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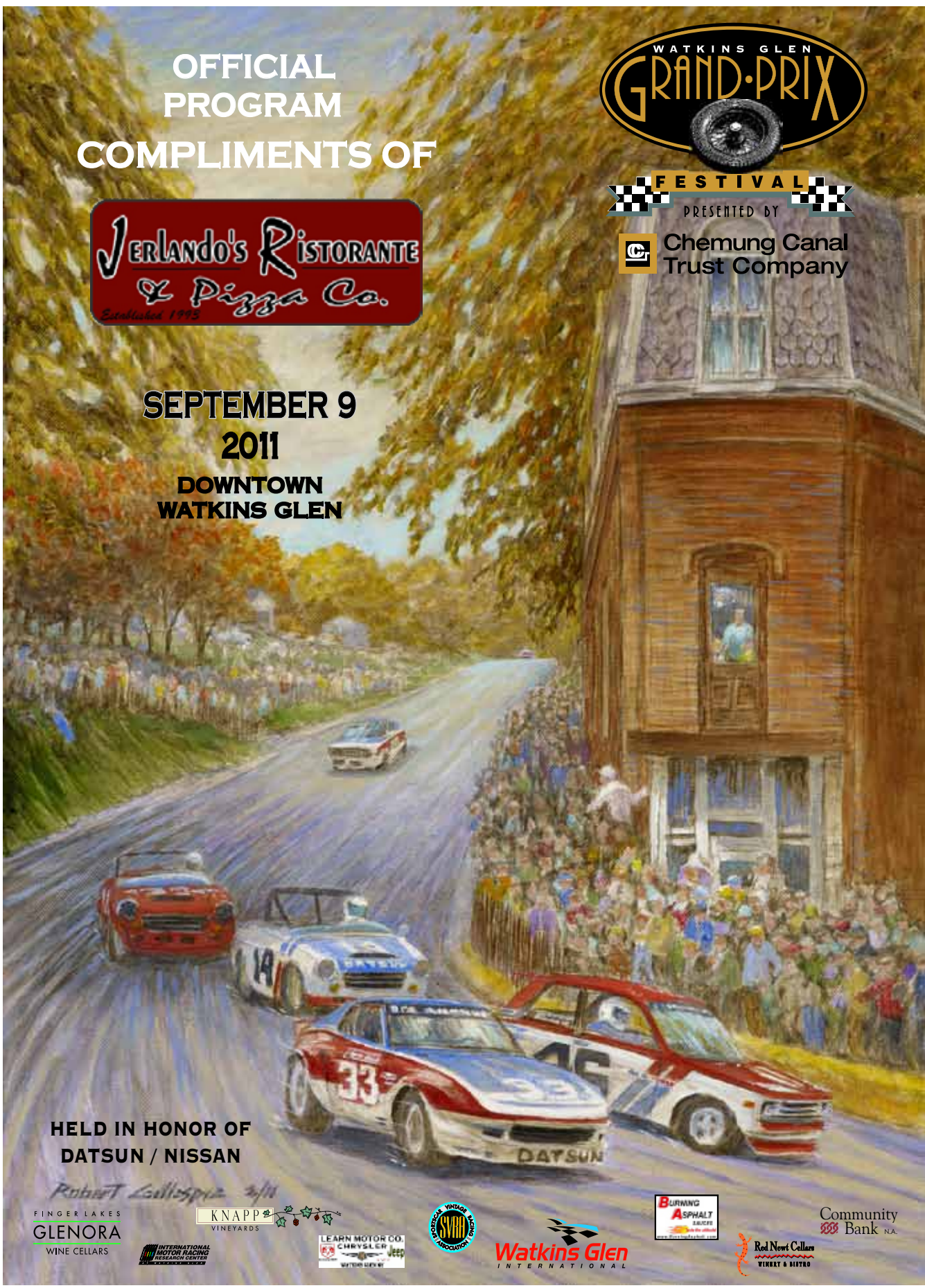
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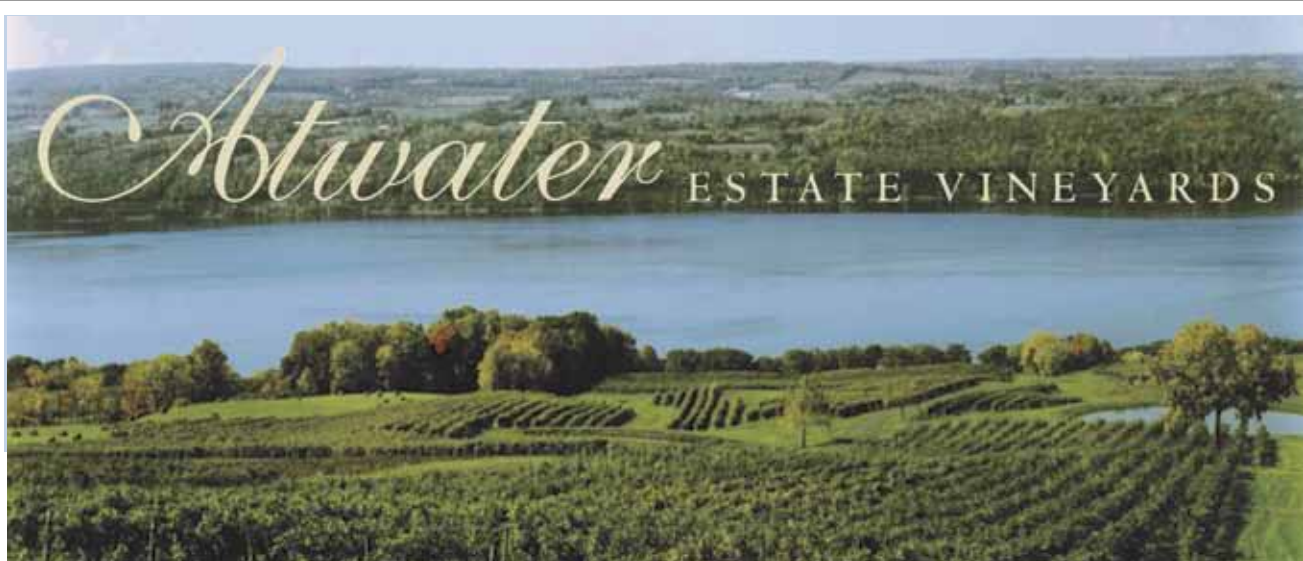


