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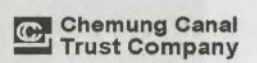
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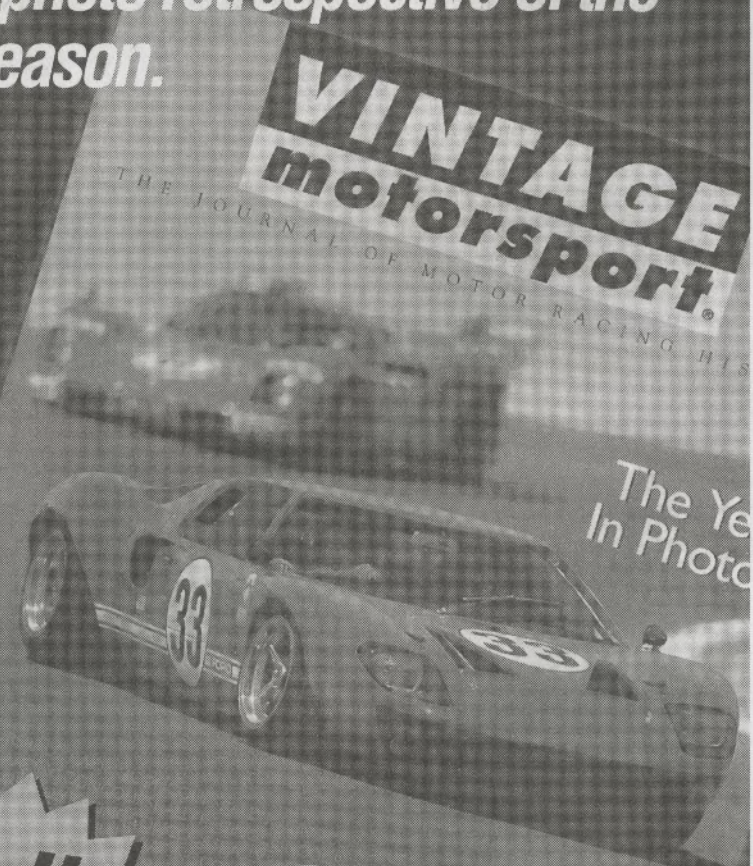
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GRAND PRIX FESTIVAL OF WATKINS GLEN

WELCOME TO OUR CELEBRATION OF ROAD RACING IN WATKINS GLEN!

Dear Visitor:

This year marks the 9th anniversary of the Grand Prix Festival of Watkins Glen and the 53rd Anniversary of the first post-World War II road race held in the United States. Watkins Glen Promotions and the Festival Management Team welcome you to our village, the home of American road racing! We hope that you will enjoy your stay in the area as well as your experience at this year's event. Look for our "12-Step Guide to Enjoying the Festival" in the following pages to get you started on your way!

Watkins Glen Promotions is a local not-for-profit organization dedicated to producing quality special events in Schuyler County. Each year's Grand Prix Festival of Watkins Glen is the result of a year of work by a dedicated Management Team of over 40 volunteers, assisted on event day by nearly 150 more volunteers. We expect that nearly 300 vintage and classic sports cars will participate in a wide variety of events, culminating in the SVRA Watkins Glen Grand Prix Race Reenactment in the evening. If you like sports cars, you're in right place!

This year's event honors Cunningham, America's First Sports Car. Fifty years ago, in 1951, the Watkins Glen Grand Prix saw three Cunningham C2Rs finish in the top five: Phil

Walters came in first, followed by John Fitch second, and Briggs Cunningham came in 4th in his own C2R. Be sure to visit the Court House lawn to check out a truly impressive display of Cunninghams – old and new. The new Cunningham is the stunning American Grand Touring Car, the C-7, which debuted in Detroit earlier this year. The older Cunninghams are extremely rare and extraordinarily valuable. This value is driven not just by their rarity, but by the fact that they represent the only American make that could stand shoulder-to-shoulder as equals with the legendary European brands like Ferrari and Maserati.

This display is brought to us courtesy of the Cunningham Motor Company, so if you enjoy the display, please let them know!

And please be sure to show our Festival sponsors and program advertisers your appreciation by using their products and services. Without their generosity, we would be unable to hold the Festival.

In the Spirit of the Sport,
Marianne Shoemaker
Management Team Leader



Photo by Bill Green

SPECTATORS ENJOY THE PARTICIPANTS' CARS just before the race reenactment at the 2000 Grand Prix Festival in Watkins Glen.

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GRAND PRIX FESTIVAL OF WATKINS GLEN

YOUR 12-STEP GUIDE TO FESTIVAL ENJOYMENT

By RICK WEAKLAND AND MARIANNE SHOEMAKER

1. For early risers, the **SVRA Tech Inspection Reenactment** begins 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 races. The tech inspections are reenacted in a setting similar to the way it was 53 years ago and with impersonators bringing to life some of the individuals involved at the time.

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 races and companion races that literally ran through the streets. The judging begins at noon.

Or, you could take a walk up Franklin Street to the Glen Theater to catch some historic racing films made available by the International Motor Racing Research Center at Watkins Glen. They will be showing continuously until 4 p.m. There's no fee, but donations to support the Motor Racing Research Center will be gladly accepted!

3. Also beginning at noon, are dedication ceremonies for new blocks in the **Drivers' Walk of Fame**. The ceremonies start out on the Courthouse lawn, across the street from the Concours d'Elegance. On-site dedications of each block are conducted throughout the day along the sidewalks of Franklin Street that make up the Drivers' Walk of Fame, which includes blocks honoring over 35 legendary Watkins Glen drivers.

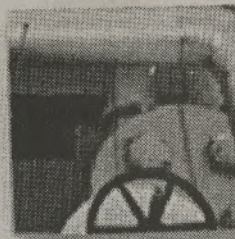
Wine tastings and a food court begin on the Court House



Photo by Bill Green

CARS WAIT FOR TECH INSPECTIONS at Smalley's Garage, led by Denver Cornett's legendary MGTC.

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GRAND PRIX FESTIVAL OF WATKINS GLEN

YOUR 12-STEP GUIDE TO FESTIVAL ENJOYMENT

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lawn at this time as well. After the Drivers' Walk of Fame ceremonies, take some time out to fuel up at the food court!

4. After lunch, head back across the street to the **Concours d'Elegance**. All entered cars will now be assembled, and it's a good time to see these wonderful machines while there's still plenty of elbowroom.

5. At 2 p.m., Franklin Street will close between 2nd Street and 10th Street, allowing the first of many parade style-touring laps of the original 6.6-mile circuit. At 2:20 p.m., watch for the **Logan Ridge Estates Founders' Tour** cars. A wide variety of sports cars will be participating.

6. 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 an opportunity to participate in the Kid Racer Trophy Dash, which starts at 5:30 p.m. Try to register in advance, to ensure your child's position in the event.

7. At 3:15 p.m. and 4 p.m. respectively, look for the parade laps of the cars from the **Glenora Run Road Rallye** and the **Chemung Canal Concours d'Elegance**. They will tour the entire original Watkins Glen race circuit, including much of Franklin Street.

8. Between 3:45 and 4 p.m., walk a few blocks north to the Fleet Bank 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.

If you'd like to get off your feet for a while and take advantage of a unique opportunity to talk with drivers and race officials from the early years of racing at Watkins Glen, head up to the Glen Theater (2nd and Franklin streets) for **The Legends Speak**. The event begins 4 p.m. and you can purchase your tickets at the box office starting at 2 p.m.

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 five-block area, it might be a good time to head to one of the many eating



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GRAND PRIX FESTIVAL OF WATKINS GLEN

YOUR 12-STEP GUIDE TO FESTIVAL ENJOYMENT

continued from page 5

and drinking establishments all along Franklin Street to sustain your energy level. It's a perfect time to check out the hospitality at the Franklin Street Grille, sponsor of the Franklin Street Grille Glenkhana.

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 **Official Opening Ceremonies** for the festival, sponsored by Watkins Glen International and including the Canadian and American anthems performed by the Checkered Flag Four, begin at 5:45 p.m.

11. At 6:10 p.m., cars will grid for the **SVRA Watkins Glen Heritage Tour**, a special race reenactment honoring cars from the early days of street racing in Watkins Glen. At 6:30 p.m., the cars will re-grid for the main event, the **SVRA Watkins Glen Grand Prix Race Reenactment**. You will feel the rumbling through the asphalt as five decades of racing machines, approximately 100, continuously roar through the streets during two exciting laps of the original race circuit!

12. After the race cars complete two laps of the old course, they will depart for Watkins Glen International, as they must return before dusk arrives. Note that most of the cars do not have headlights! Musical entertainment continues, and Franklin Street will remain closed until 9:30 p.m. Enjoy the party – and don't miss the Festival's finale, one of the area's most unique **fireworks displays** is scheduled for 9 p.m. at the rear of the Watkins Glen State Park parking lot. The show is framed by the cliff walls of the famous gorge and is simply spectacular!

Finish off your day with a late dinner or snack at one of Watkins Glen's many fine restaurants. We hope you enjoyed your day reliving Watkins Glen racing history!



Photo by Bob Kelchner

THERE IS ALWAYS HOT COMPETITION at the USA Sign Kid Racer School.

