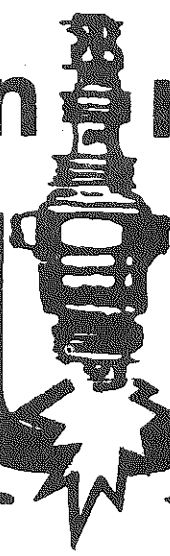


SPARK PLUG

VOL. 22

FEBRUARY 10, 1978

NO. 2



Ketchum Honored For Cover Photo, PR Efforts

Ade Ketchum, long-time member of the Glen Region, and an outstanding photographer, has won the SPORTS CAR magazine Best Cover Photography Award.

The presentation was made at the National Convention in El Paso, on Saturday, February 11, at the Annual Awards Banquet. This marks the second Best Cover Award for Ade, the first being for a photograph used in September, 1973.

The winning photograph, which appeared on the cover of the November, 1977 SPORTS CAR, shows a Dodge Colt fording a stream at night during the running of the Susquehannock Trail Pro Rally held near Wellsboro, Pa. in May, 1977.

Ade has been a contributing photographer to the SPARK PLUG for several years. Also, within the club, he has contributed his photos and expertise to the 20th Anniversary 'Glen Region Story' slide show, the Car Show, and the very successful PR Committee slide show which is available to the public. He has also held many public exhibitions in the Corning area and a display of his work was featured at the Paddock Club at the Watkins Glen Grand Prix Course.

Ade's photography as well as his other contributions to the Glen Region are well known and appreciated hereabouts, and now again national recognition has also come his way. Congratulations, Ade!

The SCCA Public Relations Achievement Award was presented to the Glen Region Public Relations Committee Chairman, Ade Ketchum at the National Convention Awards Banquet.

The award is presented to the Regional Public Relations/Publicity chairman for outstanding ability and service resulting in the increased visibility of SCCA, the Region and its activities.

The PR Committee regularly distributes announcements of upcoming activities, results of rallies and solo events, and feature articles about individual achievements within the Region. In addition to this, the PR Committee this year designed and produced a brochure about the Region for public distribution. By far the biggest undertaking of the Committee was the Glen Region slide/tape show which is now being used by service clubs and other organizations wishing to see it. The slide show was also presented at the Public Relations Seminar at the National Convention and very well received.

On the person-to-person level our public relations also took a giant step forward with the Auto Show held at the Nassar Civic Center in Corning. Despite the miserable weather, the show was well attended and plans for another are in the works for this year.

Awards Highlight National Convention

The various awards banquets are always a highlight of any National Convention. Brock Yates served as Master of Ceremonies at both the Friday evening, Citicorp Services Drivers' Recognition Dinner, and the Annual Awards Banquet hosted by British Leyland. Saab-Scandia of America hosted the Saturday Rally Awards Luncheon held in Juarez, Mexico. Both evening banquets were held in the Civic Center, El Paso, Texas.

The awards presented at these banquets included the following:

The Woolf Barnato Trophy-SCCA's highest individual award, is presented to the SCCA member who has contributed the most to the organization over an unlimited period of time. It has been awarded annually since 1948 when it was donated by Jane and Helen Stack of New York in honor of Woolf Barnato, famous British road racer and Bentley Company executive. This year's recipient is Henryk Szamota, RE of the New York Region. He has been an SCCA member since 1951 and has served on the Board of Governors for 14 years.

The Kimberly Cup is presented to the most outstanding driver in SCCA club racing competition during the past year. This year it was won by Terry Visger.

The Martin W. Tanner Trophy was awarded to Peter Watson. It is presented to a corner worker who displays unusual courage while exposed to danger.

The Val D. Scroggie Memorial Award had two recipients this year-Richard S. Lee, M.D. and Norman McSwain, M.D. Both physicians were cited for their outstanding contributions to motor sports.

The John McGill Award, donated by the Mahoning Valley Region, was presented to Ron Zimmerman for his contribution to the club racing program.

