

In the Spirit of the Sport

the glen region

SPARKPLUG

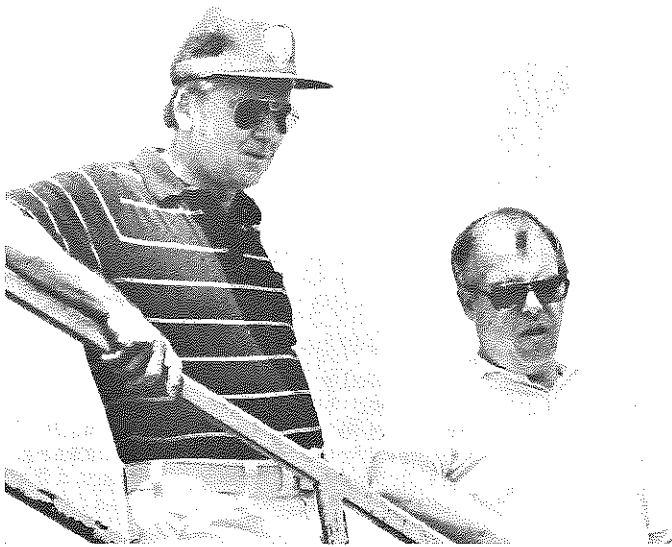


Glen Region, SCCA

July 1983

Vol. 26 No. 7

The Glen Lives!!!!



Conrad Stenski, President CEI, (left) and Jim Riesbeck, Director CEI, tell workers and drivers of future plans for Watkins Glen.

Lyn Rexford Photo

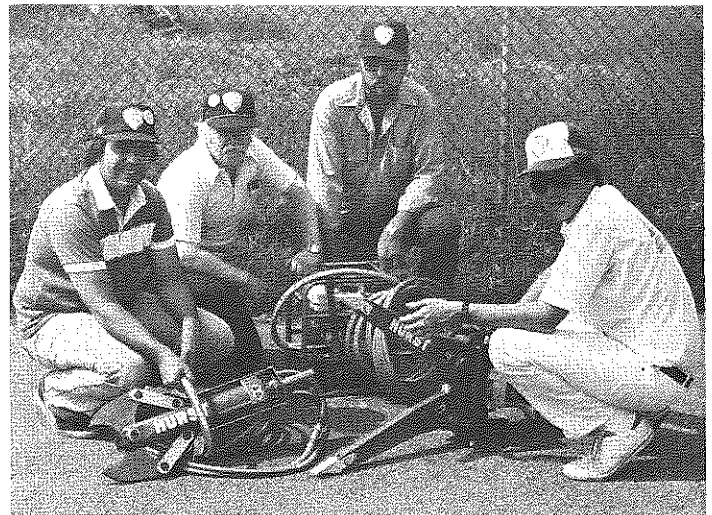
On Thursday, July 14th at 10:00 AM, the Board of Directors of Corning Enterprises, Inc. officially voted to purchase the Watkins Glen Grand Prix Circuit.

Corning Enterprises had announced on May 2nd that it had acquired an option on the more than 1000 acre Grand Prix Circuit from the Bank of New York.

The official press release on the purchase of Watkins Glen by CEI quotes the group's President as saying, "Our goal is to make the Watkins Glen track one of the outstanding attractions of its kind in the country. It will be clean, safe, and beautiful - a place that will attract tourists and families, as well as dedicated race fans." Stenski further added that all types of racing will be considered for the track except Formula 1, because it is not considered financially viable.

On Sunday, July 17th, Stenski, President of CEI, and James Riesbeck, a CEI Director, addressed all interested persons at the Glen National.

The Jaws of Life



Ade Ketchum Photo

The Jaws of Life system has arrived. Through fund raising activities the Glen Region has been able to fulfill its goal for the George W. Puskenalis Memorial Jaws of Life Fund. The Hurst system was put into service at the Glen 100 weekend.

Pictured here are a few of the members that have been behind the fund raising: (From left) Bob Rynone, whose DORY Racing Team raised a large amount of the needed funds; Bob Burns, who started the Jaws Fund as R.E. in 1980; Jay Puskenalis, son of the late George Puskenalis, in whose memory the fund was named; and Mike Semel, Regional Administrator of the Vehicle Extrication Team.

Editor's Correction

Massive brain fade occurred at the Sparkplug typewriter in June. A large typo kept reappearing in the article on John Busher. John, notice the correct spelling of your name this time. Let's try it again, the correct spelling is BUSHER. My apologies to John and his family.

REflections

Hope you all had a safe and fun filled holiday.

The racing season is here, and a good one it is! The Drivers School entries were good. The following are comments from attendees at ours and a later school: "The Glen school was far superior. Everyone got every promised minute of instruction and track time." Our thanks go to Tom Rynone, chief instructor.

The Glen 100 entries were above average, and the FLR National was a good average.

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.



What does it mean? Drivers are supporting the track. Drivers out of our region apparently believe - as do all of us - that interest, support, planning and even positive thinking help a little bit to influence a favorable outcome on the track negotiations. We all await the event that will take place before July 31st.

