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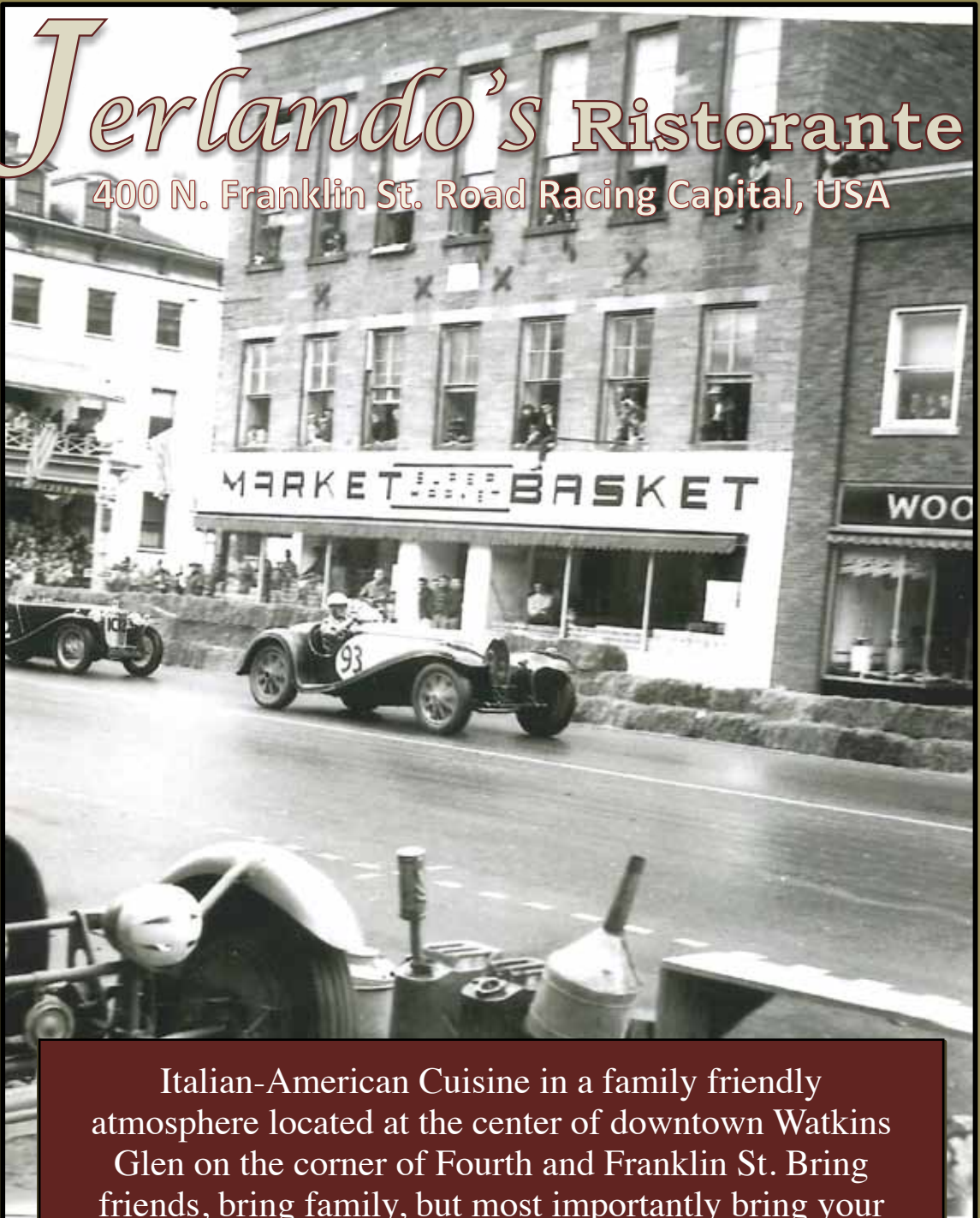
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2015 Grand Prix Festival Weekend Celebrates Watkins Glen's Racing Heritage

Dear Visitor:

Welcome to the 22nd anniversary Grand Prix Festival of Watkins Glen, an event that this year extends to three days of activities celebrating our racing heritage and the beauty and resources of our area.

Mazda is the featured marque for 2015 as we honor the 67th anniversary of the first post-World War II road race in the United States – held right here in Watkins Glen. To see an impressive collection of Mazdas, be sure to visit Lafayette Park – one block east of Franklin Street between Fourth and Fifth streets. The cars should arrive from their Tour de Marque rally at 2 p.m. to park on display.

The rally is one of five that will arrive in the village throughout the day. You'll also see displays of memorable cars at the Concours d'Elegance at Watkins Glen State Park and the Concorso Speciale at Community Bank.

With the U.S. Vintage Grand Prix having run in July due to the paving schedule at Watkins Glen International, we will miss our annual visit from vintage race cars for the Grand Prix Tribute.

Instead, new this year, will be the Grand Autocade at around 5 p.m. featuring tribute laps by Ferraris, Lotuses, classic American muscle cars and vintage motorcycles. As with the vintage race cars, these exciting vehicles will park on the street for close inspection and conversations with their owners.

Cap off your day with a classic racing movie at The Glen Theater or with a truly unique fireworks show in the State Park gorge. Fireworks will begin as soon as it's dark at about 8 p.m. The rest of the action for the evening is throughout the village as our local pubs and eateries welcome you to their establishments.

But the Grand Prix Festival Weekend doesn't end Friday night!

Activities continue Saturday and Sunday and range from a daylong celebration of Can-Am racing on Saturday at the International Motor Racing Research Center to organized tours of the region's waterfalls, wineries or museums to more classic films at The Glen Theater. An SCCA autocross at Watkins Glen International, open to the public as competitors or spectators, is also planned for Saturday.

Sunday's featured events will be breakfast at the historic Glen Motor Inn with noted figures from racing's past followed by a downtown walking tour of sites significant to the days of racing through the streets.

All of these inaugural activities are designed to give you a weekend filled with memories – from racing's earliest days in Watkins Glen to the new ones you'll be building with us.

Welcome and enjoy!

