

# SPARKPLUG

VOL. 22

MAY 5, 1978

NO. 5

## Supernationals Open Big At Charlotte

Before the biggest crowd in history for a Sports Car Club of America event at Charlotte Motor Speedway, the automotive exotica of Bob Nagel's Can-Am Lola and race Grand Marshal Brock Yates, the 1978 USRRC Super National program got off to an impressive start April 16 as over 300 entries toured Charlotte's 2.25-mile road course which included most of the mega-speed high-banked oval.

It was an auspicious beginning to SCCA's newest Club Racing program, the first of 12 scheduled for around the country. Total attendance of nearly 10,000 people attended as entries competed in seven race groups and the initial SCCA Robert Bosch/VW Gold Cup Pro Super Vee race of the season.

Most competitive of the events were Formula Vee and Formula Ford with Don Courtney of Hialeah, Fla., taking the Vee race in a Vista, and Rollin Butler of Greenville, S.C. took honors in the Formula Ford race in his Butler Zink.

Spectators found the Ford and Vee races especially pleasing with the added attraction of near total visibility of the circuit from the grandstands. Lead packs of up to ten cars battled throughout the entire races with the advantage changing often.

Equally pleasing was the Showroom Stock race. The "hummers" were led by D.J. Fazekas of Indianapolis in a Datsun 280-Z while Bill Fishburne won SSB in a Saab 99. SSC honors went to Robert Jordan in a Vega GT.

Other class winners included: BP-Stefan Edlis-Porsche 911, CP-Jim Fitzgerald-Datsun 280-Z, DP-Ken Slagle-Triumph TR7, EP-Robert Overby-Porsche, FP-Jim Newcomb-Triumph, GP-Joe Hauser-A-H Sprite, HP-James Miller-Sprite Mk II, A Sedan-Sid Rust-Barracuda, C Sedan-John Smith-Datsun B210, ASR-Bob Nagel-Lola, BSR-Ray Petry-Chevron, CSR-Joe Castellano-Lola T-496, DSR-Al Beasley-Bobsy, FB-Bill Anspach-March 77B, FC-James Trueman, March 77B, and FSV-Tom Pomeroy-Lola.

## Hoskinsons Cop "Corners" Rally Win



PHYLLIS AND BOB HOSKINSON show the smiles of victory

"The Corners" rally combined with Rally School III was held April 9 at the Hickory House in Horseheads. There were eighteen entries on a sunny, but windy and cold day. The entry was just about the same as for the previous two events but there were several teams trying rallying for the first time.

Building on the excellent foundation erected by Bill Bradshaw and Lyn Rexford, the school reviewed many points brought up earlier and then covered some of the tricks rallymasters tend to use to confound the rallyists. A discussion showing how interpretation of rules is used to vary the character of rallies was held.

The rallyists then embarked on a 75 mile rally that saw many teams trying to find antlers, C's and S's. A number of contestants also found it necessary to keep their eyes peeled and to be sure to ignore "dead end" or "no outlet" roads. (Right, Lyn?) (Amen, Bob!) I wonder how many got tired of seeing the "Corners"?

Bob and Phyllis Hoskinson capped a fine climb through the previous rallies to win this one handsomely-even though Eleanor and I saw them off course once. Then they found the "C". The roads left something to be desired as the potholes were many. For that reason, rally speeds were quite reduced from those normally used.

I think that the rally school concept used this year has been beneficial and we appear to have an enthusiastic nucleus of rallyists once more.

Thanks go to Lyn Rexford, Ade Ketchum, Bill Green, Bruce Perry (and friends Dede Forrest and Guy Lovejoy), and Eleanor Perry for their help and encouragement.

Bob Perry, Rallymaster

## UPCOMING EVENTS

- May 20-21--Solo I/Solo I School, Watkins Glen  
Grand Prix Circuit
- Race Medical Seminar, 8:30 am at the  
Paddock Club, WGGP Circuit
- T & S Seminar, 1 pm Saturday at the  
Tower, WGGP Circuit
- June 3-4--Regional Race, WGGP Circuit
- June 10--FLR Pro Rally, Wellsboro, PA
- June 17-18--Driver's School, WGGP Circuit
- June 25--Solo II, I-R Foundry, Painted Post

### RALLY SCHOOL/RALLY III RESULTS

1.	Bob/Phyllis Hoskinson	Pontiac	160
2.	Bill Estes/Lance Estes	Plymouth	245
3.	John Adkins/Nanci Nelson	BMW	255
4.	Marshall/Donnah Burke	Triumph	279
5.	Michele/Harold Krelie	Piesta	342
6.	Norm Hulteman/Dick Fidelman	BMW	553
7.	Bob Beckerman/Carl Matuszek	Pontiac	558
8.	Karl/Lee Strauch	Hornet	560
9.	Ken Pierce/John Pierce	Opel	585
10.	Buddy Grindle/Dave Lapinsky	Pinto	639
11.	Doug Wilcox/Greg Starnier	Triumph	691
12.	John Chadwick/Karen Akkola	Camaro	1245
13.	Louis Kress/Tim Hills	Ford van	1313
14.	Jerry/Bev Buckbee	Triumph	1522

# REport



There isn't much earth-shaking news to report this month that you don't already know, except that I feel that we are at a peak of readiness as the summer is nearing and the most active part of the year is approaching to test our determination and stamina.

