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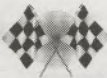


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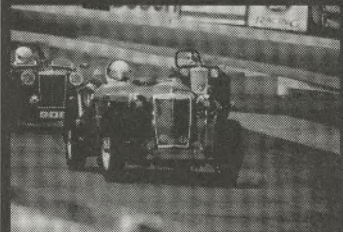
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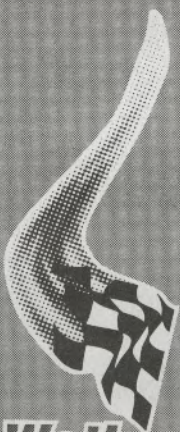
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Welcome to our celebration of road racing in Watkins Glen!

Dear Friends:

If you like sports cars, you're in right place!

This year marks the 10th running of the Grand Prix Festival of Watkins Glen and the 54th 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 you enjoy your stay in the area, as well as your experience at this year's event. Look for our "Mini Guide to Reliving Watkins Glen Racing History" in the following pages to get you started on your way!

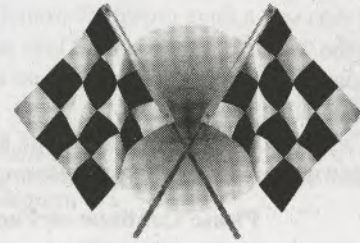
This year's event honors the Amazing Mini. The Minis you see today represent nearly 50 years of rich and colorful history tied to racing, rallying and entertainment. Not a bad legacy for a car that was designed to maximize fuel economy! Read more about the amazing Flying Shoebox in this program.

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 culmination 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 nearly 300 vintage and classic sports cars to participate in a variety of events, highlighted by the SVRA Watkins Glen Grand Prix Race Reenactment in the evening.

You're likely to hear some interesting stories if you ask volunteers questions about the festival, the road course and our glorious history. By the same token, every proud car owner loves to talk about his or her passion. Finally, we hope you'll 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.

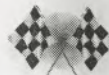
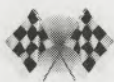
*In the Spirit of the Sport
Marianne Shoemaker
Management Team Leader*



Credit: Photo From the William Green Motor Racing Library. Prior to the 1952 Watkins Glen Grand Prix, a line of race cars swung along the alley headed toward Smalley's Garage for technical inspection. Shown are #100: XK120C Jaguar to be driven by John Fitch (note the license plate); #21: XK120C to be driven as #2 by Phil Hill. The technical inspection is reenacted at Smalley's Garage on Franklin Street for the beginning of each festival.

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The 1952 races:

A thrilling era with a tragic conclusion

BY BILL GREEN

Fifty years ago this month - September 19 and 20, 1952 - would be the last time the 6.6-mile circuit would be used for racing. The races were again sponsored by the Watkins Glen Chamber of Commerce and the Sports Car Club of America (SCCA).

There were around 100 entries received for the three-race program. There were a large number of entries received for the annual Concours d'Elegance to be held on Friday on the Schuyler County Fairgrounds. Technical inspection would be held at Smalley's Garage from Tuesday through Thursday. The official gasoline to be used by the competing cars was Atlantic Hi-Arc.

Saturday, race day, saw a huge crowd all around the circuit, ready for the three races scheduled. Three practice laps were scheduled before each race, as no official practice was possible.

The Seneca Cup Race, an eight-lap 52.8-mile event for SCCA unrestricted category cars, along with

Please Continue on Page 5.



Credit: Photo From William Green Motor Racing Library/by Arthur H. Richards, Jr. Thousands crowded the streets to watch these daring young men start the fifth and final Grand Prix Race in 1952. On the grid were: #8 Fred Wacker (Cadillac-Allard); #5, Joe Sabal (Chrysler-Allard); #3 George R. Harris, III (Cadillac-Allard); #53 Briggs Cunningham (Cunningham C4R); #94 John Negley (Chrysler-Allard); #54 John Fitch (Cunningham C4R).

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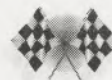
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The 1952 races:

A thrilling era with a tragic conclusion

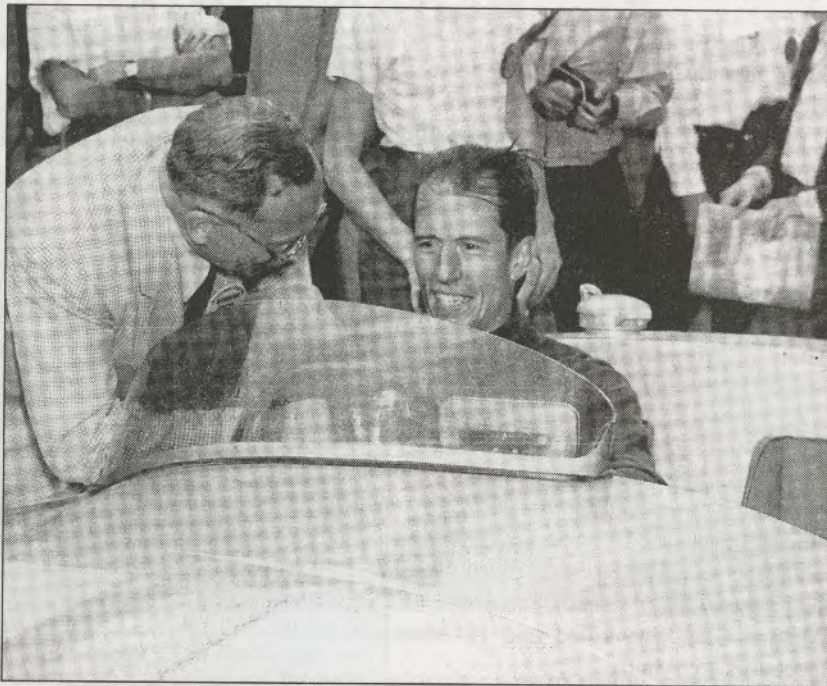
From Page 4.

Formula III cars, was to take the green flag from a standing mass start.

George B. Weaver, in his 1936 RI Maserati Grand Prix car, took the lead right from the start, followed closely by John Fitch, driving Max Hoffman's XK120C Jaguar. Weaver would lead the race until the end of the third lap, when he would retire from the race with engine trouble. Fitch took the lead and would go on to win the race with an average speed of 76.6 mph. Finishing fourth overall and first in Formula III was R. L. Moodie in a Cooper.

After many delays, the cars for the Queen Catharine Montour Cup Race for both production and modified cars up to 1500 cc were lined up in a Le Mans type start - not for the three practice laps, but for the race. To save time, the cars would be lined up in a standing mass start. The race was to be a 15-lap, 99-mile race, but was shortened to a 10-lap 66-mile event.

First to take the lead at the fall of the green flag was Denver Cornett, Jr. in his MGTC. Cornett led the race until just before Townsend Road Corner, when Bill Spear, who started sixth on the grid driving a new red



Credit: Photo From the William Green Motor Racing Library.
John Fitch receives congratulations on his win in the 1952 Seneca Cup Race in an XK120C Jaguar.

Please Continue on Page 6.



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GRAND PRIX FESTIVAL OF WATKINS GLEN



The 1952 races:

A thrilling era with a tragic conclusion

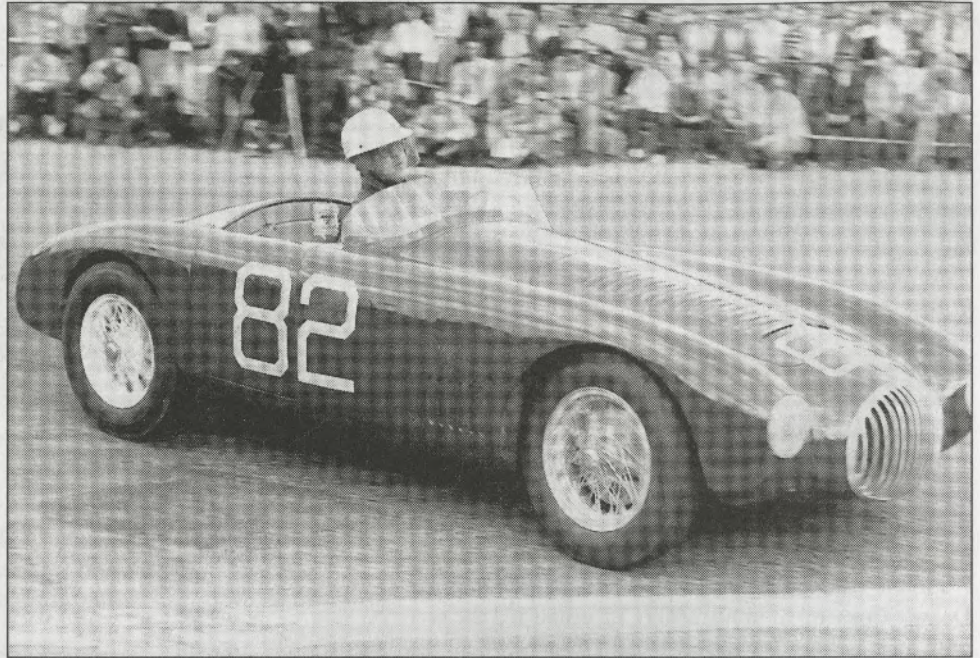
From Page 5.

Osca, passed Cornett to hold the lead to win at an average speed of 72.3 mph.

There were more delays before the Grand Prix race itself was started. Briggs Cunningham, in a Cunningham C4R would lead the race. The race order at the start of the second lap: first, Cunningham; second, John Fitch (Cunningham C4R); third, Fred Wacker (Cadillac-Allard); and fourth, Phil Walters (Cunningham C4RK).

As the cars approached the first turn to go up Old Corning Hill, Wacker passed Fitch. In doing so, his car brushed the crowd standing in front of the Knotty Pine Restaurant, located across the street from the entrance of the State Park. Seven-year old Franky Fazzary of Watkins Glen was killed and 12 other spectators were hurt.

The race was stopped and never finished due to the lateness of the day, and road racing in Watkins Glen was forever



Credit: Photo From the William Green Motor Racing Library.
Bill Spear in his new red Osca on the way to winning the 1952 Queen Catharine Montour Cup Race. He started the race 6th on the grid, but took the lead on the first lap and never surrendered it.

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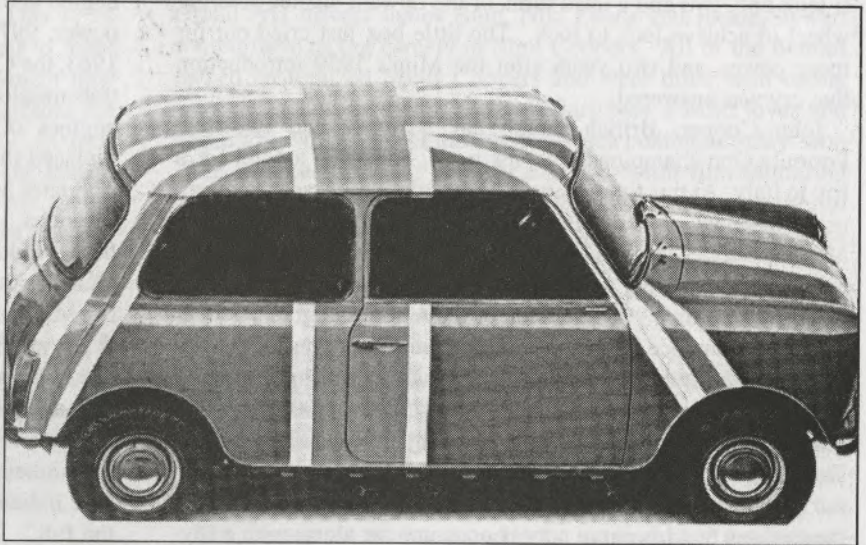
The Flying Shoebox

A mini story of the Mini Cooper

BY RANDY COOK

The original Mini resulted from Britain's reaction to a frequently recurring problem in the modern world: The Mid East oil crisis of the late 1950's. Alec Issigonis was assigned to lead a design team at the British Motor Corporation (BMC) with the goal of building a tiny economy car with a not-so-tiny interior. His way of accomplishing this was to install the engine over the front-wheel-drive transaxle, put the whole thing in sideways and to move the wheels as far as possible to the corners of the car using a rubber cone suspension.

