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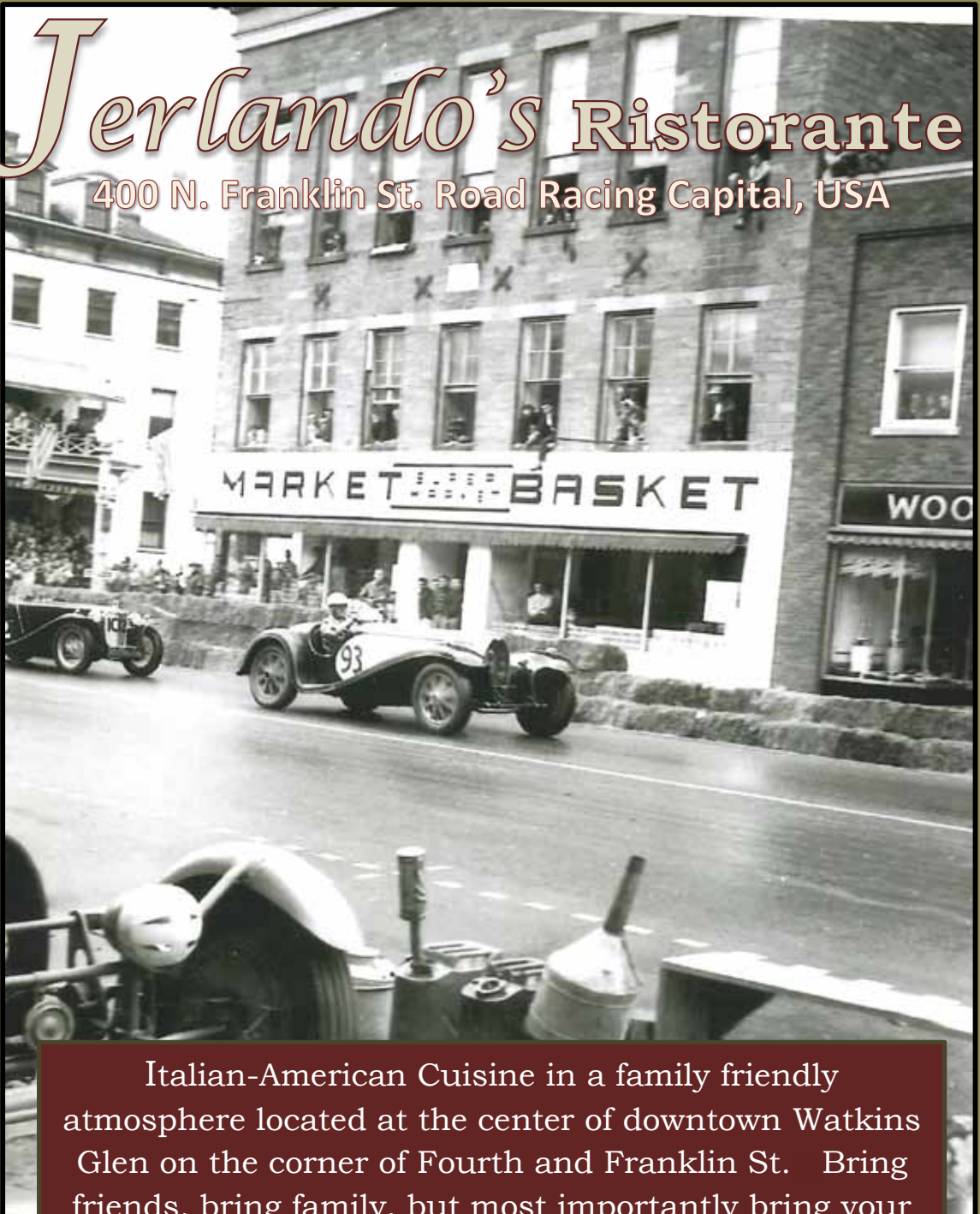
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Welcome to our Celebration of Road Racing in Watkins Glen!

Dear Visitor:

This year marks the 21st anniversary of the Grand Prix Festival of Watkins Glen and the 66th 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 2014 is MG. To see an impressive collection of MGs, 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.

Some very special MGs from the tour will be placed in the Elmira Savings Bank lot at Franklin and Eighth streets.

Also to be found in Lafayette Park at 3 p.m. will be The Legends Speak presented by the International Motor Racing Research Center. MG experts and aficionados will provide some insight into these featured cars.

Cap your day off with the Maguire Family of Dealerships 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 MGs, 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,

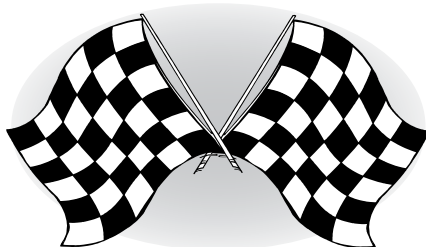
Marianne Shoemaker
Management Team Leader



The Schuyler County Court House lawn on Franklin Street is the center of Grand Prix Festival action.

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Chemung Canal Proud Festival Sponsor

Chemung Canal Trust Company is proud to sponsor the 2014 Grand Prix Festival of Watkins Glen. Founded in Elmira in 1833, Chemung Canal Trust Company is the oldest locally-owned and managed community bank in New York State.

The relationship between Chemung Canal "the Bank" and Watkins Glen goes back more than 180 years with the completion of the Chemung Canal, "the waterway." 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 the Southern Tier. The New York State Legislature approved the formation of the bank in 1833, in an effort to assist businesses and residents with their accumulation of wealth resulting from the opportunity to ship goods to a larger and more diverse market through the canal system.

At that 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 nearly three quarters of a

century of racing in Watkins Glen, Chemung Canal Trust Company has grown from humble beginnings into a \$1.5 billion full service financial institution. With offices in 11 counties in New York, as well as across the border in Bradford County, Pennsylvania, Chemung Canal Trust Company is providing families, businesses and organizations financial products and services they need.

While much has changed since our founding in 1833, one principle that continues to influence our business model each and every day: the importance of providing quality products and services, combined with highest caliber of customer service. This attribute is what sets us apart from our competition.

We take our responsibility as a community leader seriously and are pleased to continue our support of the Grand Prix Festival, highlighting the importance of racing within the history of our region. 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!

