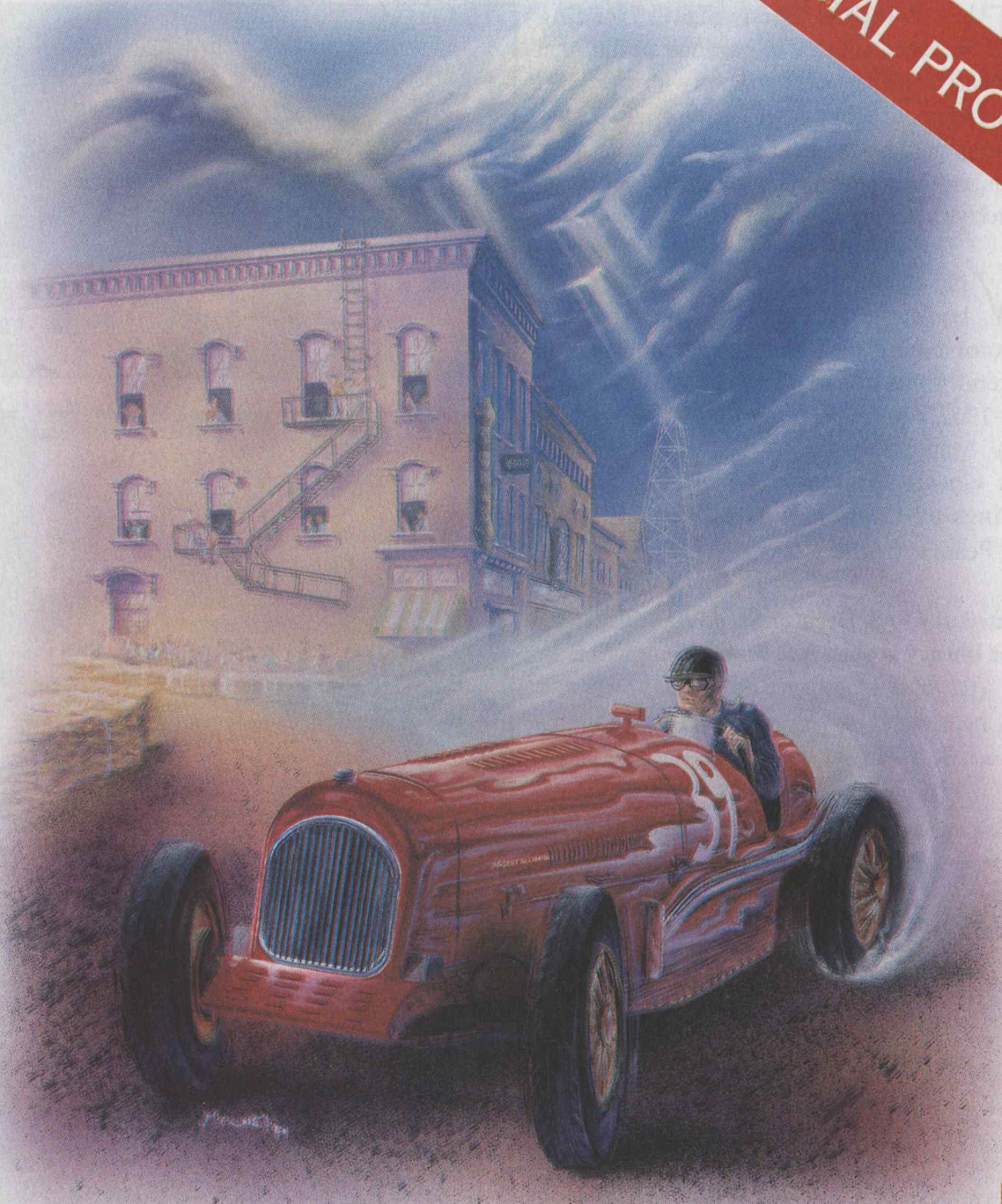


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OFFICIAL PROGRAM



IKEPOD GRAND PRIX FESTIVAL
1999



Ardent Alligator Ford-Riley • Winner of 1949 Watkins Glen Grand Prix

FREE!

IKEPOD GRAND PRIX FESTIVAL

OF WATKINS GLEN

The Watkins Glen Motor Racing Research Library is a unique facility that documents the heritage of motorsport with over 2,000 rare and reference books, as well as films, race posters and programs, magazines, rare documents, club records, and thousands of photographs. Reference and research services are available.

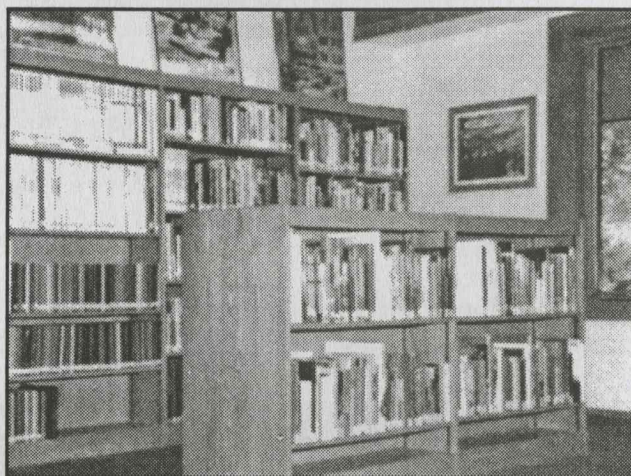
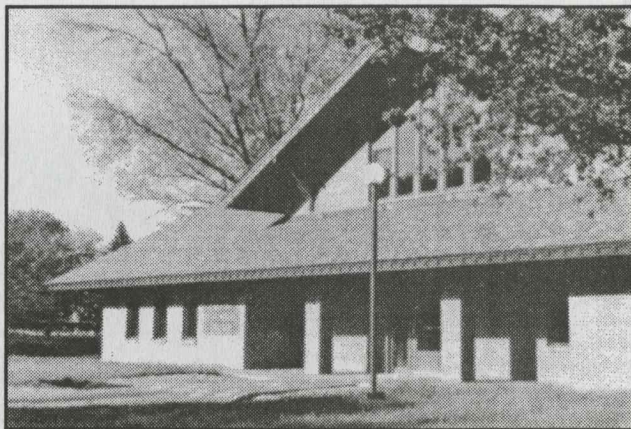
Visit the library and let these images, books and documents transport you back to motor racing's golden age. Featuring this weekend: films of early races in Watkins Glen, 1948-1962; *Formula 1 Saga*; and *Power and the Glory*. Many other titles are always available. Also: vintage exhibits and rare photographs; paintings by Linda McIntyre, Bob Gillespie, Dion Pears and others.

Located at 610 S. Decatur St. in Watkins Glen, the library is open 9-5, Mon. through Sat. and 9-5 on race Sundays.

Note: The library will be open until 9 p.m. on Fri., Sept. 10.
(Special events may restrict public access during the weekend)

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Welcome to Our Celebration of Road Racing

Dear Visitor:

Our seventh IKEPOD Grand Prix Festival of Watkins Glen celebrates the 51st anniversary of the first post-World War II road race held in the United States. The Festival committee welcomes you to the home of American road racing. We're confident that you will enjoy this year's event.

In 1998, our Festival and the Zippo U.S. Vintage Grand Prix at Watkins Glen International were the culminating events in a year that celebrated a major milestone — 50 years of road racing at the Glen. Nearly 300 vintage and classic sports cars participated in various events ranging from a road rally and tours of the original race circuit to our Chemung Canal Trust Co. Concours d'Elegance, a juried car show for show-condition automobiles. And over 175 racing machines roared into the village to participate in two special race reenactments — one featuring cars that actually raced through the streets from 1948 to 1952 and the other featuring a continuous half-hour parade of vintage race cars representing the five decades of road racing at Watkins Glen.

"The Legends Speak," presented by the Watkins Glen Law Offices of Martha K. Macinski, which allowed fans to talk with legendary race drivers, was initiated. Also, a USA Sign Kid Racer Derby was started to introduce preschoolers to the fundamentals of road racing.

For 1999, we are anticipating the same kind of participation in our various sports car events. In fact, we are hopeful

that more than 300 vehicles will be here. The Ardent Alligator, which Miles Collier drove to victory in the 1949 Grand Prix, will be honored in a special race reenactment featuring cars of the era that raced through the streets. We also expect that the main race reenactment will attract up to 150 vintage racing machines.

Of course, as you will see in this program, you will again be able to enjoy wine tastings offered by the Seneca Wine Trail Association, along with a great selection of food at our Courthouse food court near the Start-Finish Line and at the many fine eating and drinking establishments along Franklin Street. Two performance stages will offer a wide selection of music throughout the day and "The Legends Speak" will be offered at the Glen Theater, a newly renovated, historic facility on Franklin Street.

The combination of race cars from Watkins Glen International reenacting the amazing races through the streets of yesteryear, hundreds of sports cars, Seneca Lake wines, great food, music and the Zippo U.S. Vintage Grand Prix make the Festival a fitting end to the summer and a great way to kick off the fall season.

And please be sure to show our sponsors your appreciation by using their products and services. Without them, we would be unable to continue offering this event.

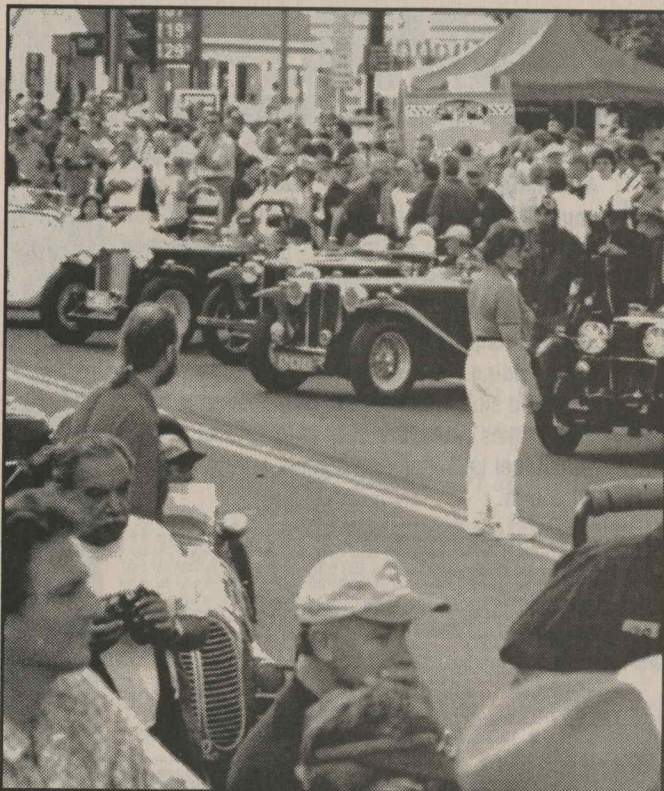
Thanks for joining us.

Sincerely,

Rick Weakland

Event Chairman

**GRAND PRIX
FESTIVAL,
FRIDAY, SEPT. 10**



FRANKLIN STREET IS FILLED WITH CARS and car lovers at the 1998 Festival. (photo by Bob Kelchner)

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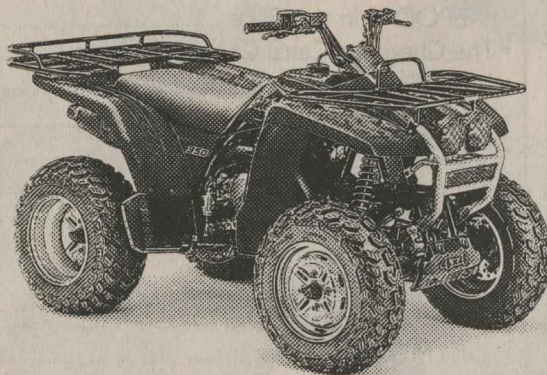
Here's a 12-Step Guide to Festival Enjoyment

by **RICK WEAKLAND**

1. For early risers, race car tech inspections begin at 9:30 a.m. at Smalley's Garage on Franklin Street between 11th and 12th streets. Smalley's was the site for race car tech inspections for the original Watkins Glen Grand Prix. The tech inspections are re-enacted in a setting similar to the way it was 50 years ago.
2. After viewing tech inspection, wander north on Franklin Street to the Main Entrance of Watkins Glen State Park. Between 10:30 a.m. and noon, show-condition vintage sports cars and classic cars begin arriving for the Chemung Canal Trust Co. Concours d'Elegance, a juried car show. The Concours takes place in the parking lot adjacent to Franklin Street, next to the original Start-Finish Line for the 1948-1952 Watkins Glen Grand Prix and companion races that literally ran through the streets.
3. The Festival officially begins with opening ceremonies at noon. These are held on the Courthouse lawn, across the street from the Concours d'Elegance. The opening ceremonies include inductions to the Drivers Walk of Fame. Wine tastings and a food court begin on the Courthouse lawn at this time as well. After the ceremonies, it's a good time to fuel up at the food court.
4. After lunch, head back across the street to the Concours d'Elegance. All entered cars will be there, and it's a good time to see these wonderful machines before the crowd makes viewing them more difficult.
5. After Franklin Street closes at 2 p.m., walk a few blocks north to the parking lot next to the Franklin Street Grille between 4th and 5th streets. There you will find the Franklin Street Grille Glenkhana. The Glenkhana is a fun competition for sports cars on a parking lot obstacle course. It's a great event for spectating — go to the grass bank in the back of the parking lot and enjoy the fun.
6. Take a break from the Glenkhana for 10-15 minutes at 2:20 p.m. to watch the Wagner Winery and Micro-Brewery Founder's Tour take a lap of the original 6.6-mile race circuit that begins on Franklin Street. A wide variety of sports cars will be participating. Then head back to the Glenkhana or into the Grille for some refreshments. (It sponsors the Glenkhana.)

