worked with tracing paper, scaling the track into 8 x 20" squares on which we knew exactly where each turn should be. We even constructed a 20 foot long straightaway to simulate the high speed straightaway at Watkins Glen," said Koveleski, of Scranton, Pa.

Meanwhile, AURORA Products Corp. and AFX fielded two winners at the Grand Prix of the United States held at Watkins Glen during the weekend of Sept. 30-Oct. 2nd.

James Hunt of Great Britain, a member of Aurora's European racing team, rocketed to a dramatic finish of the rain-soaked Watkins Glen Track, winning by a 100-yard margin over second place Mario Andretti.

The jubilant Hunt was on hand to present a trophy to the winner of the AFX Model Motoring Grand Prix, Rick Del Rosario of Elmsford, N.Y. The AFX Model Motoring Championship Race-Off, sponsored by Aurora Products Corp., was held in the Kendall Tech Service Center at Watkins Glen.

The blonde, good looking Hunt, who is a member of Aurora's European Racing Team, signed dozens of autographs and received rounds of applause as he came to the Aurora stall to shake hands with Del Rosario. The student explained to Hunt that he had captured the AFX Watkins Glen Grand Prix competition in the race that ran for one hour and 48 minutes, the exact length of time that Hunt drove his car in winning last year's Watkins Glen Grand Prix.

Del Rosario won his championship by piloting his model racer through 625 complete laps around the Aurora scale model replica track.

Hours later, after he had congratulated Del Rosario, Hunt would rocket to a dramatic finish on the October rain slippery Watkins Glen track, winning by a 100-yard margin over second place Mario Andretti.

But now this was Rick Del Rosario's moment as he was about to be honored by the international racing celebrity. Young Del Rosario had emerged earlier as one of the top four qualifiers from out of hundreds of other contenders who had qualified for the chance to participate in the AFX Model Motoring Competition Race-Off. And Del Rosario had won.

Said the grinning Del Rosario as he accepted the trophy from Grand Prix winner Hunt: "Model car racing has all of the thrills

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Bert Fuller Presents Model to Mal Currie

connected with Grand Prix Competitions. Next year, I'd like to race in both events."

Using the scaled-down racing conditions, Del Rosario's model repeatedly raced around the 3.377 mile scale Glen Circuit--complete with long straights, fast bends, curves and 11 corners--at scale speeds approaching nearly 200 miles per hour.

Hunt piloted an AFX racer on the scaled-down track and briefly raced young Del Rosario just as the youth's victory was being announced to the crowd of nearly 60,000 over the public address system. Afterwards, the Aurora winner was interviewed by radio and wire service reporters.

The British racer was also briefed about Aurora's showing at the Watkins Glen Grand Prix by Aurora Products Corp. executives Richard Wadsworth, Senior Vice President, Product Planning; John Supple, Vice President, Product Planning; Bill Todd, Vice President, Sales;

and Bert Fuller, Director of National Field Sales; who officiated in the presentation ceremonies.

Watkins Glen Grand Prix officials estimate that racing spectators of all ages and backgrounds viewed different stages of the AFX Watkins Glen Grand Prix competitions held nearly around the clock during September 30th and October 1-2.

But during the very early morning hours and the late evening hours when most of the AFX Watkins Glen Grand Prix contestants were snoozing in their sleeping bags, professional racing car drivers and their crews came to the Aurora track and raced each other.

Said a member of a French racing team: "For me, this is an exciting way to race," as he purchased four model sets from the Aurora personnel.

--Michael Krawetz  
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