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Watkins Glen Has Hosted Races Since 1948

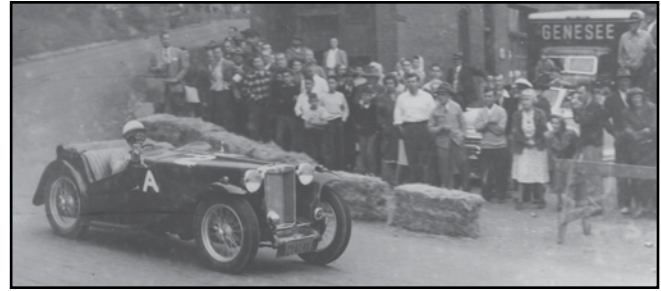
On Oct. 2, 1948, one man's vision teamed up with the foresight of village officials to drop the green flag on a venture that would evolve over the decades into the international phenomenon of racing in Watkins Glen.

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. 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



Race founder Cameron R. Argetsinger races his MGTC in the first race in 1948. (from the International Motor Racing Research Center collections)

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. Watkins Glen would be the home of the U.S. Grand Prix for 20 years, from Oct. 8, 1961 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.

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Graham Hill Won 1964 U.S. Grand Prix

By **BILL GREEN**

The Glen hosted its 17th year of racing in 1964.

The season's first big weekend was the SCCA USRRC and SCCA regional sports car races on June 27 and 28. The SCCA regional races were run on Saturday. The "Canandaigua" was for G and H Production and H Modified classes. Gary Kuhns drove an Austin-Healey Sprite to win overall and first in HP. Second overall and first in GP was Mike Yager driving a Triumph Spitfire. Kuhns' winning average speed was 70.71 mph for 20 laps.

"Mohican" was a 20-lap race for Formula Jr. and Formula V cars. It was won by Walter Mackay driving a Lotus 18. He also placed first in class for Formula Jr. at an average speed of 81.83 mph.

Finishing seventh overall and first in Formula V was Horst Kroll.

"Cayuga" was for classes C, D and E Production. Max Nerriere drove a Lotus Elite to win the 20-lap race at an average speed of 80.16 mph and also was first in DP. Sixth overall and first in EP was Joseph Hurley driving a Porsche.

"Oneida" for 20 laps for F Production class cars was won by Dave Adams driving a Triumph at an average speed of 77.29 mph.

The fifth race, for 35 laps, combined "Six Nations"



Graham Hill and friends celebrate his victory in the 1964 United States Grand Prix at Watkins Glen. (from the International Motor Racing Research Center collections)

for A and B Production cars and the Glen Region Trophy Cup for C, D, E, F and G Modified classes.

Gary Morgan driving a Corvette Sting Ray was first overall and first in AP. His winning average speed was 88.92 mph. In the "Six Nations" event, finishing 12th

continued on page 8

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Ned Jarrett drives his Bondy Long Ford in the 1964 NASCAR Grand National race at the Glen. The smoke shows the car's in trouble and Jarrett is about to drop out of the race. Billy Wade was the winner. (from the International Motor Racing Research Center collections)

continued from page 7

overall and first in BP was Robert Luebbe driving a Mercedes-Benz.

Finishing second overall and first in C Modified class in the Glen Region Trophy part of the race was Sherm Decker driving a Cooper-Ford at an average speed of 87.94 mph. Third overall and first in G Modified driving an Elva was John Lawrence at an average speed of 85.46 mph. Fifth overall and first in E Modified was Conrad Kraus driving a Maserati at an average speed of 82.04 mph.

On Sunday was the SCCA USRRC manufacturers championship 44-lap race for Appendix J GT cars for over and under two liters.

Ken Miles in a Shelby America Cobra GT was first overall and first in over two liters with an average speed of 93.48 mph. Sixth overall and first in under two liters was Chuck Stoddard driving an Alfa Romeo TZ at an average speed of 85.31 mph.

The second race of the day was an 87-lap race for Appendix C cars or SCCA Modified class for over and under two liters.

Jim Hall driving his Chaparral won the race and was first in over two liter class with an average speed of 96.81 mph. Finishing third overall and first in the under two liter class was Charlie Hayes driving an Elva-Porsche. His winning average speed was 94.04 mph.

The NASCAR Grand National series returned to the Glen on July 19 with a 66-lap, or 150-mile, race run without the chicane and running in a clockwise direction. The race was won by Billy Wade in a Mercury. Second overall was Lee Roy Yarbrough in a Dodge. Third was Walt Hansgen driving a Ford. Wade's winning average speed was 97.988 mph.

Aug. 21, 22, and 23 saw the first annual Glen 500 for the SCCA National races. The first seven races are all 27-lap events. The Dix Cup was for Formula V cars

continued on page 9



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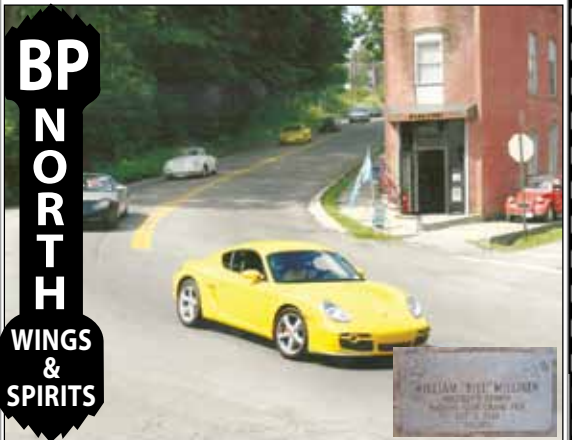
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continued from page 8

and was won by Ray Caldwell driving an Autodynamics at an average speed of 71.00 mph. The second race for G and H Modified cars was won by John Lawrence in an Elva MK VI. He also was first in G Modified class. John Gordon finished seventh overall and first in H Modified class with an average speed of 76.63 mph, winning the Queen Catharine Cup.

In the Schuyler Carrera race for G and H Production. It was won by Pete Vander Vate driving a Morgan 4/4. He finished first in G Production with an average speed of 71.90 mph . Eighth overall and first in H Production was Fred A. Ingham Jr. driving a Fiat at an average speed of 66.80 mph. The Harold Jacques Memorial for E Production cars was won by Hans Ziereis driving a Porsche Speedster with an average speed of 77.15 mph.