GRAND PRIX FESTIVAL OF WATKINS GLEN

CUNNINGHAM: AMERICA'S SPORTS CAR

By LARRY BLACK

Cunningham Historic Cars

In the past, now nearly half a century ago, America's position on the world stage was unchallenged except in one unlikely but important area.

The Second World War had just been won, in large part, with American machinery. It was the products of American imagination and industry that brought victory in the Second World War. The war's end would find America at the height of its powers, but there was one area where American excellence was in doubt – that was the automobile.

American cars were designed for and marketed to a public that had rather undemanding tastes. Performance was not a strong selling point for Americans. We were more concerned with size, smooth ride and "image." Our cars therefore reflected our desires and in some sense perpetuated them.

Most Americans were unaware of the performance developments taking place in the workshops and factories of Europe. At our own great race, the Indy 500, European cars were dominant, but disguised as "specials." American makes were not represented at all on the courses and tracks of Europe because they would not have been competitive. Europeans simply did not take our cars seriously. We had nothing comparable to the high performance vehicles that England, Germany, Italy or France were producing. Despite the fact that the European economies had been devastated by war, they were already producing advanced performance cars.

We were not completely incompetent. After all, America had pioneered the mass production of cars, and we built more cars than any other nation. Our national economy centered around the automobile industry, but the product was essen-

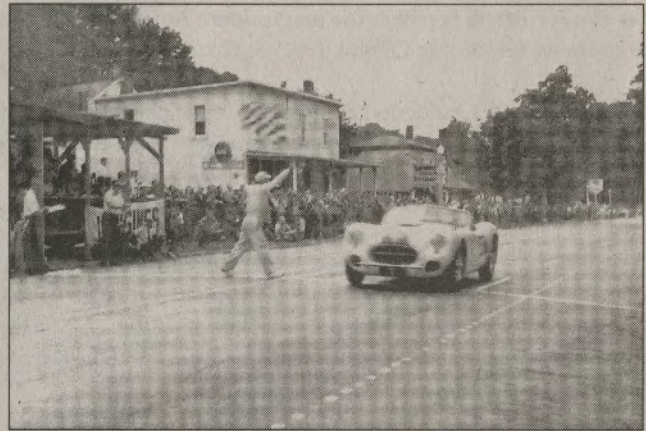


Photo from the William Green Motor Racing Library

PHIL WALTERS WINNING THE 1951 WATKINS GLEN Sports Car Grand Prix in a Cunningham car.

*

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CUNNINGHAM

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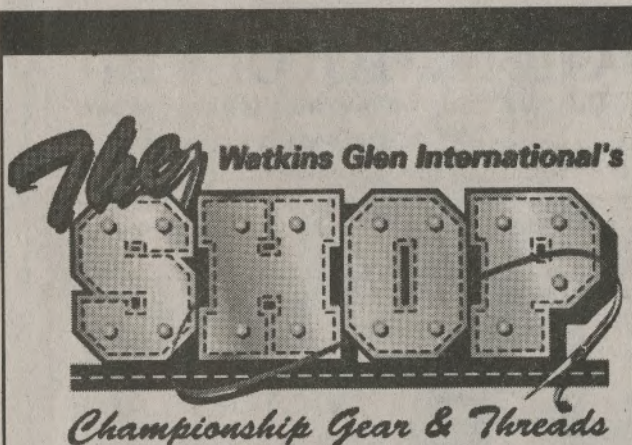
tially second-rate. They did not corner or stop or accelerate nearly as well as the best that Europe had to offer. And had we tried to compete in world-class racing, the results would have been comic. America was competing and, indeed, winning in every economic area in this post-war world, but in motorsport we were conspicuously absent.

Some Americans realized this was a problem, but only one man actually did something about it. His goal was to put America on the map in the world of automobile racing. The man who brought this about was Briggs Swift Cunningham II, and the race he focused on was the 24 Hours of LeMans. This grueling event was seen as the ultimate test of the automobile and "Mr. C," as he is affectionately known, was determined that America would compete as an equal there.

The cars he built, the Cunningham "C" series, would prove and improve the character and performance of the post-war American car. Briggs had built the first modern American sports car, and every subsequent great American car would owe its very soul to the vision of "Mr. C" and his C4R Cunningham.

Eight years ago, production of vintage Cunninghams was resumed in Lime Rock, Conn. These continuation C4Rs are museum-quality cars that can be driven on the street or raced. Built entirely by hand, they are a direct connection with the glorious past.

The future has arrived, as well. Cunningham is at the forefront of history yet again with the introduction of the 2004 C-7 Cunningham. In development for the past few years, the modern Cunningham C-7 precisely epitomizes what Briggs stood for. The C-7 is an American Grand Touring car, the first true American GT since his magnificent C-3, and the first American car since 1954 with the character, presence and performance that equals or betters its European rivals. In the past, Cunninghams were striking statements of our nation's competence, and the new C-7 fulfills and extends that great heritage. V-12-powered, with the most advanced engineering and materials, this high-speed luxury express is a fitting tribute to a great man and his ground-shaking and groundbreaking cars.



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GRAND PRIX FESTIVAL OF WATKINS GLEN

THE 1951 WATKINS GLEN SPORTS CAR GRAND PRIX

By BILL GREEN

Sponsored by the Sports Car Club of America and the Watkins Glen Chamber of Commerce, the 1951 Watkins Glen Grand Prix was the fourth annual racing event held on the 6.6-mile road course. Co-chairmen for the race were G. William Fleming of SCCA and Lester Smalley, owner of Smalley's Garage in Watkins Glen.

More than 100 entries were received for the September races. Tech inspection ("scrutineering") took place at Smalley's Garage on the Wednesday and Thursday preceding the races. Friday saw a variety of activities including a low-speed tour of the race course by the competing race cars to familiarize the drivers with the hazards of the course, and a Concours d'Elegance in Watkins Glen State Park, with a parade of these elegant show cars on Franklin Street. At a drivers' meeting, starting grid spots were drawn.

Adding glamour to the weekend was the appearance of GM's experimental convertible, the LeSabre. Nick Fraboni, then-owner of Glen Chevrolet, arranged for the car's presence through his good friend, Harley J. Earl, GM's styling boss. Legend has it that the idea for the Corvette sports car was born at the Glen that same weekend.



Photo from the William Green Motor Racing Library

GEORGE B. WEAVER after winning the 1951 Seneca Cup Race.

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GRAND PRIX FESTIVAL OF WATKINS GLEN

THE 1951 WATKINS GLEN SPORTS CAR GRAND PRIX

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In an effort to improve communication, 30 new safety stations were strategically located around the 6.6-mile course. Each station was equipped with a telephone for reporting race conditions back to a control center at the Court House at the start-finish line. This network was augmented by the previously used short-wave radio system, in case of line failure. The Race Communications Association also debuted in 1951. Fred German, founder of the RCA, assisted by Dr. James Norton, head of the medical team, and Dewey Alter, who installed the telephone lines, initiated the development of the new communications systems after the 1950 race.

The first event on Saturday morning was the 8-lap, 52.8-mile Seneca Cup for cars in the unrestricted category, featuring a standing start. It would be the first time the little 500 cc Formula III cars would compete at the Glen. As starter Neils Michelson waved the green flag, the 1949 winner of the Seneca Cup George Weaver took the lead in his RI Maserati and went on to win with an average speed of 75.79 mph. Second place was captured by John Fitch in Briggs Cunningham's Ferrari coupe, while Cunningham took third in a Ferrari 166 Inter. First in Formula III and 15th overall was Roland Keith in a Cooper.

The second race, the Queen Catharine Cup, was shortened from 15 laps to 11 due to difficulty with spectator control and the necessity of New York Central Railroad trains crossing between races. Including 32 modified and production cars of under 1500 cc, this race used a LeMans-style start. Once again, George Weaver led flag-to-flag to become the first driver to win two named races in one day at the Glen. Weaver drove Max Hoffman's LeMans-type Jowett Javelin Jupiter at an average speed of 68.95 mph. Finishing second was David Viall in his Lister-MG Special.

The final race of the day was the featured Grand Prix, a planned 30-lap, 198-mile race for modified sports cars over 1.5 liters. Overall and class winners of the Queen Catharine Cup race were included as well. Following two practice laps, the cars were lined up in two rows for a standing start. Due to a delay in re-forming the cars on the grid, the race was shortened to 15 laps. Bill Spear led the first two laps in his 4.1-liter Ferrari. He was then passed by Phil Walters in a Chrysler-powered Cunningham C2R, who set a new lap record of 80.5 mph that still stands today. John Fitch, in another Cunningham C2R, would pass Spear to take over second, where he would finish. Phil Walters raced at an average speed of 77.65 mph, while Spear finished third and Briggs Cunningham finished fourth in his Cunningham C2R.

An estimated 150,000 spectators were scattered around the course to watch the 1951 races.



Photo from the William Green Motor Racing Library

A CLASSIC PHOTOGRAPH FROM THE START OF THE 1951 Watkins Glen Sports Car Grand Prix.

