

In the Spirit of the Sport

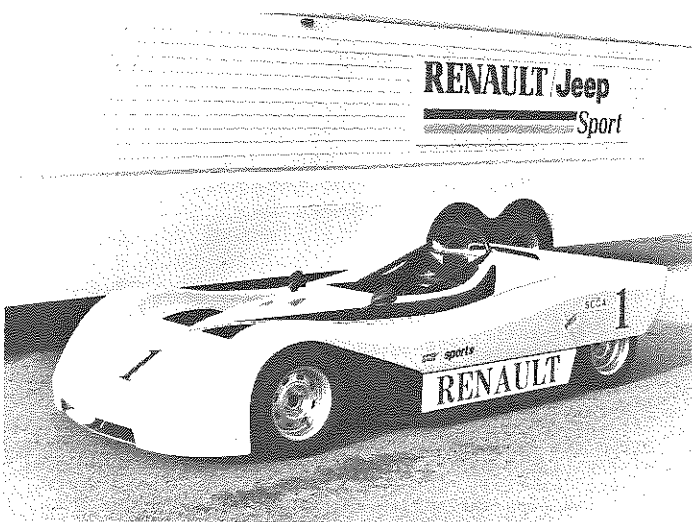
the glen region

SPARKPLUG



Glen Region, SCCA November 1983 Vol. 26 No.11

Introducing the Sports Renault



The Sports Car Club of America has announced the introduction of the Sports Renault, an affordable, technically advanced concept and class of one-design sports racing machines with the emphasis on testing a driver's skill rather than the size of his budget. The introduction was made at the Road Atlanta Museum on October 21. The prototype was on display throughout the weekend at this year's Champion Spark Plug Road Racing Classic. This new and innovative approach for regional and national competition beginning in 1984 is the brainchild of the SCCA and the product of Renault/Jeep Sport, the newly formed, jointly owned high performance and competition subsidiary of Renault and American Motors Corp.

The SCCA has recognized that rapidly escalating costs are relegating many of our finest competitors (and potential competitors) to the sidelines. What the SCCA has been hearing is a plea for simple, competitive, affordable racing where driving skill is the key ingredient for success, not the costly and interminable process of upgrading the equipment.

The under \$10,000 target price for the semi-kit Sports Renault will be a way of providing access to the exciting world of club racing to hundreds of would-be competitors who previously had been prohibited from racing by the constant escalation of costs. For Renault/Jeep Sport, Sports Renault adds another vitally important rung in a growing ladder designed to help ambitious young racers get their first taste of competition and climb as far as their talent will allow.

"The word, competition, is again on the lips of automakers in America and it's no different at American Motors and Renault," said Roy Lunn, President of Renault/Jeep Sport and a pioneer of one of America's first forays into world class competition. "However, racing is a two way street. Sure, we expect the image and promotional benefits for Renault that racing can provide, but we also feel strongly that we must make a contribution not only to the development of technology but also to the development of the people involved. For us that means helping them get started in racing by providing an entry level forum that will allow the brightest and most talented to shine and move up with our help."

Sports Renault is a high quality, lightweight, sophisticated but easily maintained vehicle utilizing such state-of-the-art principles as computer-aided design. The sports racing machines are powered by 1700cc, Renault in-line, four cylinder single overhead camshaft engines which is mounted midship. The estimated car weight, including driver and six gallons of fuel is 1250 pounds. They will be raced on street legal radial tires when they join the 1984 SCCA Club Racing ranks. They are of tube-frame construction.

Halloween Hollows VI

Through the dark, and through the hollows
Of Schuyler County they did wallow
First to Odessa, and checkpoint one
Then through the lumberyard-just for fun
Over the hill into Burdett
And a checkpoint some would sooner forget
Up out of Watkins, all they found
Was sign after sign for the old Dog Pound
Main road here and double arrow there
Checkpoints, checkpoints everywhere
Irelandville and Lovers Lane
Turned out to be a giant pain
Take the wrong second left in Reading Center
Miss the checkpoint by the tenters
See the torches, but not the right
Once again Lovers Lane's a fright
Finally toward home down spooky White's Hollow
Though rally speed many did not follow
Back at the Lodge for Pizza and beer
Such was the Halloween Hollows this year.

Thanks to the many loyal workers in registration, tech, checkpoints, scoring, and costume judging - and to the sponsors - Scuteri's, Seneca Lodge, Chamelon, Bully Hill and AMS/Oil. And last, but certainly not least, thanks to all of you who came out to enter the event.

Lyn and Ade

Reflections

W.G.I. has mandated that their member, John Saunders of Corning Enterprises, can only be contacted by the chairman of a committee of three: one each from the Glen Region, the Finger Lakes Region, and RCA and belonging to only one organization. Our representative is Bob Perry. FLR's is Bob Henderson, and the RCA member is soon to be approved. Area Director, Phil Henderson has offered to chair the first meeting to get the chairman elected. Although this is an awkward arrangement, we are all determined to put out the extra effort required to plan and conduct high caliber events.

The track deed has been passed. The roads are closed off and modifications to the Tech building are proceeding.

HONOR ROLL. Event chairmen, the behind the scenes people, who make the publicized scenes happen. How many can you name? Five track events, seven Solo II's and nine Rallies, plus Thunder Boats. Quite a bunch of dedicated, talented people. My thanks to all of them.

November leads to December with elections and the Christmas Party. Hope you can make them. It is our chance to honor chairmen and others.