The Collier Brothers Memorial Trophy Race for F Production cars was won by Bydon Sessler in a Sunbeam Alpine at an average speed of 76.78 mph. That race was followed by the Seneca Cup for Formula Jr. and Formula Libre cars. First overall and first in Formula Jr. was David Dours driving a Cooper at an average speed of 82.99 mph. McLane Tilton Jr. finished fourth overall and first in Formula Libre class driving a Lotus-Alfa at an average speed of 80.53 mph.

The Glen Trophy race for C, D, E, and F Modified cars was won by Ed Lowther driving a Genie Mustang, who also finished first in C Modified class with an average speed of 92.23 mph. Charlie Hayes was second

The 60th anniversary Collier Brothers Memorial Service will be held at the Collier stone on Friday starting at 11 a.m.
The stone is located on the 6.6-mile original race circuit on state Route 429.
All are welcome.

overall and first in E Modified class driving an Elva-BMW at an average speed of 92.23 mph. First in F Modified class was Peter Sachs driving a BT5 Brabham at an average speed of 91.12 mph.

The Glen 500 was next for Classes A, B, C, and D Production. The race was 218 laps or 501.4 miles

First overall and first in A Production was the team of Ed Lowther and Bob Nagel driving an AC Cobra. Their winning average speed was 86.93 mph. Second overall and first in B Production were Frank Dominiani and Bob Grossman driving a Corvette. Their average speed was 84.79 mph. Fifth overall and first in D Production were David Martian and Ernie Donnan driving an Austin-Healey with an average speed of 77.69 mph.

On Oct. 4 Graham Hill, driving a BRM, won the Grand Prix of the United States for the second time. His winning average speed was 111.10 mph. Second overall was John Surtees driving a V8 Ferrari.

The Association of American Motorcycle Road Racers had several races during the weekend of Oct. 20, the last race weekend of 1964.

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MGs Spotlighted in Concours d'Elegance

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 Corning Concours d'Elegance.

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

The British MG is the featured marque this year, and we are honored to host the many examples in the Corning Concours.

Malcolm Appleton of Waitsfield, VT, is displaying his 1932 MG F1 Magna, while Tom Keller of Manitowoc, WI, brings his 1933 MG J3. Joe Gunderson of Littleton, CO, is showing his factory experimental 1955 MG EX186, and Dave Chase of Henrietta, NY, exhibits his 1959 MGA Coupe.

Two MGs, rare in the United States, will also be present.

Other distinguished cars are entered in the Corning Concours.

Frank Manning of Stoney Creek, Ontario, returns with his 1963 Triumph TR4GT, and Skip Hapeman of Lodi, NY, is bringing his 2009 Ferrari F430.

At the Concours, we continue to make special efforts to display a wide variety of the types of cars that



An MG attracts attention at the 2013 Concours d'Elegance.

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.

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Tour de Marque Road Rally for MGs Only

By **BRUCE COULOMBE**

The Watkins Glen International Tour de Marque has a unique venue and format that provides drivers of the honored marque of the year with an opportunity to experience the best of Watkins Glen. This year the featured marque comes from the Morris Garages – and is known around the world simply as MG.

The entire history of MG, which began 90 years ago, will be on display during the festival with cars of every generation doing what they were created to do: drive! No trailer queens here – the Tour de Marque is for drivers and cars that go, no matter the age of the car (or the driver). Cars from the 1930s through the 1970s will all be mixed together during the event, with many more parked around the village as MG clubs from across the country have been planning for months to be here for this historic gathering.

The Tour de Marque begins with arrival and registration of over 120 MGs at the Wings of Eagles Museum in Big Flats, allowing participants to view an outstanding collection of aviation memorabilia as they assemble to begin their day. The cars will then drive north to the Watkins Glen International Race Circuit, where everyone will enjoy a terrific brunch followed by laps of this renowned track. While laps are not at competition speed, the drivers get to understand the complexity of

such a great course and why it's the favorite of many – from club racers to the pros.

After completing their laps, the Tour leaves WGI to join the downtown festival. The cars come to a stop behind the pace car at the original Grand Prix start/finish line on Franklin Street, and with a wave of the starter's flag, the cars are off, and the excitement of entering the first turn of this historic course will be felt by all. Two laps later, as the cars return to the village they are directed down Fourth Street to Lafayette Park, where the cars will be directed by the Tour's crack team of volunteers to line up on proud display for all to enjoy, and for their owners to bond over stories of the joys of owning and driving such an iconic marque. Don't be afraid to strike up a conversation with any of them – the participants on the Tour are here to share their cars and their experiences with all of us.

Some of the participants may decide that they haven't had enough driving yet, and they'll depart individually or in small groups to enjoy a spirited 85-mile road rally that's created for the Tour cars, featuring the best sports car roads the area has to offer. Then it's back to Lafayette Park in time to see the SVRA race cars become the new stars of the festival. This is a great time for everyone to enjoy the various booths and displays,

continued on page 13

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The start of the inaugural Collier Brothers Memorial Trophy Race on Sept. 18, 1954. In the No. 208 MGTF is Leech Cracraft, and in the No. 138 MGTD is Milton Cooper. (from the Bill Green Motor Racing Library)

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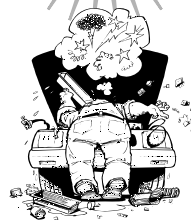
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continued from page 11

and to talk about MG's legacy of racing at Watkins Glen.

All of the participants in the Tour de Marque also get admission tickets for Saturday and Sunday's races at the U.S. Vintage Grand Prix at WGI, where the cars will have their own special MG car corral parking in the infield of the track. Indeed, due to the overwhelming response to MG being named this year's featured marque (the Tour sold out in record time this year!) Watkins Glen International has created a special week-end event to allow even more MG owners a chance to be part of this special gathering. Expect to see both Tour de Marque and WGI MGs parked together during the weekend at the track - all mixed together in a special car corral that will be truly memorable.

All of those who participate in the Tour de Marque automatically become members of the Festival's Stone Bridge Drivers. (Our motto is "We drive the old course!")

Next year we'll induct a new group of drivers into the group as the British Invasion continues and Austin Healy is the featured marque for the Festival. For more information about how you can become a Stone Bridge Driver by participating in the 2015 Tour de Marque or any of our other driving events, visit the Grand Prix Festival's website at www.grandprixfestival.com. And don't wait to sign-up, or you may find that your place on the grid has already been filled!

