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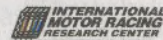
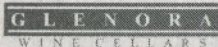
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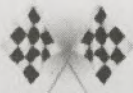
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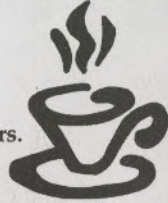
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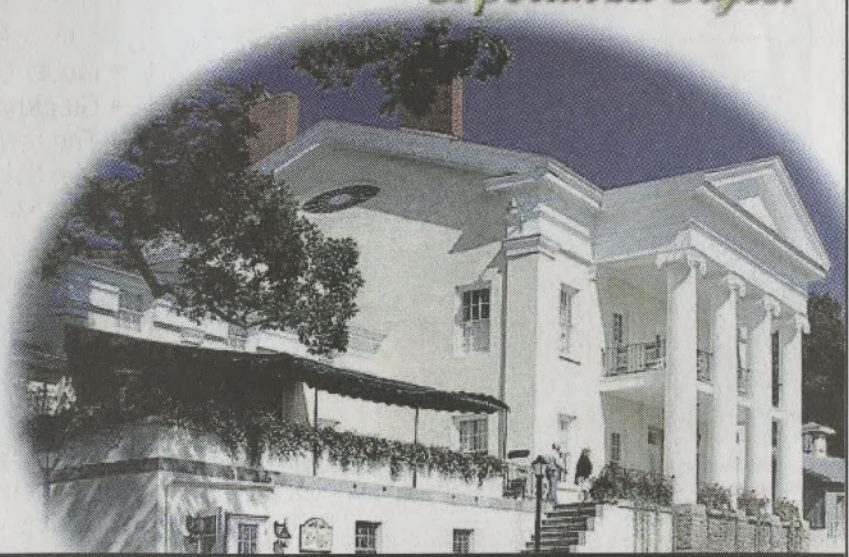


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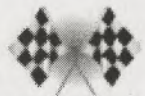
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Welcome to Our Celebration of Road Racing in Watkins Glen!

Dear Visitor:

This year marks the 11th anniversary of the Grand Prix Festival of Watkins Glen and the 56th anniversary of the first post-World War II road race held in the United States. The volunteer board members of 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.

This year, our featured marque is the MG and we expect an unprecedented number of marque cars at the Festival. The response from the MG community has been phenomenal, and I'd like to welcome them all.

To view an impressive collection of MGs, be sure to visit the display in beautiful Lafayette Park. It can be found one block east of Franklin Street between 4th and 5th streets. As you head there to see the show cars, enjoy the vendors along the way. You will also find The Legends Speak panel discussion presented by the International Motor Racing Research Center in Lafayette Park.

As usual, the Court House lawn also will be graced with some significant vehicles of the yearly marque.

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 that nearly 700 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, and especially MGs, you're in right place!

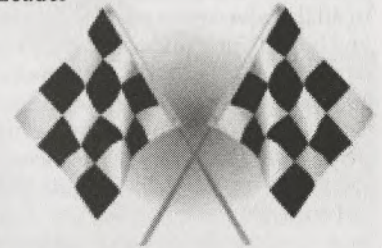


The inaugural Collier Brothers Memorial Trophy Race gets the green flag in 1954. The 2004 Festival celebrates the 50th anniversary of this race and the MG car.
(photo from the William Green Motor Racing Library)

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.

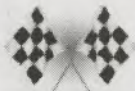
In the Spirit of the Sport,

Marianne Shoemaker
Management Team Leader



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Collier Brothers Are An Important Part of the Glen Legacy

By **BILL GREEN**

Fifty years ago during the fall Grand Prix, the first Collier Brothers Memorial Trophy Race was run. In 1985, the first Collier Cup was run during the fall SVRA races. Both events honor Sam and Miles Collier, who as pioneers racing MGs in this country both before and after World War II are an important part of the Glen's legacy.

Barron Collier Sr., who owned the Collier Advertising interests, with its headquarters in New York City, had charge of all the advertising posters seen in New York City's subways and buses. Later, the company became involved in real estate development in Florida, now known as Collier County. Barron Sr. had three sons, Barron Jr., Sam and Miles, who became involved in the family business after their college days. Just prior to 1930, the three brothers, along with some of their friends who were interested in racing, built homemade specials powered by either a four-cylinder Henderson motorcycle or Briggs and Stratton engines and started racing them on the driveways of Overlook, which was the family estate at Pocantico Hills, just northeast of Tarrytown, N.Y., in Westchester County.

The Collier Brothers, who in the 1930s were the first importers of MGs to America, with their racing friends formed

the Overlook Automobile Racing Club. By 1933 the Colliers and their friends had outgrown their homemade specials and started racing MGs, Austins and other cars. It was in that same year the club's name was changed to the Automobile Racing Club of America.

The club staged road races at Wayland, Mass.; Briarcliff Manor, N.Y.; Memphis, Tenn.; Alexandria Bay, N.Y.; Roosevelt Raceway on Long Island; and Montauk Point, N.Y. It also had a hill climb at Mount Washington, N.H. The final race was at the 1939-40 World's Fair in Flushing Meadows, N.Y., on Oct. 6, 1940.

In 1936, Sam, along with George Rand, went abroad to race in Ireland in the Country Down Trophy and in France to compete in two races, one the Grand Prix of Albigeous at Albi and the other the Grand Prix of Dieppe.

Miles missed most of the 1939 ARCA season. He went to Le Mans with a 1935 MGPA, which Miles named "Leonidis." The engine had been modified from the original 847 cc PA to PB capacity of 939 cc, with the addition of a Marshall Supercharger. The car's body had to be rebuilt after an accident in early 1937 in New York City avoiding a taxi. Miles' co-driver for the race was LeRoy Kramer Jr.

The car retired from the race with a leaking fuel tank. The last time Miles drove Leonidis was in the 1950 Bridgehampton events. The first race of the day was for Classes F 1100 cc to 1500 cc and Classes G, 750 cc to 1100 cc. The car was owned by Donald Millager at this time, and he asked Miles if he would like to race it. Miles started in last place and worked his way through the field to win the race and was first in Class F.

During World War II, all three brothers served in the armed services: Barron Jr. was in the Army on Gen. McArthur's staff; Sam was a Navy pilot; and Miles was in the Army, a member of the Office of Strategic Services (OSS).

Just prior to World War II, Barron Jr. stopped racing to devote more time to the family business. However, when road racing revived at Watkins Glen on Oct. 2, 1948, both Sam and Miles were there with MGTCs to compete. Both brothers became members of the SCCA that weekend at the Glen. Sam came in fifth overall in the Junior Prix and fourth overall in the Grand Prix. Miles finished sixth overall in the Junior Prix and fifth in the Grand Prix.

In 1949, they were in the Seneca Cup race, with Sam driving Briggs Cunningham's supercharged MG to third overall. Miles was in the Ford-Riley ("Ardent Alligator"), finishing 24th. The Grand Prix saw very close racing between Miles and Cunningham, who was driving the 166 Inter-Ferrari. In the closing moments of the race, Miles overtook Cunningham, coming down Steuben Street Hill near Milliken's Corner, to win the race. Sam finished in 15th place in the Grand Prix.

In 1950, the brothers shared one of Cunningham's Cadillacs at Le Mans, finishing 10th overall. At the Glen, Miles raced the Ardent Alligator in the Seneca Cup and finished third overall. Sam drove Cunningham's 166 Inter-Ferrari in the Grand Prix. From the start of the race, Tom Cole took the lead in his

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Cadillac-Allard, followed by Bill Milliken in the Type 54 Bugatti, and then Sam in the Ferrari.

Cole led until he became overzealous and left the road at the start of the second lap. Then Milliken led, with Sam a close second. After the White House S turn, the straightaway just past the railroad underpass, Sam passed Milliken, to take the lead. As Sam reached the fast right-hand turn near the LeGrand Mills farm, he got into the stones and swerved back and forth, leaving the road with the car going high into the air. The car then started a series of somersaults. Sam was taken to the Schuyler Relief Hospital and later that night died from his injuries.