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This photograph consists of a highly detailed satellite image with overlaid map information. The map detail consists of cities, towns, main and secondary highways as well as the Erie Canal, state parks and many other features of interest. There is no other poster of the Finger Lakes Region as beautiful and informative as this one.

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Welcome to our Celebration of Road Racing in Watkins Glen!

Dear Visitor:

This year marks the 19th annual Grand Prix Festival of Watkins Glen and the 63rd 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 2011 is Datsun Nissan. To see an impressive collection of Datsun Nissans, be sure to visit Lafayette Park – one block east of Franklin Street between Fourth and Fifth streets. They should arrive from their Tour de Marque rally 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.

Cap your day off the fireworks show in the gorge. 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 vintage sports cars, and especially Datsun Nissans, you’re in the 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



At the 2010 Grand Prix Festival, this 1938 Alfa Romeo 2900B was the star. This car won the first race in Watkins Glen in 1948, driven by Frank Griswold. Alfa Romeo was the featured marque in 2010. (photo by Bill Green)

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Sponsor Chemung Canal Serves Wide Region

Chemung Canal Trust Company is proud to sponsor the 2011 Grand Prix Festival of Watkins Glen. Founded in 1833 in Elmira, New York, Chemung Canal has a proud tradition of supporting the many individuals, businesses and events that contribute to the continued prosperity and success of the beautiful Finger Lakes region.

The relationship between Chemung Canal Trust Company and Watkins Glen goes back over 175 years with the completion of the Chemung Canal in 1833. The canal allowed barges to move coal, lumber, and agricultural products from the Chemung River in Elmira to Seneca Lake at Watkins Glen and then northward to the Erie Canal so that the goods could make their way into the world market. The waterway contributed significantly to the growth and prosperity of both the Southern Tier and Chemung Canal Trust Company

At that same time, land transportation was just beginning to gear up. Stage coach lines were still thriving. The steam propelled locomotive had made its maiden voyage from Albany to Schenectady only two years earlier.

It was 27 years before the pony express reduced mail delivery from months to days. And

the first gasoline powered automobile was still 52 years down the road.

Today, as we celebrate 63 of racing in Watkins Glen, we have grown from humble beginnings into a \$1.2 billion, locally owned institution with roots that run deep within the communities we serve. In addition to our convenient branch offices in Montour Falls and Watkins Glen, we offer 26 other locations throughout Broome, Chemung, Steuben, Tioga and Tompkins counties in New York and Bradford County in Pennsylvania. Our recent acquisition of Capital Bank allows us to proudly serve the businesses and residents of Albany's Capital District.

As you enjoy the sights and sounds this one-of-a-kind event offers, we encourage you to sample the life that we live every day here in the stunning beauty of the Finger Lakes. Tour the wineries, sample the food, visit the businesses and experience the friendly hospitality that makes our region one of the premier tourist destinations in the world!

If you'd like to learn more Chemung Canal Trust Company's services, visit any of our offices or our Web site, www.chemungcanal.com.



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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.