The Solo II program certainly has gotten off to a grand start with a good number of entries for the first two events. The instructional concept of the rally program proved beneficial to newcomers as well as to serve as a refresher course to region rallyists. The Solo I thus far, is very well organized and ready to go, thanks to Bob Burns and Norm Glueck; and our social functions are progressing nicely: the Family Fun Day on July 2 is in the planning stages, and the May meeting buffet-style should be a very different atmosphere for us. I am really looking forward to the evening of smorgasboard peppered with a dash of monthly business.

An official word about the SCCA/DOE Economy Run: The events this first full year of the Series will be taking place in large metropolitan areas (leaving out Painted Post, N.Y.). There will be fewer events than originally planned primarily due to lack of sponsorship funds. We might possibly consider conducting the event anyway without financial assistance from Denver as a trial balloon for consideration as an official event on next year's calendar. The BOD will discuss this at our next meeting.

There will be a Memorial Service for Bob Stephens to be held during the July Pro weekend, probably on Sunday morning. The Rev. Clark McKinney will be assisting, and we will let you know more about the details when the plans are finalized.

We, as a region, are considering suggestions as to a fitting, long-lasting memorial to Bob. Something that will not be easily forgotten—something that will serve as a living reminder of his love for racing. If you have a suggestion let me know as soon as you can.

As I look forward to the approaching racing season, I must re-iterate a very strong feeling I have: The pressure is on us—especially for the Super National—to conduct the best possible race events we know how. All of our race departments must be organized: Must have enough workers, be ready to start on time, and be ready to do the proper job required—without complaint. We must be able to rise above any deterrent from this purpose, whether petty politics or any other kind of hindrance. None of our specialties can afford to exist with their heads in the sand. We must be ready to assist each other, augment each other, relate to each other. We must maintain our inner balance and co-operate to the fullest. Any weak spots must be identified and filled in

where ever possible. If we have to do someone else's job to make the event run smoother—so be it! The only way the whole show will be a success is for all of the players to play the parts together, ad libbing if necessary, so the whole story is told without a fault. This is what I have always believed "in the spirit of the sport" meant.

Eleanor Perry

## Editorially Speaking

I feel a dues increase for the Glen Region is necessary and should be seriously considered for 1979. Our dues have held the line at \$5.00 while the costs to carry each member have increased greatly over the years. Material costs (paper, stencils, envelopes, etc.) and increased postal rates are two of the largest culprits in the rising cost spiral.

Consider the following costs just to keep our members informed: \$2.75 for meeting notices and minutes, and \$9.45 for the Sparkplug. (These costs are based on a membership of 275 and will vary as that number changes.)

We need, and actively recruit, new members yet each one who joins weakens the club financially. As we grow stronger through new members we should not be growing weaker financially. I do not propose that each member's dues should cover the entire expense of carrying him—his donation of his time, energy and skills to our various activities covers a good portion of this. I do feel, however, that at this time there is just too big a gap between dues and costs.

There was a time when our income was greater and our expenses less so the club could absorb the difference without seriously effecting our financial base. The same is not true today. We need new equipment, much of which is now required by the GCR that was unheard of ten years ago, our expenses for staging a race continue to increase while we try to hold the line on race entry fees lest we scare all the entrants off. In short we suffer from all the same troubles business suffer—declining income, increased costs.

An increase in dues from \$5 to \$10 (my own proposed amount) means our cost of belonging to the Glen Region would be 83 cents a month. If there are those in the club that don't think membership is worth that, I invite their comments for publication in future Sparkplugs.

+++++

A BIG THANK YOU to Bev Buckbee and Ade Ketchum for doing the lion's share of work on this issue. I'll admit it wasn't the best planning on my part to schedule vacation for the first week of the month, but with Bev's typing and Ade doing the layout I have no worries, and the issue will be on time for the buffet/meeting. Again, thank you so much.