Trans-Am Championship-Driver Category I-Bob Tullius, Category II-no award given. Manufacturer's Championship-Category I and II-Porsche/Audi.

Can-Am Championship-Driver-Patrick Tambay; Entrant-Haas/Hall.

Robert Bosch VW Gold Cup Champion-Bob Lazier.

The Scirocco/Bilstein Cup-Bill Deters

Professional Race Rookie-Of-The-Year-Tom Spalding.

Castrol Club Racing Rookie-Of-The-Year-Craig Schaeffer.

National Club Rally Champions and Manufacturers Awards-Class A (four-way tie) John Classen, Bruce Gezon, Curt Rich, and Dave Teter. Class B-Roger Bergstein and Ken Johnson. Manufacturers-Nissan Motors-U.S.A.

The Arthur J. Gervais Memorial Award for the best conducted National Club Rally-The Philadelphia Region/Appalachian Rally

Convention awards continue on page 6

UPCOMING EVENTS

- Feb. 18 -- Business Meeting-7:30 pm
Lodge on the Green
- Feb. 25 -- Harold's Nite-UAW Union Hall
Elmira Heights
- Feb. 26 -- Rally school/rally-Hickory House
Horseheads, N.Y.
- Mar. 10 -- Business Meeting-7:30 pm
Lodge on the Green
- Mar. 12 -- Rally school/rally-Hickory House
Horseheads, N.Y.
- Mar. 18
- 19 -- NEDIV Roundtable, State College, Pa.

REport



Sitting in this driver's seat, as we muster our forces getting ready for the active season ahead, is a very plush feeling. The engine is being fine-tuned, the pavement is smooth, the race is on.

The energetic, positive attitude which surrounds me is very gratifying. The people who are in charge of the various activities and club functions are full of vitality and are actively engaged in the organizational planning for the events to come. We are in good hands.

As you can see by the calendar, the year will be busy, fulfilling, and as complete as any SCCA region could be in identifying the sport. A new concept for us (but as olde as church suppers) will be the "Business Buffet" on May 12. The economy run is not so far off; the NEDIV Solo II Runoffs are in the planning stages; and the August Super National USRRC for us to sink our teeth into are some of the highlights to look forward to.

The new Board of Directors is very receptive and sympathetic to the needs and problems of managing the region. We meet the first Friday of the month at 7:30 pm. We will be at the Lodge on the Green through April. The General Business Meetings will begin at 7:30 pm -note the change from 8:00 pm.

We had a good turn-out for the January Budget Approval meeting, but even more members at meetings would be advantageous. This is the best way to communicate. The people in charge of the various aspects of the club are usually there and you can find out first-hand what's going on and how you can help.

One of the primary concerns of the BOD and the rest of the membership is the care and usage of our club inventory of property. Phyllis Hoskinson, Club Inventory Manager, is trying to locate some of our missing equipment, but there is a need to make a special PLEA to anyone who is chairing an event or is in charge of any area that uses equipment: Take care of it as if it were your own!!! Always account for all of it when the event is over, put it away carefully, and report immediately when something is lost or broken. The equipment is an assumed duty of anyone taking the responsibility of an event or an activity. We cannot continually spend money for replacement due to carelessness.

Regional Administrators of race specialties: You should be preparing articles for the Sparkplug concerning your area-let the readers know what you do, how you become experienced in the field, and how rewarding your specialty is.

These articles should be planned for the next two or three months (before we get into the full swing of the program) and your job of recruitment will be easier.

At this writing, we are looking forward to an informative and action-packed National Convention in warm, sunny El Paso. We will report back to you the new and interesting info we receive. A well rounded group will be attending and we should be able to cover as many of the seminars as possible. In addition to myself, the following people will be going to El Paso: Norm Glueck, Doug Wilcox, Linda Atkinson, Bob Burns, Phyllis Hoskinson, Ade Ketchum, Tom Erwin Bill and Peggy Miller, and Bob Perry.

See you at the February rally.

Eleanor Perry

PLEASE NOTE--RE OFFICE CALLING HOURS--

Monday - Friday 8:00 am -1:00 pm, after 9:00 pm

Saturday - Sunday - anytime

Notice !

