

the glen region

SPARK PLUG



glen region, scca

february, 1979

vol.23 no.2

SCCA NEWS

"NEW FACE", EXPANDED RACING SCHEDULE

The new year has brought a new name, an expanded schedule and a fresh look to nation-wide SCCA Club Racing competition.

Those events on the Club Racing calendar which offer additional points to competitors will now be known as "Bonus Nationals", and will be increased from 12 to 14. In addition, these events will be conducted under the banner of "National Championship Road Racing", a popular name used previously by SCCA.

In all, 65 National events are scheduled for the ten-month, 1979 National Championship Road Racing season. Fourteen of these will carry the Bonus National designation, awarding 15 points to each winner instead of the normal nine, and distributing points through the top ten finishers on a 15-12-10-8-6-5-4-3-2-1 basis. Thus, SCCA amateur road racers will be rewarded for beating the cream of the over 3,800 nationally-licensed crop.

The additional points of Bonus Nationals as well as the regular points of Nationals will count toward October's season-ending Champion Spark Plug Road Racing Classic where SCCA National Class Champions are determined.

All SCCA National Championship Road Racing events will consist of 21 highly competitive classes combined into race groups. Eight Production classes make up the bulk of the racing entries, along with three Sports Racing, three Sedan, three Showroom Stock and four exotic Formula classes, offering spectators unparalleled racing variety.

Spurred by last year's successes, the 1979 Bonus National schedule will include events at the same 12 circuits which so beautifully hosted the 1978 bonus-point races, and will be expanded to feature two additional dates. New tracks slated for '79 Bonus National competition are the impeccable Road Atlanta course near Gainesville, Ga., and demanding Summit Point Raceway at Summit Point, W. Va.

two tentative dates assures that the 1979 SCCA/Citicorp Can-Am Challenge will offer competitors well in excess of \$800,000 in purse and prize fund monies. This total, which could reach as high as \$915,000, sets a new standard in Can-Am season awards and solidly continues its traditional position as the richest road racing competition in North America.

The updated schedule adds a new United States stopover for series campaigners on August 19 at Minnesota's beautiful Brainerd International Raceway and a now-tentative September 23 showing in festive Mexico City. Three events previously listed have shifted their dates: Mosport Park Limited in Ontario has moved up to June 3; Laguna Seca Raceway has shifted back to October 14 and Riverside International Raceway has moved to October 28.

St. Jovite, a popular regular on the C-A trail in past years was reluctantly removed from the schedule and will be closed to motorsports for the 1979 season due to required circuit modifications.

Based on a conservative minimum, rewards for the challenging Citicorp schedule will easily exceed the all-time Can-Am season high of \$675,000 set in 1972. More recent comparisons yield a gain approaching \$200,000 over the 1978 awards, and a whopping \$325,000 upsurge from the rebirth year of 1977. The Citicorp Can-Am Driver's Point Fund of \$25,000 and an expanding pot of manufacturer's contingency awards could push the season's total close to the one-million dollar mark.

Can-Am and Bonus National schedules—page 7

UPCOMING EVENTS

- FEBRUARY 16---Business Meeting-8 pm-M&M Club
Montour Falls
25---SCCA National Convention, Chicago
MARCH 10---Harold's Eve, M&M Club, Montour
Falls-movies and fun in a casual
atmosphere
17---NEDIV Roundtable-see details in
this issue
24---Business Meeting-8 pm M&M Club

BOARD OF DIRECTORS MEETINGS

March 9-M&M Club, Montour Falls, 7:30 pm
April 20-M&M Club, Montour Falls, 7:30 pm

CITICORP CAN-AM JACKPOT RAISED TO OVER \$800,000

An updated schedule listing ten definite and

Editorially Speaking

Our first business meeting of this new year is now behind us, and if you missed it you missed a real barrel-burner. The minutes of that meeting have already been distributed, so the actions taken and the discussion presented is known. I would like to offer some of my thoughts on that meeting and business meetings in general.