Argetsinger dreamed of bringing European style competition to the village where he spent his summer vacations and he drew up a challenging course that encompassed asphalt, cement and dirt roads in and around the village of Watkins Glen.

The 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 over the years was Formula 1.

This year marks the 50th anniversary of the first Formula 1 race at the Glen, on Oct. 8, 1961. Watkins Glen would be the home of the U.S. Grand Prix through 1980.

But, 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, the race track has hosted a variety of racing competitions, including NASCAR, which is celebrating its 25th anniversary of continuous racing here.

The SVRA vintage races are notable because for the last few years they have attracted the largest entry list of any vintage racing event in North America.



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Formula I Came to The Glen in 1961

By **BILL GREEN**

Watkins Glen was celebrating the 14th year of racing 50 years ago in 1961.

The first major race weekend was the SCCA divisional event, the Glen Classic. There were seven races for the weekend. Race 1 was for classes G and H Production. Raymond Tainsh, driving an Alfa Romeo, took first overall and first in G Production. Robert Lewis, driving a Fiat Abarth, finished sixth overall and first in H Production.

Race 2 was for class E Production and was won by Bob Poupard in an MGA DOHC. Race 3 for classes F Production and H Modified was won by Gordon Heald driving an Osca. He won first in H Modified. Second overall and first in F Production was Arthur Smith driving an MGA.

Race 4 was for Formula Jr. and was won by Tim Mayer in a Cooper. Race 5 was for D Production, with Ralph Troiano Jr. driving an Alfa Romeo to victory overall and first in D Production.

Race 6 was for B and C Production classes. It was won by John Caley driving a Corvette, also placing first in B Production. Gary Morgan in a Daimler won the C Production class, finishing fifth overall.

Race 7, the Glen Classic, for classes B, C, E, F and G Modified, was won by Robert Bucher driving a Porsche RSK and finishing first in F Modified. Second overall and first in G Modified was Norman Webb Jr. in an Elva. Fifth

overall and first in E Modified was Jack Moore. Sixth overall and first in C Modified was Lee Dean driving the Dean Special.

Next in 1961 were the AMA motorcycle races, with the 150-mile national championship race going to Carroll Resweber on a Harley-Davidson. The 50-mile amateur race was won by Jody Nicholas. The 25-mile novice race was won by Edwin Varnes.

The month of September offered the 14th annual Watkins Glen Sports Car Grand Prix SCCA national races.

Race 1 was the Chieftain Cup for G Production. It was won by Robert Bowers driving an Alfa Romeo. Next up was the Glen Region Open for unrestricted and Formula III cars. First overall and first in unrestricted class was Hap Sharp driving a Cooper Climax. For the Formula III class, the winner was John Field in a Cooper.

The Seneca Cup, race 3 for Formula Jr. cars, was won by H. William Smith Jr. in a Lotus CC. The Collier Brothers Memorial Trophy race for E Production cars was won by Jay J. Signore driving an Elva Courier.

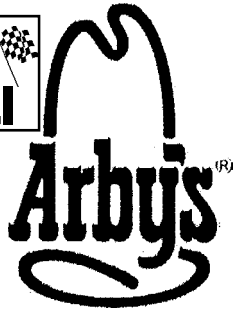
The Queen Catharine Cup race for classes G and H Modified was won by M.R.J. Wyllie driving a Lola Climax. He also won the G Modified class. H Modified was won by Oliver Schmidt in an Osca-Lola, who finished fifth overall.

The Dix Cup was next for F Production cars. It was won by Sherman Decker in an MGA. Race 7 was the Schuyler Carrera for H Production cars and was won

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Innes Ireland gets the checkered flag from Tex Hopkins to win the first Formula I race at Watkins Glen 50 years ago on Oct. 8, 1961. It was Ireland's first Formula I victory and the first team victory in Formula I for Lotus. (photo from the William Green Motor Racing Library)

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by Paul Richards driving a Fiat Abarth. The Harold W. Jacques Memorial Race for D Production cars was won by Reed T. Rollo Jr. in an Alfa Veloce. Race 9 was the Six Nations Cup for C Production. It was won by Gary Morgan driving a Daimler.

The Glen Trophy for A and B Production classes saw Robert M. Grossman in a Ferrari Berlinetta place first overall and first in A Production. Dick Thompson in a Chevrolet Corvette was second overall and first in B Production.

The Watkins Glen Sports Car Grand Prix was for modified classes B, C, D, E and F. The overall winner was George Constantine in a Ferrari. This was Constantine's second Grand Prix win. His first was in 1956 in a D Jaguar.

The last race weekend in 1961 was Oct. 7-8. It was an historic event.

The Watkins Glen International Grand Prix was the debut here for the world championship for the international Formula 1 series, sanctioned by FIA.