In the Spirit of the Sport,



Marianne Shoemaker
Management Team Leader

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Two MG Bs brighten up the 2014 Concours d'Elegance. (photo by Bill Green)

Chemung Canal Proud Festival Sponsor

Chemung Canal Trust Company is proud to sponsor the 2015 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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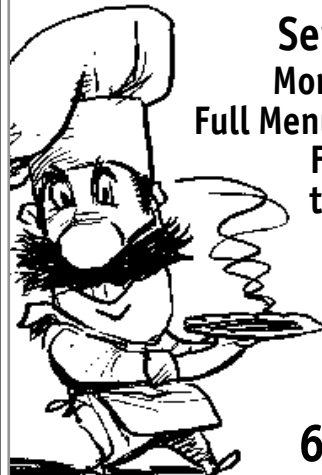
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Full Weekend Enhances Festival Experience

The Grand Prix Festival of Watkins Glen presented by Chemung Canal Trust Company this year has prepared an enhanced schedule of activities that extends the celebration of Watkins Glen's racing heritage through the weekend.

The opportunity to increase activities is the result of changes to the Sportscar Vintage Racing Association's 2015 schedule, which was altered due to a re-paving project at Watkins Glen International. SVRA was at WGI in July for the Glenora Wine Cellars U.S. Vintage Grand Prix presented by Welliver.

"The committee has worked hard to develop a long list of new activities for our Stone Bridge Driver event participants as well as for the thousands of people who spend the day with us honoring Watkins Glen's racing history," Carole Pierce, Watkins Glen Promotions director of events, said.

The diverse selection includes new events on Friday, Saturday and Sunday.

FRIDAY only:

Classic Racing Films

The Glen Theater, 112 N. Franklin St., presents "Greased Lightning" with Richard Pryor (1977) at 7 p.m.

SATURDAY only:

Can-Am Racing Celebration

The International Motor Racing Research Center, 610 S. Decatur St., presents a daylong program on Can-Am racing. Former Can-Am racer Oscar Koveleski and Jack Deren, chief mechanic for Koveleski's Team Auto World McLaren, as well as noted motorsports journalist Pete Lyons, will be the program's headliners. The day will include slide shows, films, an informal story-swapping session at 10:30 a.m. and a formal panel discussion at 1 p.m. It's all free.

Wonderful Waterfall Tour

A rally-style tour of some of the most famous and some of the most obscure waterfalls in the Finger Lakes Region. This was pre-registration only.

Glen Region SCCA Autocross at WGI

Real autocross featuring two different courses. One course will be specifically designed for novices and first timers while the other course will be a very challenging course designed to satisfy the veterans of the sport. Entries are limited, but some space for walk-ons may still be available. Spectators are also welcome.

Classic Racing Films

The Glen Theater, 112 N. Franklin St., presents "Winning" with Paul Newman (1969) at 7 p.m.

SUNDAY only:

Sunday Brunch Walking Tour

The Watkins Glen Area Chamber of Commerce is partnering with the historic Glen Motor Inn to present a brunch at 10:30 a.m. Enjoy the chance to visit with historic racing legends over a delicious brunch and a champagne toast. Seating is limited, and reservations are required by calling the Glen Motor Inn at (607) 535-2706.

"Retrace the Race" Walking Tour

Join racing historian Bill Green and other knowledgeable folks on an historic walking tour in which you can "Retrace the Race" in downtown Watkins Glen. The tour starts at noon. Reservations are required by contacting the Glen Motor Inn at (607) 535-2706.

Classic Racing Films

The Glen Theater, 112 N. Franklin St., presents "Le Mans" with Steven McQueen (1971) at 5 p.m.

SATURDAY and SUNDAY:

Seneca Lake Wine Trail

Enjoy visiting three award-winning wineries in the Watkins Glen area, traveling along a carefully chosen road course giving you maximum driving fun. Tickets are only \$10 per couple per day. To purchase tickets for either day, visit www.GrandPrixFestival.com/weekend2015 and follow the link in the section about the Seneca Lake Wine Trail or call the Trail toll-free at (877) 536-2717.



Oscar Koveleski gets a queen's kiss after winning his Can-Am race at Watkins Glen in 1969. Koveleski will be one of the featured speakers at a daylong celebration of Can-Am racing on Saturday at the International Motor Racing Research Center. (photo from the International Motor Racing Research Center's Jack Deren Collection)

Watkins Glen Has Hosted Races Since 1948

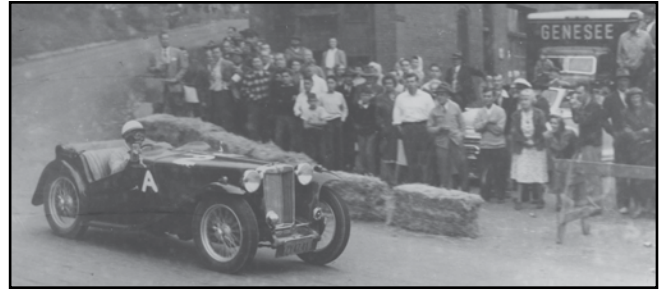
On Oct. 2, 1948, one man's vision teamed up with the foresight of village officials to drop the green flag on a venture that would evolve over the decades into the international phenomenon of racing in Watkins Glen.

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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Motorcycles, SCCA, NASCAR at The Glen in '65

by **BILL GREEN**

Races sponsored by the Association of American Motorcycle Road Racers kicked off the 1965 season at The Glen.

Roger Beaumont, riding a Norton, won the 500 cc feature at those June races. Later in August the same motorcycle club ran more races. Both events were poorly attended.

Next came the SCCA Pro USRRC 18th annual Watkins Glen Sports Car Grand Prix, which had a large entry of car and a total of 43 cars in the main race. After qualifying, the fastest 30 cars would run.

Some 14 cars would run in the 20-lap consolation race, which was won by Daniel F. Gerber, driving a Gerber-Payne (Peregrine) winning at an average speed of 89.90 mph.

Jim Hall put his Chaparral 2 on the pole for the main race, with teammate Hap Sharp in another Chaparral 2 second on the grid. Just before the race started, Hall traded cars with his teammate and from start to finish led the race to win. Sharp finished second overall, with Skip Scott driving a Cobra to third overall and George Follmer coming in fourth overall and first in under 2 liters class, driving a Lotus-Porsche.