See **12-Step**, Page 5

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12-Step

(Continued from Page 4)

7. If you have young children with you, be sure to sign them up for the USA Sign Kid Racer School that begins at 3 p.m. between 8th and 9th streets. This is for 3- to 6-year-old children and includes a 30-minute driving school and a chance to participate in the Kid Racer Trophy Dash, which starts at 5:30 p.m. Try to register in advance, perhaps as you head to the Glenkhana at 2 p.m.
8. At 3:15 p.m. and 4 p.m. respectively, look for the parade laps of the cars from the Glenora Run, the Glenkhana and the Concours d'Elegance. At 4 p.m., you can also go to the Glen Theater on Franklin Street for "The Legends Speak," which features opportunities to talk with drivers and race officials from the early years of racing at Watkins Glen.
9. At 4:30 p.m., watch for the SVRA race cars from Watkins Glen International to begin roaring into town. While you're enjoying the frenzy that accompanies more than 100 race cars in a four-block area, it might be a good time to head to one of the many eating and drinking establishments all along Franklin Street to sustain your energy level.
10. Begin to make your way to a viewing location between 4th and 10th streets at 5 p.m. while you enjoy walking alongside these fabulous racing machines. You can watch the Concours d'Elegance awards ceremony at 5:15 p.m. at the Start-Finish Line. The SVRA Race Reenactment ceremonies, including the Canadian and American anthems by the Checkered Flag Four, begin at 5:45 p.m.
11. At 6:15 p.m., cars will grid for the SVRA Watkins Glen Heritage Tour, a special race reenactment honoring the Ardent Alligator, the car that won the 1949 Watkins Glen Grand Prix. At 7 p.m., the main event featuring more than 100 race cars will begin. It is expected that five decades of racing machines will continuously roar through the streets during two exciting laps of the original race circuit.
12. After the race cars depart for Watkins Glen International at 7:30 p.m., musical entertainment continues as Franklin Street remains closed. Enjoy the party while waiting for the fireworks at 9 p.m. in the entrance to Watkins Glen State Park, near the Start-Finish Line. Finish with a late dinner or snack at one of Watkins Glen's many fine restaurants. We hope you enjoyed your day reliving Watkins Glen's racing history!



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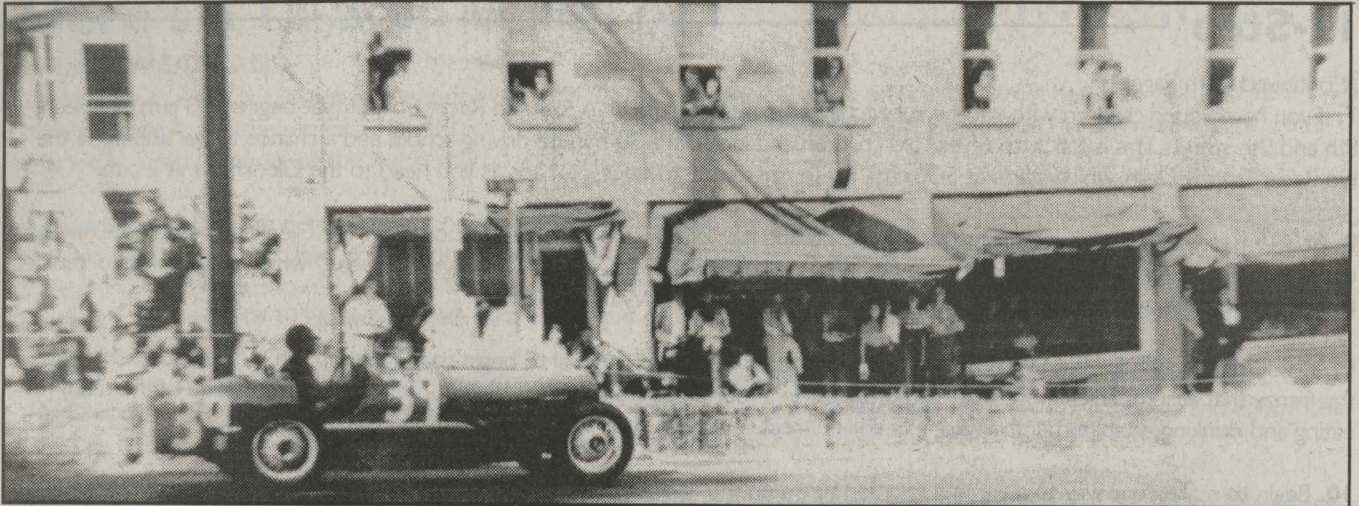
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MILES COLLIER DRIVES THE FORD-RILEY C, ARDENT ALLIGATOR, down Franklin Street on his way to victory in the 1949 Grand Prix. (photo from the Bill Green Motor Racing Library)

Star of '99 Festival Is '49 Winning Ardent Alligator

by **BILL GREEN**

One of the most famous cars to race at The Glen is the Ford-Riley C, Ardent Alligator, which won the 1949 Watkins Glen Grand Prix with Miles Collier at the wheel.

The Alligator began life in 1929 in England as a 1100cc, 55 hp. Riley-Brooklands. Purchased in 1934 by Miles Collier, he and brother Sam raced it in the U.S. in 1934 and 1935 in races sponsored by the Automobile Racing Club of America (ARCA). Stored until 1939, the car was then re-bodied and a 239 C.I. Ford engine was installed.

Although blue today, the car then was painted a light green similar to the color of an alligator, from which it got its name. Among the various definitions of the word "ardent," one can assume that passionate or fierce were brought to mind.

World War II resulted in yet another period in storage, after which the car was painted red, with yellow wheels, and was raced in 1949 by Miles at Bridgehampton, Long Island. Miles next entered the 1949 Watkins Glen Grand Prix in both the 4-lap (24.6-mile) Seneca Cup, and the 15-lap (99-mile) Grand Prix.

The 1949 Seneca Cup was the first time a LeMans start was used at Watkins Glen. With their mounts lined up at a 45-degree angle along one side of the road, at the drop of the green flag the drivers were required to dash to their cars from the opposite side of the road, buckle in, start the car and be on their way as fast as possible.

Starting positions within each class were determined by drawing from a hat. There were no official practices or time-trials.

Dicing with Briggs Cunningham II in his 166 Inter Ferrari and George Roberts in Cunningham's Bu-Merc, Collier steadily worked his way into third place overall in the third lap. After a mandatory pit stop, Cunningham led with Roberts a close second. Collier caught and passed Roberts just after Archie Smith's Corner.

Looming large in Cunningham's rear-view mirror, Collier passed Cunningham just before Milliken's Corner and went on to win the Grand Prix. Collier's winning speed was a record 68.46 mph. He also clocked the fastest lap of the race, and a new overall lap record, of 75.38 mph.

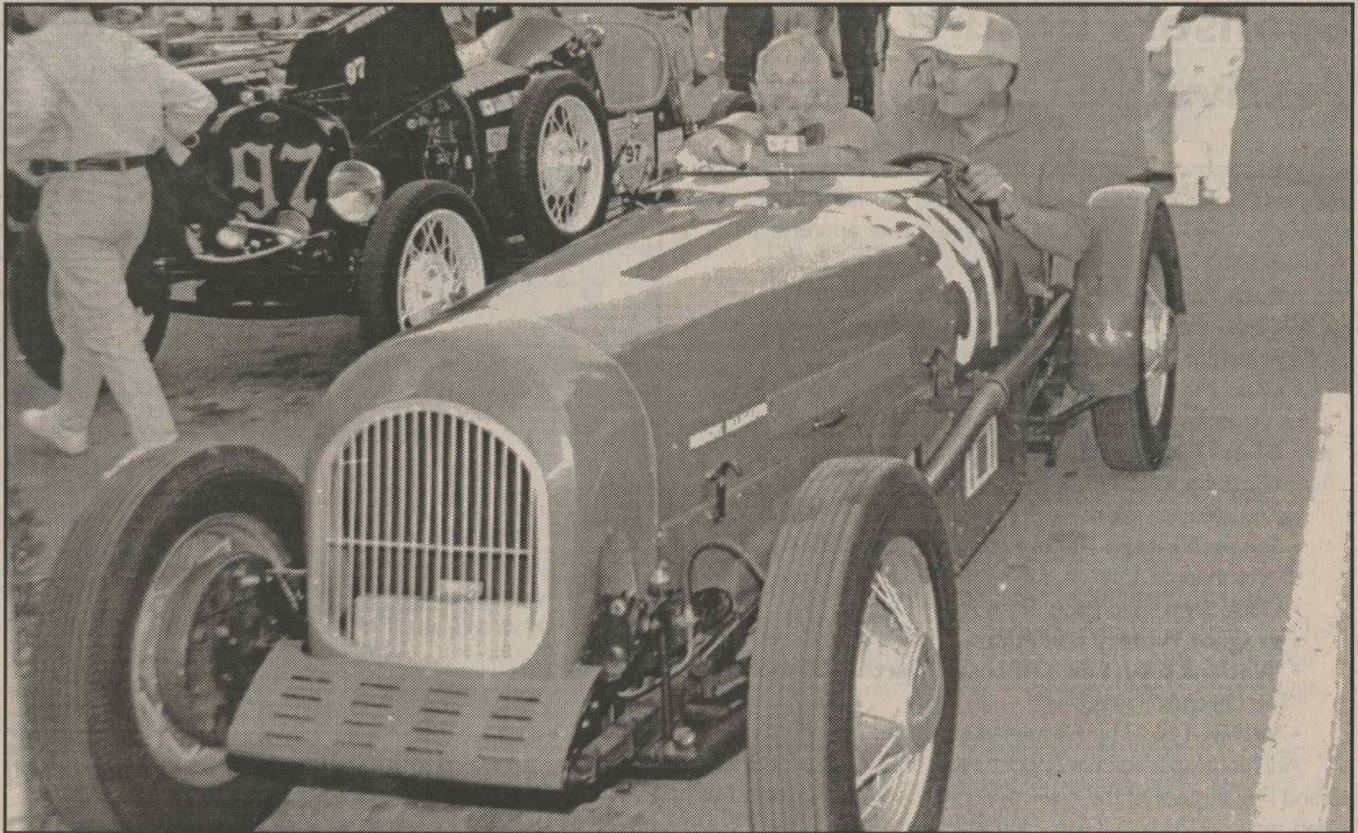
The Alligator was raced at Boca Raton, Fla., and again at Bridgehampton, before returning to The Glen. At the Mt. Equinox Hill Climb in Vermont Sam Collier also set a record time that stood for many years.

In 1950 the car was again entered by Miles in The Seneca Cup, finishing third overall in spite of finishing with only high gear. The car was not permitted to enter the Grand Prix since FIA rules then required a spare wheel, and there was nowhere to mount one on the Alligator.

Watkins Glen Grand Prix founder Cameron Argetsinger purchased the car and entered it in the ill-fated 1952 Grand Prix, which was never completed due to a fatal accident. The car was next sold to George Rabe, who raced it at the "new" track at Watkins Glen in 1954 and 1955. In the mid-'60s, the Alligator was damaged in a fire while owned by J.D. Engleheart. The car then passed to Bill O'Donnell, who began restoration work, and was driven in a vintage race by Don Lefferts.

Present owner, Peter McManus, has completed restoration of the Alligator and has returned it to the Glen a number of times, including the 1998 50th anniversary of racing at Watkins Glen and the re-birth of road racing in America.

We are proud and delighted to honor the Ardent Alligator on the 50th anniversary of its Watkins Glen Grand Prix victory.