Miles promised his mother that he would not race again, but he did, using an assumed name. For the 1954 Sebring 12 Hour he entered a Bandini for Brete Hannaway and John Marshall; Marshall was Miles. The car retired from the race, completing 21 laps.

In April 1954, Miles died in Everglades, Fla., from polio. A group of motor racing friends from the Glen – Cameron Argetsinger, Donald Brubaker, Lester Smalley, William Milliken Jr. and Charles Lytle Jr. – got together and decided to place a memorial marker at the spot where Sam's car had left the road and crashed. Brubaker had a large granite stone from his farm that they could use, and Argetsinger said he would have the bronze plaque made. The problem was moving the stone from the Brubaker farm a couple of miles to the marker site. Smalley, with the help of Skip Cleveland took care of the problem, using his wrecker to lift and move the stone. County Highway Superintendent Ernest Porter had some fill dirt trucked in to allow the safe placement of the stone on the shoulder of the road.

The memorial was dedicated on Sept. 13, 1954. Inscribed on the plaque: "Samuel Carnes Collier, 1912-1950, crashed here while leading the Grand Prix – 1950; Miles Collier, 1914-1954, winner of the Grand Prix – 1949."

That same weekend, during the Grand Prix races, the first Collier Brothers Memorial Trophy Race was run. This race was for MGs only. Gus Ehrman of Providence, R.I., was the winner, driving an MGTD at an average speed of 61.2 mph. At the 1955 race, the winner was Oakland Robinson in an MGTF, with an average speed of 63.2 mph. The 1956 and 1959 winner was Sherman Decker in an MGA, and his winning average speed for 1956 was 66.8 mph and in 1959 74.5 mph. The other driver to win the race twice was Bob Bucher in Spanky Smith's MGA in 1957 and 1958. Bucher's winning average speed for 1957 was 69.4 mph and in 1958 was 70.8 mph.

After 1959, the race was no longer limited to MGs, due to SCCA group classification changes. The Collier Brothers Memorial Trophy Race is still held with the SCCA Glen Nationals and the 2004 winner was John Schmitt, driving a Honda at a speed of 91.81 mph.

The Collier Cup was established in 1985 at the first stand-alone Sportscar Vintage Racing Association (SVRA) event at the Glen. To be awarded the Collier Cup, a driver must display marque enthusiasm and sportsmanship of the highest order. The driver's performance must reflect safe, controlled driving, consistent laps and, above all, must finish the race cleanly. The car must be presented as closely as possible to its original appearance, considering modern safety regulations. The car also should also be well-prepared, but not necessarily of show quality.

The winner of the Collier Cup is not necessarily the winner of the race. All race participants vote for the Collier Cup winner as soon as the race is over. The 2003 winner was Syd Silverman.



Miles Collier



Sam Collier

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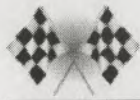


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Early MGs: An Entry Level Sports Car for Young People

By DAVE WILD

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

Up until 1959 sports car races at Watkins Glen were organized by either the Sports Car Club of America (SCCA) or the Federation Internationale Automobili (FIA).

Forty-five years ago, on Aug. 22 and 23, 1959, the upstart MG Car Club, Western New York Centre, organized a full race weekend solely for MGs. This was a rather gutsy move for this young club, just established in 1958, but the races were a spiritual success, if not a total financial success. Spurred on by the potential, this club did it once more in 1960 and included MG-powered cars such as Elva Couriers and Lester-MGs. The event nearly broke even!

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

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

It was great fun to compete with a full grid of T-series MGs at that time. MGAs ran in their own class, with twin-cam cars as a class within a class. Car regulations in Canada were not as strict as in the U.S. so many of the Canadian entries were highly modified.

One entrant of a TD competed in the first race, bolted on a supercharger between races, and then ran the third race with the modified cars as well.

All but one or two of the cars were driven to the races, raced and then driven home. The sense of camaraderie knew no bounds, and parts and service were loaned freely among competitors just to get yet another car on the track. The BMC importers, J.S. Inskip, supplied a support truck stocked with parts; Kendall Oil supplied lubricants and fuel; Champion supplied spark plugs; and friends and family were the pit crews.

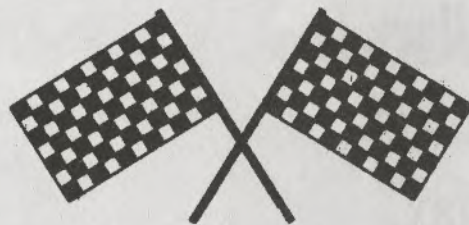
Most of us were racing on a tight budget at that time and many were camping in tents at the track, so when a collection was taken to buy enough gas for a Canadian team to get them home, we all understood!

The MG races were a major undertaking for this small young club, so many of the members were filling dual roles. The workers took on two or more jobs, the drivers worked in various positions when not racing, and we all enjoyed a sense of satisfaction and tremendous fun throughout the weekend.

Member Betty Langswager even endeared herself to course founder Cam Argetsinger when she wouldn't let him in without his credentials!

As important as the single Collier Cup MG races were, it was these two full race weekends in 1959 and 1960 that captured the attention of all MG enthusiasts. They stood as the largest gatherings of racing MGs for many years until just recently. These were the first full marque race programs at Watkins Glen solely for one type of car and were the first in the United States!

Some of the original cars and their drivers are here at the Grand Prix Festival. We welcome you to join us in celebrating the 50th anniversary of the Collier Cup races and the 45th anniversary of the MG Car Club MG marque races at the Glen.



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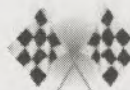
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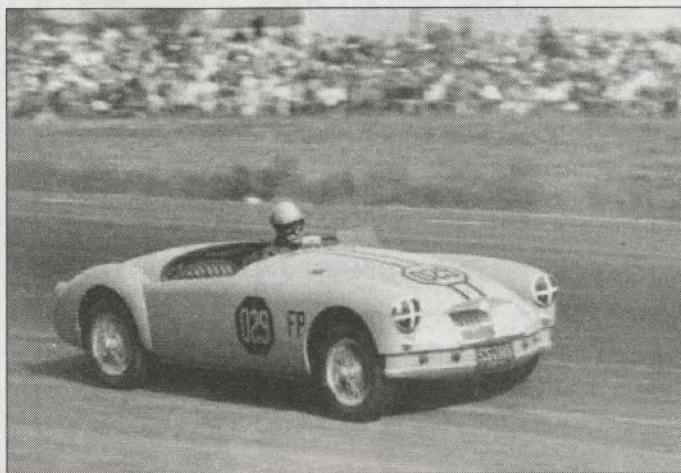
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When Chemung Canal Trust Company was established, Jules Verne was a mere 5-year-old boy, just beginning to daydream about the magnificent world of transportation and travel to come; the steam-propelled locomotive had made its maiden trip just two years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



Bob Bucher drives an MGA to victory in the 1957 Collier Brothers Memorial Trophy Race. This car will be competing at Watkins Glen International in the Zippo U.S. Vintage Grand Prix, SVRA event, this weekend. (photo from the William Green Motor Racing Library)