The 1983 racing season brings out, as did all previous seasons, the fantastic teamwork, cooperation and dedication that culminate in the well-run events that we are accustomed to producing. Because, and sometimes in spite of, the diverse backgrounds, abilities, vocations and temperaments of all participants - and most of us are "amateurs" - we put it all together in a RACE, or RALLY, or SOLO II or a PARTY. Great - but let's not get a fat head. Hopefully, busier days are ahead, and they can be more demanding. Stay lean. Stay cool. We can have pressure that we haven't seen in quite a while.

We have a Region ambulance that is limited to on-track use. Our thanks to Jeff Perkins for locating it, to Tom Sparling for the tremendous effort in getting it in running shape, and to the Corning-Painted Post BOCES for the paint job. This is a highly visible indication of our commitment to racing.

The conduct of the hydroplane event by the Glen Region received acclaim from the boat people for a very well run weekend. My thanks to Dick Chambers, Race Coordinator, and to all those who helped.

SCHEDULE CHANGE: The Solo I has been canceled. It appears no longer to be viable. For many years this had been a popular event in the East. However, after several years with losses, we have to stop. We'll take another look at it next year.

Bert and Helen Cooley are doing an exceptional job preparing for the Glen National, July 16-17. I predict an exceptional turnout.

Our thanks to Allyn Davies for getting the fire truck operational at the Finger Lakes National.

Racing is our chief source of income. Please support the programs!

Looking for a fun weekend? Try a Rally or a Solo II. The Rallies give you exquisite touring, and the Solo II's give survival car handling. Both are SUPER!

Regards,
Your White Cane POR "winner" (twice) and 1976 G Stock champ !!!

Norm (of course)

Up-Coming Events

Aug. 7 Solo II - See Solo II Events
Aug. 12 Business Meeting
Aug. 14 Road Rally - For Info - (607) 962-1143
Aug. 20-21 August Sprints Regional Race - For Info - Dave Davies (607) 936-8033 or Tom Sparling (607) 962-0711

Jackie Holman - 18 Year Member



Bill Green Photo

Jackie Holman is celebrating her eighteenth year as a member of the Sports Car Club of America.

Jackie was born in Summit, New Jersey. After graduating from Summit High School, Jackie moved to Cleveland, Ohio and graduated from University Hospitals of Cleveland in 1957 with an associate's degree in X-Ray Technology. Jackie worked at Doctors Hospital for a year and then returned to University Hospital, where she taught X-Ray Technology for the next five years.

Jackie met and married Roger Holman. She began her interest in racing by becoming part of his pit crew. The Holmans moved from Cleveland to the Corning-Painted Post area around 1962, where Roger joined Corning Glass Works.

Jackie joined the Glen Region in 1965 and worked in timing and scoring from 1965 to 1978. She worked in registration from 1966 to 1981 as well. Jackie served as Glen Region Secretary in 1968 and is presently a crew member of the Charlie Racing Rescue Team.

Jackie's other interests and hobbies include: her family first, needlework and computers.

Jackie resides with her husband, Roger, and two daughters, Kirsta and Michaelle, at 14 Fox Lane, Painted Post, New York.

- Bill Green -

Pylon Parade

Perfect weather was on hand for the "Pylon Parade I" held at Ingersoll-Rand on June 5.

Bob Beckerman had a surprise entry in the form of a AMC Eagle, while he waits for a delivery from Chevy. Rumor has it that this package is wrapped in fiberglass.

Joe Carozzoni teamed up with Carl Matuszek in the Carozzoni Firebird, which exhibited a few dents from Joe's practice with "heavy" pylons. Joe discovered that the Plastic straps on his battery case didn't stand up to the "rigors" of Solo III. Did Gene Hanchett mention that in his article on battery placement, Joe??

Nile Heermans continued to blow away the field in his Cuda, this time by a 5 second margin. Dave Ticonchuk stays at the top of the heap in G Stock over Mike Smith in the Holey Moley Honda. (Soon the Honda may just be Holey.)

Dave Rothchild won H Stock and took off for the Heights for an Ugly Bartenders Contest. E Stock hopped along with Ken "Two Wheels" Strothmann in the Joey Chitwood Rabbit. Ken's next stunt will be to pull a wheelie in the Rabbit.

H Stock has become Subaru and 4 wheel drive country with the entry of the Subaru Brats and Bob's Eagle. Maybe 4WD is what Ken needs.

A big thank you to Lyn Rexford for saving the day with her trusty van. Thanks also to Dave Synder, Carl Matuszek, Joe Carrozzoni and Dave Ticonchuk.

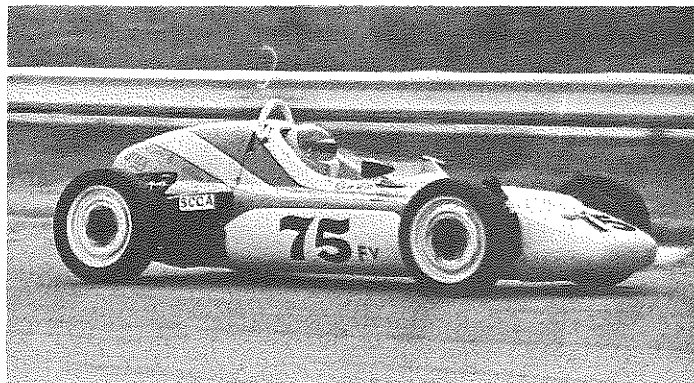
Don't miss Car Wars III: The Return of the Glen. (This year's Glen Invitational!)