First off this was one of the few meetings, though long, that did not find people chomping at the bit to get adjourned. There was a lot of important budget business to be discussed and RE Pro-tem Eleanor Perry did a good job of keeping everyone in line when the discussion could have gotten out of hand. Nothing frustrates me more than people who will not give the other guy a chance to speak his piece just because the particular matter does not fall in his realm of interest. Meetings are the only way we have of formulating policy and airing our opinions, and if this sometimes takes time to accomplish—so be it. If you are not prepared to give the Region your attention for a couple of hours each month in a formal session then perhaps you should stay away from the meetings and let those who are interested and patient enough to sit through the meetings take care of business for you.

An excellent point was made by Eleanor during the discussion about sending people to the National Convention and the great benefit the Region can gain from such experience. The gist of it was that we send people to the Convention and when they return, full of enthusiasm and new ideas to report to the membership, they stand before a group at the meeting and are sometimes welcomed by yawns, disinterest, and those "I'd rather be in the bar" looks. Let's give these and all people who give a report at the meetings our attention and respect by listening to them. None of us is so well versed in

all the aspects of the club that we can't learn something.

Running this club is big business whether you like that term or not. Let's all keep that in mind at the next meeting and help the presiding officer conduct the meeting in a 'big business' way.

This issue features the second in what will become a complete series of articles on the history of the Watkins Glen race courses which will bring us from the first race right up to the present. Bill Green and Al Robinson have done an excellent job and make great reading as well as an historical sketch of events that have played such a great part in the Region's continuing racing tradition. Bill's monthly feature, A Look at the Past, will be appearing on an irregular basis now that he is putting his major attention on the new series of features.

Coming next month will be reports from the National Convention delegates as well as a general report on what transpired, who won what award, etc. Also there will be details of the first Solo II scheduled for April 1, and hopefully details on the rally program for the year. Look for it in your mailbox about the 15th of March.

-Lyn Rexford

Take Notice

INVENTORY SALE

451 Glen Region decals (large) 30¢ each
 228 Glen Region decals (small) 20¢ each
 263 Glen Region cloth patches \$1.00 each
 80 Glen Region car badges \$8.00 each
 38 3" SCCA cloth patches \$1.00 each

For these or other items see Kathi Burns

1979 OFFICERS, DIRECTORS

REGIONAL EXECUTIVE

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AREA 10 GOVERNOR

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



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Ten Years Ago In the SPARKPLUG

FEBRUARY, 1969

Front-page story of a rather thin issue was the Snow Rally II, which like the previous year's inaugural ran without snow. Photographs were provided by Stu Luther and results by rallymaster John McQuillen.

RE Bob Perry reported on the success of the Region's display at the Corning Lions Club Auto Show. Members exhibiting their competition cars included Dave Erwin (Ferrari GTO), Vic Franzese (Lola Formula B), Gordon Barkley (Autodynamics Vee), and Dick Sparling (Lotus Formula Ford).

News from SCCA National included the shifting of the Sports Car office from Westport headquarters to Michigan City, Ind., where Don Nixon would become the new editor. This began a series of moves which eventually saw the magazine published at locations from coast to coast before settling in its present home with the Oxman Publishing Co. in California.

A look at the 1969 Northeastern Division calendar showed the Marlboro course in Maryland's tobacco country still going strong, while the Glen Tour Divisional Rally was scheduled for April 27.

-Al Robinson



Bee Stephens presents the Robert W. Stephens Memorial Trophy "In the Spirit of the Sport" to Phil Henderson of Western New York Region at the NYSRRC Awards Banquet. Henderson earned the trophy by accumulating the greatest number of points in the NYSRRC race series. The trophy will be provided annually for the NYSRRC champion by the Glen Region as a memorial to the late Bob Stephens.

Activities Update

Non-race activities, that's my game. This includes rally, Solo II, social activities, anything that is not part of the race program. Most of these activities are strong and in good health. This year's Solo II Board has eight events scheduled and has a strong national program to follow. Of course, everyone will appreciate the parties that the social committee will have after the long, hot race weekends. Yes, I put my order in for sunshine. Did you? For everyone's enjoyment we still have the Family Fun Day and the Auto Show.

