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Welcome to our Celebration of Road Racing in Watkins Glen!

Dear Visitor:

This year marks the 16th annual Festival celebrating the history of racing in Watkins Glen, and it's the 60th anniversary of that 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, Triumph, will bring an unprecedented number of marque cars into the community. I would like to extend a special thank you to Joe Alexander and the "Friends of Triumph" who have worked hard to help us attract some very special Triumphs to the Festival. If you would like to view an impressive collection, be sure to visit beautiful Lafayette Park, one block east of Franklin Street between Fourth and Fifth streets. The Triumphs should arrive from their Tour de Marque at 2 p.m. to park on display.

Also to be found in Lafayette Park at 3 p.m. will be The Legends Speak presented by the International Motor Racing Research Center. You can be sure that there will be no shortage of Triumph knowledge among the speakers!

Additionally, the Schuyler County Court House Lawn will be graced with a small collection of significant Triumphs – including the TS1, a 1953 TR2 that has the distinction of being the first production Triumph sports car off the line in Coventry, England. Don't miss this display, and enjoy the motorsports vendors, food court, wine tastings and live music also to be found on the lawn.

The Festival 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 in the evening. If you like sports cars, and especially Triumphs, 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.



Numerous Bugattis wow the crowd as they pass by during the Tribute laps of the 2007 Festival. (photo by Bill Green)

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In the Spirit of the Sport,

Marianne Shoemaker
 Marianne Shoemaker
 Management Team Leader



Motorcycles, Formula Libre at the Glen in '58

By **BILL GREEN**

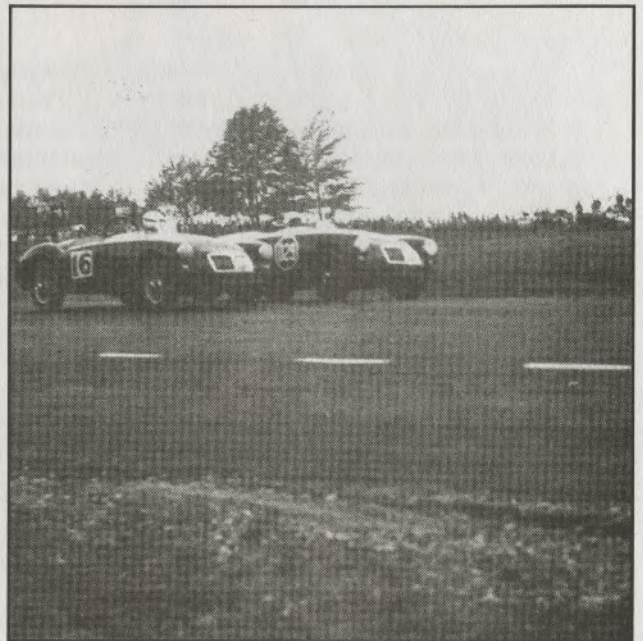
The Glen would see two new racing events, AMA motorcycle races and the International Formula Libre race, in 1958. The NASCAR stock car race would not return this year, although the NASCAR drag racing events would be in their final year.

The first race weekend of the year was the SCCA Regional, the second Glen Classic. The ladies race was won by Suzy Dietrich, driving an Elva.

Race 1 was cancelled due to a lack of entries. Race 2 was for MGs, and the race was won by Sherm Decker in an MGA. During the running of Race 3, history was made when Evelyn Mull, who started 17th on the grid, would win in a mixed field of drivers in an A C Bristol. She charged into the lead in only two laps, and then fell behind. But she would regain the lead on the fifth lap and hold it to the end.

Race 4 was won by Harry Blanchard in a Porsche Speedster. E.D. Martin arrived late Saturday and was allowed to take his mandatory five-lap practice period during Race 4. Race 5 went to Ben Moore driving a Corvette.

Now it was time for the main race, the Glen Classic. Bill Sadler, driving his Sadler Special, took the



Bob Bucher noses out Sherm Decker during the 1958 Watkins Glen Grand Prix. (photo from the William Green Motor Racing Library)

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lead and held on to it to the end to win. E.D. Martin in his 3.8-liter Ferrari was a very close second.

The AMA motorcycle races had a good field of bikes. The main race was won by Brad Andres on a Harley-Davidson.

The 11th Watkins Glen Sports Car Grand Prix in the fall was a SCCA national event. A large number of entries were received for the event. The ladies race was won by Peg Wyllie in a Lotus. The Seneca Cup race started with Glen favorite George Weaver in a Grand Prix Maserati taking the lead. But he retired on the first lap with a broken radiator hose. Weaver had won the Seneca Cup race in 1949, 1951 and 1956. With Weaver out, Bob Bucher in his Cadillac-Allard Jr. was in the lead until lap seven, when Phil Cade, driving a Maserati R1, took over the lead. Cade would win. Bucher, who had won in 1957, came in second.

Next was the exciting Collier Brothers Memorial Trophy race. Right from the start, it was a battle for the lead between Bob Bucher and Sherm Decker in MGAs. The pair exchanged the lead several times and were wheel-to-wheel during the final two laps. They touched exiting the final turn, which helped Bucher win by half of a car length.

Bob Holbert won the Queen Catharine Cup race in a Porsche RS. Arch Means won the Dix Cup in an A C Bristol.

The Schuyler Carrera was won by a Porsche driven

by Harry Blanchard. Jim Jeffords came home first in a Corvette in the Glen Trophy.

Ed Crawford won the 44-lap Grand Prix in one of Briggs Cunningham's Lister-Jaguars. Second overall was 1957 race winner Walter Hansgen in Cunningham's other Lister-Jaguar, and third place would have been Bill Sadler's in the Sadler Special, but on lap 28 a rear oil seal began leaking and he retired the car.


Briggs Cunningham was not at the Glen this year as he was in Newport, RI, as helmsman on the Columbia in the America's Cup race. He guided the Columbia to victory over Great Britain's Sceptre.

This was the first year that Kendall Oil was a major sponsor at the Glen. This year also was the year Jean Argetsinger founded the Glen Paddock Club, which was first located not too far from the start-finish line. Cameron R. Argetsinger was appointed executive director of the Grand Prix Corp. in 1958.

The last weekend in September saw the first International Formula Libre race listed on the FIA calendar. It was sanctioned by the United States Auto Club, USAC. This race drew drivers such as Phil Hill, Dan Gurney, Bruce Kessler, Joakin Bonnier, George Constantine, Lloyd Rudy and others.

At 2 p.m. on that Sunday, the lavender-suited Tex Hopkins waved off the field in a standing start. Phil Hill started from the pole, driving a 4.1-liter Ferrari. But

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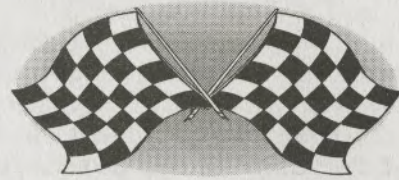
George Constantine, starting from the fourth position on the grid, actually led the first five laps before being passed by Dan Gurney, who would lead four laps in a 3.5-liter Ferrari. Then, Jo Bonnier, driving a 250 F Grand Prix Maserati, took the lead.

Phil Hill overtook Constantine and then Gurney to challenge Bonnier for the lead. On lap 18, Hill took the lead until lap 28, when he went wide in the 90 and Bonnier was able to re-take the lead. Hill was in second place when he went off the course on lap 33, letting Gurney by to take second, but Hill re-took second. On lap 59, Hill pitted to change tires. On the next lap he retired from the race due to drive shaft troubles.

Bonnier went on to win the 81-lap, 33-kilometer race at an average speed of 97.75 mph on the 2.3-mile circuit, without the use of the chicane. His fastest laps were done twice at 103 mph, becoming the first driver to lap the Glen circuit at over 100 mph without the use of the chicane located on the south end of the track. Finishing second was Dan Gurney, and third was Bruce Kessler in a Ferrari.



There's lots of activity on the Court House Lawn at the 2007 Festival. (photo by Bill Green)



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Triumphs Have Been Racing Here Since 1954

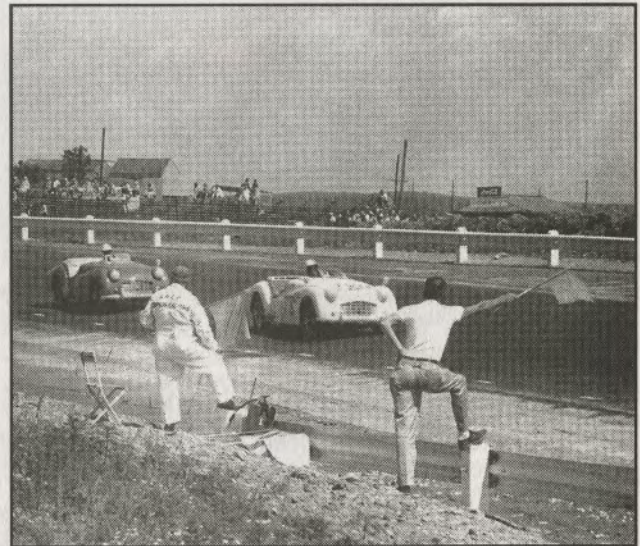
BY BILL GREEN

Triumph sports car is the Festival's marquee this year. Triumphs first raced at the Glen during the 1954 Watkins Glen Sports Car Grand Prix weekend. Charles Wilson drove a Triumph TR2 in the Seneca Cup to finish 19th overall. The Glen Trophy race saw two Triumph TR2s driven by Jim Robinson and Robert Salzarber Jr. Robinson was 17th overall, and Salzarber was 25th overall.

