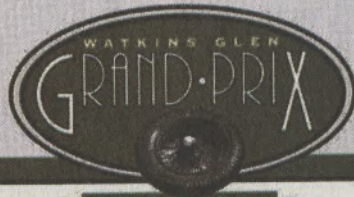


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Painting by Robert Gillespie

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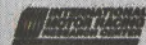
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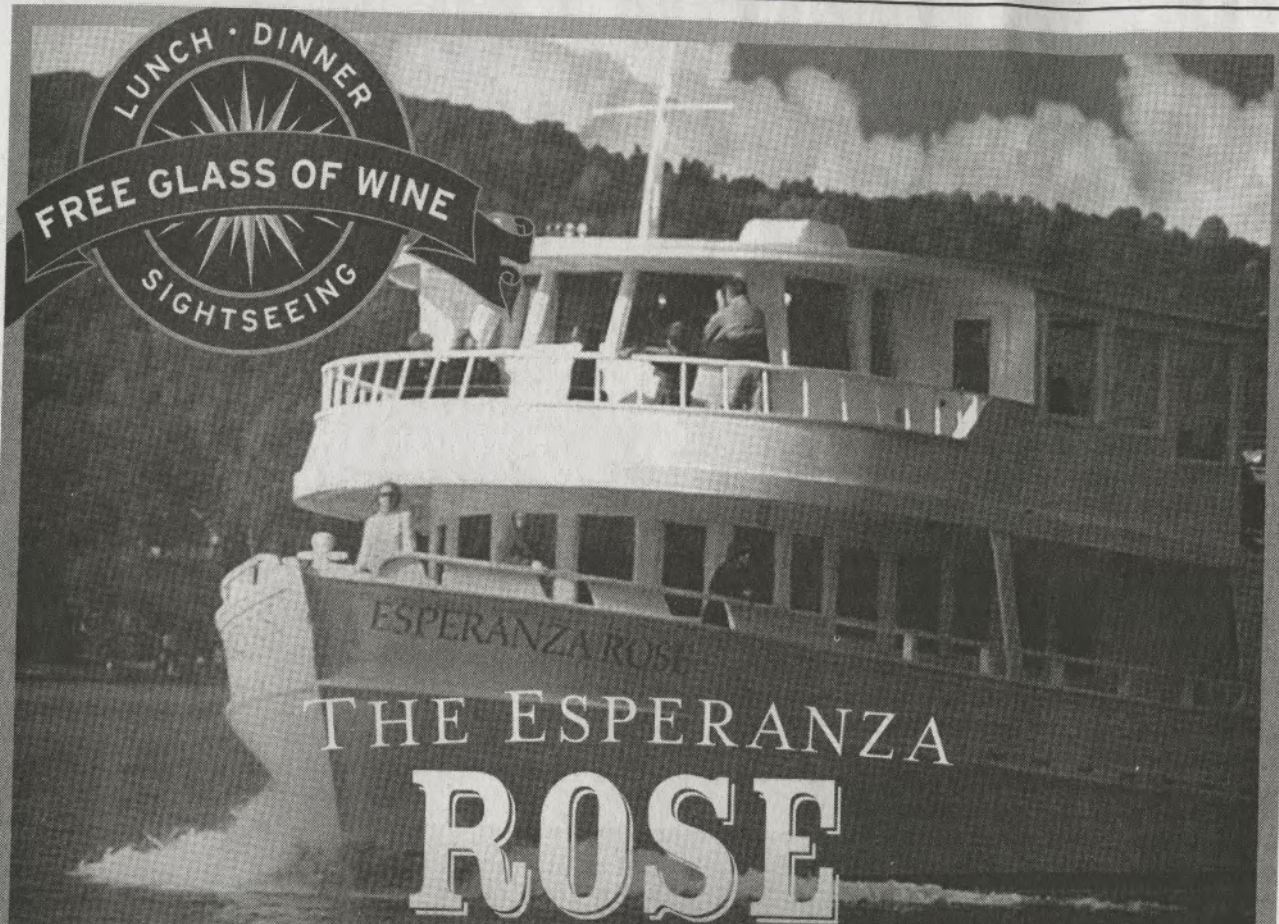
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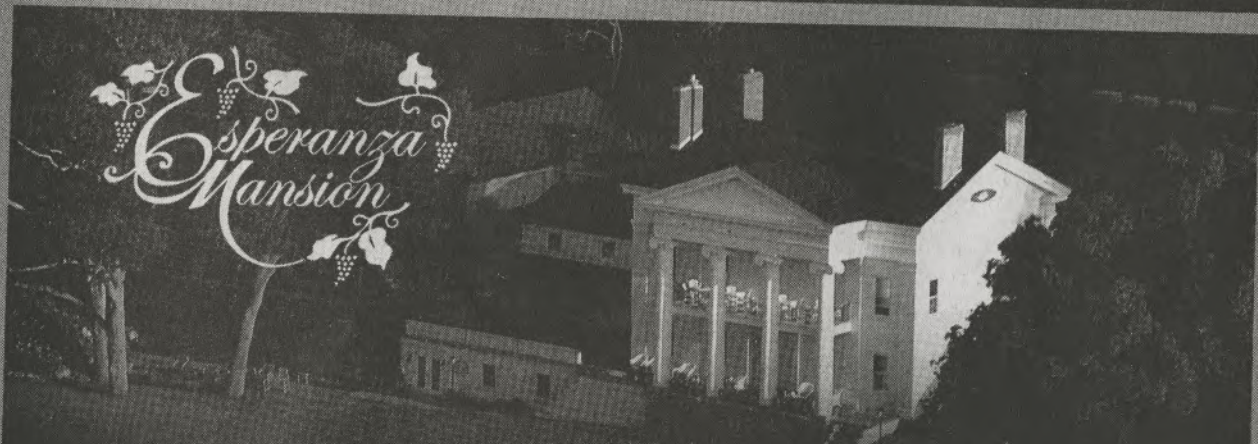


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Dear Visitor:

This year marks the 15<sup>th</sup> annual Grand Prix Festival of Watkins Glen and the 59<sup>th</sup> 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, BMW, will bring an unprecedented number of marque cars into the community. If you would like to view an impressive collection of BMWs be sure to visit the display in beautiful Lafayette Park, one block east of Franklin Street between Fourth and Fifth streets. The BMWs should arrive from their "Tour de Marque" at 2 p.m.

You will also find "The Legends Speak" presented by the International Motor Racing Research Center in Lafayette Park at 3 p.m.

As usual, the Schuyler County Court House lawn will be graced with a small collection of significant BMWs, as well as motorsports vendors, a food court, wine tastings and live music from 1-3 p.m.

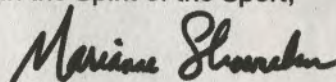
BMW's have been part of racing at Watkins Glen starting with the very first event on Oct. 2, 1948. Unfortunately, though that first car was registered, it was withdrawn before the race began. Since then, however, BMW has experienced countless successes here, attracting a solid following among race fans.

We join those fans in saluting BMW today!

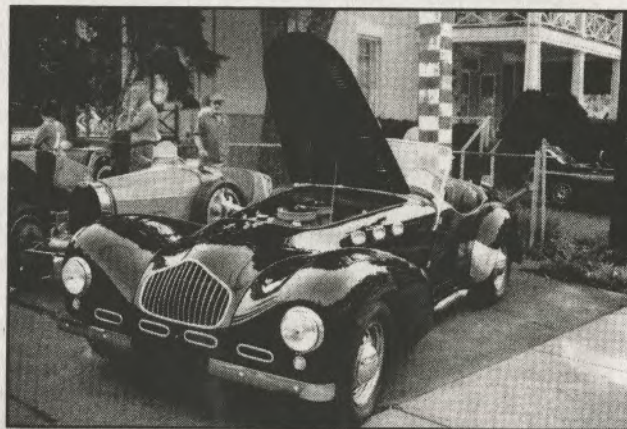
The Grand Prix Festival of Watkins Glen is a production of Watkins Glen Promotions, a local not-for-profit organization dedicated to producing quality special events in Schuyler County. Each year's Festival is the culmination of a year of work by a dedicated Management Team of over 40 volunteers, assisted 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 Watkins Glen Grand Prix Tribute presented by Zippo in the evening. If you like sports cars, and especially BMWs, you're in right place!

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



An Allard shines at the 2006 Smalley's Garage Tech Inspection. (photo by Bill Green)

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# 1957 Schedule Expanded to Include NASCAR

By **BILL GREEN**

The first of the races in Watkins Glen seemed like yesterday, but time goes by fast and now it is 1957.

This is the second year on the third circuit, or first permanent track of 2.3 miles. This year the season's schedule had expanded to one regional SCCA race, the Glen Classic in July; the first NASCAR Grand National in August; and the September SCCA Grand Prix Sports Car race. During the summer and early fall NASCAR sanctioned drag races with a local NASCAR club on a quarter-mile part of the race track on the east side. The race direction was north from the chicane.

With the differences about sanctioning the race in 1956 taken care of, the SCCA was ready for two weekends. The first was July 5 and 6. The Glen Classic was made up of regional races. All week some excellent races were run. The two races that brought everyone to their feet included Race 3 for 11 laps for B, D, E, F, and G modified classes of cars.