RACE OFFICIALS LICENSE RENEWAL

All race workers should immediately send their log books or licenses to the Regional Administrator of their specialty. (See listing of names and addresses on the back page of this issue). Be sure you have filled in all the information on the back of the license and signed it in the appropriate place. Upon approval at the regional level, I will forward the license to the proper Divisional Administrator for processing after March 1 (deadline for payment of dues). I will do my best to see that 1978 licenses are taken care of promptly.

Dawn Ehrhardt
License Co-ordinator

EDITOR'S NOTE

Let me explain a few editorial policies for this year. Advertising-those who know me well know how I feel about that subject-basically, I feel it doesn't pay for the space it takes. To make it profit, the rates would have to be unfair. Classified ads will be run for members at no charge.

You've probably noticed the Newsworthy Notes column. This is intended to be a compilation of short, newsy, tidbits concerning our members, their families, job promotions or changes, etc. Phone these notes to me anytime.

Editor's note continued on page 5

1978 OFFICERS, DIRECTORS



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WHAT'S AHEAD SOCIALLY



It's that time again--all you new committee heads are, or are hoping to get organized for another great 'Glen' year. This year the social and pavilion committees are one. I hope to innovate a few new things and accomplish a few more this year, so here goes.

First, there is no committee 'per se', no 3 or 4 people working on every occasion. It'll be different people for different events doing special things. I hope to get a lot of our newer members to get their 'Glen feet' wet at our fun level. I'll be asking, and I hope you'll give some of your time.

The pavilion is going to have a face-lift. New paint, some permanent signs to proclaim to one and all who we are, and hopefully, some power for lights and music will surely be welcome additions. We'll be having a work week-end to this end and remember many hands make light work. More on this when the weather breaks.

Socially, we have two 'biggies'-the NEDIV Solo II runoffs, and the Super National. I'd like to have something special planned for each of our track weekends-ideas are welcome.

On the Solo II level-the Glen 'doggie' stand will be alive under the care of Linda Atkinson. She'll need volunteers from the ranks of the solo-ers.

I'd like to try a new concept for our Fun Day July 2. This year it's going to be FAMILY day-no races, no solos, no rallies-just fun and games with the spotlight on our younger 'Glenners'. For the oldsters-good food and company.

Perhaps a good, old-fashioned Halloween party could accompany the Halloween rally. Of course, our old standard the mechanics party is on tap again along with the year-ending Christmas and Awards party.

As I said, let's have input and volunteers and a very 'sociable' year.

Gail Adkins
Social Chairman

Membership News

As of February 2, 1978 we have:

	Members	Dues Paid
Regular members	245	101
Spouse members	48	17
Junior members	25	10
Limited members	14	2
Associate members	1	0
Total	333	130

Not too bad-but keep the renewals coming.

The 1978 membership contest is on-just like last year's. The prize will be announced in the next issue.

Applications are available at meetings or let me know by phone if you need some. I can fill in your name as sponsor and send it on directly. (The RE and Ass't RE are not eligible to compete in the contest). The dues are \$25 National plus \$5 Regional. Regular member applicants are also assessed a one-time \$5 to help cover the new member kit.

MEMBERS DATA

Limited member Dave Belden of Woodstock, Conn. joined SCCA in 1961 and the Glen Region in 1969. He races a GP Spitfire in NEDIV nationals, usually finishing the top 5-6. In 1976 he earned a bid to the runoffs in Atlanta. Dave is employed as an automotive market manager-components producer.

NEW MEMBERS

Welcome to the following new members:

Jeremy Hill-a parts man from Willowdale, Ont. His main interest is in the racing program-he holds a regional license.

Richard Wirtz-Potsdam, N.Y. Dick is a transfer from CNY, has a regional competition license, and drives an Autodyne IIIB FV.

Bert and Helen Cooley-Ithaca, N.Y. Bert is a meter reader/collector with NYSE&G. Helen is a ball of fire! They have been very active in the fuel services, of which Bert is 1978 chief.