Over the years, Triumphs have won many races. Some of those victories:

1962, Harold Jacques Memorial Race, Bob Tullius in a TR4; 1968 TR6, 1969 TR6 first overall; Dave Adams TR3 first overall Oneida Cup in 1963 and 1964. 1963 SCCA Glen Classic Nationals in the Schuyler Carrera Erwin Lorin C2 driving a Triumph Spitfire to win. 1967 Collier Brothers Memorial Trophy first overall was Robert Krokus in a TR3, and second overall was Mike Wiernicki in a TR3. 1971 Collier Brothers Memorial Trophy was first Brian Fuerstenau Triumph and 1972 in the same race it was Bob Tullius in a Triumph GT6.

Triumphs continue to race at the Glen today in a variety of series, from SCCA sports car races to vintage races.



Two Triumphs race in the 1957 Glen Classic. Fletcher Andrews leads in a TR3. (photo from the William Green Motor Racing Library)

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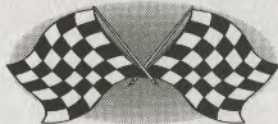
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TS1 Restoration a Story of Perseverance, Detail

By GARY HORSTKORTA

The date was July 22, 1953...there was no band playing, no toasts with champagne, not even a gathering of company dignitaries to mark the occasion. Instead, a handful of employees gathered around two little sports cars, putting on the finishing touches before sending them off for shipment. Without knowing what was to come, this was a momentous day for Standard-Triumph, British sports car fans and Triumph enthusiasts around the world.

This was the manufacturing date of the first two production Triumph TR2s. It is doubtful Standard-Triumph executives could imagine the TR2 would lead to the manufacture of 370,745 sports cars (TR2-TR8) and basically keep the company alive and solvent. What they hoped for with the TR2 was to enhance their "sporty" image and sell a quantity of cars...what they received was much more.

The two cars were designated TS1 LO, and TS2, simple descriptions for such historical cars, cars that would change Standard-Triumph's fortunes for next three decades. TS1 LO stood for T for Triumph, S for sport, 1 for first one produced, L left-hand drive, O for overdrive. Triumph management felt it was best to build two prototypes to sort out any problems prior to going into full production so the task was given to the Canley Experimental Engineering Department. Essentially the two cars, TS1 (left-hand drive) and TS2 (right-hand drive), were built by hand, side-by-side. Despite not having been built on the factory production line, TS1 and TS2 are considered the first production-version TR2s. Aside from the steering wheel location, both cars were virtually identical - geranium colored interior, pearl white body with rear wheel arch covers. This is the story of TS1 LO, the first production TR2, and how it has survived for 55 years.

A SPORTS CAR IS BORN

At the 1950 London Motor Show, Triumph showed a sleek, two-door roadster named the Silver Bullet. Officially it was the TRX, and it was equipped with numerous hydraulic and electrical gadgets but it proved too costly to build, and with post-World War II materials shortages, the project was terminated.



The sad state of TS1 as it sat on the trailer upon arriving at Joe Richards' Ohio home. While the car was in bad shape, it wasn't until the paint was stripped from the body that its true condition was revealed. (photo by Joe Richards)

However, Triumph felt there was an opportunity in the market (particularly in the United States) between the very successful and affordable MG-TC/TD and Jaguar's introduction of the more expensive XK-120. Sir John Black, head of Standard-Triumph, authorized the construction of a new, two-door roadster, but on a limited budget, so many parts from existing cars were used. Designated the SporTS20 TR, it was displayed at the October 1952 Earls Court Motor Show in London. Once the car went on sale, feedback from owners was not encouraging. Along with several other shortcomings, it lacked performance and proper handling.

Ken Richardson, a well-known driver/mechanic with experience at ERA and BRM, was asked to road-test the car and suggest improvements. Based on his feedback, the car underwent a series of improvements including a stiffer frame, widened chassis, proper trunk, changes to the steering, shocks, brakes and engine. This new version, now designated the TR2, was displayed at the March 1953 Geneva Motor Show and in May, Richardson took a slightly modified TR2 to Belgium for speed runs on the famous Jabbeke Motorway, where his best run topped 124 mph. This established the TR2 as a performance sports car and the stage was set for production to begin.

Triumph management had put a high priority on the North American market and, with a major auto show in Toronto just a couple of months away, the left-hand drive TS1 was designated for shipment to Montreal, Canada, headquarters of the Canadian Branch of Standard-Triumph. Upon arrival, it was driven to Toronto and displayed at the Canadian National Exhibition in October 1953.

TS2 was initially used as a demonstration car in England before being shipped off to Sweden in September of 1953 for a show in Stockholm. It returned to England for a short stay before being sent to Dublin for the Ireland Exposition and afterwards, sold to a private owner...but that is another story.

NEW OWNERS FOR TS1

TS1 was on the center platform at the Standard-Triumph display during the Exhibition in Toronto. Afterwards, it was registered and driven by C.D.S. Phillips, president of the Canadian Branch of Standard-Triumph. Phillips used the car until April 1954, when it was sold to Toronto residents, brothers Jim and Tom Mackenzie. Although the Mackenzies enjoyed the car's spirited performance, they were not happy with the niggling problems that popped up, so they sold the car to another Canadian, Richard Hewitt of Rexdale, Ontario, in April 1955. He maintained the car himself, rebuilding the engine, gearbox and other components as was needed.

Hewitt also made several other modifications including a bypass exhaust system, addition of a fiberglass hardtop, reworked carburetors, front bumper from a 1947 Ford, Austin Healey air cleaners and engine changes for increased performance. Hewitt drove the car for 19 years, logging 157,000 miles, which included trips from Canada to Rhode Island and Florida. In 1974, he sold the car to

another Canadian, Gordon Warburton, for \$300. Interestingly, neither Hewitt nor Warburton knew the significance of the car as an early production model until they both went to the motor vehicle department to register and transfer the ownership.

Warburton drove the car for a while then decided to undertake a restoration. Unfortunately, after disassembling the car, he lost interest in the project and TS1 was stored in a shed at his home. While not directly exposed to the harsh Canadian winters, the environment meant TS1 was slowly rusting away.

JOE RICHARDS

Long before TS1 went into storage in Canada, Ohio insurance agent Joe Richards was looking for a suitable car for his 15-year-old son, Nino, who was soon to be of driving age. Not sure what to buy, he turned to his father for advice. Richards was the son of an automobile parts recycler and, as a young boy, had spent his spare time around the salvage yard, dismantling cars and gaining mechanical knowledge by osmosis. He called his father at his recycling yard and described this situation. His father replied that he had an MGB and a TR3 in the yard and recommended the Triumph. Richards recalls, "I bought the TR3 for \$200, traveled to Pennsylvania, picked up the car and drove it home to Ohio. Despite bad weather and not having a top, by the time I had traveled the 225 miles back home, I was in love with the car."

Richards and his son began restoring the car, which took about a year. When his son received his license and began driving the car, Richards looked around for another TR3 for himself. Richards had bought a TR3, but it turned out to not be road worthy so, knowing that Triumph spare parts were hard to come by, he decided to part the car out and placed an ad in a local newspaper. He was surprised to receive about 50 phone calls from people looking for Triumph parts and ended up selling most of the parts off the car and making a nice profit.

Richards eventually found a TR3A to buy that was in good condition, which he drove for a year before deciding to do a frame-up restoration. Once he started the restoration, he realized he needed more space so he relocated his family to a home with more property and built a pole barn/workshop. During the week, Richards worked as a salesman for a large insurance company but decided to form his own agency allowing for a more flexible schedule to work on the car. He finished the TR3A, drove it regularly and still owns the car today. In fact, Richards' daughter and his older son all have Triumphs, which they have owned for many years. To supplement his income, Richards would buy, fix and sell used TR2s and TR3s and in the process became very familiar with those models.

Richards says, "I can't recall how many Triumphs I bought and sold over the years but there were quite a few. I haven't stopped buying and selling, I currently have seven more in the garage."