Bob Holbert in his hot little Porsche RS was pursued every inch of the way by Paul O'Shea in the mighty Mercedes-Benz 300 SL roadster. They were neck-and-neck or bumper-to-bumper throughout the entire race. Holbert took overall first place by the



Walter Hansgen celebrates his victory in the 1957 Grand Prix at Watkins Glen in a D-Type Jaguar owned by Briggs Cunningham. To the right of Hansgen is the great Alfred Momo, head mechanic for Cunningham. (photo from the William Green Motor Racing Library)



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narrow margin of 1.8 seconds, averaging 82.2 mph and breaking the course record with 1:39.4 (83.2 mph) in the fourth lap.

The main race, the Glen Classic, was 33 laps for B, D, E, F and G classes and the first six cars from Race 5 for B and C Production. Once again, as in Race 3, it developed into a duel between Paul O'Shea and Bob Holbert. But this time, it was O'Shea's Mercedes-Benz 300 SL that was first on every lap and Holbert's Porsche RS that was a very close second.

O'Shea's winning average speed was 81.7 mph. Both O'Shea and Holbert broke the lap record set earlier in Race 3, and they shared the new record of 1:39.2.

Aug. 4 saw the first NASCAR Grand National race run on the 2.3-mile course, without the chicane in use. The race was 101.2 miles, or 44 laps, run counterclockwise to the usual way sports cars were run. The race was promoted by Ed Otto, vice president of NASCAR.

Qualifying and the race were both on Sunday, but nothing could begin until 2 p.m. due to blue laws.

Buck Baker, driving a 1957 Chevrolet, was fastest qualifier with a speed of 87.071 mph. Baker led all 44 laps to win at an average speed of 82.08 mph, with a margin of victory of .46 of a mile over Fireball Roberts in the Roberts 1957 Ford. Baker took home \$1,000 for the win. Twenty cars started the race, and 13 cars

finished. The race time was 1 hour, 13 minutes and 6 seconds.

The Watkins Glen Sports Car Grand Prix race weekend was held on Sept. 20 and 21. This was an SCCA national event. A large entry was received.

For every race fan that has been at the Glen over the years the first stop is Smalley's Garage on South Franklin Street. In 1957, a big tent was out back of Smalley's for tech inspection for the race cars. Chief tech inspector Flossie Smalley and her crew checked over a list of cars that included Ferrari, Maserati, D-Type Jaguar, Ace Bristold Cad-Allard, Elva, Lotus, Porsche, Corvette, Mercedes-Benz and MG. Who knew who you might see: Briggs Cunningham, Walter Hansgen, George Weaver or others.

Practice on Friday didn't start until the fog blew away about 11 a.m. Downtown, the Concours d'Elegance paraded through town. Back at the track, the 11-lap Ladies Race was won by Denise McCluggage in a Porsche RS.

The first race of the day on Saturday was the Seneca Cup for classes unrestricted and Formula III cars. Right from the start, Bob Bucher in a Cad-Allard J2R led the whole race to win. The Formula III class was won by Paul Richards in a Cooper.

The second race of the day was the Collier Brothers Memorial Trophy Race. It was won by Bob Bucher in Spanky Smith's MGA. This race was for

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MGs only. Bucher would be only the second man to win two named races in one day.

The Dix Cup was next and was won by William Burroughs in an Ace Bristol. Bob Holbert drove his Porsche RS to first place in the Queen Catharine Cup in an Alfa Romeo.

First home in the Schuyler Carrera race was Fred Barrette in a Porsche Carrera. Ed Hugus won the Chieftain Cup in an Alfa Romeo. The Glen Trophy race saw Fred Windridge win in a Corvette.

Late in the day, at the fall of Tex Hopkins' green flag for the start of the Grand Prix, Walt Hansgen in one of Briggs Cunningham's D-Jaguars took the lead. At the end of 44 laps, he was the winner. Bob Holbert in his Porsche RS was second overall and holder of the new overall lap record of 85.9 mph done on Lap 11. Third was Paul O'Shea in a Mercedes-Benz 300 SL.

As John Duvall ended his race report of the 1957 Glen race in SCCA Sports Car magazine, "There is only one Glen, and Watkins is its name."

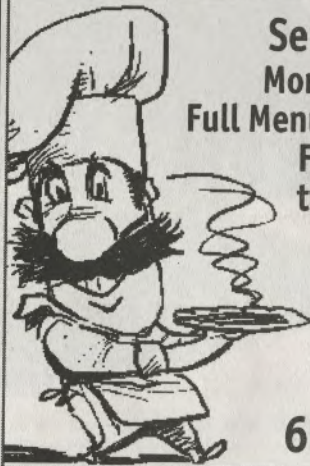


Walter Hansgen after his victory in the 1957 Grand Prix at Watkins Glen in a D-type Jaguar. (photo from the William Green Motor Racing Library)

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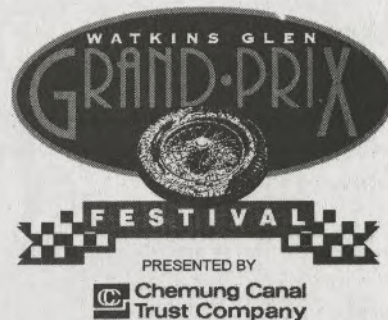
Just as the late 1940s and early 1950s saw the rebirth of American road racing, this same time period saw the growth of consumer banking in the area. Chemung Canal Trust Company, headquartered on Water Street

in Downtown Elmira, opened its first branch office in 1951. From this beginning, a convenient network of branches has been added to serve our customers from Southport to Watkins Glen and Owego to Bath.

During the past two years, Chemung Canal Trust Company has further expanded its presence within the boundaries of the Southern Tier with offices in Ithaca and Binghamton and a recently opened Representative Office in Herkimer, NY.

Chemung Canal boasts assets in excess of \$775 million, and operates one of Upstate New York's largest Community Bank, full-service, Trust and Investment Centers with approximately \$2 billion in assets under administration.

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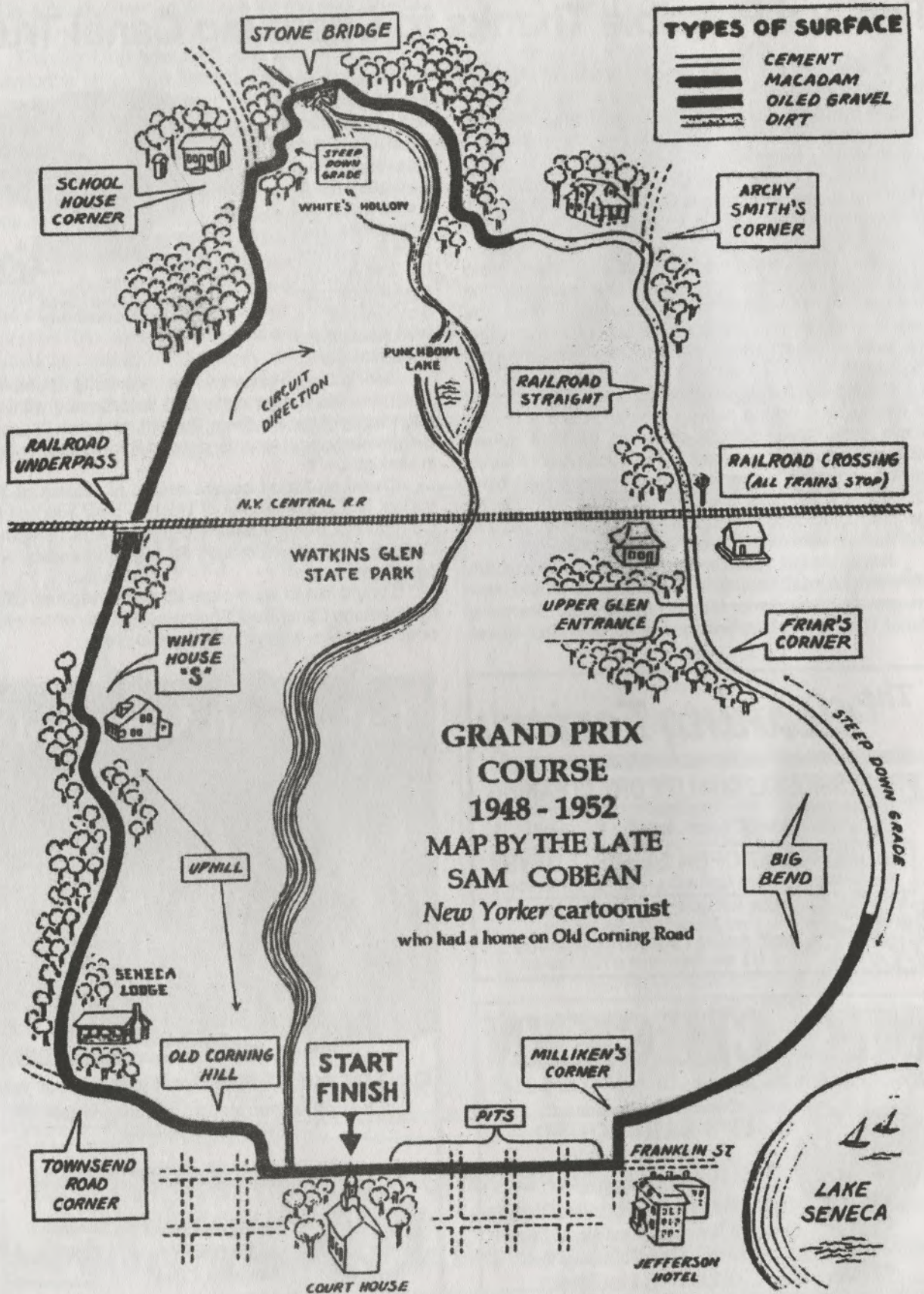
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# Cameron Argetsinger's Dream Brought Racing Here

American road racing was revived at Watkins Glen on Oct. 2, 1948, the first road race run since before World War II.