This all sounds good, but we have one program that needs the help of one person. YOU! This program has a loyal following in the Region and still has great potential. There are competitors waiting and there are a few members willing to be the chairman of an event. If you have not guessed, this is the rally program. New members this is an ideal place for you to get started, there are plenty of members willing to help, so let me know. We need YOU.

Since we all want to have fun, let me know your ideas. I will pass them on to the people who can use them most. We all want your help.

-Carl J. Matuszek
Activities Director

Membership News

The Glen Region closed out 1978 with 366 members, including 262 regular, 57 spouse, 28 junior, 1 life and 15 limited members. The membership contest is on again-to get credit make sure you sign the sponsor line.

New members to the Glen Region include Charles Darrow, a mechanic, and his wife, Jane, a social worker, both from Jersey Shore, PA. Both are interested in participating as contestants as well as working events.

Carl Goeltzenleuchter is a truck driver from Cheektowaga, N.Y. who comes to us as a transfer from Western New York Region. Carl's interest is mainly in working events.

Steven Ellis from Pine Valley, N.Y. is also interested in working races while not on duty at the main post office in Elmira.

New brochures and applications are available. If you use an old form, please make sure you change the Region dues to \$10.00. Also, when you sign someone up, don't forget the new member kit for \$5.00.

-Rich Goldwin
Membership Chairman

The Glen's Middle Course

THE FORGOTTEN CIRCUIT: The Glen's Middle Course
1953-55

story by Al Robinson

history and statistics by Bill Green

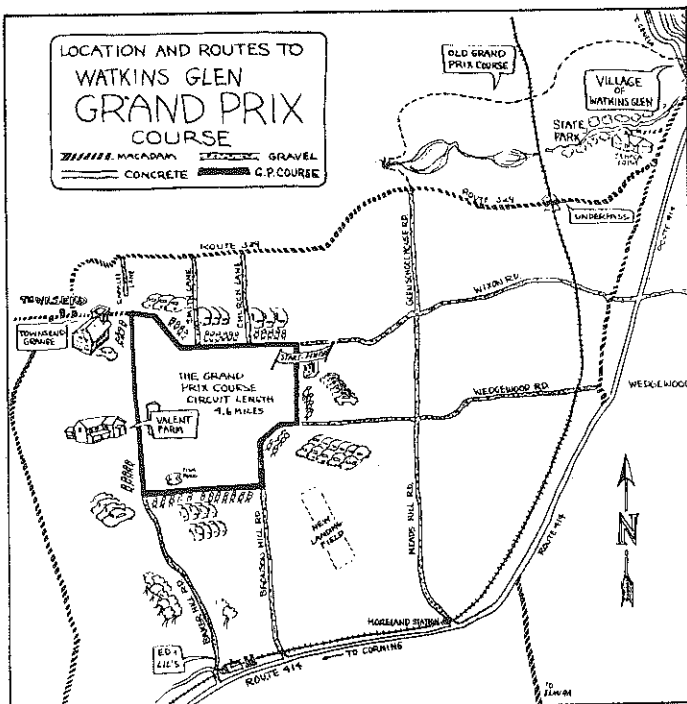
While entering the Grand Prix Course from Rhinehart Road (crossing the circuit by the old tower), have you ever felt you were on a starting grid? While wandering down "Concession Row" outside the Tech Center, have you ever heard the wail of a D-Jaguar? Looking west along Montour-Townsend Road from the front gate have you ever seen the ghostly shape of a Mercedes-Benz 300SL Gullwing approaching at full throttle?.... If so, you have been visited by the spirit of the almost forgotten "Middle Course" at Watkins Glen, the 4.6 mile layout of town roads over which the sports car Grand Prix was held from 1953 through 1955. Today we walk across the infield, traversing Rhinehart and Wedgewood Roads without thinking that the great cars and drivers of the mid-50s thundered over them each September for three years. It was a temporary course, without the challenge or glamor of the original circuit down Franklin Street and around the park, but it kept racing at the Glen from disappearing until the permanent course which now overlaps it could be built.