During this period, Richards helped co-found the Triumph Register of America (TRA). No question, Richards is a very serious Triumph enthusiast.

A CHANCE MEETING

At the second annual TRA meeting held in 1975, a fellow by the name of Gordon Warburton showed up and



A proud Joe Richards stands next to TS1 in Auburn, IN, in 2003 at the annual Triumph Register of America meeting. This was the first public showing of the car after the restoration was completed. (photo by Brett Johnson)

decided to register for the club. Richards noticed on Warburton's application that he had put down TS1 LO as the registration number for his TR2.

Richards recalls thinking, "This can't be correct, he must have made a mistake." But after he and Warburton talked a bit, it seemed Warburton did indeed have the first production TR2. Warburton said a full restoration was planned, and as their conversation came to a close, Richards mentioned that if Warburton ever wanted to sell the car to let him know.

Over the next five years Richards stayed in touch with Warburton, helping him out with parts and offering advice. Then one day in October 1980, he received a call from Warburton who said he was taking a new job and needed a new car so he was selling TS1. Trying not to sound too eager, Richards worked out a deal under which he would restore one of his project TR3s and trade it for TS1.

Unfortunately, when the TR3 project car was about complete, Richards contacted Warburton and found that he had changed his mind. Instead of a trade, he wanted to sell TS1 for cash and suggested Richards finish the project TR3, sell it and use the money to buy TS1. Richards sold the car then drove to Toronto to conclude the deal.

When he saw TS1, his heart sank ... the stored car was in bad shape, but he wanted it anyway, and the transaction was completed.

Richards recalls, "The car was all apart, rusted parts everywhere but it was TS1, I had to have it. The purchase price was expensive, it represented one year's income for me at that time."

ATTENTION TO DETAIL

Richards now had TS1, but he didn't have the money to immediately begin the restoration, and he still had an insurance business to run.

Richards remembers, "Instead of immediately replacing worn out parts and panels, I began to carefully study the car and noticed numerous differences between TS1 and other TR2s I had worked on."

For example, the original TS1 frame was too rusted to use, but another early TR2 frame had been included in the purchase. When Richards began comparing the two frames, he noticed about 50 or 60 differences between them. Realizing this was probably just the beginning of many such discoveries, he made a further decision.

"At this point, because this TR2 was such an important car - the very first production version - I decided I was going to restore it as close to its original configuration as I could."

Little did Richards know this decision would evolve into a painstaking, 18-year, bolt-by-bolt and piece-by-piece restoration.

From 1980 to 1992 Richards spent his time preparing for the eventual restoration by inspecting and cataloging all the parts that came with the car; researching and obtaining as much information as possible about the history of TS1, and acquiring suitable spare parts. Since so much of the sheet metal had been hand-formed, it was difficult to determine what was original and what had been modified by previous owners. However, a lengthy phone conversation with previous owner Richard Hewitt provided valuable information and solved several of the mysteries. This was just one example of the lengthy and time-consuming research Richards conducted to be certain every aspect of the car's restoration was accurate.

In September 1992, Richards began the actual restoration by sending the replacement frame off to be stripped. When the frame was returned, Richards set about making all the modifications that were necessary so it would match the original frame. When he dismantled the body and took the pieces to the paint strippers, he received another surprise - there was significant damage to most of the metal components. Major sections were severely weakened or deteriorated from the years of winter weather and neglect. All around the body, the bottom 12 inches of the panels

required replacing.

In order to keep the restoration true to the original TS1, he decided to restore as many of the original parts as possible and set about replacing the lower sections of the body with new metal sections. While this sounds like a relatively straightforward process, it was not easy by any means. Since TS1 had been hand-made and not produced on an assembly line, all the body panels were unique, which meant each replacement also had to be hand-made, fitted and welded into place.

However, by March 1993, the body was reassembled and sprayed with an epoxy primer. Unfortunately at this point, work on TS1 was set aside due to a family medical situation that developed and would consume most of Richards' time for the next five years

AN ENGLISH CONNECTION

In 1998, well-know author and Triumph expert Englishman Graham Robson heard about Richards and TS1 while traveling in the U.S. Robson called Richards to arrange a visit and see the partially restored car for himself.

Robson recalls, "I was prepared to see a replica or 'ringer' and was shocked and delighted to realize that this was the real deal. Joe, in fact, took the trouble to dig back into the car's earlier history and, as far as I could see, established a continuous line of ownership."

That same year, Richards received a letter from another Englishman, John Saunders, enquiring about TS1. Saunders, a long-time Triumph enthusiast and early member of the TR Register in England, had been asked by the Register to consult on the restoration of TS2, which the

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organization had acquired.

Saunders recalls, "It was my job to determine what was authentic for a car of that age, at the beginning of the production run, then source those parts and oversee the restoration work."

Through numerous emails and phone conversations, Richards and Saunders compared details of the TS1 and TS2, which contributed to the correctness of each restoration.

The contact with Robson and Saunders motivated Richards to restart the restoration in March 1998. Since the major work on the body had been completed, the more intricate work would require expert repair. By chance, a buyer of one of Richard's cars was impressed with a fellow who had performed work for him and strongly recommended a fabricator in Indiana, Mark Kennison of Phoenix Enterprises. After Richards contacted Kennison and described the condition of body, Kennison declined the job, saying he was very busy with other cars. Richards eventually convinced him to take the project on. Beginning the work almost immediately, Kennison was able to make the necessary repairs to the front and rear fenders, rear apron and the doors and return the car in June.

AN UNEXPECTED INTERRUPTION

The restoration continued until February 2002, when the project came to a halt. Richards injured his back, requiring surgery and delaying any work on the car for the next eight months. During Richards' recovery, Saunders traveled to the U.S. so he could see TS1 "in the metal"

and discuss details of their two restorations projects. Saunders remembers telling Richards, "that it would be wonderful to have TS1 at the 2003 Triumph Register Annual meeting in the U.S. celebrating Triumph's 50th Anniversary of TS1 and I encouraged him to finish the car as soon as possible."

After recovering from the back surgery and motivated by Saunders' encouraging words, Richards worked feverishly for the next nine months to complete the restoration in time for the Triumph Register's U.S. annual meeting in June 2003. There were hundreds of details to look after, from finding a match for the original pearl white paint to reconditioning the original hood emblem. Even restoring the interior proved to be a challenge as Larry Learn, who refinished the complete interior recalls.

"Normally, I could get everything off the shelf from a supplier, and a job like this would usually take a week. However, since this was a hand-built car, none of the standard replacement kits would fit. Everything had to be custom-made and as a result, this job took me almost two months."

After an extensive search, Richards and Learn were able to find suitable "period" materials, then had them dyed to the correct color (geranium) for the new seat covers, carpets, side curtains, top, tonneau cover and dash.

With time running short until the Triumph Register's annual meeting, TS1 was coming together nicely. Richards' last task to complete the restoration was to apply the final coat of paint to the spare tire door ... which he finished just a few hours before he departed for the TRA meeting in Auburn, IN. As expected, TS1 was the center of attention, and this event was followed up by an invitation from the Triumph Register of the United Kingdom to bring the car to its international convention in July 2004.

REUNION

Joe, his wife, Dottie, and TS1 traveled to the U.K. for the international convention and the reunion with TS2. It was a grand affair, and for eight days the Richards and TS1 were feted wherever they traveled and the cars received wide media coverage.

Graham Robson recalls the importance of the reunion, "I don't think the British Triumph movement believed that it would ever have happened. Everyone was delighted to see the two cars reunited and a really big and concentrated program of events took place around the two cars. It was an unforgettable occasion."

The Richards and TS1 returned home exhausted but happy to have participated in such a wonderful trip. Reflecting on the importance of owning and restoring TS1, Richards says, "A trip like that makes you realize what you have and what your responsibilities are." Of course, interest in the car has remained very strong, and Richards continues to receive numerous inquiries and invitations to show the car.

However, after owning TS1 LO for 28 years and with a barn full of Triumph projects (including another early TR2, TS 69), Richards has decided it's time to make a few changes. After its visit to Watkins Glen this weekend, Richards will hand over the first production TR2 to a new owner.

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Watkins Glen is Celebrating 60 Years of Racing

On Oct. 2, 1948, one man's vision teamed up with the foresight of village officials to drop the green flag on a venture that would evolve over the decades into the international phenomenon of racing in Watkins Glen. The beneficiaries of Cameron R. Argetsinger's dream have been the race drivers, team crews and fans who have enjoyed the thrills of racing on the streets and on the hill for the last 60 years.

Argetsinger wanted to bring 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 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, one of Argetsinger's foremost goals, 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.