WATKINS GLEN RACE HISTORIAN Bill Green, left, is ready for a reenactment lap of the original race circuit in the Ardent Alligator, winning car in 1949. At the wheel is Peter McManus, owner of the famous Ford-Riley C. (photo by The Watkins Review & Express)



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Winery & Bistro

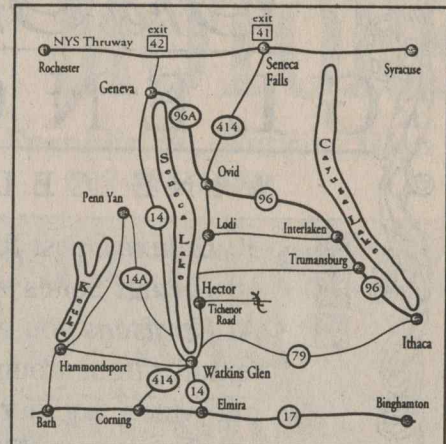
Red Newt Cellars is located on the east side of Seneca Lake in the hamlet of Hector and has a stunning view of the Seneca Lake Valley. We offer exquisitely crafted Finger Lakes wines in our tasting room, gourmet seasonal cuisine in "the Bistro" and an elegant setting in our banquet facility to host your special event. Our innovative menu changes every few weeks and will provide you with an exciting meal each time that you return.

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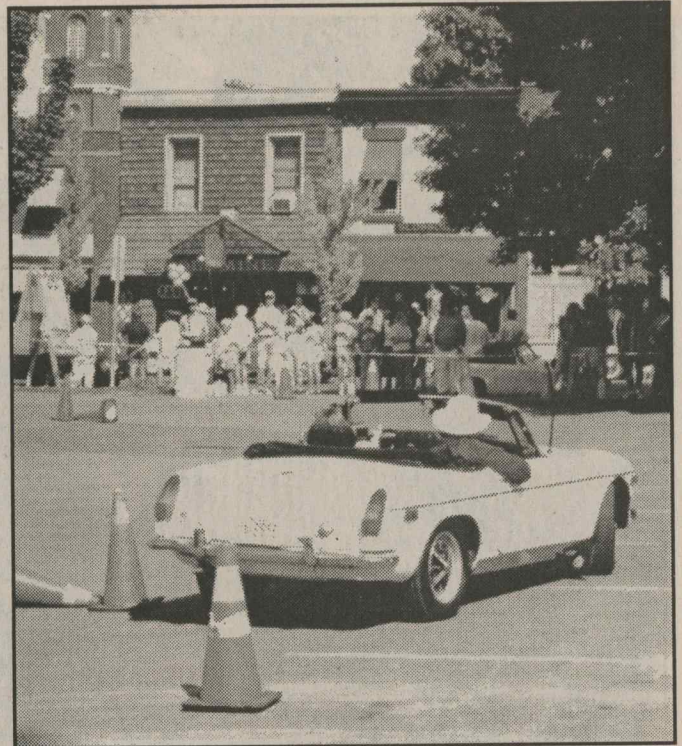
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We are proud to introduce the sponsors without whose help this event would not be possible. We hope you will support their businesses whenever possible and express your appreciation!

- **IKEPOD** - Festival sponsor.
- **Bath National Bank** - Special volunteer shirts.
- **Chemung Canal Trust Co.** - Concours d'Elegance.
- **Franklin Street Grille** - Glenkhana.
- **Glen Mountain Market** - Lunches for Glenora Run and Concours participants.
- **Glen Theater** - Use of theater for programs.
- **Glenora Wine Cellars** - Glenora Run and wine for various Festival event participants and honorees.
- **Sports Vintage Racing Association (SVRA)** - Race Reenactment.
- **USA Sign** - Kid Racer School and Derby.
- **Wagner Winery and Micro-Brewery** - Founder's Tour.
- **Watkins Glen Law Offices of Martha K. Macinski** - "The Legends Speak"
- **WINK 106** - Third Street sound stage.

Additional sponsorship opportunities are available for the first Grand Prix Festival of the new millennium in 2000. Anyone interested may call Watkins Glen Promotions at (607) 535-4300 for information.



THE FRANKLIN STREET GRILLE IS THIS YEAR'S sponsor of the Glenkhana, one of the more popular Festival events for spectators. This 1972 MG answers the call of the challenging obstacle course. (photo by Andy Kelchner)

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IKEPOD Insists on Being Back in the Race

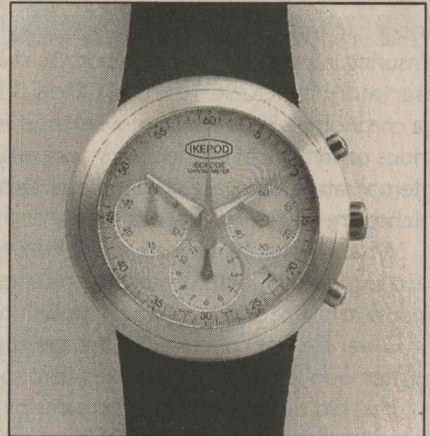
One of the Swiss watch industry's youngest and most innovative watch companies, IKEPOD, is once again taking an active role in the world of vintage car racing. For the second year in a row, the creator of technically advanced mechanical timepieces is sponsoring the downtown IKEPOD Grand Prix Festival of Watkins Glen and will be awarding the IKEPOD Trophy for the Porsche Clash during the Zippo U.S. Vintage Grand Prix at Watkins Glen International.

The relationship between IKEPOD watches and the world of automobile racing is an interesting one. Oliver Ike, the thirty-something brain behind the IKEPOD watch line, believes strongly that the relationship between automobiles and watch companies is an intimate and intricate one. While motor sport and watchmaking are closely linked in the eternal race against time, both are also incredibly dedicated to the technology involved in producing the finest, most high-performance mechanical products available.

Much of the allure of motor sports is the exotic extremes and the high-tech machines capable of excessive speeds and rugged endurance. The finest watch companies in the world find this strangely akin to the technical prowess and perfection that is inherent in the finest mechanical wristwatches. As a result, there has been a long-lasting relationship between watch companies and automobile racing over the past half-dozen decades.

IKEPOD's appearance on the automobile racing scene is relatively new because the company itself is just five years old. A young watch company by Swiss standards (where many firms boast centuries of heritage), IKEPOD combines the traditional art of mechanical watchmaking with incredibly modern design. In a world where many watch companies are utilizing battery-operated quartz movements, IKEPOD is committed to the fine Swiss heritage of mechanical watchmaking — forging ahead in originality in design and technical prowess.

The perfect fit between IKEPOD and Watkins Glen comes in the type of timepieces the brand produces. Among its superior mechanical movements, IKEPOD offers split-second, fly-back-hand chronographs — top-of-the-line technology when it comes to See **IKEPOD**, Page 10



AN EXAMPLE OF THE FINE
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IKEPOD

(Continued from Page 9)

measuring intervals of time. Additionally, all of IKEPOD's watch movements are certified by the most widely recognized testing observatory, the COSC (Control Officiel Suisse des Chronometers) as having achieved chronometer status. In order to be certified as a chronometer, the watch movement is tested for accuracy for a minimum of 15 days in different positions and exposed to various conditions of use, including temperature, gravity and the like. To be certified as a chronometer, for instance, when exposed to temperature change, a chronometer wristwatch cannot vary in accuracy more than plus or minus 0.6 seconds per day. The watches are judged by rigorous standards that are set with absolute limits; calculations cannot be rounded off.

What's more, the majority of IKEPOD watches are crafted in titanium cases — an alloy used in surgical technology and in space exploration — to protect the movement and to give the timepiece a very sleek and individualistic look. A small transparent window at the back on the watch allows one to view the movement of the timepiece.

Oliver Ike first conceived of the line about six years ago and formed an alliance with Marc Newson, leading-edge Australian designer who lent his considerable talent to the project of developing a mechanical watch whose ultimate heritage is several centuries old, but whose design screams of tomorrow. Combining IKE, Oliver's surname, with POD, the name of Newson's limited-edition furniture company, IKEPOD was born, and today is a formidable force in watch design.

"We are proud to be affiliated with this historic celebration of the past and present," says Oliver Ike, president of IKEPOD watch company. "Watkins Glen is an icon in American road racing and the men and women who proudly own and maintain these magnificent vintage racing machines deserve to be recognized and honored."

Standing behind his statements, Oliver Ike announces that this year, each driver who places will receive an IKEPOD watch, as will the trophy winner for first place. Also to further its commitment to vintage car racing, IKEPOD had teamed up with the Cunningham Historic Car Co. to create a special limited-edition Cunningham Chronograph timepiece. Those familiar with this historic American road racing company will remember its immediately identifiable look: blue stripes running down the center of the car from hood to trunk. The new IKEPOD watch will replicate these blue stripes on the center of the watch dial.

For those wishing to see this timepiece, as well as the other innovative mechanical IKEPOD wristwatches, be sure to visit the IKEPOD display at Watkins Glen International. Here one can try them on, get more information on the brand and meet Oliver Ike and his U.S. team.



IKEPOD IS RETURNING AS FESTIVAL SPONSOR, its second consecutive year of involvement. Last year, the Festival celebrated the 50th anniversary of road racing in Watkins Glen. Festival volunteers Denise and Philip Mackowiak of Villanova, Pa., wear that festival's distinctive shirt as they admire the 1938 Alfa Romeo driven by Frank T. Griswold to victory in the Junior Prix and Grand Prix events in 1948. (photo from the Bill Green Motor Racing Library)



CARGILL SALT

In 1999, Cargill's Watkins Glen salt facility employs just under 100 people and processes more than 350,000 tons of salt per year. The technique of exploiting salt deposits from underground is called hydrofracturing. Pipes are sunk at two wells, some extending more than half a mile into the earth's crust. Water from Seneca Lake is forced down one well under high pressure into the salt bed, usually at the fifth layer. The rock salt dissolves. From the gallery thus created, salt brine is raised through the second well into the plant where the water is evaporated, leaving salt that is more than 98% pure. The salt is screened to size, bagged and shipped to customers.

Watkins Glen salt is used in hundreds of ways:

- Diamond Crystal and Cargill Foods food-grade salt for the table, recipes and food processing applications.
- Champions Choice agricultural salt for livestock.
- Cargill industrial and chemical products for use in everything from oil drilling to pharmaceuticals and textile dyeing.
- Diamond Crystal water conditioning salt for your home and commercial softener.

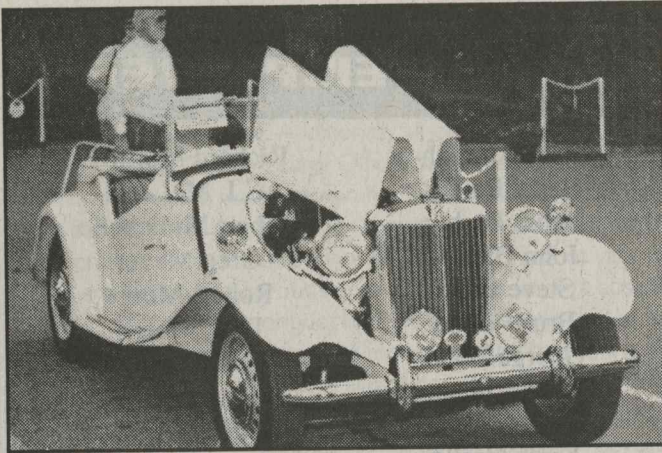
Cargill is proud to be a part of the Finger Lakes area. In keeping with our corporate philosophy of giving back to the communities where we live and work, Cargill employees proudly serve in organizations such as SCOPED, the Watkins-Montour Rotary Club, the Chamber of Commerce and the local chapter of the American Red Cross. We also contribute to the area's fire, ambulance and hospital services.

In this, the 101st anniversary of Cargill's Watkins Glen salt processing plant, we want to thank our past and present employees as well as the residents of the entire Finger Lakes area.

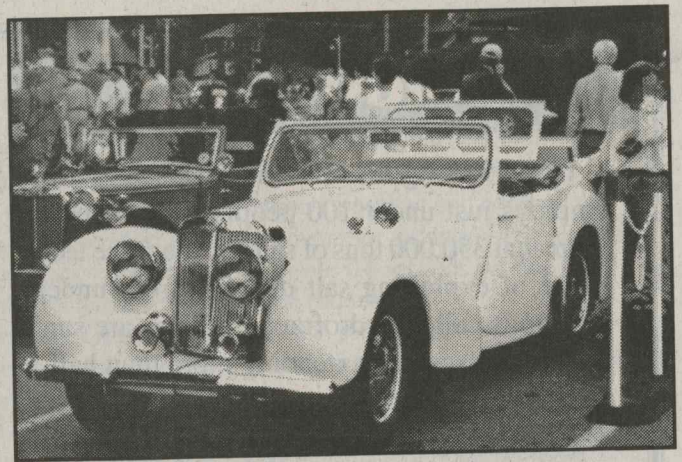
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A 1952 MG-TD DISPLAYS ITS ENGINE at the 1998 Festival. The car was brought by owner Michael Macut of Steelton, Pa. (photo by The Watkins Review & Express)



THIS 1947 TRIUMPH 1800, owned by Marty and Pat Jones of Sykesville, Md., attracted a lot of attention at the 1998 Festival. (photo by Bob Kelchner)

Beauty Reigns in Chemung Canal Concours d'Elegance

by **DAVE WILD**

"Concours d'Elegance" literally translated from the French means "parade of elegance." The term was originally used to describe the show of fine trappings of the horse-drawn carriages belonging to European noblemen. A cultural phenomenon of the times, it became a competition in the 1700s to be recognized as having the most finely "turned out" carriage and team of horses. The design and building of fine carriages became an art form which was carried over to the automobile when they arrived on the scene. By 1910, cars were relatively reliable and more accepted by the well-to-do as their primary transportation. Those with the wherewithal began to commission the old coach builders to design and build custom bodies for their manufactured cars.