Law student Cameron Argetsinger dreamed of bringing European style competition to the village where he spent his summer vacations and he drew up a challenging course that encompassed asphalt, cement and dirt roads in and around the village of Watkins Glen. The dream became reality on "The Day They Stopped the Trains."

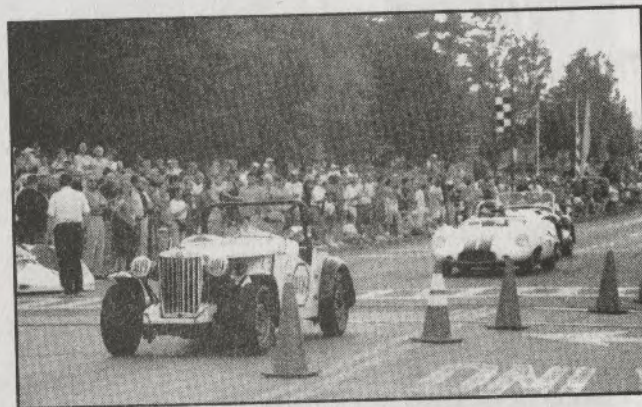
The 6.6-mile circuit ran through the village streets, starting and ending in front of the Schuyler County Court House. To close the public roads for the event, permits were required from six government entities: the state, the county, the village, the towns of Reading and Dix, and the New York State Parks Commission. A permit from the New York Central Railroad also was needed because the trains were stopped during the race, as the course crossed the tracks.

Competition moved to a temporary course in 1953, and a 2.3-mile permanent circuit was built in 1956. The following year, The Glen hosted its first professional race, a NASCAR Grand National Stock Car event won by Buck Baker over Fireball Roberts. True international competition began in 1958 with the running of a Formula Libre race.

Among the many racing series thrilling race fans was Formula 1, for which Watkins Glen served as the home of the U.S. Grand Prix from 1961 through 1980.

However, from 1981 through 1984, only a few SCCA events, closed to the public, were run at the track.

A renovated and renamed race track opened in 1984. As Watkins Glen International it has hosted a variety of racing competitions, including NASCAR and the SVRA vintage races, which for the last couple of years have attracted the largest entry list of any vintage racing event in North America.



A MGTD and a Lister-Jaguar participate in the Watkins Glen Grand Prix Tribute on the original race circuit through the village at last year's Grand Prix Festival. (photo by Bill Green)

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## BMW at the Glen Since '48

By **BILL GREEN**

For the first Watkins Glen Sports Car Grand Prix that took place on Oct. 2, 1948, there was a single entry for a BMW by Paul Ceresole in the Junior Prix, but he withdrew the car before the race.

Two BMWs were listed in the 1949 race program. One was the BMW coupe that won the 1940 Mille Miglia. The car was driven at the Glen by Bob Grier in the Grand Prix race to finish 27<sup>th</sup> overall.

In 1951, E.J. Tobin raced his 328 BMW in the Grand Prix and finished 17<sup>th</sup> overall.

Two 328 BMWs were at the Glen for the 1952 race weekend. In the Seneca Cup, Charles Kotchan raced his BMW to a seventh-overall finish. In the Grand Prix, E.J. Tobin was entered to compete, but that race was stopped just after the start of the second lap when a car brushed the crowd across from the entrance to the Watkins Glen State Park near the first turn, killing a 7-year-old boy and injuring 12 other spectators.

As we entered the 1960s, BMW engines would be used to power sports racing cars in both pro USRRC events as well as amateur club races.

By the 1970s, BMW cars and BMW power were present at the Glen in both club and pro series.

BMW cars raced in the Six-Hour race in the 1975, with Sam Posey and Brian Redman driving a BMW 3.0 CSL

sedan. They finished sixth overall. The team car with Ronnie Peterson and Hans Stuck retired from the race.

The 1976 Six-Hour race saw three BMW CSLs. The highest finisher was the team of Peter Gregg and Hurley Haywood ending fourth overall. Neither of the two BMWs in the 1977 Six-Hours finished the race.

Four BMW 320s raced in the 1978 Six-Hour race. The highest-finishing car was driven by Hans Stuck and Dieter Quester, ending third overall.

Two BMWs raced in the 1979 Six-Hour. The car driven by Kemper Miller and David Cowart, a BMW 3.5 CSL, finished 10<sup>th</sup> overall. The David Hobbs, Jim Bushby and Manfred Winkelhock BMW M-1 did not finish.

The 1980 race had two BMW M-1 cars. David Cowart and Kemper Miller ended 10<sup>th</sup> overall. The other M-1 retired from the race.

The last year of the Six-Hour race in 1981 had two BMWs. The car driven by David Hobbs and Marc Surer finished 14<sup>th</sup> overall. The other car did not finish.

From 1981 to the present, BMW cars have competed in SCCA club racing on a regular basis.

During the 1986 IMSA GTP series, BMW fielded two cars in some races, with team drivers John Watson, David Hobbs, John Andretti and Davey Jones. The teams only overall win came in the fall Glen GTP race with John Andretti and Davey John driving.

Several more pages could be written on BMW cars at the Glen. Suffice it to say, it is always good to watch BMW race at the Glen.

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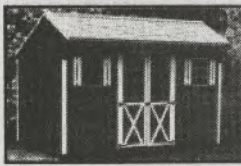
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# F1 Driver John Watson Grand Marshal at WGI

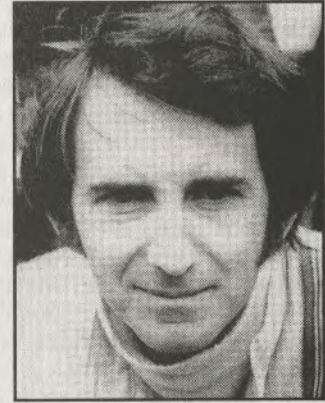
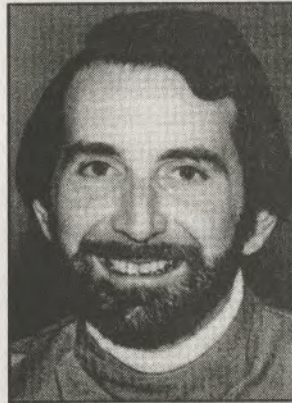
By **BILL GREEN**

Former Formula 1 driver John Watson is grand marshal for the Zippo U.S. Vintage Grand Prix at Watkins Glen International and an honored guest at the Grand Prix Festival.

Watson was born April 4, 1946, in Belfast, Northern Ireland. He first drove his father's car at the age of 9 and took part in his first race when he was 18. He progressed from an Austin-Healey Sprite to a variety of club racing cars and made his international debut in Formula 2 in 1969. He graduated to Formula 1 in the 1973 British Grand Prix at Silverstone driving from Brabham. He retired from the race with fuel system trouble.

Watson's next race was at the U.S. Grand Prix at Watkins Glen in a Brabham-Ford. He started 24<sup>th</sup> and retired from the race with engine trouble. Watson in 1973 also co-drove in the Watkins Glen Six Hours of Endurance race in a John Wyer Gulf Mirage-Ford Cosworth with Mike Hailwood and Derek Bell to finish fifth overall.

In the 1974 Watkins Glen USGP, he again drove a Brabham-Ford, starting seventh and finishing fifth overall. In the 1975 U.S. Grand Prix, Watson drove for Penske after Mark Donohue died of injuries from a morning warm-up session for the preceding Austria Grand Prix. He finished ninth overall.



Formula 1 driver John Watson pledged to shave off his beard after his first win. The beard came off after Watson took the checkered flag in the 1976 Grand Prix in Austria. Watson is grand marshal for the Zippo U.S. Vintage Grand Prix at Watkins Glen International and an honored guest at the Grand Prix Festival. (photos from the William Green Motor Racing Library)

Someone asked Watson if he would shave off his beard when he won his first Grand Prix. He said yes.

Watson won his first Grand Prix in Austria in 1976 driving a Penske, which was that team's first Grand Prix. Not long after the victory, Watson did shave off his beard.

At the Glen in 1976, he finished sixth overall in the Penske. In 1977 and 1978 he drove from Brabham-Alfa Romeo. In 1977 he finished 12<sup>th</sup> overall, and in 1978 he did not finish.

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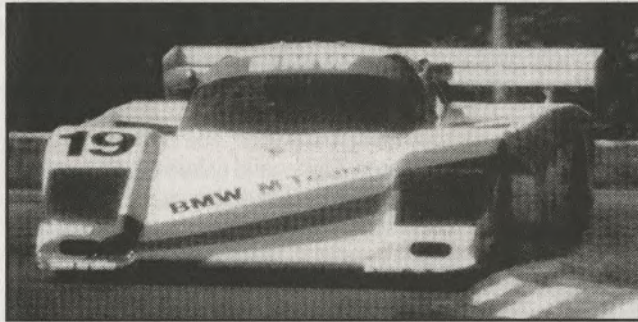
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The last two years of the U.S. Grand Prix at the Glen, Watson drove for McLaren and was sixth overall. He was sixth overall in 1979, and ninth overall in 1980. He would race for McLaren until 1983, plus one race in 1985 in the European Grand Prix at Brands Hatch. He finished seventh overall.