Dave Marks

Upcoming Solo II Events

August 7 Glen Region Invitational - Car Wars III: The Return of the Glen at Watkins Glen Race Track. Registration and Tech - 9:00 to 11:30 at the Kendall Tech Center. Call Dave Marks or Tom Sparling (607) 962-0711.

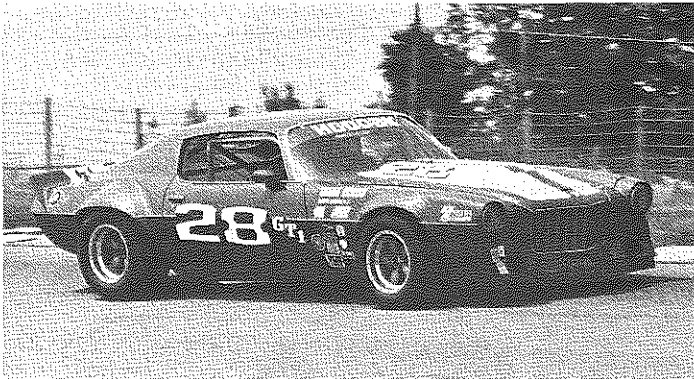
August 13-14 NorthEast Solo II Divisionals in Rochester, NY at the Campus of Rochester Institute of Technology. Call Karl Haltiner at (716) 334-6780.



Jeff Pierce - FV / Caldwell D-13
Sat. 2nd - Sun. 2nd — '83 Glen 100

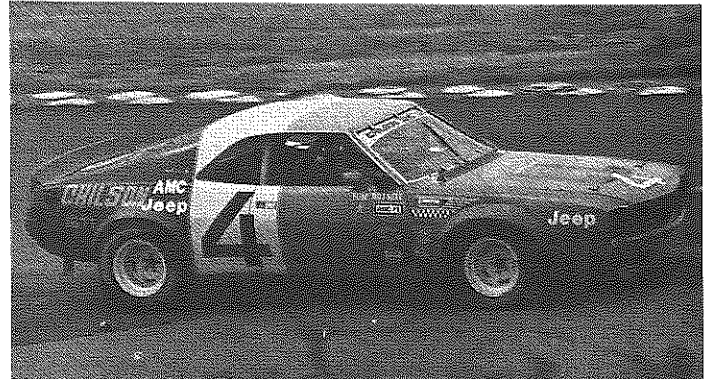
Ade Ketchum Photo

GLEN GANG RAMP



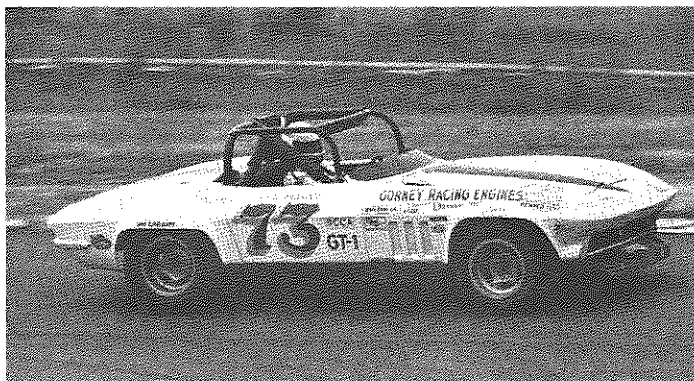
Roger Hoodak - GT1 / Camaro
Sat. 1st - Sun. 5th

Tom Corp Photo



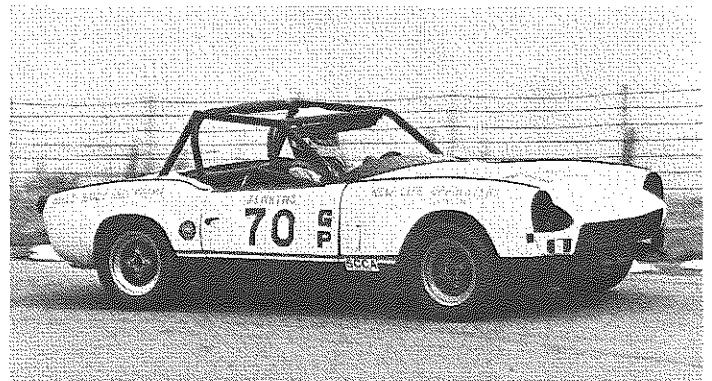
Tom Rotsell - GT1 / Javelin
Sat. DNF - Sun. DNS

