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Painting by Robert Githens



September 11-13

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Welcome to our Celebration of Road Racing in Watkins Glen!

Dear Visitor:

This year marks the 17th annual Grand Prix Festival of Watkins Glen and the 61st anniversary of the first post-World War II road race in the United States – held right here in Watkins Glen. 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.

Our featured marque for 2009 is the Morgan. We hope you enjoy viewing these beautiful and graceful cars. If you would like to view an impressive collection, be sure to visit Lafayette Park, one block east of Franklin Street between Fourth and Fifth streets. The Morgans 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 Morgan knowledge among the speakers!

Cap your day off with the fireworks show in the gorge. New this year, it will be begin as soon as it’s dark at about 8 p.m. The rest of the action for the evening is to the north along Franklin Street as our local pub and eateries welcome you to their establishments.

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 in the evening. If you like sports cars, and especially Morgans, 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



Joe Tierno talks about this MGA, which won the 1957-58 Collier Brothers Memorial Trophy Race driven by Bob Bucher. The car was one of many historic vehicles at Smalley’s Garage in 2008. (photo by Bill Green)

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Race Fans, Drivers Enjoyed Full Season in 1959

By **BILL GREEN**

Watkins Glen had a full season of racing in 1959, its 12th year.

The first race weekend of the year was the 3rd annual Glen Classic and SCCA Regional races.

The main event, the 33-lap Glen Classic, was won by Edward Gelder in a Ferrari. On the first lap, Gelder skipped off course. He needed a dozen laps to pass the 14-car field to retake the lead and go on to win. Second overall, a half of a minute behind, was Norman Sayah in an Elva.

The first race of the day was the Ladies Race, which was won by Buelah Bailey in an Alfa Romeo. The next race was won by Bob Bucher in his new, nice red Lotus.

The race for MGs saw Bob Bucher hop into Spanky Smith's MGA and win, followed by Monty Allen and Ted Rounds, both in MGAs.

Frank Wagenhofer, driving his Porsche, would win the next race. Group 4 was won by Ernest Scheeder in an Alfa Romeo, followed by Norman Webb Jr. in another Alfa Romeo. Race Group 5 was for big-bore production cars. First overall was

Hal Keck in a Corvette, followed by Ed Myers and Homer Dasey, both driving Corvettes.

On Aug. 8-9, the AMA motorcycle race returned to the Glen. The main race was the Watkins Glen 100, which was won by Brad Andres, who swapped the lead 12 times with Tommy Morris. Both riders were on Harley-Davidsons. The 50-mile amateur race was won by Tommy Clark riding a BSA.

For the first time at Watkins Glen there was an all-MG weekend in 1959, put on by the New York Centre MG Car Club. The main race was the BMC Cup. It was won by Sherman Decker in an MGA Twin Cam. Second was Ross de St. Croix of Canada in another MGA Twin Cam.

The Hambro Cup race was won by Bob Bucher in Spanky Smith's MGA, followed by Ted Rounds in his MGA. The Western New Yorker race was won by John Tame in his MGTF.

The 12th annual Watkins Glen Sports Car Club Grand Prix, which was an SCCA national event, was held on Sept. 25-26. The Ladies Race was won by Margaret Wyllie in a Lotus. Walt Hansgen, driving Briggs Cunningham's Formula Jr. Stanguellini won

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the 50.6-mile Seneca Cup race for Formula Jr. and Formula III cars. Jim Haynes won the Formula III class in a Cooper-Norton and was third overall.

The 50.6-mile Harold Jacques Memorial Race victory was posted to B.A. Miske in a Fraser-Nash after race winner Charles Kurtz was disqualified due to mechanical irregularities. George Charles Rainville, driving an Alfa Romeo, won the 50.6-mile Schuyler Carrera event. The Dix Cup was won by Frank Wagenhofer in a Porsche. This race also had a distance of 50.6 miles.

Sherman Decker won his second Collier Brothers Memorial Trophy race in his MGA. This was a 25.3-mile race. The Glen Trophy race, a 50.6-mile event for big-bore production cars, was won by Roy Tuerke driving a Corvette. The Queen Catharine Cup, also 50.6 miles, was won by Al Andross driving a Lola. Walt Hansgen, driving Briggs Cunningham's Lister-Jaguar, won his third Watkins Glen Sports Car Grand Prix.

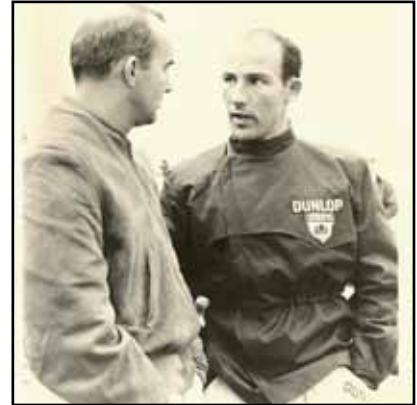
The race was 44 laps, or 101.2 miles, at an average speed of 83.1 mph.

Second overall was George Constantine in an Aston-Martin DBR2.

The last major race weekend of 1959 was the FIA-USAC-sanctioned Formula Libre event. The Watkins Grand Prix Corp. could only afford to bring from Europe Stirling Moss driving a Formula I

Cooper Climax, entered by the Yeoman Credit team. American drivers in the race included Roger Penske and Bob Holbert, driving Porsches. USAC Midget drivers also competed, including Ed Johnson. Penske qualified on the pole, and Holbert was second on the grid. By Sunday morning, Penske had to scratch his car from the race due to a sickness in the family, leaving Holbert on the pole.

The race featured a rolling start, with Holbert taking the lead and holding it for three laps. Then Stirling Moss, who started 18th, passed into the front. Holbert would retire from the race with transmission failure on the 29th lap. Moss would lead the rest of the race, over a rain-slicked track also plagued by sleet, hail and snow. Johnson finished second overall in a Midget, some seven laps behind Moss.