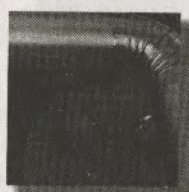
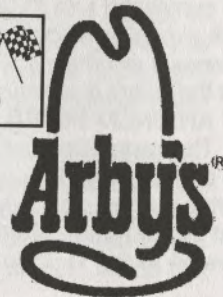
A renovated and renamed race track opened in 1984. As Watkins Glen International it has hosted a variety of racing competitions, including NASCAR, IRL and the SVRA vintage races, which for the last few years have attracted the largest entry list of any vintage racing event in North America.

Cameron Argetsinger, the man with the dream, died April 22, 2008.

Welcome Race Fans

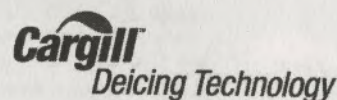
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Cameron Argetsinger: Racing Visionary

Cameron Reynolds Argetsinger, founder and organizer of the first races in Watkins Glen, will be memorialized at the Festival during afternoon Tribute laps.

Argetsinger died April 22, 2008, at his home in Burdett, NY. He was 87.

Argetsinger's contributions to motorsports in America are virtually unparalleled.

Inspired by his love of fast automobiles and the area's natural beauty, in 1948 he conceived, organized and drove in the races through the streets in what would become the world-famous Watkins Glen Grand Prix.

In that first race, he drove his MG-TC to a ninth-place finish. He remained active as a driver through 1960.

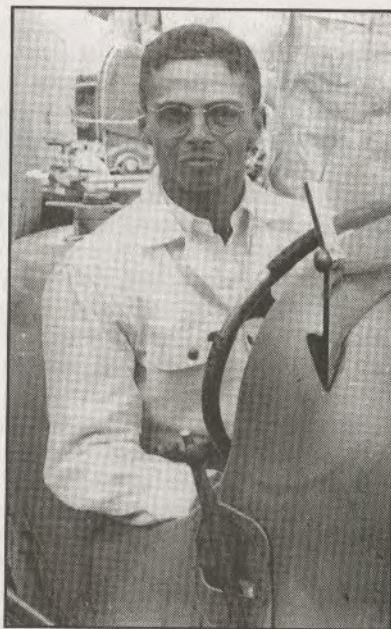
Argetsinger brought full international races to Watkins Glen in 1958 and in 1961 inaugurated the U.S. Grand Prix for Formula 1, which had a successful 20-year run on the Watkins Glen circuit.

From the start, Argetsinger was a strong voice for international and professional road racing during a period in the 1950s and early 1960s when the political tides were directed elsewhere. He received the Grand Prix Drivers Association award for the best-organized Grand Prix in the world in an era when promoters negotiated with each team and handled all details of transportation and logistical movement of cars, equipment and personnel. He had the complete trust and confidence of all the European teams and drivers and settled everything on a handshake.

Ultimately, he restructured the entire payment system to accommodate the needs of promoting a major event

in America and advanced many professional innovations essential to establishing the success that Grand Prix racing enjoyed in America during that period.

After leaving Watkins Glen in 1970, he was executive vice president of Chaparral Cars and was subsequently director of professional racing and executive director of the Sports Car Club of America, SCCA, from 1971-77. He also served as commissioner of the International Motor Sport Association, IMSA, from 1986-92.



Cameron R. Argetsinger in 1949

"Nothing that Cameron did was ordinary," said Bill Milliken of Williamsville, NY, a close friend and who served as head of competition for SCCA at the early Watkins Glen races and in the Formula 1 years would serve as steward of the meeting.

"Cameron's interests were totally different than the average person. It's amazing. He had the capability of dreaming pretty big dreams, and then he had the fortitude and strength of character to realize them," Milliken said.

Argetsinger was appointed president of the International Motor Racing Research Center in 2002. At that time, John Bishop, IMSA founder and first chairman of the Center's council, cited the experience Argetsinger was bringing to the post of president.

"No one that I know in racing could possibly bring the same expertise and sense of organization and ethics as Cam Argetsinger," Bishop said. "Cam has done everything there is to do in racing, from being the pioneer road racing organizer, to top official, to president of a sanctioning body to commissioner of a sanctioning body. Nobody brings the breadth of experience that Cam has."

Argetsinger served as president of the Racing Research Center until mid-2007.

In addition to his international involvement in motorsports, Argetsinger was an attorney, graduating from Cornell Law School and practicing law in Schuyler County, NY, for 48 years.

Argetsinger was a member of the inaugural induction class of the Hall of Fame of the Sports Car Club of America in January 2005.

He also is in the Schuyler County (NY) Hall of Fame and the Watkins Glen Drivers Walk of Fame.

He leaves his beloved wife of 67 years, Jean, their nine children, 15 grandchildren and 13 great-grandchildren.

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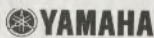
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Brian Redman Honored as Grand Marshal

By **BILL GREEN**

Brian Redman was born March 9, 1937, in Burnley, Lancashire, Great Britain. He started racing in 1959 in a Morris 1000 Traveller (Woody). He worked his way up to drive for the factory Porsche team. His first time at Watkins Glen was in 1969 for the second 6 Hours of Watkins Glen. He was teamed with Josef Siffert, and they won, driving a Porsche Spyder 908 at an average speed of 111.19 mph. In the 1970 6 Hours of Watkins Glen, Redman and Siffert drove one of the Gulf Porsche 917s to second overall.

He didn't race in the 6 Hours in 1971, but returned to race in 1972 and in 1973. The 1972 race with the factory team ended with a DNF, and the 1973 race saw Redman and Jacky Ickx take second overall in a Ferrari 312 PJ. He did not race in the 6 Hours in 1974, 1977 and 1981. From 1975 through 1980, he raced with good finishes, driving BMWs and Porsche 935Ts.

Redman raced in the IMSA series at the Glen from 1984-86. With teammate Hurley Haywood, he finished well, driving Bob Tullius' JR-5 and XJR-7 Jaguars.

Redman raced in the SCCA Can-Am at the Glen, driving a Gulf-Porsche 917 to finish seventh overall in 1970. The next three years he did not race in the series at the Glen. In 1974, he drove the NART Ferrari 712 to second overall in the first half of the race, 20 laps. In the second part of the

race, 33 laps, he completed 11 laps before blowing an engine and retiring the car.

Redman raced at the Glen in the Grand Prix of the United States Formula 1 event in 1972, driving a BRM P180 and completing 34 laps before a blown engine put the car out of the race. In 1973 he drove a Shadow DN1/4A, completing five laps with a sticking throttle before being disqualified for receiving outside assistance.



Brian Redman is shown in this publicity photo from his days of racing in the L&M Championship Series. (photo from the William Green Motor Racing Library)

Redman raced in the SCCA Formula 5000 series, and his record in that series is very good. In 1972 he drove a Chevron to win his heat. In the final, he finished fourth overall. From 1973 in a Carl Haas Lola and then from 1974-76 in the Carl Haas-Jim Hall Lola, he either won or finished well at the Glen.

In 1974, 1975 and 1976 he was SCCA Formula 5000 champion, driving a Lola T330/332.

Redman won other championships. In 1981 he was IMSA Camel GT champion in a Lola T 600 GTP. In 1970, he was South Africa Springbok champion in a Chevron B16/Spyder.

In international endurance races, he has won the Nürburgring 1000km two times, the Imola 500km two times, Spa Francorchamps 1000km four times, the Österreich Ring 1000km, the Kyalami Nine Hours twice, the Brands Hatch 6 Hours twice, the Sebring 12 Hours twice, the Monza 1000km two times, the Daytona 24 Hours three times, the Targa Florio, the Spa Francorchamps 500km, the Dijon 100km, the Nürburgring 500km, and the Norisring Vallelunga 100km.

Redman is in the Watkins Glen Drivers Walk of Fame, is a life member of the British Racing Drivers Club, a member of the Motorsports Hall of Fame and contributing editor at Road & Track magazine. He provides individual and group drivers schools. He promotes vintage and historic races.

He is the grand marshal for the U.S. Vintage Grand Prix, SVRA races at Watkins Glen International this weekend.



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Hot Wheels® Celebrating 40th Anniversary Here

On Aug. 19, Hot Wheels® kicked off a three-week, six-city, cross-country road trip from Mattel, Inc.'s El Segundo, CA, headquarters to celebrate its 40th anniversary.

After traveling closely along U.S. Route 40, making stops at the Bonneville Salt Flats in Utah; Speed, KS; the Indianapolis Motor Speedway Hall of Fame Museum in Indiana; and the Automotive Hall of Fame in Detroit, the Road Trip culminates today in a grand finale celebration here in Watkins Glen.

As with each Road Trip stop along the way, here in Watkins Glen, Hot Wheels® will host a free event open to the public, featuring life-size Hot Wheels® cars, historic Hot Wheels® memorabilia, kiosks for kids to create custom Hot Wheels® drivers licenses, autograph sessions with Hot Wheels® designers, and many more family friendly activities.