Ade Ketchum Photo



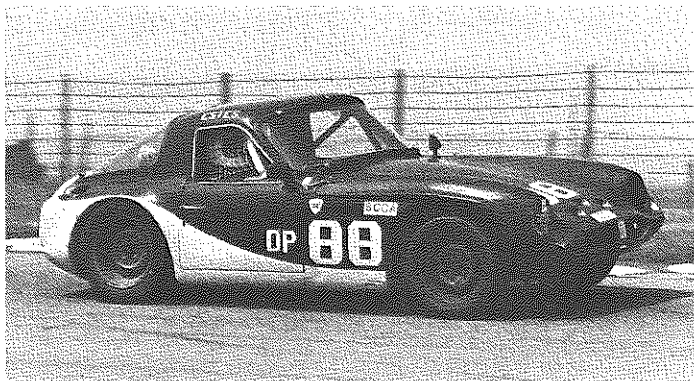
Phil Kelley - GT1 / Corvette
Sat. 3rd - Sun. DNF

Ade Ketchum Photo



Larry Jenkins - GP / Spitfire
Sat. 5th - Sun. 6th

Tom Corp Photo



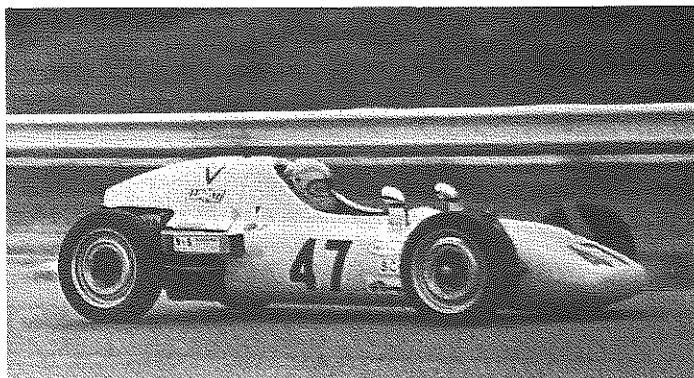
Bill Estes - DP / TVR 1800
Sat. DNF - Sun. 4th

Tom Corp Photo



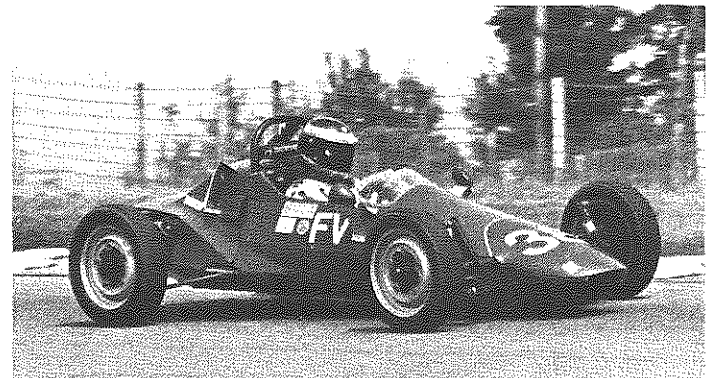
Jim Brown - HP / Sprite
Sat. 5th - Sun. 2nd