Along with pro races, seven regional races were



In 1965 the Watkins Glen Grand Prix Corp. won the prestigious Best Organized Race Award, presented by the Grand Prix Drivers Association, for that year's U.S. Grand Prix. Race organizer Cameron Argetsinger, center, receives the award from drivers Jo Bonnier, left, and Graham Hill. (from the International Motor Racing Research Center Collections)

held that weekend.

The weekend of July 18 saw a NASCAR Grand National race and several SCCA regional races. The time trials were rained out, so the starting lineup was deter-

continued on page 9



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continued from page 7

mined by Grand National point standings. The weather was questionable on race day morning, but cleared just before the feature.

Marvin Panch, driving the Wood Brothers Ford, won the race, earning a \$1,500 prize and a silver bowl. Finishing second and a full lap behind Panch was Ned Jarrett in a Ford.

Next up were the SCCA Nationals and Glen 500 in August. The main race of the weekend was the Glen 500, which took five hours and 20 minutes to cover 500 miles, with the bigger-engineered production cars.

The team of Hal Keck and Oscar Koveleski drove a Ford Cobra to victory, with an average speed of 93.91 mph. Second overall were Paul Sonda and Tom Swindell in a Corvette, and third overall was Mark Donohue and Walt Hansgen driving a Mustang.

Harold C. Woods Jr., 34, of Riverton, NJ, lost his life on the seventh lap of the Glen 500 when his Daimler left the course on the inside of the Big Bend curve in the northwest section of the course. His car flipped and rolled and one strap of his shoulder harness broke. He was killed instantly.

The Formula One Grand Prix of the United States, the biggest event of the season, was held on Oct. 3. Graham Hill driving a BRM for the third time, won the 110-lap race.

Hill started on the pole and completed the 110 laps at an average speed of 107.98 mph. He collected \$5,000 for his win.

Second overall was Dan Gurney in a Brabham Climax, and third was Gurney's teammate, Jack Brabham, in another Brabham.



Jim Hall prepares to board teammate Hap Sharp's Chaparral 2A before the June 27, 1965 USRRC race at Watkins Glen. Hall and Sharp switched cars minutes before the race but still finished one-two. Hall had also won the previous year in a Chaparral 2. (photo from the International Motor Racing Research Center's Jack Deren Collection)

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Mazda's Unique History Presented in Tour de Marque

by **BRUCE COULOMBE**

The Watkins Glen Grand Prix Festival Weekend 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 is a newcomer to the Festival, but not to sports car fans – this year we honor the sporting Mazdas.

Mazda has a long and unique history that forms an essential chapter in the history of the sports car. Mazda's chapter begins in 1964, where it dazzled the world with the introduction of the rotary-powered Cosmo prototype at the 1964 Tokyo Auto Show. That engine was called the "Wankel," after its German inventor Felix Wankel. Soon after, Mazda put their new engine to work in both sports coupes and sports cars, and the Wankel rotary engine became synonymous with Mazda. The benefits of powering a race car with a rotary engine also soon became apparent, and Mazda took their cars to the track. And in 1991 Mazda claimed the top of the podium of the most prestigious sports car race in the world, winning the 59th running at Le Mans with rotary power (the first and so far only car to do so). "Zoom-zoom" wasn't just a marketing slogan – Mazda has been racing since the '60s.


While Mazda prototype race cars were winning on



David Loring drives his Denali Mazda at Watkins Glen in a 1980s IMSA race for Camel GT Lights. (photo from the International Motor Racing Research Centers David Loring Collection)

the track at Le Mans or right here at Watkins Glen with their unmistakable rotary wail, you could also drive a rotary on the street – first in one of their sports coupes such as the RX-2, 3, or 4 – and later in the iconic RX-7 sports car. After three generations of RX-7s, Mazda

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kept the rotary engine alive in the powerful RX-8. It too was raced, sometimes at the hands of a famous actor-turned racer.

While some might describe rotary-powered Mazdas as having something of a cult following in sports car circles, that can't be said about Mazda's other famous sports car – the MX-5 Miata. Hailed as sparking the revival of the lightweight sports car, the Miata has been a fixture in nearly every area of sports car racing and open-top motoring for 26 years. Miata clubs are found all over the continent – many of whom are participating in this year's Festival. But today the Festival isn't just about celebrating the past - all of our Stone Bridge Drivers groups today will be led through the village by a brand-new fourth generation 2016 Miata. From all accounts, the future of the lightweight sports car is in good hands. Perhaps in 26 years the Festival will be led by the latest generation Miata. And with Mazda's commitment to pushing the boundaries of design, who knows what will be powering that Miata.

This year's Tour de Marque begins with arrival and registration of over 120 Mazda's at the Chateau Lafayette Reneau Winery, overlooking Seneca Lake and our famed wine country. From there, the cars will then quickly disappear up into the hills above the lake to begin a nearly 100 mile road rally across some of the finest sports car roads our region has to offer. The rally

will end at lunchtime at the famed Watkins Glen International Race Circuit. This year the racing circuit itself is closed for repaving, but as long as there's asphalt, there's driving! The Tour de Marque drivers will get a chance to show what they and their Mazda's can do around an autocross course in the paddock, followed by lunch and a "behind the ropes" look at the facility.

After the visit to WGI, the Tour heads-out to join the downtown Festival. The cars come to a stop behind the Mazda 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.

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!" For more information about how you can become a Stone Bridge Driver by participating in the 2016 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!

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1948 Racer Otto Linton Festival Grand Marshal

by **BILL GREEN**

Otto Linton was born in Vienna, Austria, in 1917. As a boy he had big interest in motorcycles, but when he was teenager one of his neighbors acquired an Amilcar, then later a Bugatti and he was converted from two wheels to four wheels. Racing before World War II was very popular in Europe in the 1930s. He was able to attend many event and one of these was the 1937 Grand Prix of Czechoslovakia on the 18-mile Masayk Circuit at Brno. Linton and his friend rode their motorcycles to the race to see Rudi Caracciola win the last race driving a W125 Mercedes Benz before World War II.

Linton was studying mechanical engineering at the University of Vienna in 1930 when Hitler annexed Austria. Linton left his homeland and came to the USA. He found work as a tool and die maker in Philadelphia and after a few years he started his own small business making hard-to-find parts for antique cars and sports cars.