See **Concours**, Page 13

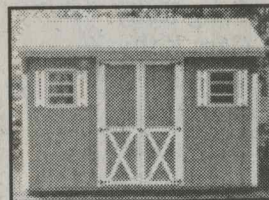
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Concours

(Continued from Page 12)

Competition for automobile styling awards began in earnest and reached its peak perhaps in the classic era of the '20s and '30s. At least two examples of the automobile art form as recognized by the New York Metropolitan Museum of Art have been on display during the Festival: the 1947 Cisitalia 202SC and the 1946-1949 MG-TC. The MG-TC proves that fine art needn't always be expensive — they sold for \$1,895 when new.

The cars entered in the Chemung Canal Trust Co. Concours d'Elegance are presented in the beautiful setting of the Watkins Glen State Park adjacent to the Start-Finish Line of the original race course. They will be judged in accordance with basic Concours rules of historic accuracy, preparation and appropriateness for their design intent.

The judges are all members of the MG Car Club, Western NY Centre, and each has more than 30 years' experience in this field and other aspects of the automotive hobby. This is the same group that organized the Concours events here in the 1950s in Lafayette Park in Watkins Glen.

A special effort has been made to display a selection of cars of the type that were present during the formative years of Watkins Glen's racing heritage. Some very early pre-war race cars are present, as well as race cars of the period. Also on display are a variety of later sports cars, as well as examples of domestic high performance cars that U.S. manufacturers produced in response to the wave of imported cars entering these shores.

We thank the owners of all of these fine cars for sharing them with the enthusiasts present here today and for helping to preserve and celebrate Watkins Glen's road racing heritage.

Musical Entertainment, Fireworks Cap the Day

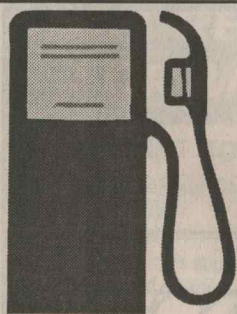
At 7:30 p.m., after the cars involved in the SVRA Watkins Glen Grand Prix Reenactment return to Watkins Glen International, the focus returns to entertainment.

The streets, still closed to vehicular traffic, are filled with people and music.

Village merchants' doors are open, food and vendors are everywhere and liquid refreshment flows at the street's watering holes.

But be sure to head back to the Start-Finish Line area at 9 p.m. for a magnificent fireworks display set in the Watkins Glen State Park at the entrance to the famed gorge, against the rock wall cliffs.

The evening ends when the streets reopen at 9:30 p.m.



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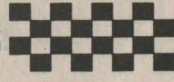
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New: Wagner Winery and Micro-Brewery Founder's Tour

by **CARL BENSON**

New for 1999 is the Wagner Winery and Micro-Brewery Founder's Tour. This event was designed to attract sports car drivers who will enjoy blending the majestic Finger Lakes scenery, fine dining and a 14-mile, escorted tour to the original world-famous Watkins Glen Grand Prix circuit. But wait, it doesn't end there!

The inaugural Founder's Tour begins at the Wagner Winery Ginny Lee Cafe on Route 414, 14 miles north of Watkins Glen, where the participants will be served an exquisite lunch with a sensational view of Seneca Lake and the surrounding countryside. The Tour will then be escorted south via Route 414 to the Start-Finish Line of the Grand Prix circuit in downtown Watkins Glen, while enjoying the breathtaking scenery of Seneca Lake and the rolling hills of vintage grapes dotted with farms, small towns and shimmering Hector Falls.

Feel the nostalgia as the cars line up for the green flag at the start of the original 6.6-mile Grand Prix circuit. When the flag drops, the parade tour will travel along the course shared by the Grand Prix drivers of yesteryear who pressed the limits of man and machine. The cars will accelerate up Old Corning Hill, past Seneca Lodge and through School House Corner. Anticipating Stone Bridge, they will brake hard and accelerate to Archy Smith's Corner. After a hard right, the excitement continues as they enter the Railroad Straight, cross the railroad tracks downhill through Old Friar's Corner and prepare for Big Bend. Upon exiting Big Bend, the drivers will prepare to crank a hard left at Milliken's Corner, shoot a short distance, execute a spectator-pleasing right turn onto the downtown straight and return to the Start-Finish Line. After a second thrilling lap, the cars will be displayed in a Festival area.

If you missed the fun and would like to participate in next year's Founder's Tour, please call (607) 535-2486, ext. 229 for information. We'd love to have you!

Youngest Drivers Love USA Sign Kid Racer School

Another unique event is the USA Sign Kid Racer School and Derby. This event offers an opportunity to introduce children from the ages of 3 to 6 to the concept of safe, sportsmanlike driving. The kids begin their 30-minute session with instructions on the meaning of communication flags and then get into battery-powered mini-race cars to take training laps around the course set up in the Pick-a-Flick parking lot on Franklin Street. Children are then randomly chosen to participate in the Kid Racer Derby. Everyone is a winner! All participants in the program receive a Watkins Glen historic coloring book and a chance to win one of the mini-race cars. Each participant also receives a trophy. Proceeds from the event benefit the Corning Children's Center.

*Congratulations Watkins Glen on a world-class
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SVRA Race Reenactment Highlight of Festival

by **TERRIE SAUTTER**

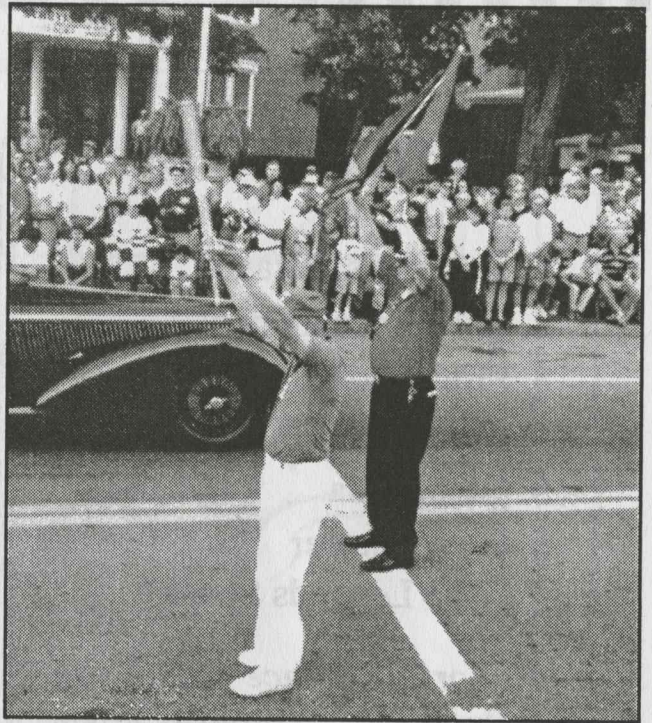
The streets will ring with the wonderful sounds of engines of all sizes as the SVRA race cars arrive from Watkins Glen International to stage for one of the Festival's main events — the SVRA Watkins Glen Grand Prix Race Reenactment around the original 6.6-mile course.

The SVRA cars, many of which actually participated in the early years, some with their original drivers, stage on Franklin Street to give Festival visitors an opportunity to walk among them and speak to the drivers. At 6 p.m., and again at 7 p.m., the engines come back to life as the field takes off for several laps

Nothing, but nothing, brings it all back to life like the three hours that these cars dominate the village streets.



CARS ARE GRIDDED for laps around the original circuit. (photo by Bill Green)



CHIEF STARTER MARTY LAUX, right, and Grid Marshal John Hamman guide cars off the Start-Finish Line of the original course at the 1998 Festival. (photo by Bob Kelchner)

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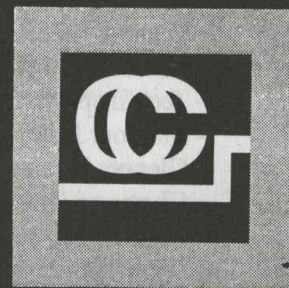
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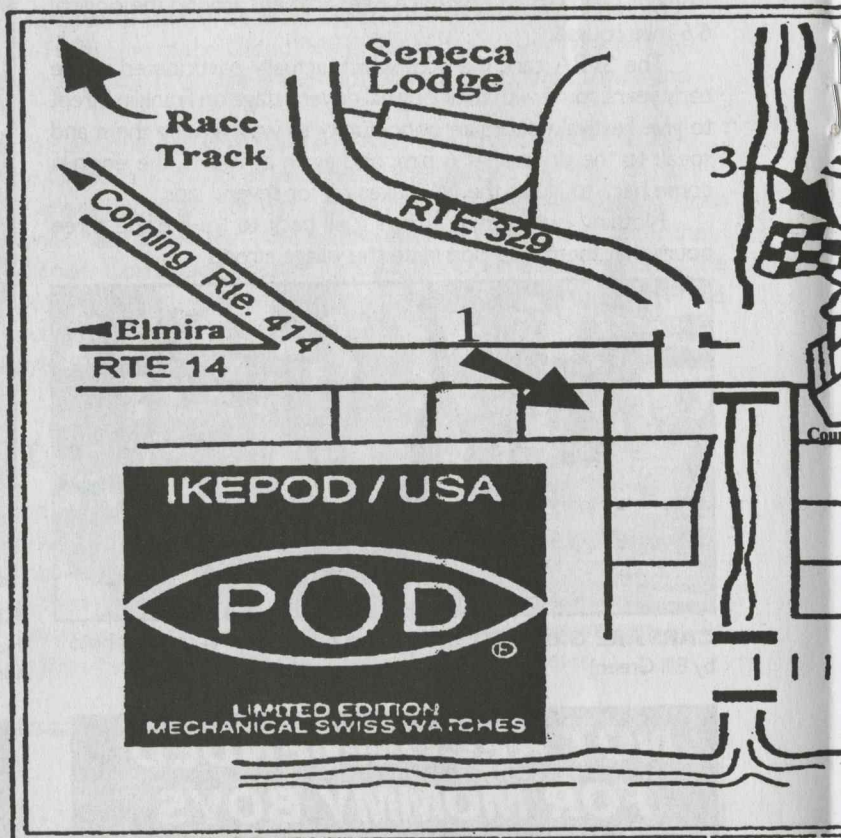
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2. Race Reenactment
3. Fireworks
4. Concours d'Elegance
5. Glenkhana
6. Glen Theater
"The Legends Speak"

The original race circuit ran from the Courthouse, down Franklin Street to Route 329, through the countryside to Route 409, returning to Franklin Street and the Courthouse.