Watson would win a total of five Grand Prix races in his Formula 1 career.

Watson raced in the Le Mans 24-Hours seven times between 1973 and 1990. His best finish was in 1990, when he ended 11<sup>th</sup> overall with Bruno Giacomielli and Allan Burg. During the years 1972 through 1990, he had four wins in the Sports Car World Championship series.

During the 1986 IMSA GTP series, he co-drove with David Hobbs in a few races in a BMW-GTP.



The BMW GTP of John Watson and David Hobbs is on the track at Watkins Glen for the 1986 New York 500. They were 21<sup>st</sup> overall. (photo from the William Green Motor Racing Library)

## Kid Racer School Teaches Them Young

If you have young children with you, be sure to sign them up for the Kid Racer School, located at the Pick-A-Flick/Subway plaza on Franklin Street.

This fun activity is for 3- to 6-year-old children and includes a "drivers school" and an opportunity to participate in the Kid Racer Trophy Dash.

Kid Racer is a project of Oscar Koveleski, one of the honorees in the day's inductions into the Drivers Walk of Fame.

Kid Racer will benefit the Penn Yan Community Center project.

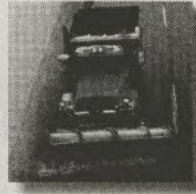
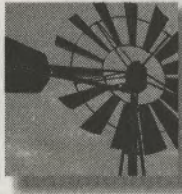
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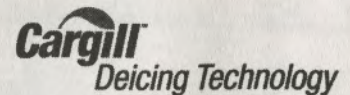
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## SVRA Drivers Anticipate Grand Prix Tribute

The Sportscar Vintage Racing Association, founded in 1980 with the vision of keeping vintage race cars on race tracks where they belong, has been a vital part of the Watkins Glen Grand Prix Tribute since the Grand Prix Festival began in 1993.

Drivers who participate in the parade laps look forward to this unique 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 when it 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.

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 150 race cars into town, around the course and then

safely back to the race track before dark.

The watershed year was 1998 when the 50<sup>th</sup> 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.

The Watkins Glen Grand Prix Tribute 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.

With safety pace cars in place, the parade laps is an intricate, well-planned and well-executed procedure.

This year BMW is the featured Festival marque and Bugatti is an honored SVRA marque at WGI. Those cars, along with cars that actually raced on the old race course, go around first and then re-join the full SVRA grid. Then all of the cars make two laps of the course.

Just as the last of the cars move out, the beginning cars are finishing their first lap, approaching Milliken'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.

For more information about the SVRA, see its Web site at [www.svra.com](http://www.svra.com).

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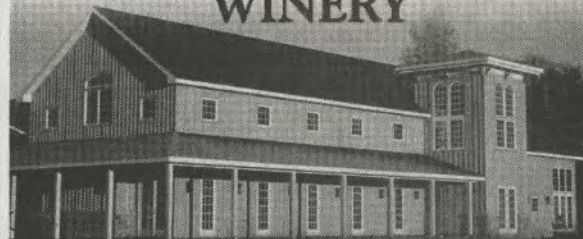


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# Glenora Run Original Drivers' Rally

By **TERRIE SAUTTER**

The Grand Prix Festival of Watkins Glen is unique for many reasons, but participatory automotive events keep Watkins Glen close to the hearts of many sports car enthusiasts. Now known collectively as "Stone Bridge Driver" events, the Pleasant Valley Wine Co. Founders' Tour, Knapp Vineyards Sporting Roadster Tour, WGI Tour de Marque and Community Bank GlenKhana all grew out of the popularity of the Glenora Run – the first driver's event.

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*. As the Grand Prix Festival's original participatory event, 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 Seneca View nursing facility parking lot, then on to Watkins Glen State Park for lunch. The Seneca View 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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## Knapp Roadster Tour Finds Scenic, Fun Roads

By **DOUGLAS HOOD**

The Fifth Annual Knapp Vineyards Sporting Roadster Tour is sure to be yet another spectacular tour, designed for those who own open-top roadsters of any vintage and truly love to get out there and drive their cars.

Each year the route gets modified and changed so those returning for yet another year can expect something new. The Friday after Labor Day is packed with lots of great driving, a stop at Knapp Vineyards in Romulus and the extraordinary two parade laps around the original 1948 6.6-mile Watkins Glen road course. All participants will be provided lunch at Knapp, a commemorative bottle of Knapp wine and a special dash plaque for their roadster.

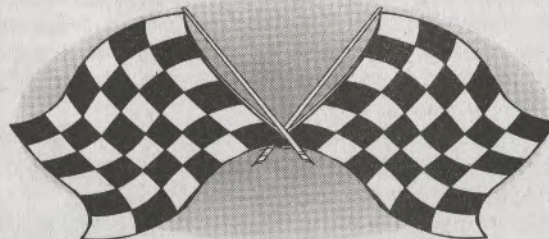
Final registration is at the International Motor Racing Research Center on Decatur Street in Watkins Glen at about 8:15 a.m. All cars are divided ahead of time into two groups that run essentially the same route but at staggered times. The route is a nice blend of scenic and fun roads in the Finger Lakes Region. Each tour group has specific arrival and departure times at various locations, which drivers must adhere to. Detailed instructions and tour routes are provided at registration. The tour of approximately 125 miles is divided into several seat-friendly blocks of time.

At the end of the tour, both groups convene at the Watkins Glen State Park, where they grid into formation for their two full parade laps. Once the call is received, all 120

roadsters take to the old course in grand fashion, running the very same course the race cars ran 59 years ago.

After the parade laps, all the sporting roadsters will find themselves downtown, where special reserved parking is provided for the rest of the Grand Prix Festival. This parking not only allows drivers to showcase their special cars in the lot next to the Concours d'Elegance, but also provides them a chance to wander around downtown and take in all the Friday night activities that have helped to give the Zippo U.S. Vintage Grand Prix weekend the highest car count of any vintage race weekend in the country.

If you have a roadster and have an interest in participating in the Knapp Vineyards Sporting Roadster Tour next year, remember the number of participants is limited. Contact Douglas Hood, chairperson, at [spaleader@yahoo.com](mailto:spaleader@yahoo.com) or Watkins Glen Promotions at [promotions@watkinsglen.com](mailto:promotions@watkinsglen.com).



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## Founders Tour Uses Two Adventurous Routes

By **CARL D. BENSON**

The Founders' Tour is one of the six "Stone Bridge Driver" venues that present about 100 of the 500-plus vintage and classic cars of the Grand Prix Festival of Watkins Glen.

The Founders' Tour is a special group of participants known as "Stone Bridge Drivers." They bring their cars, and guests back to the original home of the United States Grand Prix - Watkins Glen

The nostalgic day includes a lake-to-lake cross-country grand tour, lunch, two laps of the original race circuit and special reserved downtown parking. As a Grand Prix Festival visitor you will see special sports and classic cars all driven and parked right before your eyes and the walking is easy in and around downtown Watkins Glen for viewing the field.

The grand tour group is split into two routes originating at the Pleasant Valley Winery in Hammondsport that offer the very same driver challenges that the original Grand Prix drivers encountered on their way to the fame and glory. The Stone Bridge Driver and guest will also view some of the region's most spectacular world-class scenery that this motoring experience can offer.

The routes are designed so that they meet one another along the highway at some point and then regroup for the downtown display.

Hosted by Pleasant Valley Winery situated at the

southern tip of Keuka Lake, the drivers arrive at 10 a.m. They can enjoy the winery's museum and gift shopping, as well as sharing time together for some bench race discussions with other tour drivers and guests. An official drivers meeting will release them to the rally course.

The grand tour then fires up just after 11 a.m. for the exciting and challenging cross-country drive. When the group arrives in downtown Watkins Glen, drivers stage on Franklin Street and take two laps of the original Watkins Glen circuit. Along the "old course," drivers will experience the historic road racing landmarks, including Cornett's Stone Bridge, Big Bend and Milliken's Corner.

Downtown spectators should watch for the tour at about 2:30 p.m. and have their cameras ready as the Founders' Tour takes its historic laps and parks downtown for display.

Want to join the official Watkins Glen Grand Prix Festival "Stone Bridge Drivers"? Just register for any of our Festival driving events, the Founders' Tour, the Glenora Run Road Rallye, the Tour de Marque, the Sporting Roadster Tour, the GlenKhana, and the Concours d'Elegance.

Come with us next year and share the nostalgia of grand touring at our nation's original home of Grand Prix road racing - Watkins Glen - where you and your car can be one of the stars of the rich historic racing heritage. Enroll early, as limited openings fill quickly. Contact us at our Web site [www.grandprixfestival.com](http://www.grandprixfestival.com) or call (607) 535-3003.

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## Tour de Marque Just for BMWs

By JOHN MERRILL

This year's Watkins Glen International Tour de Marque has a unique venue and format that was planned to provide BMW drivers, plus navigators, with an opportunity to experience the best of Watkins Glen, namely the original 6.6-mile course, listed on the National Register of Historic Places, and Watkins Glen International.