Linton became a member of the Antique Automobile Club. He also heard of a man in Boston by the name of Ted Robertson who founded the Sports Car Club of America in February 1944. Linton went up to Boston to meet Robertson and then sat in on some of the early developmental meetings. At that time one of the rules was that you had to have a sports car and his only cars were a Rolls Royce and a Duesenberg Model A. Neither could be classified as a sports car.

Within a few months Linton had bought an Amilcar which needed some work, but at least it was a sports car ensuring him eligibility for the club. From the beginning of SCCA the group was just car lovers. It was hoped that the Automobile Racing Club of America (ARCA) who ran races before the war would resume racing but they didn't.

Linton in 1948 heard that Cameron Argetsinger was putting together a road race in Watkins Glen, NY, for Oct. 2 and it would be SCCA's first road race and the rebirth of this type of racing in America.

Linton drove a 1934 MGJ4 competition two-seater



Otto Linton sits in his J4 MG at the 1948 Watkins Glen Grand Prix, the first race at Watkins Glen. (photo from the Bill Green Motor Racing Library)

which he entered in both the Jr. Prix and the Grand Prix race. In the Jr. Prix Linton retired from the race due to a blown supercharger hose, so he didn't race in the main race.

In 1949 Otto drove a Fiat Mille Miglia coupe entered by Tony Pompeo in both the Seneca Cup and the Grand Prix. He finished 25th overall in the Grand Prix.

1950 saw Otto entered in Dr. Sam Scher's Frazer-Nash TT replica in the Queen Catharine Cup race, but he didn't start the race. Otto that weekend helped his good friend Denver Cornett with his car, an old Dupont Indy car. Otto's shop changed the Dupont engine and put in a 278ci Ford V8 engine and it was renamed the Speed Craft Special. This was entered in the Seneca Cup race but early in the race Denver got caught up in an accident with another car and the car didn't finish the race.

For 1951 Watkins Glen event Linton drove Tony Pompeo's Siata Sport in the Queen Catharine Cup race and toward the end of the race was forced off the road by another driver and out of the race.

The 1952 races at the Glen the entry list shows Linton in two Siatas: #112 in the Seneca Cup race and #114 in the Grand Prix. In the Seneca Cup, the car had something happen on the first lap and retired not completing that lap. Car 114 started, but an accident stooped the race on the start of the second lap and the race was never finished.

The 1953 Grand Prix weekend saw Linton enter the same Siata he drove in 1952. Car 58 finished sixth overall. Otto entered an Osca in the 1954 Queen Catharine Cup and finished fourth overall.

For the 1955 Grand Prix weekend, Linton drove the Osca in the Seneca Cup, but retired from the race.

In 1956, Linton finished third overall driving an Osca in the Queen Catharine Cup race.

Otto raced an Osca in the 1960 Queen Catharine Cup and finished eighth overall.

Linton's last year racing at the Glen was 1962, when he entered a Scorpion Formula Jr. in the Seneca Cup race. He finished 14th overall.

In his racing career, Linton also competed at Bridgehampton, Palm Beach Shores, Sebring and many other circuits in the Northeast.

Linton now comes back to the Glen for the fall downtown Grand Prix Festival. Otto was inducted into the Watkins Glen Drivers Walk of Fame in 2002.



Otto Linton at the 2014 Grand Prix Festival

Walk of Fame Honors Drivers

Four men who raced at Watkins Glen will be inducted in the Drivers Walk of Fame during the Grand Prix Festival.

The Drivers Walk of Fame is a project of the International Motor Racing Research Center.

The new inductees:

Tony Adamowicz, twice a Sports Car Club of America national champion, winning the 1968 U-2 Trans-Am championship driving a Porsche and winning the 1968 SCCA Continental championship driving an Eagle. He won the 1968 U-2 Trans-Am race at Watkins Glen.

Warren Agor, who won the 1969 national SCCA Rookie of the Year Award and was the 1972 SCCA national A Sedan champion, driving a Camaro. In his career he was a driver, builder and independent team owner in the SCCA Trans-Am and Can-Am series, IMSA and Sportscar Vintage Racing Association events.

Fred Allen, who drove an Austin Healey owned by movie actor Jackie Cooper at Watkins Glen in 1954. Allen, who from 1952-57 drove sports cars successfully at East Coast tracks, was the first executive director of the Finger Lakes Region of the Sports Car Club of America.

Richie Evans, nine-time NASCAR national modified champion and a member of the NASCAR Hall of Fame. Evans raced at Watkins Glen in 1975.

Shuttle Bus Offers Easy Access to Festival Events

by **TERRIE SAUTTER**

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.

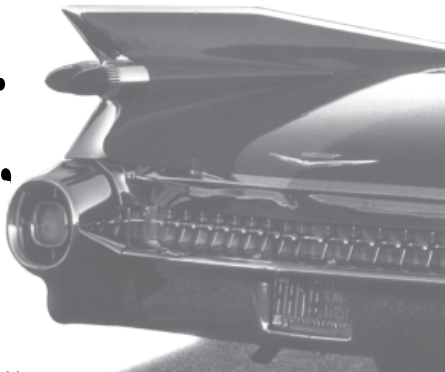
Additional passenger drop-off and pick-up sites along Porter Street will be located on the east side of Lafayette Park, site of the Tour de Marque display featuring Mazda, and near the Middle School. These sites are for passenger pick-up and drop-off only, with no parking. Spectators can get on or off 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.

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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!

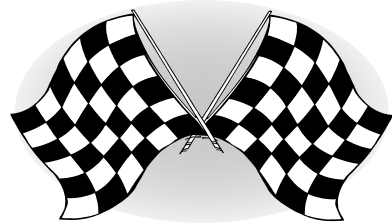
With a new sponsor and renewed focus on a broader range of motorcycles, this sporting tour of the Finger Lakes and the surrounding countryside is part of the Stone Bridge Driver events. The Lane's Yamaha Vintage Motorcycle Rallye Presented At Community Bank is for riders and passengers on motorcycles 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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More About Mazda, This Year's Marque

by **BILL GREEN**

The Mazda Motor Corp. – Matsuda Kabushiki-gaisha – is a Japanese automaker based in Fuchu, Aki District, Hiroshima Prefecture, Japan.