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GRAND PRIX FESTIVAL OF WATKINS GLEN

PHIL WALTERS, 1951 GRAND PRIX WINNER

By BILL GREEN

Fifty years ago, Phil Walters found his place in Watkins Glen racing history when he drove a Cunningham C2R to victory in the 1951 Grand Prix, setting a lap record that stands today. This skilled driver drove many cars in his career, but he is often linked with the Cunningham cars, which the Grand Prix Festival honors this year.

Born in New York City in 1916, Phil Walters was raised in Manhasset on Long Island. Phil's interest in cars and racing began at an early age. He began his driving career in 1938 racing midgets on Long Island using the name Ted Tappett. When asked why he used a pseudonym, he said his parents objected to him racing. When asked how long it took before they found out, he said, "about two weeks." He won many midget races prior to America's entry in World War II.

Phil joined the Army Air Corps in 1942, training as a transport and glider pilot. He was wounded while flying a glider during the invasion of Holland and taken prisoner after landing safely. He spent the duration of the war as a POW in Germany, having lost a kidney and half a lung.

In 1950, Cunningham took two Cadillacs to LeMans for the 24-hour race. One was a special-bodied car the French spectators dubbed "Le Monstre." It finished 11th overall, with Cunningham and Walters driving. The second Cadillac, a stock 61 series sedan placed 10th overall, with Sam and Miles Collier driving.

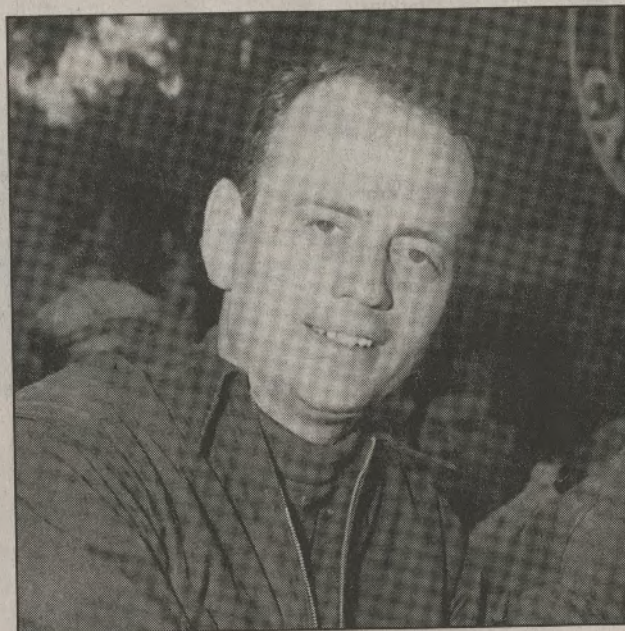


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PHIL WALTERS AFTER WINNING the 1951 Watkins Glen Sports Car Grand Prix.

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PHIL WALTERS, 1951 GRAND PRIX WINNER

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Cunningham subsequently formed the B.S. Cunningham Car Co. in West Palm Beach, Fla., with Phil Walters as general manager.

Phil first raced at Watkins Glen in 1950, driving Cunningham's Cadillac-powered Healey Silverstone to a win in the Seneca Cup Race. In 1951, he was one of the first to compete at Watkins Glen in the newly introduced Formula III class, in which he finished 10th overall and 2nd in class. He then drove a Cunningham C2R to victory in the Grand Prix, setting a lap record of 80.5 mph, which still stands. For 1952, Walters drove a Cunningham C4RK, but the race was cancelled by the fatal accident during the first lap that also ended racing through the downtown streets.

Walters last raced at Watkins Glen in 1954 in a Cunningham C4R and won the Grand Prix for the second time.

In addition to Watkins Glen, Phil raced at many tracks in America and Europe. His best finish at LeMans was 3rd overall in 1953 with John Fitch in a Cunningham C5R. He also shared overall wins at Sebring with John Fitch in 1953 in the Cunningham C4R, and in 1955 with Mike Hawthorn in a D Type Jaguar. Scheduled to drive a factory Formula 1 Ferrari in 1955, Phil decided to retire from racing following the tragedy at LeMans in which 85 spectators lost their lives when the Mercedes-Benz 300SLR of Frenchman Pierre Levegh was thrown into the crowd after a collision with another competitor.

Following his retirement from racing, Phil owned an auto dealership on Long Island, where he also enjoyed sailing. In 1998, he returned to Watkins Glen to be honored with the placing of his name in the Drivers' Walk of Fame during the celebration of the 50th anniversary of road racing at Watkins Glen.

Phil Walters died on Feb. 6, 2000, at the age of 83.

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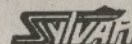
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THE KEY IS PARTICIPATION!

By CASEY CREAMER

You can be a spectator at all sorts of festivals, anywhere in the U.S. on any given weekend. The Grand Prix Festival of Watkins Glen gives folks something most other festivals don't – the opportunity to participate!

You don't have to just watch this festival. You can be a big part of it. There are many opportunities. There is the Concours d'Elegance for exquisitely restored vintage and classic cars. On the other hand, if your vintage or classic sports car would rather be driven, there are three events just for you: the Glenora Run Road Rallye; the Logan Ridge Estates Founders' Tour, and the Franklin Street Grille Glenkhana.

The Glenora Run Road Rallye is a "fun rallye" that starts at Glenora Wine Cellars north of Watkins Glen, on the west side of Seneca Lake. It winds through the area through much of the morning.

The Logan Ridge Estates Founders' Tour sets off in the afternoon, leaving the winery and restaurant north of Watkins Glen, on the east side of the lake, after a delicious lunch. Like the Glenora Run, this event showcases the beauty of the area for its participants.

The Franklin Street Grille Glenkhana downtown, in the center of the Festival, asks drivers, one car at a time, to go through a challenging obstacle course set up in a small parking lot. The best place to view is from the hillside next to Madison Street (behind the parking lot). Lots of fun and laughs are to be had here.



Photo by Anne Eby

GLENORA RUN PARTICIPANTS on Franklin Street in Watkins Glen.

*Congratulations Watkins Glen on a world-class
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GRAND PRIX FESTIVAL OF WATKINS GLEN

THE KEY IS PARTICIPATION!

continued from page 14

Here are some comments we received from past years' participants in these events:

~ This is the high point of our year and we just came home from two months in Las Vegas.

~ A great event. I hope myself and a few Miata friends are not out of place.

~ Best weekend all year.

~ Great job, I have had two different navigators and both are begging to come back.

~ We will make this our annual vacation stop. Looking forward to September.

~ This is a great event, don't change it very much.

~ We enjoyed the event and look forward to it every year.

~ Awesome day! The Friday after Labor Day ... I know exactly where I will be.

~ It's something we look forward to every year. This will be our 4th year & we love it.

~ Wonderful time - great people - great place - always look forward to it!

~ Navigator bitched the driver went too fast. Driver didn't pay attention, having too much fun!

~ I have been coming to Watkins Glen since 1969 and I really appreciate the opportunity for a non-racer to participate... We have so much fun it must be against the law.



Photo by the Watkins REVIEW&EXPRESS

GLENORA RUN CARS waiting to tour by the Skilled Nursing Facility at Schuyler Hospital.

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GRAND PRIX FESTIVAL OF WATKINS GLEN

SCHEDULE OF FESTIVAL EVENTS

NOTE: See 12-Step Guide (p. 4) for event locations

Friday, September 7, 2001

- 8:00 a.m.** ~ Glenora Run Registration - Glenora Wine Cellars
~ Live remote at Smalley's Garage (until 11 a.m.)
- 9:30 a.m.** ~ Glenora Run Road Rallye begins, Glenora Wine Cellars
~ SVRA Tech Inspection Reenactment - Smalley's Garage
- 11:00 a.m.** ~ Glenora Run cars arrive in Montour Falls for Montour Mile
- 11:15 a.m.** ~ Logan Ridge Estates Founders' Tour Registration begins at Logan Ridge Estates
- Noon** ~ Chemung Canal Concours d'Elegance begins, State Park Parking Lot
~ Wine Tasting and Food Courts, Court House Lawn
~ Walk of Fame Inductions, Court House Lawn
~ Logan Ridge Estates Founders' Tour Luncheon begins at Logan Ridge Estates
~ Historic Racing Films at the Glen Theater (until 4 p.m.)
~ Model Car Concours d'Elegance display across from the Court House Lawn
- 12:30 p.m.** ~ Music at the Court House
- 1:00 p.m.** ~ Side Streets along Franklin between 5th & 10th, Close. (3rd Street Closed all Day)
- 2:00 p.m.** ~ Franklin Street Closes, between 2nd & 10th
~ Registration begins for the USA Sign Kid Racer Derby - Pick-a-Flick Parking Lot
~ Tickets for The Legends Speak go on sale at the Glen Theater
~ Entertainment Starts at WINK 106 Sound Stage - Fleet Bank drive-thru
- 2:20 p.m.** ~ Logan Ridge Estates Founders' Tour Cars take two Parade Laps of Original Circuit
- 2:45 p.m.** ~ Music at the Court House
- 3:00 p.m.** ~ USA Sign Kid Racer Derby, Pick-a-Flick Parking Lot (through 6 p.m.)
~ Glenora Run/Glenkhana Tour of Original Race Circuit (2 Laps)
- 3:45 p.m.** ~ Franklin Street Grille Glenkhana Begins - Fleet Bank Parking Lot
~ Glenora Run Cars park on Franklin Street (North of 4th) for Display
- 4:00 p.m.** ~ Chemung Canal Concours d'Elegance Tour of Original Race Circuit
~ Live music at the WINK 106 Sound Stage - Alvin & the Upsetters (until 7 p.m.)
~ The Legends Speak, the Glen Theater
- 4:30 p.m.** ~ Race Cars arrive from WGI to park on Franklin Street
- 5:15 p.m.** ~ Concours d'Elegance Awards Ceremony, Original Start/Finish Line
- 5:30 p.m.** ~ Kid Racer Derby, Pick-a-Flick Parking Lot
- 5:45 p.m.** ~ Opening Ceremonies
- 6:00 p.m.** ~ Original 6.6-mile Circuit Closed to the public (through 7:30 p.m.)
- 6:10 p.m.** ~ SVRA Watkins Glen Heritage Display & Tour
- 6:30 p.m.** ~ Cars re-gridded for main Race Reenactment
~ SVRA Watkins Glen Grand Prix Race Reenactment
- 7:00 p.m.** ~ Live music at Maria's Tavern - Buford and Sonny Boy (until 9 p.m.)
- 7:30 p.m.** ~ Music at the Court House
- 9:00 p.m.** ~ Fireworks at the entrance to the State Park Gorge
- 9:30 p.m.** ~ Franklin Street reopens