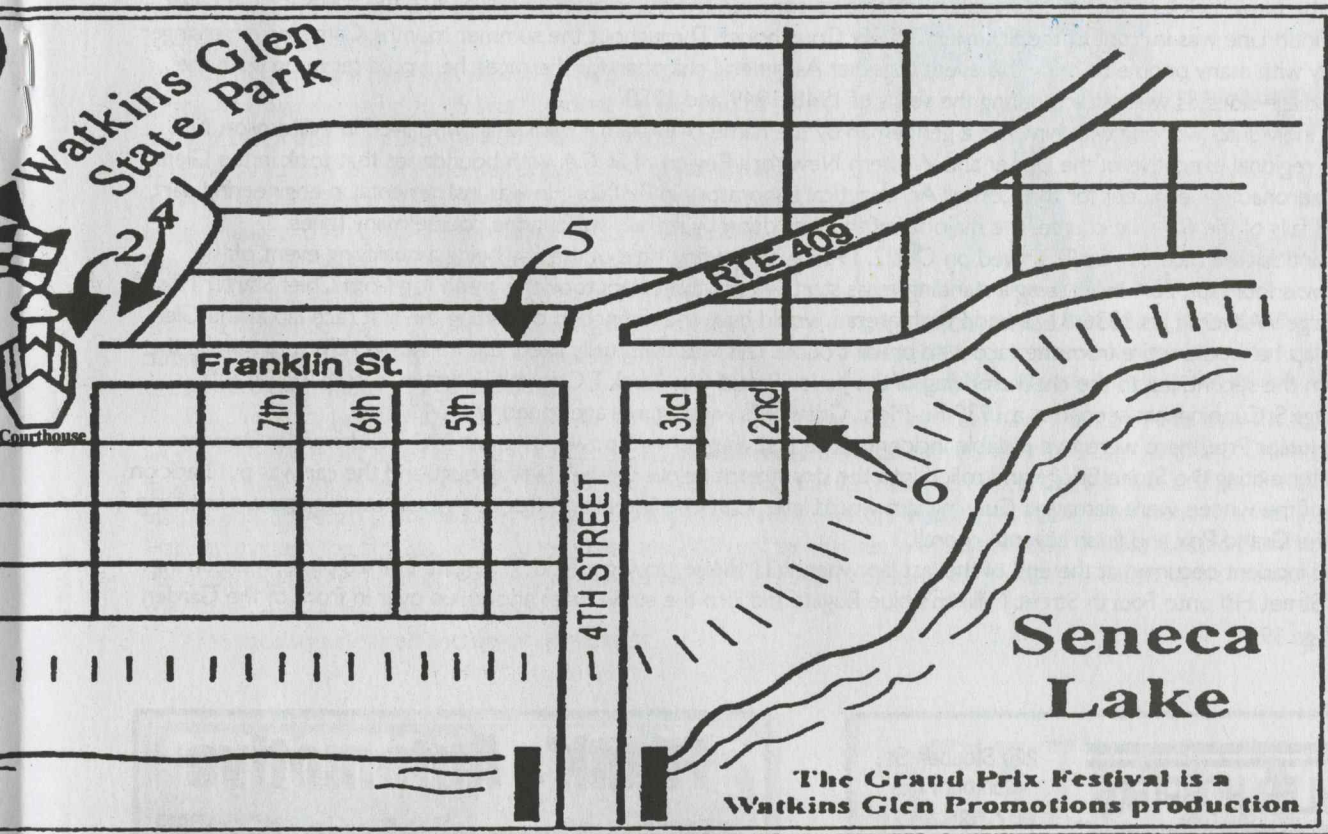


SCHEDULE C

FRIDAY, SEPTEMBER

- | | |
|------------|--|
| 8:00 a.m. | ~ Glenora Run Registration, Glenora Wine Cellars, Glenora |
| 9:30 a.m. | ~ Glenora Run Road Rallye begins, Glenora Wine Cellars, Glenora
~ Tech Inspection Reenactment, Smalley's Garage, Franklin Street |
| 11:00 a.m. | ~ Montour Mile, Montour Falls |
| 11:30 a.m. | ~ Glenora Run cars parade past the Skilled Nursing Facility at Schuyler Hospital, Montour Falls |
| Noon | ~ Chemung Canal Concours d'Elegance begins, Watkins Glen State Park parking lot, Franklin Street
~ Grand Prix Festival Opening Ceremonies, Schuyler County Courthouse lawn, Franklin Street.
~ Wine Tasting and Food Courts, Courthouse lawn
~ Drivers Walk of Fame Inductions, Courthouse lawn |
| 1:00 p.m. | ~ Franklin Street Grille Glenkhana begins, Fleet Bank parking lot Franklin Street
~ Side streets close along Franklin Street between 5th and 10th streets. 3rd Street closed all day |
| 1:45 p.m. | ~ Wagner Winery Founder's Tour Cars grid at Wagner Winery, Lodi, then proceed to the village |
| 2:00 p.m. | ~ Franklin Street closes between 2nd and 10th streets
~ Registration begins for the USA Sign Kid Racer Derby, Pick-a-Flick parking lot, Franklin Street |
| 2:20 p.m. | ~ Wagner Winery Founder's Tour Cars take two parade laps of original course |
| 3:00 p.m. | ~ Glenora Run/Glenkhana cars stage for tour of original course |

WATKINS GLEN



OF EVENTS

BER 10, 1999

3:15 p.m.
4:00 p.m.

4:30 p.m.
5:15 p.m.
5:45 p.m.
6:00 p.m.
6:15 p.m.
6:30 p.m.
6:45 p.m.
7:00 p.m.
9:00 p.m.
9:30 p.m.

- ~ USA Sign Kid Racer Derby through 6 p.m., Pick-a-Flick parking lot, Franklin Street
- ~ Tickets go on sale for "The Legends Speak," Glen Theater, Franklin Street; tickets cost \$5
- ~ Glenora Run/Glenkhana tour of original race circuit for two laps
- ~ Glenkhana resumes (Glenkhana II: The Sequel)
- ~ Concours d'Elegance tour of original race course
- ~ "The Legends Speak" at the Glen Theater, Franklin Street
- ~ Race cars arrive from WGI and the Franklin Street party begins
- ~ Concours d'Elegance awards ceremony, original Start-Finish Line, Courthouse lawn
- ~ Reenactment opening ceremonies, with national anthems
- ~ Original 6.6-mile circuit closed to the public, through 7:30 p.m.
- ~ SVRA Watkins Glen Heritage Tour cars gridded at Start-Finish Line
- ~ Green flag drops for Heritage Tour
- ~ SVRA Watkins Glen Grand Prix Reenactment cars gridded at Start-Finish Line
- ~ Green flag for Grand Prix Reenactment
- ~ Fireworks at the entrance to Watkins Glen State Park Gorge
- ~ Franklin Street reopens



Racing Drove into the Glen on a Young Man's Dream

by **BILL GREEN**

In 1948, Cameron Argetsinger brought the idea of having a sports car road race to the Chamber of Commerce of Watkins Glen. This event would make history, in that it would mark the rebirth of road racing in America after World War II and it would be the first major road racing event for the very young Sports Car Club of America.

The race course used from 1948-1952 was a 6.6-mile run over state, village, state park and town roads. It also had a railroad crossing across the New York Central Line. Officials were able to convince the trainmaster to reschedule the trains for the races.

The Start-Finish Line was in front of the Schuyler County Courthouse. Throughout the summer months, Cameron Argetsinger worked diligently with many people to bring this event together. As general chairman for the races, he would serve on both the SCCA and the village sides, as well as race during the years of 1948, 1949 and 1950.

One of the individuals working with him was a gentleman by the name of William F. Milliken Jr., who lived in Williamson, N.Y. Milliken was the regional executive of the Upper and Western New York Region of SCCA, with boundaries that took in the Glen. Milliken was an aeronautical engineer for the Cornell Aeronautical Laboratory in Buffalo. He was instrumental in engineering part of the levels and falls of the 6.6-mile course. The majority of this was done by literally walking the course many times.

The highly anticipated race day finally arrived on Oct. 2, 1948, with the first race of the day being a qualifying event of the Junior Prix. This was four laps, 26.4 miles using a standing, mass start. Twenty-three cars took the green flag from Chief Starter Nils B. Mickelson. George Weaver, in his 1936 R1 Grand Prix Maserati, would have the distinction of leading the first race lap at the Glen. On the second lap, he would retire from the race with brake trouble. This was eventually fixed, and he would return to race in the Grand Prix. From the second lap to the checkered flag of the Junior Prix, it was Frank T. Griswold Jr. first in a 1938 2900B Alfa Romeo and Briggs S. Cunningham second in a 1939 Bu-Merc. Griswold's winning average speed was 64.5 mph.

During the Junior Prix, there were two notable incidents. The first was during lap two, when an MG-TC driven by Denver Cornett spun after exiting the Stone Bridge and rolled into the dry stream below. Cornett was unhurt, and the car was put back on its wheels. Two of the wheels were damaged. Cunningham would later loan one wheel and Cornett would use his spare, permitting him to race in the Grand Prix and finish seventh overall.

The second incident occurred at the end of the last lap when Bill Milliken, driving a Type 35 Bugatti in third place, was coming down Steuben Street Hill onto Fourth Street. Milliken's blue Bugatti slid into the straw bales and rolled over in front of the Garden See **Dream**, Page 19

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Dream

(Continued from Page 18)

Grill, today The Savoy. Milliken was unhurt. From that day on, the corner would be known as Milliken's Corner.

Fifteen cars lined up for the 52.8-mile, eight-lap Grand Prix. From the onset and until the end of the race, it was Griswold first, Cunningham second and Ksayian third. Griswold's winning average speed was 63.7 mph.

In 1949, the race date was moved to mid-September. The Grand Prix was increased to 15 laps, 99 miles. At the end of the first lap of that race, George Roberts was leading in Cunningham's Bu-Merc, second was Briggs Cunningham driving a 1948 166 Inter-Ferrari Mille Miglia Model, the second Ferrari to be brought to America. All through the race, it was either Cunningham or Roberts leading, with Cunningham finally gaining the lead on the last lap. Then, from third position, Miles Collier driving a Ford-Riley passed Roberts. Coming down Steuben Street Hill toward Milliken's Corner, Collier slipped by Cunningham and went on to win the race.

The 1950 Grand Prix was 99 miles over 15 laps. As in 1949, the race weekend was a SCCA-AAA event. It also had become an international event listed on the FIA calendar. The 1951 races were sanctioned only by SCCA, with the Grand Prix the main race. The race was 15 laps, 99 miles. The 1952 Grand Prix was the last racing event on the 6.6-mile course. Fred Wacker took the lead in his Cad-Allard J2, followed by Briggs Cunningham in the C4R Cunningham. His teammate, John Fitch, was in another car. Halfway through the first lap, both Cunningham and Fitch got by Wacker. In the second lap, Wacker passed Fitch for second place. He made the pass in front of the Knotty Pine Restaurant and Ellison's building. In the pass, he brushed the crowd, injuring 12 spectators and killing a 7-year-old boy.

The race was stopped and never re-started.



CAMERON ARGETSINGER, THE SPARK behind racing in Watkins Glen, is at the monument at the Start-Finish Line in front of the County Courthouse. (photo by The Watkins Review & Express)

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Be on the Inside Track at 'The Legends Speak'

by **LEW DURLAND**

The 1999 IKEPOD Grand Prix Festival of Watkins Glen commemorates the people who pioneered and advanced racing at Watkins Glen throughout all the glorious years since the green flag was unfurled on the first post-World War II road race in America in October 1948. "The Legends Speak," presented by the Watkins Glen Law Offices of Martha K. Macinski, is a panel seminar featuring legendary drivers at Watkins Glen. It will give spectators the opportunity to listen to and ask questions of these great racing heroes of days gone by.

Come listen to Brian Redman talk of life racing sports cars, Formula One and historic race cars; ask Denver Cornett to tell about the "Cornett Stone Bridge;" ask Bob Tullius about the "Grey Ghost"; learn the common thread of racing and writing from Denise McCluggage; and find out about the first American racing communications and medical services from the people who pioneered them — Fred German and Dr. James Norton.

The format will be interactive, and we encourage you to pry by asking questions. Let's get the participants spinning yarns about their favorite, funniest, most rewarding or most disappointing times at Watkins Glen. Come get a Watkins Glen racing history lesson from the people who made the history, moderated by former U.S. Grand Prix Grid Marshal Bill Bradshaw.

The seminar will be from 4-5:30 p.m. during the festival, downtown at the Glen Theater on Franklin Street. A \$5 admission fee will be charged.

Participants in this exciting seminar include the following great names in racing:

• **Denver Cornett** — Born in Louisville, Ky., Cornett raced an MGTC in the 1948 Watkins Glen races and continued to



**DENVER
CORNETT**

compete at the Glen through 1955. During the second lap of the Junior Prix in 1948, Cornett spun at the Stone Bridge and rolled down into the creek, bending two wheels. With his spare wheel and a wheel lent to him by Briggs Cunningham, Cornett was able to race in the Grand Prix, in which he finished seventh overall and second in Class A. He raced the same MG in the 1949 Seneca Cup, finishing ninth overall and third in Class B. In the Grand Prix that year, he was 33rd overall and 14th in Class B. Cornett competed at the Glen through 1955, driving an Arnolt-Bristol to second in Class E in 1954 and third in the same class the following year. He kept racing near his home in Kentucky until 1963. Today, Cornett raises beef cattle on his farm in Bagdad, Ky.

• **Brian Redman** — Brian Redman has raced virtually every form of road racing series throughout the world. Redman entered his first race in 1959 and, in 1966, gained a prestigious Grovewood Award, presented by Jim Clark to "up and coming" young drivers. A frequent winner in sports car races (1981 IMSA Camel GT Champion and four times a member of the World Manufacturers Championship winning teams in 1968, 1969, 1970 and 1972) and the SCCA Formula 5000 series (three-time champion — 1974, 1975, 1976), Redman has also raced in Formula One and Can-Am. He presently races in and organizes vintage/historic motorsports events.

Redman's final year as a professional driver was in 1989. Driving for the Aston Martin AMRI team owned by Peter Livanos and managed by Richard Williams, they would finish every race entered in the highly competitive Sports Car Championship.

This versatile and talented driver is now in his 40th year of racing and has driven a vast array of race cars. As recently as 1998, Brian drove at the Daytona 24 Hour Race, in a Porsche 993. Today, he lives in Vero Beach, Fla., and with his son James manages a variety of vintage motorsports-related businesses under the Intercontinental Events, Inc. banner. These include: a private club, Targa Sixty Six; a promotional program for Merrill Lynch; promoting vintage/historic races at Summit Point, Watkins Glen and Elkhart Lake; driving a variety of race cars including Chevron B 19, Lola T70 coupe, Lola T330 F5000, Ford GT40 and Porsche RS61. As Brian says, "It's never been boring!"