Glen Walk of Fame Honoring Past Drivers

Several drivers who raced at the Glen will be inducted into the Watkins Glen Drivers Walk of Fame at this year's Grand Prix Festival.

The inductions and unveiling of their stones in the walk will take place starting at noon on the Court House Lawn.

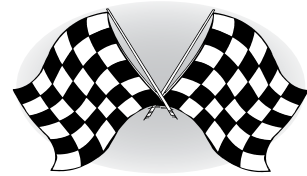
This year's inductees:

Bob Bondurant, who made his Formula One debut at the Glen in 1965. Driving a Ferrari, he finished ninth.

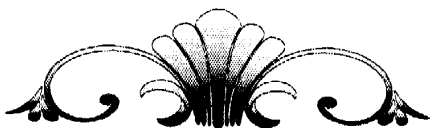
M.R.J. Wylie, who won the Seneca Cup in 1953, 1954 and 1955. In 1953 he drove a XK120M Jaguar. In the other two races, he drove a C-Type Jaguar.

Beulah M. Bailey, who won the Glen Classic women's race driving an Alfa Romeo in 1959.

Dave Ash, who finished third in the 1953 Queen Catharine Cup in an MG and finished second in the 1956 Collier Brothers Memorial Trophy Race in an MGA.



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Vintage Motorcycles Add to Festival Fun

By **KARL SMOLENSKI**

Early Friday morning, the parking lot of Lane's Yamaha fills with the motorcycles of yesteryear: Triumph, BSA, Honda, Norton, BMW ... and joined this year by a few highly original Yamahas from the Lane family collection.

While the grapes are growing on the vine, the air is filled with the bark of singles and bellowing twins and perhaps a whiff of two stroke oil. Vintage motorcycles are back for another year as part of the Watkins Glen Grand Prix Festival!

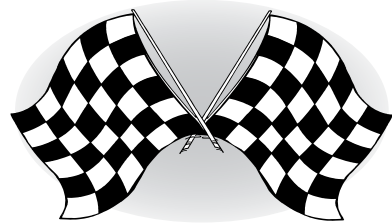
With a new sponsor and renewed focus on a broader range of motorcycles, this sporting tour of the Finger Lakes and the surrounding countryside is part of the Stone Bridge Driver events. The Lane's Yamaha Vintage Motorcycle Rallye Presented At Community Bank is for riders and passengers on motorcycles built before 1982. A rousing early morning ride on hidden gems of roads, through forest and glen. After lunch the riders make their way to the Grand Prix Festival, where the bikes will be on display all afternoon at the Community Bank and in action around the original 1948 Watkins Glen road course.

While you may be at the Grand Prix Festival to see

the fabulous race cars and the vintage cars of days past, take a minute to enjoy the collection of motorcycles in the Community Bank parking lot. Their owners will be there and happy to discuss their bikes and how you too could take part next year, as we plan to grow the event to include yet more vintage bikes in coming years.

While the first year the numbers were few, and this year we've included a wider range of years, we hope that as the word gets out and spectators see the fun and excitement of participating, many more vintage motorcycles will join the event.

Vintage motorcycles make a great addition to any gearhead's stable, most are still affordable, easier to work on than a vintage car and take up less storage space. So you have no excuses: Find a bike, grab a helmet, and join the fun next year.



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Glenn Curtiss Motorcycles Historic Gems, on Display at Watkins Glen State Park Entrance



Glenn Curtiss began building his first motorcycle in 1901, and in 1902 offered them commercially under the trade name of Hercules, switching to the Curtiss brand name in 1904. This 1903 Hercules one-cylinder model will be displayed at the entrance of the Watkins Glen State Park, courtesy of the Glenn H. Curtiss Museum in Hammondsport.



In 1907, in order to test the power of a newly developed V-8 engine, Glenn Curtiss installed it on a special-built motorcycle frame and took it to the Ormond Beach, FL, for the annual speed trials. There he set a land speed record of 136.4 miles per hour, earning him the nickname of "Fastest Man on Earth." This record would not be broken until 1911 and then by an automobile. Not until 1930 was that record topped by another motorcycle. The record-setting motorcycle will be displayed at the entrance of the Watkins Glen State Park, courtesy of the Glenn H. Curtiss Museum in Hammondsport.

SVRA Drives History through the Streets

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 135 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 4:45 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.

Those historically period correct (Heritage Class) 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 Milliken'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.

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



SVRA competitors turn onto Franklin Street on one of their Tribute laps at the 2013 Grand Prix Festival.

Founders' Tour Offers Cross-Country Challenge

By **CARL D. BENSON**

Come with me and our host, The Red Newt Cellars Winery & Bistro, and join us for an eclectic gathering of the most unique assembly of sports and classic automobiles attending the now famous Watkins Glen Grand Prix Festival's Red Newt Founders' Tour!!

The Tour is one of the classic Stone Bridge Driver fun driving events representing about 100 unique vintage and classic cars. By entering, you become an Official Stone Bridge Driver and you and your sports or classic car entry will celebrate the beginning of sports car road racing at Watkins Glen on the Original 6.6 mile Grand Prix Road Course.

Festival day, Friday, features a grand tour, consisting of two unique routes, lunch, two laps of the original 1948 Grand Prix course as well as special reserved Downtown Watkins Glen parking is yours to enjoy. All our Festival guests will welcome the distinct Founders' Tour as it drives its way to the reserved and uniquely accessible downtown curbside parking location. The group will be on display for everyone to enjoy and add to the famous Grand Prix Festivities.

The field, is split into two routes originating at the Red Newt Cellars Winery & Bistro in Hector, NY, 20 minutes north of Watkins Glen, offering drivers the ex-

citing road challenges the original Grand Prix drivers encountered on their way to the winner's circle. The Stone Bridge driver and guest will enjoy the region's most spectacular world-class driving topography a motoring experience can offer with tight switchbacks, lake view vistas, dotted with vineyards and their fine wine cellars. Of course, the group will drive the Old 6.6 mi. Original Grand Prix Course, steep in the history of our motor racing world.

At Red Newt Cellars Winery & Bistro, the drivers arrive at about 9 am Festival Day. They'll enjoy the winery's ambiance, pleasant hospitality and spectacular views. And, of course, there's time at Red Newt to share some bench driving talks with our other tour drivers and guests.

After a drivers briefing and a special Red Newt gourmet box lunch, the tour bursts alive with excitement at about 11 a.m. for the challenging cross-country 50-mile-plus Tours. They'll ultimately reach downtown Watkins Glen and grid on Franklin Street to take their Old Course laps.

