

In the Spirit of the Sport

the glen  region

SPARKPLUG

  **Glen Region, SCCA February 1983 Vol. 26 No. 2**



Glen Region Wins National Publication Award

Our newsletter, The Sparkplug, was judged best publication in the medium-large category for 1982. This achievement is a first for the Region. Judging was done by three judges from across the United States, and the Sparkplug massed a total of 450 points, more than any of the other category winners. The award was accepted from Mac DeMere, SCCA News Department manager, at the National Convention in St. Paul, MN. by our 1982 RE Ade Ketchum.

This award is in no small part the result of the accumulation of articles and photographs contributed to me by the following members: Bill Green, Ade Ketchum, Carl Matuszek, Al Robinson, Lyn Rexford, Tom Sparling, Dave Marks, Ed Cordes, Speciality Chairmen, and Race Chairmen.

My sincere thanks and appreciation to all for their help and support and to my wife who has helped in all aspects of editing the newsletter. I take great pride in this award.

Thomas Corp Sr.
Editor

AT LAST!



Ade Ketchum receives Best Publication Award from Mac DeMere at the convention.
photo by Bill Green

REflections

The 1982 Glen Region "Sparkplug" won top honors in the Medium-Large category nation wide. This is a first for the Glen. Particular honors go to Tom Corp, who was editor for the majority of '82 and is our present editor and to Barbara Shock, who was editor for the first four months of the year. Regular contributors - Carl M., Bill G., Al R., and Dave M. - played a significant role in achieving this award. Our thanks to all.

Please note the NEDiv announcement. I urge all Region members to attend at least a few sessions. Under the capable leadership of Tim Meddaugh and

Pat Tomisman, a worthwhile Roundtable is forming. The Glen choir should be a blast! Save the dates.

The budget meeting last month was well attended. Good comments, questions and discussion indicate continuing interest in the welfare of the club. The budget is similar to last year's: the same variety of activities are provided for.

The first auction seemed to be well received. Come to the next one. Bring your old collectible goodies.

We are fortunate in having past and present officers with talents that directly contribute to the club operation. As a result, we are a financially sound, well organized and governed club. However, we still need a few chairmen and lots of committee members: Public Relations, Course Marshals, Pavillion, Physician, Stationery Supplies.

To the originator of all those cute bow ties, I accept the challenge! I wish we had gotten a picture. Thanx anyway.

A good year has started. Come and get in on it.

- Norm -

1983 Officers & Directors

REGIONAL EXECUTIVE

Norman Glueck, 200 Ann St., Towanda, PA 18848
Home (717) 265-6670 Work (717) 265-6141

ASSISTANT REGIONAL EXECUTIVE

Richard Chambers, 3820 Texas Hollow Rd., Burdett, NY 14818 (607) 546-8307

SECRETARY

Maryann Pradon, 507 Columbia St., Elmira, NY 14901 (607) 732-6237

TREASURER

Sally Chambers, 3820 Texas Hollow Rd., Burdett, NY 14818 (607) 546-8307

ACTIVITIES DIRECTOR

Thomas Sparling, 516 East High St., Painted Post, NY 14870 (607) 962-0711

DIRECTORS

Robert Burns, 47 Ontario St., Honeoye Falls, NY 14472 (716) 624-2872

Judy Born, 208 Winding Way, Horseheads, NY 14845 (607) 739-8934

David Davies, 102 Mt. View Place, Painted Post, NY 14870 (607) 936-8033

Tim Meddaugh, Honeypot Rd., RD 2, Candor, NY 13743 (607) 659-7103

MEMBERSHIP CHAIRMAN

Carl Matuszek, 4995 McNutt Run Rd., Campbell, NY 14821 (607) 527-4423

The SPARKPLUG is the official publication of the Glen Region, SCCA, Inc. Opinions expressed herein are not necessarily those of the Glen Region or the Sports Car Club of America. Articles or photos may not be reproduced unless prior written permission is obtained from the editor. All inquiries concerning this publication should be sent to Thomas Corp, 228 Stuart St., Horseheads, NY 14845. (607) 739-4187. Deadline for all material is the first of each month.



Published by Golos Printing, Inc.