- Norm -

1983 Officers & Directors

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Letter of Praise



TIMMINS HONDA AUTOMOBILE
4 First Ave. P.O. Box 670, Schumacher, Ont.
(705) 264-1235

TRENT VALLEY AUTO LIMITED
1233 Lansdowne St. E. Peterborough, Ont.
(705) 748-2777

July 9, 1983

Mrs. Patricia Tomisman
1198 Maple Ave.,
Bldg. 11, Apt. #1,
Elmira, N.Y.
14904

Dear Patricia,

Just a short note to thank you for sending me the entry forms for your club's race at the Glen on June 17, 1983. I enjoyed the entire weekend immensely. The officials handled my "Canadian Car" dilemma without creating any fuss. The event was organized superbly!

How your club was able to have weather that good amazed me! If you could thank everyone involved I would appreciate it. From the moment I arrived at registration to the final lap of the race I felt welcome (more at your race than some of my local events). The marshals deserve a special vote of thanks because the hot weather was hard on them. The trophy I received was both unexpected and yet very pleasing. A perfect way to end my first race weekend at an American Track.

Please send me entry forms for any more of your region races. I will try to bring some of my fellow Honda competitors on the next trip.

Thanks again!
Regards,

Michael K. Dodd
Michael K. Dodd

Letter of Thanks

After winning my class at the August Sprints, I accidentally dropped the 1st place trophy, destroying it.

I called Barb Luther and told her of my dilemma, my first 1st place trophy after 4 very dry years of racing. I inquired if another duplicate could be purchased, and she put me in touch with Tom Sparling. At the next race, the Fun One, I just about drove the Glen Region R.E. crazy with my search for Tom Sparling. When I went back to my van, lo and behold, there was a new trophy with a note of congratulations.

The purpose of this letter is to thank Barb and Tom.

If anyone wants to know just what kind of people are in the SCCA and the Glen Region, I can tell them.

Thankfully Yours,
Tom Laird
Finger Lakes Region

Ade Ketchum

Ade Ketchum is celebrating his seventeenth year as a member of the Sports Car Club of America. He is a lifelong resident of Corning, N.Y., having graduated from Corning Northside High School in 1959. He then attended Corning Community College.

Ade's first interest in cars and motor racing started by sitting on the front porch of a friend's house on Pulteney Street watching the funny little foreign cars returning from the 1949 Grand Prix at Watkins Glen. His first trip to the Glen to watch a race was in 1957 for the Glen Classic, where he witnessed the epic battle between Paul O'Shea and Bob Holbert in the main race. Ade also became involved with the late Nate Hughes in campaigning a dragster from 1958 to 1965. He was still interested in sports cars too and in April of 1966 joined the Glen Region.

From 1966 until 1971, Ade was an active member of the Glen Scrutineering team. He established procedures for the first 6 Hour race (1968) to meet FIA appendix J, and was the Assistant Chief Scrutineer to Char Winter for endurance races until 1971, when he left that specialty to devote full time to race photography.

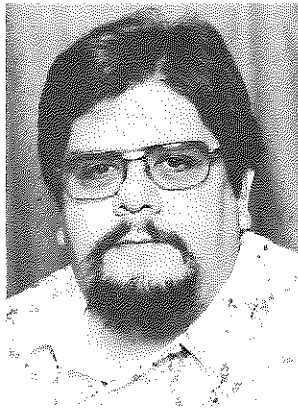
During the years from 1972-1981 Ade's photos appeared in many motor racing publications, as he covered events throughout the northeast. Four of his photos have graced the covers of Sports Car Magazine, with two of them being named "Cover of the Year" in 1973 and 1977.

Ade has served the Glen Region in many capacities. He was a member of the Board of Directors from 1969-72 and Region Public Relations Chairman in 1977 and '78. While holding that position he was awarded the 1977 SCCA Regional Public Relations Award. He also organized a group that produced the first of a series of slide shows that told the story of the Glen Region. The 1979 edition of the slide show was presented at the National Convention in Chicago. New slide shows have since been produced under his direction for the 20th and 25th Glen Region Anniversary parties, as well as the 1983 NEDIV Roundtable.

Ade was the recipient of the Regional Executive's Award in 1977, and in 1981 he was elected to the first of two terms as Regional Executive. Under his leadership the region moved ahead, despite the difficult situation at the race track. The Glen Region has had many good R.E.s, but when it comes down to Ade, I think I am safe in saying we could call him Mr. Glen Region. He continuously puts 200% into whatever he does for the Region - whether it be a solo, rally or race, contributing articles and pictures to the Sparkplug, helping at a social function or, of late, heading the Green Flag Committee.

Ade's other interests include photography, personal computers and people. He is employed by Ingersoll-Rand in Painted Post as a micrographics supervisor. Ade lives at 30 Jennings Street, Corning, with his mother Grace.

- Bill Green -



Fifteen Years Ago In The SPARKPLUG

The racing season concluded as usual with the Finger Lakes Invitational Races, then billed as the "October Speedfest" rather than the "Fun One". Leading Glen Region performers were Vic Franzese in his Formula B Lola and Fred Kepler in his A Production Corvette.... while our photo shows Vic taking the checker, we didn't print any results so it's not for certain that he actually won. Other attractions were a Formula Vee with roll cage and a genuine Stanguellini Formula Junior.