Lyn Rexford

## 1978 OFFICERS, DIRECTORS

### REGIONAL EXECUTIVE

Eleanor Perry, 131 E. High St., Painted Post, N.Y. 14870 607-962-1351

### ASSISTANT REGIONAL EXECUTIVE

Norman Glueck, 200 Ann St., Towanda, Pa. 18848 717-265-6670

### SECRETARY

Linda Atkinson, 52 Commonwealth Ave., Erin, N.Y. 14838 607-739-0524

### ASSISTANT SECRETARY

Judy Born, 415 Grove St., Elmira, N.Y. 14901 607-734-4460

### TREASURER

Douglas Wilcox, RD 2, Box 128B, Beaver Dams, N.Y. 14812 607-936-3990

### ASSISTANT TREASURER

Robert Hoskinson, 359 Riverside Ave., Elmira, N.Y. 14904 607-732-6085

### ACTIVITIES DIRECTOR

Harold Krelie, 216 Ithaca Rd., Horseheads, N.Y. 14845 607-739-0723

### BOARD OF DIRECTORS

Joseph Atkinson, 52 Commonwealth Ave., Erin, N.Y. 14838 607-739-0524

Robert Burns, 3 Appledore Circle, Rochester, N.Y. 14623 716-334-3976

Phyllis Hoskinson, 359 Riverside Ave., Elmira, N.Y. 14904 607-732-6085

Michael Kirkland, 409 Webster Rd., Webster, N.Y. 14580 716-872-0255

### AREA 10 GOVERNOR

Robert Perry 131 E. High St., Painted Post, N.Y. 14870 607-962-1351

### SPARKPLUG EDITOR

Lyn Rexford, 233 W. 17th St., Elmira Heights, N.Y. 14903 607-734-2628



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# Membership News

## NEW MEMBERS

Buddy Grindle, a junior member from Horseheads, is interested in working and participating in our events.

Norman Annis, Manager of Hornell Electric, is interested in rallies, Solo II's and social events.

Butch and Minnie Stecker from Binghamton, associated with Frito-Lay and Tri-City Vans respectively, are interested in race working and social activities. Butch has been working with F & C.

George Yarns, a tool engineer with IBM, Owego, is interested in working races, rallies and Solos.

Nile Heermans of Corning is interested in Solo events.

Charles Dobbs, Jr. of Elmira is an active F&C worker.

Walter and Brenda Jones of Hammondsport are interested in rallying, Solo events, race working, and social events.

Robert Hain, a junior member from Elmira, is interested working races, Solo events and rallying.

Dan Tarshus, a student from Elmira, would like to work at the races.

Gene Wetzelberg, a limited member from Southern New York Region.

David Green from Corning is interested in Solo events.

Brian Adey from Binghamton is interested in working all kinds of events and in our social activities.

Welcome to all. Come out to our Solo II's, rallies and races.

Total membership: 279 including 42 new members.

Membership contest: Eleanor Perry 10; Carl Matuszek 7; Bob Adkins 5; Dot Dronkers 2; Dawn Ehrhardt 2; Ann Gustina, Betty Kirkland, Roger Holman, Ray Pickering, Doug Wilcox, Phyllis Hoskinson, Bev Hopkins, Dave Robinson, Gary Rightmire, Bob Beckerman, Mike Semel, Judy Born 1 each.

Renewals reaching Denver after March 29th, have not been confirmed, hence the 1978 Directory has some names missing. These will be added as received.

Norm Glueck

## Ade Ketchum's

## PR Notebook

I really feel that our public relations effort is now starting to bear fruit. Entries are up in both rallies and Solo II events, with a good percentage of these entries being guests.

On April 6th, Carl Matuszek and I went to Twin Tier Toyota in Elmira and obtained sponsorship for five of our Solo II events. This now means that our entire Solo II series has sponsorship. Now we need to do some work on our rally program.

April 11th saw the Glen Region slide show make an appearance for 46 members of the Ithaca-Cortland Chapter, Society of Manufacturing Engineers. Tim Meddaugh and yours truly answered about 30 minutes worth of questions following the show.

A letter has been sent to all of the region's drivers, as we are going to be giving them some publicity on racing events at the Glen. As of May 1st, I have about 30 per cent of the profile sheets back. So, come on drivers, let's get it done before the going gets hot and heavy.

Doug Wilcox, Lyn Rexford and I have been shooting new slides for the new and improved Glen Region Story slide show. If you have a 35mm camera, why not grab a few shots for the show. We need all of the help we can get. The new show will probably have about 250 slides with some pretty wild special effects. Why don't you become part of the show?

We still need more places to show our current slide show and it will be available up until June 15th. After that date, you'd better make long range plans, as it's going to be a long summer and time is going to be hard to come by.

## A Look at the Past

with Bill Green

Sports cars and road racing began to grow very fast after World War II, first with the rebirth of road racing at Watkins Glen in 1948, and then the renewal of racing at Bridgehampton in 1949 by the Sports Car Club of America.

The year, 1950, saw the Chicago and Milwaukee regions of SCCA along with the help of the Elkhart Lake Businessmen's Association renew road racing in the Midwest at the famed resort town of Elkhart Lake, Wisconsin.

The circuit used for the 1950 regional race was a 3.3 course. The event, held in August, featured five races. The first was a vintage car race with George Campbell in a 1929 Packard taking first place. The next race was a five-lap session for the ladies with Sally Ann Chapin driving Jim Kimberly's Healy-Silverstone taking the honors. The under 1500 cc novice ten lap race was won by Lawrence Whiting, Jr. driving an MG TD. The over 1500 cc novice ten lap race was taken by C. Ted Boynton in a Healy-Silverstone. The main race was twenty laps long and Jim Kimberly drove his Ferrari to victory.

The first event was a big success, and for the August, 1951 race the circuit was enlarged to 6.5 miles with a portion of it running through town.