Ade Ketchum Photo



Mark Scarborough - FV / Caldwell D-13
Sat. 7th - Sun. DNF

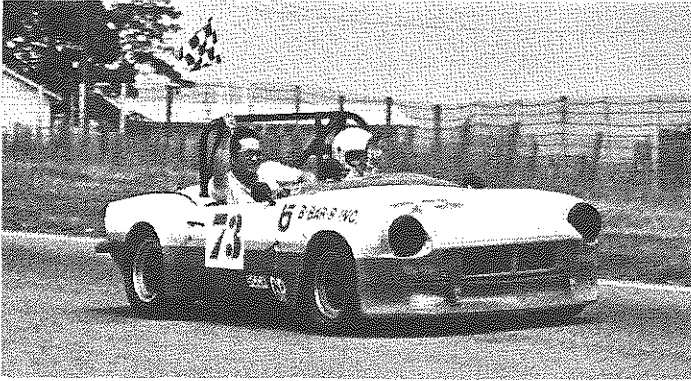
Ade Ketchum Photo



Hubert Minor - FV / Caldwell
Sat. 11th - Sun. 10th

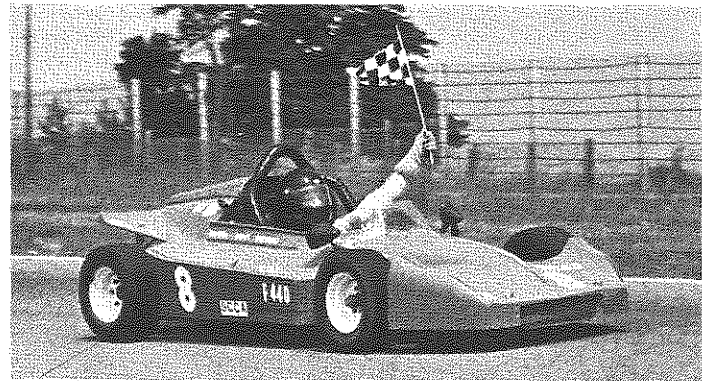
Tom Corp Photo

AGES AT GLEN 100



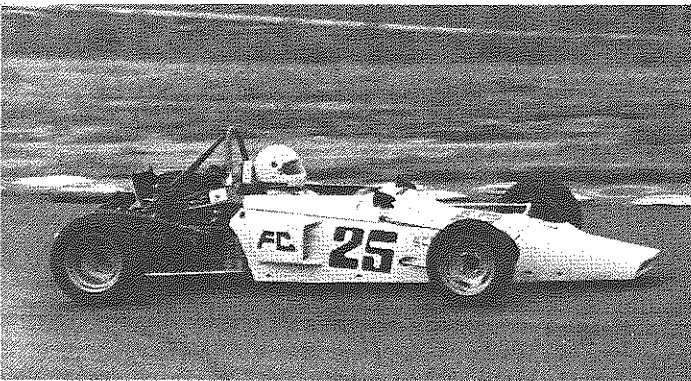
Bob Rynone - GP / Spitfire
Sat. 1st - Sun. 1st

Tom Corp Photo



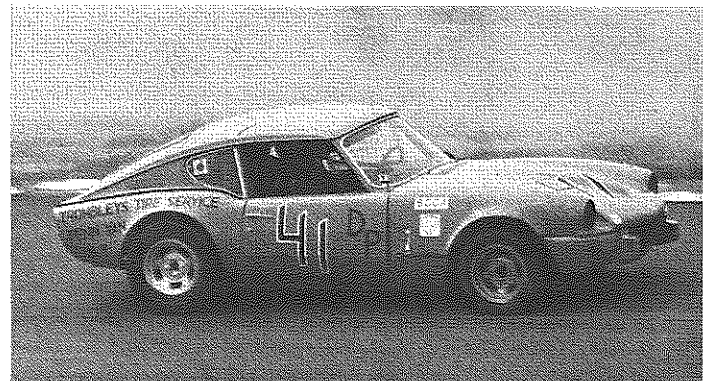
Clint Welding - F440 / Belmont
Sat. 1st - Sun. 1st

Tom Corp Photo



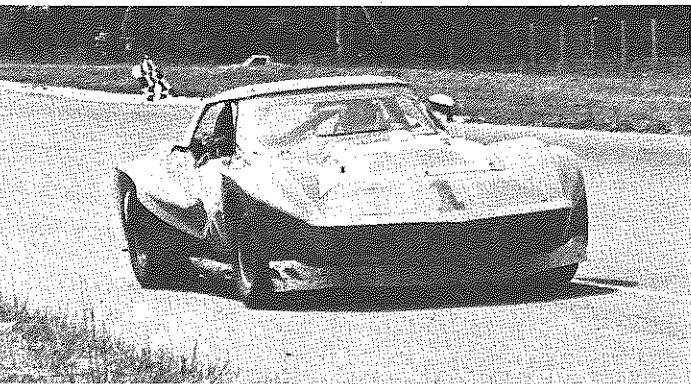
Dave Beach - FC / Hawke
Sat. 1st - Sun. 1st

Ade Ketchum Photo



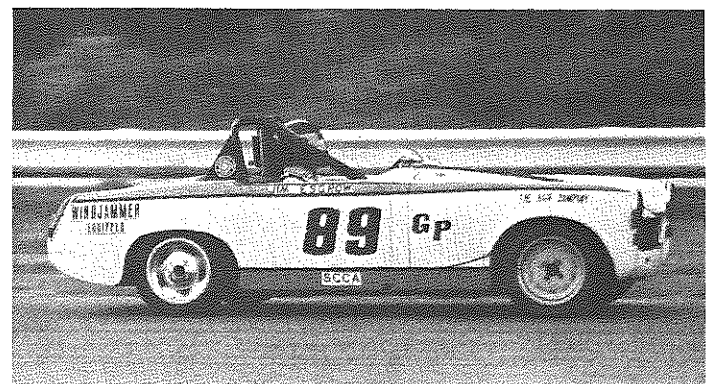
Herm Greulich - DP / Triumph GT6
Sat. 2nd - Sun. 2nd

Ade Ketchum Photo



Dave Kicak - GT1 / Corvette
Sat. 2nd - Sun. 1st

Tom Corp Photo



Jim Esgrow - GP / Sprite
Sat. 4th - Sun. 2nd

Ade Ketchum Photo



Pete Kwasnik - GT4 / Datsun 510
Sat. 1st - Sun. DNF

Ade Ketchum Photo



Dr. Tom Kwasnik - GT4 / Datsun 510
Sat. 4th - Sun. 3rd

Ade Ketchum Photo

The Glen Lives - Cont'd

Riesbeck is mainly responsible for the move by Corning Enterprises to purchase the Glen. Both gentlemen indicated that the remaining races scheduled at the Glen this year would be held. This includes the Glen Region August Sprints (Aug. 20-21), the Finger Lakes Region Fun One Regional race (Sept. 10-11) and the Skip Barber Series (Aug. 27-28).

Riesbeck addressed several of the rumors being passed around and the reports from the media. Those gathered were told exactly where the plans for the future stand. Hopefully, this will stop the rumors, as they don't help anyone or anything. Stenski said that CEI wanted to work with all those people that had worked at the Glen previously. He indicated that SCCA club racing would continue as the "grass roots" of the sport and was very important to its future.