• **Denise McCluggage** — Like the man surprised to learn he had been speaking prose all his life, Denise McCluggage is surprised to find she has been a pioneer. She just thought she was doing things she liked to do — among them drive fast cars and write about those who drove even faster cars (or drove cars faster).

Nonetheless, when women sportswriters were rare, she was on the staff of the New York Herald Tribune covering primarily skiing and motor racing. She was known for doing what she wrote about, whether it was skiing, racing or jumping out of airplanes (always with a parachute).

After leaving the Herald Tribune, Ms. McCluggage was at one time or another a member of the following racing or rallying teams in the U.S. or abroad: North American Racing Team, Bill Harrah's Racing Team, Rover Motor Co., British Motor Corp., Ford of England, Ford of America, General Motors, L'Equipe Renault, Team Volvo, Camoradi and Briggs Cunningham's team. Competition cars have included: Ferrari, Maserati, Porsche, Volvo, MG, Mini-Cooper, Rover, Triumph, Lotus, Fiat, Ford, Renault, Jaguar, OSCA, Elva, Alfa Romeo, De Tomaso and Corvair.



**DENISE
McCLUGGAGE**

Chief successes: 1st Gran Turismo, Sebring 1961 (Ferrari); Copa de Damas, Grand Prix of Venezuela (Porsche); 1st in class Monte Carlo Rallye (Ford); the Coupe des Dames Trans-Canada Rallye (Corvair); the Coupe des Dames American International

See **Legends**, Page 21



Legends

(Continued from Page 20)

Rally (Triumph). Additionally, a number of class and overall victories at Nassau, Bridgehampton, Daytona Beach, Elkhart Lake, Lime Rock, Watkins Glen and Nurburgring.

Ms. McCluggage was involved at the inception of *Competition Press* (now *AutoWeek*) for which she is a consultant and Senior Editor. She has a syndicated newspaper column called "Drive, She Said," and is automotive editor of *Skiing*. In 1985 she became the first woman to receive the Ken W. Purdy Award for Excellence in Automotive Journalism. She is the author of *American Racing* and *The Centered Skier* and recently published a collection of her pieces from *AutoWeek* called *By Brooks Too Broad for Leaping*. She also publishes a website magazine: www.roadrunning.com.

• **Fred German** — As road racing began to flourish in Watkins Glen in the late 1940s, it became apparent that an organized approach to flagging, communications and safety was needed. In 1951, enthusiast Fred German created the Race Communications Association, the first such organization in America, to provide these essential functions for drivers and officials at the Glen.

• **James Norton, M.D.** — Dr. Jim Norton pioneered medical service in American road racing. In 1951, outraged over the 1950 racing accident that took the life of Sam Collier, Dr. Norton became the first Medical Director of the Watkins Glen Grand Prix and served in this position through the late 1960s. Dr. Norton attended to incidents involving all those in racing at the Glen — drivers, their crews and the fans.



**BILL
BRADSHAW**

• **Bob Tullius** — Bob has had much success in many types of automobiles and classes throughout his years of racing at the Glen. He is one of only four drivers to have won the SCCA Trans American Championship more than once (in 1977 and 1978). Bob was victorious in the over two-liter class in the very first Trans Am race at Sebring in 1966. He is also an SCCA national champion and a pilot who flies his own World War II F-51 Mustang.

• **Bill Bradshaw** — Bill Bradshaw was Chief Grid Marshal for the United States Grand Prix and all other professional races at the Glen from 1963 through 1980. A pioneer in the SCCA Safety Steward program, Bill also has served in many leadership roles within that organization. He is currently serving as Secretary of the SCCA Board of Directors and the SCCA PRO RACING Board of Directors. He is the recent recipient of SCCA's highest honor, the "Carl Haas Award," first given to Cameron Argetsinger, the founder of the Watkins Glen Grand Prix, in 1948.



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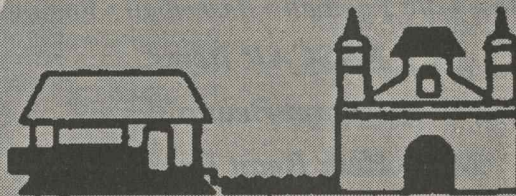
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Glenora Run, Glenkhana Fun for Drivers, Spectators

by **TERRIE SAUTTER**

For true driving enthusiasts, two Festival events stand out: the Glenora Run Road Rallye and the Franklin Street Grille Glenkhana.

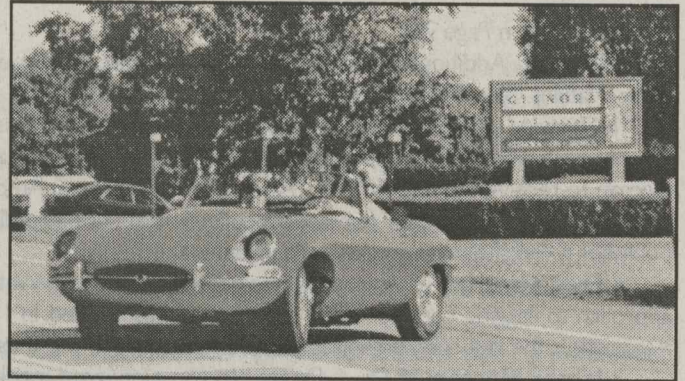
Anyone who enjoys driving his or her sports car will truly enjoy the Glenora Run. An early morning start from Glenora Wine Cellars on the west side of Seneca Lake leads a collection of vintage, classic and sports cars on four different routes through the scenic Finger Lakes countryside. All routes lead to Watkins Glen State Park in the center of the village, where lunch is served under a tent at the foot of the gorge.

After lunch, the destination is the village of Montour Falls, where a little limbering up automotive exercise is presented to the drivers. Known as the Montour Mile, drivers are invited to run a Main Street course.

The cars then proceed parade-style through the Schuyler Hospital Skilled Nursing Facility grounds. Residents, many of whom were participants or spectators in the early days of racing in the streets of Watkins Glen, come out to cheer and wave — and remember. Later, the cars will be escorted back to downtown Watkins Glen for display or, for the brave of heart, the next event.

Certain drivers of particular mettle can test their skills on the twists and turns of the Franklin Street Grille Glenkhana. This is an obstacle course set up in the Grille's parking lot, through which a driver must navigate his or her car while being timed. The Glenkhana has come to be one of the most fun-filled spectator events of the Festival and eagerly anticipated by past participants. Frequently, after seeing what fun the driver had on the first lap, the navigator tries a lap.

All of the cars entered in the Glenora Run and the Franklin Street Grille Glenkhana get a chance to take parade laps of the original 6.6-mile road course and are then given preferential parking downtown in the Festival area. Only a limited number of cars can be accommodated in these events, so reservations come in early and fast each year.



THEY'RE OFF FOR THE GLENORA RUN, leaving Glenora Wine Cellars at the start of the day. (photo by Bill Green)

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Early MG Races Strong with Camaraderie

by **DAVE WILD**

Although many manufacturers were offering sports cars for sale in the 1950s, only two — MG and Jaguar — were readily available in most communities in the immediate post-World War II years. Since ex-GIs had been bringing the nimble MGs from England back home to the States, they were well-known to enthusiasts. MG was the "entry level" sports car for most young people and had a very enthusiastic following.

Until 1959, sports car races at Watkins Glen were organized by either the Sports Car Club of America (SCCA) or the Federation Internationale Automobili (FIA). Forty years ago, on Aug. 22 and 23, the upstart MG Car Club, Western New York Centre, organized a full race weekend solely for MGs. This was a rather "gutsy" move for this young club, but the races were a spiritual success, if not a total financial success. Spurred on by the potential, the club did it again in 1960, including MG-powered cars such as Elva Couriers and Lester-MGs, and nearly broke even!

Unfortunately, costs began to rise and it became impractical for this fledgling club to risk another attempt at a race in 1961, and the club deferred. The MGCC-WNY was one of only three organizers of sports car races during what we now think of as the "Golden Age" of sports car racing at the Glen.

Those club-organized MG races were well-attended, with competitors from several states and Canada. Registration and tech inspection took place, of course, at Smalley's Garage on Franklin Street in Watkins Glen. Production car racing regulations in that era did not allow much modification, so the cars were quite evenly matched.

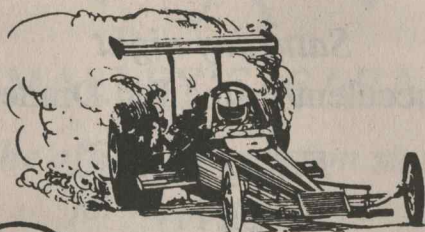
It was great fun to compete with a full grid of T-series MGs. MGAs ran in their own class, with Twin Cam cars as a class within a class. Car regulations in Canada were not as strict as in the U.S., so many of the Canadian entries were highly modified. All but one or two of the cars were driven to the races, raced and then driven home. The sense of camaraderie knew no bounds, and parts and services were loaned freely among competitors just to get yet another car on the track.

The BMC importers, J.S. Inskip, supplied a support truck stocked with parts. Kendall Oil supplied oil and fuel. Champion supplied spark plugs. Friends and family were the pit crews. Most of the drivers were racing on a tight budget, and many were camping in tents at the track. So when a collection was taken to buy enough gas for a Canadian team to get home, we all understood!

The 1959 races and the results:

See **MG Races**, Page 24

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MG Races

(Continued from Page 23)

- The Western New Yorker: Fifteen laps for MG cars 1250 cc and under. First, John Tame, TF; second, Dick Lane, TD; third, Karl Bergman, TD; fourth, Dave Wild, TD; fifth, Bob Duell, TD.

- Hambro Cup. Fifteen laps for production MG cars 1250 to 1500 cc. First, Bob Bucher, A; second, Ted Rounds, A; third Bill Terrell, A; fourth, Walt Diver, A; fifth, Gerald Oathout, A.

- The BMC Cup Race. Thirty laps for Twin Cam, Supercharged and Modified cars and the first three cars of the other two races. First, Sherm Decker, Twin Cam; second, Ross de St. Croix, Twin Cam; third, Bob Bucher, A; fourth, John Wendt, Twin Cam; fifth, Ted Rounds, A.

- Novice Race. First, Chuck Kreuger, A; second, Gerald Oathout, A; third, Dick Webster, A.

The 1960 races and the results:

- Western New Yorker. Fifteen laps for MG cars 1250 cc and under. First, Joe Suessmon, TD; second, Charles Fela, TD; third, John Tame, TF.

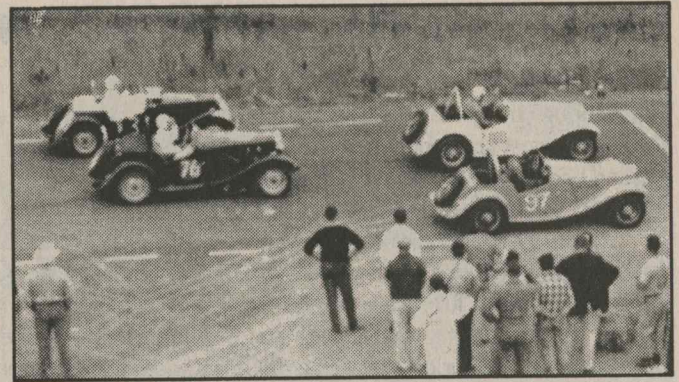
- Hambro Cup. Fifteen laps for production MG cars 1250 to 1500 cc. First, Bill Terrell, A; second, Ralph Barnard, A; third, John Hunter, A.

- The BMC Cup Race. Thirty laps for Twin Cam, Supercharged and Modified cars and the first three cars of the other two races. First, Sherm Decker, Twin Cam; second, Ross de St. Croix, Twin Cam; third, Bob Poupard, Twin Cam.

- T-Series Race. First, Frank Mount, TC; second, Al Manestar, TD; third, B. Tucker, TD.

- Novice Race. First, Robert Wilson; second, John Lawrence; third, Dennis Corneil.

These two race weekends in 1959 and 1960 were the first marque races ever held at Watkins Glen, the first full race programs solely for one type of car — MG. They were also among the first in the United States.



MGs ARE LINED UP for the start of the Western New York Race for Under 1250 cc cars in 1959. The track is at its new site outside the village in the town of Dix.



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Festival Organizing Committee at it Year-Round

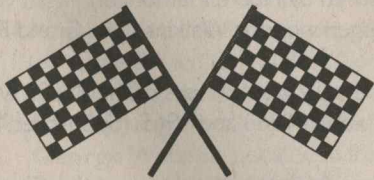
From the many individuals and organizations involved, to the businesses and residents who graciously endure heavy traffic and closed streets, in the case of the IKEPOD Grand Prix Festival of Watkins Glen it really does "take a village" to make this event such a success.

While many volunteers work the day of the event, a core group works throughout the year to prepare for the big day. Even then, there are others who provide on-going assistance for which we are grateful!

Now in its seventh year, we at last wish to recognize and thank the members of the Festival Committee, several of whom have been on the committee for all seven years.