Norm Reports From The 1983 National Convention

F-440 will not go national at this time.

Ford Motor Company is back into motor sports-all phases.

Racing insurance rates decreased 5 to 50% because of good experience.

Noise control is sure to be enforced in 2 to 5 years, probably 105 decibels maximum.

There were very good sessions on Regional leadership-a new program.

The financial condition of the National Club is very good.

Both Pro Series are well scheduled.

The Land'O Lakes Gals did a fantastic job.

Rally News

We have good news for all you rallyists driving Ford products. Whitcomb Ford, Corning, New York will be providing plaques for the highest placing Ford-Mercury. Ford racing jackets will also be awarded for the best Ford team of the year.

Hopefully with our mild winter, "The St. Valentine's Day Massacre" will have been run by press time. The next event will be March 20th, "The Leprechaun Labyrinth Rally". Rallymasters for this event are Maryann Pradon and Dave Redfield. The Rally Board will be having a rally school that morning starting at 10:00 AM at the Arnot Mall community room. Registration will begin there at 11:30 AM. First car off at 1:01 PM. If you want to learn to rally, come out for this one!

Craig Champlain

SCCA President James A. Melvin Resigns

James A. Melvin, president of the Sports Car Club of America since 1980, will leave that position at the end of February.

Melvin will be leaving the SCCA post to take a position at TransGlobal Films, Inc. in New York, the pioneers of sponsored in-flight entertainment. He will be staying in SCCA's Englewood, Colo. offices until the end of February to help in the transition period.

"Though I will miss the SCCA, especially the National Staff personnel, this is a job that's just too good to pass up," said Melvin. "I've enjoyed my stay at SCCA and hope the organization's success will continue."

Chairman of the SCCA Board of Directors R. David Jones said the Board was in the process of initiating a search for a replacement for Melvin.

"We're sorry to lose Jim, but we wish him success in his new position," Jones said. "We're also pleased that he has agreed to stay the rest of the month to help in transition and is willing to help us on a consulting basis."

Melvin came to the SCCA in August of 1980 after serving two years as president of the Indy car sanctioning body, Championship Auto Racing Teams. He had also served as president and general manager of Michigan International Speedway and assistant vice-president for Citicorp Services.

Fifteen Years Ago in the SPARKPLUG

Convention news dominated that issue, as it likely will the Sparkplug in which this column appears. The 1968 gathering was in Atlanta, and a delegation of nine Glen Region members made the trek, led by R.E. Bill Bradshaw. The Region co-hosted a hospitality room with the Grand Prix Corporation which was deemed an unqualified success, leading Bill to thank "Janet, Helen, Shirley, and Pauline, who mixed with the guests, Assistant R.E. Carl, who mixed for the guests, and George and Bob, who apparently know everybody in the SCCA." That sentence accounts for the Bradshaws, the Goulds, the Browns, Janet Richardson, Bob Perry.... if the ninth delegate was Bob Stephens, where does that leave Eleanor Perry?

The Glen Region didn't receive the Regional Achievement Award which was to come our way in 1968 (that is, at the '69 convention), but the editors blushinglly acknowledged an honorable mention among small region publications. Winners of the more significant awards included Don Nixon (Woolf Barnato Trophy for contributions to SCCA), Peter Revson (Kimberly Cup for most improved driver), and Dr. John States of FLR (Scroggie Award for contribution by a race physician). The Martin Tanner Trophy, given for courageous work by a corner worker, went to Malcolm Labatt Simon for removing a driver

from a burning car at Lime Rock. Malcolm has become known to Glen race watchers in recent years as the flamboyant starter for the Vintage Sports Car Club of America... the guy who displays the hangman's noose to signal one lap to go.

The Board of Governors actions at Atlanta included setting deadlines for use of fuel cells in CanAm, TransAm, and Formula A races, and postponing the deadline for mandatory Nomex driving suits. Showing once again that some things never change, the Board discussed rule-bending in Formula Vee at great length but took no decisive action.

The editors calls for more contributions were richly rewarded, including a full column of "Things I'd Like to See" by Rick Perry. A sample:

"Car and Driver - say something nice about something... anything."

"Ursula Andress in a Lotus T-shirt."