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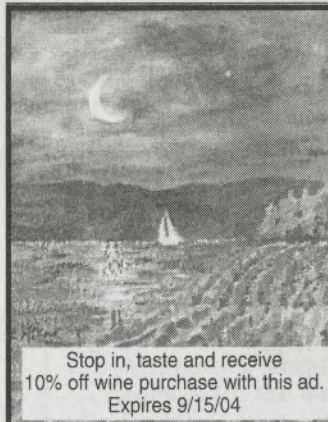
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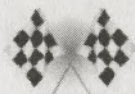
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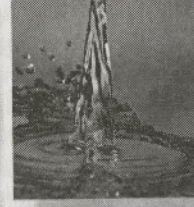
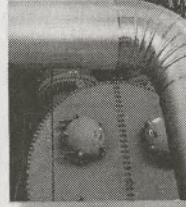
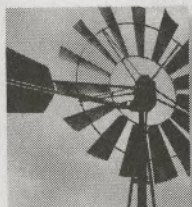
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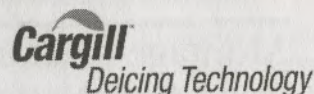
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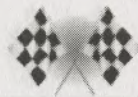
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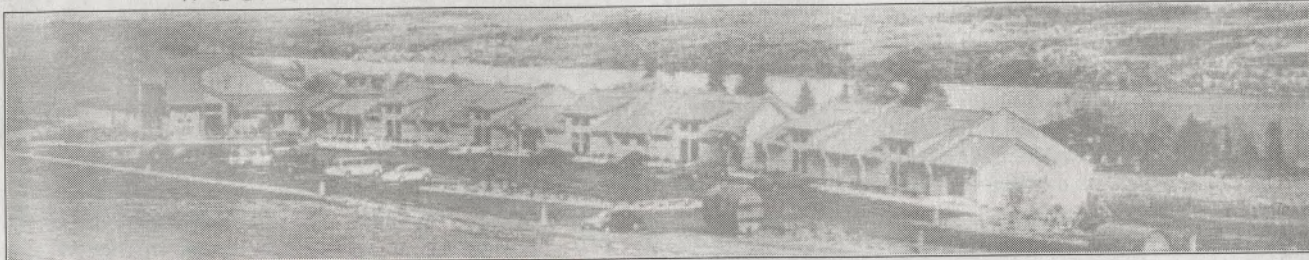
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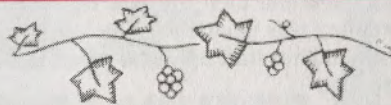


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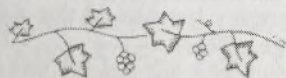
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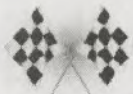
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The Day Begins at Smalley's

By BILL GREEN

When a driver came to the races at the Glen, the first place he went after he checked into the hotel or motel was Smalley's Garage to watch tech inspection of the cars that would race in the weekend's events.

Inspection went on day and night, as the pretty-colored race cars passed through, accompanied by the now-historic drivers of the day: Briggs Cunningham, Phil Walters, Denver Cornett, Bob Bucher, Sherm Decker and many others. Many a young race fan skipped school to be a part of the action.

In 1948, the first year of the Watkins Glen Sports Car Grand Prix, inspection of the entered cars was done at the various local gas stations and garages along Franklin Street. William F. Milliken Jr., George B. Weaver and Florence Smalley together inspected the cars. As the entries grew in



Smalley's Garage the weekend of the 1954 Watkins Glen Grand Prix. (photo from the William Green Motor Racing Library)

1949, it was recognized that a better-organized central location was needed for inspection.

Lester and Florence Smalley offered their garage and gas station at 204 S. Franklin St. Smalley's Garage opened in 1941 as a gas station, doing general auto repairs. Foreign car sales were added after World War II in the small, stone-faced building, still in use today and looking much the same as it did then.

Famous marques of the time, which were sold and maintained, included MG, Morris Minor, Triumph, Renault, Riley and Citroen. Even today, Smalley's Garage remains the place to go for foreign sports car repair.

With an active business in a small building, a large tent was erected behind Smalley's in which the race car inspections were carried out. The cars were routed through behind the garage and then through the tent in two lines. Florence Smalley was in charge of tech inspection, and the worktable she and her staff used was typically located in the center of the tent.

Passing through several "stations," the cars were checked for safety equipment, appearance, proper numbers and mechanical soundness. If all tests were passed, an "OK" sticker was placed on the car and it was ready.

Even after 1952, when the cars were no longer raced through the streets, race car inspection continued at Smalley's Garage, until it was moved to the track in 1962. The tech inspection procedure established by Florence Smalley and Alfred Momo is still being used today in Sports Car Club of America sports car racing.

Today the garage is run by Tom Smalley, one of Lester and Florence's sons. Tom cut his mechanical molars on the aforementioned marques.

Visit the original showroom and enjoy the historic memorabilia on display. See the large metal plaque that was placed in the old tech inspection building to honor Florence, who passed away in March 1967. The plaque reads: "Florence Weaver Smalley Technical Garage, Technical Inspector 1948-1960."

During the 1998 Grand Prix Festival, a Drivers Walk of Fame stone was placed in front of the garage in honor of Lester Smalley, who drove at Watkins Glen in the 1956 Glen Classic. He drove his last race at the dirt track in nearby Dundee at the age of 82.

Lester Smalley died last month, on Aug. 3.



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Watkins Glen State Park Site of Chemung Canal Concours d'Elegance

By DAVE WILD

This year the Chemung Canal Trust Co. Concours d'Elegance returns to the Watkins Glen State Park, and we continue to make special efforts to display a wide variety of types of cars that were present during the early years of racing at Watkins Glen. The selection process allows for rare, historic and unusual cars that may have the patina of age as well as fully restored cars.

The honored marque for the Festival this year is the MG and many special ones will be present to celebrate the 50th anniversary of the Collier Cup races and also the 45th anniversary of the first full race program for MGs and MG-powered cars.

A display of historic MGs as an extension of the Concours will be located on the Court House lawn. These cars were selected to represent the Collier connection and the benchmark MG marque races at the Glen. The 1934 MG-K3 Magnette and the 1935 MG-PB Special known as "Leonidis" are from the Collier collection. The 1933 MG-L2 of Dave Harrison, an ex-factory team car, was owned and raced by Barron Collier. The 1947 MG-TC was raced by Denver Cornett in the first Watkins Glen race in 1948 and my 1952 MG-TD took part in the first full programs of MG races at the Glen in 1959 and 1960.

Across the street in the Concours proper, entries include Jack Kahler's 1930 MG 12/12 Brooklands racer and the Sebring MGA coupe team cars of Hugh Burruss and Frank Graham. Other exciting cars include the Lotus 49-R6 that Jochen Rindt drove to a win in the 1969 U.S. Formula 1 Grand Prix at the Glen.

We thank the owners of all the fine vehicles for sharing them with us and for helping to preserve and celebrate the rich road racing heritage of Watkins Glen.



A Jaguar XK120 stands out at the Chemung Canal Trust Co. Concours d'Elegance last year. The Concours was presented in Lafayette Park last year, but this year returns to the Watkins Glen State Park entrance. (photo by William Green)

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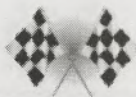
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Art Eastman Artwork Featured in Concours Poster

By **RANDY COOK**

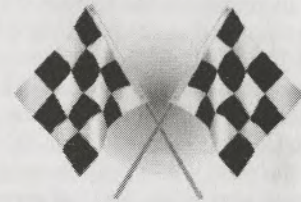
This year the Grand Prix Festival Chemung Canal Trust Co. Concours d' Elegance has its own mini poster designed by Art Eastman of Lakeland, Fla.

Eastman, former editor of Vintage Motorsports, is a renowned photojournalist and graphic artist. He recently provided graphic support for the Art of the National Sports Car display at the Notre Dame Snipe Museum of Art. The display features five cars from the Tom Mittler Collection and is the first time automobiles have been shown at the Snipe Museum. In conjunction with the display Eastman created what Denise McCluggage of Autoweek described as "a fine book that is modestly called a catalog ... Art of the National Sports Car has 96 pages packed with studio and some action shots of much of the Mittler Collection ..."

Since MG is the honored Festival marque this year, Eastman selected the rare and beautiful M-type Montlhery as a fitting MG example for the poster centerpiece. He has featured the grille with its artful radiator cap, headlights and front valance in an appropriate octagon surround. A signed

and numbered poster is included in packets provided to Concours entrants. Unsigned copies of this limited-edition artwork will be available for purchase in the Concours show area.

Our thank-yous go to sponsors Chemung Canal Trust, Parrish Heacock Classic Car Insurance and Classic Impressions for making this Concours keepsake possible. As in past years, Eastman will be photographing many of the Festival's participating vehicles, in the village and at the track. He has often expressed in his writings that the Grand Prix Festival and the Zippo U.S. Vintage Grand Prix rate at the top of vintage motorsports events held in this country.