What he achieved was a car with fantastic handling but somewhat underpowered with its 850cc, 37 horsepower engine, even though weight was held to a minimum with sliding front windows and an almost nonexistent dashboard. This 10-foot-long car was 4.5 feet wide and 4.5 feet tall and used 10-inch wheels, giving it 6 inches of ground clearance at the muffler. The interior width was 3 feet 7 inches



Credit: Randy Cook Collection
The dream car imagined by Alec Issigonis came to reality in a revolutionary configuration. The design is the ancestor of many of today's compact sports cars.

Please Continue on Page 8.

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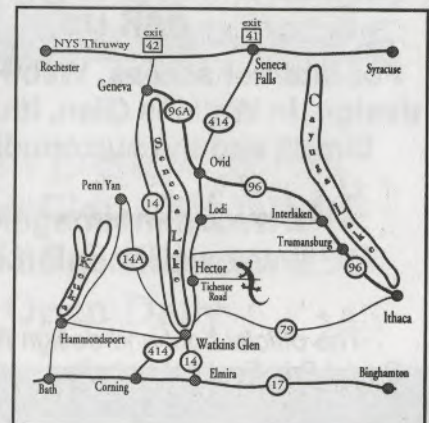
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The Flying Shoebox

A mini story of the Mini Cooper

From Page 7.

and four average-size adults could fit comfortably once inside. It took only two and a third turns of the upward slanted steering wheel to achieve lock to lock. The little box just cried out for more power, and two years after the Mini's 1959 introduction that cry was answered.

John Cooper, British racing car designer and two-time Formula One championship constructor, borrowed a Mini for a trip to Italy. At this time, Cooper's Formula Junior race cars were using the BMC-A series engine, basically the same type as the Mini's. Cooper was disappointed with the Mini's performance, but liked its handling and thought he could fix the power problem by installing a 997cc version of the A series engine. Cooper could not convince Issigonis, who was still on a crusade to provide ultra economy motoring for the world, and had to go to BMC's managing director to approve a run of 1,000 cars. This number was necessary to obtain homologation for FIA Group 2 Touring Cars as Cooper envisioned his Mini hot rod as a potential winner in road racing and rallying. His fee for developing the car was that his name appear on every car along with a royalty of 2 pounds sterling paid to him for every car built. Likely BMC never thought almost 150,000 Mini Coopers would be built in the 10-year production run from 1961 to 1971.

The first Mini Coopers were almost identical to the original

Mini except for a different grill and emblems. There were no wider wheels, suspension or transmission changes, only the engine and brakes were improved. In addition to the 55 horsepower, 997cc engine, the car got 7-inch front disc brakes. In 1963, the Cooper S was introduced with a larger engine, stronger transmission and hydroelastic suspension. Over the years, engines of 998, 970, 1071 and 1275cc's supplemented or replaced the 997 engine and horsepower ranged from 55 to 76. The later Mark II and Mark III Mini Coopers had some styling revisions, including roll-up front windows, larger tail lights and back window, and concealed door hinges. The Mini Cooper officially ceased production in 1971, although various versions of the Mini continued for almost 30 years.

An article appearing in a mid '60's edition of *Car Road*, a South African magazine, reported, "To start with, it is evident that no one buys a Cooper to leave it rotting in the suburban garage. The average monthly mileage is well over 1750, by far the highest we've ever recorded in these owners' reports and a sure indication these cars are bought to be used and enjoyed to the full." This seems to go along with the "Let's Motor" theme being promoted for the new BMW Mini. The magazine went on to say the most liked features of the Mini Cooper were its performance, roadhandling, economy and spacious interior. The

Please Continue on Page 9.

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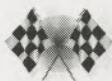
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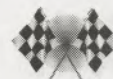
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GRAND PRIX FESTIVAL OF WATKINS GLEN



The Flying Shoebox

A mini story of the Mini Cooper

From Page 8.

dislikes were high interior noise level and poor ventilation and instrumentation. Gearbox synchros and the clutch were the most troublesome components. The article concluded, "This is an intriguing report on an intriguing car, and it's only fair to mention the whole tenor of owner comment is the enjoyment they have had out of their little mounts. One owner suggested the bloke who thought this car up should be knighted." In fact, Issigonis was knighted in 1969 for his contribution to the British motor car industry while Cooper received the CBE medal (Commander of the Most Excellent Order of the British Empire) for his contribution to British motorsports.

Win a tool chest!

Two classically styled, 10-drawer oak tool chests are being awarded as prizes during the 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, and the other could be yours!

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 festi-

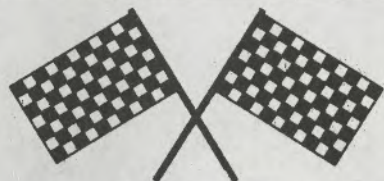
val at the Concours d'Elegance tent in the State Park parking lot. Some notable Mini Cooper owners included Enzo Ferrari, who had several Mini Coopers, sometimes personally delivered by Issigonis, one of the few people Ferrari got along well with. Grand Prix drivers James Hunt, Niki Lauda and Jackie Stewart started their racing careers in Mini Coopers. All of the Beatles owned customized Minis Coopers and were often seen racing around London in them. Peter Sellers was a Mini lover and began a movie career for the marque which continues today with "The Bourne Identity". The best known Mini film (featuring three Mini Coopers) is *The Italian Job*, which will have a special showing at the Glen Theater as part of this year's Grand Prix Festival.

val at the Concours d'Elegance tent in the State Park parking lot.

Tickets cost \$1 each, or \$5 for 10. 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 winners, to be announced in the evening, need not be present to win.

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



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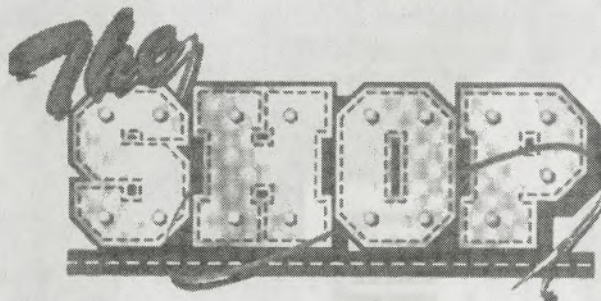
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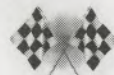
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A mini guide to reliving Watkins Glen racing history

BY MARIANNE SHOEMAKER

1. All race events begin with **technical inspection**, and the Grand Prix Festival is no exception. **Smalley's Garage** on Franklin Street between 11th and 12th Streets was the site for race car tech inspections for the original Watkins Glen Grand Prix, and little has changed there since the glory days of 1948-1952. Today, you can watch this tradition brought to life by actors in this authentic setting. Stop by and watch as historic race cars are scrutinized by our officials, beginning at 9:30 am.

2. Wander north on Franklin Street to the main entrance of Watkins Glen State Park. Between 10:30 am 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

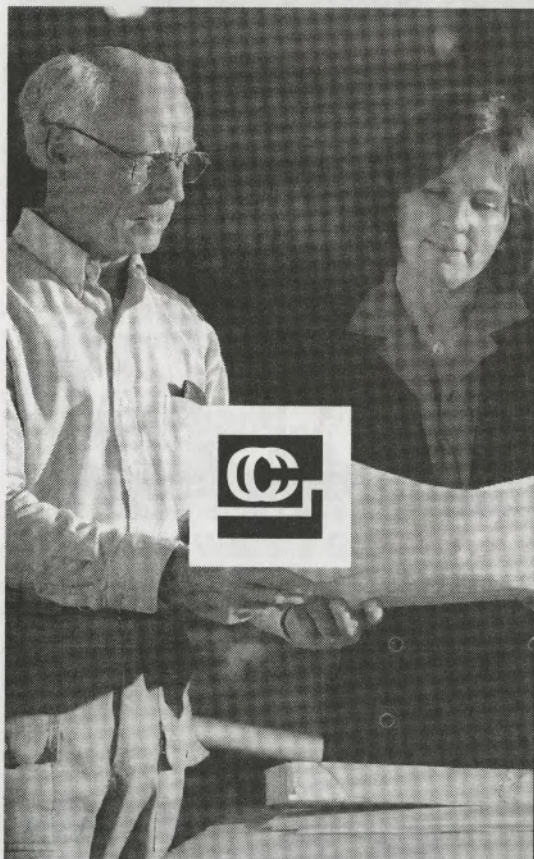
the streets. The judging begins at 12 noon.

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 4:00pm. 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 **Driver's 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 Driver's Walk of Fame, which includes blocks honoring 51 Legendary Watkins Glen Drivers.

Wine tastings and a food court begin on the

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A mini guide to reliving Watkins Glen racing history

From Page 10.

Courthouse lawn at this time as well. After the Drivers Walk of Fame ceremonies, take some time out to fuel up at the food court and at some of our great downtown eateries!

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 elbow room. You can also check out the Keystone Model Car Concours - look for the tent on the adjacent grassy area.

5. At 2:00 pm, 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 pm, watch for the **Logan Ridge Wine Cellars Founders' Tour** cars. A wide variety of sports cars will be participating.

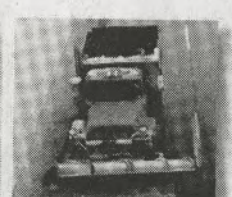
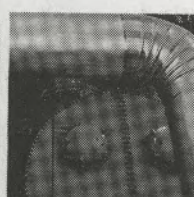
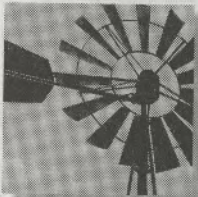
6. If you have young children with you, be sure to sign them up for the **USA Sign Kid Racer School** that begins

at 3:00 pm between 8th and 9th Streets. This is for 3 to 7 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 pm. Try to register in advance, to ensure your child's position in the event.

7. At 2:45, 3:30, and 4:00 pm respectively, look for the parade laps of the cars from the **Glenora Run Road Rally, the Knapp Vineyards Tour de Marque, an all Mini Road Rallye, and the Chemung Canal Concourse d'Elegance**. They will tour the entire original Watkins Glen race circuit, including much of Franklin Street.

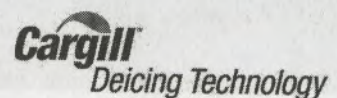
8. Between 3:00 and 3:15 pm, walk a few blocks north to the Community Bank parking lot between 4th and 5th Streets. There you will find the **Community Bank Glenkhana**. The Glenkhana is a fun competition for sports cars on a parking lot obstacle course. To enjoy this great event for spectating, go to the grass bank in the back of the parking lot.