All in all, the 25 minute gathering was very important to both sides, with Riesbeck and Stenski receiving heavy applause as they made statements and responded to questions. One cannot help thinking back to the toast that Region Attorney Jim Esgrow made at the track foreclosure sale luncheon that cold November day last year, stating that we were only serfs, and serfs belong to the land. The statement has become truth, our prayers have been answered, and our dream is in the process of becoming a reality. It's just going to take some time.

At the conclusion of the session, we went back to the thing we do best, racing, and one couldn't help but feel the return of the old electricity - the magnetism - that has drawn us all together, The Spirit of the Sport.
THE GLEN LIVES!!!!!!!

Fifteen Years Ago In The SPARKPLUG

The inaugural Six Hour Race was too late to make this issue, so we settled for coverage of the June 22-23 Drivers School and the June 30 Autocross-at-the-Mall, each of which featured some significant debuts.

Star of the Drivers School, from our point of view, was Glen Region member Fred Kepler. Noting that Fred's experience in PHA hillclimbs should help him, we predicted a successful career for the Elmiran and his big-block Corvette. The next few years certainly proved us right. We didn't make any comment about the driver of the 427 Cobra, whom Kepler was pictured following out of the 90 on our cover. However, his name was John Paul, so I guess you could say he advanced in the racing world as well. Wherever you are, JLP Senior, that Cobra was a neat car ...

We noted that Formula Vees accounted for over 25% of the entries at the school, "with everything from old Formcars to the latest in Autodynamics 'laydowns'," and suggested that while there had been great progress in Vee designs, it was a mark of success for the class concept that the old cars were still

competitive ... I'm sure the stewards at Road Atlanta would be amused to read that one! We stuck our neck out even further in describing the first Formula Ford to appear at the Glen, something called a Russell-Alexis and predicted "a solid market for the \$3000-3500 cars in this country." Call that prediction even: right on market, wrong on price.

The Autocross-at-the-Mall attracted 60 entries, including a 450S Maserati (which understandably didn't run), an Indian motorcycle-engined Fiat Bianchina, a race-prepared Turner which was to get yours truly in all sorts of editorial hot water in months to come, and last but not least, the competitive debut of our own Elva Formula Junior. Results were not received in time for publication (or maybe I left them out from embarrassment), but I do remember gunning down several pylons as I learned about quick steering.

Carlton Brown reported on his and Shirley's first attempt at National rallying, the Berkshire Rally. It started at West Springfield, Mass. and included two laps of Lime Rock for those who preferred to forego their lunch break (the Browns did). The first day included over 13 hours on the road (5½ of them without a rest stop), while the second was a mere seven hour run. After passing 33 checkpoints in three states, the winners totaled a mere 102 penalty points, and the bottom crew had 19,362, so the Browns were not discouraged with a score of 4820, although they didn't tell us their finishing position!

It was this wide spectrum of activities - racing, solo events, and rallying - which prompted Bill Bradshaw to devote his R.E. Report to the description of the Glen as a WORKING REGION (his caps), a statement which remains as true as ever in 1983.

AL Robinson

'83 Thunder In The Park

A "Grand Success" is not proper or descriptive enough to describe the Unlimited Race week-end. I truly believe that only the Glen Region could have pulled this one off. Those that were there can appreciate this even more, as the workers know what demands were made.

With a new sponsor, to a great degree, it was another "learning process", and I must admit there were many more loose ends. We were called upon to resolve numerous problems outside of our area of responsibilities, however, each request was answered in a prompt and professional manner.

I feel privileged to have had the opportunity to work with you, and SCCA has every right to be proud of its members. The Thunder in The Park event was rated the safest on the Tour, a compliment appreciated as well as deserved.

Many thanks to all of you for your support and for a job so very well done!!

Richard Chambers
Coordinator

Membership News

New members include:

Edward & Susan Ewing - from Sunbury, PA; They are interested in rally, solo, work, and social events. Edward is a resident physician at Geisinger Medical Center in Danville, PA.

Jerry & Elaine Hazlitt - a grape grower and a homemaker from Hector, NY; Jerry and Elaine are interested in working the races.

Thomas & Gloria Brown - a truck driver and housewife from Glen Aubrey, NY; Tom and Gloria are also interested in working the races.

Vance Sempler - an inventor/writer from Millport, NY.

Jeff Pierce - from Binghamton, NY; Jeff drives a Caldwell FV. He has joined the Glen Region as a "limited" member to show his support to all of the Glen members who have supported him in his six years of racing.

Susan Bingham - from Groton, NY; Susan is an assembler at Smith-Corona in Cortland. She is interested in Pro Racing and working the races.

Michael McKerrow - from Corning, NY; Mike is a night auditor for the Sheraton Inn in Ithaca. He is interested in all of our activities and has been participating in our rally series already.

Cheryl LeBlanc - from Montour Falls; She is an accounts assistant for the Physiology Dept. at Cornell University. Cheryl is interested in working the races.

John L. Corsi - from Sayre, PA; John is interested in Pro Racing. Most of you will know John as the cook at the Glen 100.