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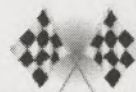


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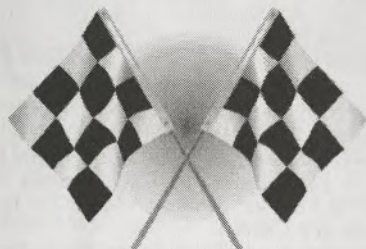


Drivers Walk of Fame

The Drivers 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 Court House 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.

This year's Festival will see the dedication of markers honoring car builder William Sadler and racer Bobby Rahal.



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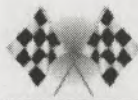
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The Legends Speak: Collier Brothers Memorial Trophy Winner Remembers

Gus Ehrman, winner of the first Collier Brothers Memorial Trophy Race 50 years ago, will be among the panelists at The Legends Speak, presented by the International Motor Racing Research Center at Watkins Glen.

The Legends Speak 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."

Legends Speak is at 3 p.m. at Lafayette Park.

Panelists will be asked to spend a few moments on their own motorsports background and then focus on their involvement with MGs or their knowledge of Sam and Miles Collier, in whose memory the Trophy Race was established.

This is an informal, interactive discussion and always proves to be lively and interesting.



Gus Ehrman wears the winner's laurel wreath after his victory in the inaugural Collier Brothers Memorial Trophy Race in 1954. Ehrman, who is participating in The Legends Speak at this year's Grand Prix Festival, drove an MGTD in that race. With him is mechanic Jim Carron.

(photo from the William Green Motor Racing Library)

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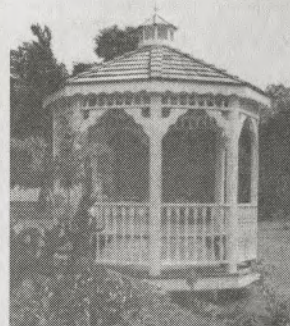
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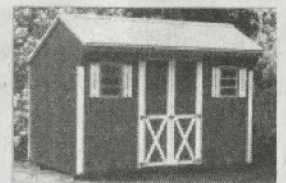
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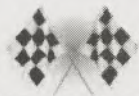
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Model Car Concours d'Elegance

By RICH CHERNOSKY

Car lovers at the Grand Prix Festival of Watkins Glen know it's not the size that counts. The popularity of the Keystone Cards Model Car Concours d'Elegance is evidence of that.

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 craftsman and are part of their private collections.

Upwards of 200 modelers enter pieces for display in five classes, and festival attendees vote for their favorite entry. Stop by and choose your favorite from among this year's entries.

Modelers will be on hand throughout the day to discuss their work.

The Model Car Concours d'Elegance is located at the entrance to the Watkins Glen State Park on Franklin Street, very close to the Chemung Canal Trust Co. Concours d'Elegance.

The exhibition will open at 10 a.m.

Glenkhana at Community Bank

By TERRIE SAUTTER

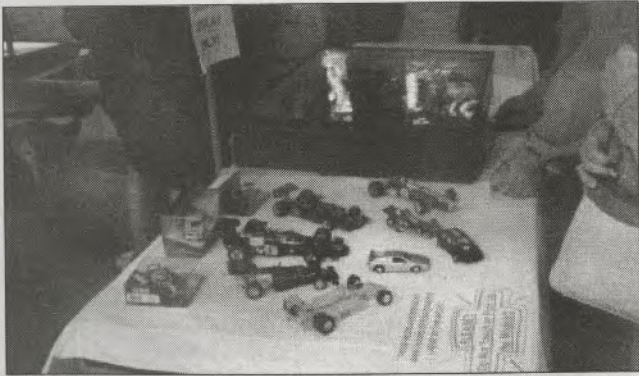
Take 20 sports cars, confine them to a standard-sized downtown parking lot and add some cones, "games of skill" and other obstacles and you have the Community Bank Glenkhana.

Drivers of skill, accompanied by their navigators of daring – and trust! – accept the challenge of the Glenkhana after participating in the Glenora Run. After an introductory walk-through of the obstacle course, drivers are timed as they put the cars through their paces.

Drivers navigate slaloms and enter "gates" forward and back – touching but not "killing" cones. They may circle buckets "at speed" while the navigator attempts to sink a basket with a ring of keys, or other silly, seemingly fast, skill-testing activities. Teams are head-to-head against the clock and each other.

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 devious committee's new design year after year, each year new Festival participants learn the ropes, 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 4 p.m. to check out the fun and action at the Glenkhana. So much fun, in so little time, and such a little space!



These small cars are a sampling of the display at the 2003 Model Car Concours. (photo by William Green)



The passenger has the task of tossing ring during the Community Bank Glenkhana, an event that's just as much to watch as to participate in. (photo by William Green)

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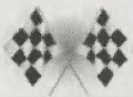
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The Founders' Tour Gathers Together Stone Bridge Drivers

By **CARL BENSON**

Welcome to The Founders' Tour, one of the six Stone Bridge Drivers venues that are an integral part of the Grand Prix Festival of Watkins Glen.

The Founders' Tour gathers together 100 special participants known as Stone Bridge Drivers, their cars, and guests for a day that includes a stylish lunch, an unparalleled, world-class cross-country driving experience, two laps of the original Watkins Glen road course and special reserved downtown parking. The experience is truly exhilarating, bringing the passion and excitement of a vintage enthusiast's dream.

New for 2004 is another enhancement to the cross-country tour; now splitting the group into two approximate 25-mile routes for driving fun. The routes are designed so that Logan Ridge Stone Bridge Drivers meet one another along the highway at some point during the tour and then regroup altogether for the downtown show.

Hosted by Logan Ridge Estates Winery situated on the eastern hillside of Seneca Lake, 10 miles north of Watkins Glen, the breathtaking scenic experience for pre-registered drivers begins at 11 a.m. The rally opens with time for enthusiasts to shop talk and share unique facts of their favorite endeavor before lunching at Petioles, the spacious restaurant at Logan Ridge. While enjoying their meal, the guests overlook the region's

unprecedented countryside of lakes, vineyards and peaceful rolling hills.

At the drivers meeting, during lunch, participants are greeted by the event host and sponsor, a guest speaker, and the event director.

The rally tour fires up just before 1 p.m. for the exciting and challenging cross-country drive. When the group arrives in downtown Watkins Glen, Founders' Tour participants grid on Franklin Street and then take two laps of the original Watkins Glen Grand Prix circuit. Drivers will experience many historic road racing landmarks along the way, including Cornett's Stone Bridge, Big Bend and Milliken's Corner.

Downtown spectators will have the distinct opportunity to view an exhibition of these sports and classic cars. Have camcorders and cameras ready as the Founders' Tour, part of over 500 vintage entries, takes its historic laps and parks downtown for display.

Should the Founders' Tour pique your interest, share the fun and exhilaration with us next year at our magnificent Festival — where the participants and their cars are a dynamic and integral part of a historic racing heritage. Enroll early, as limited openings fill quickly. Contact us at our web site www.grandprixfestival.com or call (607) 535-3003.

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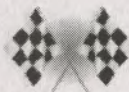
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The Original Rally: The Glenora Run

By **TERRIE SAUTTER**

The Grand Prix Festival of Watkins Glen is unique for many reasons, but participatory automotive events may be what keep Watkins Glen close to the hearts of many sports car enthusiasts.

Early Friday morning, while downtown Watkins Glen is still preparing for the events to begin, 130 vintage sports cars are gathering at Glenora Wine Cellars, 11 miles north of the village, for a full day of driving excitement – the Glenora Run Road Rallye.

Other than at organized road rallies, rarely are “car show” 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*. This year, the “vintage” aspect of the Festival is emphasized in the Glenora Run, as participating vehicles must be at least 25 years old.

After assembling at Glenora Wine Cellars, the cars depart on four different rally-style routes throughout the local countryside, watching for checkpoints, following cryptic clues 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 parking lot, then on to

Watkins Glen State Park for lunch. The SNF parking lot lap is always a highlight for drivers as well as the residents, who wave racing flags and cheer on the drivers – perhaps remembering days past when similar cars raced through the streets of Watkins Glen.