Three races were planned for the event with a 21 mile ladies race and a 40 mile novice race. John Fitch drove his Cunningham C2 to victory in the 200 mile feature at an average speed of 80.82 mph.

With the crowds getting bigger each year the Elkhart Lake race became a major event on the SCCA calendar.

The 1952 entry list was the largest ever with 106 cars. Three races were scheduled for the event which was held in September. The Sheldon Cup was run on Saturday with Phil Hill winning the race in an XK 120 C Jaguar. Two races were run on Sunday and Bill Spear at the wheel of his OSCA won the Kimberly Cup and John Fitch driving a Cunningham C4R won the main event or Elkhart Lake Cup for the second time. His winning average speed was 87.5 mph.

The largest crowd ever at Elkhart Lake assembled in 1952 and with them came the problems of crowd control. It was decided that there would not be a 1953 race, but racing would return again to Elkhart Lake in 1955 when Clif Tufte opened Road America.

TWIN TIER TOYOTA ENDURO  
5 MINUTE ENDURO SOLO II  
SPONSORED BY TWIN TIER TOYOTA

June 25, 1978

Parking Lot, Ingersoll-Rand Company Foundry  
Painted Post, New York

There will be a limited number of entrants due to the amount of time allowed. Send in your completed entry form now. If more than one driver is entering the same car, each driver must send in a separate form.

Fees: SCCA members \$3.50 per driver  
Non-members \$4.50 per driver

ENTRY FORM TWIN TIER TOYOTA ENDURO

Driver's Name: \_\_\_\_\_ Age: \_\_\_\_\_  
Address: \_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
Do you have a valid driver's license? \_\_\_\_\_  
Car Make: \_\_\_\_\_ Model: \_\_\_\_\_ Year: \_\_\_\_\_  
Color: \_\_\_\_\_ Engine displacement: \_\_\_\_\_ CI/CC  
License Plate Number: \_\_\_\_\_  
Class (if known): \_\_\_\_\_  
Name of other drivers (if any) entering this car: \_\_\_\_\_

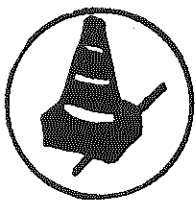
Mail completed form to Tom and Ruth Salander  
301 South Elmer Avenue  
Sayre, Pennsylvania 18840  
Make check payable to: Glen Region, SCCA

All entries will be acknowledged in early June giving entry number, working time, and starting time.

This form can be copied onto plain paper if you wish.



## Solo II Events



RESULTS - "SPRING'S FIRST FLING", ELMIRA COLLEGE DOMES,  
APRIL 2, 1978

A/Modified

1. Dave Button	Corvair V-8	1:03.910	Glen
2. Carl Matuszek	Buggy	1:10.525	Glen
3. Joe Gaboriault	Chevy	1:17.332	Glen
4. Buddy Grindle	Turbo Pinto	1:18.157	Glen

B/Modified

1. Ernest Walden	Buggy	1:10.176	Glen
2. Gordon Walden	Buggy	1:13.050	Glen

C/Modified

1. John Hamann	Buggy	1:11.300	Glen
2. Doug Pobgee	Formula Vee	1:11.812	Glen
3. Daniel Casseta	Buggy	1:16.362	Guest

D/Modified

1. David Gaboriault	Formula Vee	1:07.410	Guest
2. William Moore	Formula Vee	1:16.033	Guest
3. Sam Danna	Buggy	1:28.207	Guest



CARL MATUSZEK - Chairman of the Board

B/Prepared & B/Stock

1. Pat Brennan	Corvette	1:07.019	SNYR
2. Lou Spaccio	Corvette	1:14.892	Guest

C/Prepared

1. Nile Heermans	Barracuda	1:08.115	Glen
2. Chris Bucknam	Trans Am	1:09.405	FLR
3. John Cole	Trans Am	1:17.235	Guest
4. Bob Stevenson	Torino	1:18.220	Glen
5. John Brewster	Road Runner	1:20.866	Guest
6. Larry Berman	Firebird	1:21.661	Glen
7. Richard Nelan	Camaro	1:22.082	Guest
8. Ron Manwarino	Camaro	1:26.628	Guest

D/Prepared

1. John Pierce, Jr.	Opel 1900 Wagon	1:06.384	Glen
2. Kenneth Pierce	Opel 1900 Wagon	1:09.531	Guest
3. James Kellogg	TR4-A	1:10.562	Glen
4. Lawrence Winner	Pinto	1:11.277	Glen
5. William Estes, Jr.	Triumph GT-6	1:13.800	Guest
6. Gregory Emelski	Triumph GT-6	1:22.778	Guest

D/Stock

1. Ruth Salander	Saab Sonett	1:12.324	Glen
2. Tom Salander	Saab Sonett	1:14.125	Glen
3. Richard Lattin	BMW 2002	1:24.061	Guest

E/Stock

1. Douglas Born	Triumph Spitfire	1:08.871	Glen
2. Bill Bradshaw	Fiat 124	1:10.421	Glen
3. David Green	Triumph Spitfire	1:12.796	Guest
4. C.N. McKinney	Opel Manta	1:13.428	Guest