Six weeks before the race date, the Watkins Glen Grand Prix Corp. was given the race to run, after two years of problems at other American tracks. It was the last race of the 1961 season.

Under super leadership of Cameron R. Argetsinger, executive director of the Watkins Glen Grand Prix Corp. and race director, the race at Watkins Glen was a success.

However, the race came to Watkins under a cloud. At the earlier Grand Prix of Italy at Monza, driver Wolfgang

Von Trips was killed, along with 12 spectators, when his car came together with the car driving by Jim Clark. Von Trips and his Ferrari teammate, American Phil Hill, were the only two drivers in contention for the world championship.

Hill won the race, becoming the first American to win the world driving championship. But, in reaction to Von Trips' death, Ferrari withdrew all of its cars for the remainder of the season, the final race at the Glen. Organizers here offered a large amount of money to have at least one car for Phil Hill, but Ferrari declined.

Hill was named honorary race steward.

As race weekend arrived, 20 cars were entered, but the Lotus entered by Louise Bryden-Brown for Ken Miles was a no-show. The list of competing drivers was a who's-who of racing greats, including: Graham Hill, Tony Brooks, Innes Ireland, Jim Clark, Jack Brabham, Bruce McLaren, Dan Gurney, Joakim Bonner, Roger Penske, Stirling Moss, Jim Hall, John Surtes, Roy Salvadori, Masten Gregory and Walt Hansgen.

A huge crowd was on hand for the race. There was an early battle for the lead between Stirling Moss and Jack Brabham, but neither driver would finish the race. The surprise winner was Innes Ireland in a factory Lotus. This was Ireland's first championship race win as well as Lotus' first win.

Soon after the successful weekend, Watkins Glen was told it would host the 1962 U.S. Grand Prix. The Glen would become the home of Formula 1 in the United States through the final event here in 1980.

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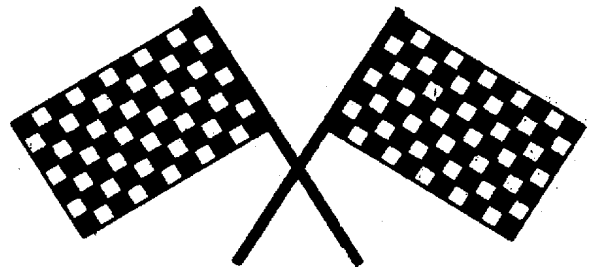
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Elegant Cars on Display at State Park

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 Trust 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 are the 1963 Sunbeam Alpine of Kim Barnes of Pylesville, MD and the 1969 MGC/GT of Ken Brassfield from Middlebrook, VA.

Al and Ginny Marsden of Webster, NY are bringing the 1967 Shelby GT500 that they bought new. Charles Shoemaker III of Peoria, AZ is bringing his 1957 Jaguar D-Type Le Mans Replica.

Appropriate to this year's honored marque, Roger Casanova of East Syracuse, NY is displaying his 1990 Nissan 300 ZXTT.

The featured marque of the 2012 Festival will be the Mustang, and since an early prototype Mustang was introduced at Watkins Glen years ago, we expect to see many variations next year.

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 at the Festival, and for helping to preserve and celebrate Watkins Glen's road racing heritage.



Some of the cars in the 2010 Concours d'Elegance. (photo by Bill Green)

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Re-rise of the Rising Sun, A Look at Datsun/Nissan

By **RANDY COOK**

History

The Grand Prix Festival proudly honors Datsun/Nissan as the featured marque for 2011. The history of the company is almost as long as Ford's and said to be equally as tumultuous.

Early on, Japanese auto manufacturing centered on the traditionally powerful families. But after WWII, a shakeup of the old pro-military auto industry executives and the Allied occupation forces in control of rebuilding the economy allowed the formation of unions. These became company unions, greatly influencing the direction of Datsun/Nissan, which became a major player in the growth of the Japanese auto industry.

In 1904, Torao Yamaba built the first recorded Japanese automobile, a steam-powered 10-seater. The first gas-powered car was a two-cylinder 1.85 liter Takuri built in 1907. Datsun can trace its lineage to 1911 when Masujiro Hashimoto, an engineer trained in America, formed Kwaishinsha Motors with three investors whose last name initials were DAT.

The first car completed in 1912 was not successful but was followed in 1914 by the DAT 31, then the DAT 41, which was produced until 1925.

Roughly translated DAT means "fast rabbit," hence the early DAT hood ornament was a rabbit. In 1917, Kwaishinsha was taken over by its sales agency and became DAT Motor Vehicle Company. After the massive

Tokyo earthquake in 1923, there was a great need for trucks. DAT continued to build cars and trucks until 1926, when it was absorbed by another company, JJS, and concentrated on truck production.