After lunch and awards, rallyists take to the streets again, this time to follow the route 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 reliving the excitement that these country roads once saw. It can be a little tricky to navigate the twists and turns, especially entering the Stone Bridge and heading out the other side.

Finally, the cars assemble on the streets of Watkins Glen, where they remain for spectator review until the evening’s events are over. Some cars will participate in the Community Bank 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. This is just another reason the Grand Prix Festival of Watkins Glen is a one-of-a-kind event in sports car circles.

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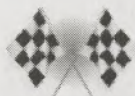
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Roadsters Cruise Around the Finger Lakes in 'Cento Miglia' Tours

By JIM LEHMAN

More so than any of the other driving events, the Knapp Sporting Roadster Tour, inaugurated last year as a new Stone Bridge Drivers event, is a touring event for people who truly love to drive their cars.

This year's event features two tours around Seneca Lake; one tour travels in a clockwise direction, the second going in the opposite direction. While tours are approximately 100 miles in length - "cento miglia" - each is broken into pleasant, seat-friendly chunks of time on the road by utilizing Glenora Wine Cellars, as well as the namesake sponsor of this event, Knapp Winery & Restaurant, as destination points.

Participants in both Roadster Tours meet for registration at the International Motor Racing Research Center in Watkins Glen between 8:30 and 9:30 a.m. During registration participants receive a commemorative bottle of cabernet sauvignon chosen by Kathy Pasqua, Knapp's general manager. Following a brief "drivers meeting," roadsters depart and file past Smalley's Garage on Franklin Street for a glimpse of tech inspection before proceeding on their respective tours to Knapp or Glenora.

Tours were designed to familiarize participants with Seneca Lake, portions of Cayuga Lake, and the many vineyards around them.

Roadster Tour #1 travels clockwise around Seneca Lake arriving at Glenora Wine Cellars for a mid-morning break, followed by a northern run across the top of the lake to Knapp Winery and Restaurant for lunch, and then a return, via scenic drives on Cayuga Lake, to Watkins Glen.

Roadster Tour #2 travels in a counter-clockwise direction around the lake touring initially to Knapp for a morning break, followed by a run to Glenora for lunch and return to Watkins Glen. Driving routes have been planned in such a way as to have each tour cross each other around Geneva.

Although each tour has arrival times at various locations that drivers must adhere to, flexibility has been built in to the schedule to allow for brief stops along the way. During visits at Glenora and Knapp, participants have ample time to wander the beautifully landscaped grounds as well as tour the tasting rooms, which, in addition to a wide assortment of wines and cordials, have many unique gifts and gourmet foods for sale.

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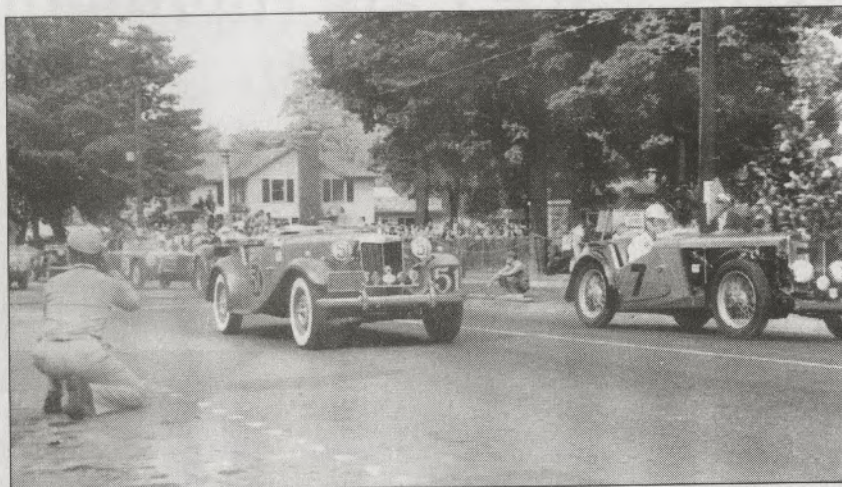
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Upon returning to Watkins Glen both tours convene at the South Entrance to the Watkins Glen State Park for staging of laps of the original race course, always a highlight for participants in this and other Stone Bridge Drivers events. As occurred last year, nearly halfway through the 6.6-mile circuit, at the same bridge suggesting the name of the Festival's Stone Bridge Drivers, a professional photographer snaps pictures of the cars as they cross the bridge. Following laps of the original course, cars park for display at the entrance to the State Park, perpendicular to the area used by the Concours d'Elegance on Franklin Street.



For the participants who bundled tickets to the Zippo Vintage U.S. Grand Prix with their Roadster Tour registration, the festivities and comradeship continue Saturday and Sunday at Watkins Glen International. While at the track, corral parking assures that vintage roadsters continue to receive the attention they deserve.

If you have a roadster and have an interest in participating in a weekend of fun at next year's Knapp Vineyards Sporting Roadster Tour, act soon as registration for this event closes quickly.

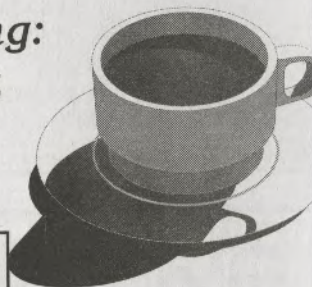
Denver Cornett is in his #7 MGTC at the start of the 1952 Queen Catharine Cup Race. This car will be among the select historic MGs displayed on the Schuyler County Court House lawn at the start/finish line during the Festival.

(photo from the William Green Motor Racing Library)

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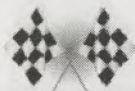
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SVRA Race Cars Highlight of Festival

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 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 1950s, but it was never the same as when the cars raced through town. By 1993, residents became convinced that Watkins Glen could capitalize on the growing nostalgia associated with the early races through the town and over the nearby country roads. A committee was 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 U.S. Vintage Grand Prix at Watkins Glen International. Today, the Festival is an anticipated addition to the weekend.



Cars in last year's SVRA reenactment take the first turn off the start/finish line, to the delight of the hundreds of people lining the course. (photo by William Green)

Planning, cooperation and adjustments are needed between SVRA, Watkins Glen International, the Schuyler County Sheriff's Department, the village of Watkins Glen, Watkins Glen Promotions and the racers to organize getting over 100 race cars into town, around the course and then back to the race track before dark.

The watershed year was 1998 when the 50th anniversary of post-World War II road racing at Watkins Glen was celebrated. Everyone went all out, and 187 race cars made the trip around the original 6.6-mile circuit.

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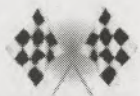
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The SVRA Race Reenactment continues to be the high point of the Festival for many.

The cars enter the village at about 4:30 p.m. and are parked along both sides of Franklin Street so the fans can get a closer look and the drivers can enjoy the festivities. At 6:30 p.m., the cars are cranked up in a riot of sound, smoke and color.

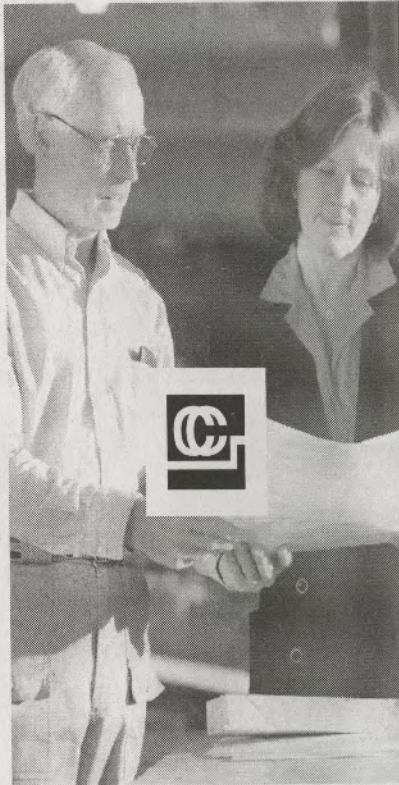
Spectators find their favorite spots on the course, and many locations have hay bales and corner workers, just as the circuit did between 1948 and 1952.