Arrival and registration, at the Wings of Eagles Museum in Big Flats ([www.wingsofeagles.com](http://www.wingsofeagles.com)), allow 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. After a driver's meeting, drivers and passengers are called to their cars to begin laps of this renowned track.

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 on Franklin Street in downtown Watkins Glen, 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, there should be smiles all around. Participants then have the remainder of the afternoon to enjoy exhibits, fireworks and talk about BMW success during the many years of Glen racing.

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



Charles Kotchan is in his BMW 328 on the starting grid for the 1952 Seneca Cup on Franklin Street in Watkins Glen. Kotchan finished seventh overall. (photo from the William Green Motor Racing Library)

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## Smalley's Tech Inspection Festival Favorite

By **BILL GREEN** and **GLENDA GEPHART**

Clipboard in hand, she notes if the car has a fire extinguisher. Does it have a safety harness? A roll bar? How do the wheels look? And that exhaust system, is it OK?

All these items are on a long list reviewed by Florence Smalley, aka Adele Sautter, during the Smalley's Garage Tech Inspection Reenactment first thing in the morning of the Grand Prix Festival.

Located at Smalley's, still at 204 S. Franklin St. since opening in 1941, the Tech Inspection Reenactment is a popular event for both spectators and the owners of vintage cars who hand over their vehicles for "Flossie's" scrutiny.

Sautter of nearby Dundee has played the role of Florence Smalley since 1998, the 50<sup>th</sup> anniversary celebration of racing in Watkins Glen.

"They were looking for someone to play Flossie so they asked if I would do it because I knew something about cars," Sautter said.

"Something" is an understatement. Sautter, long ago a fan of racing at Bridgehampton, has been working on cars for decades.

"I just always liked automobiles. I like working with metal and fixing things. I'm restoring an old Mercedes right now," she said, noting that her specialties are body and interior work.

"And if I have to do a brake job, I can do a brake job."

Florence Smalley, who owned Smalley's Garage with her husband, Lester, was involved with race car tech inspections from the first competition in 1948. In the first year, inspections were done at the various local gas stations and garages along Franklin Street. William F. Milliken Jr., George B. Weaver and Florence together checked the cars. As the entries grew in 1949, it was recognized that a better-organized central location was needed for inspection.

The Smalleys offered their garage and gas station, where they did general auto repairs and sold foreign cars. 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 and the small, stone-faced building looks much the same today as it did in those early years.

As part of her role as Flossie, Sautter wears Flossie's old shop coat. Flossie would wear a sombrero; Sautter wears a straw hat.

"I feel quite honored," Sautter said. "She was quite a lady. She wrote the book for this."

A large tent would be erected behind Smalley's in which the race car inspections were carried out. The cars were routed behind the garage and then through the tent in two lines. Passing through several "stations," the cars were checked for safety equipment, appearance, proper numbers



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and mechanical soundness. If all tests were passed, an "OK" sticker was placed on the car and it was ready.

Sautter has a replica "OK" sticker that she awards the cars under her review. It's a coveted item.

"All these guys get caught up in it. They like the sticker," she said, "and I have a lot of fun."

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 and Alfred Momo is still being used today in Sports Car Club of America sports car racing.

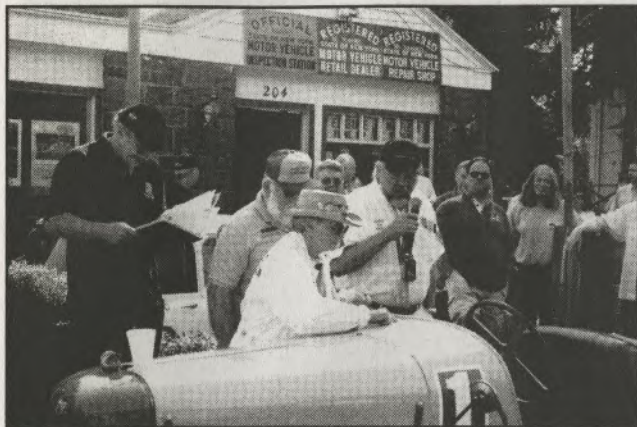
Today the garage is run by Tom Smalley, one of Lester

and Florence's sons.

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 Dundee at the age of 82.

He died in August 2004.



Adele Sautter plays Flossie Smalley at the 2006 Smalley's Garage Tech Inspection.



Cars are lined up at the 2006 Smalley's Garage Tech Inspection. (photos by Bill Green)

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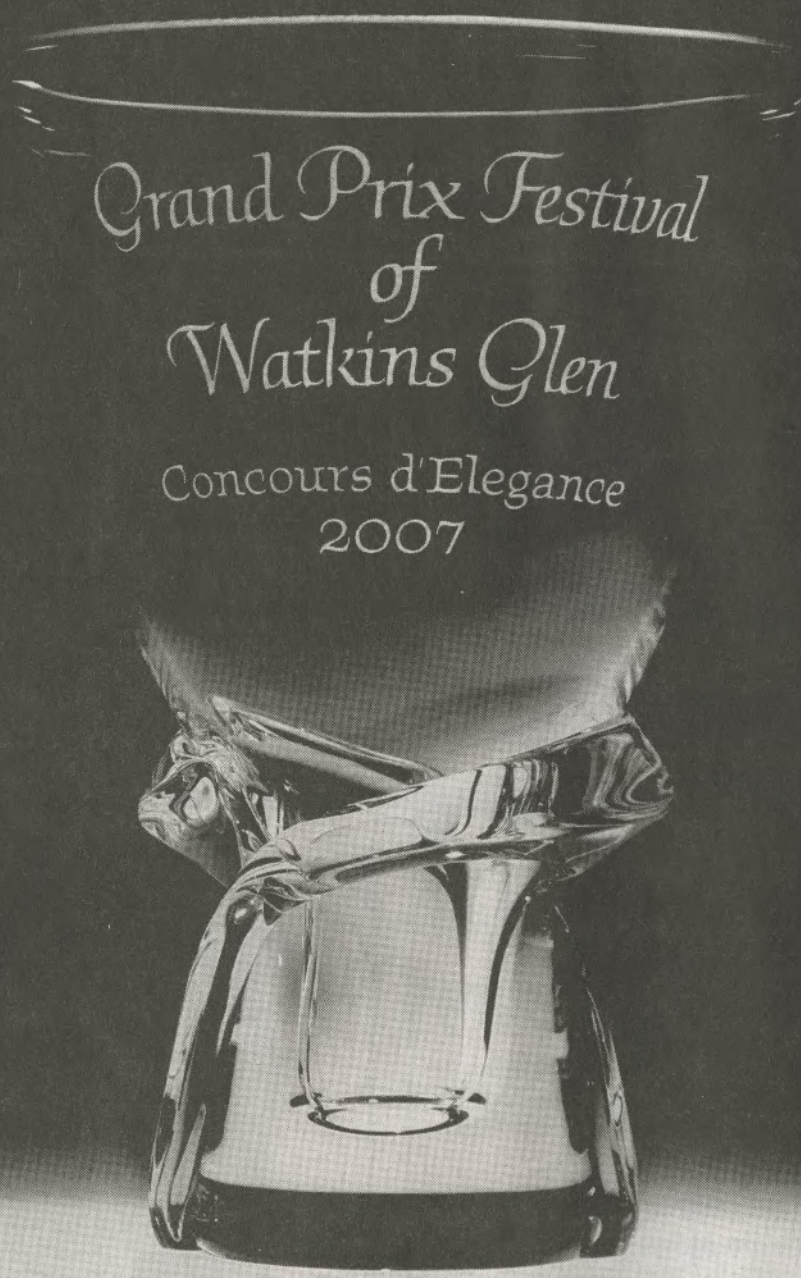
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## Concours d'Elegance Spotlights Beauty

By **DAVE WILD**

The beauty of nature and the elegance of man come together with the Watkins Glen State Park as the setting for the Chemung Canal Concours d'Elegance.

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

The Best in Show Award will be presented by SteubenGlass.

Among the many cars we are pleased to host this year is the 1933 Morgan three-wheeler of William Patterson of East Aurora, NY. This car is powered by a V-twin Matchless motorcycle engine that drives the single rear-wheel through a chain.

Morgan will be the featured marque in 2009, celebrating its 100<sup>th</sup> anniversary. In 2009, we also will be celebrating the 50th anniversary of the first full weekend program of marque races in North America. These races were organized for MGs and MG-powered cars by the Western NY Centre of the MG Car Club.

Elliott Hillback Sr. and Jr. of Needham, MA, are returning this year with their 1967 Ferrari 275GTB4 and 1963 Aston Martin DB4C. The Aston was the New York Auto Show car that year. They will also have an AC Bristol on display.

Swedish cars will be well-represented by the Volvo PV 544 of Nick Zuck of Scottsville, NY, and the three-cylinder two-stroke Saab 850 GT of Bob Ables of Churchville, NY.

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

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.



The 2006 Concours d'Elegance attracts a large showing of cars and a large audience of fans. (photo by Bill Green)

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## Parking Lot GlenKhana a Fun, Challenging Event

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. Driving will be complicated with silly, skill-testing tasks. Teams are head-to-head against the clock and each other.

Each year, the GlenKhana committee tries to incorporate themes reflecting the featured marque of the year. The year of the Alfa included a snake (part of the marque logo) and last year's Porsche feature required the navigator to pull on a pair of oversized "boxer" shorts (reference Porsche's famed "boxer engine").