F/Stock

1. Joe Atkinson	Cobra II	1:09.605	Glen
2. Douglas Born	Monza	1:10.053	Glen
3. Richard Shaw	Z-28	1:10.728	Guest
4. William Slocum	Camaro	1:13.003	Glen
5. Linda Atkinson	Cobra II	1:13.432	Glen
6. Dave Robinson	Camaro	1:14.113	Glen
7. Judy Born	Monza	1:20.562	Glen
8. Dan Carbonneau	Toronado	1:31.088	Guest

G/Stock & E/Ladies

1. Gene Wetzelberg	Scirocco	1:06.788	SNYR
2. Bill Klein	Scirocco	1:09.353	Guest
3. Brian Buchauer	Rabbit	1:09.372	Glen
4. Gary Brouse	Rabbit	1:09.974	Glen
5. Beverly Hopkins	Rabbit	1:11.029	Glen
6. Ann Gustina	Rabbit	1:11.085	Glen
7. Jim Reeve	Subaru GF	1:11.384	Guest
8. Mike Besley	Honda Civic	1:11.439	Glen
9. Harold Krelie	Fiesta S	1:11.688	Glen
10. JoAnn Molnar	Honda Civic	1:12.923	Glen

11. Perry Poyneer	Fiesta	1:14.281	Glen
12. Michele Krelie	Fiesta S	1:15.271	Glen
<u>H/Stock</u>			
1. Ken Strothmann	Dodge Colt	1:10.123	Glen
2. Dave Rothchild	Toyota Celica	1:11.312	Glen
3. Robin Balcom	Datsun 510	1:12.051	Glen
4. Mike Matson	VW Beetle	1:16.007	Guest
5. Gerald Sheehe	Toyota Corolla	1:16.113	Glen

FASTEST TIME OF DAY

Dave Button Corvair V-8 1:03.910

STUDENT TROPHIES (Donated by Elmira College Campus Center)

FTD - Richard Shaw

Specialty Class - Dan Carbonneau

A special thanks from the Glen Region goes to Victor DiVasto and the Elmira College Campus Center Committee for the use of the Domes, their work and for the beer.

RESULTS - "FORD COUNTRY II" SOLO II BROUGHT TO YOU BY CLUTE MOTOR COMPANY, APRIL 23, 1978

Dealer Class

1. Perry Poyneer	Fiesta	37.412
CLUTE MOTOR CO.		
2. Rick Smith	Rabbit	37.788
G.C. McLEOD		

A/Modified & D/Modified

1. David Gaboriault	Formula Vee	32.414	Guest
2. Carl Matuszek	Buggy	36.246	Glen
3. Dave Button	Corvair V-8	36.863	Glen
4. Buddy Grindle	Turbo Pinto	39.023	Glen

B/Modified

1. Gordon Walden	Buggy	33.460	Glen
2. Ernest Walden	Buggy	34.504	Glen
3. Michael Ticonchuk	VW Beetle	39.260	Guest

C/Prepared

1. Christopher Bucknam	Trans Am	35.769	FLR/Glen
2. Nile Heermans	Barracuda	36.202	Glen
3. Bob Stevenson	Monza Spyder	37.523	Glen
4. John Cole	Trans Am	40.603	Guest
5. Joseph Gaboriault	'Cuda	40.779	Glen
6. John Buttrey	Camaro	42.429	Glen
7. Larry Berman	Firebird	42.797	Glen
8. Michael Denson	Camaro	43.470	Guest
9. Richard Nelan	Camaro	44.638	Guest
10. John Brewster	Road Runner	44.941	Guest
11. Matt Mitchell	Mustang	49.848	Guest

D/Prepared

1. James Newpher	Lotus 7A	33.507	Glen
2. James Kellogg	TR4-A	34.158	Glen
3. Lawrence Winner	Pinto	36.938	Glen
4. Todd Stegman	Capri II 2.8	37.454	Cincin.
5. Mark Mathewson	VW Beetle	37.990	Guest
6. William Hagret	Mustang II V-6	42.235	Guest
7. Kathie Winner	Pinto	43.861	Glen

E/Prepared

1. Kenneth Pierce	Opel 1900 Wagon	36.157	Guest
2. John Pierce, Jr.	Opel 1900 Wagon	38.223	Glen

D/Stock

1. Duane Anderson	240-Z	36.330	Glen
2. Thomas Salander	Sonett	36.850	Glen
3. James Reeve	Capri II	37.329	Guest
4. Ruth Salander	Sonett	37.442	Glen

E/Stock

1. Thomas Sparling	Mazda RX2	35.870	Glen
2. David Green	Triumph Spitfire	35.905	Glen
3. Bill Bradshaw	Fiat 124 Spider	36.080	Glen
4. Norma Fay	Capri	43.360	Guest
5. Robert Eastman	Capri	43.458	Guest