GRAND PRIX FESTIVAL OF WATKINS GLEN

THE GLENORA RUN

By **TERRIE SAUTTER**

Early Friday morning, while downtown Watkins Glen is still preparing for the events to begin, 125 vintage and sports cars are gathering at Glenora Wine Cellars for a full day of driving excitement. Rarely at other automotive events or shows, other than organized road rallies, are participants encouraged to drive their cars as part of the event. In Watkins Glen, enjoying the abilities of the cars is the *raison d'être*.

After assembling at Glenora Wine Cellars north of Watkins Glen, the cars in the Glenora Run Road Rallye depart on four different rally-style routes through the local countryside, watching for checkpoints, following sometimes cryptic directions and answering questions, testing the skill and relationship of driver and navigator.

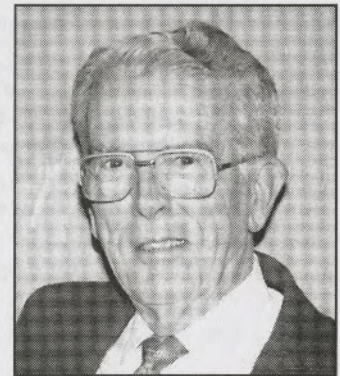
Upon completion of the routes, all participants converge in Montour Falls to be staged for a lap through the Schuyler Hospital Skilled Nursing Facility. This part of the event is always a highlight for drivers as well as the residents, who wave racing flags and cheer the drivers on — remembering days past when cars like these, and their predecessors, raced through the streets of Watkins Glen.

Then it's on to Hidden Valley 4-H Camp in the State Park for lunch. This year, participants will be treated to a talk during their lunch by Dr. James J. Norton, who pioneered medical service in American road racing. Dr. Norton was the first medical director of the Watkins Glen races, a position he held through the late 1960s.

After lunch, the cars take to the streets again, this time to follow the circuit that the original race cars followed. For most participants, these "two laps of the old course" are perhaps the most significant part of the day. Even though there is regular traffic, and speeds must be kept safe and legal, there's quite a thrill in remembering the excitement that these country roads once saw. It can even be a little tricky to navigate the twists and turns, especially entering the Stone Bridge and heading out the other side.

Finally, cars, drivers and navigators assemble on the streets of Watkins Glen, where they will stay until the evening's events are over. Some cars will participate in the Franklin Street Glenkhana, a parking-lot obstacle course, which begins soon after the laps of the old course.

Because this event is unique, and so well-enjoyed by the participants, registration usually fills early, before it actually "goes public." This is just another reason why the Watkins Glen Grand Prix Festival is a one-of-a-kind event in sports-car circles.



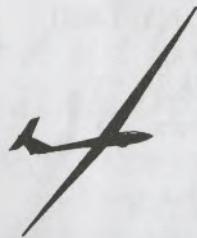
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THE FOUNDERS' TOUR

By **CARL D. BENSON**

From the scenic beauty of the eastern shore of Seneca Lake to the rich history of the early days of racing in Watkins Glen, the Founders' Tour offers its participants an abundance of fun and pleasure.

Hosted by the Logan Ridge Estates Winery and Restaurant, the Founders' Tour brings together about 100 fine sports and classic automobiles.

The tour begins at 1:30 p.m. at Logan Ridge Estates, 10 miles north of Watkins Glen on Route 414. But the enjoyment really starts with a fine lunch in the Logan Ridge Estates restaurant.

The winery is situated on the east side of Seneca Lake, surrounded by an ocean of graceful vineyards that creates a romantic aroma at the height of the season. The setting is completed by a breathtaking panoramic view of the Finger Lakes region.

The Founders' Tour arrives in downtown Watkins Glen at about 2 p.m., taking the symbolic green flag for two laps of the original Grand Prix Circuit. Participants will enjoy the many historic landmarks of the circuit, such as Cornett's Stone Bridge, Big Bend and Milliken's Corner.

Family, friends and cameras will be at the ready as the cars enter downtown following their second lap and are placed on display in their own reserved parking area.

Come share the fun with us at one of the few festivals where the participants and their cars are an active part of the event. To participate in next year's Founders' Tour, please call 607-535-3003, for information.

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GRAND PRIX FESTIVAL OF WATKINS GLEN

THE CONCOURS D'ELEGANCE

By DAVE WILD

From the beginning, the Concours d'Elegance at the Grand Prix Festival of Watkins Glen, sponsored by Chemung Canal Trust Co., has never been just about sports cars or race cars. In years past, antique and classic cars of a less "sporting" nature have been a large part of the cars on display.

Indeed, the most notable vehicle entered in the 1999 Concours was a truck. But what a truck! A 1938 Studebaker Coupe Express belonging to Jerry Kier, this art-deco styled vehicle led the way for the luxury pickup trucks that we know today. It represented a concept that was way ahead of its time.

Another notable vehicle entered in 1999 was the 1947 Triumph 1800 Roadster belonging to Marty and Pat Jones. Although of a "sporting" appearance, the Triumph was designed as a luxury tourer, with its classic lines and unusual rumble seat. Also included in the top five was the 1955 Austin Healey 100S owned by Mark and Jennifer Hitchcock. This was most definitely a sports car and an example of the factory-prepared race cars offered to the public at the time.

Those present at the Concours in the early years may recall these marques on display among the sports cars: Rolls Royce, Bentley, Jaguar SS, Alvis, Daimler Conquest, Mercedes, Aston Martin and even Model T.

Today, special efforts are made to display a wide selection of the types of cars that were present during the early years of racing at Watkins Glen. The selection process allows for rare and unusual cars that may have the "patina" of age, as well as perfectly restored cars. After all, racing does tend to age one!

Entered in 2000 was a rarely seen 1950 HRG 1500 owned by Gary Ford. The HRG Engineering Co. Ltd. was formed in Great Britain in 1935 by Major Ted Halford, Guy Robins and Ron Godfrey (thus, HRG). The car remained in production unchanged, except for the engine, for 20 years. Although some aerodynamic-bodied cars were built from 1945 to 1949, and more modern prototypes were built as late as 1960, production ended with a total of only 241 cars built.

Affectionately called "Hurgs," the chassis design and "creature comforts" were pretty ... ah ... basic, with a light but strong frame, unyielding leaf springs, beam front axle and mechanical brakes. A special bodied HRG won the 1500cc class at the LeMans 24-hour race in 1949.

The cars entered in the Concours d'Elegance are presented in the attractive setting of Watkins Glen State Park, adjacent to the start-finish line of the original road racing course. Judging is performed in accordance with basic concours rules of historic accuracy, preparation, and appropriateness for their design intent.