Please Continue on Page 12.



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A mini guide to reliving Watkins Glen racing history

From Page 11.

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 Street) for **The Legends Speak**. The event begins 3:45 pm and you can purchase your tickets at the box office starting at 2:00 pm.

9. At 4:30 pm, 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 along Franklin Street to sustain your energy level.

10. Begin to make your way to a viewing location between 4th and 10th Streets at 5:00 pm while you enjoy walking alongside these fabulous racing machines. You can watch the Concours d'Elegance awards ceremony at 5:15 pm at the Start-Finish Line. The **Official Opening Ceremonies** for the festival, sponsored by Watkins Glen International and including the Canadian and American anthems begin at 5:45 pm.

11. At 6:10 pm, 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 pm, 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 racing machines, continuously roar through the streets during two exciting laps of the original race circuit!

12. At the conclusion of their 2 laps of the old course, the race cars will depart for Watkins Glen International as they must return before dusk. Note that most of the cars do not have head lights! Musical entertainment continues and



Credit: Photo From the William Green Motor Racing Library.
The 2001 Grand Prix Festival of Watkins Glen technical inspection reenactment at Smalley's Garage was the meeting place for these three gentlemen who played important roles in Watkins Glen's early racing history. From left: Denver Cornett, a driver who raced MGs and Fords on the original road course several years, Lester Smalley, proprietor of Smalley's Garage; and Mark Martin of Burdett, the race course superintendent.

Franklin Street will remain closed until 9:30 pm. Enjoy the party - and don't miss the festival's finale, one of the area's most unique **firework displays** is scheduled for 9:00 pm 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!



Community Bank Glenkhana

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

Drivers of skill, accompanied by their navigators of daring (and trust!) take on the GlenKhana after having participated in the Glenora Run. After an introductory walk-through of the obstacle course, drivers are timed as they put their cars through their paces. Teams are pitted against the clock as they navigate slaloms, drive forward and backward into gates - 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. This year may see some blind-folds - 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 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 year draws some new participants, which is all 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 Community Bank parking lot around 3:50 pm to check out the fun and action at the GlenKhana. So much fun, in so little time, and such a little space! Wow!

Mini Facts

The psychedelic-painted Mini featured in the Beatles Magical Mystery Tour belonged to George Harrison.

Amazing Minis in motorsports

BY RANDY COOK

The Mini didn't get off to a great start in its competition career. No one at BMC's competition department wanted to fool around with the car as it was too small and underpowered. There were mechanical problems, especially clutch slippage solved by blowing a fire extinguisher into the mechanism along with a handful of grit.

The Mini's first win was by Pat Moss (Stirling's sister) and Stuart Turner in a British rally in 1959. There were no major successes in European rallying until a class win in the 1961 Tulip Rally. At the end of 1961, the 997cc Mini Cooper joined the works team and 1962 began with a win when Pat Moss and Ann Wisdom won the Coupe des Dames and were 7th overall in the Monte Carlo Rally. The same duo won the Tulip Rally, giving the Mini Cooper its first international victory. Also in 1962, Mini Cooper won the British Saloon Car Championship.

In the 1963 Monte Carlo Rally, four Mini Coopers started and finished the event, with the highest positions being 3rd and 6th overall. By June, the 1071cc Cooper S was on the team and one month after its introduction won the Alpine Rally. The Mini legend became established when Paddy Hopkirk came in 3rd overall and first in handicap in the '63 Tour de France, beat-



Credit: Ade Ketchum/Motorace Graphics

Minis have been popular racing machines since they first hit the streets. It must be impossible to race one of these machines without a huge grin.

Please Continue on Page 14.



Amazing Minis in motorsports

From Page 13.

ing Jaguars and Fords. The 1964 Monte Carlo Rally was the next win with Hopkirk taking the first of three wins for Mini Cooper in that event. The 1275cc Mini Cooper S had just been homologated when Timo Makinen won the 1964 Tulip Rally.

Makinen won the 65 Monte Carlo Rally overall and on handicap. Due to extremely bad weather that year, only 35 of the 237 starters reached Monte Carlo in the required time; Makinen was the only one with no late penalties, and he also won five of the six special stages. He also won the Alpine Rally, but fellow team driver Rauno Aaltonen won the 1965 European Rally Championship for Mini Cooper by winning five other rallies that year. This was the first time a British car had won the championship.

For 1966, the FIA changed the rules requiring 5000 cars be built for Group One, the only group that had a chance for an overall win. BMC increased the production rate of the Cooper S so that 5047 cars were built by the time of the Monte Carlo Rally. This upset the FIA, and the feeling in the rally community was that somehow the organizers would arrange for a French win. Minis came in first and second in the 1966 Monte Carlo Rally but along with the 3rd place Cortina were disqualified for a headlight dimming system infraction not in any of the rules, thus allowing a win for Citroen. The Mini Cooper team went on to win eight other European rallies in 1966.

Revenge came in the '67 Monte Carlo Rally won by Aaltonen,

with Hopkirk 6th. Minis won four other major rallies in 1967, with the last work's rally victory at the '67 Alpine Rally. In 1968, Aaltonen was 3rd at Monte Carlo and in five other events entered by the team from '68 to '70 there were four 2nd and one 3rd place finish. BMC pulled out of motorsports in 1970.

In the United States, Minis were being raced in sedan endurance races at Lime Rock, CT; Marlboro, MD and Sebring, FL. At a special press day held at Lime Rock in 1961 a group of Grand Prix drivers took part in a celebrity race in identical Mini Coopers, including John Fitch, Pedro Rodriguez, Juan Manuel Fangio, Innes Ireland and Maston Gregory. At the Marlboro 12 Hour race in 1962, a Mini Cooper driven by Dick Thompson and Roger Penske started at the back of the grid, was 5th by the 5th hour and 2nd by the 11th hour. With 25 minutes left in the race the car lost a wheel and dropped to 5th place where it finished. Four Minis entered the 1965 Marlboro race and finished in 5th, 10th, 19, and 23rd. The first Mini to run in a Sebring 12 Hour support race was in 1964 when Richard Brown finished 5th overall. In 1965, five Minis were entered including one driven by Paddy Hopkirk who returned to Sebring in 1966 to run in the first Trans American Sedan race along with seven other Mini Coopers. Hopkirk started near the front but retired during the race. Minis ran in only a few of the Trans Am races in 1966, with the highest place finish at Green Valley, Texas, where Chuck Williams and D.W. Foerster dove to 8th overall and 4th in the

Please Continue on Page 15.



Photo Credit: Ade Ketchum/Motorace Graphics

Formula-1 constructor John Cooper became involved in Mini production in 1961. Since then thousands of racers, including James Hunt, Jackie Stewart and Niki Lauda spent time behind the wheel of a Mini.



GRAND PRIX FESTIVAL OF WATKINS GLEN



Amazing Minis in motorsports

From Page 14.
under 2.5 liter class.

Mini Coopers did achieve great success once the Sports Car Club of America (SCCA) established a separate national class for sedans in 1966. In 1966 and 1967, Mini Coopers won every SCCA C sedan divisional title. The 997cc Mini Coopers ran in D Sedan while the larger engine cars competed in the C Sedan class. Minis won the SCCA National Championship in three classes over the years as follows:

C Sedan	D Sedan	GT-5
1966 Richard McDaniel	1966 Dan Parkinson	1984 Doug Peterson
1967 Richard McDaniel	1971 Chris Gross	1986 Duane Davis
1968 Richard McDaniel	1989 Doug Peterson	1970 Ed Spreen
1993 Richard Kraus	1972 William Fox	2000 Joe Huffaker, Jr
2001 Joe Huffaker, Jr		

Note: The 2000 and 2001 car driven by Huffaker is listed as a 1973 Mini.

Watkins Glen International Historian Bill Green determined the first Mini Cooper to race at the Glen was in the summer of 1963 during an INEC Series race when Bob Johnson of Geneva, NY placed his number 0 Mini Cooper 8th overall and 7th in H

Production in the 15 lap Finger Lakes Race. The first recorded win for a Mini Cooper was during the May 1966 Glen Region 100 when during Saturday's race John Davis of Rochester, NY, drove his car to 5th overall and 1st in C Sedan. During Sunday's races, J. Robert Henderson placed his Mini Cooper 2nd overall and first in D Sedan, while Davis repeated his win in C Sedan and was 4th overall. At the Finger Lakes Invitational races in October 1966 a Mini Cooper driven by Steve Ross of Rochester placed 1st in D Sedan in three races and Lee Epstein had three race wins in C Sedan in his Mini Cooper. Minis have had many subsequent wins at the Glen over the years and are still class win-

Mini Facts

A total of 99,281 Mini-Coopers were built between 1961 and 1969.

A total of 45,629 Mini-Cooper S were made between 1963 and 1973.

The Mini. Small is beautiful.

Each of the Beatles owned Radford Minis - custom built by Harold Radford Coachbuilders, Inc.



Photo Credit: Ade Ketchum/Motorace Graphics

The Amazing Mini: Small is Beautiful, especially on a race track or rally course. A Mini Cooper was first driven to victory by Pat Moss in 1961 at the Holland Tulip Rally. Vintage Minis, like the one above are some of the most entertaining racers at Watkins Glen International during the Zippo U.S. Vintage Grand Prix weekend.



The original rally: The Glenora Run

BY TERRIE SAUTTER

Early Friday morning, while downtown Watkins Glen is still being prepared for the festival 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'etre*.

After assembling at Glenora Wine Cellars north of Watkins Glen on Seneca Lake's western shore, the cars depart on four different rally-style routes throughout 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 parking lot at the Schuyler Hospital Skilled Nursing Facility. This is a highlight for drivers as well as the residents, who wave racing flags, cheer the drivers on and remember days past, when cars like these raced through the streets of Watkins Glen.

After lunch and a program at Hidden Valley Camp near the original road course's Stone Bridge, the cars take to the streets again - this time to follow the route the original race cars fol-

lowed. 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 Community Bank Glenkhana, a parking-lot sized obstacle course, which begins at 3:50 pm.

Because The Glenora Run is so unique, and so enjoyed by participants, registration usually fills early, another reason why the Grand Prix Festival of Watkins Glen is a one-of-a-kind event in sports-car circles.

Mini Facts

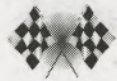
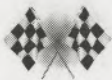
F-1 car constructor John Cooper became involved in Mini production in 1961.

A Mini Cooper was first driven to victory by Pat Moss (Stirling Moss' sister) in 1961 at the Holland Tulip Rally.

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Credit: Photo by William Green

If you don't have garage space for a vintage car that could be entered in a Concours d'Elegance, you could always prepare a scale model for display in the Model Car Concours d'Elegance.

Micro Minis Model Car

Concours d'Elegance

BY RICH CHERNOSKY

A recent 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.

In 2001, 170 people entered 200 pieces for display in five classes, and 140 festival attendees voted for their favorite entry. Stop by and today and choose your favorite from this year's entries.

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.

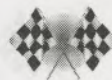
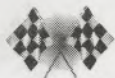
The Model Car Concours d'Elegance is located in the State Park parking lot, across from the Courthouse and very close to the Chemung Canal Concours d'Elegance. The exhibition will be open from noon until 7:30 p.m. For more information, or to enter your model car next year, contact Rich Chernosky at 570-888-6331.