Mazda began as Toyo Cork Kogyo Co., Ltd., founded in Hiroshima, Japan, in 1920. The company renamed itself to Toyo Kogyo Co. Ltd. in 1927. In the late 1920s, the company had to be saved from bankruptcy by Hiroshima Savings Bank and other business leaders in Hiroshima.

In 1931, Toyo Kogyo moved from manufacturing machine tools to vehicles with the introduction of the Mazda-God auto rickshaw. Toyo Kogyo also produced weapons for the Japanese military throughout World War II.

The company formally adopted the Mazda name in 1984, though every automobile sold from the beginning bore that name. The Mazda R 360 was introduced in 1960, followed by Mazda Carol in 1962.

Beginning in the 1960s, Mazda was inspired by the NSU RO 80 and decided to put a major engineering effort into development of the Wankel rotary engine as a way of differentiating itself from other Japanese auto companies.

The company formed a business relationship with German company NSU and began with the limited-production Cosmo Sport of 1967 and continuing to the present day with the Pro Mazda Championship.

Mazda has become the sole manufacturer of Wankel-type engines for the automotive market, mainly by way of attrition. NSU and Citroen both gave up on the design during the 1970s and prototype Corvette efforts by General Motors never made it to production.

This effort to bring to itself apparently helped Mazda rapidly began to export its vehicles. Both piston-powered and rotary-powered models made their way around the world. The rotary models quickly became popular for their combination of good power and light weight when

compared to piston-engined competitors that required heavier V6 or V8 engines to produce the same power. The R100 and the RX series CRX-2, RX-3 and RX-4 led the company's export efforts.

Mazda's rotary success continued until the onset of 1973 oil crisis. As American buyers (as well as those in other nations) quickly turned to vehicles with better fuel efficiency, the relatively thirsty rotary-powered models began to fall out of favor.

From 1979 to 2010 Mazda had a partnership with the Ford Motor Company, who acquired a 7 percent stake in 1979 and by 1996 owned 33.3 percent of Mazda. Ford gradually divested its stake in Mazda from 2008 to 2010. During this time Mazda helped Ford develop many things.

Mazda's international competition debut was on Oct. 20, 1968, when two Mazda Cosmo Sport 110s coupes entered the 84 Hour Marat Hondela Route Ultra Endurance race at the Nürburgring in Germany. One finished in fourth place and the other broke an axle after 81 hours.

The next year, Mazda raced Mazda Familia R100 M10A coupes. After winning the Singapore Grand Prix in April 1969, they came in fifth and sixth in the Spa 24 Hours, beaten only by Porsche 911s on Oct. 19, 1969. Mazda again entered the 84 Hours in Nürburgring race with four Familias. Only one of these finished, taking fifth place.

The first racing victory by a Wankel-engined car in the United States was in 1973, when Pat Bedard won an IMSA race at Lime Rock Park in a Mazda RX-2.

In 1976 Ray Walle, owner of Z and W Mazda drove a Cosmo Mazda RX57 from the dealership in Princeton, N.J., to Daytona and won the Touring Class Under 2.5 Liter at the 24 Hours of Daytona and then drove the car back to New Jersey. The Cosmo placed 18th overall in a field of 72.

After substantial successes by the Mazda RX-2 and Mazda RX-3, the Mazda RX-7 has won more IMSA races in its class than any other model of automobile, with its hundredth coming on Sept. 2, 1990. Following that, the RX-7 won its class in the IMSA 24 Hours of Daytona 10 years in a row, starting in 1982.

The RX-7 won the IMSA Grand Touring Under 2 Liters Championship each year from 1980 through 1987, inclusive.

In 1991, a four-rotar Mazda 787 B won the 24 Hours of Le Mans auto race outright. The 787 B triumph remains unparalleled, as it remains the only non-piston engine car ever to win at Le Mans.

- Source: Wikipedia

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Founders' Tour Features Two Route Choices

by **CARL D. BENSON**

The Founders' Tour and our host, The Red Newt Cellars Winery & Bistro, welcome you to join us for an eclectic gathering of the most unique gathering of sports and classic automobiles at the, now, famous Watkins Glen Grand Prix Festival's 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 world famous 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 for you to enjoy. All our Festival guests will welcome the distinct Founders' Tour as it rolls its way to the reserved and uniquely accessible downtown curbside parking location. The Founders' will be on display for everyone to enjoy and add to the famous Grand Prix festivities.

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

ers the exciting 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, a lake view panorama, 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 heritage.

At Red Newt Cellars Winery & Bistro, the drivers arrive at about 9 a.m. Festival day. They 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 navigators.

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. The drivers 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](http://www.grandprixfestival.com/StoneBridgeDriversEvents) 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”).

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 1:30 p.m.!



A Mini goes through Glenkhana paces.

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An Austin-Healey Sprite goes through Archy Smith's Corner on the original race circuit in the Glenora Run.
(photo by Terrie Sautter)



MG was the featured marque, and this early 1950s MG TD is one of several in the Concours d'Elegance.
(photo by Bill Green)

This pre-war MG has a place of honor on the Court House lawn.
(photo by Bill Green)





MGs drive down Franklin Street as the Tour de Marque takes its laps after arriving in the village. (photo by Bill Green)



Glenora Run drivers take a break to display their cars in Montour Falls. (photo by Terrie Sautter)

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 1970s-era Serena from Poland was a Concorso Speciale entry.

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 Tests Drivers', Navigators' Skills

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 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 *raison d'être*. As the Glenora Run was the first Stone Bridge Driver event, the "vin-



An Austin-Healey leaves Glenora Wine Cellars for the start of the 2014 Glenora Run. (photo by Terrie Sautter)

tage" aspect of the Festival is embodied by including only vehicles that are built pre-1986.

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,

All routes converge in Montour Falls to be staged

continued on page 24

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continued from page 23

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.