Paul O'Shea, left, and Stirling Moss find a moment to talk during the 1959 international Formula Libre race. (from the William Green Motor Racing Library)

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Morgans Racing at The Glen Since 1954

By **BILL GREEN**

Morgans made their debut at Watkins Glen during the 1954 Watkins Glen Sportscar Grand Prix weekend in the Seneca Cup race.

Bob McKinsey in a Morgan finished 26th overall and fourth in his class.

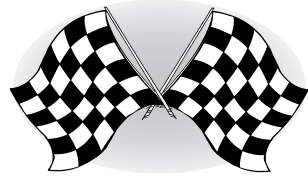
A flood of Morgans came the next year for the Glen Trophy race. A Morgan driven by Gunnard Rubini finished 11th overall. Other Morgan finishers: Gaston Andrey 19th overall; Ben Hall 21st overall; Capt. Mike Ashley, USMC 23rd overall; and Mike Rothschild 28th overall. Edward Hebb did not finish the race.


At the end of the SCCA season, Andrey, of Chestnut Hill, MA, was national SCCA champion for E Production class. Andrey would return to the Glen many times after in bigger race cars.

From 1956 to 1971, Morgans continued to race at the Glen. Several local drivers did fairly well racing Morgans. They included Jim Forno from Endicott, Gerald Rollo, George Valentine of Ithaca and Bob Perry of Painted Post.

Now we see the Morgan race in the historic series as well, and during the fall SVRA series.

This year the Watkins Glen Grand Prix Festival is very proud to honor Morgans as our car for 2009.





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Morgans Celebrating 100th Anniversary in '09

By **RANDY COOK**

The Morgan is celebrating its 100th anniversary in 2009. It is a unique car that debuted in 1909 as a three-wheeler, evolving into a four-wheeler in 1935. Current Morgans still retain some of the classic styling of the 1930s and are built in limited numbers with a waiting list for delivery.

The Morgan was the brain child of H.F.S. Morgan, born in Hereford, England, in 1881. In 1906, he opened a garage in Malvern Link where he began his experimental work on his three-wheeled vehicle, which was introduced in 1909 as the Morgan Runabout. It had a rigid frame, independent front suspension and a seven horsepower Peugeot engine, allowing Morgan to achieve an excellent power-to-weight ratio.

Manufacturing began in 1910, with production cars being fitted with an eight hp twin or four hp single cylinder JAP engine. A two-seater version was introduced in 1911, with the eight hp engine. In 1912, Morgan set a record run at Booklands just shy of 60 miles in one hour. Morgan's sister, Dorothy, won several competition events, and by the end of 1913, the Morgan Runabout had won a

greater number of awards for speed and reliability than any other "light car."

In 1925, Morgan set a record for the fastest un-supercharged car in the world, with a speed of 104.68 mph for the flying kilometer. Morgan also won a "fuel consumption trial," event with an average of 69.4 mpg. The following year, Morgan began producing racing cars with a longer chassis and lower seating position using JAP overhead



James Bailey drives a Morgan during the 1961 Watkins Glen Grand Prix weekend. (from the William Green Motor Racing Library)

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valve engines, which became known as the Grand Prix Morgan.

In 1929, a Morgan won the Cyclecar Grand Prix at Booklands with an average speed of 64.7 mph. Two years later, another record was set by a Morgan, which reached a speed of 100.69 mph for five miles. In 1933, Morgan set a number of world speed records and began using Ford four-cylinder, 10 and 8 hp engines. 1936 saw the introduction of the Morgan 4/4 - four cylinders and four wheels. In 1937, a few special models were built for racing using 1098 cc Coventry Climax engines. One of these cars ran at LeMans in 1938, where it finished 13th overall. A Morgan was also a class winner that year in the R.A.C. Rally.

During World War II, production of the vehicles gave way to making war components such as aircraft and gun parts. After the war, Morgan set up distributors in the U.S., Canada and several other countries.

Jim Forno of Endicott, NY, became one of the first Morgan dealers in this country after enjoying weekend racing with Morgan three-wheelers in England, where he was stationed during the war. Forno drove a Morgan at Sebring in 1960 and was the first car off the line following the LeMans start. He also transmitted a live radio broadcast of the race from the car, which failed to finish. Forno credited his first-off the line start to pre-race practice and the ability to fasten his lap belt once the car was under way.

The Morgan 4/4 became very successful, while the three-wheeler was not very popular in countries other than England. As a result, three-wheeler production ceased in 1950. Some styling changes were made in 1954, and in 1955 both Triumph and Ford engines were used. In 1956, the 100 hp Triumph TR3 engine went into a limited number of lightweight aluminum bodied cars capable of doing a 16-second quarter mile. These cars were race winners in the U.S. and England, and in 1962, a Plus Four Morgan won the 2 litre class at LeMans covering 2,261 miles at an average speed of 94 mph. In 1986, the Morgan Plus eight was introduced using the Rover aluminum V8. Four-seater Morgans were also produced using the Ford 1600 cc engine.

The most successful Morgan racer in the U.S. was Anatoly Arutunoff, who took his Morgan 4/4 to the SCCA runoffs 11 times from 1967 until 1982. In 1981, he won the H Production national championship racing in the rain at Road Atlanta beating multi-time HP champion Randy Canfield by 8.4 seconds. T.J. Kelly also took his E Production Morgan to the Runoffs every year from 1966

through 1970.

Another Morgan racer of note is George Waltmen, who ran his Morgan in the 1968 24 Hours of Daytona. He started last of 64 cars and finished 33rd, driving the entire 24 hours solo with a two-hour nap.

Special-bodied Morgans have run at LeMans, Daytona and Sebring in recent years, and you will see Morgans currently being vintage-raced at many venues in the U.S.