The spectator fatality of 1952 made it clear that the old course had been outgrown, even if the authorities would relent and permit it to be used again. The Grand Prix committee studied four possible sites in the surrounding rural area, rejecting one in the Town of Orange to the west and two in the Town of Hector to the

northeast. The configuration finally chosen was in the Town of Dix, using parts of four roads and having the shape of a rough square with one corner cut out. Start-finish was placed on Rhinehart Road, about where you would but a ticket at the main gate today. The cars ran south on Rhinehart, up the gentle slope past the pine tree which still stands, and hit a 90° right onto Wedgewood Road. A pair of sweeping, 45° lefts changed their direction from west to south again, covering ground which now forms the ridge overlooking the Bog, and brought them



Start of the first Collier Brothers Memorial Trophy Race. Starter Nils Mickelson gives the green flag to #208 the MG-TF of Leech Cracraft and #138 Milton Cooper in an MG-TD.
Photo by Jim Walsh



back to the present-day Bronson Hill Road. The run along Bronson Hill lasted until a point just above today's Toe of the Boot, where a tight, uphill right sent them away on Hedden Road. Hedden ran due west (as it still does), undulating constantly, until breaking over a crest just short of the Baker Hill Road turn.

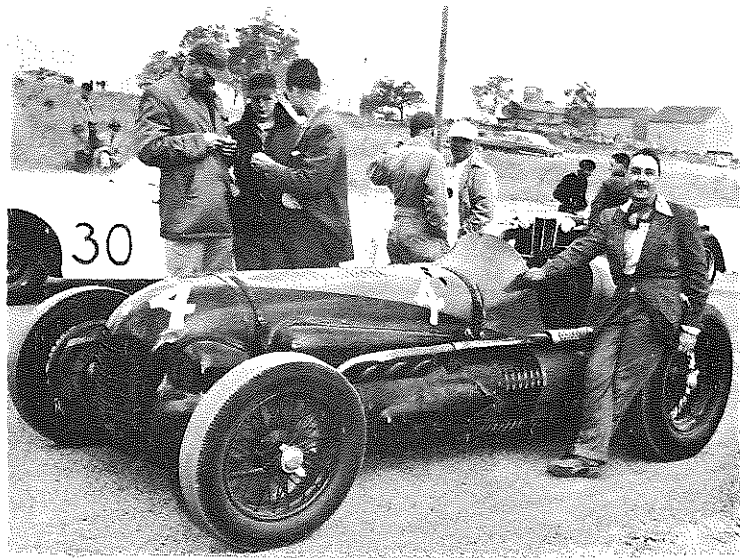
On the inside of the turn was Valent's pond and just around the corner the buildings of Valent's farm, belonging to just whom you think, or at least to his family. Baker Hill Road headed straight north and its downhill gradient made it the fastest stretch on the course, meaning 160 mph or so for the big iron, and up to 85 for the lowly MG-TD. Baker Hill ended in yet another 90° right, this one onto Montour-Townsend Road, with a gentle climb ahead until a point just west of the present Bronson Hill intersection. Then it was a short downhill run to the last right-angle turn, back onto Rhinehart Road with the temporary stands looming up on the left and the equally-makeshift pits and timing tower on the right. Back in the infield was RCA headquarters, near the roadside were parked the vans of Cunningham and Kimberly teams, and altogether the effect must have been one reminiscent of the more remote continental

circuits, or even the rural road races of a much earlier time in American motor sport.

Of course, sketching in the design on a county map did not a race make: road improvements were needed (little noticed today on the surviving portions), leases had to be negotiated with farmers in order to charge admission on private land, snow fencing was needed for spectator restraint, and the SCCA brass had to approve the course. All but the last were accomplished with time to spare, but the SCCA hierarchy steadfastly refused to believe the circuit would be raceable in September and refused sanction. Threats of suspension filled the air and the race's biggest attractions, the Cunninghams fresh from their third place at LeMans, failed to appear, but the sixth annual Grand Prix was run on schedule. The weather was blustery and the crowd was small (partly as a result of the first admission charge levied at the Glen: \$2.00 for any spot outside the circuit) to see Walt Hansgen win his first of four Grands Prix in a special-bodied Jaguar XK120, but the course had proven both safe and feasible to run; racing at the Glen was saved.