Legends Speak

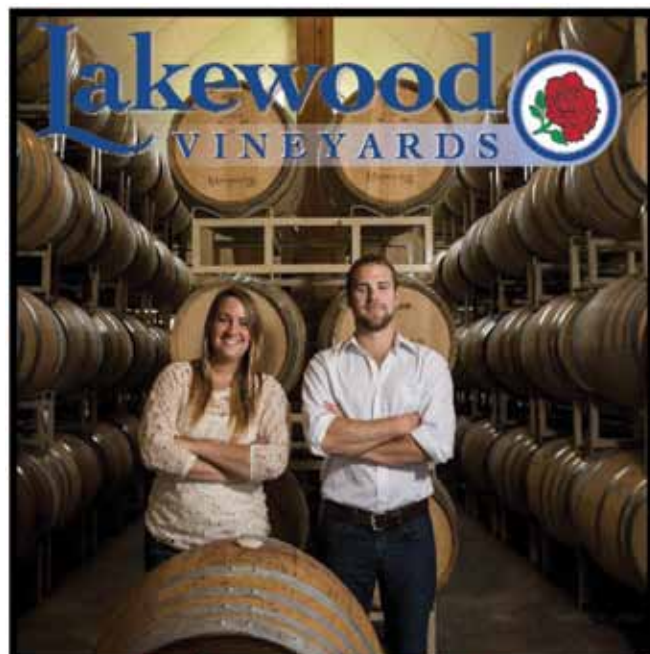
Legends Speak brings together some of racing history’s best drivers, engineers and motorsports personalities to tell their stories and answer your questions. Sponsored by the International Motor Racing Research Center, Legends Speak always delivers a good time and great memories.

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In anticipation of the Racing Research Center’s day-long celebration of Can-Am racing on Saturday, Legends Speak this year will offer a brief look-back at that popular racing series.

Among the expected speakers are Can-Am champion Oscar Koveleski and his noted crew chief Jack Deren.

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Havana Glen Hosts Start of Knapp Roadsters

by ERIC NAVESTAD

The 13th 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 Havana Glen Park in Montour Falls 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 160 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 67 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 Watkins Glen Grand Prix Festival so popular.

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



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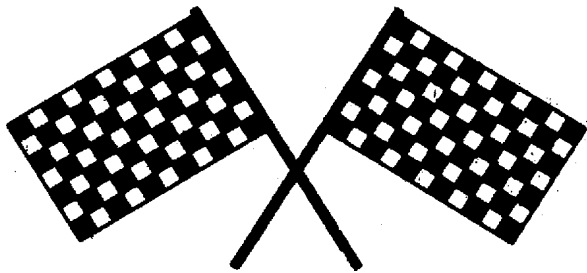


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Smalley's Tech Inspection Attracts Cars, Fans

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 Jennifer Sweet, during the Smalley's Garage Tech Inspection Reenactment first thing in the morning of the 2014 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.

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

The Smalleys offered their garage and gas station, where they did general auto repairs and sold foreign cars. Famous marques of the time, which were sold and maintained, included MG, Morris Minor, Triumph, Renault, Riley and Citroen.

Even today, Smalley's Garage remains the place to go for foreign sports car repair and the small, stone-faced building looks much the same today as it did in those early years.

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



Jennifer Sweet, as Flossie Smalley, looks over an Atlas at the 2014 Smalley's Garage Tech Inspection Reenactment. (photo by Bill Green)

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.

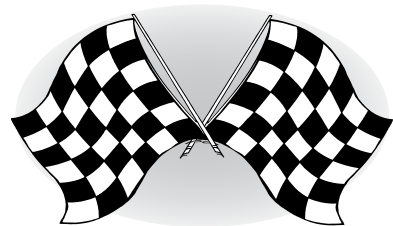
Today the garage is run by Tom Smalley, one of Lester and Florence's sons.

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.



Having fun at the Smalley's Tech Inspection in 2014. (photo by Bill Green)



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.
- Corning, Inc., and the Corning Museum of Glass in Corning, just off Route 414, sponsor of the Corning Concours d'Elegance.
- Glenora Wine Cellars, Route 14, Glenora, north of Watkins Glen, sponsor of Glenora Run Road Rallye. The Festival's first sponsor – they helped it all get started!
- Knapp Vineyards, located on Ernsberger Road near Romulus, sponsor of the Knapp Vineyards Sporting Roadster Tour.
- Red Newt Wine Cellars & Bistro, Hector, sponsor of Red Newt Wine Cellars Founders' Tour.
- Hector Wine Company, Hector, co-sponsor of the Hector Wine Company Glenkhana Presented by Maguire Chrysler-Jeep.
- Chateau Lafayette Reneau Winery, Hector, sponsor of Chateau Lafayette Reneau Winery Tour de Marque.
- Community Bank, with a branch on Fourth and Franklin streets, sponsor of the Community Bank Concorso Speciale, and site of the Lane's Yamaha Vintage Motorcycle Rallye, presented at Community Bank.
- Maguire Chrysler-Jeep, Franklin Street, Watkins Glen, co-sponsor and site of the Glenkhana. Maguire Family of Dealerships, Ithaca and Watkins Glen, and sponsor of the Maguire Family of Dealerships Fireworks Show at 8 p.m. in the Glen State Park Amphitheatre.
- Jerlando's Ristorante, Fourth and Franklin streets, Watkins Glen, sponsor of the Festival Program. Thank them for your complimentary copy!
- Lane's Yamaha, Route 14, Watkins Glen, co-sponsor of the Lane's Yamaha Vintage Motorcycle Rallye, presented at Community Bank.
- Hagerty Classic Car Insurance, with headquarters in Traverse City, Michigan, the Official Classic Car Insurer of the Grand Prix Festival.
- Rooster Fish Brewing, the Official Brewery of the Grand Prix Festival, with products available at the Wildflower Café, RoosterFish Brewpub, Nickel's Pit Barbeque and Rooster Fish Brewing, all on Franklin Street in Watkins Glen.
- Watkins Glen International, County Route 16, 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, Decatur Street, sponsor of The Legends Speak.
- 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.
- The Watkins Glen Area Chamber of Commerce supports this event with funding from a Tourism Assistance Program.