"Over the past 40 years, Hot Wheels has been a part of children's lives around the world, creating a tremendous, passionate fan base," said Geoff Walker, vice president, Wheels and Games Marketing, Mattel Brands. "We wanted to be able to celebrate this milestone with our fans and bring a unique experience to their neighborhoods."


Also, on display will be the custom jeweled Hot Wheels® car, created by celebrity jeweler Jason of Beverly Hills, as a way to commemorate the production of

the 4 billionth Hot Wheels® vehicle. This unique car, the most expensive in Hot Wheels® history, contains nearly 3,000 diamonds, weighs nearly 23 carats and is valued at approximately \$140,000. Watkins Glen, the last stop on the Hot Wheels® Road Trip will be the last opportunity for the public to view this one-of-a-kind Hot Wheels® that will be auctioned to benefit Big Brothers Big Sisters of Greater Los Angeles and the Inland Empire.

Lastly, in Watkins Glen, Hot Wheels® collectors will have the opportunity to receive a commemorative 1:64-scale Hot Wheels® die-cast car created especially for Watkins Glen, available while supplies last. The commemorative vehicle to be given away is based on the Hot Wheels® car seen on late-1960s packaging, originally designed by Otto Khuni. The car featured on the packaging was never produced in die-cast form. As a tribute to Otto for this milestone anniversary year, Hot Wheels® designers recreated his design in die-cast form for the first time.

The Road Trip is just a part of a year-long celebration commemorating the 40th anniversary of Hot Wheels®, which includes several activities celebrating the brand's heritage and involves loyal fans and collectors.

For more detailed information regarding the Road Trip, as well as photos, videos and event recaps from the road trip, cruise over to www.hotwheels.com/40th.



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Red Newt Cellars Sponsoring Founders' Tour

By **CARL D. BENSON**

The Red Newt Cellars Winery & Bistro Founders' Tour, one of six Stone Bridge Driver fun rallies, brings together about 100 of the world's unique vintage and classic cars.

The dynamic day includes a cross-country grand tour, lunch, two laps of the original race circuit and special reserved downtown parking. As a Festival guest, you will view these special sports and classic cars, all placed on display, within easy walking distance right in downtown Watkins Glen.

This is a special year, as Watkins Glen is celebrating 60 years of racing.

The grand tour is split into two routes originating at the Red Newt Cellars Winery & Bistro in Hector (20 minutes north of Watkins Glen) and offers drivers the exciting road challenges that the original Grand Prix drivers encountered on their way to the winner's circle. The Stone Bridge Drivers and their guests will view some of the region's most spectacular world-class driving terrain a 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 Red Newt Cellars Winery & Bistro established along the east slope of Seneca Lake, the drivers arrive at about 10 a.m. They can enjoy the winery's ambiance, pleasant hospitality and spectacular view. Of

course, there's time to share bench racing discussions with other tour drivers and guests while at Red Newt.

After a drivers brief, the tour ignites just after 11 a.m. for the challenging cross-country drive. After the group arrives in downtown Watkins Glen, drivers stage on Franklin Street and take two laps of the original circuit. Along the old course, drivers will immerse in the historic road racing landmarks that is only Watkins Glen.

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

We invite you to join the official Watkins Glen Grand Prix Stone Bridge Drivers.

Just register for any of our Festival driving events for which you qualify: the Founders' Tour, the Glenora Run Road Rallye, the Tour de Marque (this changes each year), the Sporting Roadster Tour, the Glenkhana, and the Concours d'Elegance.

We also offer a summer event, the Lake to Lake Ramble. Read about that elsewhere in this program.

Be an integral part of the Festival next year and share the nostalgia of grand touring at the original home of Grand Prix road racing...Watkins Glen, New York! Be one of the stars representing our rich historic heritage. Enroll early, as limited openings fill quickly.

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Tour de Marque Just for Triumphs

This year's Watkins Glen International Tour de Marque has a unique venue and format that was planned to provide Triumph 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), 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. 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 Triumph success during the many years of Glen racing.



This Triumph TR3 was among the top 10 winners at the 2007 Concours d'Elegance. (photo by Bill Green)

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

The Tour de Marque is one of the Festival's Stone Bridge Drivers events.




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Chemung Canal Trust Co. Marking Its 175th

In this our 175th anniversary year, Chemung Canal Trust Company is proud to sponsor the 2008 Festival, a wonderfully unique event in a one-of-a-kind community that this year is celebrating 60 years of racing.

We hope our support helps make the Festival a truly memorable experience for everyone.

Our involvement in the celebration of racing's history here extends to sponsoring the Chemung Canal Trust Company Antique Auto Show Saturday at Watkins Glen International, part of the U.S. Vintage Grand Prix weekend of racing.

Chemung Canal Trust Company was founded in 1833 and shares with Watkins Glen a strong commitment of promoting business and prosperity within the community.

Jules Verne was a mere 5-year-old boy, just beginning to daydream about the magnificent world of transportation and travel to come when the Bank was established. The steam-propelled locomotive had embarked on its maiden trip just two years earlier and stagecoach 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 Com-

pany, 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 Binghamton to Bath.

Chemung Canal boasts assets in excess of \$800 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 or management.

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.

Shuttle Bus Parking Lots Expanded in the Village

The Festival is offering free bus shuttle service and parking for our guests.

Free parking will be available at the Clute Park Community Center and in the Clute Park parking area off of Route 414 east of downtown; and at the Watkins Glen Central School District parking areas at the east end of 12th Street (look for two lots) as well as at the bus garage at the south end of Decatur Street.

Spectators can park and board the shuttle to get to and from the events and lessen their walking and downtown traffic.

Passenger drop-off and pick-up sites also will be along Decatur Street at the Middle School parking horseshoe and at Lafayette Park (site of Tour de Marque - Triumph - 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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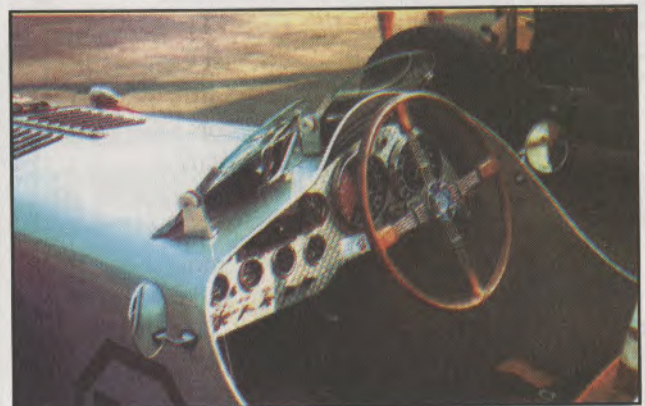
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A closeup view of an MG at the 2007 Festival. (photo by Bill Green)

SVRA Drivers Key to Presenting Tribute Laps

The Sportscar Vintage Racing Association, founded in 1980 with the vision of keeping vintage race cars on race tracks where they belong, rather than becoming static museum displays, has been a vital part of the Tribute laps since the Festival began in 1993.

Drivers who participate in the old circuit 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.

The people of Watkins Glen remained excited and involved in the racing when it moved to the new track outside the village 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 village and over the nearby country roads. A committee was formed to organize the celebration of great American motor sports.

The first years of the Festival saw cautious participation by the racers who gather annually for the SVRA U.S. Vintage Grand Prix at Watkins Glen International. Today, the Festival is an anticipated addition to the vintage racing community.

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 get-

ting over 150 race cars into town, around the original street course and then safely back to the race track before dark.

The SVRA race 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 historical color.

Spectators find their favorite spots on the course, and many locations have hay bales and corner workers, just as the 6.6-mile circuit did between 1948 and 1952.

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

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

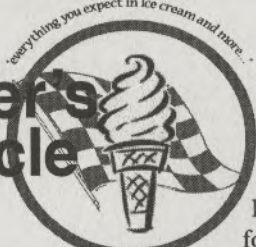
Just as the last of the cars move out from start/finish, the beginning cars are finishing their first lap, approaching Millken's Corner and Franklin Street. After two rolling passes through the village, the cars are then led back as a group to Watkins Glen International just before dark. Once again, Watkins Glen eases back into a quaint and quiet destination for visitors, just as it was before the racers came 60 years ago.