SCCA National sanction returned in 1954 and so did top contenders: Cunningham, Kimberly, Spear, etc. Along with them came better weather and a crowd which rivaled, if not equalled, the round-the-houses gatherings of the 1950 era. Phil Walters, the ex-midgeteer from Long Island who had been the last to win a completed Grand Prix on the old course, survived the challenge of Bill Spear's 4.5-liter Ferrari to put his Cunningham C4R into victory lane and become the first two-time winner of a Watkins Glen feature race. The 1954 program was the first to expand beyond three races as well, with the addition of the Collier Brothers Memorial and Glen Trophy events.

The year 1955 was the last and greatest for the middle course, although speeds were down from 1954 and Spear's 86.6 mph lap record remained unbroken. The heavy, Chrysler-powered



George B. Weaver leans against his 1936 Maserati model RI before the start of the 1953 Seneca Cup Race. This car won the Seneca Cup Races in 1949 and 1951 also with Weaver at the wheel. Photo by Jim Walsh

Cunninghams had at last reached the end of the road, and Briggs Cunningham had been forced to abandon his dreams of an American LeMans winner and turn to Europe for equipment. The hardware that he brought to the Glen for Sherwood Johnston to drive was the first D-Jaguar to grace the roads of Schuyler County, a powerful-braking, questionable-cornering machine perfectly suited to the long straights and tight turns of the course. Again Bill Spear provided the main opposition, this time driving a Maserati 300S, but Johnston prevailed to give Briggs C. his second straight Glen triumph, the second leg in what was to become a five-out-of-six run for the white cars from Connecticut.

There was significance in the preliminary events that year as well, in fact, they represented a bridge between the old and the new. On the old side, the Collier Brothers Memorial for small-bore production cars was won by an MG-TF, the last of the "square-rigger" MG's which was about to go out of production in favor of the MGA. The new was represented by the winner of the Glen Trophy for big-bore production machines. Paul O'Shea's Mercedes-Benz 300 SL Gullwing, a car which was to set the fashion for luxury performance vehicles for years to come; perhaps the first true "GT". Finally there was Dr. M.R.J. Wyllie, winner of the Seneca Cup for the third year in a row with his C-Jaguar. As a veteran of the earliest days he would seem to be a member of the fading old guard, but in fact he continued to race well into the 1960's in the highly-competitive world of small-bore sports-racers.

When the sun set that September day in 1955 the Glen's middle course had proven itself a success for the third year in a row, but its fate was already sealed. It was, after all, a temporary circuit fashioned from township roads which could only be closed two days a



A youthful Cameron R. Argetsinger sits behind the wheel of his Jaguar XK120M just prior to the start of the 1953 Seneca Cup Race. Argetsinger went on to a fifth place overall finish. Photo by Charles A. Lytle, Jr.

Continued on page 6



Phil Walters receives the checkered flag from chief starter Nils Mickelson to climax his victory in the 1954 Grand Prix. Walters, driving a Cunningham C4R, became the first driver to win the Sports Car Grand Prix on two occasions, 1951 and 1954. Photo by Jim Walsh

year. Cameron Argetsinger, Henry Valent, and the other leaders of the Watkins Glen racing establishment saw that if the Glen was to continue to be a mecca for road racing in America it would need a permanent circuit, like that opened in Elkhart Lake, Wisconsin, a few months earlier. On a permanent circuit more than one event could be held per year, testing could take place between races, and the financial operation would be free of the constraints imposed by dealing with dozens of land owners along the way. In short, it was time for rac-

ing at Watkins Glen to move out of its adolescence and grow up, and to this end 550 acres were purchased near the then-starting line for the construction of the 2.3 mile teardrop which still functions in enlarged form today.