2014 Glenora Run drivers prepare for their rally at Glenora Wine Cellars. (photo by Terrie Sautter)

Be a Stone Bridge Driver

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 Grand Autocade, which will be a 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 Red Newt Cellars Founder's Tour, the Glenora Run Road Rallye, the Corning Concours d'Elegance, the Chateau Lafayette Reneau Tour de Marque, the Kanpp Vineyards Sporting Roadster Tour, the Hector Wine Company Glenkhana, the Community Bank 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. Register for an event in the 2016 festival early, as limited openings fill quickly.

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

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Volunteers Essential to Festival's Success



Festival volunteers, from the left, Barb Chapman, Judy Buterfield and Donna Beardsley staff Festival headquarters in 2014. (photo by Bill Green)

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.

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 and who enjoy their cars today.

Watkins Glen Promotions Office - Carole Pierce

Festival Management Team Leader -

Marianne Shoemaker

Volunteer Recruitment - Judy Phillips

Festival Marketing - Tom Seem

Festival Logistics - Tony Fraboni and Steve Klemann

Festival Traffic - Rocco Scaptura

Smalley's Garage - Joe Place

Stone Bridge Driver Events - Casey Creamer

Concours d'Elegance - David Wild, Jeff Kath

Concorso Speciale - Gary Whyman,

Richard Hautaniemi

Glenora Run - Terrie Sautter

Founders' Tour - Carl Benson

Sporting Roadster Tour - Eric Navestad

Tour de Marque - Bruce Coulombe

Vintage Motorcycle Rallye - Karl Smolenski

Glenkhana - Danielle Hautaniemi

The Legends Speak - Dave Ward

Drivers Walk of Fame - Jim Scaptura

Historic Accuracy and Festival Photography -

Bill Green

Festival Program - Schuyler County Hi-Lites,

Glenda Gephart

Sponsorship - Tom Seem

Merchandise - Judy Phillips, Dena Carrigan



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Enjoy Region in June in Lake to Lake Ramble

by **CARL D. BENSON**

The Lake to Lake Ramble is now the region's most sought-after exclusive driving experience. It has encompassed the Watkins Glen International long course and the entire Finger Lakes countryside.

Sponsored by Watkins Glen International and produced with WGI's traditional 6-Hour sports car weekend in June, the Lake to Lake Ramble offers the experience of the essence of the sports car 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 course, logging about 10 miles of this world renowned sports car 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 route and the other a western Finger Lakes route) you'll be on your way to toward an exciting and picturesque drive.

So, did we consider the root of our existence? The original 1948 6.6-mile road course? Yes, we certainly 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.

Let's add it up: one sports car, a driver and a navigator, a world-famous sports car geographic region amounting to over 2500 square miles, the world-famous Motor Racing Research Center, the historical original 6.6-mile 1948 road course, Watkins Glen International's 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, exquisite picturesque dining at the The Glen Club, two Finger Lakes road tours 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 life, 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](http://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.

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This 1950 Ferrari 166 MM is one of many significant vehicles 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 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 annual Sponsorship Team, an endowment and outright gifts. The Center also raffles a significant vehicle each year.

This year's raffle car is a 2015 Toyota Camry SXE V-6. The drawing will be Dec. 12. Tickets are \$40 for one or three for \$100. Only 3,504 will be sold.

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.

Sept. 11 hours: 9 a.m.-9 p.m.

Watkins Glen Promotions Helps Communities Shine

by **CAROLE PIERCE**

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 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, featuring hands-on activities and demonstrations celebrating the area's agriculture and the autumn harvest. In addition to a farmer's market, the family-friendly, daylong event includes live entertainment, a scarecrow contest, a historical ghost

walk, a children's activity zone 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 all.

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 1 1/2 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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Photo Credit: Stu Gallagher

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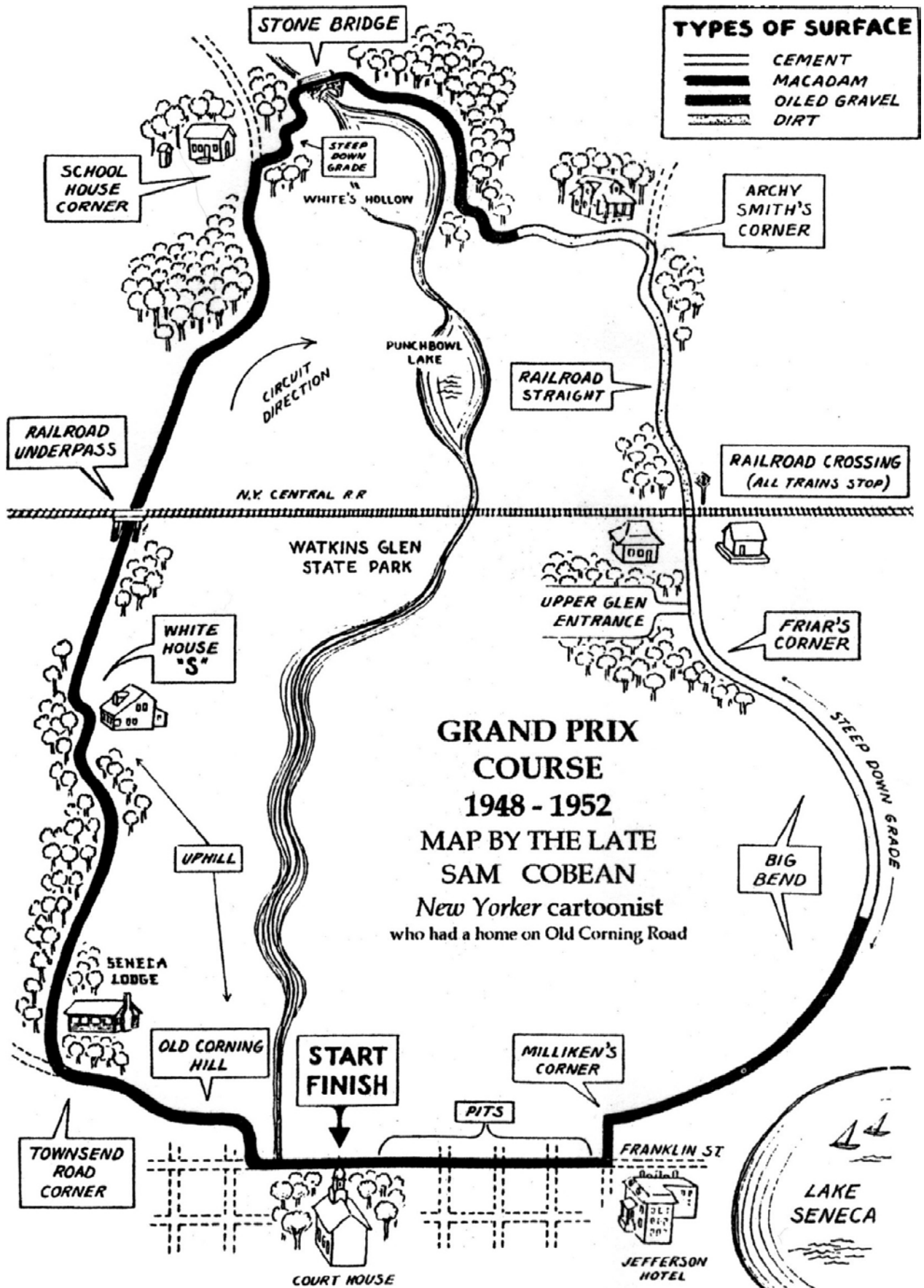
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Corvette 2016 Festival Marque