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

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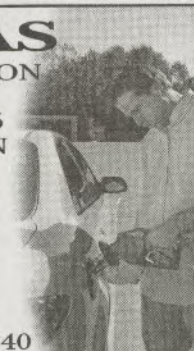


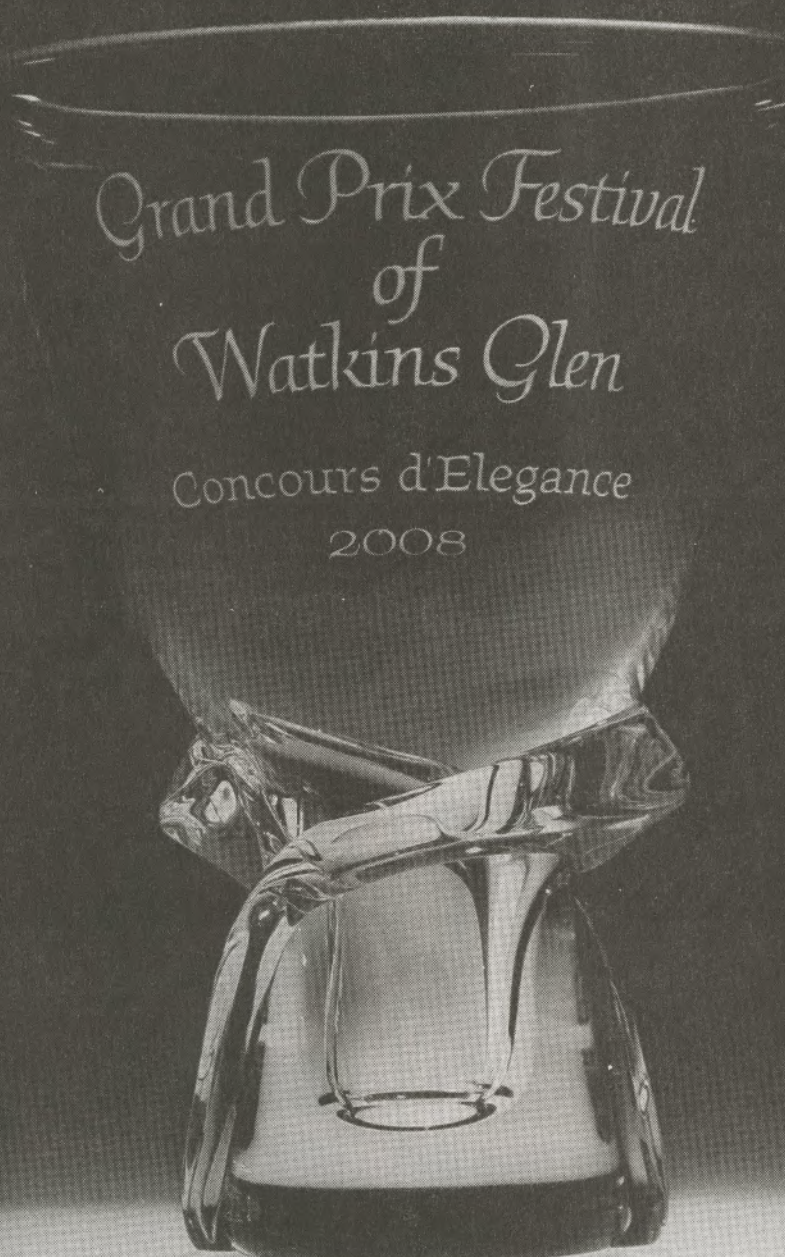
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Concours d'Elegance Spotlights Beauty

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.

Among the many cars we are pleased to host this year is a 1947 Triumph 1800 owned by Marty and Pat Jones of Pine Ridge, FL, and the 1973 Pantera of Chris Christenson of Fairport, NY.

Across Franklin Street on the Court House lawn will be the first Triumph TR 2 off the assembly line.

Elliot Hillback Sr. and Jr. of Needham, MA, are returning this year with their 1967 Ferrari 275GTV and 1963 Aston Martin DB4C. The Aston was the New York Show car that year. They will also have a 1954 Bentley R Continental on display. Another rarity is the 1957 Turner 950S of Bill and Cheryl Baldwin of Victor, NY.

The Morgan car will be the featured marque in 2009, celebrating its 100th anniversary. We will also 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.

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.



This Cadillac-Allard J2X was among the beautiful cars in the 2007 Concours d'Elegance. (photo by Bill Green)



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Parking Lot Glenkhana a Fun, Challenging Event

By **TERRIE SAUTTER**

Take a handful of 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 Hot Wheels® 40th Anniversary Glenkhana.

Drivers of skill, accompanied by their navigators of daring – and trust! – accept the challenge of the Glenkhana after participating in their chosen Stone Bridge Driver event. 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 the 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 new design year after year, each year new Festival participants learn the ropes, which is all the fun. Some folks attack with



A car gets the checkered flag as it finishes the challenges of the 2007 Glenkhana. (photo by Bill Green)

speed, letting finesse take the high ground, others learn that slow and steady often wins the race.

Stop by the new Glenkhana course on the east side of Franklin Street behind the businesses between 4th and 5th streets after 1:45 p.m. to check out the fun and action. So much fun, in so little time, and in such a small space!

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Model Concours Celebrates the Small

By RICH CHERNOSKY

Car lovers at the Festival 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 craftsmen 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.



Be a 'Stone Bridge Driver'

Want to become one of the elite official Stone Bridge Drivers in 2009?

Just join any of our 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. We also now extend the fun to June with the Lake to Lake Sports car Ramble.

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.grandprix-festival.com or by calling Watkins Glen Promotions at (607) 535-3003.



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Glenora Run Festival's Original Drivers' Rally

By **TERRIE SAUTTER**

The Festival 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 Drivers events, the Red Newt Cellars Founders' Tour, Knapp Vineyards Sporting Roadster Tour, WGI Tour de Marque and other events all grew out of the popularity of the Glenora Run – the first for drivers.

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 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 skills 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.

Because this daylong driving event is unique, and so well enjoyed by the participants, registration fills early. This is just another reason the Festival is a one-of-a-kind event in sports car circles.

Knapp Tour Just for Open-top Roadsters

By **DOUG HOOD**

The Sixth Annual Knapp Vineyards Sporting Roadster Tour is a 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 is 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.

Confirmed participants sign in 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, to which drivers must adhere. Detailed instructions and tour routes are provided at sign-in. The tour of approximately 175 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 130 roadsters take to the old course in grand fash-

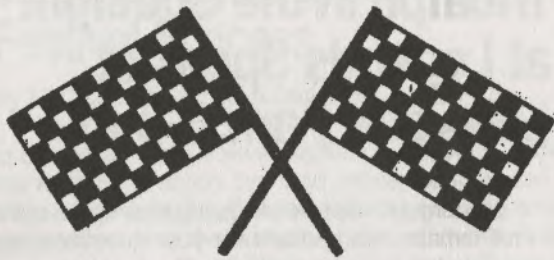
ion, running the very same course the racecars ran 60 years ago.

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 provides them a chance to wander around downtown and take in all the Friday night activities that have helped to make the 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, check out the Festival's Web site at www.grandprixfestival.com and sign up now for 2009 because this event always closes out early.



A Triumph and an E Type Jaguar in the 2007 Concours d'Elegance. (photo by Bill Green)



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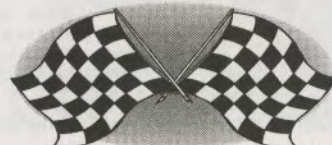
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- Community Bank, located at the corner of Fourth and Franklin streets, sponsor of the fireworks celebration.
- Glenora Wine Cellars, Route 14, Glenora, north of Watkins Glen, sponsor of Glenora Run Road Rallye.
- Knapp Vineyards, located on Ernsberger Road near Romulus, sponsor of the Knapp Vineyards Sporting Roadster Tour.
- Red Newt Wine Cellars & Bistro, Hector, sponsor of Red Newt Wine Cellars 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 U.S. Vintage Grand Prix on the same weekend as the Festival. Tremendous logistical support!
- 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.
- Schuyler County, use of the Court House Lawn and other support.
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- Watkins Glen Central School District, use of school district parking lots for shuttle bus parking.
- Specchio Ford, Franklin Street, Watkins Glen, use of business for Festival headquarters.



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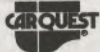


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Five Glen Drivers Joining Walk of Fame

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 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. Some are also located on Fourth Street and Decatur 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 Mr. Chicken on Franklin Street:

~ **Janet Guthrie**, who raced in the 1964 Glen 500, finishing second in D Production, driving a Jaguar XK140.

~ **Richard Mooney**, who was Guthrie's co-driver at the 1964 Glen 500.

One marker will be installed near Specchio Ford on Franklin Street:

~ **Carlos Reutemann**, two-time winner of the U.S. Grand Prix at Watkins Glen: in 1974 in a Brabham-Ford and in 1978 in a Ferrari 312-T3.

Later in the fall, two additional markers will be installed.

Paul Newman will be honored with a marker in front of the Glen Theater on Franklin Street. Newman finished first in the 1985 Auto-World Challenge at Watkins Glen, driving a Nissan.