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First Green Flag Dropped in 1948 on the Streets

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 61 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 Courthouse. 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.



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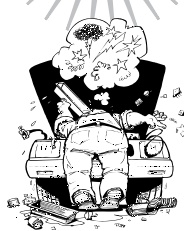
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Chemung Canal Trust Company is proud to sponsor the 2009 Grand Prix Festival of Watkins Glen, a unique event in a one-of-a-kind community. We hope our support helps to continue this event's long tradition and makes the festival a truly memorable experience for all who attend.

Chemung Canal Trust Company was founded in 1833. We share a common bond with Watkins Glen as our name sake, the Chemung Canal ~ the waterway that linked Elmira's Chemung River and Seneca Lake ~ helped expand commerce in each community. Today, more than 175 years later, our Bank still maintains a strong commitment to help create business and prosperity within the communities that we serve.

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 full service branches has been

added to serve our customers in five Southern Tier NY counties, from Southport to Watkins Glen and from Bath to Binghamton.

And that growth continues into today as we recently expanded into the Northern Tier of Pennsylvania through the acquisition of the Bank of Canton, PA. Now with offices in Canton, Troy and Towanda, we are expanding our presence regionally and providing the residents of those communities with an extensive menu of products and services.

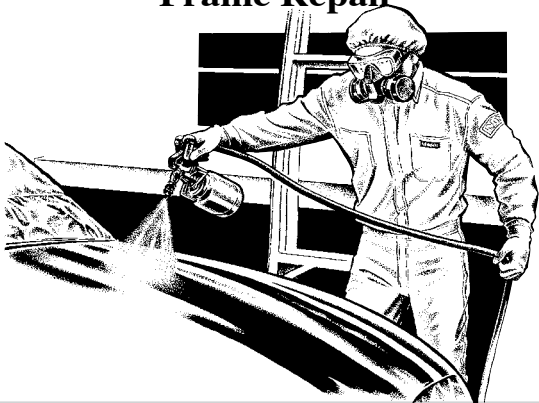
Chemung Canal boasts assets in excess of \$950 million, and operates one of Upstate New York's largest Community Bank, full-service, Trust and Investment Centers, with approximately \$1.5 billion in assets under management or administration.

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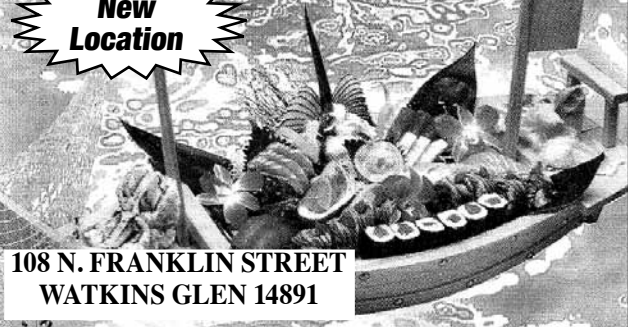
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Glenora Run Was Festival's First Drivers' Event

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 Driver 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 driver participation.

Early Friday morning, while downtown Watkins Glen is still preparing for other 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 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 and staff, who wave racing flags and cheer on the drivers – 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 many participants, these “two laps of the old course” are 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.

Model Concours Celebrates Small Cars

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 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.

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Open-Top Roadsters Enjoy Knapp Tour

By **DOUGLAS HOOD**

The Seventh 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; we call this the Running of the Roadsters.

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 on really fun roads, 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 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 with a morning break provided at the Havana Glen Park in Montour Falls.

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 fashion, 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.



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Two Different Routes Offered for Founders' Tour

By **CARL D. BENSON**

The Founders' Tour is a tradition of the Grand Prix Festival of Watkins Glen. Come and enjoy, with us, our second year hosted by the Red Newt Cellars Winery & Bistro. The tour is one of six Stone Bridge Driver fun driving events, representing about 100 of the world's unique vintage and classic cars.

The unique and special group of Festival drivers known as Stone Bridge Drivers brings their classic rides home to the original beginning of sports car road racing in the United States, the United States Grand Prix at Watkins Glen and the old 6.6-mile road course every year. The powerful day includes a cross-country grand tour, lunch, two laps of the original Grand Prix old course and special reserved downtown parking. As our Festival guest, you will view these special vintage sports and classic cars on tour and on display, curbside, within easy walking distance right in downtown Watkins Glen.

The Founders' Tour is split into two routes originating at Red Newt in Hector, about 20 minutes north of Watkins Glen, offering drivers exciting road challenges. The Stone Bridge Driver and guest will

enjoy some of the region's most spectacular world-class driving terrain, with tight switchbacks, lake view vistas dotted with vineyards, quaint villages and fine wine cellars. The tour is designed so that drivers meet one another along the highway and regroup for the classic two-lap original course Grand Prix laps and downtown display.


The drivers arrive at Red Newt at about 10 a.m. They enjoy the winery's ambiance, pleasant hospitality and spectacular view. Of course there's time at Red Newt to share some bench racing discussions with other tour drivers and guests.

After a drivers briefing, the tour fires up at about 11 a.m. for the challenging cross-country drive. Once the group arrives in downtown Watkins Glen, drivers stage on Franklin Street and take their laps of the original Watkins Glen Grand Prix circuit old course. Along the course, drivers will roar into the historic road racing landmarks that is only Watkins Glen.