Speaking of Formula Juniors, the Autocross-at-the-Mall on Sept. 22 had concluded the first season for the Robinson family Elva Junior on a victorious note, as we swept the top two places in our class. To be a bit more realistic, it was a class of three cars, and my first-place time was 16th fastest overall in a field of 68, but the "thrill of victory" was undiminished. FTD went to Jim Kilcy's Cobra 289, a street machine which was a full four seconds faster than Fred Kepler's racing Corvette.

Also on the club event scene, George Edwards presented the Treasure Hunt Rally on October 26, a gimmick event which apparently admitted teams of up to four people per car. Only 14 teams availed themselves of the opportunity to search for, among other items, the autograph of the bartender at the Lodge on the Green and measurements of the girl at the Mohawk Airlines ticket desk... perhaps the latter had something to do with "Slohawk" going out of business! The winners (on the basis of highest, not lowest score) were Jon and Pin Woods, who also wrote the report of all these shenanigans.

Nationally, SCCA announced the club racing rules for 1969, with the establishment of a new class called "Formula F" generating most of the interest. Based on the "internationally-successful Formula Ford", the new class was expected to get off the ground with 75-100 cars in existence around the country. Sedan Category eligibility standards were also rewritten to clear up the ambiguities of the FIA rules used previously, and Formula Vee exhaust systems were made free; an early sign of the relaxing in FV rules which has been so controversial at the Runoffs the last few years.

Finally, we presented the "First Annual Spark-Plug Racing Awards, sponsored by no one and selected by a distinguished panel consisting of the Editors, who were draining the radiator of their Elva at the time. They do not represent the opinion of... anyone on the waiver, or even Spiro Agnew." Among our winners were Sam Feinstein (Accident of the Year), the TransAm Javelins (Sentimental Favorite of the Year), the Howmet TX turbine prototype (Sound of the Year), and Jerry Titus (Hard Luck Driver of the Year).

If you remember Sam Feinstein, TransAm Javelins, Howmet TX, and Jerry Titus, you've been around this sport for a while. - Al Robinson -

Christmas Special

Glen Region ball point pens!

— Limited Supply —

For more information see the merchandise chairman.

Solo II Winners

The 1983 Solo II season has screeched into the stop box leaving a cloud of smoke. Out of the smoke emerges....the 1983 Class winners, of course.

Ernie Walden finally sold his VW Buggy, but went out winning with the C Modified victory. Ernie faced threats from younger drivers like his son and Bob Manry, but Age before Youth as Ernie showed how the older generation does it. Ernie sold his car to two young crazy guys and then went on to run in George Hoffman's home-built Special.

A true Blast from the Past roared into the C Prepared winner's circle with good ole Detroit horsepower. Nile Heermans blew out the competition with his Barracuda. Nile's rear wheels were always moving - faster than the front set, as he left rubber on each course.

Eyesight combined with a rapid improvement in driving style to win C Stock, as Dr. Ed Cordes took his Mazda to victory. Dr. Ed proved that rallyists can run Solo II, without fear of going off-course.

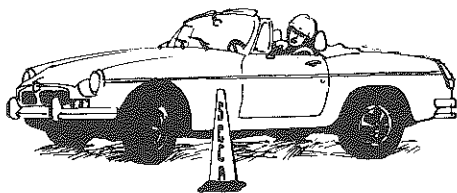
The Bouncing Bunny of Ken Strothmann leaped, skipped, hopped, jumped, and boogied its way to the top in E Stock. The Harried Hare is getting a little long in the tooth, being held together with a litte wire and a lot of Bondo, but Ken took the Banzai Bunny to the victory circle time and time again, without ever rolling it!

Kevin Hooley won F Stock, despite an early season problem with his Mustang's transmission. Fortunately he didn't have to push start it during a Solo II. Kevin held off Craig Champlain by 50 points to win all the marbles.

The Super Beetle from the south, Dave Ticonchuk, scurried to win G Stock. Dave was unbeatable, as he rolled over the competition event after event. Dave also went to the Solo II National Event, where he placed in the middle of the field.

Pure Yellow was the color of the winning car in H Stock, as Dave Rothchild took 'em all, big or small. Dave ran against the big and the small including a couple of 4x4's. Dave had to contend with the Bug from the south, Mike Ticonchuk, in a very fast beetle, but Dave took him at the last event.

Congratulations to all the winners, and good luck next year. Maybe some crazy guys will put together a car that will beat them. Wonder what would happen if you mated a Modified with a Mazda????

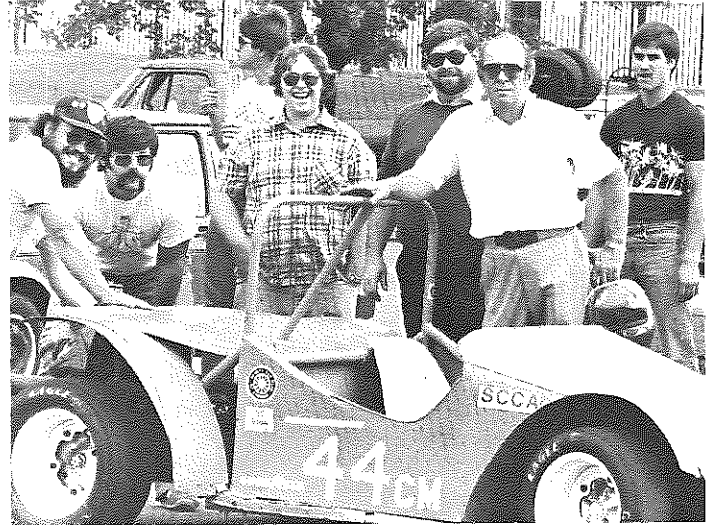


D End
D. Marks

NOTICE

We have on hand: 3 winter coats, 1 winter vest, 9 Glen Region T-shirts, patches, mugs, tumblers, decals etc.