Addison Austin of Norwalk, CT drives a Corvette in the September 1955 Glen Trophy Race.
 (photo from the International Motor Racing Research Center's Gus Iacozili Collection)



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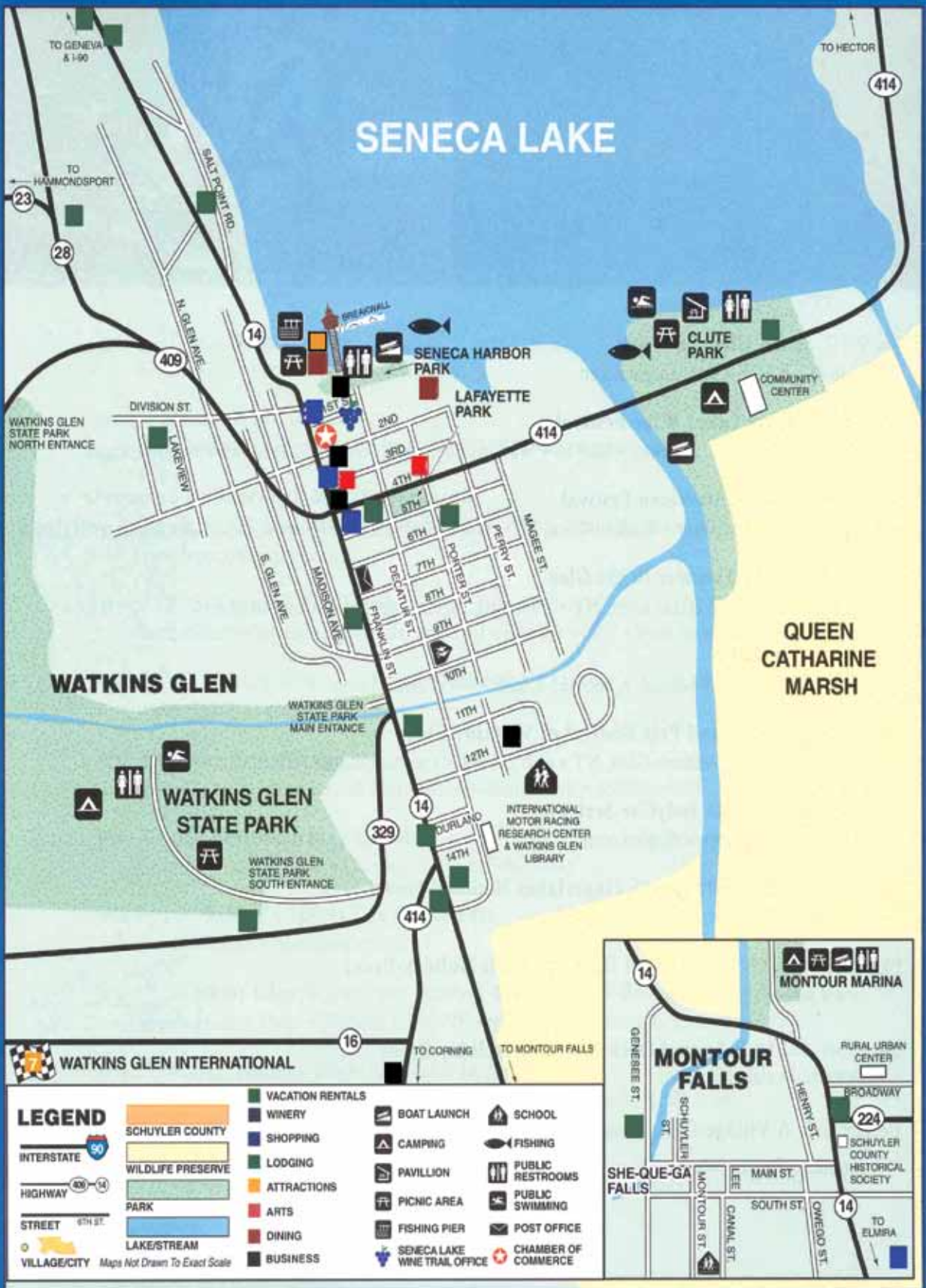




Festival Schedule



- 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
~ 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
~ 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
- 2:00 p.m. ~ Chateau Lafayette Reneau Winery Tour de Marque Mazdas parked for display at Lafayette Park, 4th Street
- 3:00 p.m. ~ The Legends Speak, Lafayette Park, 4th Street
- 4:40 p.m. ~ Grand Autocade cars and motorcycles line up on Franklin Street, from 9th Street north
- 5:00 p.m. ~ Corning Concours d'Elegance Awards Ceremony, original Start/Finish Line
- 5:40 p.m. ~ Grand Autocade Ceremonies, original Start/Finish Line
- 5:50 p.m. ~ Grand Autocade begins laps of the original circuit
- 6:30 p.m. ~ Grand Autocade parks on Franklin Street for display
- 7:00 p.m. ~ Classic Racing Film "Greased Lightning,"
The Glen Theater, 112 N. Franklin St.
- 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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