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



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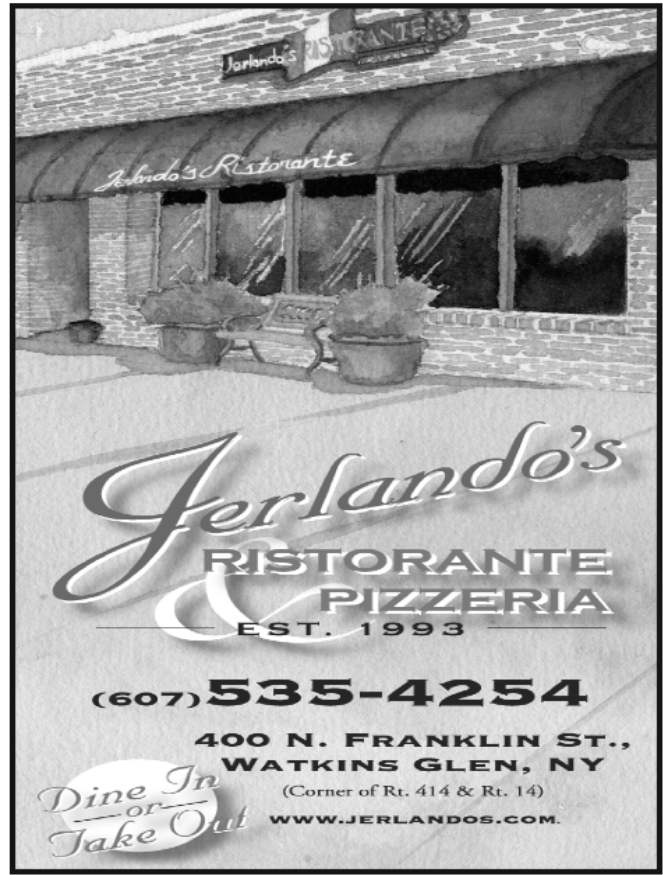
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History Comes Alive Each Year at Smalley's

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 50th 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



SVRA's Bob Williams discusses the 1949 Grand Prix winner Ford-Riley at the 2008 tech inspection re-enactment at Smalley's Garage. (photo by Bill Green)

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 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.

WGI Tour de Marque Just for Morgans

This year's Watkins Glen International Tour de Marque has a unique venue and format that was planned to provide Morgan 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 a spirited 85-mile road rally featuring the best sportscar roads the area has to offer. Then it is back to Lafayette Park in time to see the SVRA race cars become the new stars of the Festival. This is a great time to enjoy the various booths and displays and fireworks and talk about Morgan success during the many years of Glen racing.

Admission tickets for Saturday and Sunday's races at the U.S. Vintage Grand Prix at WGI, with special Morgan 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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Some Scenes from the 2008 Grand Prix Festival



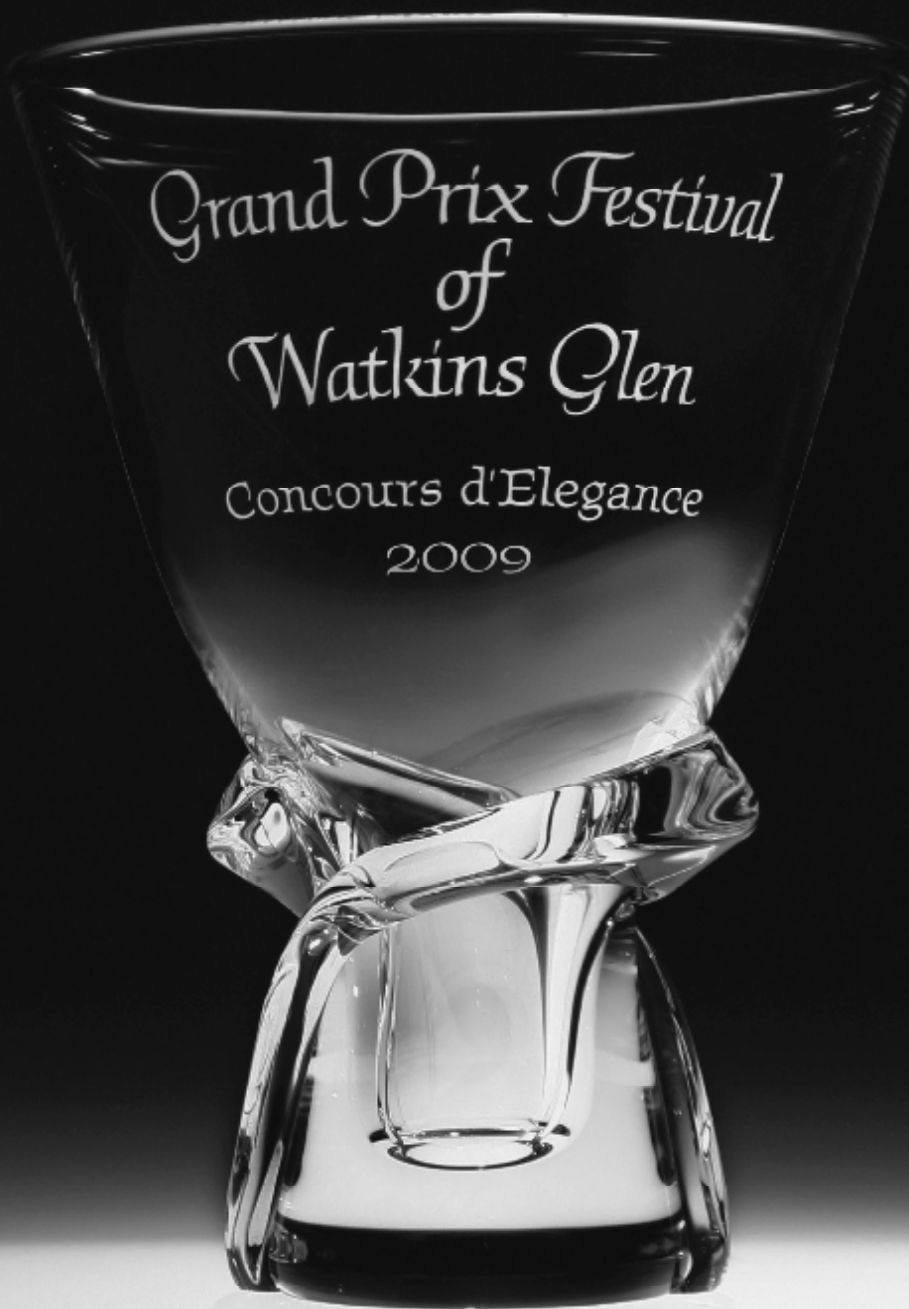
Cars in one of the Stone Bridge Driver events proceed up Franklin Street. (photo by Bill Green)