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 design, each year new Festival participants learn the ropes. Some folks attack with speed, letting finesse take the high ground, others learn that slow and steady often wins the race.

## Legends Speak at 3pm

By **LEW DURLAND**

The Legends Speak brings together some of history's best racers, engineers and motorsports personalities to tell their stories and answer your questions.

In 1998, we celebrated the 50<sup>th</sup> anniversary of the first post-World War II road race in this country, right here at Watkins Glen. Noted driver, engineer and author Bill Milliken was one of our distinguished panelists that day, and he told great tales of the early days at the Glen. Milliken, a pioneer in vehicle dynamics, recently finished his autobiography at the tender age of 95.

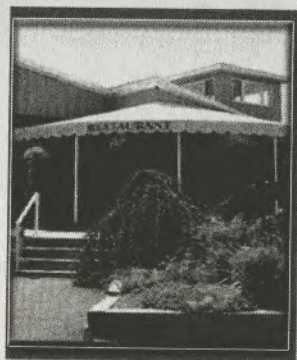
At this year's Legends Speak, his son, Doug, vice president of Milliken Research Associates in Buffalo, N.Y., will share some of his engineering design expertise with his presentation "Data for Vehicle Dynamics Modeling."

Doug Milliken graduated from MIT in 1977 and has worked on a wide variety of vehicle dynamics projects since then. He is co-author with his father of two textbooks, "Race Car Vehicle Dynamics" and "Chassis Design: Principles and Analysis," both published by SAE.

An avid cyclist, Doug constructs streamlined bicycles - human powered vehicles - and volunteers his time, expertise and passion doing wind tunnel testing of equipment for the US Olympic Cycling Team.

Join us at Lafayette Park on Fourth Street, at 3 p.m. Don't miss this great opportunity to be educated and entertained by one of the great minds of vehicle dynamics.

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# Model Concours Celebrates the Small

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.

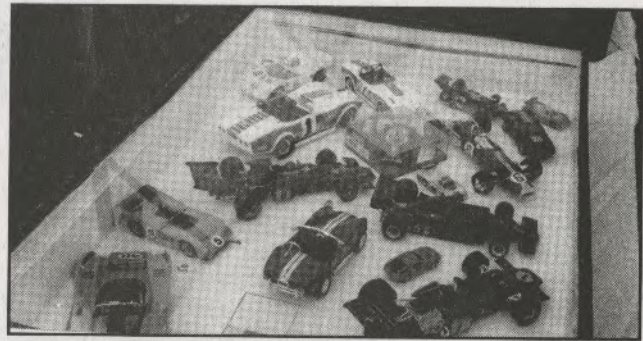
Many of these cars are exact reproductions of the original, with some featuring working suspension and steering. All the cars were built by local craftsman and are part of their private collections.

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.

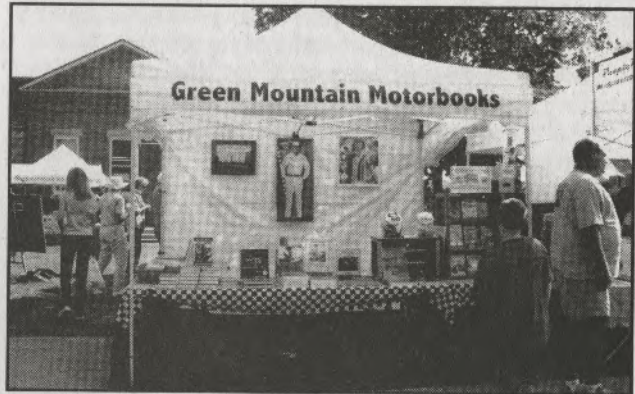
Modelers will be on hand throughout the day to discuss their work.

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.



Some of the cars in the 2006 Model Concours d'Elegance. (photo by Bill Green)



The Grand Prix Festival attracts a variety of vendors. (photo by Bill Green)

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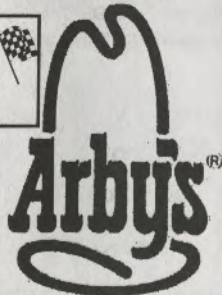
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## Drivers Walk of Fame to Induct Eight Honorees

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 Historic Committee of the International Motor Racing Research Center, 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 a stellar group of competitors at Watkins Glen.

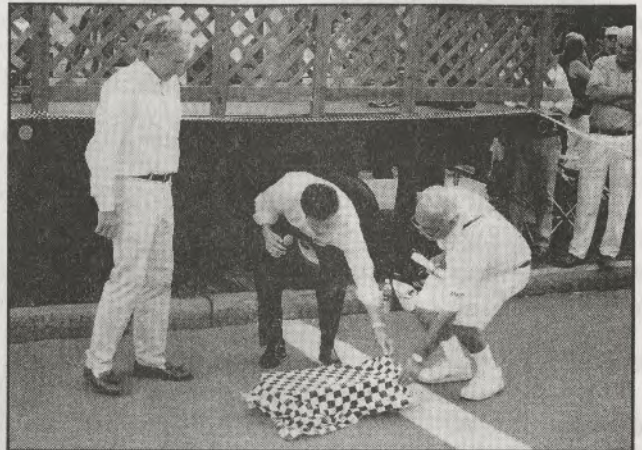
The honorees whose markers will be installed near Specchio Ford on Franklin Street:

- ~ John Watson, a Formula 1 driver who raced at Watkins Glen 1973-80.
- ~ Oscar Koveleski, Can-Am racer, founder of Auto World and entrepreneur.
- ~ Harold Keck, winner of several Glen races, including the 1965 Glen 500 with Koveleski in a Cobra.
- ~ Innes Ireland, who won the 1961 U.S. Grand Prix at Watkins Glen.


Those whose markers will be installed near Smalley's

Garage on Franklin Street:

- ~ Mike Wiernicki and Neil Wiernicki, who raced in the Six Hours of Endurance events 1974-79.
- ~ Norm Evenden, who raced sports cars and stock cars from the 1940s through the 1960s.
- ~ Phil Kelley, a former SCCA club driver and former IMSA driver and today an SCCA club racing official.



Sports car champion Derek Bell watches as his Drivers Walk of Fame marker is unveiled at the 2006 Festival. In the center is Craig Rust, WGI president, and on the right is Jim Saptura of the Watkins Glen Grand Prix Historic Committee. (photo by Bill Green)1



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## Racing Research Center Focuses on History

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.

"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, year-round.

The Center is supported entirely 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 9,000 people have visited the Center. Well over 2,500 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 2007 Sponsorship Team, an endowment, and outright gifts. The 2007 membership campaign is chaired by racing great Rusty Wallace. 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 Mazda Miata Touring Convertible. The drawing will be Dec. 8.

The legendary Sam Posey will be the featured speaker at the Center's Open House on Oct. 13.

Information about the raffle and the Open House is available on the Center's Web site, [www.racingarchives.org](http://www.racingarchives.org).

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## Shuttle Service Offered

Once again, the Grand Prix Festival of Watkins Glen is offering free bus shuttle service and out-lying parking for Festival-goers.

Free parking will be available at the Clute Park Community Center off of Route 414 east of downtown and at the Watkins Glen Central School District bus garage, at the south end of Decatur Street. Spectators can park and use the shuttle to get to the event and avoid some of the downtown traffic.

Passenger drop-off and pick-up sites also will be along Decatur Street at the intersection with Ninth Street and at Lafayette Park (site of Tour de Marque – BMW – parking). There is no parking at the Decatur Street locations. These sites are for passenger pick-up and drop-off only. Spectators can get on or off at any location.

The free shuttle will run from early afternoon until the streets re-open at 9:30 p.m. The last run will be posted on the bus.

Spectator support of this service will help reduce traffic flow in the village and make parking and traffic flow easier for everyone. Your support of this service will assure that we can continue to provide it in future years.

Look for signs for parking areas as well as pick-up and drop-off points.



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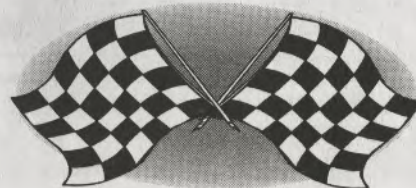
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## Support the Sponsors that Support the Fest

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, Festival title sponsor and sponsor of the Chemung Canal Concours d'Elegance.
- Community Bank, located at the corner of Fourth and Franklin streets, Watkins Glen, sponsor of the Community Bank GlenKhana.
- Glenora Wine Cellars, Route 14, Glenora, north of Watkins Glen, sponsor of Glenora Run Road Rallye.
- Knapp Vineyards, located on Ernsberger Road near Romulus, sponsor of the Knapp Vineyards Sporting Roadster Tour.
- Pleasant Valley Wine Company, Hammondsport, sponsor of Pleasant Valley Wine Company Founders' Tour.
- Sportscar Vintage Racing Association, headquartered in Decatur, GA, sponsor of the Technical Inspection Reenactment, organizer of the Watkins Glen Grand Prix Tribute and a great supporter of the Festival.
- Watkins Glen International, County Route 16, sponsor of the Tour de Marque and host of the Zippo U.S. Vintage Grand Prix on the same weekend as the Festival.
- Zippo Manufacturing, Bradford, PA, sponsor of the Watkins Glen Grand Prix Tribute.
- Schuyler County, use of the Court House Lawn and other support.
- Village of Watkins Glen, use of Franklin Street and Lafayette Park and support in many other ways.
- Watkins Glen State Park, use of the State Park parking lot for the Concours d'Elegance, the fireworks and parking.
- International Motor Racing Research Center at Watkins Glen, Decatur Street, Watkins Glen, sponsor of The Legends Speak and host of an evening party and auction.
- Keystone Cards, Sayre, PA, sponsor of the Keystone Cards Model Car Concours d'Elegance.
- Smalley's Garage, Franklin Street, Watkins Glen, use of the garage for Technical Inspection Reenactment.