We invite you to join the fun next year. But enroll early, as limited openings fill quickly. Follow us on the web, at www.grandprixfestival.com/Stone Bridge Drivers Events or by phone at (607) 535-3003.



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Automotive Action Packed into Glenkhana

By DANIELLE HAUTANIEMI

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 Hector Wine Company Glenkhana presented at Maguire Chrysler Jeep of Watkins Glen.

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 MG folks see?

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 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 Glenkhana course at Maguire Chrysler on the east side of Franklin Street. The fun and action start at 2 p.m.!



A car gets ready to try the Glenkhana course at the 2013 Grand Prix Festival.



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Minis were Mighty in 2013



Two Minis flank a 1963 Formula Vee in the SVRA Tribute laps



An Arnot Bristol wows the crowd.



The Schuyler County Court House lawn is ready to welcome festival-goers.



Race Historian Bill Green speaks about Otto Linton, to the right, at The Legends Speak. Linton was honored throughout the day and weekend for being the remaining racer from the first Watkins Glen competition in 1948.



This Ford Phaeton A is a favorite in the Concorso Speciale.



The Drivers Walk of Fame honors the men and women who have raced at Watkins Glen. These blocks are located between Seventh and Eighth streets.

Concorso Speciale Cars Always Interesting

By **RICHARD HAUTANIEMI**
and **GARY WHYMAN**

If you love cars in all configurations such as the overly appreciated right along with the underappreciated automotive orphans, and some of the downright ignored automotive jewels in the rough or not, we have the show event for you: the Community Bank Concorso Speciale.

The Concours Speciale is sponsored by our friends and neighbors at Community Bank, NA. It celebrates (Really!) the cars that are special to their proud owners regardless of the standing of the cars, or their owners, in the upper echelons of the automotive world. After all, why should Jay Leno, Dr. Fred Simeone and Ralph Lauren with their Lamborghinis, Alfa Romeos, Corvettes, Talbot-Lagos, Packards, Porsches and Cords have all the fun when there are Humber Super Snipes, Borgward Isabellas, Trabants, Hudson Jets and Subaru 360s aplenty!

As befits the seriousness of such an august event (which happens in September), judging will be performed in a completely arbitrary and capricious manner by our very own event specialists. Their decisions are final and irreversible except through bribery. (Often of the liquid kind!)




A DeLorean is among the cars on display at the 2013 Concorso Speciale.


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 you joining us this year and in future years (and we have photos to ensure that you will return). We encourage you to periodically visit our website www.grandprixfestival.com where updates and pictures of our contestants will be posted throughout the upcoming year.


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Glenora Run Festival's Original Rally

By **TERRIE SAUTTER**

Imagine driving down into Watkins Glen and rounding Milliken's Corner to the cheers of hundreds and hundreds of spectators – in your own sports car – now that's exciting!

All of the Grand Prix Festival of Watkins Glen Stone Bridge Driver events are close to the hearts of many sports car enthusiasts for that very experience.

That thrill spread like wildfire and the Glenora Run - the first Stone Bridge Driver event - was soon joined by other events. The Red Newt Cellars Founders' Tour, Knapp Vineyards Sporting Roadster Tour, the WGI Tour de Marque and the new Lane's Yamaha Vintage Motorcycle Rallye all have roots in Glenora Run.

Early Friday morning, while downtown Watkins Glen is still preparing for other events to begin, 130 vintage sports cars gather at Glenora Wine Cellars. Drivers and navigators prepare for a lively drive with twists and turns through several counties –this is the Glenora Run Road Rallye.

Stone Bridge Driver events are unique, as "car show" participants rarely drive their cars as part of the event. In Watkins Glen, that's the whole point. As the Glenora Run was the first Stone Bridge Driver event, the



A Ford GT40 is popular at the 2013 Concours d'Elegance. To the left is a 914 Porsche.

"vintage" aspect of the Festival is personified by including only vehicles that are a minimum of 25 years old.

Glenora Run rallies depart Glenora Wine Cellars on one of four different 50- to 75-mile rally-style routes, and driver and navigator test their skill and relationship as they watch for checkpoints, follow clues and answer questions.

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continued from page 23

All routes 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 has become a highly-anticipated tradition 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, “Glenora Runners” take to the streets again for two laps of the old course. For many participants, this is the most significant part of the day - to re-trace the route that the original race cars followed from 1948-52. All Stone Bridge Drivers share the thrill that Briggs Cunningham, Bill Milliken, and others felt on these country roads. It can be a little tricky to navigate the historic course, as Denver Cornett discovered, entering the Stone Bridge that bears his name and heading out the other side.

After the excitement of laps of the old course, Glenora Run cars assemble on the streets of Watkins Glen, for spectator review until the day’s events are over.

The Glenora Run is much enjoyed by the participants and registration fills early. Along with the other Stone Bridge Driver events, the Glenora Run is just another reason the Festival is one-of-a-kind in sports car circles, nationwide.

Shuttle Bus Saves Steps!

The Grand Prix Festival is once again offering free shuttle bus service and parking for spectators this year. 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 Watkins Glen. Spectators can park and board the shuttle to get closer to the event sites along Franklin Street and lessen walking while reducing downtown traffic.

Additional passenger drop-off and pick-up sites along Porter Street will be located on the east side of Lafayette Park, site of the Tour de Marque display featuring Mini, and 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 at 10 p.m.

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

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

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Knapp Tour Takes Roadsters on Scenic Roads

The 12th 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 get 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 7:45 a.m. All cars are divided into two divisions that run the same route but at slightly 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 one of the many local parks in the area.

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 66 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.

Plan on joining us next year, and be sure to sign up early - www.grandprixfestival.com/roadster.html.





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Model Car Concours Makes Big Impression

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. Some of the models are replicas of car that raced at Watkins Glen over the decades.

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

The exhibition will open at 10 a.m.

The Model Car Concours d'Elegance is organized by Rich Chernosky of Keystone Cards in Sayre, PA.



Model cars are on display at the 2013 Model Car Concours.



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Smalley's Tech Inspection Re-enacts Early Ways

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 were on a long list reviewed by "Flossie Smalley," aka Lyn St. James, during the Smalley's Garage Tech Inspection Reenactment first thing in the morning of the 2013 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.