A marker honoring **George Constantine** will be installed in front of the International Motor Racing Research Center on South Decatur Street. Constantine won the 1956 Watkins Glen Grand Prix in a Jaguar D-Type and the 1961 Watkins Glen Grand Prix in a Ferrari.

A complete list of all markers in the Drivers Walk of Fame is available at the Racing Research Center.

Triumph in the Spotlight at Legends Speak at Lafayette Park, 3 p.m.

The Legends Speak brings together some of the best to tell their stories and answer your questions, and this year, Triumph is in the spotlight. The speakers are all experts about this car and will sharing their insights at Lafayette Park on Fourth Street at 3 p.m. The speakers:

~ **John Macartney**, who worked for Standard-Triumph for many years, including time at the Standard-Triumph plant in Coventry, the company's showroom in London's Mayfair district and as personal assistant to Sir Donald Stokes, Leyland's CEO. Macartney's later career continued in the auto industry, holding progressively higher managerial positions with BMW, Massey Ferguson, International Harvester and finally with GKN plc. In 1990, he founded his own automotive consulting and training business. Macartney is now retired from active employment, but runs the Macartney Charitable Trust and is busy on the classic car scene in the UK.

~ **R.W. "Kas" Kastner**, a well-known production car driver in the late 1950s and 1959 SCCA class champion driving a 1958 TR3A Triumph. Kastner started the USA Triumph Competition Department for the Triumph factory in the early 1960s. He wrote the Triumph Preparation manuals distributed in the 1960-72 era of production car racing. Kastner's experience in the automotive industry spans 50 years, particularly in the field of performance vehicles, racing and racing team management, winning national and international events. He was the motorsports national manager for Nissan of North America from 1986-90. As vice president, operations, at the Nissan Performance Technology Inc. in Vista, CA, Kastner led the team of Nissan prototype cars to four consecutive Drivers Championships for Geoff Brabham and three consecutive Manufacturers Championships for Nissan.

~ **Robert Johns**, who began racing Triumphs in 1954 when he was stationed with the Air Force in Germany. Late in 1956, after his discharge, he joined the Triumph factory team in the only international sports car race held in the USA at that time - the Sebring 12-Hour Endurance Race. Johns co-drove with the late, great, Mike Rothschild to first in class and 19th overall. After earning a degree in mechanical engineering, he worked as a product design engineer and product engineering manager for Ford Motor Co. for more than 36 years.

~ **Ed Diehl**, who also has an extensive racing history, in the early 1960s driving a Triumph with Group 44 with Bob Tullius. He drove a SAAB sedan at the Marlboro 12 Hour and other SCCA races in the mid-Atlantic area and Sebring and at the first SCCA Trans Am race at Sebring in 1966. Diehl co-drove a Corvette Grand Sport with George Winterstein at Sebring 12 Hours in 1965. He co-drove with Curtis Turner in a Ford Falcon in the Marlboro 12 Hours. More recently, Diehl campaigned a Triumph Spitfire in SCCA races in the Southeast.



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Volunteers Vital to Festival Success

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 Festival directing the road rallies, parking and grid-ding, 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.

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.

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 2009 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 for more information.

Drive Lake-to-Lake in June

By CARL D. BENSON

For drivers who enjoy a fresh springtime road rally nestled within the magnificent picturesque Finger Lakes Region of New York bolstered on the rich historic road racing of Watkins Glen, the Lake-to-Lake Ramble is the ticket.

Sponsored this year by Watkins Glen International on June 6 during the Grand Am weekend at the WGI race track, the cross-country road rally featured more than 50 of the most beautiful and challenging sportscar miles among the Finger Lakes, Seneca Keuka and Cayuga lakes.

The drivers traveled cross-country over terrain that offers a panorama of hills, lakes, farms, small towns and hamlets. Quite a diverse route 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 terminated at a special reserved parking and VIP marquee area within the heart of the WGI race track festivities.

The group took their escorted laps around the WGI long course, followed by refreshments, dinner and a welcome from WGI management.

Want to join us next year – on June 5 – and also become a Grand Prix Festival Stone Bridge Driver? Check our Web site at www.grandprixfestival.com or call us at (607) 535-3003 for one of America's most coveted sportscar rallies.



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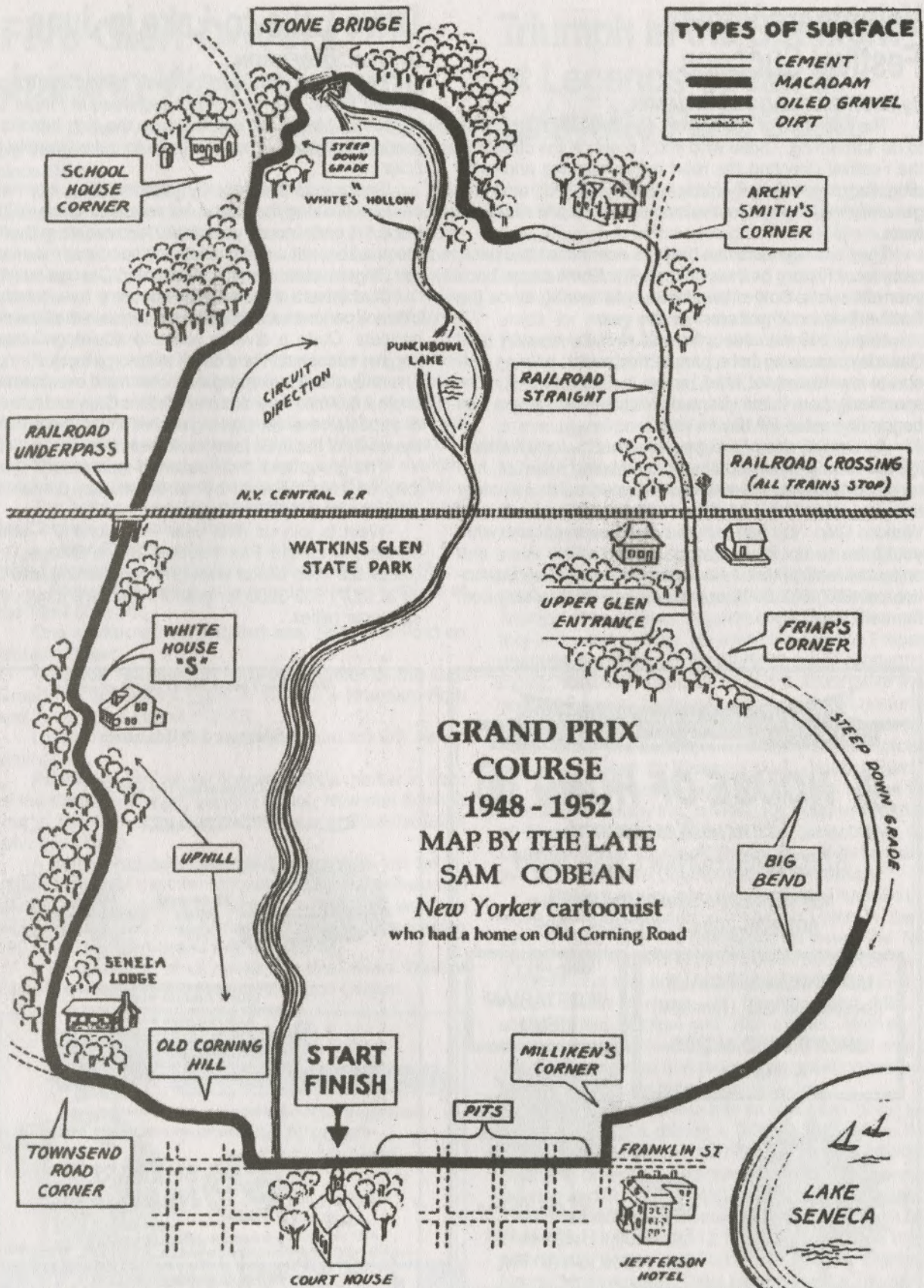
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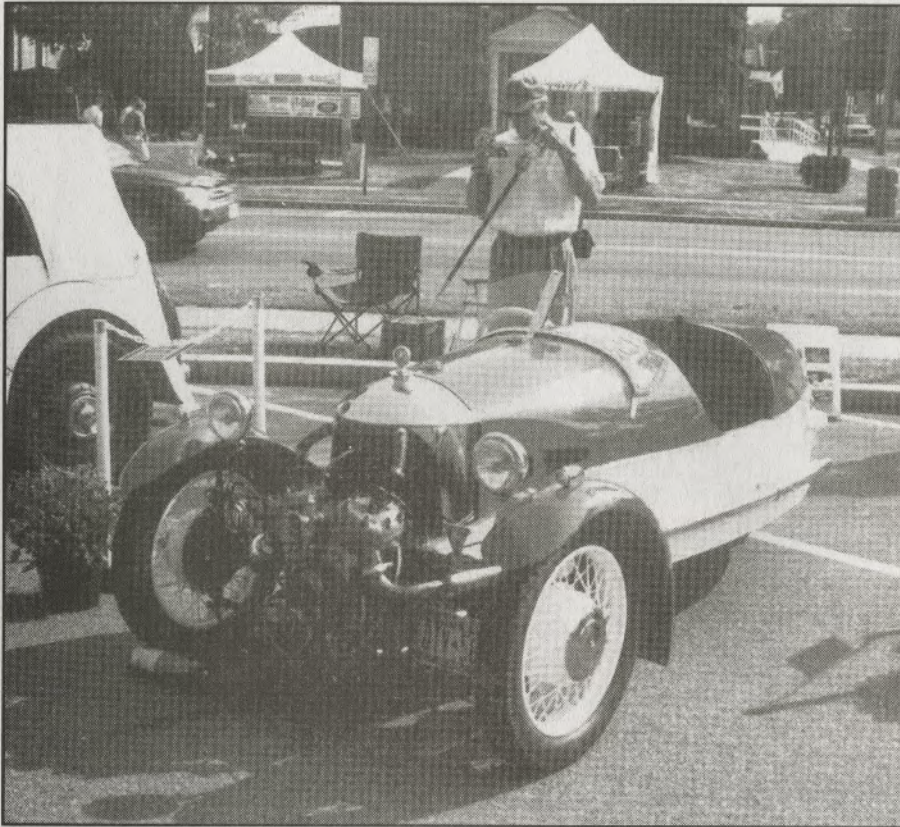
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See You in 2009!