"Tex Hopkins in a double-breasted, seersucker suit".

"Graham Hill as a hippie."

"Woody Allen as the star of a new spectacular about GP racing." (I suggested the role of NASCAR legend Curtis Turner.)

At least one of Rick's desires came to pass three years later: "Javelin winning the TransAm," but there's one I don't understand at all: "Katy Winters with a can of Pit Stop deodorant."

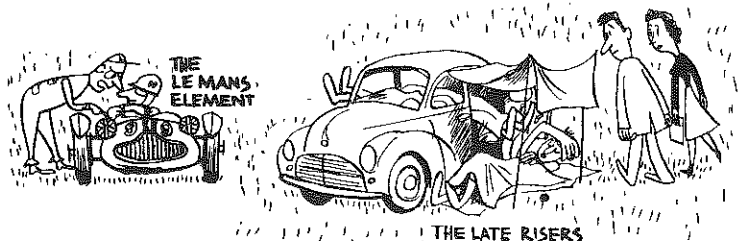
Whothehell was or is Katy Winters?

- Al Robinson -

List of Scheduled Rallys and Rallymasters for 1983

- Feb. 13 - Craig Champlain - Tom Sparling
- March 20 - Maryann Pradon - Dave Redfield
- *April 2 - "Charlie Racing Rescue" - Stu Luther
- *April 17 - "White Cane" - Ed Cordes - T. Sparling
- May 15 - Carl Matuszek - Joe Carozzoni
- June 12 - Date Not Confirmed
- July 17 - Bill & Pauline Bradshaw
- Aug. 14 - Ed & Gail Cordes
- Sept. 29 - Dave & Connie Davies
- Oct. 29 - "Halloween Rally" - OPEN
- * Non-Championship Event

Remember!-if you are running for points, you must work 2 Championship Events. Contact the rallymasters if you want to work.



The Collier Brothers - Sam and Miles



Miles Collier - trophy in hand, sitting in car 39, the Ford Riley that won the 1949 Grand Prix.

photo by Jim Walsh

Barron Collier Sr., who owned the Collier Advertising interests, with its headquarters in New York City, had charge of all the advertising posters seen in New York City's subways and buses. Later, the company became involved in real estate development in Florida, now known as Collier County. Barron Sr., had three sons, Barron Jr., Sam, and Miles, who became involved in the family business after their college days. Around 1930 the three brothers, along with some of their friends, who were interested in racing, began putting on races at Overlook, which was the estate at Pocantico Hills, New York. The races were run using the driveways of the estate. This was the birth of the Overlook Automobile Racing Club. Enthusiasm grew rapidly, and by 1933 the name of the club was changed to The Automobile Racing Club of America. The club staged road races at Wayland, Mass., Briarcliff Manor, NY., Memphis, Tenn., Alexandria Bay, NY., Roosevelt Raceway on Long Island, NY. and Montauk Point, NY., and a hill climb at Mount Washington, NH. The final race was held at the 1939 - 1940 World's Fair in Flushing Meadows, N.Y. on October, 6, 1940.

In 1936 Sam, along with George Rand, went abroad to race in Ireland in the "County Down Trophy" and in France to compete in two races, one the Grand Prix of Albigeous at Albi, and the other the Grand Prix of Dieppe. Miles missed most of the 1939 ARCA racing season. He went to LeMans, sharing an 850cc MG Special with Lewis Welsh. The car retired from the race with a leaking fuel tank. This car was later driven to victory by Miles in several races, notably Bridgehampton's 1500cc race in 1950.

During World War II, all three brothers served in the armed services. Barron Jr. was in the Army on General McArthur's staff, Sam was a Navy pilot, and Miles was in the Army, a member of the Office of Strategic Services (OSS).

Just prior to World War II, Barron Jr. stopped racing, to devote more time to the family business. However when road racing was revived at Watkins Glen on October 2, 1948, both Sam and Miles were there with MGTC's to compete. Both brothers became members of the SCCA that weekend at the Glen. Sam came in 5th overall in the Jr. Prix and 4th overall in the Grand Prix, while Miles finished 6th overall in the Jr. Prix and 5th in the Grand Prix.