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

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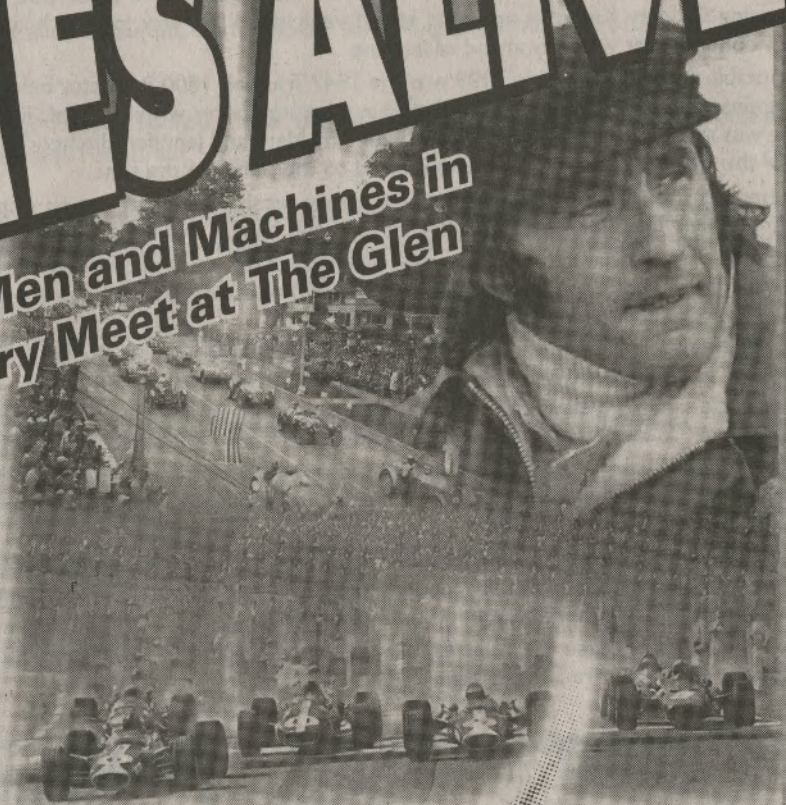
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GRAND PRIX FESTIVAL OF WATKINS GLEN

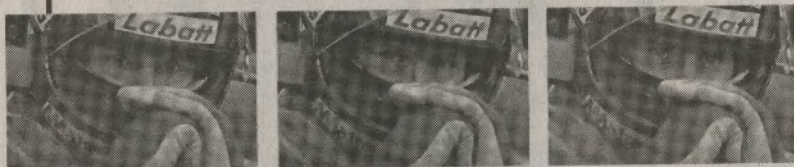
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GRAND PRIX FESTIVAL OF WATKINS GLEN



Photo by Bill Green

THE WINNER OF THE 2000 CONOURS, a 1950 HRG 1500 owned by Gary Ford, passes the Tech Inspection at Smalley's Garage.

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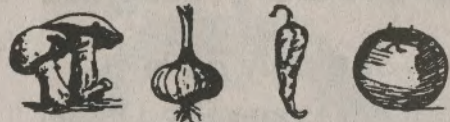
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GRAND PRIX FESTIVAL OF WATKINS GLEN

YESTERDAY'S CONCOURS AT WATKINS GLEN

By GIL LANGSWAGER

Starting with the second year of the International Sports Car Grand Prix of Watkins Glen in 1949, a Concours d'Elegance was held in conjunction with the races. Presented by the SCCA and the Village of Watkins Glen, the car show immediately became a part of the downtown spectacle.

People came to look at cars and they saw them everywhere! Race cars being prepared in the various garages along Franklin Street, scrutineering (race car inspections) at Smalley's Garage, the Concours in Watkins Glen State Park along Franklin Street, and the many interesting classic and sports cars driven to the event by participants and spectators alike.

The chairman and chief judge of the 1949 Concours was John S. duMont. Other judges included famed Wilbur Shaw, Sam Bailey, Carl Mueller and William Hubbs. The first event consisted of five classes as well as a Grand Prix de Concours. The winners:

- Grand Prix de Concours - Fiat, Paul Farrago
- Class 1 (1949-50) - Jaguar XK 120, James Kimberly
- Class 2 (1946-48) - Fiat, Paul Farrago
- Class 3 (1937-40) - SS 100 Jaguar, Dave Garroway (famous TV personality)
- Class 4 (1928-36) - Auburn, Thomas Dickinson
- Class 5 (1927- older) - Bentley, Sam Bailey

Following the Concours, the show cars participated in a parade down Franklin Street, which was lined with crowds of enthusiastic spectators. Thus a tradition was begun that would remain at the State Park location until 1952.

In 1950, the classes changed to Modern, Vintage, Veteran and Trade, the latter being for dealer or commercial entries. The chairman was Reginald S. Smith, who was assisted by Edwin J. Charlwood for the SCCA and Nick Fraboni. Judges were opera star and car enthusiast James Melton as chairman, John Paul Stack (SCCA), Arthur H. Richards, and Lt. Governor Carroll of Connecticut.

The 1951 event was chaired by Ralph T. Buckley, assisted by Sam Bailey. James Melton again headed the judges, who included Dr. Henry Finn, Sam Bailey and Ralph Buckley.

The Concours was moved to the Schuyler County Fairgrounds for 1952, chaired by John Utz, assisted by Fred German and Lester Smalley (founder of Smalley's garage). Several classes were again added or changed, now having Pioneer, Veteran, Vintage,



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GRAND PRIX FESTIVAL OF WATKINS GLEN

YESTERDAY'S CONCOURS AT WATKINS GLEN

continued from page 22

Post Vintage, Modern Classic and Trade. Interestingly, the winner of the Trade class, for dealer entries, was a 1952 Cunningham!

The following years of 1953 and '54 saw the Concours stay at the Fairgrounds, with Ray Hicks and Frank Emmick as co-chairs. A Sports class was added in 1954, with cars such as a 300 SL Mercedes-Benz, a Ferrari and a Jaguar XK 120 on display.

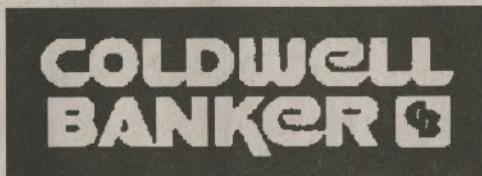
In 1955, the show was moved to Lake Side Park, with additional classes including Vintage Sports and Modern Owner-Built. Chrysler's latest experimental car, the Falcon, led the parade and was the pace car for the races. In 1956 it was back to the fairgrounds with a new chairman, William Timms. By now there were 112 entries.

In 1957, the Chemung Valley Region of the Antique Car Club of America and the Southern Tier Region of the Classic Car Club of America took over as sponsors, with William Timms repeating as chairman. Entries were up to 149, with 135 cars participating in the downtown parade! For 1958, the number of entries peaked at 150. That year's chairman was Howard Franklin. An overall show winner was chosen, as had been done in the beginning.

The following year of 1959 saw another new sponsor, the Watkins Glen Junior Chamber of Commerce, and yet another move to the Watkins Glen High School grounds. Myron Miller and George Newman were co-chairs of the judges, with 120 entries in 12 classes.

Returned to Lake Side Park in 1960, the Concours was taken over by the Western NY Centre MG Car Club, which had sponsored the all-MG races in 1959-60. James McLean, chairman of General Dynamics in Rochester, chaired the event, aided by club members Gil Langswager and Gordon Rogers. In 1961 the MG Car Club moved the event to the site of the Watkins Glen race track in the hope this venue would be of more interest to the race fans. The result was less-than-successful, and in 1962 the show was returned to the village and held in Lafayette Park. Gil Langswager became chairman, with William R Kelley from the Watkins Glen Grand Prix Corp. assisting. Kelley became chairman in 1963 and the Concours was sponsored by the Grand Prix Corp.

After 1963 there was no Concours d'Elegance again until the Grand Prix Festival of Watkins Glen was begun in the village in 1993. It was only natural that a Concours d'Elegance be a part of it. That first Concours was chaired by Dave Ward, ably assisted by Dave Wild and Gil Langswager of the MG Club. Now an integral part of the Festival, the Concours is co-chaired by Wild and Langswager. While the current State Park parking lot site on Franklin Street limits the number of entries to 50 cars, a great variety of different marques are invited each year. The cars today are as enthusiastically welcomed as the first were in the beginning.



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GRAND PRIX FESTIVAL OF WATKINS GLEN

MODEL CAR CONCOURS d'ELEGANCE

By CASEY CREAMER

The latest addition to the Grand Prix Festival of Watkins Glen is the Model Car Concours d'Elegance.

The Model Car Concours is an exhibition of cars in miniature, featuring die-cast and plastic models of all scales and marques. Many of these cars are exact reproductions of the original, with some featuring working suspension and steering. All the cars were built by local craftsmen and are part of their private collections.

Modelers will be on hand throughout the day to discuss their work. While the model cars will not be formally judged, visitors are encouraged to select their favorites by popular vote.

The Model Car Concours d'Elegance is located in the State Park parking lot, across from the Court House and very close to the Chemung Canal Concours d'Elegance. The exhibition will be open from noon until 7:30 p.m.

For more information or to enter your model car next year, contact Rich Chernosky at 570-888-6331.

DRIVERS' WALK OF FAME

By JIM SCAPTURA

Legendary NASCAR driver Dale Earnhardt and Rowland Keith, who won the 1950 Queen Catharine Cup race in an MGTC, will be inducted into the Watkins Glen Grand Prix Drivers' Walk of Fame during the Grand Prix Festival.

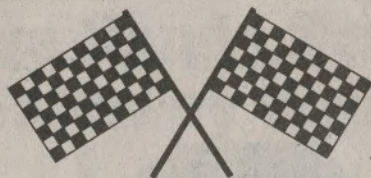
The Drivers' Walk of Fame was established in 1993 by the Watkins Glen Grand Prix Historic Committee, the Schuyler County Chamber of Commerce, and Watkins Glen International to honor the great drivers who have competed at the Glen since 1948.

To date, 39 drivers have been honored. Last year, inductees were John Fitch, J. Robert Henderson, Irwin Goldschmidt and Jack Brabham.

Also during this year's ceremonies, there will be a special re-dedication for Sherwood Johnston, who won the 1955 Watkins Grand Prix driving one of Briggs Cunningham's D Jags. His marker is in front of the Schuyler County Chamber of Commerce.