St. James is no stranger to garages. She raced in 15 Indy-car races, including CART Championship and Indy Racing League. She was the 1992 Indianapolis 500 Rookie of The Year, the first woman to win that honor. St. James had seven Indianapolis 500 starts in nine years, including six consecutive starts from 1992-97.

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.



Lyn St. James, as Flossie Smalley, inspects a Triumph at the 2013 Smalley's Garage Tech Inspection Reenactment.

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, St. James wore Flossie's old shop coat.

"I feel quite honored. It was fun," St. James said.

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.

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.



Bob Williams of SVRA speaks with Lyn St. James at the Smalley's Reenactment.

Sponsors Make Grand Prix Festival a Winner

As we proudly introduce the Grand Prix Festival of Watkins Glen presented by Chemung Canal Trust Company, we would like to thank our family of sponsors and supporters. Without their help, this event would simply not be possible. We hope you will visit their businesses whenever possible, and show your appreciation for their involvement in this special event!

- Chemung Canal Trust Co., headquartered in Elmira, with branches in Watkins Glen and Montour Falls, presenting sponsor of the Festival.
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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!
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- Lane's Yamaha, Rt. 14, Watkins Glen, co-sponsor of the Lane's Yamaha Vintage Motorcycle Rallye, Presented at Community Bank.
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- 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 Opening Ceremonies for the Grand Prix Tribute. Host of the Glenora Wine Cellars U.S. Vintage Grand Prix presented by Welliver 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.
- 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, donates use of storefront for festival headquarters each year.



Smalley's Garage hosts the Technical Inspection Reenactment each year.

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Be a Stone Bridge Driver Festival Committee Works Year-round

More than 500 sports and special interest street cars enter our Stone Bridge Driver events each year. As they each get their chance to drive the old course, they become the stars of the Watkins Glen Grand Prix Festival, right along with the vintage SVRA race cars that come down from Watkins Glen International to drive the old course and participate in our great tribute to the birth of road racing in the USA.

Just join any of our Stone Bridge Driver events for which you qualify: the Founders' Tour, the Glenora Run Road Rallye, the Concours d'Elegance the Tour de Marque, the Sporting Roadster Tour, the Glenkhana, the Concorso Speciale or the Lane's Yamaha Vintage Motorcycle Rallye. We also extend the fun to June with the Lake to Lake Sportscar Ramble.

Share the fun and exhilaration at our magnificent Festival – where the participants and their cars become the focus of the Festival. Enroll early, as limited openings fill quickly.

Contact us through our website www.grandprixfestival.com or by calling Watkins Glen Promotions at (607) 535-3003.



Festival Committee Works Year-round

A committee of volunteers works year-round to organize the Grand Prix Festival. It's a true labor of love for these folks who appreciate the history of racing in Watkins Glen and who admire the machines driven by the men and women who lived that history.

- Watkins Glen Promotions Office - Carole Pierce
- Festival Management Team Leader - Marianne Shoemaker
- Volunteer Recruitment - Judy Phillips
- Festival Marketing - Tom Seem
- Website - Eric Navestad, Peter Schmidt
- SVRA Race Tribute - Bob Williams
- Festival Logistics - Tony Fraboni
- Festival Traffic - Sandy Sanders, Rocco Scaptura
- Smalley's Garage - Joe Place
- Stone Bridge Driver Events - Casey Creamer
- Concours d'Elegance - David Wild
- Concorso Speciale - Gary Whyman, Richard Hautaniemi
- Glenora Run - Terrie Sautter
- Founders' Tour - Carl Benson
- Sporting Roadster Tour - Eric Navestad
- Tour de Marque – Bruce Columbe
- Vintage Motorcycle Rallye - Karl Smolenski
- Glenkhana - Danielle Hautaniemi
- The Legends Speak - Lew Durland
- Drivers Walk of Fame - Jim Scaptura
- Historic Accuracy and Festival Photography - Bill Green
- Festival Program – Schuyler County Hi-Lites, Glenda Gephart

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Volunteers Essential to Festival's Success

The success of Grand Prix Festival depends on the men and women who selflessly give of themselves and donate their time

It takes hundreds of volunteers to make the 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, visit our website at www.grandprixfestival.com and look for the section about volunteering.

For more information about volunteering, contact Judy Phillips at judyphillips@stny.rr.com. For more general festival information, contact Carole Pierce with Watkins Glen Promotions at events@watkinsglen.com.

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This McLaren M23 Formula One car is among historically significant race cars that have been displayed at the International Motor Racing Research Center.

Research Center Preserves, Shares Racing History

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

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

The Center will open on Sunday of this vintage weekend at 7 a.m. for the 7:30 a.m. live broadcast of the Italian Grand Prix, Formula One race, on NBC Sports Network.

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

One of the gems of the collections is the 70-year archives of National Speed Sports News. Soon to be accepted into the collections are seven decades of archives of the Sports Car Club of America.

The mission is to be the world-class leader in the collection of materials representing the documentary

heritage of amateur and professional racing.

The Center is designed to serve as both a research library and an archive and welcomes both the serious researcher and the casual fan.

Journalists, authors and researchers unable to come to the Center are invited to submit their questions to the Center's staff. The cost of research services is based on the extent of the question, and oftentimes is handled free of charge.

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

Funding comes through support of the Center's 2014 Sponsorship Team, an endowment and outright gifts. The Center also raffles a significant vehicle each year.

This year's raffle car is all Italian: a Fiat 500 Abarth Turbo Hatchback and a trip to Italy. The drawing will be Dec. 13.

The Center's Governing Council is led by Bobby Rahal, race team owner and former racer.

Learn more about the Racing Research Center at its website, www.racingarchives.org.

Lake to Lake Ramble Memorable June Experience

The Lake to Lake Ramble, rapidly becoming the region's most sought after exclusive driving experience; now encompassing the Watkins Glen International "Long Course" and the entire Finger Lakes countryside!! Sponsored by Watkins Glen International and produced with their traditional 6-Hour sportscar weekend in June, you'll experience the epitome of our sportscar lifestyle!