James Esgrow-an attorney from Corning, N.Y. He is interested in racing and solo events.

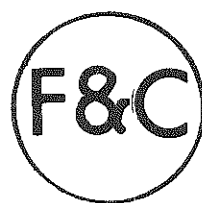
Blanche Borzell, M.D.-our new regional physician from Watkins Glen. We extend Blanche a cordial welcome and with it our thanks for filling this important position.

Thomas Brown-a parts sales manager from Milton, Ontario, whose main interest is in racing.

Come to our meetings so we can get acquainted. Wear a new member name tag and bring the family or friends. The business meetings provide a good opportunity to socialize and meet other members, both new and old.

Norm Glueck
Membership Chairman

THE CORNER STATION



Welcome back to the Corner Station and another year. It looks like it's going to be packed full of racing events-most of which will be the standard, high caliber racing-but there will also be some new twists.

Our highlights, of course are the Pro events which are interesting whether you're a spectator or a worker. Everyone likes to participate at these events but in order to do so, you are going to be required to work and support our regional events also.

These events require the same high caliber of efficiency as the Pros, therefore, for the less experienced workers to acquire the Pro level status you must gain that experience through the regional level of racing.

For the experienced workers (div. and nat. license holders) who have worked the pro races consistently-it is your DUTY and OBLIGATION to work these regional events and pass on your expertise to the new people.

There will be another F&C Fire School, beginner and advanced, this year. It is in the works of combining crash and burn rescue techniques with this school. Exact dates and location will be forthcoming.

Remember, in order to work events this year, it is mandatory from Denver that all workers attend a school. Make plans to attend because there will be no excuses accepted. Needless to say the first requirement is paying your dues and if you intend to maintain or upgrade your license status you must get them to me soon.

As things look now, it is shaping up to be one of the best race seasons we've had. Along with new co-workers, we'll experience new relationships with the drivers, and get first hand information and viewing of the cars. If you have not tried F&C you are missing a very rewarding experience. We are always recruiting new members and we will provide any information necessary to becoming part of the F&C team. Contact me-I'm available to answer any and all questions. Till next month...Yours in racing-

Bob Adkins
Regional Administrator
F&C

CLASSIFIED

FOR SALE: Formula Vee-good condition. Two engines, other spares. Gary Brouse 739-4833

NEEDED: Garage space suitable for working on car. Robin Balcom 974-7660 days, 936-8032 eve.

A Look at the Past with Bill Green

The popularity of sports cars and road racing in the U.S. started to grow very quickly after World War II. There were two public road circuits in New York State that became famous—Watkins Glen and Bridgehampton on Long Island.

The rebirth of road racing in America was in 1948 at Watkins Glen. Cameron Argetsinger of Youngstown, Ohio and Burdett, N.Y., then a law student at Cornell University, came up with the idea of a race through the streets of Watkins Glen. He took the idea to the village fathers and with the help of many the dream became a reality.

The race was sanctioned by the SCCA, and was run on a course 6.6 miles long made up of state and town roads, from 1948-1952.

Frank Griswold, of Wayne, Pa. won the first race taking both the Junior Prix and the Grand Prix driving his 2900 B Alfa Romeo.

Each year the crowds grew until in 1952 a car brushed the spectators just before the hard right turn for Old Corning Hill resulting in the death of a boy and injuries to several other spectators. The state then outlawed racing on state roads.

The local committee formed the Watkins Glen Grand Prix Corporation and after considering four sites in the area, chose one in the Town of Dix. The course was 4.6 miles and was composed of town roads. This circuit was used from 1953-1955.

The cost of preparing the town roads for just one race weekend a year was very costly, so the Corporation bought 550 acres of land and constructed a 2.3 mile course in 1956. In 1971 more land was purchased and the track was rebuilt to the present 3.3 mile length.

Bridgehampton held local races from 1915-1921 in conjunction with the Firemans Fair. It wasn't until 1949 that Bruce Stevenson of that village persuaded the local Lions Club to sponsor the race which was sanctioned by SCCA in association with the MG Car Club and the Motorsports Car Club of America.