Cars that actually raced on the old race course go around first and then re-join the full SVRA grid. With safety pace cars in place, the Race Reenactment is an intricate, well-planned and well-executed procedure.

Just as the last of the cars move out, the beginning cars are finishing their first lap, approaching Millken's Corner and Franklin Street. This is history come alive!

After two passes through the village, the cars are then led back as a group to Watkins Glen International just before dark. Once again, Watkins Glen eases back into a quaint and quiet destination for visitors, just as it was before the racers came.

For more information about the SVRA, see its Web site at www.svra.com.



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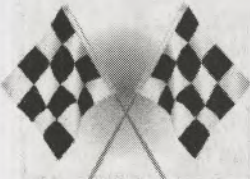


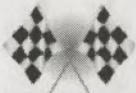
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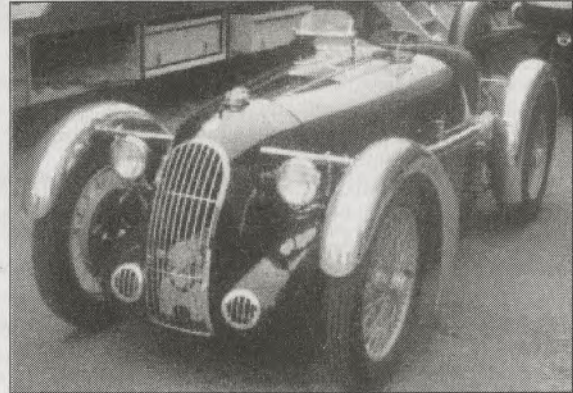
Zippo Tour de Marque Welcomes MGs

By JOHN MERRILL

This year's Zippo Tour de Marque has a unique venue and format that was planned to provide the 135 MG drivers, plus navigators, with an opportunity to experience the best of Watkins Glen, namely the original course, now listed on the National Register of Historic Places, and Watkins Glen International. To fit this all into the first half of the day, a tight schedule was established.

Arrival and registration, at the Wings of Eagles Museum in Big Flats (www.wingsofeagles.com), allows participants to view an outstanding collection of aviation memorabilia. Then, after a short run over to Watkins Glen International, everyone will enjoy a terrific brunch at WGI's Tower Club. After a driver's meeting, drivers and passengers are called to their cars to begin laps of WGI's "Thunder Road."

After completion, and with many smiles of accomplishment, the Tour leaves WGI for the original race circuit. Coming to a stop at the original start/finish line, the excitement of entering the first turn of this historic course will be felt by all. Two laps later, as they enter special parking at Lafayette Park along Fourth Street or in the main entrance area of Watkins Glen State Park, there should be smiles all around. Participants then have the remainder of the afternoon to enjoy exhibits, fireworks and talk MG history.



This 1935 MG-PB Special, known as Leonidis and raced extensively by the Collier brothers, will be on display on the Schuyler County Court House lawn. (photo from the William Green Motor Racing Library)

Admission tickets for Saturday and Sunday's races at the Zippo U.S. Vintage Grand Prix at WGI, with special MG Corral parking while at the track, was a part of the overall Tour de Marque program, and make for a truly remarkable weekend.

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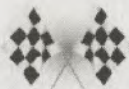
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Racing Research Center Has Unique Role in Motorsports

The International Motor Racing Research Center at Watkins Glen is unique in its mission and offerings as a research and archival center. It's a fun place, too, always with an historic car surrounded by beautiful art and hundreds of books.

The car currently on display is the Ford-Lotus 49 driven by Jochen Rindt to victory in the 1969 U.S. Grand Prix at Watkins Glen.

"There are many great automotive and racing museums around the world," Sir Jackie Stewart, three-time World Champion, said as the honored guest at the opening of the Racing Research Center five years ago in June 1999. "But what has been created at Watkins Glen, a center for archives and real research, is truly unique and a tremendous asset to the whole racing community."

This one-of-a-kind facility is located at 610 S. Decatur St. Hours are 9 a.m. to 5 p.m., Monday through Saturday.

The Center is entirely supported by people committed to the preservation of racing's heritage worldwide. The core of the collection is more than 2,500 rare and reference books, as well as hundreds of films, race posters and programs, magazines, rare documents, club records and manuscripts and thousands of photographs.

"Our mission is to be the world-class leader in the collection of materials representing the documentary heritage of amateur

and professional racing," says Center President Cameron R. Argetsinger.

The Center is designed to serve as both a research library and an archive and welcomes both the serious researcher and the casual fan. Journalists, authors and researchers unable to come to the Center are invited to submit their questions to the Center's staff. The cost of research services is based on the extent of the question, and oftentimes is handled free of charge.

Since opening, almost 8,000 people have visited the Center. Well over 1,500 reference questions have been answered, and most were submitted by e-mail.

"Almost all of the Center's materials have been donated by those interested in the preservation of the history of motorsports," Argetsinger says. "The Center's funding also is donated, as it receives no local, state or federal operating money."

Funding comes through membership in the Center's 2004 Sponsorship Team, an endowment, and outright gifts, Argetsinger says. The 2004 membership campaign is chaired by racing champion Phil Hill. The Center also organizes a variety of fund-raising activities throughout the year, such as auctions and raffles.

This year's raffle car is a 1981 Porsche Carrera SC. The drawing will be Oct. 2. Information about the raffle is available on the Center's Web site, www.racingarchives.org.

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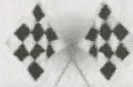
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- **Logan Ridge Estates Winery and Petioles Restaurant**, off Route 414, Hector, north of Watkins Glen, sponsor of Logan Ridge Winery Founders' Tour.
- **Knapp Vineyards**, located on Ernsberger Road near Romulus, sponsor of the Knapp Vineyards Sporting Roadster Tour.
- **Zippo**, Bradford, Pa., sponsor of the Zippo Tour de Marque.
- **Community Bank**, located at the corner of Fourth and Franklin Streets, sponsor of the Community Bank GlenKhana.
- **Watkins Glen International**, Watkins Glen, sponsor of the 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.
- **Sportscar Vintage Racing Association**, headquartered in Decatur, Ga., sponsor of the Technical Inspection Reenactment and Racing Reenactment.
- **Watkins Glen State Park**, Watkins Glen, use of the State Park for the Glenora Run lunch and fireworks.
- **Village of Watkins Glen**, use of Franklin Street and Lafayette Park and support in many other ways.
- **International Motor Racing Research Center at Watkins Glen**, Decatur Street, Watkins Glen, sponsor of The Legends Speak.
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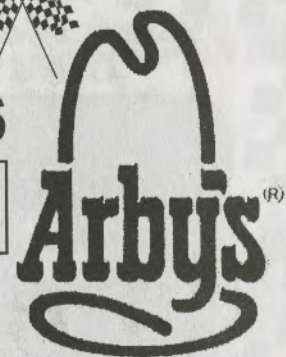
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Volunteers Key to Festival Success

By MAX NEAL

The talent, commitment, dedication and willingness to be flexible are the incredible characteristics of the volunteers who have made the Grand Prix Festival a continuing success.

Several folks have been volunteering since the Festival began; others are new this year. We are indeed fortunate to have so many volunteers return year after year to help celebrate the history of road racing in America and more specifically here in the village of Watkins Glen, where it all began on a crisp fall day in 1948.

When we reflect on the beginning, we also must think of volunteers, as it was a group of volunteers who rallied around a young man, Cameron Argetsinger. They shared his vision; they committed themselves to the vision; and they had strength in their conviction that bringing the Sports Car Grand Prix to Watkins Glen was simply the right thing to do. And, so they did it!

Now it is still the right thing to do, and volunteers come from all over the country to lend a hand in keeping the tradition of road racing through the streets of Watkins Glen alive and well.

Today, 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. Some examples are merchandise sales, rolling sports cars events, hospitality and visitor information, the

Concours d'Elegance and of, course, the fun jobs – setting up and cleaning up.

As always, one of the greatest reasons for volunteering is the thrill of contributing to, and being a part of, history and tradition. If you haven't signed up to volunteer this year, think about it for the 2005 Grand Prix Festival of Watkins Glen.