Randy Cook's Saab Sonett is shown in the Concours d'Elegance. (photo by Bill Green)



The SCCA - Sports Car Club of America was a vendor on the Court House lawn. (photo by Bill Green)



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Glenkhana Drivers Show Off Their Skills

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 Learn Motors Glenkhana.

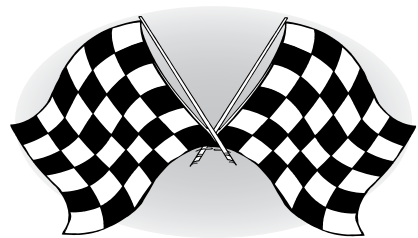
Drivers of skill, accompanied by their navigators of daring – and trust! – accept the challenge of the Glenkhana after participating in their chosen Stone Bridge Driver event. After an introductory walk-through of the obstacle course, drivers are timed as they put the cars through their paces.

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"). What will the Morgan folks do?

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

Stop by the new Glenkhana course on the west side of Franklin Street across from Learn Motors 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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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 Watkins Glen Grand Prix Tribute 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 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 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 getting over 150 race cars into town, around the original street course and then safely back to the race track before dark.

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

The Watkins Glen Grand Prix Tribute continues to be the high point of the Festival for many.

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 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 Morgan is the featured Festival marque. These 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. This is automotive history coming alive!

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 61 years ago.

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



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Walk of Fame Markers Honor Glen Drivers

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 primarily 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.

Peter Revson will be honored with a marker in front of Famous Brands on Franklin Street. Among his achievements was victory in the 1971 Can-Am at Watkins Glen in a McLaren.

Alan Jones, winner of the last U.S. Grand Prix

at Watkins Glen in 1980, will be honored with a marker in front of Specchio Ford.

Smalley's Garage will be the site of a marker honoring Ed Licht, who raced in the Queen Catharine and Glen Trophy races between 1954 and 1962, driving MG and Elva.

The Glen Theater is welcoming two markers, for Paul Newman and for Dave Garroway.

Actor and racer Newman finished first in the 1985 Auto-World Challenge at Watkins Glen, driving a Nissan. Garroway, founding host of NBC's Today Show, was a flagger in the inaugural 1948 race at School House Corner and competed in 1949 and 1950. He served as a Concours d'Elegance judge in 1968.

In July, a marker for author and racer Michael Argetsinger was dedicated in front of HSBC bank.

Next month, on Oct. 3 at the Racing Research Center, markers will be dedicated for versatile driving champions George Follmer and Pedro Rodriguez.

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

Listen to Great Stories at Legends Speak

The Legends Speak brings together some of history's best racers, engineers and motorsports personalities to tell their stories and answer your questions. Sponsored by the International Motor Racing Research Center, Legends Speak always delivers a good time and great memories.

It is at 3 p.m. at Lafayette Park on Fourth Street.

With Morgan as this year's marque, focusing on Morgan is appropriate.

Among the expected speakers is Robert Couch, considered to be the premier Morgan restorer in the U.S. and Canada.

He also worked with the late Peter Morgan to establish a comprehensive and well organized Morgan parts business in the U.S. This business continues today as Morgan Spares and is now owned by the Eckler's.

Couch lives in Sequim, WA, and is making a very long trip back East to be with all the Morgan enthusiasts at the Glen.

Morgan and MG enthusiast Richard Powers will be joining Couch in sharing stories and fielding

questions about the Morgans.

Also on this year's panel will be Leo Mehl, who retired in 1996 as head of all Goodyear competition activities. After retiring from Goodyear, he became executive director of the Indy Racing League and a vice president of Indianapolis Motor Speedway. He remained in that role until the end of 1999 when he retired from the sport.



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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 the 1957 Turner 950S of Bill and Cheryl Baldwin of Victor, NY. Bill's father raced this car in the 50's and 60's here and at other East coast courses.

The 1950 Riley Drophead of John Thompson of Webster, NY, will also be present.

Another car of special interest is the "belly tank" fuel lakester ("Speed Queen") of Ron and Judy Richardson of Fairport, NY. Ron clocked 237.32 mph at Bonneville last fall joining the "200 MPH Club."

The British Morgan car is the featured marque this year celebrating its 100th anniversary. There are at least two in the Concours this year. The

1967 Morgan Plus 4 of John Wright of Upper Black Eddy, PA, and the 1958 Plus 4 of Dick Powers of Rochester, NY.

Many other Morgans will be taking part in other components of the Festival.

We will also wish to recognize the 50th anniversary of the first full weekend program of marque races in North America. These races were organized at Watkins Glen for MGs and MG-powered cars by the Western NY Centre of the MG Car Club.

Next year marks the 100th anniversary of Alfa Romeo and that will be the featured marque in 2010.

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.



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Welcome the Driving Season with Lake to Lake Ramble

By **CARL D. BENSON**

The Watkins Glen Grand Prix Festival presents the Lake to Lake Ramble, a spring cross-country auto tour, sponsored by Watkins Glen International suited for drivers who enjoy a spirited tour to kick off their annual driving season.

If you would like to enjoy the magnificent picturesque Finger Lakes Region of New York and the rich historic road racing that Watkins Glen has to offer, please read on.