Results - continued on Page 5



JOE ATKINSON - Continuing his winning ways

Continued from Page 4

<u>F/Stock</u>			
1.	Joe Atkinson, III	Cobra II	36.063 Glen
2.	Douglas Born	Cobra II	36.849 Glen
3.	Linda Atkinson	Cobra II	37.439 Glen
4.	William Slocum	Camaro	38.148 Glen
5.	Gregory Haskell	Firebird	41.009 Guest
6.	Bob Beckerman	Trans Am	43.331 Glen
7.	Michael Denson	Duster	48.550 Guest
8.	Richard Nelan	Duster	52.150 Guest
<u>G/Stock</u>			
1.	Gene Wetzelberg	Scirocco	33.880 SNYR/GI
2.	Mike Besley	Honda Civic	35.820 Glen
3.	Harold Krelie	Fiesta	36.260 Glen
4.	Jo Ann Molnar	Honda Civic	36.910 Glen
5.	Brian Buchauer	Rabbit	37.046 Glen
6.	Beverly Hopkins	Rabbit	37.174 Glen
7.	Michele Krelie	Fiesta	39.697 Glen
<u>H/Stock</u>			
1.	Ken Strothmann	Dodge Colt	36.527 Glen
2.	Robin Balcom	Datsun 510	36.945 Glen
3.	Dave Rothchild	Toyota Celica	38.560 Glen
4.	Doug Pobgee	VW Beetle	39.010 Glen
5.	Bill Taylor	Volvo 242	40.137 NEPa
<u>FASTEST TIME OF DAY</u>			
	David Gaboriault	Formula Vee	32.414

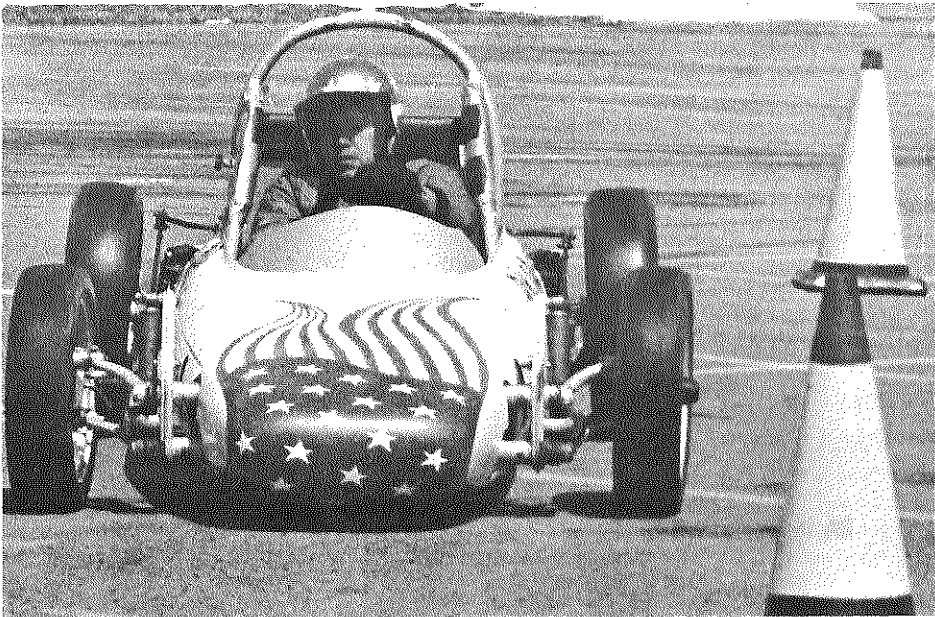
A special thanks from the Glen Region goes to Perry Poyneer and Clute Motor Co. for their support of the Glen Region Solo II program.



DAVE ROBINSON - A chairman's work is never done

Solo II Standings  
As Of April 22nd

<u>A/Modified</u>		<u>E/Stock</u>	
Dave Button	328	Bill Bradshaw	278
Carl Matuszek	308	Thomas Sparling	208
Buddy Grindle	200	Douglas Born	206
Joseph Gaboriault	122	David Green	156
<u>B/Modified</u>		<u>F/Stock</u>	
Ernest Walden	354	Joe Atkinson	428
Gordon Walden	354	Douglas Born	324
<u>C/Modified</u>		Dave Robinson	
John Hamann	204	William Slocum	216
Doug Pobgee	152	Linda Atkinson	216
<u>C/Prepared</u>		Bob Beckerman	
Nile Heermans	382	Judy Born	42
Chris Bucknam	382	<u>G/Stock</u>	
Bob Stevenson	244	Brian Buchauer	222
Larry Berman	112	Gene Wetzelberg	212
Joseph Gaboriault	92	Mike Besley	198
John Buttrey	70	Beverly Hopkins	156
<u>D/Prepared</u>		Harold Krelie	
James Kellogg	286	Gary Brouse	116
Lawrence Winner	232	Jo Ann Molnar	106
James Newpher	212	Ann Brouse	72
John Pierce, Jr.	210	Michele Krelie	40
Kathie Winner	40	Perry Poyneer	11
<u>E/Prepared</u>		<u>H/Stock</u>	
John Pierce, Jr.	150	Ken Strothmann	416
<u>E/Ladies</u>		Dave Rothchild	
Jo Ann Molnar	14	Robin Balcom	280
<u>D/Stock</u>		Doug Pobgee	
Duane Anderson	406	Gerald Sheehe	80
Thomas Salander	306		
Ruth Salander	304		