All prices are changing as of 11/30/83. Get your SCCA Glen Region merchandise while it lasts.



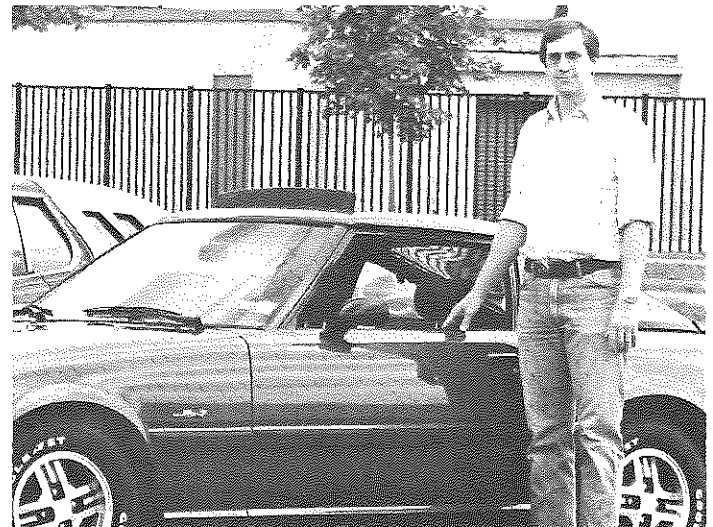
Ernie Walden (with hand on roll bar) - C Modified winner.

Bill Green Photo



Nile Heermans - C Prepared winner.

Bill Green Photo



Ed Cordes - C Stock winner.

Bill Green Photo

Rally News

October was a busy month for the rallyist. On the 16th your region worked with the Ithaca Lions Club conducting a White Cane Rally. We had 20 teams entered and the top 7 positions went to region drivers. 1st overall and 1st in the braille class went to Bill Estes and Millie Chapman. 2nd overall and 1st in large print went to Dave Davies and Dennis Chapman. 5th overall and 1st in cassette class went to Gail Cordes and Diana Shabala. The region also provided checkpoint workers and scoring thanks to Connie Davies, Tom Sparling and Carl Matuszek. Also thanks to those who drove and picked up their navigators. It's people like you that make your region.

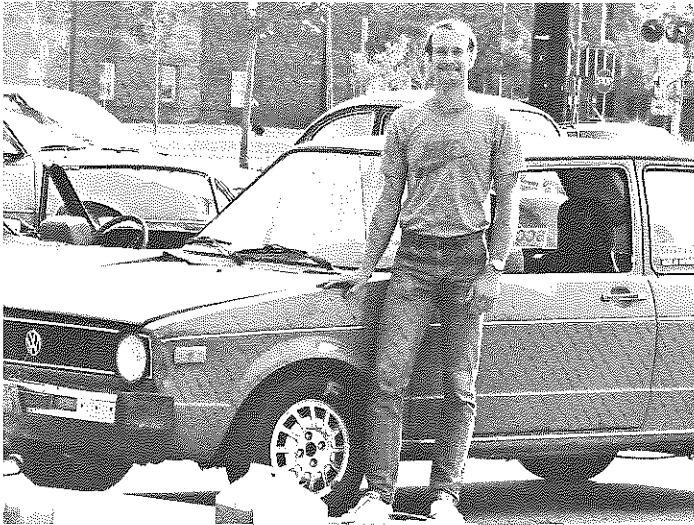
On the 22nd Ade Ketchum and Lyn Rexford rally-mastered the Halloween Hollows VI Rally. It was a perfect night for a rally, a harvest moon was full to guide the 66 teams through the dark and mysterious highways surrounding Watkins Glen. Top honors went to Todd English and Wendy Peck with 145 points. The Sparling/Atkinson AMS/OIL Press On Regardless Award went to 33rd place finishers Tim Coleman and Mike Cain with 1361 points. The Whitcomb Ford Award went to 3rd place finishers Dave and Connie Davies with 236 points.

The Chameleon Sunglass Division of Corning Glass Works sponsored the Costume Contest where everyone went away a winner.

This season's championships for both driver and navigator will be decided at our last event on the 6th of November, over by the time you read this. Three people in each category have a chance to take the championship. Everyone is primed for this event.

I would like to close thanking Ade & Lyn for the super job mastering the Halloween event, and those that volunteered for the Ithaca Lions Club White Cane Rally.

Come Out And Join The Fun,
Support Your Region,
Craig Champlain



Ken Strothman - E Stock winner.

Bill Green Photo



Dave Ticonchuk - G Stock winner.

Bill Green Photo



Dave Rothchild - H Stock winner.

Bill Green Photo

Kevin Hooey - F Stock winner (not pictured).

Sports Renault Update

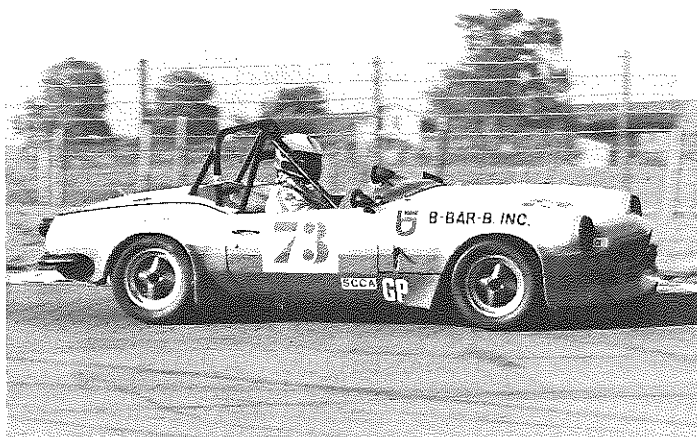
In the two days following its introduction, the Sports Car Club of America's Sports Renault Racing program quickly grew from a mere concept to an over-million dollar program.