Prior to the merger, JJS had produced a car designed by an American, William Gorham, known as the Lila. Gorham became a major influence on the merged company's development. He designed most of its cars and was responsible for many of DAT's and Nissan's technical advances.

In the 1930s, under the Nissan banner, DAT returned to car production with the model 91 Datsun. Gorham had returned to America to recruit engineers to help teach the Japanese, and after visiting the newly closed Graham Paige factory in Detroit purchased the entire production line, shipping it to Japan where it was set up as the first automotive production line in that country.

Because the name "Datson" was similar to a Japanese phrase meaning "to lose money," the name was changed to "Datsun" and in 1932 the rising sun motif was incorporated into its emblem.

In 1934, the company changed its name to Nissan Motor Company and began producing replacement parts for GM and Ford. By 1935, Nissan was building several William Gorham-designed vehicles including roadsters, sedans, coupes, phaetons, buses and trucks. One vehicle was a Nissan version of the Austin 7, used as taxis.



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They also built a six-cylinder luxury car based on the Graham Paige Crusader, known as the model 70, which was the first to use the Nissan brand name. By 1928, automobile production had almost ceased because of a government subsidy policy to encourage manufacture of military vehicles for the upcoming war.

During the war, Gorham was placed under house arrest (since he was an American living in Japan) but was paid a salary by Nissan, which was very involved in the war effort building a two and a half ton truck based on Graham Paige design. The factory was heavily damaged and was rebuilt in 1946 by the occupation forces, and car and truck production restarted in 1947, with Gorham as the manager.

In 1951, an agreement was signed with Austin to build A40 sedans using some English components. By 1955, Datsun car production began to grow significantly and by 1960 reached 66,000 cars, of which about 5,000 were exported.

Following WWII, Datsuns began to "sneak" into the U.S. via servicemen who had been stationed in Japan. The official U.S. debut of Datsun was at the 1958 Los Angeles Imported Car Show. Later that year at the LA International Auto Show, a sedan, wagon, pickup and roadster were displayed. In 1958, a total of 83 cars were sold in the U.S. through both east coast and west coast distributors. Ray Lemke of San Diego was the first official Datsun dealer.

Also in 1958, Datsun had its first racing team victory in the Australian Mobilgas Trial Rally, with the second

team car in fourth place. Like other manufacturers back then, Datsun used racing as a test bed for engineering advances.

By the early '60s, Datsun was building small sedans, pickups, station wagons, a roadster and a Jeep-type vehicle known as the Patrol. Cowboy hero Roy Rogers was the spokesman for the Patrol. The Datsun roadster was known as the Fairlady, and the small cars and pickup were Bluebirds. The vehicles that really established Datsun in the U.S. market were the 510 series and the 240Z of the late '60s and early '70s. By 1970, Datsun sold 154,000 vehicles in the U.S.

In 1983, Datsun began manufacturing trucks at a new plant in Smyrna, TN. In 1982, "Datsun by Nissan" badges appeared on some cars, thus beginning an often criticized reimagining effort that nearly failed.

The Nissan marquee was revitalized in the late '90s by the Pathfinder, Altima and Maxima, thanks in part to a partnership agreement with Renault and leadership of Carlos Ghosn.

Racing/Rallying

Datsun/Nissan holds a manufacturer's record of over 80 SCCA racing championships, has won at Le Mans, has won the Daytona 24 Hours four times in a row, and has over 200 IMSA victories. It also has won many international rallies, including the Safari Rally and many off road titles.

The first recorded win was in 1936 by a Datsun Midget powered by a 747 cc engine at the Japan Motor Vehicle Competition at Tamagawa Speedway. Datsun cars raced

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up until WWII and re-entered club racing in Japan in 1952. In the '60s they won many touring car races and Group Seven (similar to Can Am type race cars) grand prix races in Japan. The R380 series took first, second and fourth in the 1966 Japanese Grand Prix. In 1968, a closed coupe R380 set a world class record with an average speed of 251 kph over 200 miles.

In the U.S., Datsun's first win was in 1963 at an SCCA race in Palm Springs by a Fairlady roadster driven by Jean LePlant, an employee of Nissan USA who became part of Datsun's unofficial competition department.

The following year, Paul Jaremko, a Datsun dealer/driver from Spokane, WA won 14 straight races in a SPL310 roadster.

Bob Sharp was also winning races that year on the East Coast in a similar car. In 1967, Sharp won the SCCA F Production National Championship. Also that year, Datsun set up its official competition department, which assisted Datsun racers by providing parts, technical advice and financial support.

In 1968, former Shelby employees Pete Brock and John Morton formed Brock Racing Enterprises (BRE) and Morton won the SCCA C Production National Championship in a Datsun 2000 roadster and won again in 1970 with the new 240Z.