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Relive...The day the racers came to town

By JACK WOEHRLÉ
SVRA

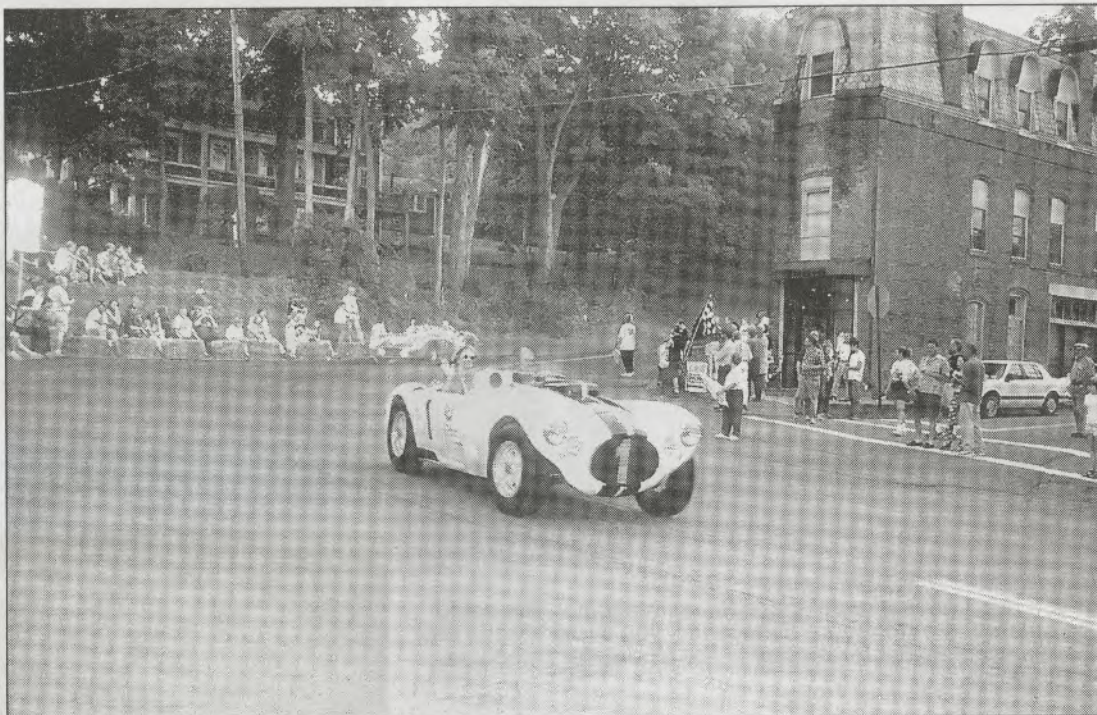
The Sportscar Vintage Racing Association, founded over 20 years ago with the vision of keeping vintage race cars on race tracks where they belong, has been a vital part of the Grand Prix Race Reenactment since the Grand Prix Festival of Watkins Glen began in 1993.

Drivers who participate in the reenactment look forward to this unique racing experience as a high point of their racing weekend, and festival spectators have a front row seat to view this rolling museum of immaculately preserved historic race cars as the glorious past roars to life before their eyes.

The people of Watkins Glen remained excited and involved in the racing that moved to the new track outside town in the 1950's, but it was never the same as when the cars raced through town. By 1993, enough residents became convinced that Watkins Glen could capitalize on the growing nostalgia associated with the early races through the town and over the nearby county roads that a committee formed to organize this celebration of great American motor sports. The first years of the festival saw cautious participation by the racers who gather annually for the SVRA-Zippo Vintage Grand Prix at Watkins Glen International.

Planning, cooperation and adjustments were needed between Watkins Glen International, the Schuyler County Sheriff's Department, the Village of Watkins Glen, Watkins Glen Promotions, SVRA, and the racers to organize getting several hundred race cars into town, around the course and then back to the race track before dark. In true ground-breaking fashion, important lessons were learned the hard way.

Most race cars quickly overheat at slow speeds, and few have working charging systems or headlights. Low ground clearance is an issue too - especially on old country roads with railroad crossings. The first year or two the route to town was not clearly decided upon until the last minute. Stragglers lost contact with the lead sheriff's car and many got lost or broke down. Tow vehi-



Credit: Wayne Keister/Motorace Graphics
During the 2001 Race Reenactment, John Fitch drove this Cunningham to relive his drive to second place in the 1951 Grand Prix, behind the wheel of a Cunningham.

cles were still bringing in the expired race cars well after dark, and more than one car spent the night in town with no way to legally get back to the track!

During one early festival, few drivers remembered to take their track passes and identification to town when leaving the track, and the whole returning bunch of cars was stopped at the Watkins Glen International gate until the confusion was sorted out. Tempers boiled over almost as quickly as radiators, and many drivers swore never to do it again!

But by 1995, with assurances from WGI, the sheriff and the festival committee, vast improvements in communication and hospitality, the race reenactment began to see renewed vitality and participation. Each year the festival committee gained more expertise and the confidence to add new events.

There are now associated events starting as early as 9 a.m. and as faraway as Romulus, north of Watkins Glen between Seneca and Cayuga Lakes. Fans and spectators arrive early and consider the Grand Prix Festival of Watkins Glen to rival the actual racing at Watkins Glen International for their attention.

Nineteen ninety eight was a watershed year when the fiftieth anniversary of Post World War II Road Racing at Watkins Glen was celebrated. Everyone went all out, and 187 racecars made the trip around the original 6.6-mile circuit. Spectators lined the course and many locations had hay bales and corner workers just

Please Continue on Page 19.



Relive...The day the racers came to town

From Page 18.

as were present between 1948 and 1952.

The cars were separated into five race groups designated by their racing eras. Cars that actually raced on the old race course, populated the first group, led by a former winner. This format is now used annually and it has worked out very well.

After being brought into town, the cars are parked along both sides of Franklin Street so the drivers and fans can enjoy the festivities. At 6:30 pm the cars are cranked up in a riot of sound, smoke and color. It takes five safety cars to pace the groups so

everyone is on the course at once, yet keep cars spaced over the course. It's an intricate, well-planned and executed procedure.

Just as the last flight with the newest cars moves out, the oldest cars are coming around Milliken's Corner and onto Franklin Street. After two passes through the village, the cars are then all led back to Watkins Glen International just before dark as a group. Once again, Watkins Glen eases back into a quaint and quiet destination for fishermen, hunters and tourists, just as it was before the racers came.

For more information about SVRA, visit www.svra.com

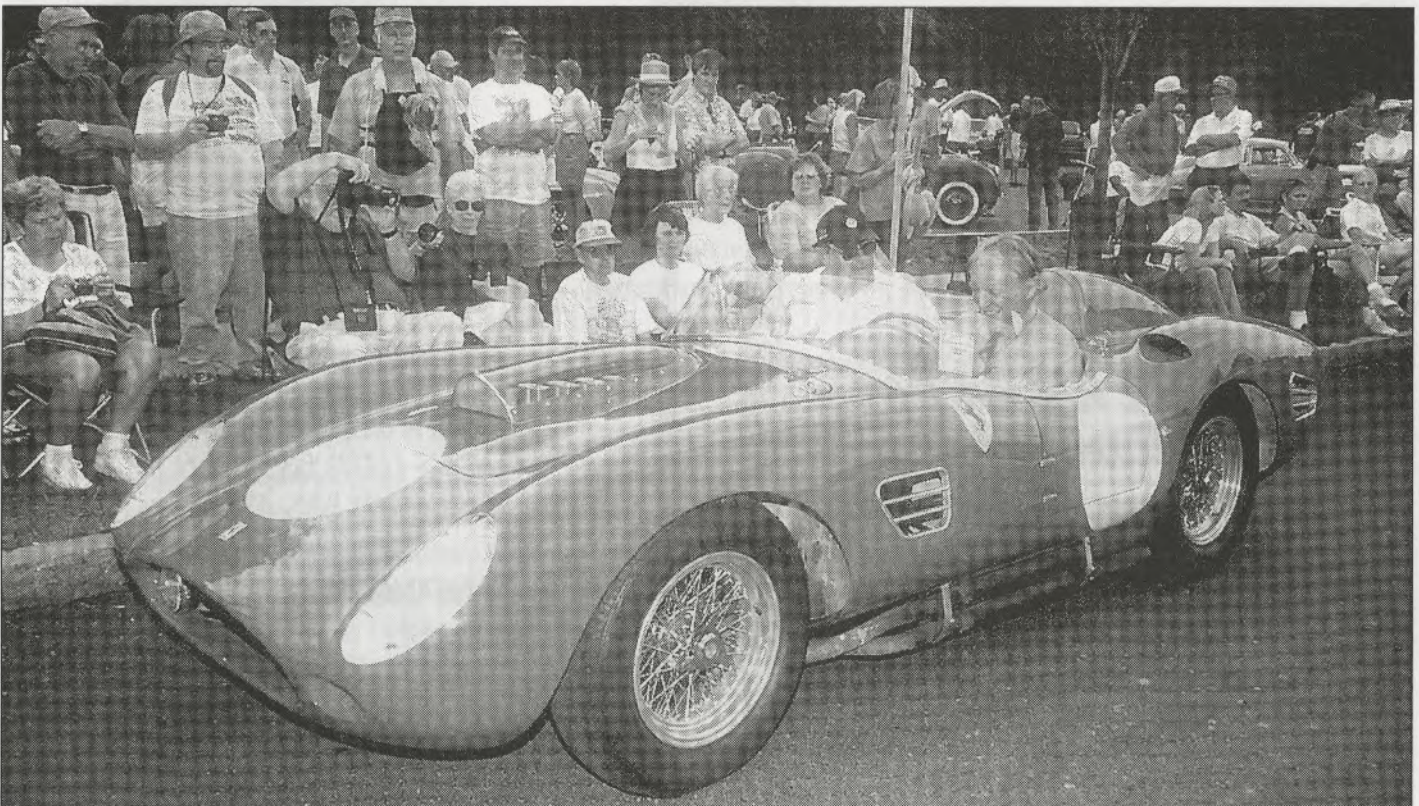
What did you bring me?

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.

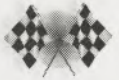
The featured car of this year's festival - the Mini - is brightly reflected in full color on this year's collectible event t-shirt and poster. In addition, you can pick up items with the festival logo on sports shirts, sweaters, coffee mugs and pins.

Look for our memorabilia booths in the following locations: The Schuyler County Courthouse 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 once again "Return to the Streets of The Glen."



Credit: Wayne Keister/Motorace Graphics

Dan Gurney never raced around the original road course during the glory years, and he was rarely seen behind the wheel of a Ferrari in competition, so when he drove this prancing horse around the course during the 2001 festival, it was a doubly rare treat for all.



Sneak preview of The Fabulous Trashwagon

Long-awaited third novel in the Buddy Palumbo series

After countless delays, push-backs, priority re-arrangements and just plain old procrastinations, the third novel in author/racer Burt "B.S." Levy's acclaimed series about the 1950's racing, wrenching, road trip and real life adventures of Buddy, Julie, Big Ed and the rest of the gang at Finzio's Sinclair will be the subject of a sneak preview this weekend in Watkins Glen.