This extraordinary driving occasion begins at the world famous International Motor Racing Research Library in Downtown Watkins Glen (610 Decatur St.) with registration and a grand welcome. The drivers and co-drivers are then off to Watkins Glen International for the elite "Glen Club Brunch" followed by three laps around the "Long WGI Boot Course" accumulating to about ten miles of this world renowned sportscar venue at more than a parade speed. Now, you may assume that's all... not in your life! You'll have the distinct pleasure of selecting one of two Finger Lakes tour routes known as the "Cruise and Spirited" Routes. After selecting your tour route (an Eastern Finger Lakes and the other a Western Finger Lakes Route) you'll be on your way to towards a gratifying and most fashionable drive.

So, did we consider the root of our existence...The Old Original 1948 6.6 mi. road course? Yes, we certainly

ly did! All the drivers are given a third route sheet to include only the original 1948 course. This allows one to completely enjoy the rich Watkins Glen history of United States Road Racing at an unscheduled rewarding pace.

Lets add it up... one sports car, two people driver and navigator, a world famous sports car geographic region amounting to over 2500 sq. miles, the world famous Motor Racing Library, the historical Original 6.6 mi. 1948 United States Sports Car Road Course, Watkins Glen Internationals' traditional 6 hour Sports Car weekend venue coupled with the on-track lap experience in your Sports Car, Two tickets for the WGI Race Weekend, The Glen Club exquisite picturesque dining, two Finger Lakes road tours, Eastern and Western about 100 miles each and your own special event Dash Plaque!! How's that for unique fun and value?

Come and join us next year and have the time of your lives with all our exceptional sports car friends and staff!! Don't wait this venue fills quickly...Register now and here's how!

Follow us on the web at www.grandprixfestival.com/ Stone Bridge Drivers Events and reserve your place in the Lake to Lake Ramble by calling Carole Pierce at (607) 535-3003.

Watkins Glen Promotions Showcases Community

Watkins Glen Promotions was organized in November 1993 to plan and manage quality special events in Schuyler County. Its goal was to bring visitors into the community to showcase the natural beauty and creative talents of the area. Watkins Glen Promotions also operates a storefront in a new location at 211 North Franklin St., perfect for selling and showcasing festival memorabilia and lots of new items.

The premier event of the season celebrates Watkins Glen's racing history. The Grand Prix Festival of Watkins Glen presented by Chemung Canal Trust Company is the annual September street festival that 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. The highlight of the event is when the vintage race cars arrive to park on display in the streets and then take tribute laps that vintage race cars take around the historic 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 demonstrations, the family-friendly, daylong event includes live entertainment, a scarecrow contest, a pumpkin carving contest 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.

Make plans early next year and plan on attending 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 1½ days of food, music, and activities for the entire family, highlighted by the Cardboard Boat Regatta, where as many as 80 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.

Watkins Glen Promotions is about community – bringing the community together for events that are organized and staffed by community volunteers. Learn how you can get involved by calling (607) 535-3003 or emailing events@watkinglen.com.

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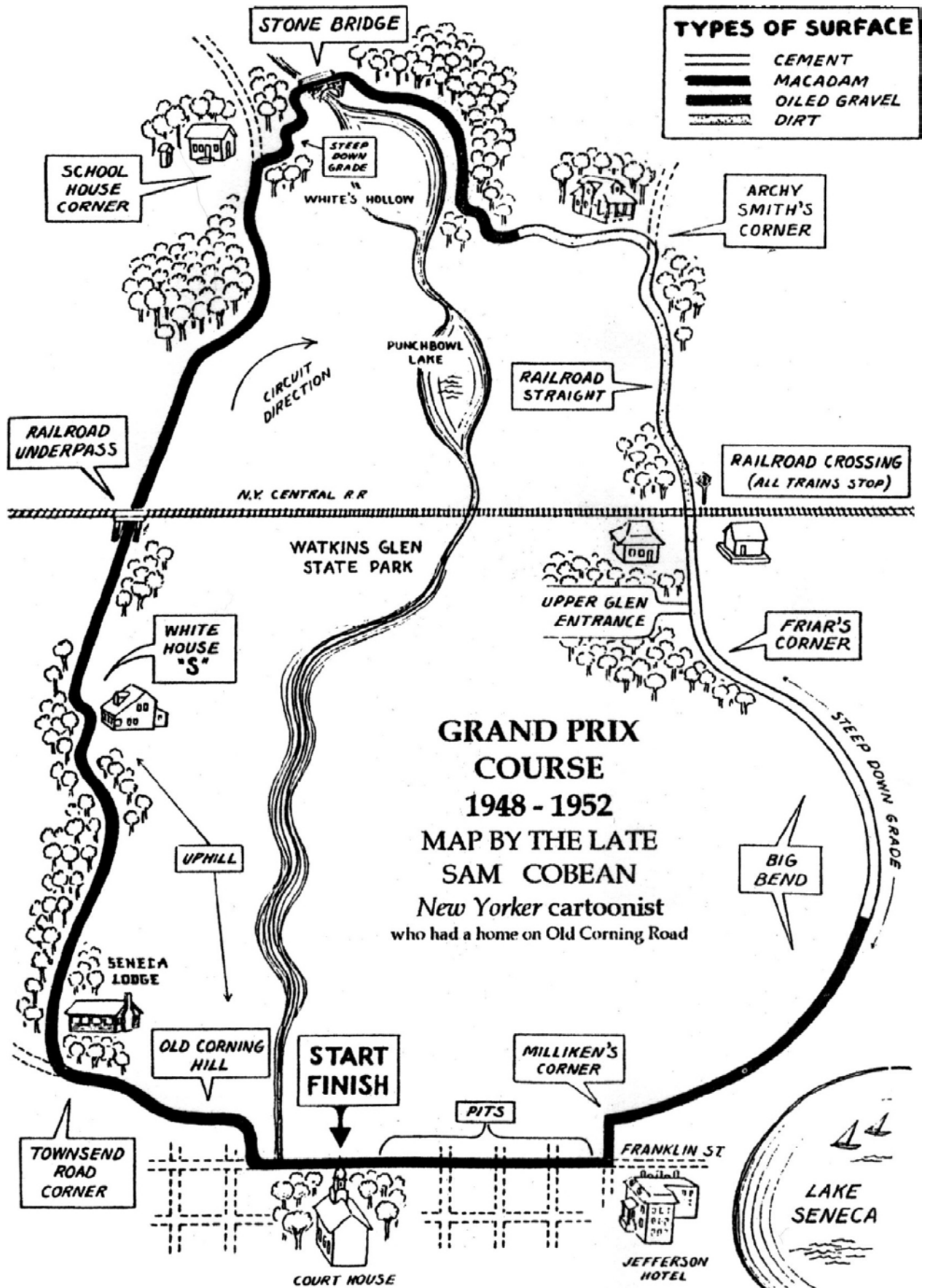
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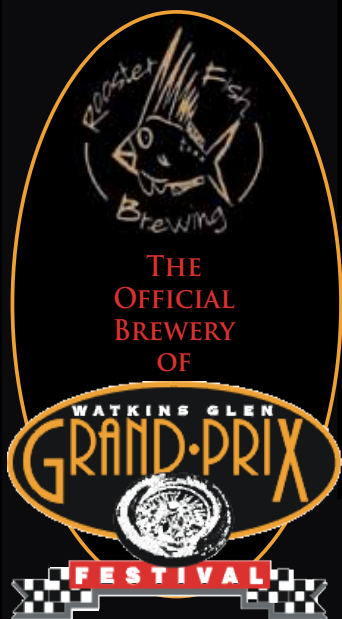
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Actor Jackie Cooper sits in an Austin-Healey. Austin-Healey will be the featured marque of the Grand Prix Festival in 2015. (from the International Motor Racing Research Center collections)