The Z car continued winning CP national championships from 1971 through 1979 with drivers Bob Sharp, Walt Maas, Elliot Forbes Robinson, Logan Blackburn, Frank Leary and Paul Newman. In D

Production, Datsun 2000 roadsters won additional titles in from 1969 through 1972 and again in 1978.

Z cars were also successful in IMSA GT series winning the GTU class in 1974, 75 and 76. The 300ZX won SCCA GT1 championships from 1984-88.

Another notable Datsun race car was the 510 sedan, one of which was driven by Paul Newman early in his racing career. BRE won the SCCA Trans Am 2.5 Challenge in 1971 and '72 with a 510, and 510s won five SCCA B Sedan national titles.

Other Datsun models won SCCA championships in B and C Sedan, as well as multiple Show Room Stock and GT classes. Datsun/Nissan won eight IMSA manufacturers championships, and their drivers have won several IMSA drivers' championships.

Datsun/Nissan won the SCCA National Rally Manufacturers Championship 11 times, from 1971-81, the PRO Rally Manufacturers Championship six times, and the North American Rally Cup Championship three times.

International rally victories and podium finishes from 1969 through 1974 include Rally of Portugal (twice), East African Safari Rally (four times), Monte Carlo Rally, Press on Regardless Rally (twice), and the Ivory Coast Rally. Datsun later won the Safari Rally four times in a row from 1979 through 1982.

Nissan trucks have won SCORE Off Road Championships in two different classes 15 times.

To read more about Datsun's history and see some great photos go to www.datsunhistory.com.

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Bob Sharp is with his Datsun 510 B sedan at the SCCA National Championships at Road Atlanta in the early 1970s. Sharp is the grand marshal for the Glenora Wine Cellars U.S. Vintage Grand Prix at Watkins Glen International this weekend. (photo from the National Speed Sport News Collection at the International Motor Racing Research Center)

Free Shuttle Service Offered

The Grand Prix Festival is offering free bus shuttle service and parking for spectators again in 2011. Use the shuttle and simplify your life!

Free parking will be available at the Clute Park Community Center off NYS Route 414 east of downtown. Spectators can park and board the shuttle to get closer to the event sites along Franklin Street and lessen their walking as well as downtown traffic.

Additional passenger drop-off and pick-up sites on Porter Street will be located on the east side of Lafayette Park, site of the Tour de Marque – Datsun/Nissan – display, with another near the Middle School. 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 1 p.m. until the streets re-open at 9:30 p.m. The last run will be 10 p.m.

Your support of this service will help reduce traffic flow in the village and make parking and traffic flow easier for everyone. Your use of off-site parking and the shuttle buses will ensure that we can continue to provide these services in future years.

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


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Drivers Show Their Skills in Glenkhana

What could be more fun than a handful of sports cars confined to a standard-sized downtown parking lot, navigating traffic cones, executing "driving games of skill" and overcoming other obstacles, all against the clock? Nothing but the Burning Asphalt Sauces Glenkhana Presented by Learn Motors at 1:30 p.m.

Drivers of skill, accompanied by their navigators of daring – and trust! – accept the challenge of the Glenkhana. 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 – sometimes play-acting, drawing, answering outrageous questions – both in and out of the cars. 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. When Alfa-Romeo was the marque, the event included a snake (part of the marque logo), and when Porsche was featured, navigators were required to pull on a pair of oversized "boxer" shorts (reference Porsche's famed "boxer engine"). What will this year's Datsun/Nissan folks see?

This year you might want to look for how the new Glenkhana sponsor, Burning Asphalt Sauces, gets worked into the theme of the automotive obstacle course. The asphalt may not be the only thing burning this time!

Truly as much fun for spectators as participants, the Glenkhana packs an amazing amount of automotive action into a very small space. While some drivers look forward to pitting their skills against the devious committee's

See Free Films about Hill, Stewart at The Glen Theater

Documentary films about racing legends Graham Hill and Jackie Stewart will be shown during the Festival at The Glen Theater at the north end of Franklin Street.

A third film, about Jim Clark, will be shown at the International Motor Racing Research Center the night of the Festival.

The films were done by Matt Stewart, son of Jackie Stewart, in cooperation with the BBC. Their showing at the Festival will be the first public viewing in the United States.

The films are each one hour long, and they are presented by the Racing Research Center, located at 610 S. Decatur St., Watkins Glen.

The Graham Hill film will be at 1 p.m. The Jackie Stewart film will be at 3 p.m. The Jim Clark film will be shown at the Center, during a party open to the public that gets under way at 6 p.m.

Admission to the showings at The Glen Theater is free, though donations for the work of the Racing Research Center will be accepted. Admission to the party at the Center will be \$30 per person.