This year, the Lake to Lake Ramble was held on June 5 during the Sahlens Six Hours of the Glen weekend at the WGI race track. The cross-country event featured more than 100 of the most beautiful and challenging sportscar miles among the Finger Lakes, weekend tickets for two, special reserved VIP parking area within the heart of WGI, track laps, a buffet at the Royal Crown Club and a custom dash plaque, all for two people at an attractive value.

The drivers and their navigators also enjoy driving the historic, old original 6.6-mile race circuit.

The event travels cross-country over terrain that offers a panorama of hills, lakes, farms, small

towns and hamlets. A diverse route to challenge a spirited engine, suspension and driver alike on a fresh spring day.

See You in 2010!

The Alfa Romeo will be the marque of the 2010 Grand Prix Festival of Watkins Glen. Celebrating its 100th anniversary in 2010, this Italian car raced very successfully at Watkins Glen and is popular in vintage racing circles today. Join us in honoring this great car and celebrating the history of racing at Watkins Glen.

See you in 2010!

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Promotions Brings Fun to Schuyler County

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

Now part of the Schuyler 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 fun-filled activities for all NASCAR fans. Show cars from varied racing venues, racing collectibles, live

music, children's activities and more will get your blood pumping.

The premier event of the season celebrates Watkins Glen's racing history. The annual September 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.

The Falls Harvest Festival, presented along the Main Street in Montour Falls, has 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 hands-on, demonstrations, the family friendly, daylong event in the past has included 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 lilting 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 memorable 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.



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Free parking will be available at the Clute Park Community Center off 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. 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 10 p.m.

Spectator support of this service will help reduce traffic flow in the village and make parking and traffic flow easier for everyone. Look for signs for parking and pick-up and drop-off points.



Be a 'Stone Bridge Driver'

Want to become one of the official Stone Bridge Drivers in 2010?

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.

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- **Glenora Wine Cellars**, Route 14, Glenora, north of Watkins Glen, sponsor of Glenora Run Road Rallye. The Festival's first sponsor – they helped it all get started!
- **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.
- **Learn Motors**, Franklin Street, Watkins Glen, new sponsor of the Glenkhana.
- **Steuben Glass**, Corning, NY. Sponsor of the Best in Show award for the Concours d'Elegance.
- **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!
- **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.
- **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 the Technical Inspection Reenactment.
- **Specchio Ford**, Franklin Street, Watkins Glen, use of business for Festival headquarters.



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BREAKFAST

- | | |
|---|--|
| #1 - \$7.59
6oz. Charbroiled Steak with eggs, home fries and toast. | #4 - \$5.99
Pancakes or French toast with home fries and choice of meat. |
| #2 - \$5.19
2 Eggs with home fries, toast and choice of meat. | #5 - \$5.49
2 Eggs with 1/2 dollar cakes, home fries and meat. |
| #3 - \$5.29
Ham and Cheese Omelet with home fries and toast. | #6 - \$3.89
Sausage gravy over biscuit With home fries - \$4.99 |

LUNCH

- | | |
|---|---|
| Fish Sandwich - \$5.29
Hand breaded haddock with tarter. | Tully - \$4.29
1/4 pounder with cheese, dressed. |
| Buffalo Chicken Sandwich - \$4.79
Dressed with blue cheese | Pizz-i-ola Burger - \$4.89
Mushrooms, peppers, onion, marinara and mozzarella. |
| Hot Ham & Cheese - \$4.99
On French bread with mayo. | Swiss Mushroom - \$4.89
1/4 pounder with mushrooms and swiss. |
| B.L.T. - \$3.59 | Curly Deluxe Burger - \$5.59
1/4 pounder with ham, mushrooms, mozzarella and bacon. Dressed. |
| Ham or Turkey Club - \$5.59 | Lentil Burger - \$4.29
Dressed on a whole wheat roll. |
| Chicken Sandwich - \$4.29
Fried or grilled, dressed. | Curly Buster - \$6.59
1/2 pound burger on French bread. Dressed. With cheese - \$7.29 |
| Pork Loin Sandwich - \$4.99
Fried onion, barb-q sauce and Swiss cheese. | Hot Roast Beef - \$6.99
With mashed potatoes |
| Red Pepper Portabello Mushroom - \$5.29
Marinated Mushroom with a roaster red pepper on a Kaiser roll, dressed. | Marinated Chicken - \$5.29
On French bread, dressed. |
| Other Sandwiches - \$2.99 | 6 oz. Steak Sandwich - \$7.99
On garlic buttered French bread. |
| Tuna Melt, Grilled Cheeseburger or Grilled Ham & Cheese | Red Pepper Portabello Mushroom - \$3.29
Marinated mushroom with roasted red pepper on kaiser roll |

DINNERS

- Dinners include 2 sides, soups, salads, potato, vegetables, or spaghetti.
- Pork Or Sirloin Tips - \$10.69**
With sautéed onions and mushrooms.
- Fried Chicken - \$9.99**
Three piece, honey dip
- Hawaiian Ham - \$9.99**
Round of ham, with pineapple.
- Liver & Onion - \$9.99**
- Lemon Pepper Chicken - \$9.99**
6 oz. breast in seasoning.
- Pork Loin Dinner - \$10.49**
Charbroiled loin with applesauce.
- Chicken Milanese - \$9.99**
Breaded or grilled chicken, in lemon butter w/Parmesan cheese.

SEAFOOD

- Haddock - \$10.59**
Broiled or fried
- Catfish - \$10.99**
Grilled, lemon or Cajun
- Scallops - \$12.99**
Pan seared sautéed in butter
- Trout - \$12.99**
- Grilled, lemon or Cajun
- Salmon - \$12.99**
Grilled, lemon or Cajun
- Shrimp Scampi - \$12.99**
Sautéed in butter and garlic.