These people are responsible for all the activities listed:

- Rick Weakland, chairman
- Marianne Shoemaker, project manager
- Casey Creamer, Glenora Run and Glenkhana
- Peggy Scott and Glenda Gephart, pre-event memorabilia sales (succeeding George Bulin who managed memorabilia sales for six years)
- Ed Cullen, day-of-event memorabilia sales
- Carol Peters, headquarters operation
- Jim Chedzoy and Bill Peters, event logistics
- Bob Kelchner, printed program
- Dave Wild and Gil Langswager, Concours d'Elegance
- Susan Kelchner, staging and tour logistics
- Margaret Cook, preview party and Courthouse lawn festivities
- Joe Fazzary, public address system and entertainment production
- Lew Durland, "The Legends Speak"
- Undersheriff Phil Barnes, race reenactment and traffic safety
- Officer Dick Pierce (retired), traffic safety logistics
- Jim Scaptura, Drivers Walk of Fame
- Rick Hughey, race course preparation
- Carl Benson, Founder's Tour
- Art Schmidt, awards and signage
- Bob Williams, liaison to Sportscar Vintage Racing Association
- Joe Place, shuttle service
- Bill Green, historian and photographer
- Max Neal, volunteer management



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Walk of Fame Honors Greats of Watkins Glen

by **JAMES SCAPTURA**

The Drivers Walk of Fame was established in 1993 to honor the great drivers who have competed at Watkins Glen over the past 50 years. It was developed through efforts of the Watkins Glen Prix Historic Committee, the Festival Committee, Watkins Glen International and the Schuyler County Chamber of Commerce. All activities related to this project are funded through private donations.

Here is a self-guided tour of the markers located on Franklin Street and Fourth Street. The first marker is located at the original Start-Finish Line in front of the Schuyler County Courthouse.

- No. 1 - **Cameron Argetsinger**. Located at the Start-Finish Line. Cameron Argetsinger competed in the 1948 race in an MG-TC. He is the person who initiated the idea of bringing road racing to Watkins Glen. (Sponsored by Hoare Memorials.)

- No. 2 - **Miles Collier**. Located in front of the Courthouse. Miles Collier won the 1949 Grand Prix driving a Ford-Riley Ardent-Alligator. (Sponsored by the SVRA.)

- No. 3 - **Samuel Carnes Collier**. Located next to brother Miles Collier. Sam Collier participated in the 1949 Grand Prix driving an MG-TC. (Sponsored by the SVRA.)

- No. 4 - **Tommy Cole**. Located in front of the Courthouse. Tommy Cole competed at Watkins Glen in 1949 and 1950. In the 1950 race, his Cadillac-Allard was on the pole. (Sponsored by the Allard Register and Glen Motor Inn.)

- No. 5 - **Denver Cornett**. Located in front of the Courthouse. Denver Cornett raced his No. 7 MG-TC in the 1948 event. (Sponsored by Hoare Memorials.)

- No. 6 - **Walter Hansgen**. Located in front of the HSBC Bank. Walt Hansgen won the Watkins Glen Grand Prix in 1953, 1957, 1959 and 1962. (Sponsored by Marine Midland Bank, now HSBC Bank.)

- No. 7 - **Jim Clark**. Located in front of Specchio Ford. Jim Clark, one of the truly great drivers of the 1960s, won the U.S. Grand Prix in 1962, 1966 and 1967, driving for Team Lotus. He was world champion in 1963 and 1965. (Sponsored by Specchio Ford.)

- No. 8 - **Dan Gurney**. Located in front of Specchio Ford. Dan Gurney was a frequent competitor at the Glen and is remembered most for his victory in the 1967 Belgian Grand Prix, driving his own car. He won the 1967 24 Hours of LeMans driving a Ford J-Car. (Sponsored by Specchio Ford.)

- No. 9 - **Francois Cevert**. Located in front of Specchio Ford. Francois Cevert won the 1971 U.S. Grand Prix at Watkins Glen driving a Tyrrell-Ford. (Sponsored by Specchio Ford.)

- No. 10 - **Jackie Stewart**. Located in front of Specchio Ford. Jackie Stewart won the U.S. Grand Prix at Watkins Glen in 1968 and 1972. He was world champion in 1969, 1971 and 1973. (Sponsored by Specchio Ford.)

- No. 11 - **Phil Hill**. Located in front of Specchio Ford. Phil Hill participated in the 1952 Grand Prix and was the first American to become the world champion in 1961 driving a Ferrari. (Sponsored by Specchio Ford.)

- No. 12 - **Briggs Cunningham**. Located in front of Specchio Ford. Briggs Cunningham finished second in the 1948 Grand Prix driving his famous Bu-Merc. (Sponsored by Specchio Ford.)

- No. 13 - **Sherm Decker**. Located in front of the U.S. Post Office. Sherm Decker won the 1956 and 1959 Collier Brothers Memorial Race in an MG-A. He also won the 1959 and 1960 BMC Cup. (Sponsored by the Southern New York Region SCCA.)

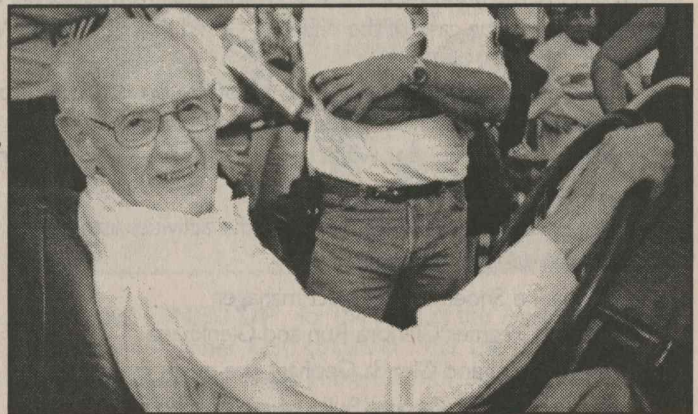
- No. 14 - **Lee Petty**. Located in front of Learn Motor Co. Lee Petty was one of the pioneer NASCAR drivers. His last event as a competitor was at Watkins Glen. (Sponsored by Learn Motor Co.)

- No. 15 - **Mark Donohue**. Located in front of the Villager Motel. Mark Donohue was one of the most popular drivers ever to compete at the Glen. His victories at Watkins Glen are too numerous to list. (Sponsored by the Villager Motel.)

- No. 16 - **Brian Redman**. Located in front of the Glen Mountain Market. Brian Redman continues to be a favorite driver among the fans at the Glen. (Sponsored by the Glen Mountain Market.)

- No. 17 - **Richard Petty**. Located in front of the Glen Mountain Market. Richard Petty had 200 NASCAR victories and was

See **Walk of Fame**, Page 27



WILLIAM MILLIKEN



STIRLING MOSS

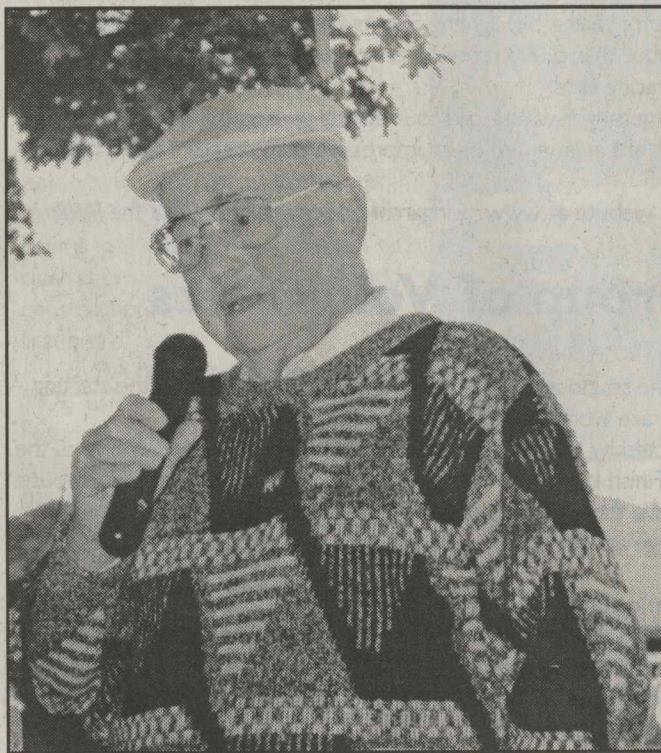


JACKIE STEWART



BOBBY ALLISON

Walk of Fame



PHIL WALTERS

(Sponsored by the Wildflower Cafe and the SVRA.)

- No. 24 - **Augie Pabst**. Located in front of the Wildflower Cafe. Augie Pabst drove the famed Miester Brauser Scarab to victory in the 1960 Watkins Glen Grand Prix. (Sponsored by the Wildflower Cafe and William Green.)
- No. 25 - **William Milliken**. Located at Milliken's Corner in front of The Savoy. William Milliken drove a Bugatti in the 1948 event and rolled it over, giving the corner its name. (Sponsored by The Savoy)
- No. 26 - **George Weaver**. Located in front of the Franklin Street Grille. George Weaver won the Seneca Cup in 1949 and 1951 in his famous red and black Maserati. He won the 1951 Queen Catharine Cup race in a LeMans Jupiter. (Sponsored by Paradiso's restaurant, now the Franklin Street Grille.)
- No. 27 - **William Spear**. Located across from the Courthouse. William Spear was among the most popular drivers to have competed on the streets of the Glen. He won the 1952 Seneca Cup in an Osca. (Sponsored by the SVRA.)
- No. 28 - **Phil Walters**. Located across from the Courthouse. Phil Walters won the 1951 and 1954 Grand Prix driving for the famed Cunningham stables. (Sponsored by the SVRA.)
- No. 29 - **Frank Griswold**. Located at the original Start-Finish Line. Frank Griswold won the first Watkins Glen Grand Prix in 1948 driving his famous Alfa-Romeo. (Sponsored by the SVRA.)
- No. 30 - **Mario Andretti**. Located at the entrance to Watkins Glen State Park. Mario Andretti always considered Watkins Glen to be his home track. He won the Six Hour Race here in 1972 driving a Ferrari and was world champion in 1978, driving a Lotus. (Sponsored by E.C. Cooper Insurance.)
- No. 31 - **Bob Bucher**. Located in front of Teddy Bear's Den. Bob Bucher was one of the winningest drivers in Glen history. He won the 1957 Seneca Cup, the 1957 and 1958 Collier Brothers Memorial Race and the 1961 Glen Classic. He was the 1961 SCCA National Champion. (Sponsored by the Southern New York Region of the SCCA.)
- No. 32 - **Bob Tullius** - Located in front of the Seneca Lodge sign near the first corner of the original circuit. Bob Tullius was a frequent winner of SCCA races in the 1960s. He was also a member of Group 44 Racing. (Sponsored by the Seneca Lodge.)
- No. 33 - **Gilles Villeneuve**. Located in front of the Teddy Bear's Den. Gilles Villeneuve is one of the most popular drivers ever to compete at the Glen. He won the 1979 U.S. Grand Prix in a Ferrari. (Sponsored by the Teddy Bear's Den.)
- No. 34 - **Lester Smalley**. Lester Smalley is one of the people responsible for racing at Watkins Glen. His marker is located in front of Smalley's Garage, the location of much activity in the early years at the Glen. (Sponsored by Smalley's Garage.)

All the markers honoring these great drivers are placed in the sidewalk by R. & L. Perry Construction, Watkins Glen.

(Continued from Page 26)

a seven-time national champion. (Sponsored by the Glen Mountain Market.)

- No. 18 - **Denise McCluggage**. Located in front of the Watkins Hotel. Denise McCluggage is the first woman to be inducted into the Drivers Walk of Fame. She won the Ladies Race driving a Porsche in the 1957 Watkins Glen Grand Prix. (Sponsored by the SVRA and the Watkins Hotel.)
- No. 19 - **Sherwood Johnston**. Located in front of the Schuyler County Chamber of Commerce. Sherwood Johnston drove the D-Type Jaguar for the Cunningham stables to victory in the 1955 Watkins Glen Grand Prix. (Sponsored by an anonymous donor.)
- No. 20 - **Bobby Allison**. Located in front of Clifford Motors. Bobby Allison had 83 NASCAR victories and was IROC champion in 1980 and national champion in 1983. (Sponsored by Clifford Motors.)
- No. 21 - **Al Holbert**. Located in front of Glen Auto. Al Holbert was a frequent winner in the 1980s driving his famous Porsche 935. (Sponsored by Glen Auto.)
- No. 22 - **Graham Hill**. Located in front of Glen Office Supply. Graham Hill won the U.S. Grand Prix in 1963, 1964 and 1965. He was world champion in 1962 and 1968. (Sponsored by Glen Office Supply.)
- No. 23 - **Stirling Moss**. Located in front of the Wildflower Cafe. One of the greatest drivers of all time, Stirling Moss won the Formula Libre races at the Glen in 1959 and 1960.