Both brothers were at the revival of racing at Bridgehampton, NY. in 1949. At the Glen races, they were in the Seneca Cup race, with Sam driving Briggs Cunningham's supercharged MG to 3rd overall and Miles in the Ford - Riley (Ardent Alligator), finishing 24th. The Grand Prix saw very close racing between Miles and Briggs Cunningham, driving the 166 Ferrari. In the closing stages of the race, Miles overtook Cunningham coming down Steuben Street Hill near Milliken Corner, which made Miles victorious. Sam finished in 15th place in the Grand Prix.

In 1950, the brothers shared one of Cunningham's Cadillacs at LeMans, finishing 10th overall. At the Glen, Miles raced the Ardent Alligator in the Seneca Cup and finished 3rd overall. Sam drove Cunningham's 166 Ferrari in the Grand Prix. From the start of the race, Tom Cole took the lead in his Cadillac-Allard, followed by Bill Milliken in the Type 54 Bugatti, and then Sam in the Ferrari. Cole led until he became over zealous, and left the road at the start of the 2nd lap. Then Milliken led, with Collier a close 2nd. After the White House "S" turn, the straight-a-way just past the railroad underpass, Collier passed Milliken, to take the lead. As Collier reached the fast right hand turn near LeGrand Mills farm, he got into the stones and swerved back and forth leaving the road with the car going high into the air. The car then started a series of somersaults, throwing him out of the car. Collier was taken to the Schuyler Relief Hospital and later that night died from his injuries.



Sam Collier

Miles promised his mother that he would not race again, but he did, under an assumed name, when he entered the 1953 AAA sanctioned road race at Floyd Bennett Field in Brooklyn, NY.

In 1954, the 1st Collier Brothers Memorial Race was run. This race was for MG's only. Gus Ehrman, from Providence, R.I. was the winner, driving a MGTD at a average speed of 61.2 MPH. The race is run annually at the Glen, but it is no longer limited to just MG's, due to SCCA's race group classification changes over the years.

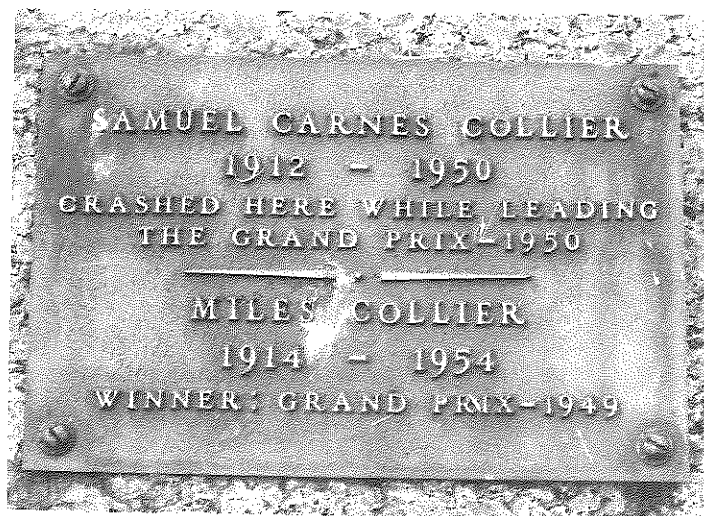


The Collier Brothers memorial stone marker. photo by Bill Green

While driving on the old 6.6 mile circuit, used for the 1948-1952 Watkins Glen Grand Prix, you'll notice a stone memorial marker located on New York State Route 329. To locate this memorial, drive in a clockwise direction, as the races were run, starting in front of the Schuyler County Court House on Franklin Street. This is the location of the original Start/Finish line. Heading south, the first turn is just past the main entrance to the Glen Gorge and to the right onto Route 329. Go up old Corning Hill, staying on the State Highway through what was once White House "S" turn. This "S" turn was straightened out in 1976. Continue on the straight-a-way, which goes through the railroad underpass. About a mile from there you'll come to a right turn, then a short straight, then a left turn, which directs you toward Schoolhouse Corner. Between the previous right and left turns, just off the right hand shoulder of the road, is located a natural stone marker. This stone is a memorial to the brothers, Sam and Miles Collier, who raced at the Glen from 1948 to 1952.