Just contact Watkins Glen Promotions at (607) 535-3003 for more information.



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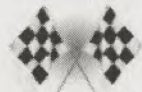
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Watkins Glen Promotions Organizes Festival

Watkins Glen Promotions was organized in November 1993 to plan and manage quality special events in Schuyler County. Its goal was to bring visitors into the community to showcase the natural beauty and creative talents of the area.

Watkins Glen Promotion, a non-profit corporation, is operated by a board of volunteers that held its first official meeting on May 3, 1994. It was led by President Rick Weakland. The current president is Marianne Shoemaker, who has been a part of Watkins Glen Promotions for many years.

Watkins Glen Promotion sponsors several community events each year. The year kicks off with the **Watkins Glen Waterfront Festival and Cardboard Boat Regatta**, held every June at Seneca Harbor Park on the shores of Seneca Lake in downtown Watkins Glen. It is a full day of activities for the entire family, highlighted by the Cardboard Boat Regatta.

Summer wouldn't be summer without an **Independence Day Celebration**. This year's event was at Clute Park and was sponsored by Newschannel 36, WENY TV. This festive event included family games, live music, a lighted boat parade and a chicken barbecue to support the Burdett Fire Department and the Schuyler County Italian-American Festival. The night was capped off by a spectacular fireworks display over Seneca Lake.

In early August, **Racing Thunder In The Glen** offers a

fun-filled afternoon and evening for all NASCAR fans. The village comes alive with the excitement of the Winston Cup Series. Show-cars from varied racing venues, live music; children's activities and more will get your blood pumping.

The **Grand Prix Festival of Watkins Glen** presented by the Chemung Canal Trust Co. is the premier event of the season.

Every town needs a Christmas celebration, and Watkins Glen is no exception. A **Village Christmas** is held in early December and brings together a community that enjoys celebrating its homespun roots. From handmade gifts to the greeting of neighbors and the tilting of carolers, this event is sure to brighten your holidays. Topped off with a parade with Santa and Mrs. Claus, it is a holiday tradition that is sure to please the whole family.

Watkins Glen Promotion does more than festivals. It works quietly behind the scenes to add to the attraction of the area. From the flower barrels on the street corners, to the raising of money for the Lakeside Community Skate Park, it is a community interest group always looking for ways to promote Watkins Glen.

To learn more about Watkins Glen Promotions, visit the Web site at www.watkinsglen.com/promotions or contact the office at Watkins Glen Promotions, 2 N. Franklin St., Watkins Glen, NY 14891; phone (607) 535-3003; or e-mail at: promotions@watkinsglen.com.



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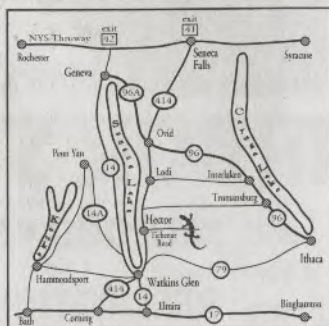
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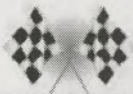


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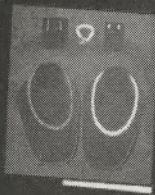


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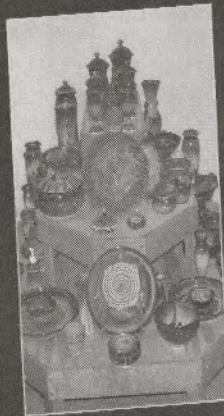
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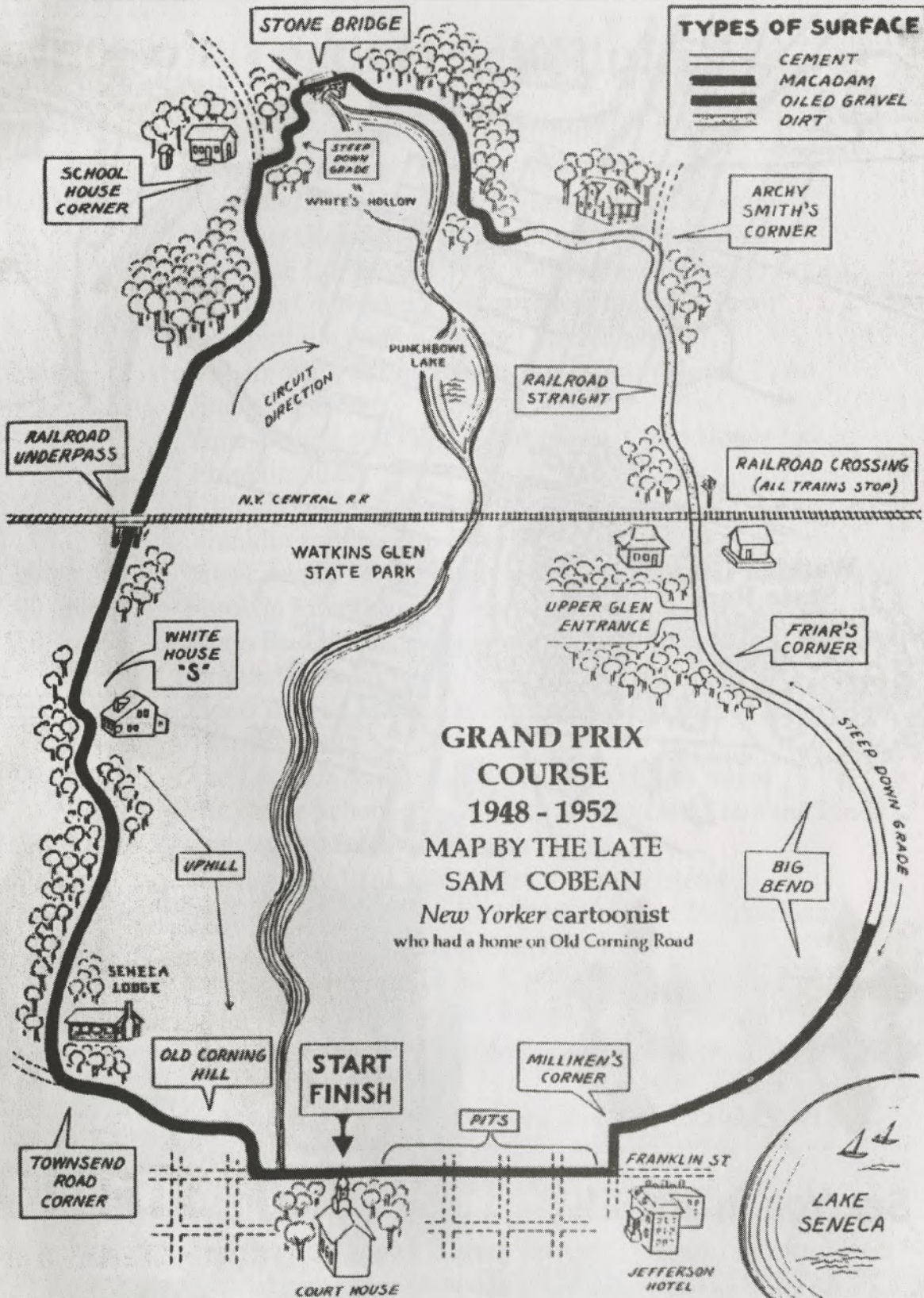
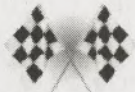
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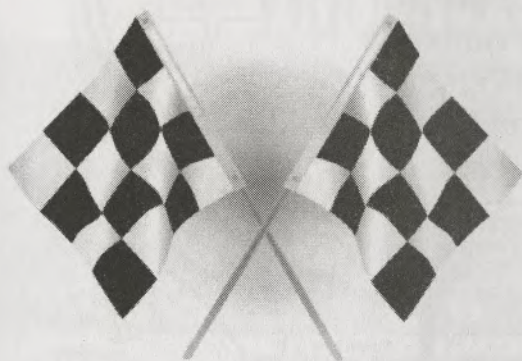
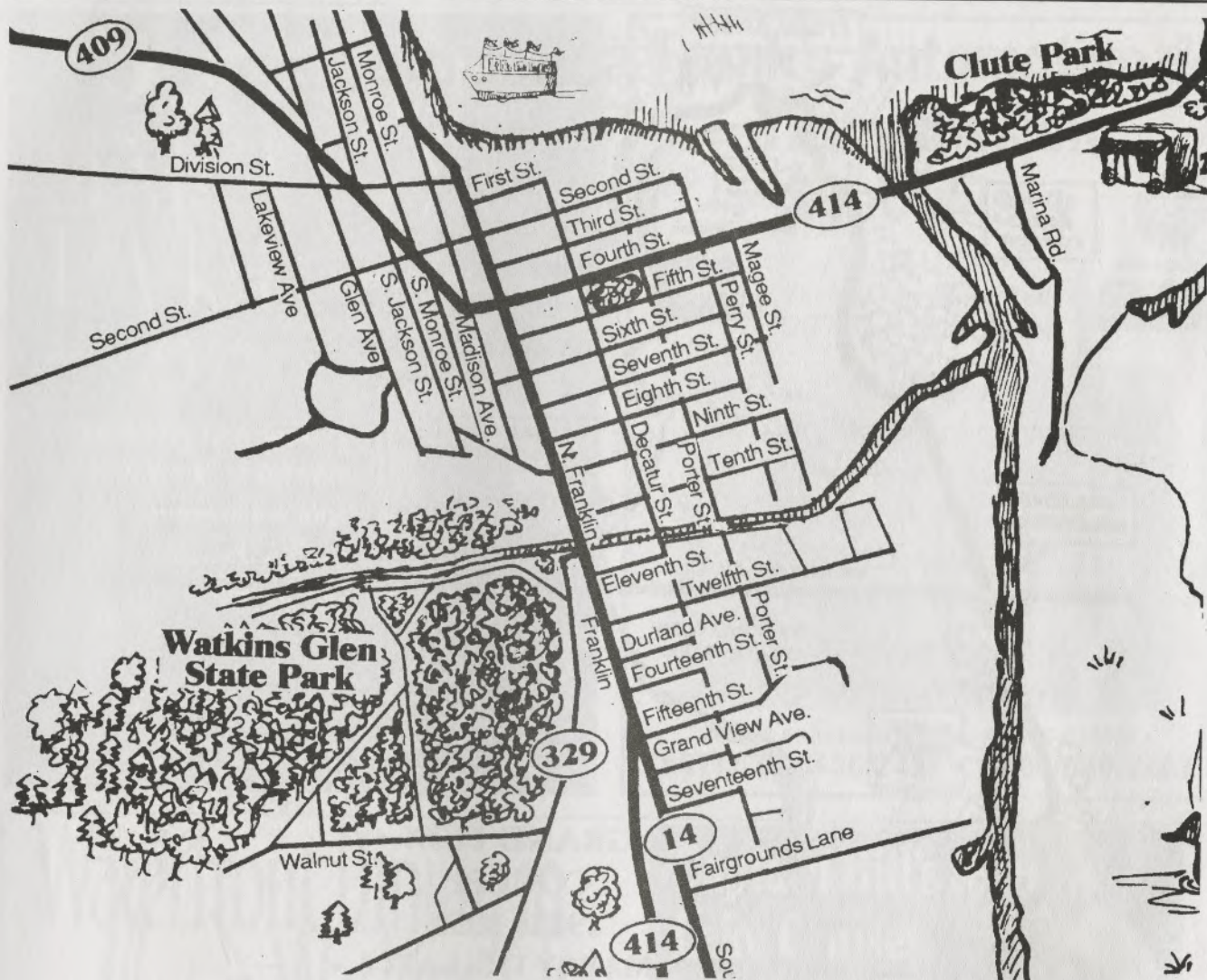
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Grand Prix Festival of Watkins Glen