DAVE GABORIAULT - An FTD at Clute Solo II

JUNE SOLO II CALENDAR

June 11	Southern New York Region - Solo II - Contact Bob Baker (607) 656-4073.
June 18	Central New York Region - Solo II at Cherry Valley Kart Track in Lafayette, New York - Contact Bob Martin, 515½ Charles Ave, Solvay, N.Y. 13209.
June 18	Northeast Pennsylvania Region - Solo II at Pocono Drag Lodge - Contact Bill Taylor (717) 586-9321.
June 25	Glen Region - 5 Minute Solo II at Ingersoll Rand Foundry Parking Lot in Painted Post, New York - Contact Tom Salander (717) 885-4575.

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TWIN TIER TOYOTA IS SOLO II SPONSOR

Yes, we have a sponsor for the rest of the Solo II season, Twin Tier Toyota of Elmira, New York has agreed to buy dash plaques and beer for five of the remaining Solo II's. We will also be able to borrow a Toyota pickup for transporting pylons to these events. The following are the events supported by Twin Tier Toyota:

May 6-7	Grand Prix Circuit
June 25	IR Foundry Lot, Painted Post
July 23	IR Main Lot, Painted Post
Sept. 17	Hornell, N.Y.
Oct. 8	Grand Prix Circuit

I would like to thank Dave Rothchild for getting this started. He works for Twin Tier Toyota and made the original contact with Dick Shilling, manager of Twin Tier Toyota. Adrian Ketchum and myself did the follow up, but the credit goes to Dave. Again, thank you, Dave.

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LADY SOLO II'ers RUN REGULAR CLASSES

After two events, 93% of the ladies entered were in the regular classes not the ladies classes. Now don't think that these ladies are not competitive. Ruth Salander has a first place and Linda Atkinson has a third place under her belt. To get third place Linda had to score a better time than five of the guys and she did it.

At this rate we may have a lady in first place at the end of the year. Keep up the good work girls and happy soloing.

Carl J. Matuszek

\*\*\*\*\*

WANTED - Workers      Contact Carl Matuszek  
\*\*\*\*\*

Take Notice

THIS IS YOUR FIRST WARNING

On Sunday, July 2nd, the Glen Region will present "Family Fun Day." A picnic, games and a good relaxing time for all on the weekend before we gear up for the 6 hours and Can-Am. Included will be a short rally to the destination. For further information keep on the lookout for the advanced registration form, plus time and places.

Harold Krelie, Bob and Phyllis Hoskinson  
(Co-Chairpeople)



## Radio Rick Reports On Long Beach GP

April 1st and 2nd weekend of this year was the third time the streets of Long Beach, California rocked with the sound of Formula One engines and the clamor of race fans from all over the world—all in the shadow of the Queen Mary (which is, by the way, for sale at 30 million).

It might have been the last race. Long Beach officials seem to have gotten tired of paying the huge prices the Formula One constructors have placed on their circus, and they have been talking with USAC officials about a USAC road race for the street course. Many G.P. team managers are not pleased with the Long Beach set-up; many say that the garage area is too far from the pits, and that adding the Formula Atlantic event just caused more confusion in the pit area.

The crowd control was quite bad during the race and Chris Pook, the head of the event along with one of his directors, Dan Gurney, were seen checking passes in pit lane.

Timing and scoring was a mess during qualifying and the Formula Atlantic drivers didn't get a grid sheet until 6 am race day. There was talk of setting up a group of timers to travel with the teams to act as official timers.

This was the first year that it looked like they had a really good crowd, with the number of motor homes in the RV area staggering. The weather cooperated with a nice sunny day for racing after a rainy first part of the week.