Welcome one and all to the Glen Region.

Membership Contest - As of 6/28/83 (Top 8)

- | | |
|---------------------------|---|
| 1. E. Terry Matro | 4 |
| Bob Rynone | 4 |
| Allyn Davey | 4 |
| 4. Tom Sparling, Jr. | 3 |
| Jill Davies | 3 |
| 6. Helen Hagensick-Heaton | 2 |
| Mary Farrell | 2 |
| Richard Chambers | 2 |

Eight members have recruited one new member each.

Chief of Specialties Notice:

Licensed workers now appear on the computer printout that I receive from the national office. Some members who were issued "temporary" licenses do not appear as having the new "plastic" license. Chiefs may want to check with me to see who is now listed as having a specialty license.

Carl J. Matuszek
Membership Chairman

Glen Region Members Personified

Julie Wilsea drove over 300 miles to work the Glen Region's 1983 Drivers School. Upon her arrival, the head gasket of her Toyota engine departed, in part, from said engine.

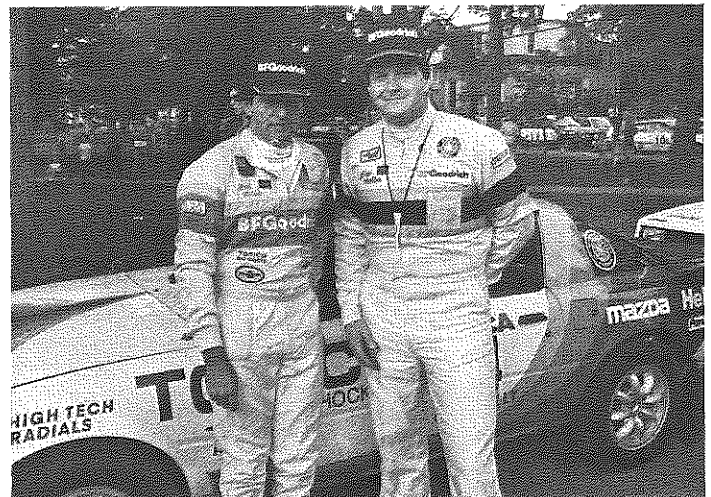
Into the picture walked Jay Puskenalis. On Saturday night Jay replaced the deficient gasket with one more functional.

It might seem exceptional to some Regions for someone who had obtained the Instructors for the Drivers School, ran a multi-purpose vehicle (crash truck, if you wish) at Station 5 at the Drivers School to then take more of his time to perform this kind of a task. At the Glen it's "all in a day's work" for many of our members.

Good Work, Jay!

P.S. And did Larry Jenkins really re-torque the head on Julie's "Toy" before she left for home Sunday night?

Stu Luther



Glen Region member Jim Roller (right) served as co-driver for Rod Millen at the Susquehannock Trail Pro Rally. The pair piloted their four wheel drive Mazda RX-7 to second place in the event.

Ade Ketchum Photo



1969 Ambulance purchased by Glen Region Ade Ketchum Photo

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

RESULTS OF PYLON PARADE II

C Modified

| | | | | |
|-----------------|----------|--------|-------|-----|
| 1. Ernie Walden | VW Buggy | 48.088 | Glen | FTD |
| 2. Jim Walden | VW Buggy | 49.173 | Guest | |

C Prepared

| | | | | |
|------------------|-----------|--------|-------|--|
| 1. Nile Heermans | Barracuda | 49.263 | Glen | |
| 2. Mike Matson | Firebird | 54.185 | Guest | |
| 3. Joe Carozzoni | Firebird | 54.754 | Glen | |
| 4. Carl Matuszek | Firebird | 58.927 | Glen | |

C Street Prepared

| | | | | |
|--------------|-------|--------|-------|--|
| 1. Gary Shaw | Dodge | 53.290 | Guest | |
|--------------|-------|--------|-------|--|

C Stock

| | | | | |
|--------------|------------|--------|------|--|
| 1. Ed Cordes | Mazda RX-7 | 51.902 | Glen | |
|--------------|------------|--------|------|--|

D Stock

| | | | | |
|--------------|------------|--------|-------|--|
| 1. Jim Clark | Fiat 124 S | 55.422 | Guest | |
|--------------|------------|--------|-------|--|

E Stock

| | | | | |
|-------------------|--------|--------|-------|--|
| 1. Ken Strothmann | Rabbit | 49.243 | Glen | |
| 2. Mike Anderson | Civic | 51.314 | Guest | |
| 3. Frank Martin | Rabbit | 52.866 | Glen | |

F Stock

| | | | | |
|----------------|---------|--------|------|--|
| 1. Kevin Hooey | Mustang | 51.443 | Glen | |
|----------------|---------|--------|------|--|

G Stock

| | | | | |
|-------------------|--------------|--------|----------|--|
| 1. Dave Ticonchuk | Super Beetle | 48.787 | SNY/Glen | |
| 2. Mike Smith | Accord | 49.620 | Glen | |
| 3. Joe Celelli | Fire Arrow | 50.375 | Guest | |
| 4. Arnie Carbaugh | Prelude | 50.805 | Glen | |
| 5. John Dickey | Lynx RS | 51.220 | SNY | |