## Volunteers Crucial to Grand Prix Festival's Success Each Year

By **MICHELLE LADUE BENJAMIN**

The definition of "volunteer": One who chooses freely to do something.

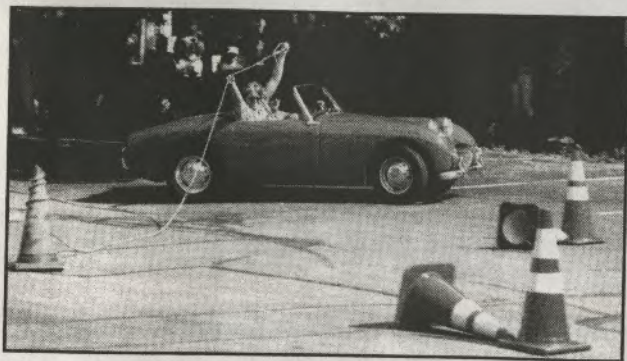
Those who you'll meet on the streets at the Grand Prix Festival of Watkins Glen directing the road rallies, parking and gridding, flagging, selling T-shirts, handing out programs and generally making the Festival run smoothly are all volunteers.

They are here because they are committed to classic cars, local history, or their community. Some come back year after year. Some have been volunteering since the Festival began; others are new this year. All are dedicated and hard-working, and we are fortunate to have each one. Nearly 200 volunteers from all over the country (and Canada) choose to be a part of this event, helping 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!

Now it is still the right thing to do. 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 2008 Grand Prix Festival of Watkins Glen. You can set your own hours, choose what you'd like to do, be a part of a spectacular event and enjoy the festival too!

Just contact Watkins Glen Promotions at (607) 535-3003 or email [Events@schuylerny.com](mailto:Events@schuylerny.com) for more information.



The passenger in an AH Sprite wraps a line around a cone at the 2006 Community Bank GlenKhana. (photo by Bill Green)

## Watkins Glen Promotions Organizes Great Events

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

Now part of the Schuylery County Chamber of Commerce, Watkins Glen Promotions 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 shore of Seneca Lake in downtown Watkins Glen. It is 1-1/2 days of food, music, and activities for the entire family, highlighted by the Cardboard Boat Regatta, where as many as 60 boats made solely of cardboard and duct tape are climbed into and rowed through the harbor. You'll marvel at the ingenuity, smile at the themes and costumes, and cheer to keep your favorites from sinking into Seneca Lake.

In August, Thunder In The Glen offers a fun-filled afternoon and evening for all NASCAR fans. Seneca Harbor Park in Watkins Glen comes alive with the excitement of the Nextel Cup and Busch series. Show cars from varied racing venues, racing collectibles, live music, children's activities and more will get your blood pumping.

The Grand Prix Festival of Watkins Glen presented by Chemung Canal Trust Co. is the premier event of the season. The annual street festival brings thousands of new and familiar faces to town each year in celebration of the rich road racing heritage enjoyed by the community of Watkins Glen, with the highlight being the historical tribute laps around the original road course.

New in 2007 - The Falls Harvest Festival, held along Main Street in Montour Falls. It will have an educational bent, featuring hands-on activities and demonstrations celebrating the area's agriculture and the autumn harvest. In addition to a Farmer's Market with demonstrations, the family friendly, day-long event will include live entertainment, a grape stomping contest, a scarecrow contest, a historical Ghost Walk, storytellers, a children's activity tent and more.

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 lighting of carolers, this evening 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 Promotions is about community - bringing the community together for events that are organized and staffed by community volunteers. Learn how you can get involved by calling (607) 535-3003 or e-mailing [events@schuylerny.com](mailto:events@schuylerny.com).

## Return in June for Lake-to-Lake

By **CARL D. BENSON**

The Lake-to-Lake Sportscar Ramble is designed for enthusiasts who enjoy a fresh springtime road rally nestled within the magnificent picturesque Finger Lakes Region of New York centered on the rich historic road racing of Watkins Glen.

Sponsored this year by Watkins Glen International and Pleasant Valley Winery on June 8 during the Grand Am weekend at WGI, the cross-country road rally traveled over 50 beautiful and challenging sportscar miles between Seneca and Keuka lakes.

The drivers traveled cross-country over terrain that offers a panorama of hills, lakes, farms, small towns and hamlets. Quite a potpourri to challenge a spirited engine, suspension and driver alike on a fresh spring day. The drivers and their navigators continued over the historic, original 6.6-mile race circuit at Watkins Glen and ended at a special reserved parking and VIP marquee area within the heart of the Watkins Glen International race track festivities.

Followed by refreshments, dinner, and a welcome from a WGI management VIP, the group took their escorted laps around the WGI course. The group also had special reserved parking for the balance of the weekend at WGI.

Want to join us next year and also become a Grand Prix Festival "Stone Bridge Driver"? Then check our Web site [www.grandprixfestival.com](http://www.grandprixfestival.com) or call us at (607) 535-3003 for one of America's most coveted sportscar rallies.



## Be a 'Stone Bridge Driver'

Want to become one of the elite official Watkins Glen Grand Prix "Stone Bridge Drivers"? Just join any of our Grand Prix Festival driving events for which you qualify: the Founders' Tour, the Glenora Run Road Rallye, the Tour de Marque, the Sporting Roadster Tour, the Glenkhana or the Concours d'Elegance.

And don't forget the Lake-to-Lake Sportscar Ramble in June.

Share the fun and exhilaration at our magnificent Festival – where the participants and their cars are the treasures of racing heritage. Enroll early, as limited openings fill quickly. Contact us through our web site [www.grandprixfestival.com](http://www.grandprixfestival.com) or by calling Watkins Glen Promotions at (607) 535-3003.

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## Captain Bill's Seneca Lake Cruises

**Friday, September 7**

Vintage American Buffet aboard the Seneca Legacy  
The Legacy will remain at the dock for the evening allowing diners to be served anytime from 6:00 to 10:00pm. Tickets may be purchased at Captain Bill's.

**Buffet Menu:**

Fresh Tossed Salad, Assorted Cheese Board, Fresh Vegetable Platter with Dip, Dinner Rolls with Butter, Pasta Marinara with Meatballs, marinated Chicken Breasts, Baked Ham, Roast Turkey, Baked Potato, Assorted Sweets

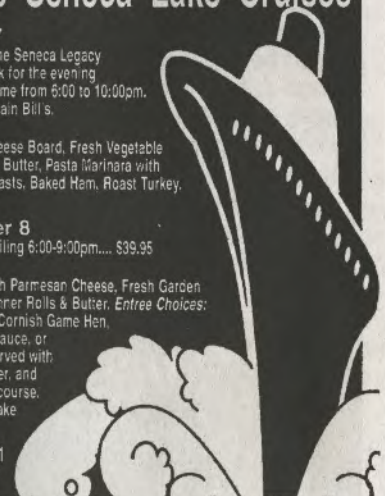
**Saturday, September 8**

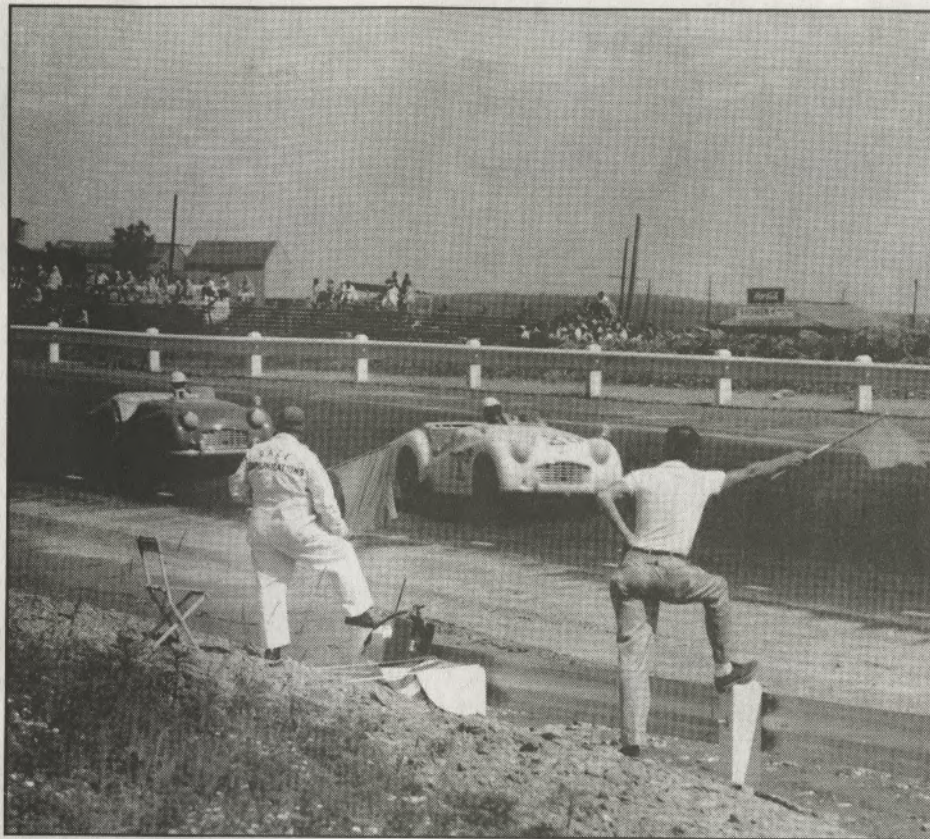
Dinner Cocktail Cruise with DJ sailing 6:00-9:00pm.... \$39.95