Rowland Keith's marker is in front of the Franklin Street Grille, next to the George Weaver marker. Earnhardt's marker is in front of Clifford Motors, also on Franklin Street.

Additional dedications may be made at this year's Festival, but as of this writing those plans were incomplete.



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GRAND PRIX FESTIVAL OF WATKINS GLEN

THE FRANKLIN STREET GRILLE GLENKHANA

By **TERRIE SAUTTER**

Take 20 sports cars, confine them to a standard-sized downtown parking lot, add some cones, "games of skill" and other obstacles, compare the times it takes to complete the course, and you have the Franklin Street Grille Glenkhana.

Drivers of skill, accompanied by their navigators of daring (and trust!) take on the Glenkhana after having participated in the Glenora Run Road Rallye. After an introductory walk-through of the obstacle course, drivers are timed as they put their cars through their paces. Attempting to navigate slaloms, drive into "gates" forward and backwards — touching but not "killing" cones, circle around a bucket "at speed" while the navigator attempts to sink a basket with a ring of keys, or other silly, seemingly fast, skill-testing activities pits teams against the clock, and each other. This year may see some blindfolds — will they be on the drivers or the navigators? Or the committee?

Truly as much fun for spectators as participants, the Glenkhana packs an amazing amount of automotive action in a very small space. While some drivers look forward to pitting their skills against the committee's design year after year, each Festival draws some new participants, which adds to the fun. Some folks attack with speed, letting finesse take the high-ground, others learn that slow and steady often wins the race.

Stop by the Franklin Street Grille's parking lot around 3:30 p.m. to check out the fun and action at the Glenkhana. So much fun, in so little time, and such a little space!



Photo by Mark Hills

HAVING FUN AT THE FRANKLIN STREET GRILLE Glenkhana.



Red Newt Cellars Winery & Bistro

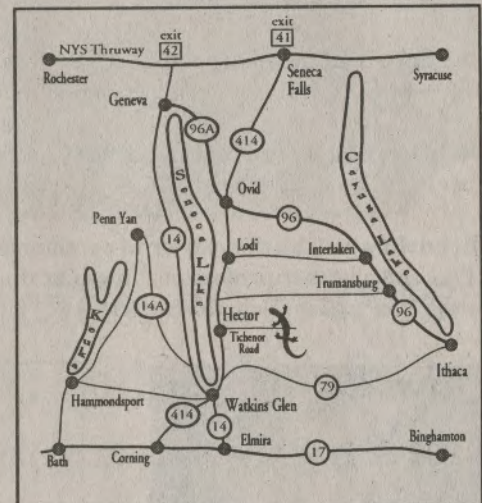
Red Newt Cellars is located on the east side of Seneca Lake in the hamlet of Hector and has a stunning view of the Seneca Lake Valley. We offer exquisitely crafted Finger Lakes wines in our tasting room, gourmet seasonal cuisine in "the Bistro" and an elegant setting in our banquet facility to host your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

Winemaker David Whiting and Chef Debra Whiting invite you to enjoy exceptional wine and innovative cuisine in the tasting room and in "the Bistro" at Red Newt Cellars.

Art Exhibits in the Gallery...

*Retrospective and Current Works - Harry Orlyk
Aug. 31st - Oct. 8th reception Sept. 8th 7-9pm
Group Show - Greater Ithaca Art Trail
Oct. 12th - Nov. 19th reception Oct. 13th 6-9pm*

Our menu changes every three weeks and may always be found at WWW.REDNEWT.COM



Red Newt Cellars is located on the east side of Seneca Lake just off route 414 about 10 miles north of Watkins Glen (Turn at the "Sunoco")

Open Thursday - Sunday
Serving Lunch 12-4pm and Dinner 4-9pm
Tasting Room and Gallery 10-5pm
(dinner reservations suggested)
3675 Tichenor Road, Hector, NY
(607)546-4100 bistro@rednewt.com

GRAND PRIX FESTIVAL OF WATKINS GLEN

THE INSIDE TRACK AT "THE LEGENDS SPEAK"

John Fitch, a legendary Cunningham driver, and Bob Lutz, a partner in the Cunningham Motor Co., will be on the panel at The Legends Speak, a popular component of the Grand Prix Festival.

Also in the group this year will be noted motorsports journalist Brock Yates and Ed Diehl, vintage racer.

The Legends Speak, presented by the International Motor Racing Research Center at Watkins Glen, is a panel seminar featuring folks who have their place in Watkins Glen history books or who have significant roles in the world of motorsports. This event gives spectators the opportunity to listen to and ask questions of these "legends."

The Legends Speak is at 4 p.m. at The Glen Theater at the northern end of Franklin Street. Admission is \$5, which helps finance future festivals. It will last about 90 minutes.

Preceding The Legends Speak, starting at noon, historic racing videos, including a film of the 1951 Watkins Glen races, will be shown at the theater. There is no admission fee for the films, but donations are gratefully accepted to benefit the Racing Research Center.

With the Cunningham the featured marque of this year's Festival, The Legends Speak is pleased to present two significant players in the saga of the Cunningham.

The Panel:

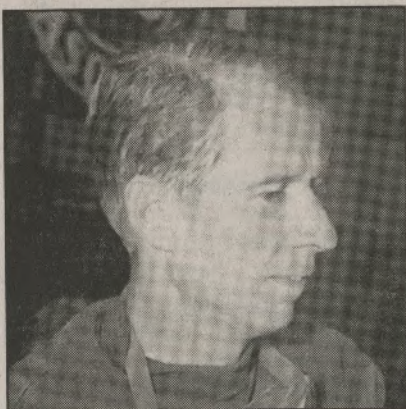
~ **John Fitch** has a big place in Watkins Glen racing history, starting with his first race here in 1949. Fifty years ago, in 1951, he was in a Cunningham C2R to take second in the Grand Prix and second in the preliminary Seneca Cup. He also won the Sportsman's Trophy that year. Fitch later would be key in the design of the race track in Lime Rock, Conn., where he lives. Today he is dedicated to improving highway and race safety.

~ **Bob Lutz** is a co-owner of the Cunningham Motor Co. with Briggs Cunningham III, son of founder Briggs Cunningham Jr. Lutz also is chairman and chief executive officer of Exide Technologies and is former president of the Chrysler Corp. He is considered the "father" of the Viper.

~ **Brock Yates** is editor-at-large for Car and Driver magazine. He is closely associated with the annual Cannonball Baker Run road rally. Yates has long been involved in motorsports and is noted for his insider stories.

~ **Ed Diehl** has been a road racer since 1960 and was a driver with Bob Tullius. He has several regional championships and today races a Triumph Spitfire in SCCA regional and national events and a drives a vintage Saab in historic races.

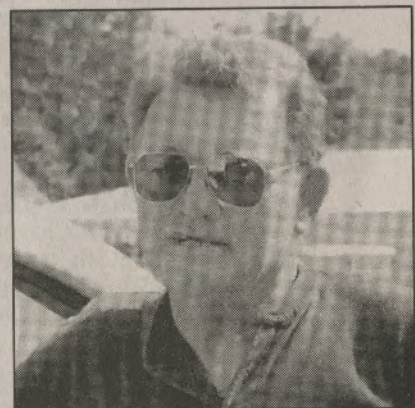
~ **Bill Bradshaw** will be the master of ceremonies for The Legends Speak. Bradshaw was chief grid marshal for the U.S. Grand Prix and all other professional races at the Glen from 1963 through 1980. He also has served in many leadership roles in the Sports Car Club of America.