Due out in bookstores on Oct. 31, *The Fabulous Trashwagon* picks up where *Montezuma's Ferrari*, the second book, ends, and continues at Levy's usual breakneck pace across the racetracks, motorsports scenes and landscape of mid-fifties America. The first book in the series, *The Last Open Road*, contains a realistic description of a fast lap around the original road course during the 1952 race weekend. *The Last Open Road* quickly became a cult classic among racers and is in its fifth hardcover printing. In *The Fabulous Trashwagon*, Buddy and the Team Passiac regulars make their way back to Watkins Glen for a classic

fall weekend to cap off their 1954 racing season.

Levy is a lifelong auto and motorsports addict who began racing in 1970 in a \$600 Triumph TR3, and after learning countless harsh and yet sometimes hilarious lessons, won many races and several amateur championships. He became a racing instructor, had a brief professional driving career, and was a stunt driver in *The Blues Brothers* movie.

No Motorsports library is complete without the Levy collection - including *A Potside Companion*, Levy's anthology of gearhead-oriented "short stories, tall tales, favorite columns, fond memories, wild rumors, outright lies, a little poetry and a swell chicken recipe."

Catch Levy today at the festival, or this weekend at Watkins Glen International to get your own autographed copy of *The Fabulous Trashwagon*, and read on!

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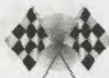
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Logan Ridge Founders' Tour

BY CARL BENSON, TOUR DIRECTOR

The Founders' Tour, one of the Grand Prix Festival's popular driving events, brings participants into the action with a leisurely scenic tour through the countryside followed by two laps of the original road course, and prime parking during the festival.

Hosted by Logan Ridge Estates Winery on the eastern side of Seneca Lake, 10 miles north of Watkins Glen, the breathtaking scenic journey for pre-registered guests begins at 12 noon.

The experience opens with lunch at Petioles, the spacious restaurant at Logan Ridge. As guests overlook the region's spectacular countryside of lakes, vineyards and serene rolling hills and enjoy their lunch, a driver's meeting where participants will be greeted by the event host, a guest speaker and the event director is held. At the conclusion of the luncheon, a random drawing will be held for five lucky participants to lead the tour.

After lunch, 100 fortunate enthusiasts enjoy comradeship and sharing the unique facets of their favorite pursuit

before the escorted tour rolls off at approximately 1:45 pm.

After arriving in downtown Watkins Glen at about 2:20 pm, Founders' Tour participants take two laps of the historic original Watkins Glen Grand Prix Circuit. The participants will enjoy many historic road racing landmarks, such as Cornett's Stone Bridge, Big Bend and Milliken's Corner. Spectators will have the opportunity to view an exhibition of very special interest classic automobiles at a very special road racing venue, Watkins Glen. So, have your camcorders and cameras ready, as the Founders' Tour takes its historic laps and parks downtown for your review.

Should The Founders' Tour pique your pleasure... come share the fun with us at a unique festival, where the participants and their cars are a dynamic part of a historic racing heritage. To participate in next year's Founder's Tour, please call 607-535-3003 or visit our web site, www.watkinsglen.com/gpfest. Enroll early this year for next year, as the limited openings fill quickly.

Sponsors

We proudly introduce the Grand Prix Festival's 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 for their involvement in this special event!

- **Chemung Canal Trust Co.**, headquartered in Elmira, with branches in Watkins Glen and Montour Falls;
- **Glenora Wine Cellars**, Route 14, Glenora, north of Watkins Glen, Sponsor of Glenora Run Road Rallye;
- **Logan Ridge Estates Winery** and **Petioles Restaurant**, off Route 414, Hector, north of Watkins Glen, sponsor of Logan Ridge Estates Founders' Tour;
- **Knapp Vineyards**, located on Ernsberger Road near Romulus, sponsor of the Tour d'Marque
- **BMW of N.A.**, bringing us the "new " Mini and support for our official T-shirts;
- **Community Bank, N.A.**, located at the corner of Fourth & Franklin, and sponsor of the Community Bank Glenkhana;
- **Watkins Glen International**, Watkins Glen, sponsor of Opening Ceremonies;
- **Smalley's Garage**, Franklin Street, Watkins Glen, use of the garage for SVRA Technical Inspection Reenactment;
- **The Glen Theater**, Franklin Street, Watkins Glen, use of the theater for historic videos and The Legends Speak;
- **Sportscar Vintage Racing Association**, headquartered in Decatur, Ga. Sponsor of the Technical Inspection Reenactment and Racing Reenactment;
- **Schuyler County 4-H Clubs**, sponsor of the 4-H Clubs Kid Racer Derby;
- **Park Place Deli**
- **Watkins Glen State Park**, Watkins Glen, use of the State Park for the Concours d'Elegance, Glenora Run lunch and fireworks;
- **Village of Watkins Glen**, use of Franklin Street and support in many other ways.
- **International Motor Racing Research Center at Watkins Glen**
- **Keystone Cards**



Dick Cosgrove's love of cars brought him to Glen, SCCA

By BILL GREEN

Auto racing and mechanics have always been a big part of Dick Cosgrove's life. Cosgrove attended Corning Free Academy and later went to work for Corning Glass in 1949 as an assistant mail supervisor. He held this job until 1957, when his love for working on cars led him to take a mechanic's job at Smalley's Garage in Watkins Glen. Smalley's specialized in selling and repairing sports cars.

In 1956, Cosgrove joined the Southern New York Region of the SCCA. Later in 1957, he became a member of the newly formed Glen Region SCCA.

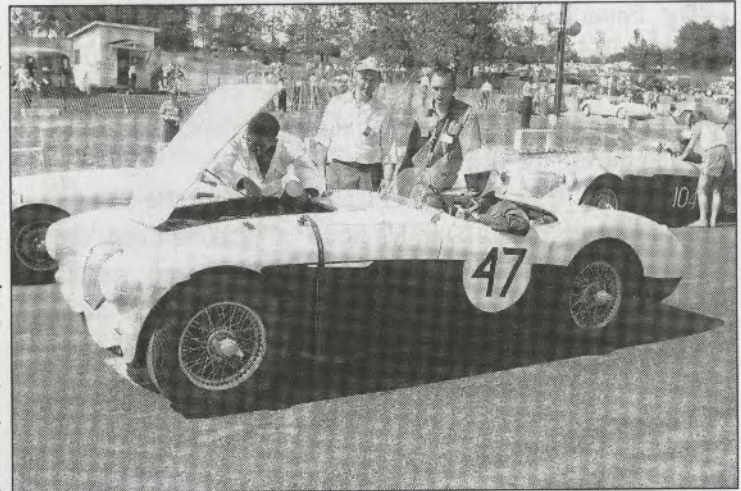
Cosgrove started racing in 1957 with a 1956 Austin-Healey 100M at the first race at Lime Rock Park, on April 28 and finished well up in the order.

Other races Cosgrove raced in were at Cumberland, Md., Montgomery, Dunkirk, N.Y., Harewood Acres, Canada and Watkins Glen twice in the Austin-Healey. In the Glen Classic in Race #2 for E and D production cars, he was 22nd overall and ninth in D production. He finished ninth overall and third in D production. During the Grand Prix weekend in the Dix Cup Race for E and D production cars, he was 22nd overall and ninth in D production.

Cosgrove raced a 1957 Triumph TR3 for the next two years with great success at the Glen as well as Dunkirk, Cumberland, Burkick, Pa., and at the Sundown Grand Prix at Harewood Acres. He shared a Triumph TR3 with Dr. Al Gross to finish 12th overall, second in class.

In 1960, Cosgrove would race Formula Jr. cars for Bob DeGraw, who owned a Taraschi and Jim Forno, an Elva, at Dunkirk, Cumberland and the Glen.

For the next three seasons, he would race a 1959 Elva Currier



Credit: Photo By: Alix M. Lafontanini/William Green Motor Racing Library. Dick Cosgrove behind the wheel of an Austin-Healey 100M before the 1957 Glen Classic.

at the Glen, Dunkirk and Vineland, N.J. with good results.

In late 1963, Cosgrove bought a 1962 Sebring, right-hand drive MGA, which he would race until the end of he 1968 season, when he would retire from sports car racing.

Cosgrove served as Glen Region activities director in 1960, as well as Contest Board for several years. He was a race steward for the International Formula Libre Race for 1959 and 1960. He was a blue flag race observer for many U.S. Grand Prix races.

When Cosgrove wasn't racing, he worked at Smalley's Garage, Emmick Motors, and the Village of Watkins Glen as a mechanic for 18 years before retiring. He later worked for Coon Travel Coach in Beaver Dams as a mechanic until retiring again, in the summer of 1994.

Chemung Canal Trust Company

Chemung Canal Trust Company is honored to sponsor the 2002 Grand Prix Festival of Watkins Glen, a wonderfully unique event in a one-of-a-kind community. We hope our support helps make the festival a truly memorable experience for everyone.

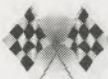
Chemung Canal Trust Company's history, which dates back to October, 1833, shares with Watkins Glen, a strong commitment to promoting business and prosperity in the community.

When Chemung Canal Trust Company was established, Jules Verne was a mere 5 year-old boy, just beginning to daydream about the magnificent world of transportation and travel to come; the steam-propelled locomotive had made its maiden trip just two years earlier, and stage coach lines were still big business.

Chemung Canal Trust Company has a unique history of having been both a public corporation and a private family bank. When originally chartered, the bank issued stock and was publicly owned. In 1857, John Arnot's family gained control of the

bank and operated a private bank for 46 years. By 1903, the bank had returned to public ownership and merged with The Elmira Trust Company to add trust powers to its general banking activities.

Just as the late 1940s and early 1950s saw the rebirth of American road racing, this same time period saw the growth of consumer banking in the area. Chemung Canal Trust Company, headquartered on Water Street in Elmira, opened its first branch office in 1951. From this beginning, a convenient network of 13 branches was added to serve our customers from Southport to Watkins Glen and Owego to Bath. If you'd like to learn more about the services offered by Chemung Canal Trust Company, visit any of our offices or our web site, www.chemungcanal.com.



Volunteers made it happen and now keep it going

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 festival draws crowds in excess of 30,000 people each September to enjoy and re-live the golden days of road racing.

Today, more than 150 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 have experience as a Race Services Inc. or Sports Car

Club of America 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, just off the original road course, near Watkins Glen. There, volunteers will meet with event chairpersons for clarification of their duties and to ask any questions. This is also a great time to get to know your fellow volunteers and a convenient time to pick up your volunteer packet with the official 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, or on festival day, stop in at Event Headquarters, located at Specchio Ford on North Franklin Street. Come on and join us! You'll love the experience!

Mini Facts

The Mini, first badged as either Austin Mini Seven or Morris Mini Minor, made its debut in 1959, costing 496 British pounds.

In 1960, over 116,000 Minis were sold.

A stroll through time

The Walk of Fame, established in 1993, honors the great drivers who have competed at Watkins Glen since 1948. Developed through the efforts of the Watkins Glen Grand Prix Historical Committee, the Grand Prix Festival Committee, Watkins Glen Promotions, the Schuyler County Chamber of Commerce and private donations, the walk consists of markers embedded in the sidewalks lining Franklin Street.

Beginning at the Start/Finish Line of the original road course, in front of the Schuyler County Courthouse and heading north, follow this walk to take a stroll back through time. At the end of your walk, you'll have met the foundation of the sport of road racing in Watkins Glen.