STEAKS

- 10 oz. Sirloin - \$12.99**
- 10 oz. Delmonico - \$14.59**
- 16 oz. Porterhouse - \$18.99**
- Surf & Turf - \$17.49**
Choice of Delmonico or Sirloin.
- With shrimp - \$17.49**

ITALIAN

- Lasagna - \$9.29**
- Chicken Parmesan - \$9.29**
Breaded chicken with marinara sauce, served with spaghetti.
- Egg Plant Parmesan - \$8.59**
Breaded, with mozzarella & spaghetti.
- Chicken Serento - \$9.29**
Breaded chicken & egg plant with mozzarella.

Steaks
Seafood
Italian
Soup & Salads
Appetizers
Kids Menu



2780 Rt. 14, Watkins Glen, NY 14891
607-535-4383

curlyfamilyrestaurant.com

Hours of Operation: 7 days a week! 7a.m.-8p.m. Except Sundays-Open 7a.m.-2 p.m.

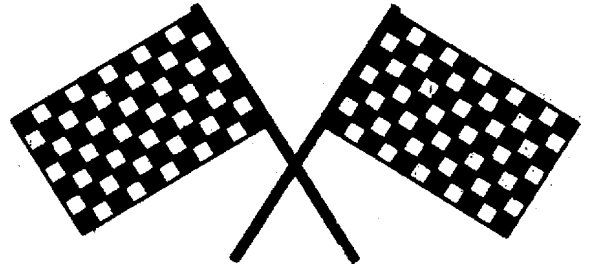
Volunteers Vital to Festival Success

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 2010 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.



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Our wine list features over 200 selections of Finger Lakes wines and is complemented by 24 wines by the glass and in thematic flights paired with exquisite Finger Lakes cuisine.

Wednesday is the Acoustic Newt
Live Acoustic Music and Sizzling Specials!
Thursday is Winelover's Night
Any bottle of wine is half price with dinner!
Friday Night Free Flight
Complimentary flight of wines with any 2 dinner entrees

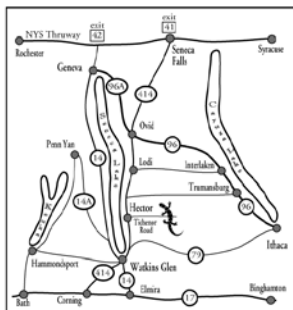
Winery Open Daily 10am-5pm

Bistro Open Wednesday - Sunday

Lunch 12-4pm Dinner 5-9pm

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

3675 Tichenor Road, Hector, NY
(607)546-4100 info@rednewt.com



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

Maria's Tavern



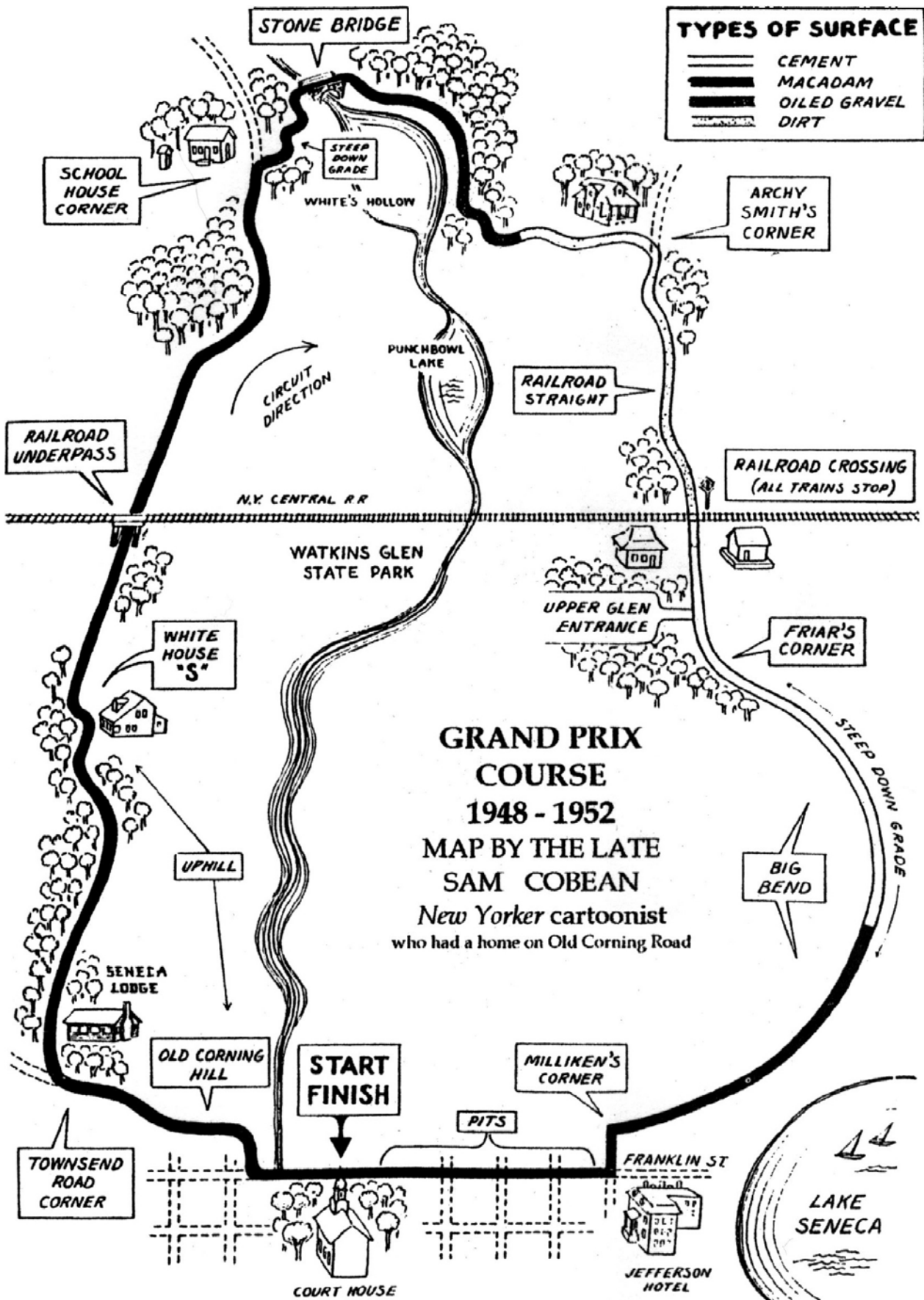
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Watkins Glen, New York