The circuit was 4.0 miles of town roads. George Huntoon of Miami, Fla. drove his 2.6 liter, supercharged Alfa Romeo to victory in the first race. Races continued on the same course until 1953.

The state ban on road racing because of the Watkins Glen accident did not affect Bridgehampton, but during practice for the 1953 race a driver was killed, and during the early part of the race a driver, trying to dodge spectators roaming the track, spun off the course and hit a tree. The driver and several spectators were injured, and the race was discontinued until 1957.

In 1953, the Bridgehampton Races Corporation was formed and in 1957 purchased 600 acres of land and built a 3.1 mile track. This is the course as it is known today, and though it is now used for club races it once hosted the USRRC, Can-Am and Trans-Am races.

HAROLD'S NITE
FEBRUARY 25, 1978
U.A.W. UNION HALL
14th STREET
ELMIRA HEIGHTS, N.Y.

Directions to the Union Hall-

From Rt 17, take Rt. 328 (the Miracle Mile) South to the Village of Elmira Heights. Take a left at the second traffic light onto 13th street. Take the first left, then left at a stop sign. Parking is available on the street or at the Marine Midland Bank. The Union Hall is on the left, a few doors beyond Pudgie's.

If you get lost finding the place, be sure to plan to attend the rally school the following day!

RALLY NEWS



The Glen Region will hold three combined rally schools/rallies this year. The first will be held February 26 at the Hickory House Restaurant, Rt. 14, just north of Horseheads. Registration will open at noon, with the school slated to begin at 1 pm.

The agenda for the first school, chaired by Lyn Rexford, will include:

- what is rallying
- how to register, tech your car, start, run a rally leg, get through a checkpoint, and compute your score
- explanation of the main road principle
- definition of rally terms
- how to win

This rally will be strictly SOP—the emphasis is on route following. The route will be relatively short, approximately 40 miles of paved roads, that should be well plowed in the event of more snow.

Trophies will be awarded following the lesson on computing scores.

The second rally school/rally will be chaired by Bill Bradshaw at the Hickory House on March 12. Starting time will be noon.

The program will include:

- explanation of the straight-ahead principle
- definition of more complex rally terms
- free zones and transit zones
- calculating a rally to minimize checkpoint error

The third rally school/rally will be chaired by Bob Perry. Details of that event in next month's Spark Plug.

SCCA News



SCCA ISSUES MG/TC COMMEMORATIVE

The SCCA is issuing its first work of art to honor the MG/TC, an historic sportscar which is closely associated with the club's history.

The SCCA has appointed the Franklin Mint of Franklin Center, Pa., to issue a limited edition sculpture of the celebrated British sportscar in pewter, according to William C. Johnson, chairman of the SCCA Board of Governors.

"Our organization was formed just after World War II when the MG/TC appeared on the American scene," Johnson said. "This car did more to popularize the sport than any other car in history. We decided to honor the car that is so closely associated with the SCCA."

The sculpture, titled "Taking the Curve", has been created by Raymond Meyers, who is noted for his automobile sculptures. The work portrays the MG/TC cornering hard at a turn, the driver and female companion leaning into the turn with his scarf whipping in the wind and her hair tousled. Each feature of the British sportscar will be captured in detail, from the wire wheels to the "MG Octagon" insignia at the front of the hood. Each sculpture will be cast by hand, individually hand finished and hand buffed.

"This sculpture captures the total feeling of a very great automobile—the speed, the handling and the sheer thrill of driving it," Johnson said.

The sculpture will stand on a pewter base depicting an old country road, complete with tire marks. It will carry Meyers' signature mark and the official SCCA emblem.

The sculpture, priced at \$180, is limited to one per collector. Subscriptions should be directed to the Franklin Mint, Franklin Center, Pa., 19091.