The stone is set in the spot where Sam, driving Briggs Cunningham's 166 Ferrari, left the road and crashed, while he was leading the 1950 Grand Prix. Sam died later the same day.

In April of 1954, Miles died, in Everglades, Florida, from polio. A group of his motor racing friends from the Glen, consisting of Cameron Argetsinger, Donald Brubaker, Lester Smalley, William Milliken Jr., and Charles Lytle Jr., got together and decided to place a memorial marker at the spot where Sam's car had left the road and crashed. Don Brubaker said there was a large granite stone on his farm that they could use, and Cameron Argetsinger said he would have the bronze plaque made. A small problem existed. The rock had to be moved from the Brubaker farm, which was a couple of miles from the final placement of the stone. Lester Smalley,



The memorial plaque.

photo by Bill Green

with the help of Skip Cleveland, took care of this problem, using his wrecker to lift and move the stone to its new resting place. The County Highway Superintendent, Ernest Porter, had some fill dirt trucked in to allow the placement of the stone safely on the shoulder of the road.

The memorial was dedicated on September 13, 1954. Inscribed on the plaque is the following: "Samuel Carnes Collier, 1912 - 1950, crashed here while leading the Grand Prix - 1950, Miles Collier, 1914 - 1954, winner of the Grand Prix - 1949".

- Bill Green -

Membership News

New Members include:

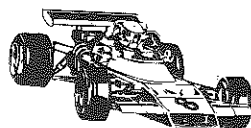
Robert & Colin Robinson - These gentlemen are part of the crew for Dory Racing, that's Bob Rynone and company for those of you who do not know. Both live in Sayre, PA and are interested in club racing.

Dennis Cotton - Dennis is interested in club racing and is from Watkins Glen, NY.

Welcome one and all to the Glen Region.

Membership Contest as of 1/30/83

1.	Bob Rynone	2
2.	Tom Sparling Sr.	1
	Joni Mattice	1
	Joe Atkinson	1



Carl J. Matuszek
Membership Chairman

Up-Coming Events

Mar.	11-13	NEDIV Roundtable
Mar.	18	Business Meeting
Mar.	20	Rally
Apr.	2	Charlie Racing Rescue Rally

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

WETZELBERG, W.

300 SKYE ISLAND DR.

Address Correction Requested

ENDICOTT

NY 13760

THIRD CLASS MAIL

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

SCCA 38th Annual Convention Award Winners

PROFESSIONAL RACING

1982 SCCA Professional Racing Rookie of the Year: Michael Andretti (Nazareth, Pa.).

CLUB RACING

President's Cup: Terry McKenna, (Manchester, Mo.).
Castrol Club Racing Rookie of the Year: David Vegher, (Torrance, Calif.).

Kimberly Cup: Jeff Milstein, (University Heights, Ohio).
John McGill Award: Harro Zitz, (Winter Park, Fl.).

PRO RALLY AWARDS

1982 National PRO Rally Manufacturers' Champion: Porsche + Audi (A Division of V.O.A.).
1982 PRO Rally Drivers Champion: John Buffum (S. Burlington, Vermont).
1982 PRO Rally Co-Drivers Champion: Doug Shepherd (Livonia, Michigan).
1982 PRO Rally Production Class Drivers Champion (Donison Cup): Steve Nowicki, (New Berlin, Wisc.).
1982 PRO Rally Production Class Co-Drivers Champion: Linda Liversidge, (Jerico, Vermont).
PRO Rally of the Year (PRO Rally Cup): Budweiser Forest, (Ohio Valley).
Pro Rally Production Class Manufacturers' Champion: Saab Scania of America, Inc.

ROAD RALLY AWARDS

Robert V. Ridges Memorial Award: Floyd R. Shrader, M.D., (W. Memphis, Arkansas).
1982 National Road Rally Manufacturers' Champion: Toyota.