The 4.6-mile Middle Course passed briefly across the stage of Watkins Glen road racing, but without it there might never have been the vital bridge between the pioneering days of round-the-houses racing and the internationally-famous circuit we know today.

RESULTS OF RACES RUN ON THE SECOND WATKINS GLEN ROAD CIRCUIT 1953-1955

<u>YEAR</u>	<u>RACE</u>	<u>WINNER</u>	<u>CAR</u>	<u>SPEED</u>
1953	Seneca Cup	M.R.J. Wyllie	Jaguar XK120M	72.1
	Queen Catherine Cup	George Moffett	Osca	73.2
	Grand Prix	Walt Hansgen	Jaguar Special	76.1
1954	Seneca Cup	M.R.J. Wyllie	Jaguar C-Type	76.2
	Collier Brothers Memorial	Gus Ehrman	MG-TD	61.2
	Glen Trophy	Dick Perrin	Jaguar XK120M	73.6
	Queen Catherine Cup	Frank Bott	Osca	78.5
	Grand Prix	Phil Walters	Cunningham C4R	83.3
1955	Seneca Cup	M.R.J. Wyllie	Jaguar C-Type	76.2
	Collier Brothers Memorial	Oakleigh Robinson	MG-TF	63.2
	Glen Trophy	Paul O'Shea	Mercedes 300SL	74.7
	Queen Catherine Cup	Bill Weldon	Porsche	73.3
	Grand Prix	Sherwood Johnston	Jaguar D-Type	81.2

Notes: All Grands Prix: 22 laps, 101.2 miles
All preliminaries: 11 laps, 50.6 miles

Cars: Grand Prix-sports racing over 1500 cc
Queen Catherine Cup-sports racing under 1500 cc
Glen Trophy-production over 1500 cc
Collier Brothers Memorial-production under 1500 cc
Seneca Cup-unrestricted

Racing Trivia Quiz

I spent a good share of the holiday season reading *Tourist Trophy* by Richard Hough, a 1957 history of the British sports car classic purchased from Formula 1 publicist Eoin S. Young, who has entered the book broking business with a catalog which includes everything from posters at \$3.95 to Pomeroy's *Grand Prix Car* at \$150.00 (gulp). Even before the Targa Florio disappeared, the T.T. was the oldest event on the international calendar, having been inaugurated in 1905. Its frequent changes of venue and occasional lapses from the calendar have prevented it from developing the mystique of LeMans, the Targa, or the Nurburgring, but enough is known about the T.T. in this country to make the following questions ring a bell with the historically-minded racing fan.

1. Why were all but two of the pre-1958 Tourist Trophies run in the Isle of Man or in Northern Ireland?
2. What legendary make scored its only racing success in the 1906 T.T.?
3. What product is named after the 1914 T.T. winner Kenelm Lee Guinness?
4. After what was the Ards circuit, used from 1928 to 1936, named?
5. Under what unusual rules were the Ards T.T. run?
6. Although Eddie Hall never won the T.T., he is perhaps its most famous competitor. Why?
7. Who won the largest number of T.T.'s?
8. What incident punctuated Aston Martin's 1959 win?
9. Name the four courses used for post-World War II T.T.'s?
10. In what way is the modern Tourist Trophy closer to the original concept of a race for touring cars than the classics of the 1930's and 1950's?

-Al Robinson

Trivia Quiz answers are on page 8

SOLO II

SOLO II INSURANCE

It is important to be aware that as an entrant in Solo II's your personal automobile insurance policy is the primary insurance and the Master Insurance Plan provided by K&K Insurance is a secondary insurance policy. This means that in the event of an accident, the entrant's own policy shall cover the cost of all judgments. 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 Plan concerning Solo II events.