Solo II Events



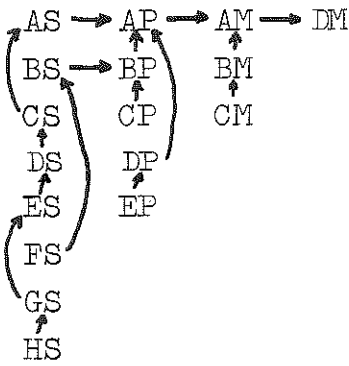
GLEN REGION SOLO II TEAM

The Glen Region will again be sending a team to the NEDiv Solo II Championships. The team will consist of three entries in each class. To be eligible for this team you must be a Glen Region member and have competed in at least one Solo II during the season. The top three drivers in each class, as of the end of the August 6th Solo II, will represent the Region with the rest as alternates. The alternates will be used if one of the top three cannot attend. This gives us a possibility of a 66 member team. Let's see all of the classes filled.

SOLO II SUPPLEMENTAL RULE CHANGES

- Add Rule 1.3.b - The same car may not make two runs within five minutes or five cars of each other.
- Add Rule 8.2 - In the event that there is no higher class with which a single car in class can be combined with the next possible lower class.

Change Appendix A of the Supplemental Rules to:



For Ladies Classes, the car moves into its appropriate regular car class.

It is important to be aware that as an entrant in Solo II events, your personal automobile insurance policy is the primary insurance and the Master Insurance Plan provided by K&K Insurance is a secondary policy. This means that in the event of an accident, the entrant's own policy shall cover the cost of all judgements. Should a judgement or claim be over and above the limits of the entrant's policy, then and only then, does the Master Insurance Plan apply. Should an uninsured vehicle become involved in an accident, the vehicle (entrant) will be covered by the limits of the Master Insurance Plan concerning Solo II events.

Carl Matuszek

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Charles Lytle, Jr. Dies

Charles Lytle, Jr., a racing and photography enthusiast died February 4, 1978. He was well known through out the racing world, particularly at Indianapolis and Watkins Glen. Mr. Lytle was the official photographer for the early Glen races, and later served as Course Marshal. In that capacity, he could often be seen giving dignitaries a tour of the track between races. Next month, Bill Green will present a tribute to Mr. Lytle, whom he knew well.

Judy Born Appointed to Sub-Committee

Judy Born has been appointed to the Ladies Class Sub-Committee of the National Solo Events Board. The Sub-Committee is chaired by Elsie Haninger of Gahanna, Ohio, and includes other appointees from Massachusetts, Texas, Virginia, and California.

The Sub-Committee has been charged with the responsibility of reviewing the entire Ladies Class structure in the Solo II program and make appropriate suggestions to the Solo Events Board as to the future of the Ladies Class.

NEWSWORTHY NOTES

CONGRATULATIONS!!

Harold and Michele Krelie are now the proud parents of son, Chad Michael who weighed in at 8 lbs. 6 oz. on January 19.

Barry Page and Betty Cole were married January 20-despite the snow emergency.

Region members Chuck Marsh and Bruce Perry recently judged and scored a Pinewood Derby held by Cub Scout Pack 59 of Bath.

Ted Marks has resigned his position as executive vice president of the Greater Corning Area Chamber of Commerce, effective May 1. He will be entering private business.

Barry Page is now the proprietor of a garage at 139 Grand Central Ave., Elmira Heights, N.Y. Phone 734-3220.

GET WELL WISHES go out to Gene Proulx who has been a patient recently at Arnot-Ogden Hospital in Elmira.

SCRUTINEERS MEETING

March 12, 1978, 1:30 pm at Ernie Walden's in Interlaken, N.Y. For more information call Ernie at (607) 532-4610

Editor's note continued from page 2

As Eleanor stated in the REport, you Regional Administrators of race specialties ought to be writing short articles concerning your area. The articles don't have to be long, just let everyone know what your specialty is responsible for at the races, and how one may join the ranks.

Looking forward to next month, there will be Convention reports from the officers that attended the various seminars. Also news of the fast-approaching economy run and results of the rally.

Keep those articles coming in-you are all doing a super job of contributing timely information-you're making my job much easier and very enjoyable.

Lyn