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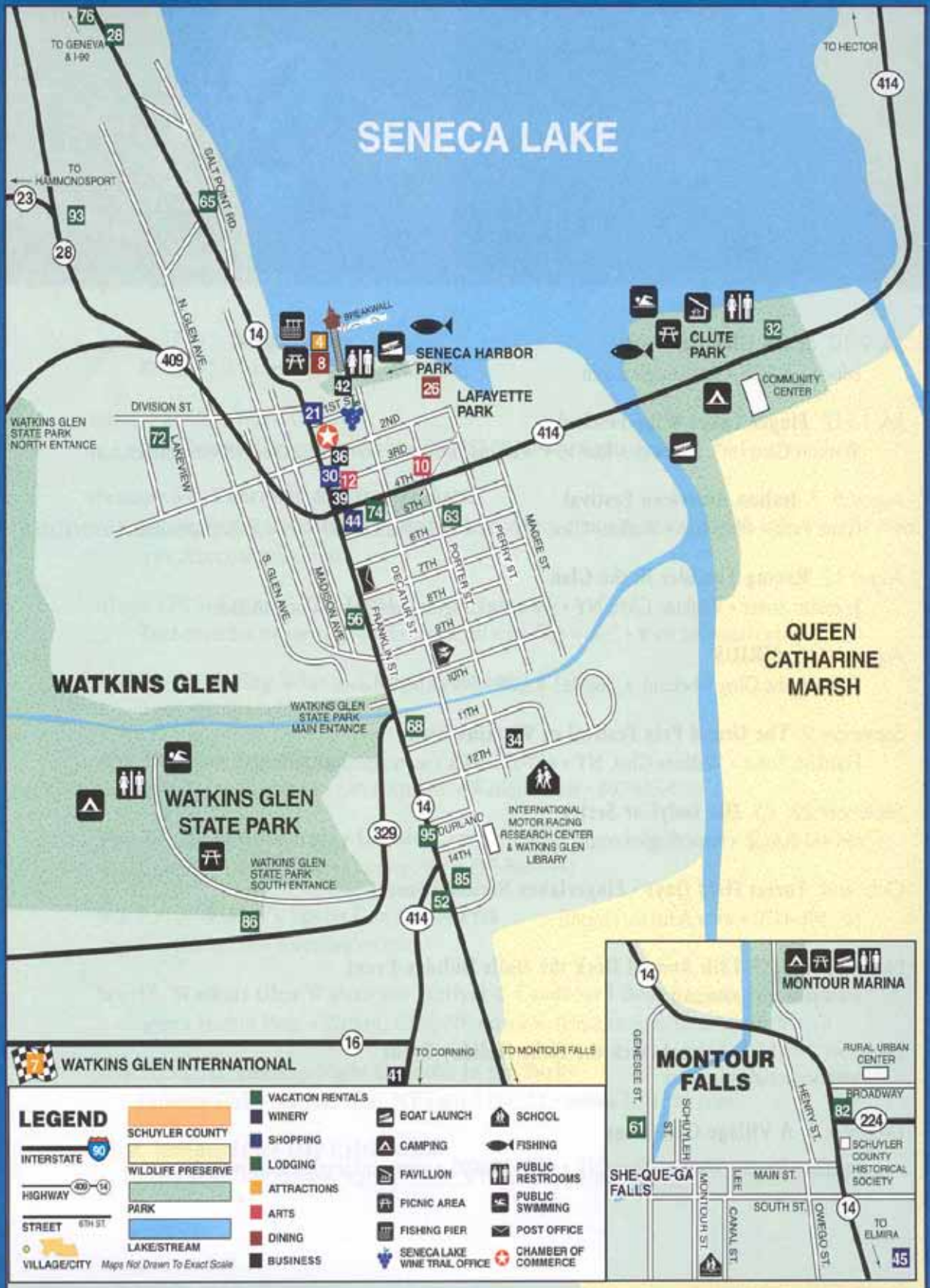
(607) 535-2456/2457 • 1-800-540-2457



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 lot
~ Keystone Cards Model Car Concours d'Elegance begins, next to Concours
~ Memorabilia booths open on Franklin Street
- 11:00 a.m. ~ Glenora Run cars do the "Montour Mile"
- Noon ~ Drivers Walk of Fame Induction Ceremonies, Court House Lawn
~ Wine Tastings and Food Court opens, Court House Lawn
~ 5th through 10th streets closed between Franklin and Decatur streets
- 1:00 p.m. ~ 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. ~ Learn Motors Glenkhana begins on Franklin Street
across from Learn Motors
- 2:00 p.m. ~ Tour de Marque Morgans 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 Trust Concours d'Elegance Awards Ceremony
- 5:35 p.m. ~ Pre-event Ceremonies, original Start/Finish Line
- 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 Grand Prix Tribute laps on the original circuit
~ Party and Auction at the International Motor Racing Research Center,
Decatur Street
- 8:00 p.m. ~ Community Bank Fireworks at the entrance to the
Watkins Glen State Park Gorge
- 9:00 p.m. ~ Franklin Street re-opens



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