#1 CAMERON ARGETSINGER - Located at the Start/Finish Line. Argetsinger is best known as the person who initiated the idea of a world class road race through Watkins Glen. He also competed in the 1948 race in a MG-TC. (Sponsor - Hoare Memorials, 1993)

#2 MILES COLLIER - Located in front of the Courthouse. Collier won the 1949 Grand Prix driving a 1929 Ford Riley known as the "Ardent Alligator". (Sponsor - SVRA, 1994)

#3 SAMUEL CARNES COLLIER - Located in front of the Courthouse. Collier participated in the 1948 Grand Prix driving an MG TC (Sponsor - SVRA, 1995)

#4 TOMMY COLE - In front of the Courthouse. Cole competed at Watkins Glen in 1949 & 1950. In the 1950 race, his Cadillac-Allard was on the pole. (Sponsor - The Allard Register & Glen Motor Inn, 1999)

#5 DENVER CORNETT - Located in front of the Courthouse. Cornett raced his #7 MG TC in the 1948 event. (Sponsor - Hoare Memorials, 1994)

#6 ERWIN GOLDSCHMIDT - Located in front of the Courthouse. Goldschmidt won the 1950 Grand Prix after starting at the back of the field. (Sponsor - The International Motor Racing Research Center, 2000)

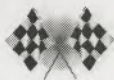
#7 ROWLAND D.H. KEITH - Located in front of the Courthouse. Keith won the 1950 Queen Catharine Cup Race by a narrow margin. (Sponsor - Seneca Lodge & the SVRA, 2001)

#8 WALTER HANSGEN - Located in front of the HSBC. Hansgen won the Watkins Glen Grand Prix in 1953, 1957, 1959 and 1962. (Sponsor - Marine Midland Bank, 1997)

#9 JAMES HUNT - Located by Specchio Ford. Hunt won the 1976 and 1977 U.S. Grand Prix Races in Watkins Glen. (Sponsor-Specchio Ford, 2001)

#10 NIKKI LAUDA - Located by Specchio Ford. Lauda won

Please Continue on Page 24.



A stroll through time

From Page 23.

the 1975 U. S. Grand Prix in Watkins Glen. (Sponsor, Specchio Ford, 2001)

#11 JOHN FITCH - Located by Specchio Ford. Fitch's only Watkins Glen victory came in a C Type Jaguar in the 1952 Seneca Cup (Sponsor, Specchio Ford, 2000)

#12 JIM CLARK - Located by Specchio Ford. One of the truly great drivers of the 1960's, Clark won the U.S. Grand Prix in 1962, 1966 & 1967 driving for Team Lotus. He was World Champion in 1963 & 1965. (Sponsor - Specchio Ford, 1999)

#13 DAN GURNEY - Located by Specchio Ford. A frequent competitor at the Glen, Gurney is most remembered for his victory in the 1967 Belgian Grand Prix, He also won the 1967 24 Hour of LeMans. (Sponsor - Specchio Ford, 1999)

#14 FRANCOIS CEVERT - Located in front of Specchio Ford. Cevert won the 1971 United States Grand Prix at Watkins Glen driving a Tyrell-Ford. (Sponsor - Specchio Ford, 1998)

#15 JACKIE STEWART - Located in front of Specchio Ford. Stewart won the U.S. Grand Prix at Watkins Glen in 1968 and 1972. He was World Champion in 1969, 1971, and 1973. (Sponsor - Specchio Ford, 1997)

#16 PHIL HILL - Located at Specchio Ford. Hill participated in the 1952 Grand Prix and was the first American to be the Formula One World Champion in 1961. (Sponsor - Specchio Ford, 1995)

#17 BRIGGS CUNNINGHAM - Located at Specchio Ford. Cunningham finished second in the 1948 Grand Prix driving his famous Bu-Merc. (Sponsor - Specchio Ford, 1995)

#18 SHERM DECKER - Located at the US Post Office. Decker won the 1956 and 1959 Collier Brothers Memorial Race in an MG-A. He also won the 1959 and 1960 BMC cup. (Sponsor - S. NY Reg'n SCCA, 1996)

#19 LEE PETTY - Located in front of Learn Motor Company. The Elder Petty was one of the pioneer NASCAR drivers. His last event as a competitor was at Watkins Glen. (Sponsor - Learn Motor Company, 1997)

#20 MARK DONOHUE - Located in front of the GMI Villager Motel. Donahue was one of the most popular drivers ever to compete at the Glen. His victories are too numerous to list. (Sponsor - Villager Motel 1998)

#21 EMERSON FITTIPALDI - Located Corner 3rd & Franklin. Fittipaldi won the first Grand Prix race he competed in at the Watkins Glen U.S. Grand Prix in 1970. He clinched his second World Championship in Watkins Glen. (Sponsor, Vineyard & Winery Management Magazine, 2000)

#22 BRIAN REDMAN - Located next to Richard Petty in front of the Glen Mountain Market. Redman continues to be a favorite driver among the fans at the Glen. (Sponsor - Glen Mountain Market, 1997)

#23 RICHARD PETTY - Located at Glen Mountain Market. Petty had 200 NASCAR victories and was a 7 time Winston Cup Champion. (Sponsor - Glen Mountain Market, 1994)

#24 SIR JACK BRABHAM - Located at Watkins Glen Drug & Surgical. Sir Jack Brabham never won a race at Watkins Glen, but raced here between 1960 and 1970 in Formula Libre. (Sponsor-Watkins Glen Drug & Surgical, 2000)

#25 DENISE MCCLUGGAGE - Located in front of the Watkins Hotel. The first woman to be inducted into the Walk of Fame. Denise McCluggage won the Ladies Race driving a Porsche in the 1957 Watkins Glen Grand Prix. (Sponsor - The SVRA and the Watkins Hotel, 1999)

#26 SHERWOOD JOHNSTON - Located in front of Chamber of Commerce (100 N. Franklin Street). Johnston drove the D-Type Jaguar for the Cunningham stables to victory in the 1955 Watkins Glen Grand Prix.

#27 DALE EARNHARDT - Located by Clifford Motors. A three time pole sitter in Winston Cup races at The Glen his greatest moment came in 1996 when he set a track record, winning the pole while suffering from recently a fractured sternum and broken clavicle. (Sponsor, Clifford Motors, 2001)

#28 BOBBY ALLISON - Located at Clifford Motors. Allison had 83 NASCAR victories and was the 1980 IROC Champion and 1983 Winston Cup Champion. (Sponsor - Clifford Motors, 1996)

#29 AL HOLBERT - Located in front of Glen Auto. A frequent winner in the 1980's driving his famous Porsche 935. (Sponsor - Glen Auto, 1997)

#30 GRAHAM HILL - Located at Glen Office Supply. Hill won the US Grand Prix in 1963, 1964 and 1965. He was Formula One World Champion in 1962 and 1968. (Sponsor - Glen Office Supply, 1995).

#31 STIRLING MOSS - Located in front of the Wildflower Cafe. Moss is one of the greatest drivers of all time. He won the Formula Libre race at the Glen in 1959 & 1960. (Sponsor - the Wildflower Cafe and the SVRA, 1998)

#32 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. (Sponsor - Wildflower Cafe and William Green, 1998)

#33 J. ROBERT HENDERSON - Located at The Village Hall. Henderson holds the record for the most laps turned on the present race circuit. He won the 1985 Firestone Firehawk Touring Series Race. (Sponsor-SVRA, 2000)

#34 WILLIAM MILLIKEN - Located at Milliken's Corner, in front of the Savoy. Milliken drove a Bugatti in the 1948 event and rolled his car at the corner that bears his name. (Sponsor - The Savoy, 1994).

#35 GEORGE WEAVER - Located in front of Bleachers. Weaver won the 1949 and 1951 Seneca Cup races in his famous red and black Maserati. He won the 1951 Queen Catherine Cup race in a LeMans Jupiter. (Sponsor - Paradiso's Restaurant, 1995).

#36 WILLIAM SPEAR - Located along the State Park park-

Please Continue on Page 25.



GRAND PRIX FESTIVAL OF WATKINS GLEN



A stroll through time

From Page 24.

ing lot, across from the Courthouse. Among the most popular drivers to have competed on the streets of the Glen, Spear won the 1952 Seneca Cup in an Osca. (Sponsor - SVRA, 1997)

#37 PHIL WALTERS - Located along the State Park parking lot, across from the Courthouse. Driving for the famed Cunningham stables, Walters won the 1951 Seneca Cup and the 1951 and 1954 Grand Prix races. (Sponsor - SVRA, 1996).

#38 FRANK GRISWOLD - Located at the original Start/Finish Line. Frank Griswold is honored as the driver to win the first Watkins Glen Grand Prix in 1948 driving his famous Alfa-Romeo. (Sponsor - SVRA, 1998)

#39 MARIO ANDRETTI - Located at the entrance to the Glen. During Andretti's Grand Prix years, he 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. (Sponsor - E.C. Cooper, 1998)

#40 BOB BUCHER - Located at the Chamber of Commerce. Bucher was one of the winningest drivers in Glen history. He won the 1957 Seneca Cup, the 1957 and '58 Collier Brothers Memorial race and the 1961 Glen Classic. He was also 1961 SCCA National Champion. (Sponsor - Southern NY Region - SCCA, 1996).

#41 BOB TULLIUS - Located by the Seneca Lodge sign at the foot of Old Corning Road. Tullius was a frequent winner of SCCA races in the 1960's. He was also a member of Group 44 Racing. (Sponsor - Seneca Lodge, 1999)

#42 ALAN KULWICKI - Located at Teddy Bear's Den. Kulwicki was a fan favorite because of his independence. Kulwicki's best finish was a 6th place in 1987. He was the reigning Winston Cup champion when he died in an airplane crash in 1993. (Sponsor-Teddy Bear's Den, 2001)

#43 GILLES VILLENEUVE - Located by the Teddy Bear's Den, 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. (Sponsor - Teddy Bear's Den, 1999)

#44 LESTER SMALLEY - Located in front of Smalley's Garage, the location of much activity in the early years at the Glen (Sponsor - Smalley's Garage, 1998)

Markers are being placed at the noted locations for the following drivers this year:

JOAKIM BONNIER at Learn Motors Bonnier won the first Formula Libre race in 1958, and competed in the U.S. Grand Prix from 1961 through 1968, with a best finish of 6th place.

OTTO LINTON at Schuyler County Courthouse. Linton raced in the first race to move away from downtown in 1953, finishing fourth in the Queen Catharine Cup Race, and in the first race on a permanent course in 1956, finishing third in the Queen Catharine Cup Race.

HAIG KSAYIAN, Hoare Memorials Ksayian raced a Cunningham-owned supercharged MG TC in the 1948 Junior Prix. He was involved in a fierce battle with Bill Milliken for

third position, when Milliken made his spectacular roll across the left-hand curve now known as Milliken's Corner. Ksayian went on to finish third in both the Junior Prix and the Grand Prix.

RONNIE PETERSON, Savard's Restaurant. Peterson, a widely popular driver renowned for his car control, Peterson raced in the U.S. Grand Prix at Watkins Glen from 1970 through 1977, winning in 1973 from the pole.

BOB AKIN, Specchio Ford. Road racing, and in particular, vintage sportscar racing suffered a huge loss earlier this year when Bob Akin died following an accident at Road Atlanta. Akin and his red Lola were formidable forces to be reckoned with at each of the SVRA events at Watkins Glen International.

DICK COSGROVE, Learn Motors. Cosgrove is a local mechanic and driver who raced around the Watkins Glen road course in the late 1950s and early 1960s. He was an SCCA official and blue flag observer as well.