1982 National Road Rally Championship Awards:
Class A:

1. John Classen, (Los Angeles, Calif.); Bob Radford, (Rockford, Ill.).
2. Terry Nordstrom, (Plymouth, Minn.); Janice Stenmark, (Jackson, Miss.); John Stenmark, (Jackson, Miss.).
3. Dave Teter, (Newark, Delaware).
4. John Calhoun, (Ann Arbor, Mich.).
5. David Fuss, (Minneapolis, Minn.); Felicia Kuehne, (Janesville, Wisc.); Roger Kuehne, (Janesville, Wisc.).

Class B:

1. John Classen, (Los Angeles, Calif.); Bob Radford, (Rockford, Ill.).
2. Ed Follis, (Houston, Tex.); Bob Lyon, (Houston, Tex.).
3. Bob Miller, (Woburn, Mass.); Bob Schlain, (Hartford, Conn.).
4. Jeanne English, (Hermosa Beach, Calif.); Dave Kolb, (South River, N.J.).
5. Kit Caruthers, (Cambridge, Mass.); Jim Mirrieles, (Princeton, N.J.); Bob Morseburg, (Seattle, Wash.).

Class C:

1. Steve Perlman, (Bloomington, Ind.).
2. Joyce Matuszak, (Lombard, Ill.); Pete Matuszak, (Lombard, Ill.).
3. Randy Waibel, (Houston, Tex.); Tom Zakrzewski, (League City, Tex.).
4. Dennis Doffing, (Mantorville, Minn.); Mike Thompson, (LaCrosse, Wisc.).
5. Julie Howard, (Des Plaines, Ill.); Marty Howard, (Des Plaines, Ill.).
6. Bob Ostrander, (Indianapolis, Ind.).

1982 Heuer National Road Rally Rookie of the Year: Randy Waibel, (Houston, Tex.); Tom Zakrzewski, (League City, Tex.).
Arthur J. Gervais Award (Road Rally of The Year): The Search National Road Rally, Kit Caruthers & Mark Rerick, Co-Chairmen, Conducted by the New England Region.

Best New Divisional Road Rally: "Aftershock 0.4", Bill Jones, (Chairman); Keith McMahan, (Rally-master), Conducted by the San Francisco Region.
Best New Regional Road Rally Program: Blue Ridge Region.

SOLO AWARDS

1982 Pirelli Best Solo II Divisional Award: Northern Pacific Solo II Divisional, San Francisco Region, Craig Way & Dave Henry, Co-Chairmen.
1982 Pirelli Best Regional Event: Western Ohio Region, Paul Lane, Chairman.

NATIONAL AWARDS

Woolf Barnato: Bob Sharp (Wilton, CT.).
David L. Morrell: Bob Swenson (Garden Grove, Calif.).
Chairman's Award: Land O'Lakes Region, Judy Krause, Membership Chairman.
Sports Car Magazine Awards:
Best Club Racing Story: Bill King, (Raleigh, N.C.), "Who Will Win?", October.
Best Solo Story: Dave Looman, (Holland, Mich.), "V For Very Inexpensive", February.
Best Pro Racing Story: Bill Mitchell, (Menlo-Park, Calif.), "Suddenly A Star", October.
Best Rally Story: Tom Davey, (Piermont, N.J.), "The Quattro Recipe", November.
Best Worker Story: Nina Wendt, (Chicago, Ill.), "Tech Inspectors: They Are Not The Enemy", November.
Best Cover & Best Photography: Pete Ward, (LaJolla, Calif.).

Regional Achievement Awards:

Small: Las Vegas, Larry Randlett, Regional Executive.
Medium: S.W. Louisiana, Leon LeDoux, Regional Executive.
Medium-Large: St. Louis, Ted Haines, Regional Executive.
Large: Atlanta, C.J. Davis, Regional Executive.
Jumbo: San Francisco, Clint DeWitt, Regional Executive.
Regional Publication Awards:
Small: Dust Devil, Millie Droege Mueller, Las Vegas Region.
Medium: The Bulletin, Gloria King, North Carolina Region.
Medium-Large: Sparkplug, Thomas Corp, Glen Region.
Large: The Wheel, John Kelly, San Francisco Region.

Regional Public Relations Achievement Award: Steve Templeton, (Florence, Kentucky), Cincinnati Region.

The following Awards were not presented:
Martin W. Tanner Award; Tom McKean Award;
Val D. Scroggie Memorial Award.