SOLO II BOARD

The Solo II Board is already working towards another GREAT Solo II season. We are here to help all Solo II'ers. We want to help you and answer any questions you may have. As an all new team, any suggestions or ideas would be a great help. The Board members are:

Dave Robinson 607-739-8030
 Dave Rothchild 607-739-2616
 Mike Besley 607-733-5858
 Joe Gaboriault 607-739-9940
 Bob Beckerman 607-527-4423

-Dave Robinson
 Solo II Board Chariman

SNY REGION ICE-CROSS SERIES

First and third Sundays of February and March at Dorchester Park on the Whitney Point Reservoir. For information call Bob Livingstone at 607-785-8702 or Prudy Hill at 607-724-3653.

WILLIAMSPORT CHAPTER ICE TRIALS

For information call Chet Kauffman 717-326-6862

1979 SCCA BONUS NATIONAL SCHEDULE

April 8	Charlotte Motor Speedway
April 29	Texas World Speedway
May 27	Riverside International Raceway
June 3	Road America
June 10	Portland International Raceway
	Road Atlanta
June 24	Laguna Seca Raceway
July 8	Mid-Ohio Sports Car Course
July 15	Brainerd International Raceway
July 29	Hallett Motor Racing Circuit
August 5	Watkins Glen Grand Prix Circuit
August 19	Summit Point Raceway
September 2	Lime Rock Park
September 9	Mid-America Raceways

1979 SCCA/CITICORP CAN-AM SCHEDULE

May 6	Road Atlanta
May 20	Charlotte
June 3	Mosport Park
June 10	Mid-Ohio
July 8	Watkins Glen
July 22	Road America
Aug 5	Philadelphia-tentative
Aug 19	Brainerd
Sept 2	Trois-Rivieres
Sept 23	Mexico City-tentative
Oct 14	Laguna Seca
Oct 29	Riverside

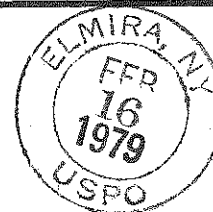
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TRIVIA QUIZ ANSWERS

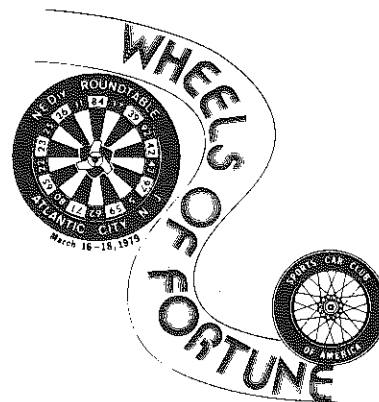
1. It has always been illegal to close public roads in Great Britain for contests of speed, but the local legislatures of the Isle of Man and Northern Ireland can overrule Parliament in a local matter such as this. The Isle of Man is still used for the motorcycle T.T.
2. Rolls-Royce, driven by Charles Stewart Rolls himself.
3. Sorry, it's not Guinness Stout....it's KLG spark plugs.
4. The town of Newtonards, through which the 13.7 mile course passed.
5. All nine Ards T.T.'s were handicap races, with cars starting at different times and credit laps for slower classes. Only once, in 1929, did the fastest car in the race win "from scratch": Rudi Caracciola's Mercedes-Benz, illustrated in the center-spread of February's Road & Track.
6. Hall finished second in each of the last three Ards T.T.'s, 1934-35-36, setting the fastest average every year in his Rolls-Bentley. (That's a Bentley made after W.O. went broke and sold out to Rolls-Royce.) A total of 2½ minutes separated Hall from three straight wins.
7. Stirling Moss with 7 wins: 1950-51-55-58-59-60-61.
8. Moss's Aston caught fire while being re-fueled, burning out and setting fire to the wooden pit structure itself. Moss was moved to another car and came from behind to win, dethroning Ferrari as World Sports Car Champion.
9. The T.T. was run at Dundrod in Northern Ireland, on the other side of Belfast from Ards, from 1950 to 1955, at Goodwood from 1958 to 1964, at Oulton Park from 1965 to 1969, and at Silverstone since 1970.
10. The current Silverstone T.T. is a round in the European Touring Car Championship for Group II.

A recent release from Championship Auto Racing Teams (CART) lists a tentative date of August 19 for Watkins Glen, N.Y.