In less than 15 hours following the press conference which was held during the SCCA's Champion Spark Plug Road Racing at Road Atlanta, over 100 drivers placed deposits on the full bodied machine totalling over 50,000 dollars for over 1 million dollars in cars.

"We couldn't be more pleased with the response to this new and exciting program," said SCCA President, Nicholas W. Craw, who unveiled the car before a standing room only crowd of media, drivers, manufacturers and interested spectators in the Road Atlanta museum.

"We had only a fraction of our membership at Road Atlanta and they expressed their faith in the program by committing themselves to over 100 cars. That number is bound to increase quickly as the word continues to filter out. We have shown our membership that we are committed to them through initiating this program. It offers them an exciting new concept in racing at a very reasonable cost."

To Our Fellow Members of the Glen Region:



The DORY Racing Spitfire with Bob Rynone in his office.
Tom Corp Photo

All of us at DORY Racing would like to take this opportunity to express our sincerest appreciation to the many people who helped us accomplish the goal of the George M. Puskenalis Memorial Jaws of Life Fund. Without your assistance our efforts would have been in vain. We needed each and every one of you to insure the success of each benefit party and the overall task of making the purchase of the "Jaws" a reality.

The cooperation of every race Chairperson was, and still is, a feeling to behold. A substantial amount of their time was taken from an already full and hectic schedule to assist us in any way required. The Social Committee members were also there when we needed them, and countless other volunteers contributed their help to make our job much easier.

As some of us can recall, things did not always come out the way they were planned; however, it wasn't due to everyone involved not giving 100%. Your consideration and tolerance during these trying times is deeply appreciated. Those setbacks became easily forgettable when the "Jaws" motor was "Stoked Up" by Mike Semel.

We at DORY are extremely proud of our "Region of Record" and we thank you all for the participation afforded us during this very worthwhile endeavor.

With fondest regards, we remain

DORY Racing

POSITIONS AVAILABLE — MECHANICS:

Race experience preferred, but extensive street car experience acceptable. Long hours and modest pay offset by the opportunity to learn all aspects of Formula car preparation and the opportunity to participate in schools, practice and racing in Crossle Formula Fords. Positions available at various locations. NO CALLS. Send resume and references to:

Carl Lopez
Skip Barber Racing School, Inc.
Route 7
Canaan CT 06018

Membership News

The Glen Region membership stands at 320 members as of October 30th, 1983. New members include:

Thomas A. Van Nostrand - a machinist from Waterloo, New York, who is interested in club racing and working Fire Services.

William J. Doolittle - a System Manager for Corning Newchannels in Corning, New York. He is interested in rally, Solo and social events.

Hollen & Rosanne Groff - from Binghamton, New York; They are interested in Sports 2000 racing.

James A. McFadden - from Johnson City, New York; He is a mechanic for Broome County Department of Public Works. James is interested in working Race Recovery.

John J. Davey - from Johnson City, New York; John works for All-State Advertising in Binghamton. He is interested in all of our activities.

Welcome one and all to the Glen Region.

Membership Contest As Of 10/30/83:
(Ends 11/30/83.)

| | |
|---------------------------|---|
| 1. Allyn Davey | 8 |
| 2. Tom Sparling, Jr. | 5 |
| Jill Davies | 5 |
| 4. E. Terry Matro | 4 |
| Bob Rynone | 4 |
| 6. Helen Hagensick-Heaton | 2 |
| Joni Mattice | 2 |
| Mary Farrell | 2 |
| Richard Chambers | 2 |

Carl J. Matuszek
Membership Chairman





GIVE SCCA FOR CHRISTMAS THIS YEAR

If you are looking for something different to give for Christmas this year, give a gift membership to your spouse, children, crew or just a friend. Just fill out the enclosed membership application to the Glen Region, SCCA and mail along with a check to:

Carl J. Matuszek
4995 McNutt Run Road
Campbell, NY 14821

If you have any questions, call me at 607-527-4423.

IN THE SPIRIT OF THE SPORT

A Journey to Brainard International Raceway

The LOL Region National Race on Sept. 10th and 11th was also the 30th Birthday Party of the Land O' Lakes Region which coincided with Barb and Stu Luther's 27th Wedding Anniversary celebration. To say the Luthers had a "ball" would be a gross understatement.

"We stayed with our dear friend, Judy Krause in her camper. Next to us was LOL Regional Executive Lona Bradbury and her Husband, Chris Zur. Some of our Glen members may remember these folks as the driver and crew of the H Production #53 at our National in July. At our event, Lona broke a rear axle and lost her brakes during the race, but managed to finish. At Brainard International Raceway, on Saturday, Lona thought a left front brake was grabbing as the car seemed to want to go to the left by it self all the time. New brake pads were installed by Chris that day.

During practice Sunday morning the car was doing the same thing with no improvement. A quick check of the wheel bearing determined the real problem...nearly no bearing and a destroyed spindle. A borrowed assembly allowed Lona a 3rd in HP and 5th overall in her race, and she did it with a Glen Region sticker on the nose of her Sprite.