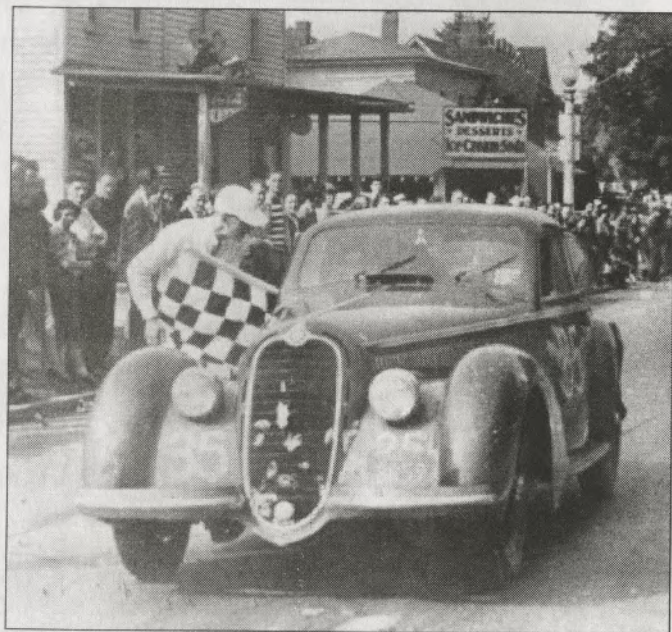
This map shows the original 6.6-mile circuit used by racers from 1948-52. The circuit is now on the National Register of Historic Places.

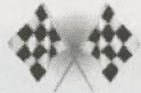


See You In 2005!!!

Frank T. Griswold Jr., in a 1938 Alfa Romeo 2900 B gets the checkered flag at the end of the 1948 Watkins Glen Grand Prix, the start of post World War II racing in the United States. Alfa will be the featured marque at the 2005 Grand Prix Festival of Watkins Glen.

(photo from the William Green Racing Library)





Festival Schedule

- 9:30 a.m. ~ SVRA Tech Inspection Reenactment,
Smalley's Garage, Franklin Street
- 10:00 a.m. ~ Chemung Canal Trust Concours d'Elegance begins,
Watkins Glen State Park entrance, Franklin Street
~ Keystone Cards Model Car Concours d'Elegance begins,
Watkins Glen State Park entrance, Franklin Street
~ Memorabilia booths open on Franklin Street
- 12 noon ~ Drivers Walk of Fame Inductions, Court House Lawn,
Franklin Street
~ Wine Tasting and Food Court opens, Court House Lawn,
Franklin Street
~ Fifth through 10th streets closed between
Franklin and Decatur Streets
- 12:30 p.m. ~ Music begins on the Court House lawn stage, Franklin Street
- 1:00 p.m. ~ Franklin Street closed, between Second and 10th streets
- 1:10 p.m. ~ Stone Bridge Drivers rally events start tours of the
original race circuit
- 2:00 p.m. ~ Zippo Tour de Marque MGs parked for display at Lafayette Park,
Fourth Street
- 3:00 p.m. ~ The Legends Speak, Lafayette Park, Fourth Street
~ Kid Racer School, Pick-a-Flick parking lot, Franklin Street
- 3:50 p.m. ~ Community Bank Glenkhana begins,
Community Bank parking lot, Franklin Street
- 4:30 p.m. ~ SVRA race cars arrive from Watkins Glen International
- 5:00 p.m. ~ Concours d'Elegance Awards Ceremony,
original Start/Finish Line, Court House, Franklin Street
- 5:30 p.m. ~ Kid Racer Derby, Pick-a-Flick parking lot, Franklin Street
- 5:35 p.m. ~ Opening Ceremonies, original Start/Finish Line, Court House,
Franklin Street
- 6:00 p.m. ~ Original 6.6-mile circuit closed to traffic through 7:30 p.m.
- 6:10 p.m. ~ SVRA Watkins Glen Heritage Tour parade laps
- 6:30 p.m. ~ SVRA Watkins Glen Grand Prix Race Reenactment
- 6:30 p.m. ~ Fund-raiser party and auction hosted by Bobby Rahal at the
International Motor Racing Research Center, Decatur Street
- 9:00 p.m. ~ Fireworks at the entrance to the Watkins Glen State Park Gorge,
Franklin Street
- 9:30 p.m. ~ Franklin Street re-opens



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