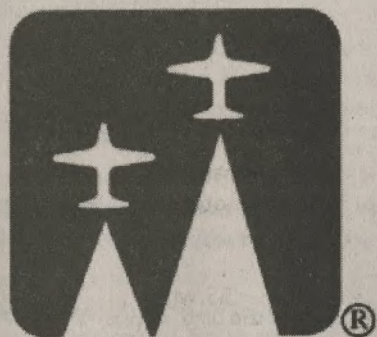
JOHN FITCH



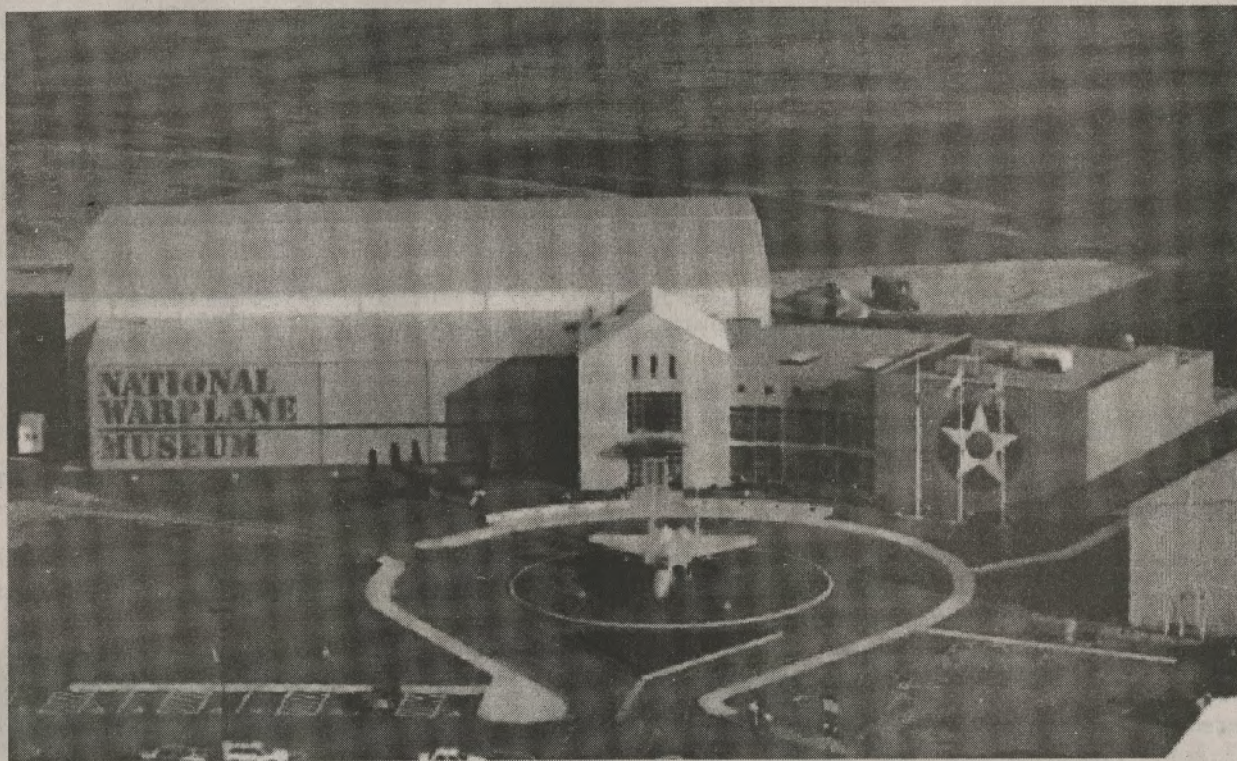
BROCK YATES



ED DIEHL

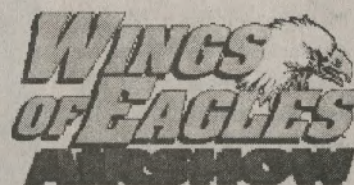


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GRAND PRIX FESTIVAL OF WATKINS GLEN

“HOW DO THEY DO THAT?”

The SVRA Watkins Glen Grand Prix Race Reenactment

By **ROBERT WILLIAMS**

Sportscar Vintage Racing Association

The Sportscar Vintage Racing Association (SVRA) has been the driving force behind the Grand Prix Race Reenactment since the inception of the Grand Prix Festival of Watkins Glen in 1993.

For the last eight years, it has organized competition entrants from the Zippo U.S. Vintage Grand Prix weekend at Watkins Glen International to bring their race cars down the hill. The cars are parked on display downtown until the race reenactment, which is one of the focal points of the Grand Prix Festival.

In 1998, a record 187 cars paraded the original 6.6-mile circuit in honor of the 50th Celebration of the birth of post-World War II road racing in America.

The Schuyler County Sheriff's Department performs the integral role of chief steward for the event. It has given flawless duty to assist in the creation of these SVRA race reenactments for the pleasure of the vintage race community and the local residents of Watkins Glen, many of whom can still remember the roar of the race engines and smell of the 1948 to 1952 races, as held on the public roads.

The race cars are assembled by production year in a five-decade format at the track, and then escorted by the Sheriff's Department and pace cars from Watkins Glen International to the Franklin Street Start/Finish line for a static, five-block display. Spectators are encouraged to stroll among the cars and take photos. Many drivers take the time to stay with their cars and are happy to answer questions.

Typically, each year the reenactment parade has included the winner from 50 years ago as the featured car, leading the field of more than 100 cars that exemplify the rich international racing history of Watkins Glen.

This year, the field will be led by a Cunningham when the first wave of cars leaves the original Start/Finish Line in front of the Schuyler County Court House at 6:10 p.m. In 1951, a Cunningham CR2 driven by Phil Walters took the checkered flag for the Grand Prix of Watkins Glen. The second- and fourth-place finishes were also claimed by drivers of Cunningham cars!

It takes five safety cars leaving in waves every 2 minutes to spread the total field out evenly over the original racecourse. The safety cars follow nine different speed zones on the course and create a single-file, 10-minute lap of the original course.

Here is an example of how it's done: The first safety car reaches the stone under-pass at the first railroad crossing at 2 minutes and 20 seconds after leaving the Start/Finish Line. In 2 more minutes, the second-decade wave will be at the railroad underpass as the first decade is crossing Cornett's Stone Bridge at 4 minutes 25 seconds, etc.

It is just a very big time and distance rally where every race reenactment entrant, and the safety cars, all try to stay on a perfect time for two laps – or 20 minutes. Then follows the cool-down trek back to Watkins Glen International just before nightfall. This is necessary because most of the entrants do not have headlights!

Thoughtful cooperation and planning on the part of the SVRA and its competitors, the Grand Prix Festival Management Team, Watkins Glen International, the Schuyler County Sheriff's Department and the community ensures that this new tradition will allow all of us the thrill of seeing the original cars on the original Watkins Glen road racing course for years to come.



Photo by Bill Green

TWO ALLARDS ON THE FRONT ROW AT THE start of the 2000 SVRA Watkins Glen Grand Prix Race Reenactment.

GRAND PRIX FESTIVAL OF WATKINS GLEN

RACING RESEARCH CENTER

By **GLENDA GEPHART**

One of the earliest MGs shipped by the factory in England to the United States is now on display at the International Motor Racing Research Center at Watkins Glen, 610 S. Decatur St.

The black 1948 MG TC was purchased from Inskip Motors on Long Island in early 1948. Elmira engineer R. Fred Snodgrass and his friend and fellow enthusiast John Riggs, also from Elmira, picked up the car, as well as an identical red one.

Snodgrass Sr. and his son, Bob, then age 6, attended the first race at Watkins Glen in 1948 in the MG TC. This "one-family" classic is on loan to the Racing Research Center by its owner Robert F. Snodgrass Jr. and the Brumos Collection of Jacksonville, Fla.

Snodgrass Jr., owner of Brumos Porsche in Jacksonville, has been a member of the Center's Council since the facility opened in June 1999.

This beautiful MG has immense aesthetic and historical value. It also represents the great care and respect that can be taken with memories and motorsports.

The car will be on display in the Center's atrium through September.

The car is an example of the precious materials at the Racing Research Center. In its collections, the Center has more than 2,500 rare and reference books, periodicals, photographs and 1,000 race films. Fine art graces the walls, and rare memorabilia fascinates all.

The Center welcomes the casual fan and the serious researcher alike during the hours of 9 a.m. to 5 p.m. Monday through Saturday. As part of this weekend's activities, it will be open on Sunday, Sept. 9, from 9-5.

The Center's Web site is www.racingarchives.org.

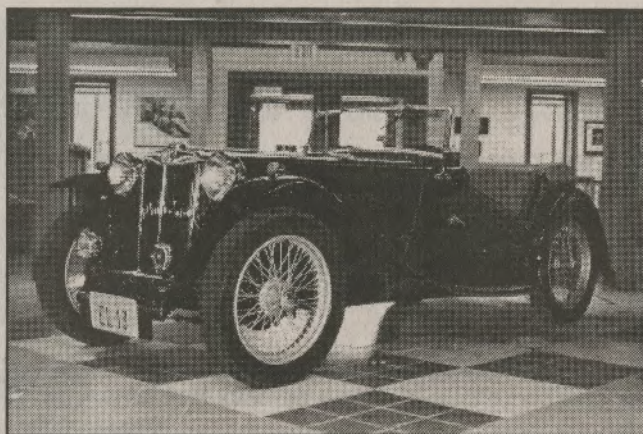


Photo by the Watkins REVIEW&EXPRESS

THIS 1948 MG TC is now on display at the International Motor Racing Research Center at Watkins Glen located at 610 S. Decatur Street.

VOLUNTEERS: AN INTEGRAL PART OF THE GRAND PRIX FESTIVAL

By **MAX NEAL**

In the beginning, a group of volunteers had vision, commitment and strength in their conviction that bringing the Sports Car Grand Prix to Watkins Glen was simply the right thing to do. And they did it! Now, more than 50 years later, it is still the right thing to do, and volunteers come from all over the country to assist in continuing the tradition of road racing in the streets of Watkins Glen, the home of road racing in America.

In 1993, another small group of volunteers, with a vision of recapturing the glory days of road racing in Watkins Glen, gathered and began the planning and organizing of an event now known as the Grand Prix Festival of Watkins Glen. The event draws crowds in excess of 30,000 people each September to enjoy and re-live the golden days of road racing.

Today, 150-plus volunteers are needed to pull the event together. Their jobs are varied, and all are important spokes in the wheel that drives the event to a successful conclusion year after year. There are many opportunities for volunteer participation from which to choose. Some examples are merchandise sales, sports car events, hospitality and visitor information, the Concours

d'Elegance and set-up or clean-up.

If you are an RSI or SCCA race track worker, you are urged to volunteer to assist with the Race Reenactment.