Barb worked Race Registration and really enjoyed the folks she worked with. As with the Glen, these folks do double duty. Judy and Lona both worked Registration and followed that with Judy operating the LOL Information Booth and Lona driving after which both were judges in the Mr. B.I.R. 1983 Contest.

Chris and I were pressed into duty as "gate keepers" Friday night, after which we were "poured into bed". It seems Chris, noting incoming folks proper credentials, enjoys "holding them up" for a free beer or what-have-you. Lord, there is a lot of both coming through that gate.

I was pleased to become a member of Bob Grosso's Fire Rescue Team for the weekend. Bob runs everything, ambulances, tow vehicles and fire vehicles, and all his personnel are firemen - EMT's. They are good!

Bob himself is low key and funny in that dry way where understatement is the rule. He, too, had a private celebration on Sunday, Sept. 11th, his 40th birthday. I must remember to put that in my book.

Working with these people was an education, and it was fun. Picture the following scene: A "clear course" is given. A race is about to embark on its Pace Lap. Skypp, a professional fireman from Bloomington, Minnesota, is talking to me and looking down the track. Skypp stops in mid-sentence and hollers, "Deer! Deer on track"! I turn. Sure enough, there is a doe bounding towards the track from the woods. She stops at the track's edge and looks directly at us. We all stare back. The "tower", in B.I.R.'s case is called "Control", is notified of the deer at station #3. Three hundred people wait for this beauty of nature to make her decision. Stare, stare back. The deer seems to think to herself, "I don't need these mundane creatures". As rapidly as she arrived on the scene, she bolts and leaps and bounds, almost as though it

was a frolick, out of sight and disappears back into the woods....Pretty.

Like the Glen, we would suggest you take your short shorts and longjohns if you plan to go to B.I.R. On Saturday morning I walked to the showers in my pants and undershirt. By lunch time I needed my SCCA winter jacket on under my bunkercoat. On Sunday the high was 53 degrees.

At the close of the race weekend at B.I.R., Barb and I drove back to Farmington, Mn. with Lona and Chris. We spent the night at their home and got some rest before starting the long drive back to Glen Region country.

What a weekend! We have no idea as to how much beer the folks out there consumed Saturday night, but all of us took part in devouring 40 roast turkeys, 1,600 ears of corn and au gratin potatoes which seemed endless.

As many of the drivers in attendance were running for the final points of the season, and in some cases they were running to see who would be going to Atlanta, the racing was fantastic.

For anyone moving to CenDiv from our area, I recommend a transfer to those beautiful people from the Land O' Lakes Region, SCCA. They are just as we are...and we know what that means ...don't we?"

Best,
Stu & Barb

Results of the Ithaca Lions Club White Cane Rally

| | | | |
|----|---------------------------------|---------------|----------|
| 1 | Bill Estes - Millie Chapman | Omni | 62 pts |
| 2 | David Davies - Dennis Chapman | Ford LTD | 65 pts |
| 3 | Ade Ketchum - Betty Wascheyzn | Ford Victoria | 162 pts |
| 4 | Lyn Rexford - Mary Heard | Civic | 391 pts |
| 5 | Gail Cordes - Diana Shabala | Olds Cutlass | 422 pts |
| 6 | Ed Cordes - Sterling France | RX-7 | 450 pts |
| 7 | Joni Mattice - Steve Bryant | Chevette | 480 pts |
| 8 | Jim Egan - Leon Bonett | Porsche 914 | 487 pts |
| 9 | Bob Breen - Pam Breen | Plymouth Fury | 489 pts |
| 10 | Angelp Russo - Michael Norris | Camaro | 969 pts |
| 11 | R. Allen - P. Vonfleckenstein | Mazda | 1021 pts |
| 12 | Alyce Egan - Penny Robillard | Porsche 924 | 1079 pts |
| 13 | Tony Matosich - Terry Soyring | Fiat 850 | 1185 pts |
| 14 | Francis Brackin - Clyde Spear | Civic | 1200 pts |
| 15 | Shirley Welfel - Linda Wood | Chevy Van | 1500 pts |
| 16 | Jim Dormady - Bruce Watkins | Chevelle | DNF |
| 17 | Annette Smith - Mary Jane Smith | Escort | DNF |
| 18 | Don Seacord - Steven Chaney | Chevette | DNF |
| 19 | Joy Weinberg - Richard Flight | Datsun 510 | DNF |
| 20 | Kay Marion - Robert Marion | Chevelle | DNF |

Up-Coming Events

Nov. 19 Annual Business Meeting
Nov. 26 NYSRRC Banquet
Dec. 3 Christmas Party

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

WETZELBERG, W.