Morgan will be the featured marque at the 2009 Grand Prix Festival at Watkins Glen. Morgans, of England, raced successfully at Watkins Glen and is popular in vintage racing circles today. This Morgan three-wheeler was a participant in the 2007 Concours d'Elegance. (photo by Bill Green)

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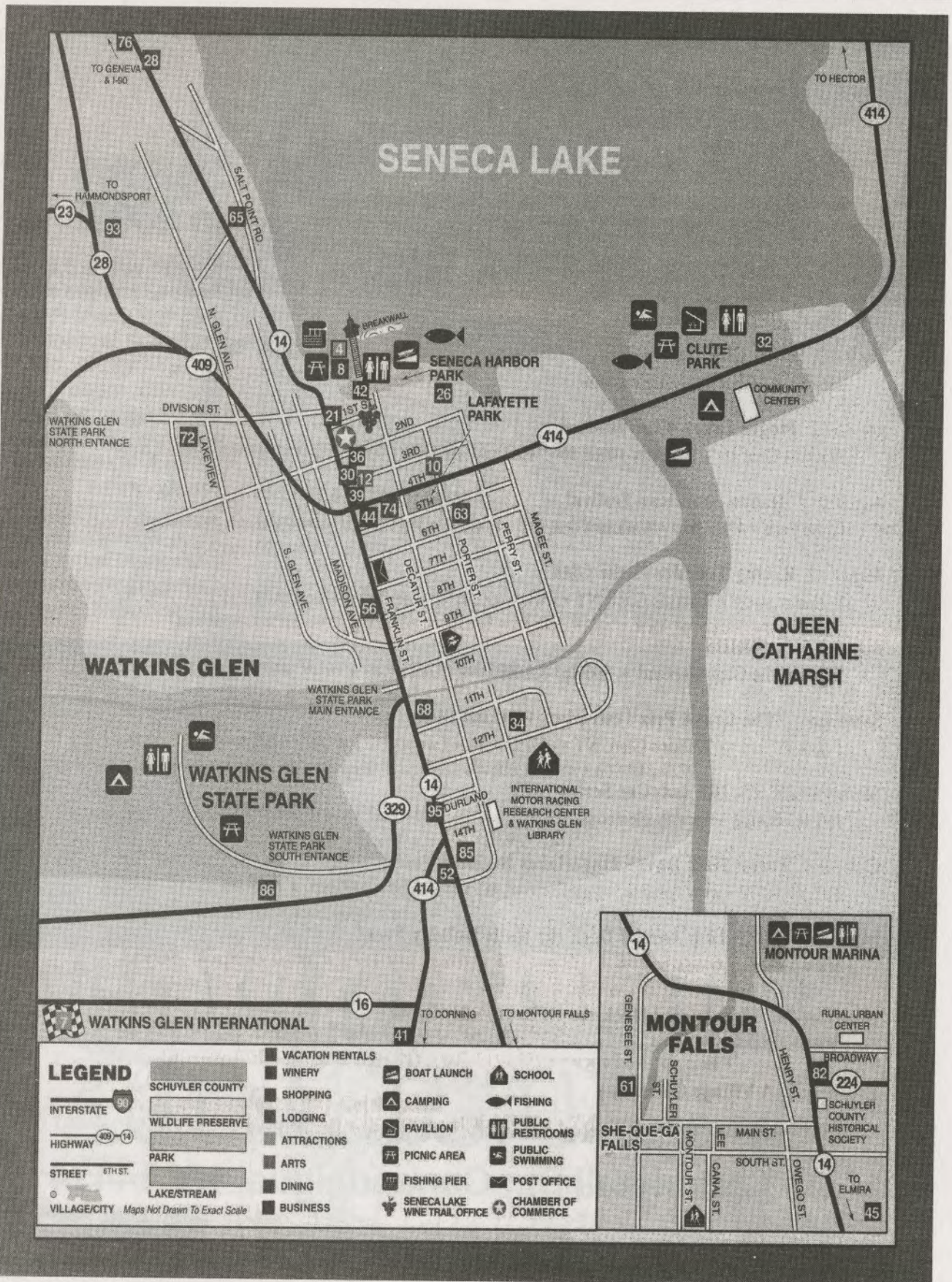


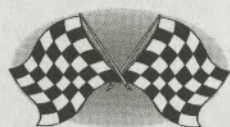
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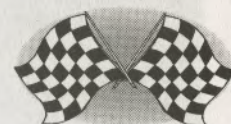
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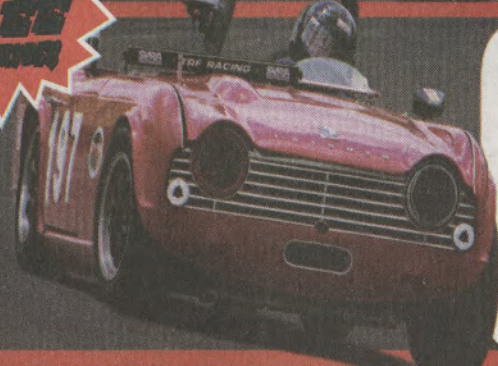
Festival Schedule



- 9:30 a.m. ~ 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
- 11:00 a.m. ~ Glenora Run cars do the "Montour Mile"
- Noon ~ Hot Wheels® Interactive Zone opens, Community Bank parking lot, Franklin Street
 ~ Drivers Walk of Fame Inductions, Court House Lawn, Franklin Street
 ~ Wine Tastings and Food Court opens, Court House Lawn, Franklin Street
 ~ 5th through 10th streets closed between Franklin and Decatur streets
- 1:00 p.m. ~ Music begins on the Court House Lawn stage, Franklin Street
 ~ Franklin Street closed, between 2nd and 10th streets
- 1:10 p.m. ~ Stone Bridge Drivers rally events start tours of the original race circuit
- 1:45 p.m. ~ Hot Wheels® 40th Anniversary Glenkhana begins, village parking lot between 4th and 5th streets
- 2:00 p.m. ~ WGI Tour de Marque Triumphs parked for display at Lafayette Park, 4th Street
 ~ Kid Racer School and Derby begins, Franklin and 4th streets
- 3:00 p.m. ~ The Legends Speak, Lafayette Park, 4th 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 on the original circuit
- 6:30 p.m. ~ Watkins Glen Tribute laps on the original circuit
 ~ Party and auction at the International Motor Racing Research Center, Decatur Street
- 9:00 p.m. ~ Community Bank Fireworks at the entrance to the Watkins Glen State Park Gorge, Franklin Street
- 9:30 p.m. ~ Franklin Street re-opens



**KIDS
FREE
12 AND UNDER**



60 YEARS OF MEMORIES. ONE WEEKEND.

U.S. VINTAGE GRAND PRIX | SEPTEMBER 5-7



Celebrate 60 years of racing in Watkins Glen at the nation's largest vintage racing event. Make it a complete weekend of vintage racing action at Watkins Glen International. Attend a Q&A/autograph session with F1, F5000 and IMSA GT legend Brian Redman, browse the Chemung Canal Trust Co. Antique Auto Show and tour the garage and paddock areas. Weekend tickets are just \$45 and children under 12 are free.

Visit the Watkins Glen International display on the courthouse lawn (in front of the old start/finish line) or call 866-461-RACE.



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