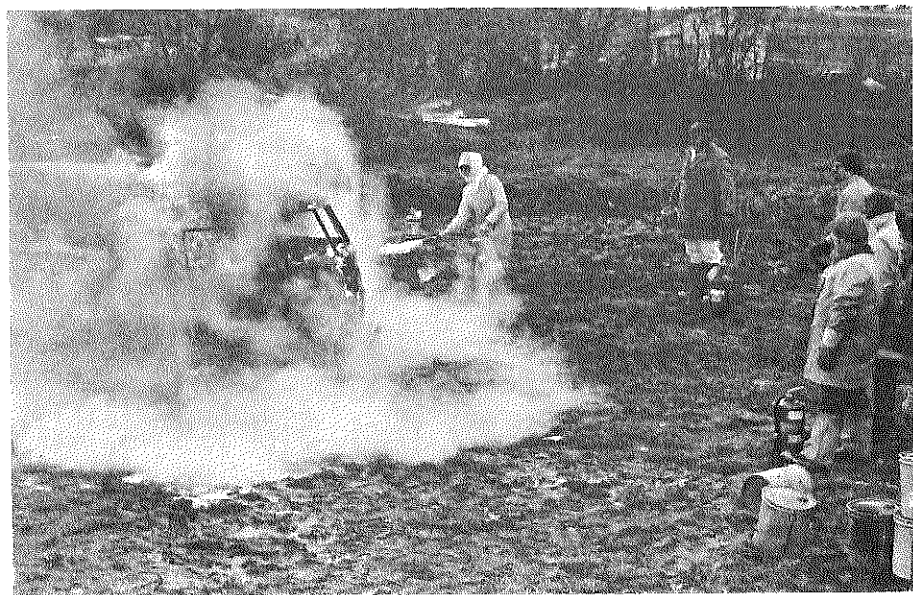
They put on quite a show at the International City. Thursday, the Grand Prix and Formula Atlantic cars were towed to Pine Street for a public showing with a thousand dollars in prizes at stake. (The Ligier Team won for the second year in a row). Also on hand, was a jet car that Burt Reynolds will fly across a river in an upcoming film along with several vintage cars and dune buggies. There is also the 'Prix-View' Luncheon where everyone is invited to see the cars and walk the track. The five dollar charge also includes a box of cold Kernel Cluck and a couple of posters.

The TV coverage seemed to be better this year with the producer using more camera locations, but I think everyone will agree that they need to mention and show some of the racing going on back in the pack instead of holding on the front 2 or 3 all the time.

As for the race being held somewhere else next year, Las Vegas would be a good bet. It seems there are several people there planning a Formula Atlantic race up the strip. This would qualify them to hold a Grand Prix the next year. Bernie Ecclestone spent the early part of the Long Beach race week in Las Vegas and I don't think he played black jack all the time.

So at this point, it is all up in the air, but it was good to see the Grand Prix teams again and to soak up some sun and gather some new stickers for the trading session after the next meeting. Maybe next year if the casinos of Vegas border the track just maybe I'll be able to make a profit from going to the races.

Rick Hughey



BOTH NEWCOMERS AND OLDTIMERS tried their hand at the F&C School, April 15 & 16.

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## T/A Point Fund Sparks Early Interest

DENVER -- Interest in the Sports Car Club of America's Trans-Am Series has rocketed following announcement of the \$100,000 driver's point fund, the biggest in American road racing. And it comes not only from regular top finishers but from those consistent entrants who, although not heavily financed, provide the mainstay of the series.

"We will divide the \$100,000 equally between Category I and Category II, and for the first time will pay through the top 20 finishers," says SCCA Director of Professional Racing Berdie Martin. "That assures that not only will the Trans-Am 'stars' receive more point fund money than ever before but also the people competing on more limited funds will share in the payout."

The planned ten-event Trans-Am opens May 21 at Sears Point International Raceway. Early returns indicate impressive entries for the 1978 opener.

And with good reason.

Top finish in each Category will be worth \$10,000 at season's end, with second place receiving a healthy \$6,000. Twentieth place will return \$1000, making the Trans-Am point fund financially rewarding to forty season-long competitors.

Of course, the buck doesn't stop there. In addition to the points fund, prize money alone will exceed \$350,000 exclusive of substantial contingency awards.

With the opening Sears Point contest over three weeks away, 1977 Category I champion Bob Tullius of Herndon, VA. has signed up to defend his title in the powerful V-12 Jaguar XJS. He'll contest Tony DeLorenzo, a strong Camaro campaigner in the early 1970's, West Coast Corvette pilot Dave Mock and veteran Corvette standout Babe Headley for top honors.

Even more impressive is the Category II lineup for the Sears Point debut. Vasek Polak Racing has registered a total of five cars, with a possible sixth on the way, including three Porsche Turbo RSR's in the hands of former Can-Am and Trans-Am champion George Follmer, 1977 LeMans winner Hurley Haywood and West Coast pilot Cliff Creans. A pair of road racing standouts, John Morton and Milt Minter, will drive Polak three-liter BMW's.

Joining the Porsche Turbo RSR fleet are Canadian Ludwig Heimrath, Monte Shelton of Portland, Ore. and Hal Shaw of Vail, Colo.

Corvette GT driver Gregg Pickett, 1977 IMSA Driver of the Year Tom Frank and Tuck Thomas, both in Monzas, assure Category II of an exciting run for the money.

In all, over 30 top line drivers are expected to vie for \$20,000 in prize money plus contingencies in a torrid 100-mile dash over the twisting 11-turn, 2.5-mile Sears Point circuit. SCCA Regional Club Racing competition will open the action on Saturday and Sunday, with the Trans-Am feature slated for Sunday afternoon.

## CLASSIFIED

FOR SALE: One of the most successful teams in Solo I and hillclimb recent history. Team NSU's White TTS, complete with trailer and certain spares. \$1650 ready to race. Could be used for drivers' school with change of diff. ratio (furnished). Contact Chuck Marsh or Gary Rightmire at 607-898-3604 or 108 Barrows St., Groton, N.Y.