All pre-registered volunteers are invited to attend the traditional pre-event party held at Hidden Valley near Watkins Glen. There, volunteers will meet with event chairpersons for clarification of their duties and to ask any questions. It is a great time to get to know your fellow volunteers and a convenient time to pick up your volunteer packet with the event T-shirt, food chits and other "goodies."

And, as always, one of the best reasons for volunteering is the thrill of being part of something exciting and important!

Volunteer information is available by calling 607-535-3003 and on the day of the event at Event Headquarters, located at Specchio Ford on North Franklin Street.

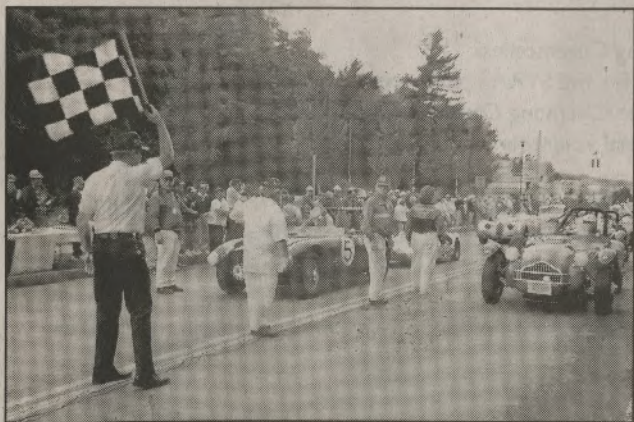


Photo by Bob Kelchner

VOLUNTEER RACE CONTROL WORKERS help manage cars during the SVRA Race Reenactment.

GRAND PRIX FESTIVAL OF WATKINS GLEN

WIN THIS TOOL CHEST!

Two classically styled, 10-drawer oak tool chests are being awarded as prizes during this year's Grand Prix Festival of Watkins Glen.

One tool chest will be awarded to an SVRA race car owner participating in the Grand Prix Festival Race Reenactment. The other could be you!

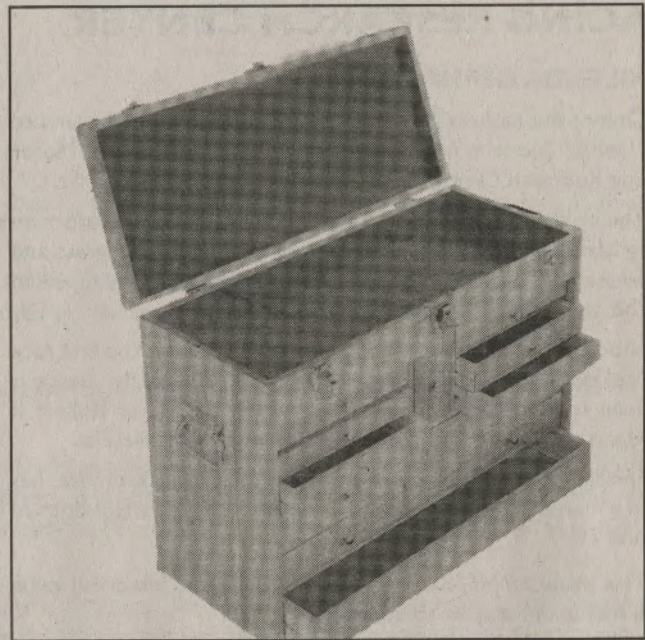
These chests would be a great addition to any workshop. With plated hardware, the drawers and the top storage compartment are felt lined.

The chests will be on display throughout the day of the Festival at the Concours d'Elegance tent in the State Park parking lot.

Tickets are \$1 each, or 10 for \$5. They will be available at the Concours tent, the Festival Information Booth, at each memorabilia sales location along Franklin Street and at many area businesses.

The winner will be announced in the evening and need not be present to win.

Everybody who buys tickets is a winner by helping support next year's Grand Prix Festival of Watkins Glen!



THIS CLASSIC OAK TOOL CHEST could be yours!

WHAT DID YOU BRING ME?

Be prepared for that age-old question, "What did you bring me?" Don't go home from the Festival empty-handed.

Festival memorabilia can be found in a number of locations around the village. Festival volunteers will be staffing three street-side tents, and you'll also find Grand Prix Festival merchandise in many of the local stores.

The featured car of this year's festival, the Cunningham, is brightly reflected in full color on this year's collectible event T-shirt and poster. In addition, you can pick up items with the Festival logo on sports shirts, sweaters, coffee mugs and pins.

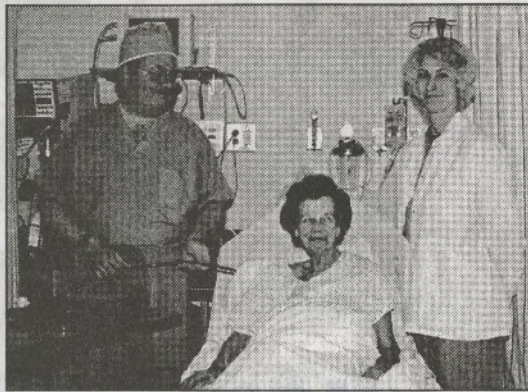
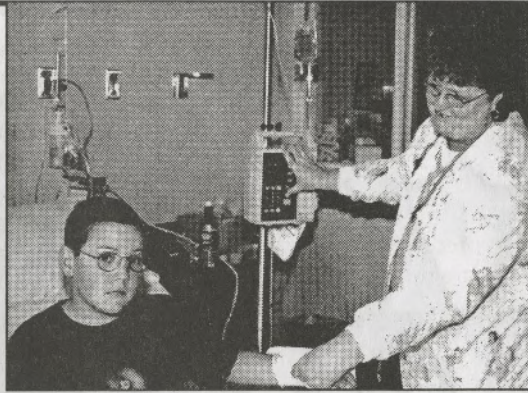
Look for our memorabilia booths in the following locations: the Court House Lawn, in front of Ryan's Insurance and in front of the Watkins Glen Police Department. Your purchases will help us raise funds for next year's Grand Prix Festival of Watkins Glen – when you can once again "Return to the Streets of The Glen"!

SPONSORS

We are proud to introduce the Festival sponsors and supporters, without whose help this event would not be possible. We hope you will visit their businesses whenever possible and show your appreciation!

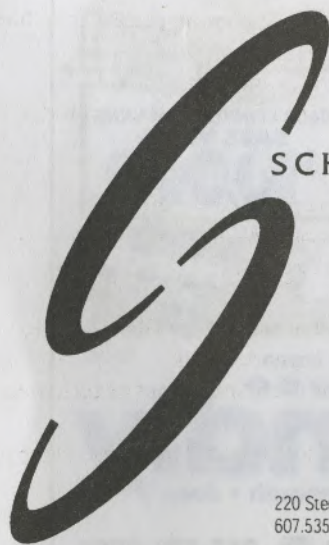
- ~ **Glenora Wine Cellars**, Route 14, Glenora, north of Watkins Glen. Sponsor of Glenora Run Road Rallye.
- ~ **Logan Ridge Estates Winery and Restaurant**, off Route 414, Hector, north of Watkins Glen. Sponsor of Logan Ridge Estates Founders' Tour.
- ~ **Watkins Glen International**, Watkins Glen. Sponsor of the Opening Ceremonies.
- ~ **Smalley's Garage**, Franklin Street, Watkins Glen. Use of the garage for the SVRA Tech Inspection Reenactment.
- ~ **Chemung Canal Trust Co.**, headquartered in Elmira. Sponsor of the Chemung Canal Concours d'Elegance.
- ~ **Volvo Cars of North America, Inc.**, Rockleigh, N.J. Sponsor of special volunteer shirts and pace cars.
- ~ **Ray Catena Aston Martin**, Edison, N.J. Sponsor of pace cars.
- ~ **The Watkins Hotel/Seasons Restaurant**, Franklin Street, Watkins Glen. Sponsor of the lunches for the Glenora Run.
- ~ **Glen Theater**, Franklin Street, Watkins Glen. Use of the theater for historic videos and The Legends Speak.
- ~ **International Motor Racing Research Center at Watkins Glen**, Decatur Street, Watkins Glen. Sponsor of historic videos and The Legends Speak.
- ~ **Sportscar Vintage Racing Association**, headquartered in Decatur, Ga. Sponsor of the Tech Inspection Reenactment and the race reenactments.
- ~ **USA Sign**, Elmira. Sponsor of the USA Sign Kid Racer Derby.
- ~ **WINK 106**, Elmira. Sponsor of the Fleet Bank drive-thru sound stage.
- ~ **Watkins Glen State Park**, Watkins Glen. Use of State Park for Concours d'Elegance, Glenora Run lunch and fireworks.
- ~ **Village of Watkins Glen**. Use of Franklin Street and support in many other ways.

GRAND PRIX FESTIVAL OF WATKINS GLEN



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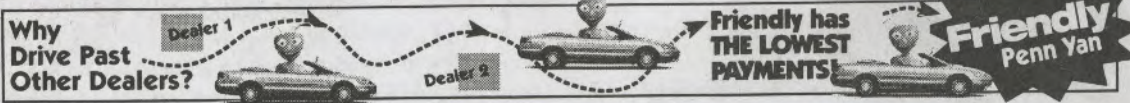
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