DAVY ALLISON, Specchio Ford This late Winston Cup NASCAR driver was a fan favorite in the late 1980s and early 1990s before his untimely death in a helicopter crash. Allison competed in six Winston Cup races at Watkins Glen International, with a best finish of 4th in the 1989 race. Allison won the 1992 Daytona 500.

Proud to sponsor the Glenkhana!



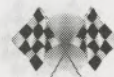
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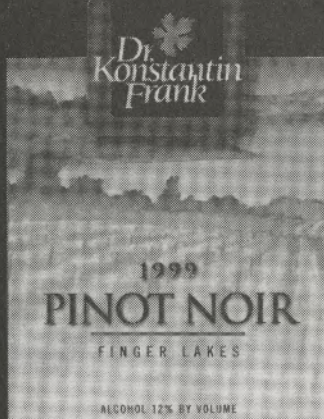
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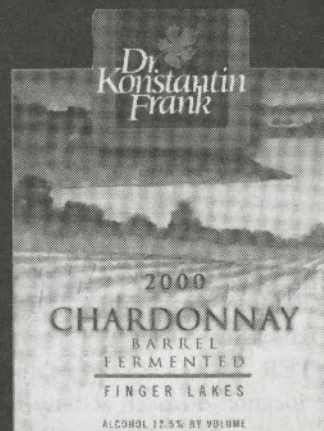
6 Double Golds, 4 Best of Class Awards and 2 Best of Show Awards.

23 Gold Medals in 2000!

4 Double Gold Medals and 3 Best of Class Awards in eleven different national/international competitions!

“Chateau Frank 1995 Blanc de Blancs (Finger Lakes, \$25), the single best Champagne-style wine made in New York State
— Howard G. Goldberg, NY Times

Previous vintages have outscored Bollinger Grande Année (\$60),
Veuve Clicquot LaGrand Dame (\$85)
and Perrier-Jouët Fleur de Champ. (\$80)

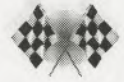


Wines from Dr. Konstantin Frank's Vinifera Wine Cellars and Chateau Frank are available in fine restaurants and wine shops or visit the tasting room in Hammondsport, NY on beautiful Keuka Lake.

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Spectator or driver...you decide

BY CASEY CREAMER
Rolling Events Chair

On any given weekend there is a festival being put on where you can be a spectator. But why just be a passenger along for the ride? At the Grand Prix Festival of Watkins Glen, YOU get to be the DRIVER. What sets the Grand Prix Festival of Watkins Glen apart from most festivals is the chance to be a participant instead of just another spectator.

Nearly half of all the attendees at the Grand Prix Festival are participants in one way or another. This is the place for you to not just be in on the action, but to BE the action, whether you are a festival volunteer or a participant in one of the many rolling car events.

If you have an exquisite vintage show car, there might be room for it in the Concours d'Elegance. If you have a miniature version of the same thing, the festival includes a miniature version called the Model Car Concours d'Elegance.

If your taste leans more towards go and less towards show there are three rally events and an exciting test of skills, the Community Bank Glenkhana. One is sure to suit the tastes and skills of the driver and navigator. Participants in the Glenora Run

and Logan Ridge Estates Founder's Tour spend the day driving from one scenic location to another around the glorious Finger Lakes Region. Participants in the Knapp Vineyards Tour de Marque, will be center stage with their Minis. A new event this year, the Knapp Vineyards Tour de Marque is a rally limited to the year's featured marque, which for 2002 is the Mini. These events conclude with parade laps of the 6.6-mile road course.

Additional participation opportunities are the reenactment of Tech Inspection at Smalley's Garage, and of course the Race Reenactment filled with SVRA drivers and cars. And let's not forget the little ones in the crowd. At the Grand Prix Festival, we have something for everyone. For the younger set, we have the USA Sign Kid Racer program, operated by Schuyler County 4-H Clubs this year.

So you see, it's all up to you. Why go through life being driven, when you have the opportunity to be the "DRIVER". Feel free to stop by at Festival Headquarters, located at Specchio Ford on Franklin Street to pick up a registration form for next year's Grand Prix Festival. But, sign up early, because many of the participatory events are open to a limited number of entrants and fill up by February. See you next year!

The Legends Speak

Meet the legends and hear the lore

BY LEW DURLAND

The 2002 Watkins Glen Grand Prix Festival 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. Have you ever wished you could meet some of these racing legends, hear them speak and ask them questions? You can! The Legends Speak, a panel seminar held in the historic Glen Theater, will give you the opportunity to interact with these racing pioneers.

This year, our legends will focus on the topic of racing safety, a subject with which our speakers are intimate and knowledgeable. Meet local physician and American racing medical services pioneer Dr. Jim Norton, prolific automotive journalist Brock Yates and former U.S. Grand Prix Grid Marshal, Bill Bradshaw. The format will be interactive, and we encourage you to pry and ask questions. Come get a racing history lesson from the people who made the history.

As of this writing, the participants in this exciting seminar include the following great names in racing. We promise to have more speakers by the time the event begins.

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 1960's. Dr. Norton attended to incidents involving all those in racing at the Glen - drivers, their crew and the fans.

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 the Chair of the Club Racing Safety Advisory Committee. Mr. Bradshaw is a recipient of SCCA's highest honor, the Carl Haas Award, first given to Cameron Argetsinger in 1948.

Brock Yates - Brock Yates is a familiar name in the automotive world. A prolific author, columnist and editor-at-large for *Car & Driver* magazine, Yates has been leading the charge for improvement in racing safety with other racing and automotive legends including fellow journalist Chris Economacki, innovator John Fitch, engineers Bill Milliken, Karl Ludvigsen and Dr. Robert Hubbard, and race surgeons Steve Olvey and Terry Trammel.

The Legends Speak is sponsored by The International Motor Research Racing Center at Watkins Glen.



The Concours d'Elegance

For your viewing pleasure

BY DAVE WILD

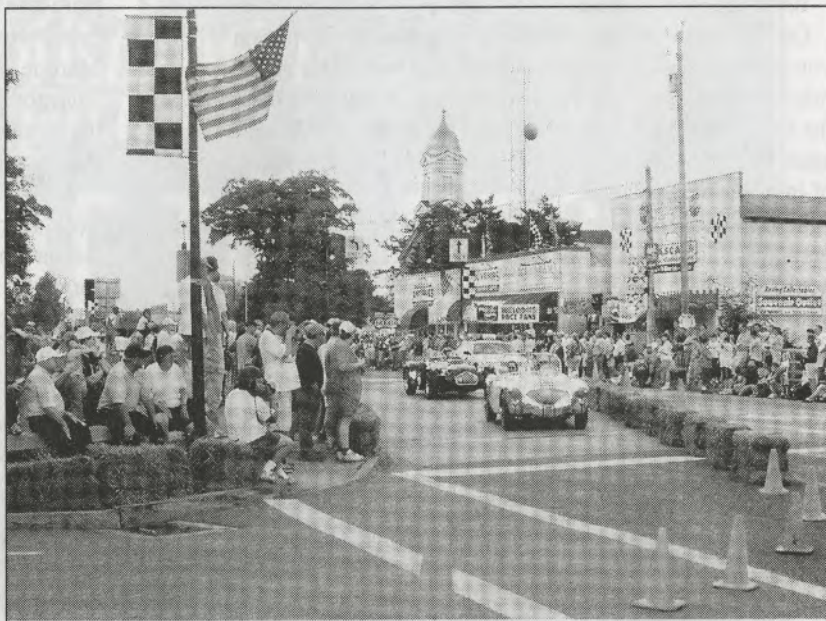
The Concours d'Elegance committee for 2002 has established a special premier class for the winning cars of previous concours and preservation awards will be provided. These cars are also eligible for the People's Choice award.

We continue to make special efforts to display a wide variety of the types of cars that were present during the early years of the race weekend at Watkins Glen. The selection process allows for rare and unusual cars that may have the patina of age as well as fully restored cars.

Last year we were pleased to host several race cars, including the 1926 Pontiac boat-tail racer of Arnold Landvoight of Savage, Maryland. This car competed in hill climbs and races in the 1920s and 1930s.

Another car not often seen was the 1952 Siata 1400 Grand Sport Roadster of Richard Neff of Hudson, Ohio. Tom Overbough of Trumansburg, N.Y. brought this 1940 Packard-Darrin, a car similar to that which Cam Argetsinger may have used to explore the roads that formed the historic original race course.

Please Continue on Page 29.



Credit: Photo by William Green

The 1953 Austin Healey 100-4, with its polished aluminum body belonging to Blaire Haber, was one of the most outstanding cars in the 2001 Concours d'Elegance. Here, the car that was awarded the People's Choice Award, leads the way around the original road course.

I THINK MY TRUCK IS STARTING TO GET JEALOUS.



V STAR CLASSIC™

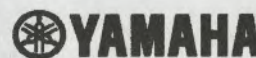
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- Single front disc and rear drum brakes deliver confidence-inspiring stopping power.
- Fat front tire on wire-spoked wheel combines retro styling with solid handling and traction.
- Lustrous paint and chrome bits help create a stunningly timeless machine.





The Concours d'Elegance For your viewing pleasure

From Page 28.

Appropriately enough, the 1951 Jowett Jupiter belonging to Ted Jowett (yes, he is related!) of Ontario, Canada, was present to celebrate George Weaver's win 50 years prior, in the 1951 Queen Catharine Cup race in a similar, but race-prepared car. Jupiters broke the 1 1/2 litre class record in winning at LeMans in 1950 and placed 1st and 2nd in class in the 1951 Monte Carlo Rally. The Jupiter was equipped with an aluminum 4 cyl. opposed OHV engine of 1486cc and 62.5 hp. It drove the car through a 4-speed transmission with a column-mounted shifter. Unfortunately, the last Jowett was built in 1954 and the factory was then sold to International Harvester.