Belgium's Jacky Ickx, the only man ever to win the LeMans 24 Hour Endurance Race four times, will contest the Citicorp Can-Am Challenge sports car road racing series this year as driver for the Carl Haas/Jim Hall Team.

two ways to win in atlantic city

1. Hit a Jackpot.
2. Attend Wheels Of Fortune!



If winning in your Region means racing, soloing, rallying, or even bringing in new members, Wheels of Fortune..... the 1979 NEDiv Roundtable at the Boardwalk Regency in Atlantic City, New Jersey on March 16, 17, 18.....will hit the jackpot for you!

Send your registration today
South Jersey Region, SCCA, 315 Monroe
Ave. Cherry Hill, N.J. 08002

Convention chairman-Jack Schuster
(609-663-4364)
Convention registrar-Trudy Swope
(609-829-0981)

See your R.E. for reservation forms.

COMMITTEE APPOINTMENTS

CLUB INVENTORY-Phyllis Hoskinson, 359 Riverside Ave., Elmira, NY 14904
CONTEST BOARD CHAIRMAN-Roger Holman, 14 Fox Lane, Painted Post, NY 14870
HISTORIAN-Bill Green, RD 1, Montour Falls, NY 14865
LICENSE CO-ORDINATOR-Dawn Ehrhardt, 457 Brainerd Place, Painted Post,
NY 14870
MERCHANDISE-Kathi Burns, 3 Appledore Circle, Rochester, NY 14623
OFF-TRACK COMMUNICATIONS-Dave Robinson, 175 Oriole Dr., Horseheads,
NY 14845
PUBLIC RELATIONS-Joe and Linda Atkinson, Awad Park, Erin, NY 14838
RALLY CO-ORDINATOR-Rich Goldwin, 2934 County Line Dr., Big Flats, NY
14814
SOCIAL COMMITTEE CHAIRMAN-Linda Atkinson-see address under PR
SOLO I CHAIRMAN-Jim Newpher, RD 4, Box 219, Montoursville, PA 17754
SOLO II CHAIRMAN-Dave Robinson-see address above under Off-Track Comm.
SPONSORSHIP ADVISOR-Doug Wilcox, Box 128B, RD 2, Beaver Dams, NY 14812
SUPPLIES-Bob Hoskinson, 359 Riverside Ave., Elmira, NY 14904
TROPHY ADVISOR-Tom Sparling, 69 Goff Rd., Corning, NY 14870

RACE SPECIALTY ADMINISTRATORS

AIT-Lynn Parsons, 15 Edgerton St., Rochester, NY 14607
COURSE MARSHAL-appointment pending
F & C-Tim Meddaugh, Honeypot Rd., RD 2, Candor, NY 13743
FIRE SERVICE-Mike Semel, 87 Westmont Ave., Elmira, NY 14905
FUEL SERVICE-Burt Cooley, 6 Besemer Rd., Ithaca, NY 14850
GRID-Bill Bradshaw, RD 1, Mansfield, PA 16933
MEDICAL-Kathi Burns-see address above under Merchandise
-Dottie Walton, 331 Laburnum Crescent, Rochester, NY 14620
PADDOCK-Marge Cunningham, Box 53, Painted Post, NY 14870
PHYSICIANS-Blanche Borzell, 801 Decatur St., Watkins Glen, NY 14891
-Rich Goldwin-see address above under Rally Co-ordinator
RACE RECOVERY-Jerry Buckbee, 1013 Lincoln St., Elmira, NY 14901
REGISTRATION-Barb Luther, 800 Copley St., Elmira, NY 14905
STARTERS-Bill Moran, 5709 Locust St., Lockport, NY 14094
T & S-Dot Dronkers, 945 E. Lake Rd., Romulus, NY 14541
TECH-Ernie Walden, RD 2, Interlaken, NY 14847

PLEASE NOTE:

Watch for details of Harold's Night upcoming in the minutes of the February 16 Business Meeting-especially a possible change of location.

Also note in those minutes details of a Rally School scheduled for March 11, or call Rich Goldwin or Bill Bradshaw.