**Dinner Menu:**

French Onion Soup garnished with Parmesan Cheese, Fresh Garden Salad with choice of Dressing, Dinner Rolls & Butter. *Entree Choices:* Prime Rib of Beef au jus, Stuffed Cornish Game Hen, Scallops in a Wine & Mushroom Sauce, or Vegetable Lasagna. All entrees served with Baked Potato, Sour Cream & Butter, and Vegetable, Coffee and Hot Tea of course. *Dessert:* New York Style Cheesecake topped with Strawberries

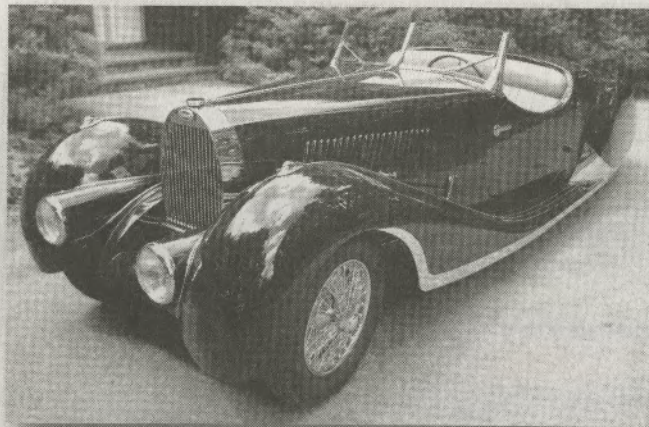
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1 N. Franklin Street, Watkins Glen





## See You in 2008

Triumph, which has a long and strong history and relationship with Watkins Glen, will be the featured marque at the 2008 Grand Prix Festival of Watkins Glen. Join us in honoring this classic British car and celebrating the history of racing at Watkins Glen. See you in 2008! In this photo Fletcher Andrews drives the No. 78 Triumph TR 3 in the 1957 Glen Classic. (photo from the William Green Motor Racing Library)



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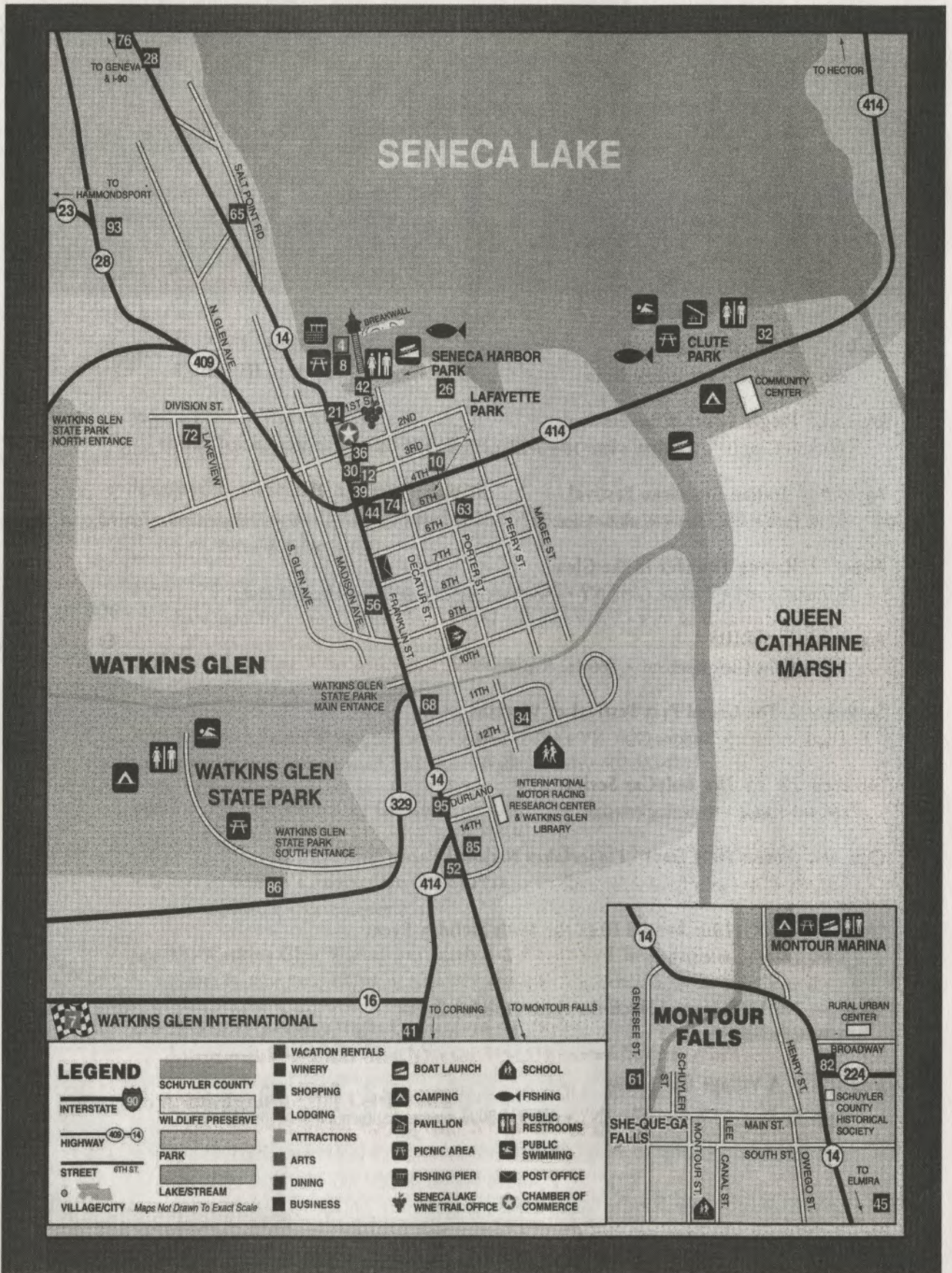
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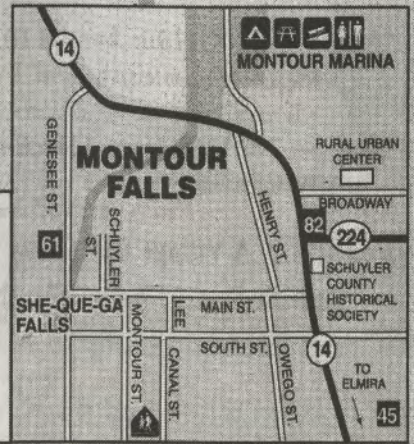


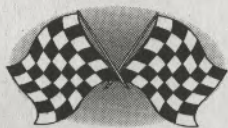
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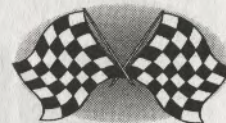
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- FISHING
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- PUBLIC SWIMMING
- POST OFFICE
- CHAMBER OF COMMERCE

Maps Not Drawn To Exact Scale





# 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 Tastings and Food Court opens, Court House Lawn, Franklin Street
- ~ 5<sup>th</sup> through 10<sup>th</sup> streets closed between Franklin and Decatur streets
- 1:00 p.m. ~ Music begins on the Court House lawn stage, Franklin Street
- 1:00 p.m. ~ Franklin Street closed, between 2<sup>nd</sup> and 10<sup>th</sup> streets
- 1:10 p.m. ~ Stone Bridge Drivers rally events start tours of the original race circuit
- 2:00 p.m. ~ WGI Tour de Marque BMWs parked for display at Lafayette Park, 4<sup>th</sup> Street
- 3:00 p.m. ~ The Legends Speak, Lafayette Park, 4<sup>th</sup> Street
- 3:00 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. ~ Chemung Canal Concours d'Elegance Awards Ceremony
- 5:35 p.m. ~ Pre-event Ceremonies, original Start/Finish Line, Court House, Franklin Street
- 6:00 p.m. ~ Original 6.6-mile circuit closed to public traffic through 7:30 p.m.
- 6:10 p.m. ~ Watkins Glen Heritage Tour parade laps
- 6:30 p.m. ~ Watkins Glen Grand Prix Tribute laps presented by Zippo
- 6:30 p.m. ~ Party and auction 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



**U.S. Vintage Grand Prix  
of Watkins Glen**

**September 7 - 9, 2007**

## **Celebrate the BMW and Bugatti!**

This year's featured marques highlight the largest vintage event in North America. Celebrate racing history all weekend and honor Formula One legendary career of special guest John Watson. Join us Saturday for the Antique Auto Show. Weekend tickets start at \$45.

On Friday, visit our display on the Start/Finish Line at the Courthouse for more information and to purchase tickets.

**Call 866.461.RACE or visit [TheGlen.com](http://TheGlen.com)**



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