It's the green flag for a participant in the 2010 Glenkhana. Be sure to check out this year's Glenkhana fun at 1:30 p.m. at Learn Motors. And think about joining in! (photo by Bill Green)

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 at Learn Motors on the east side of Franklin Street. The fun and action start at 1:30 p.m.

Burning Asphalt Sauces Glenkhana is so much fun, in so little time, and in such a small space!

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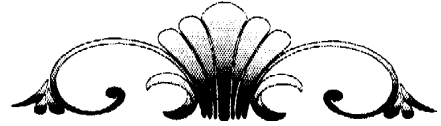
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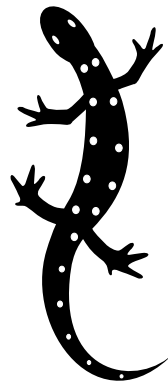
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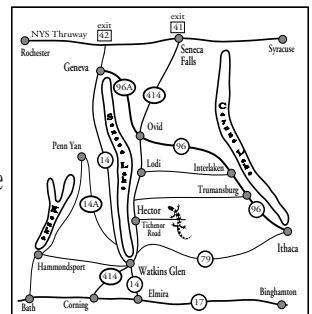
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Concours d'LeMons Spotlights 'Lemons'

By **SKIP TESTUT**

If you love automotive orphans, the underappreciated, the overly ridiculed or the downright ignored automotive jewels, we've got the show event for you: the Community Bank Concours d'LeMons.

The Concours d'LeMons is sponsored by our friends and neighbors at Community Bank, NA. It celebrates the oddball, the mundane and truly awful of the automotive world. After all, why should Lamborghinis, Alfa Romeos, Corvettes, Talbot-Lagos, Packards, Porsches and Cords have all the fun when there are Humber Snipes, Trabants, Hudson Jets and Subaru 360s aplenty!

As befits the seriousness of such an august event, judging will be performed in a completely arbitrary and capricious manner by members of our very own star chamber. Their decisions are final and irreversible except through bribery.

Anyone disagreeing with the final judging, should feel free to visit our sister event, the Chemung Canal Concours d'Elegance, where taste and personal integrity are far more appreciated.

We look forward to your joining us this year and in future years. We encourage you to periodically visit our website www.grandprixfestival.com where updates will be posted throughout the upcoming year.

Grand Prix Festival Needs Volunteers

Now in its 19th year, the Grand Prix Festival of Watkins Glen presented by Chemung Canal Trust Company continues its celebration of motor racing history in Watkins Glen.

Next year is expected to be big with the featured marque, the Mustang. You can join the celebration and be a part of this community event as an "insider," by joining the festival's volunteer corps for the Sept. 7, 2012, event.

It takes hundreds of volunteers to make the Grand Prix Festival happen – from rally event registrations, to traffic and parking, to sales, hospitality, and more. Volunteers are welcome to help just a couple of hours, or all day, and can pick their area of interest.

For more information, or to register online to become a volunteer, please visit our website at www.grandprixfestival.com and look for the section about volunteering. Or you may contact volunteer chairman Judy Phillips at judyphillips@stny.rr.com.

For more general festival information, contact Carole Pierce at Watkins Glen Promotions at events@watkinsglen.com.



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The names of the rallies evoke the fun and excitement that attract participants year after year.

Each rally has a distinct starting point across the region the morning of the Festival. But by late morning and early afternoon they all converge on Watkins Glen, finding their specially designated parking areas in the middle of the Festival.

The scenic rally routes through this spectacular world-class driving terrain and the Stone Bridge Driver camaraderie lead to some great moments. But, for most, it's the events' laps of the original race circuit that build the greatest memories.

Share the fun and exhilaration at our magnificent Festival – where the participants and their cars become the focus of the Festival. Find the rally that best suits



you and your car and sign up early. Each rally has limited openings, and they fill quickly.

Extending the enjoyment of rallying in the Finger Lakes to another part of the year, we also have the Lake to Lake Ramble in June.

For details about each Stone Bridge Driver event, visit our website at www.grandprixfestival.com or call Watkins Glen Promotions at (607) 535-3003.

Mustang will be the marque of the 2012 Grand Prix Festival of Watkins Glen. Join us in honoring this great American car and celebrating the history of racing at Watkins Glen. See you in 2012!

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SVRA Drivers, Cars Are Highlight of the Festival

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 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.

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. 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 more than 60 years ago.