Racing Research Library Place for Fans, Scholars

The mission statement of the Watkins Glen Motor Racing Research Library is "to be the world-class leader in collection of materials documenting the heritage of amateur and professional motor racing, highlighting Sports Car, Formula 1, NASCAR and Vintage and Historic racing." Materials include cataloged archives, more than 2,000 rare and reference books, gallery of race memorabilia, display of significant cars and a video room to watch racing films.

The driving forces behind the library are Jean and Cameron Argetsinger, whose previous efforts gave us the first race at Watkins Glen, and ultimately the race track. The Argetsingers' labors are augmented by an impressive committee of highly accomplished and admired leaders from the public and private sectors.

Visit the library at 610 S. Decatur St., Watkins Glen, or visit the website at www.racingarchives.org and check out the library's on-line research capability.

Race Workers a Special Group of Volunteers

by **SUSAN KELCHNER**

There are few things in the life of an auto racing fan that top the sound and sight of more than 150 cars leaving the starting line of the original road course in Watkins Glen. A special cadre of race workers makes it all possible.

Grouped into the decades of their race participation and directed by trained volunteer race workers in colorful uniforms, the cars start those wonderfully noisy engines and approach the Start-Finish Line in front of the historic Schuyler County Courthouse. There the drivers focus on the starter, also a volunteer, who will wave the green flag when all is ready. Escorted by local law enforcement vehicles, the cars make their way uphill out of the village and through the countryside under the watchful eyes of strategically located flaggers dressed in white and red.

The volunteer race workers who give so generously of their time and skills to help produce this nostalgic recreation of Grand Prix days are a very special group. They serve at Watkins Glen International and other road racing venues in similar capacities after having received specialized training and working at many types of motor racing events. Like the spectators, drivers and crews, they love the sport. Most have been giving their time for years in the interest of safety and sportsmanship. Please give them your cooperation and your thanks as they function to make the event both possible and fun.



RACE WORKERS TAKE A BREAK FROM THE ACTIVITY at the 1998 Festival. (photo by Bob Kelchner)

Sportscar Vintage Racing Association 'Races Art'

by **SVRA**

"Some people collect art, we race it"

The Sportscar Vintage Racing Association's goal is to encourage the restoration, preservation and use of historically significant race cars constructed prior to 1986. Cars are restored and raced in a condition as close as possible to original design and construction, with some safety modifications.

SVRA organized its first event in 1976 as part of the traditional 12 Hours of Sebring. From that beginning, with approximately 25 drivers, SVRA has grown into an international organization with 1,800 members. Known as the premier vintage racing association, SVRA's 1999 calendar presents seven vintage races at race tracks across the eastern U.S., Wisconsin and Ohio.

The SVRA-sanctioned Zippo U.S. Vintage Grand Prix this weekend at Watkins Glen International features hundreds of unique race cars from all over the country, special feature races for the glamorous prototypes of the IMSA GTP era, a Porsche 911-935 reunion, the Collier Cup MG race and a Formula Jr. 40th anniversary race.

For race or membership information, call (603) 640-6161.



SVRA CARS ARE IN THE PITS AT WATKINS GLEN INTERNATIONAL during a Zippo U.S. Vintage Grand Prix. (photo by Bob Kelchner)



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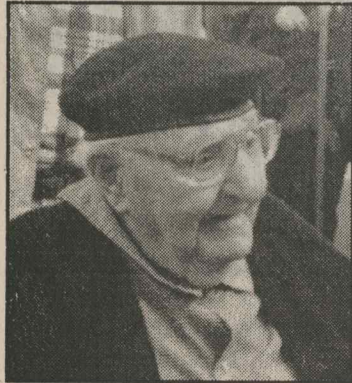
COUPON
\$.50 OFF a Large
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good for Grand Prix Festival 9/10/99

Smalley's Garage: Where Tech Inspection Began

by **BILL GREEN**

For those who experienced it, the color and excitement of "tech inspection" at Smalley's Garage was something they'll never forget. Day and evening, the roaring, brightly colored race cars passed through inspection accompanied by the now-historic drivers of the day such as Briggs Cunningham, Phil Walters, John Fitch, Miles or Sam Collier, Sherm Decker, Bob Bucher and many others. Many a young race fan skipped school to be a part of the action.

In 1948, the first-year of the Watkins Glen Grand Prix, the number of competitors was relatively small. Inspection of the entered cars was done at the various local gas stations and garages along Franklin Street where the cars were kept for the duration of the races. As the numbers grew in 1949, it was recognized that a better-organized central location was needed for inspection. Enter Lester and Florence Smalley who offered their garage and gas station at 204 S. Franklin St. Smalley's Garage was first opened in 1941 as a gas station doing general auto repairs. Foreign car sales were added after World War II in the small, stone-faced building in use today, looking very much as it did then. Famous marques of the time, which were sold and maintained, included MG, Morris Minor, Triumph, Jaguar, Porsche, Renault and Citroen. Even now, Smalley's garage remains THE place to go for foreign sports car repairs. Ask the man who owns one!



LESTER SMALLEY

With an active business in a small building, a large tent was erected behind Smalley's in which the race car inspections were carried out. The cars were routed through the alley behind the garage, and then through the tent in two lines. Florence Smalley was in charge of tech inspection, and the work table she and her staff used was typically located in the center of the tent. Passing through several "stations," the cars were checked for safety equipment, appearance, proper numbers and mechanical soundness. Safety equipment included goggles, rain visors and coveralls, which were checked at Station 1. No sponsor-embellished helmets or fireproof driver suits in those days! If there were any helmets, they were leather. Then came the check for overall appearance (even before TV), proper car numbers and motor cleanliness, wiring, etc. at Station 2. Station 3 performed a critical safety check — wheels. All wheels were checked for balance. If the car had spoked wheels, and many did, the wheels were checked for loose or broken spokes. The latter test consisted of running a wooden pencil around each wheel to listen for "dead" spokes. Finally, brakes were checked at Station 4 by running the car on one of the village's lesser-used streets. If all tests were passed, an "OK Passed" sticker was placed on the car and it was ready.

Even after 1952, when the cars no longer raced through the streets, race car inspection continued at Smalley's Garage from 1957 until it was moved to the track then in use, in 1961. The tech inspection procedure established by Florence Smalley and her staff, including Alfred Momo, is still being used today in SCCA (Sports Car Club of America) sports cars racing.

Today the garage is run by one of the Smalleys' sons, Tom, who cut his mechanical molars on the aforementioned marques. Visit the original showroom and enjoy the historic memorabilia on display. See the large metal plaque which was placed in the old tech inspection building to honor Florence, who passed away in March 1967. The plaque reads, "Florence Weaver Smalley Technical Garage. Chief Technical Inspector 1948-1960." During the 1998 Festival, a Drivers Walk of Fame marker was placed in front of the garage in honor of Lester Smalley, who drove at Watkins Glen in the 1956 Glen Classic. Lester now resides at the Schuyler Hospital Skilled Nursing Facility and attended the marker dedication. He drove his last race on a local dirt track at the age of 82!



SMALLEY'S GARAGE IS READY for the 1954 Grand Prix weekend. (photo by John Hurd, from the Bill Green Motor Racing Library)



FESTIVAL CHAIRMAN RICK WEAKLAND congratulates Phil Hill on his induction into the Drivers Walk of Fame in 1996. (photo from the Bill Green Motor Racing Library)

Weakland Gets Credit for Idea

by **BOB KELCHNER**

Every successful event begins with a good idea, a lot of hard work, and a dedicated leader. The IKEPOD Grand Prix Festival of Watkins Glen is no exception.

In late 1992, the past president of Watkins Glen International, John Saunders, and past president of Five Lakes Development Corp. in Watkins Glen, Richard "Rick" Weakland, were discussing ways in which closer ties could be created between WGI and the village of Watkins Glen, such as existed during the glory days the U.S. Grand Prix races ran through the village. As good leaders do, John and Rick were also taking a longer view toward the 50th anniversary of road racing in Watkins Glen six years in the future. As a result of their brainstorming, Rick developed the idea of holding a reenactment of the original races through the village. The rest, as they say, is history.

In February 1993, Rick gathered a small band of volunteers to begin planning the first event, to be held in conjunction with the annual Watkins Glen Vintage Grand Prix races in early September. Although smaller in scale than the present Festival, with Rick's leadership the event was a success. Rick has continued to lead the phenomenal growth of the Festival, with many added features, a much-expanded base of hard-working volunteers and a crowd that has grown from about 3,000, to an estimated 20,000 enthusiastic attendees.

Rick is presently the Director of Economic Development for Corning Enterprises, with a wide range of economic development and planning responsibilities in Steuben, Chemung and Schuyler counties on behalf of Corning, Inc. Rick makes his home in Corning with his wife, Cindy, and their two daughters. In addition to family activities, Rick enjoys hiking, sailing and cross-country skiing.

Festival Relies on Volunteers

by **BOB KELCHNER**

Organized by Watkins Glen Promotions, a not-for-profit community organization, the IKEPOD Grand Prix Festival of Watkins Glen depends solely on a cadre of hard-working volunteers for its success.

It was recognized very early in planning the first event that many more people would be needed in addition to the small organizing committee. The idea of closing a state highway and managing race cars on a public roadway was especially daunting, not to mention the myriad of other tasks throughout the day, from setting up in the early morning until cleaning up in late evening.

Through committee contacts and local publications a call went out for volunteer help. Not only were volunteers needed for the downtown activities, but also for workers to control the race cars as they circled the original 6.6-mile road circuit.

A total of about 50 enthusiasts responded to this request, including experienced race workers who are, themselves, volunteer workers for the races at Watkins Glen International. This relatively modest number resulted in a long, hard day for many.

In the past six years, the Festival has grown by leaps and bounds. The volunteer count has grown as well. In 1999, at least 150 volunteers are expected to participate. Approximately half these volunteers are from Watkins Glen and surrounding communities, with the rest being highly trained race workers belonging to an organization of volunteers known as Race Services Inc. (RSI) and to the Sports Car Club of America (SCCA). The race

workers come from all over New York, as well as out of state.

When you see our volunteers in the merchandise booths, manning the various events up and down Franklin Street, or the folks in the white and colored racing garb, please let them know you appreciate their efforts!

More events are being added each year and the need for volunteers continues to grow. You can become part of the first Grand Prix Festival of the new century by calling Watkins Glen Promotions at (607) 535-4300. You will be more than welcome.



LONG-TIME FESTIVAL volunteer Rick Hughey of Watkins Glen carries a hay bale to its place along the original circuit at the 1998 Festival. (photo by The Watkins Review & Express)

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• DINNER • BRUNCH

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DINNER

Appetizers to Start

Fondue (for two or more)	13.95
Shrimp Cocktail Supreme	9.95
Clams Casino	8.95
Creamed Herring Bismark	7.95
Marinated Artichokes	6.95
Asparagus Princess	6.95

Soup Kettle

Hungarian Goulash Soup	3.95
Soup du Jour	3.95

The Greenery

Spinach Salad	6.95
Duck Salad	9.95

Pasta Internationale

Spatzle	13.95
Pasta Provencal	13.95

The Castel Entrees

Jagerschnitzel	18.95
Sauerbraten	17.95
Wienerschnitzel	16.95
Wienerschnitzel Holstein	18.95
Zurich Geschnatzelts	17.95
Filet Mignon	22.95
New York Strip	20.95
Duck a l'Orange	19.95
Chicken Breast	13.95
Swordfish Supreme	17.95
Castel Scallops	18.95
Shrimp Scampi	18.95
Grilled Eggplant Rouladen	15.95

All Pastas Internationale and Castel Entrees served with salad, bread & butter.

Desserts

Fresh Baked Fruit Strudel plus a Daily Assortment Presented by Server

Friday Night is German - Swiss Buffet Night! Soups, Salads, Entrees, Desserts ... 18.95
Sunday Brunch - 11 am - 2 pm ... 14.95

LUNCH

Starters

Shrimp Cocktail Supreme	9.95
Creamed Herring Bismark	7.95
Marinated Artichokes	6.95
Asparagus Princess	6.95

Soup Kettle

Hungarian Goulash Soup	3.95
Soup du Jour	3.95

The Greenery

Duck Salad	9.95
Shrimp Salad	7.95
Salad Nizza	6.95
Spinach Salad	6.95
Spring Salad	5.95

"Open-Faced" Sandwiches

Forester Sandwich	9.95
Wienerschnitzel	8.95
Chicken Breast	7.95

Vegetarian Delights

Swiss Garden Burger	8.95
Barbecue Salami Della Terra	7.95

Sandwiches

French Dip	8.95
Roast Turkey Breast	7.95
Beef Burger	6.95
Chicken Salad	4.95



Winemaker's

Fruit & Cheese Plate \$12.95



Swiss Fondue
Imported cheeses from Switzerland blended with white wine and served with toasted bread \$13.95

Children's Menu available for Lunch & Dinner

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