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ENDICOTT

NY 13760

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RESULTS OF HALLOWEEN HOLLOWAYS VI RALLY - OCT. 22, 1983

| POS | PTS. | DRIVER / NAVIGATOR | CAR |
|-----|------|--|---------|
| 1 | 145 | Todd English / Wendy Peck | Chev |
| 2 | 173 | Gary Thomas / Jan Jolles | Datsun |
| 3* | 236 | Dave Davies / Connie Davies | Ford |
| 4 | 320 | Tim Hills / Don Rockwell | Chev |
| 5 | 363 | Dave Rothchild / Joe Gaboriault | Toyota |
| 6 | 386 | Mark Hill / Pat Hills | Buick |
| 7 | 515 | Edward Johnson / Wanda Cronk | Olds |
| 8 | 520 | Scott Kreisler / Tim Parker | Trium |
| 9 | 568 | Ralph Hagg / Sandy Morse | Honda |
| 10 | 643 | Dr. Ed Cordes / Gail Cordes | Mazda |
| 11 | 654 | John Bobrick / Mike Gleason | Ford |
| 12 | 656 | Kathy Sheehee / Joe Sheehee | Toyota |
| 13 | 664 | Dan Douglass / Alan Robinson | VW |
| 14 | 670 | John Day / Al Schiff | Plym |
| 15 | 686 | Carl Matuszek / Joe Carozzoni | Audi |
| 16 | 735 | Kevin Hooley / Suzanne Cook | Cad |
| 17 | 752 | Paul Dimmick / Perry Dimmick | MerBz |
| 18 | 758 | Craig Champlain / Debra Champlain | Chev |
| 19 | 808 | Stan Dobromil / Irene Dobromil | Mazda |
| 20 | 828 | Richard Crane / Jeff Timms | Ford |
| 21 | 964 | Steve Kincaid / Ed Lee | BMW |
| 22 | 1006 | Rick Hughey / Jenny Howell | Chev |
| 23 | 1023 | Lee Johnson / Rachel Howse | Honda |
| 24 | 1078 | Terry Smith / Daryl Miller | Renault |
| 25 | 1090 | Harry Patterson / Debra Patterson | Subaru |
| 26 | 1160 | Mike Corcoran / Chuck Preston | Chev |
| 27 | 1162 | Howard Steffler / Eric Estes | Plym |
| 28 | 1184 | Carroll Johnson / Terri Johnson | Chev |
| 29 | 1215 | Stu Luther / Kelli Owen | Toyota |
| 30 | 1265 | Annie Carbaugh / Kathy Burke | Dodge |
| 31 | 1265 | David Vann / Roy Bailey | Chev |
| 32 | 1299 | Bill Ward / Fran Wilson | VW |
| 33* | 1361 | Tim Coleman / Mike Cain | Ford |
| 34 | 1637 | Tom Hills / Janice Hills | Buick |
| 35 | 1716 | David Smith / Sandy Smith | Honda |
| 36 | 1826 | Bob Pinkston / Steve Lovell | Toyota |
| 37 | 1885 | Nancy Dixon / Richard Little | Plym |
| 38 | 1932 | Mike McKerrrow / Mark McKerrrow | Ford |
| 39 | 1967 | Linda Centurelli / Anne Gilson | Ford |
| 40 | 1973 | Brian Barr / Carole Murdock | Trium |
| 41 | 2043 | Bill Halliday / Harriet Halliday | Chev |
| 42 | 2080 | Jim McCawley / Dave McCawley | Corv |
| 43 | 2123 | Bob Dietrich / Candace Dietrich | Datsun |
| 44 | 2141 | Betty Page / Terri Dobbs | Datsun |
| 45 | 2148 | John Mays / Judy Caldwell | Ford |
| 46 | 2302 | Karl Sprague / Robert Peters | Dodge |
| 47 | 2532 | John Moore / Mary Anne Hahn | Ford |
| 48 | 2598 | Jeff Wicks / Irene Kepple | Ford |
| 49 | 2608 | Barton Snedaker / George Lord | VW |
| 50 | 2629 | Paul Hutchinson / Janice Hutchinson | Chev |
| 51 | 2626 | Rob Maloney / Rob Swartout | Ford |
| 52 | 2634 | Pat Vacca / John Vacca | Toyota |
| 53 | 2691 | Dan Simpson / Chuck Rimbey | Dodge |
| 54 | 2720 | Kevin Arnold / James Clark | Dodge |
| 55 | 2735 | Mary Ellen Patterson / Kevin Patterson | Honda |
| 56 | 2784 | Chris Wait / Tina DeSarno | Audi |
| 57 | 2937 | Karl Russ / Sue Zimmerman | Mazda |
| 58 | 3019 | Bob Morris / Wendy Morris | Ford |
| 59 | 3039 | Mitchell Cook / James Hubard | Chev |
| 60 | 3050 | Lori Barber / Teri Davis | Ford |
| 61 | 3084 | Richard Francisheili / Michael Hudson | Chev |
| 62 | 3288 | Joe Holderbach / Ken Strothmann | Ford |
| 63 | 3628 | Peter Zaharis / Marvin Beiffien | Dodge |
| DNF | | Gregg Beach / Nancy Beach | Ford |
| DNF | | Bill Doolittle / Meg Lando | Mazda |
| DNF | | Anthony Matosich / Laurie Upton | Fiat |

* Press On Regardless Trophy sponsored by

Atkinson/Sparling AMS/OIL Dealers

+ Highest placing Ford/Mercury Award

sponsored by Whitcomb Ford Mercury, Corning

Rally Sponsored by SCUTERI'S PIZZERIA and SENECA LODGE
in cooperation with Bully Hill Vineyards and the Painted
Post Firestone Store.

ROAD RALLY STANDINGS AS OF 10/22/83: Number in ()
is score if one is dropped.