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

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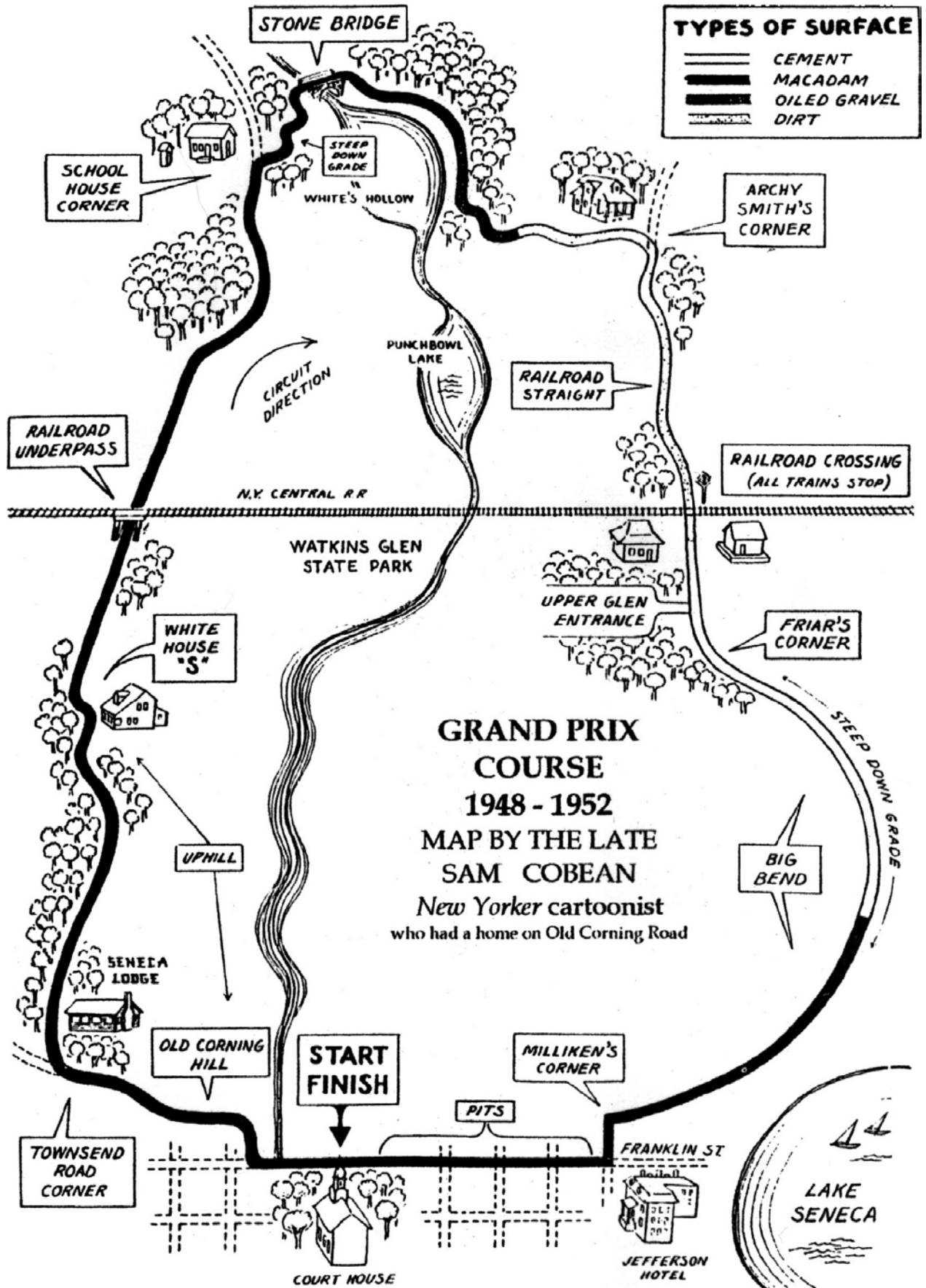
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Festival Schedule



- 9:30 a.m. ~ Tech Inspection, 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
 ~ Concours d'LeMons, Community Bank parking lot
- 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
 ~ Free showing of documentary film about Graham Hill at The Glen Theater,
 Franklin Street
- 1:10 p.m. ~ Stone Bridge Drivers rally events start tours of the original race circuit
- 1:30 p.m. ~ Burning Asphalt Sauces Glenkhana begins at Learn Motors
- 2:00 p.m. ~ WGI Tour de Marque Datsun/Nissans parked for display at Lafayette Park,
 4th Street
- 3:00 p.m. ~ The Legends Speak, Lafayette Park, 4th Street
 ~ Free showing of documentary film about Jackie Stewart at The Glen Theater,
 Franklin 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
- 8:00 p.m. ~ Fireworks at the entrance to the Watkins Glen State Park gorge
- 9:00 p.m. ~ Franklin Street re-opens



The Watkins Glen Grand Prix tribute laps on the original circuit through the village are the best part of the Festival for many. The laps feature SVRA cars competing in the Glenora Wine Cellars U.S. Vintage Grand Prix at Watkins Glen International. (photo by Bill Green)



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