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Festival Schedule



- 9:30 a.m. ~ Tech Inspection, Smalley's Garage, Franklin Street.
- 10:00 a.m. ~ Corning 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
~ Community Bank Concorso Speciale, 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 open, 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
- 1:30 p.m. ~ Hector Wine Company Glenkhana begins at Maguire Chrysler Jeep
~ Lane's Yamaha Vintage Motorcycles on display at the Community Bank lot
~ Community Bank Concorso Speciale on display at the Community Bank lot
- 2:00 p.m. ~ WGI Tour de Marque MGs parked for display at Lafayette Park, 4th Street
- 3:00 p.m. ~ The Legends Speak, Lafayette Park, 4th Street
- 4:45 p.m. ~ SVRA race cars arrive from Watkins Glen International
- 5:00 p.m. ~ Corning 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.
~ Reception at International Motor Racing Research Center, S. Decatur Street (admission fee)
- 6:10 p.m. ~ Watkins Glen Heritage Tour parade laps on the original circuit
- 6:30 p.m. ~ Watkins Glen Grand Prix Tribute on the original circuit
- 8:00 p.m. ~ Maguire Family of Dealerships Fireworks Show at the entrance to the Watkins Glen State Park gorge
- 9:00 p.m. ~ Franklin Street re-opens





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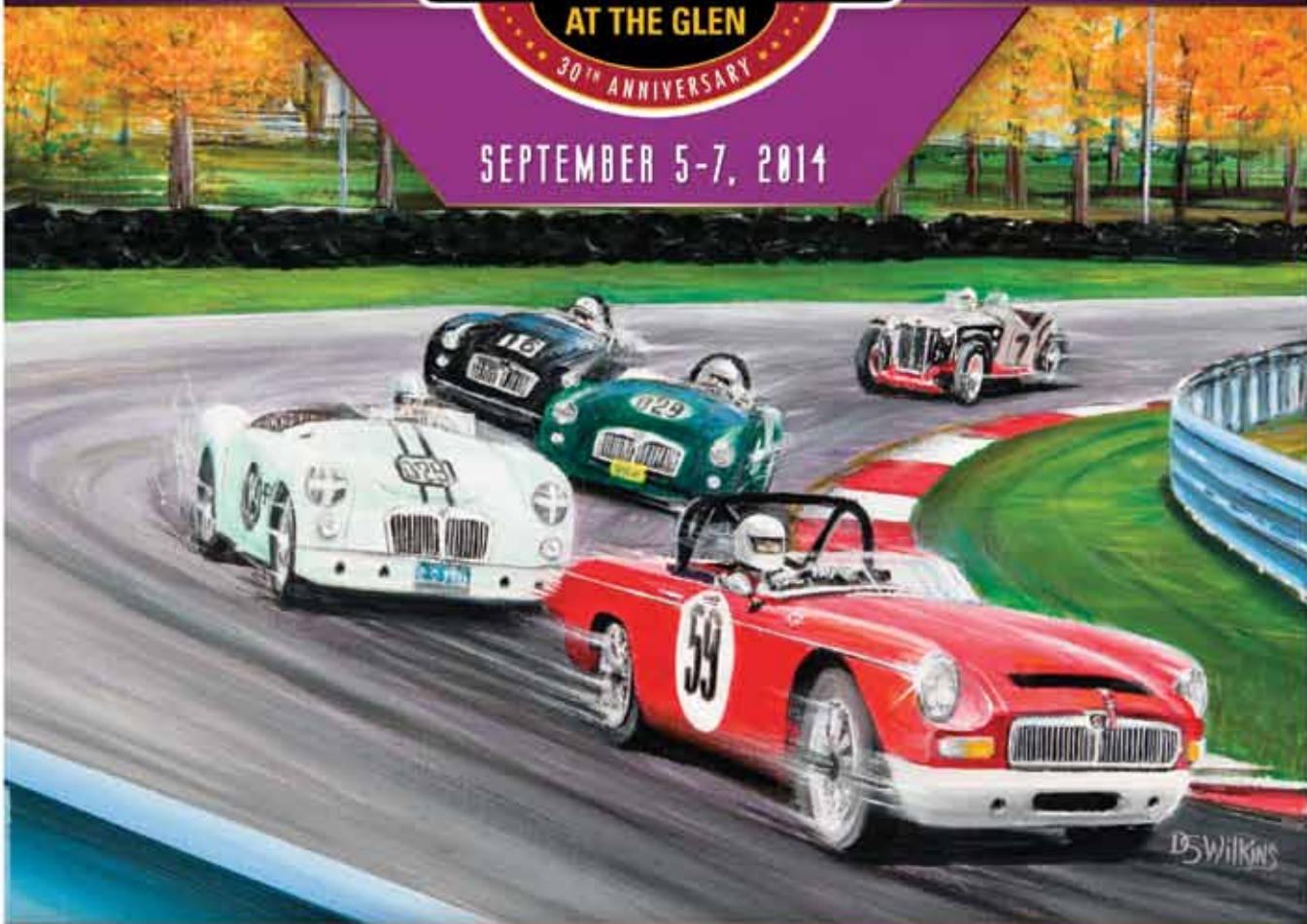
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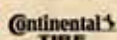
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