Driver:

| | | | |
|----|----------------|------|--------|
| 1. | Carl Matuszek | 3140 | (2760) |
| 2. | Ade Ketchum | 3115 | (2835) |
| 3. | Ed Cordes | 3000 | (2700) |
| 4. | Todd English | 2870 | (2570) |
| 5. | Dave Davies | 2610 | |
| 6. | Bill Bradshaw | 2480 | |
| 7. | Arnie Carbaugh | 2435 | (2165) |

| | | |
|-----|------------------------|------|
| 8. | Dave Rothchild | 2260 |
| 9. | Joni Mattice | 1950 |
| 10. | Craig Champlain | 1925 |
| 11. | Kevin Hooley | 1920 |
| 12. | Kathy Sheehee | 1860 |
| 13. | David Wright | 1710 |
| 14. | Beverly Buckbee | 1610 |
| 15. | Bob Beckerman | 1465 |
| 16. | Bob Burns | 1345 |
| 17. | Jerry Buckbee | 1320 |
| 18. | Robert Pinkston | 1210 |
| 19. | Tom Sparling, Sr. | 1165 |
| 20. | Stan Dobromil | 1085 |
| 21. | Stu Luther | 1010 |
| 22. | Maryann Pradon | 880 |
| 23. | Dave Snyder | 830 |
| 24. | Joe Atkinson | 720 |
| | Rod Faulkner | 720 |
| | Doug Born | 720 |
| | Tim Meddaugh | 720 |
| 28. | Ken Strothmann | 600 |
| | Carl Goeltzenleuchter | 600 |
| 30. | Victor Troha | 590 |
| 31. | Barry Page | 380 |
| 32. | Donna Pradon | 360 |
| | Ron Levanduski | 360 |
| | Gary Stecker | 360 |
| | Dick Chambers | 360 |
| | George Hoffman | 360 |
| | Jim Magioncalda | 360 |
| | Elizabeth Newkirk | 360 |
| 39. | Gail Cordes | 300 |
| | Rick Hughey | 300 |
| 41. | Alice Estes | 280 |
| 42. | Mike McKerrrow | 260 |
| 43. | Helen Hagensick-Heaton | 250 |
| | Irene Dobromil | 250 |
| | Elizabeth Page | 250 |
| 46. | Norman Glueck | 240 |
| | Chris Wait | 240 |
| 48. | Karl Russ | 230 |
| 49. | Robert Lagermasini | 220 |

Navigator:

| | | | |
|-----|-------------------|------|--------|
| 1. | Lyn Rexford | 3290 | (2910) |
| 2. | Joe Carozzoni | 2810 | |
| 3. | Connie Davies | 2740 | |
| 4. | Gail Cordes | 2655 | |
| 5. | Pauline Bradshaw | 2550 | |
| 6. | Joe Gaboriault | 2440 | |
| 7. | Kelli Owen | 2380 | |
| 8. | Janet Wright | 1945 | |
| 9. | Kelley Buckbee | 1460 | |
| 10. | Kathy Burns | 1420 | |
| 11. | Ken Strothmann | 1415 | |
| 12. | Dave Marks | 1245 | |
| 13. | Tom Sparling, Jr. | 1010 | |
| 14. | Dave Redfield | 925 | |
| 15. | Craig Champlain | 840 | |
| 16. | Anita Dobromil | 765 | |
| 17. | Beverly Buckbee | 740 | |
| 18. | Mary Farrell | 720 | |
| | Jill Davis | 720 | |
| | Kimberly Davies | 720 | |
| | Judy Born | 720 | |
| | Barb Luther | 720 | |
| 23. | Sharon Troha | 680 | |
| 24. | Bill Green | 630 | |
| 25. | Marilyn Randall | 400 | |
| | Irene Dobromil | 400 | |
| 27. | Elizabeth Page | 380 | |
| | Eric Estes | 380 | |
| 29. | Minnie Stecker | 360 | |
| | Irika Dobromil | 360 | |
| | Sally Chambers | 360 | |
| | Phyllis Hoskinson | 360 | |
| | Joel Luther | 360 | |
| 34. | Jerry Buckbee | 340 | |
| | George Lord | 340 | |
| 36. | Ken Heaton | 300 | |
| 37. | Tom Henson | 260 | |

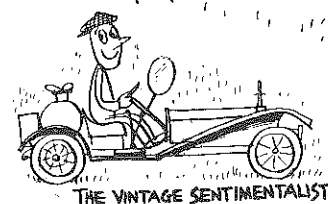
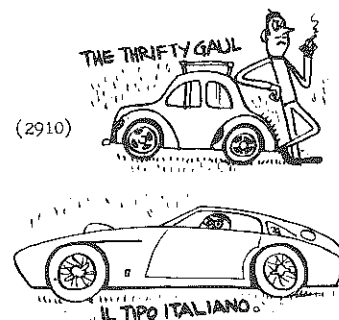
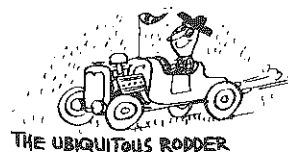
WHITCOMB FORD CLASS

Driver:

| | | | |
|----|----------------|------|--------|
| 1. | Ade Ketchum | 3335 | (2910) |
| 2. | Kevin Hooley | 1975 | |
| 3. | Dave Davies | 1910 | |
| 4. | Arnie Carbaugh | 1595 | |
| 5. | Maryann Pradon | 975 | |
| 6. | Bob Burns | 810 | |
| 7. | Mike McKerrrow | 475 | |

Navigator:

| | | | |
|----|----------------|------|--------|
| 1. | Lyn Rexford | 3385 | (2950) |
| 2. | Ken Strothmann | 1950 | |
| 3. | Connie Davies | 1910 | |
| 4. | Dave Redfield | 975 | |
| 5. | Kathy Burns | 810 | |



SEE YOU AT THE
CHRISTMAS PARTY