H Stock

| | | | | |
|-------------------|-----------|--------|-------|--|
| 1. Dave Rothchild | Celica | 51.309 | Glen | |
| 2. Mike Scullin | Subaru DL | 53.212 | Glen | |
| 3. John Darrow | Subaru | 53.332 | Guest | |
| 4. Gary Shaw | Subaru | 53.948 | Guest | |
| 5. Laurie Sprague | Subaru | 54.206 | Guest | |
| 6. Bob Beckerman | AMC Eagle | 54.999 | Glen | |

SOLO II STANDINGS AS OF 6/5/83:

A/Modified

| | |
|------------------|-----|
| 1. Gary Woollard | 200 |
|------------------|-----|

E/Stock

| | |
|-------------------|-----|
| 1. Ken Strothmann | 400 |
| 2. Frank Martin | 120 |

B/Modified

| | |
|----------------|-----|
| 1. David Beach | 200 |
| 2. Gregg Beach | 150 |

F/Stock

| | |
|----------------------|-----|
| 1. Kevin Hooey | 300 |
| 2. Warren Wetzelberg | 200 |
| Craig Champlain | 200 |
| Joe Atkinson | 200 |
| 5. Bob Beckerman | 150 |

C/Modified

| | |
|------------------|-----|
| 1. Ernest Walden | 350 |
|------------------|-----|

E/Modified

| | |
|----------------|-----|
| 1. Dave Button | 200 |
|----------------|-----|

C/Prepared

| | |
|-------------------|-----|
| 1. Nile Heermans | 600 |
| 2. Gordon Herr | 220 |
| 3. Joe Gaboriault | 200 |
| 4. Joe Carozzoni | 120 |
| 5. Carl Matuszek | 100 |

G/Stock

| | |
|--------------------|-----|
| 1. David Ticonchuk | 600 |
| 2. Mike Smith | 420 |
| 3. Arnie Carbaugh | 370 |
| 4. Carl Matuszek | 240 |
| 5. Dennis Cotton | 100 |

A/Stock

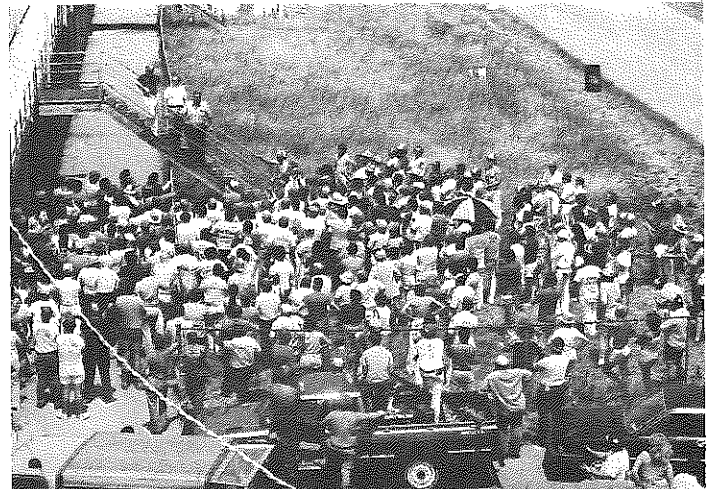
| | |
|----------------------|-----|
| 1. Tom Sparling, Sr. | 200 |
| David Marks | 200 |

H/Stock

| | |
|-------------------|-----|
| 1. Dave Rothchild | 600 |
| 2. Mike Scullin | 270 |
| 3. Ken Strothmann | 150 |
| 4. Bob Beckerman | 60 |
| 5. Dave Snyder | 40 |
| 6. Kevin Hooey | 30 |
| 7. Victor Troha | 20 |

C/Stock

| | |
|--------------|-----|
| 1. Ed Cordes | 400 |
|--------------|-----|



Ade Ketchum, Green Flag Advisory Committee Chairman, introduces Riesbeck and Sternski to the gathering behind pit 1 at the Glen National.
Lyn Rexford Photo

Glen Region Drivers Take Note

If you would like to see your results from tracks other than the Glen in the Sparkplug, please send them to me at the address on page 2 of the newsletter. If more than one Glen Region driver were to attend an event, I would like to have the results of ALL region members at that event.

- Tom -

Glen Region Drivers at the Finger Lakes National

Tom Rynone - GT1 - 4th in class, 6th overall

Bob Rynone - GP - 3rd in class, 9th overall

For Sale

Dune Buggy-1965 VW-Good for Solo II, slicks and extra wheels. Contact J. Hamann, 761 Cayuga Drive, Horseheads, NY 607-562-3847

1979 Mazda RX-7GS, Red/Black Int. Excellent Cond., Sunroof, AM/FM/CB/Cassette 48W-4 Speaker Stereo, built-in Escort. Two sets Alloys with mounted NCT'S and Phoenix 3011's. \$7750 includes \$500 Spares, Bra, Cover, Manuals, etc. Nationally competitive C Stock Solo II. Phone - Michael Butler - (607)265-3582 - (after July 5th or leave message).