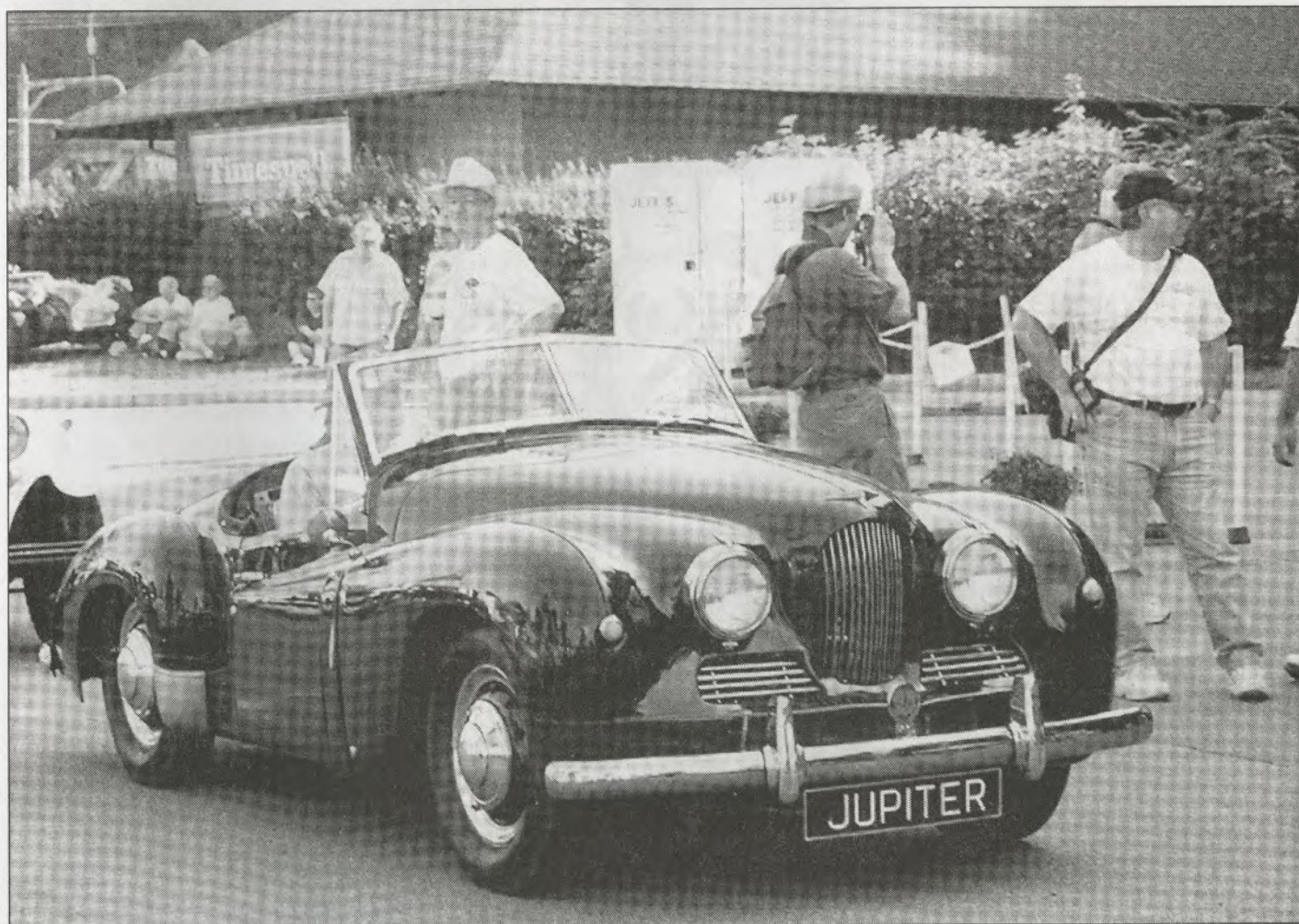
One of the most outstanding cars present in 2001 was the 1953 Austin-Healey 100-4 belonging to Blaire Harber of St. Davids, Ontario, Canada. This car is one of the three pre-production prototype Austin-Healeys with all aluminum bodies. This striking

car, with its mirror-like polished body placed second and won the People's Choice award.

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. Last year's entries spanned the period from 1911 to 1974.

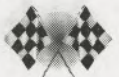
Judging is performed in accordance with basic concours rules of historic accuracy, beauty of line, preparation, and appropriateness for their design intent.

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. We hope you take the time to view each of these outstanding pieces of history as they sit in the parking lot, then watch as they parade around the 6.6 mile road course for two laps at around 3:35 pm. At 5:15 pm this year's awards will be presented at the Start/Finish Line.

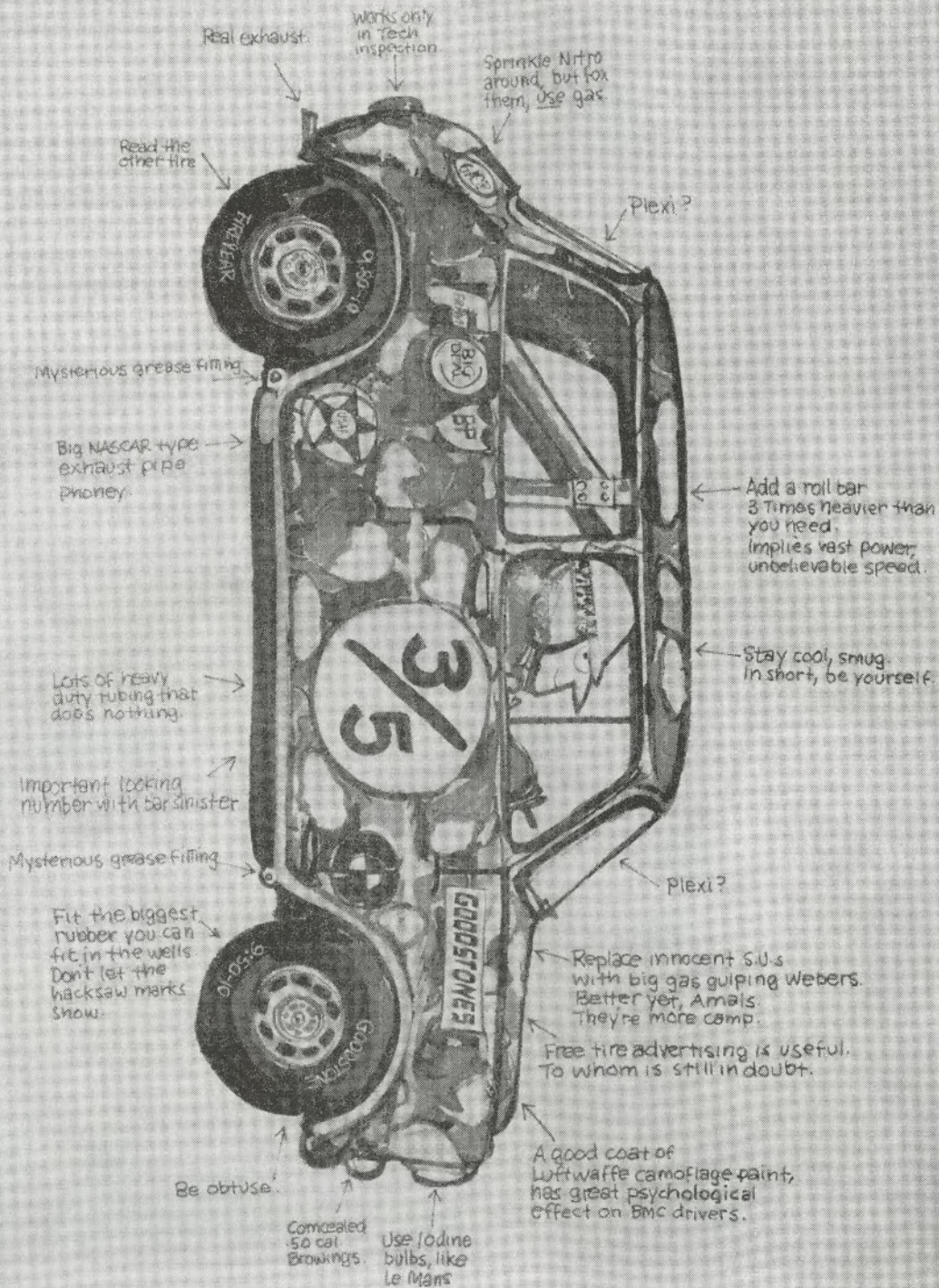


Credit: Photo by William Green

This Jowett Jupiter, now owned by Ted Jowett of Ontario, Canada, was part of the 2001 Concours d'Elegance, but 50 years earlier, a car similar to this was driven to victory in the Queen Catharine Cup race by George Weaver.



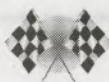
CAR AND DRIVER



... and keep on your wheels.

Kimbarriss

Reprinted from the December 1966 Sports Car, the magazine of the Sports Car Club of America.

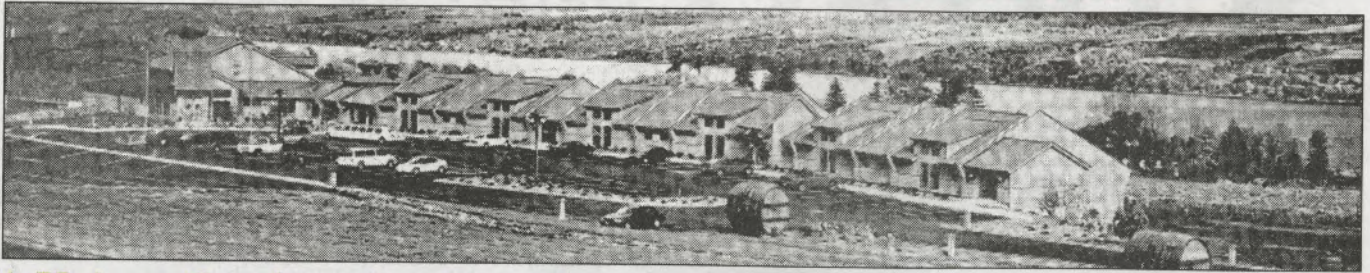


Schedule of Festival Events

- 9:30am ~ SVRA Tech Inspection Reenactment - Smalley's Garage
- 10:00am ~ Memorabilia Booths open on Franklin Street
- 12 Noon ~ Chemung Canal Trust Concours d'Elegance begins, State Park Parking Lot, Franklin St.
~ Wine Tasting and Food Courts, Courthouse Lawn, Franklin Street
~ Walk of Fame Inductions, Courthouse Lawn, Franklin Street
~ Historic Racing Films at the Glen Theater, until 4 pm
~ Keystone Model Car Concours d'Elegance across from the Courthouse Lawn
- 12:30pm ~ Music at the Courthouse: JA Jazz until 2:30 pm
- 2:00pm ~ Franklin Street Closes between 2nd & 10th
~ Registration begins for the USA Sign Kidracer Derby - Pick-a-Flick parking lot
~ Tickets for The Legends Speak go on sale at the Glen Theater
~ Live Music at the Community Bank Sound Stage: Midnite Mike & Rod Keiser, until 4:30
- 2:10pm ~ Logan Ridge Winery Founders' Tour Cars take 2 Parade Laps
- 2:45pm ~ Live Music at the Courthouse: Rick Wahlers Jazz Band, until 5:30pm
- 2:50pm ~ Glenora Run/Community Bank Glenkhana 2-Lap Tour of Original Race Circuit
- 3:00pm ~ USA Sign Kidracer Derby, Pick-a-Flick parking lot (through 6:00pm)
- 3:30pm ~ Knapp Vineyards Tour de Marque Parade Laps
- 3:35pm ~ Chemung Canal Concours d'Elegance 2 Lap Tour of Original Race Circuit
- 3:40pm ~ Glenora Run Cars park on Franklin Street (North of 4th) for Display
- 3:45pm ~ The Legends Speak, The Glen Theater
- 3:50pm ~ Community Bank Glenkhana Begins - Community Bank Parking Lot
- 4:30pm ~ SVRA Race Cars arrive from Watkins Glen International
- 4:45pm ~ Live music at the Community Bank Sound Stage: Fat Bobs, until 7:00 pm
- 5:15pm ~ Concours d'Elegance Awards Ceremony, Original Start/Finish Line
- 5:30pm ~ Kid Racer Derby, Pick-a-Flick Parking Lot
- 5:45pm ~ Opening Ceremonies, National Anthems Performed
- 6:00pm ~ Original 6.6 Mile Circuit closed to the public through 7:30 pm
- 6:10pm ~ SVRA Watkins Glen Heritage Display & Tour
- 6:30pm ~ Cars re-gridded for Race Reenactment
~ SVRA Watkins Glen Grand Prix Race Reenactment
- 7:00pm ~ Live music at Maria's Tavern - Buford & Sonny Boy, until 9:00 pm
- 9:00pm ~ Fireworks at the entrance to the State Park Gorge
- 9:30pm ~ Franklin Street re-opens

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