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COMPLIMENTS OF**



**SEPTEMBER 8
2017**

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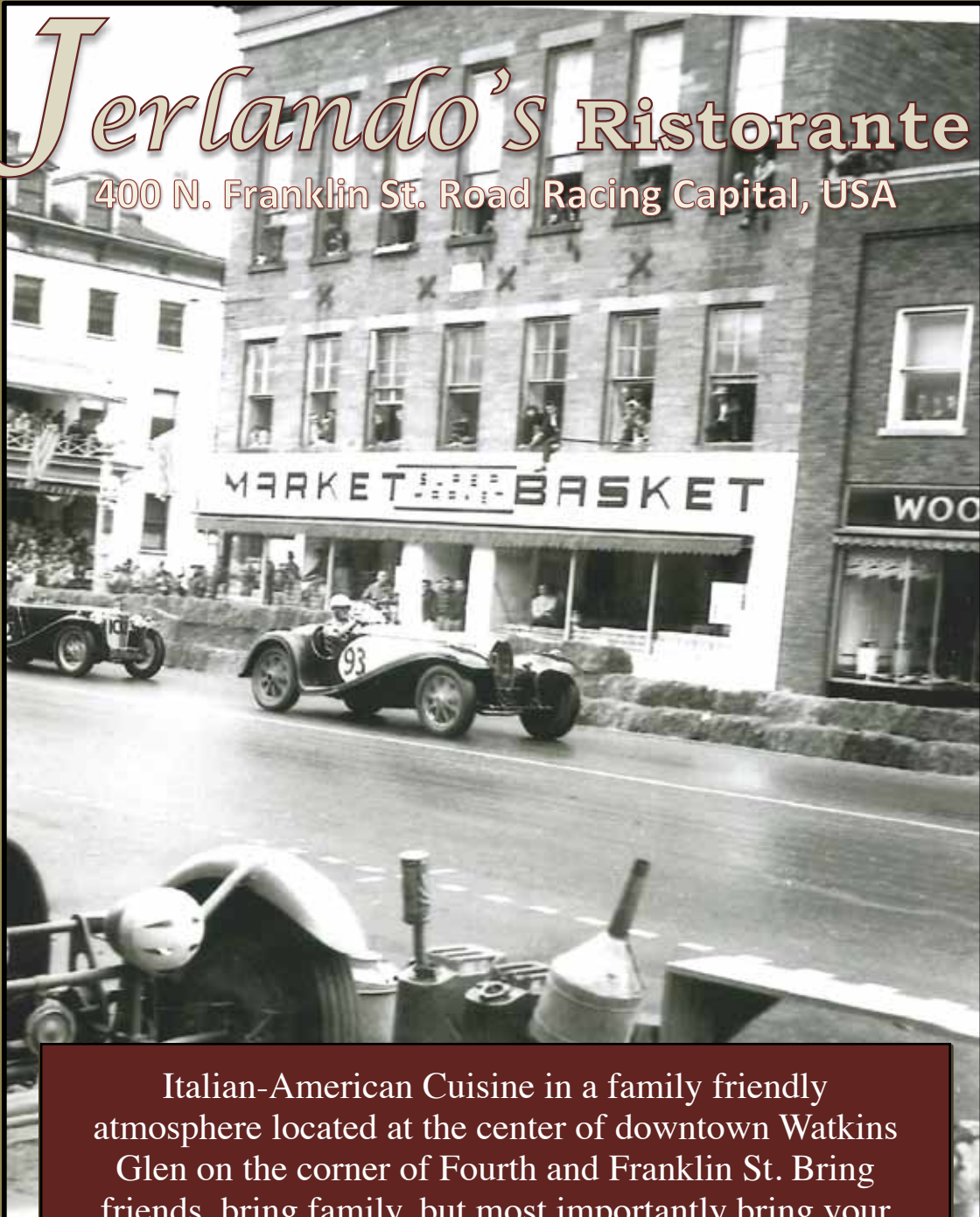
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Welcome Fest Fans!

Dear Visitor:

Welcome to the 24th anniversary Grand Prix Festival of Watkins Glen, celebrating the racing heritage of our beautiful community. Cars of the Autobahn are featured this year as we honor the 69th 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 German-made automobiles, 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 nine 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.

Also to be found in Lafayette Park at 3 p.m. will be The Legends Speak presented by the International Motor Racing Research Center. Otto Linton, the last surviving driver in the first race in 1948 will be our honored guest at Legends Speak. Be sure to go listen to the tributes from a variety of speakers.

The SVRA vintage race cars will roar into town at 4:45 p.m. to park on display on Franklin Street. “Pre-Race” ceremonies will be held at 5:30 p.m. in front of the courthouse, and the Grand Prix Race Tribute will fire up their engines at 6 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.

Experience a day 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 Marts
Management Team Leader





Volunteer

It takes over **100** volunteers to make the Grand Prix Festival the event we all love. We need you. Whatever your skill set, we have a place for you. Please help us out.

Contact Carole Pierce at
Watkins Glen Promotions:
607 535 3003
events@watkinsglen.com

“Volunteers don’t get paid, not because they’re worthless, but because they’re priceless.”

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Chemung Canal Trust Co. Community Leader

Chemung Canal Trust Company is proud to sponsor the 2017 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 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 racing in Watkins Glen, Chemung Canal Trust Company has grown from humble beginnings into a \$1.7 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 is providing families, businesses and organizations with the 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 the 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 beautiful 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!

To learn more about Chemung Canal or the products and services we offer, stop by any of our conveniently located offices or visit chemungcanal.com.





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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: the state, the county, the village, the towns of Reading and Dix, and the New York State Parks Commission. A permit from the New York Central Railroad also was needed because the trains were stopped during the race, as the course crossed the tracks.

Competition moved to a temporary course in 1953, and a 2.3-mile permanent circuit was built in 1956. The following year, The Glen hosted its first professional race, a NASCAR Grand National Stock Car event won by Buck Baker over Fireball Roberts.

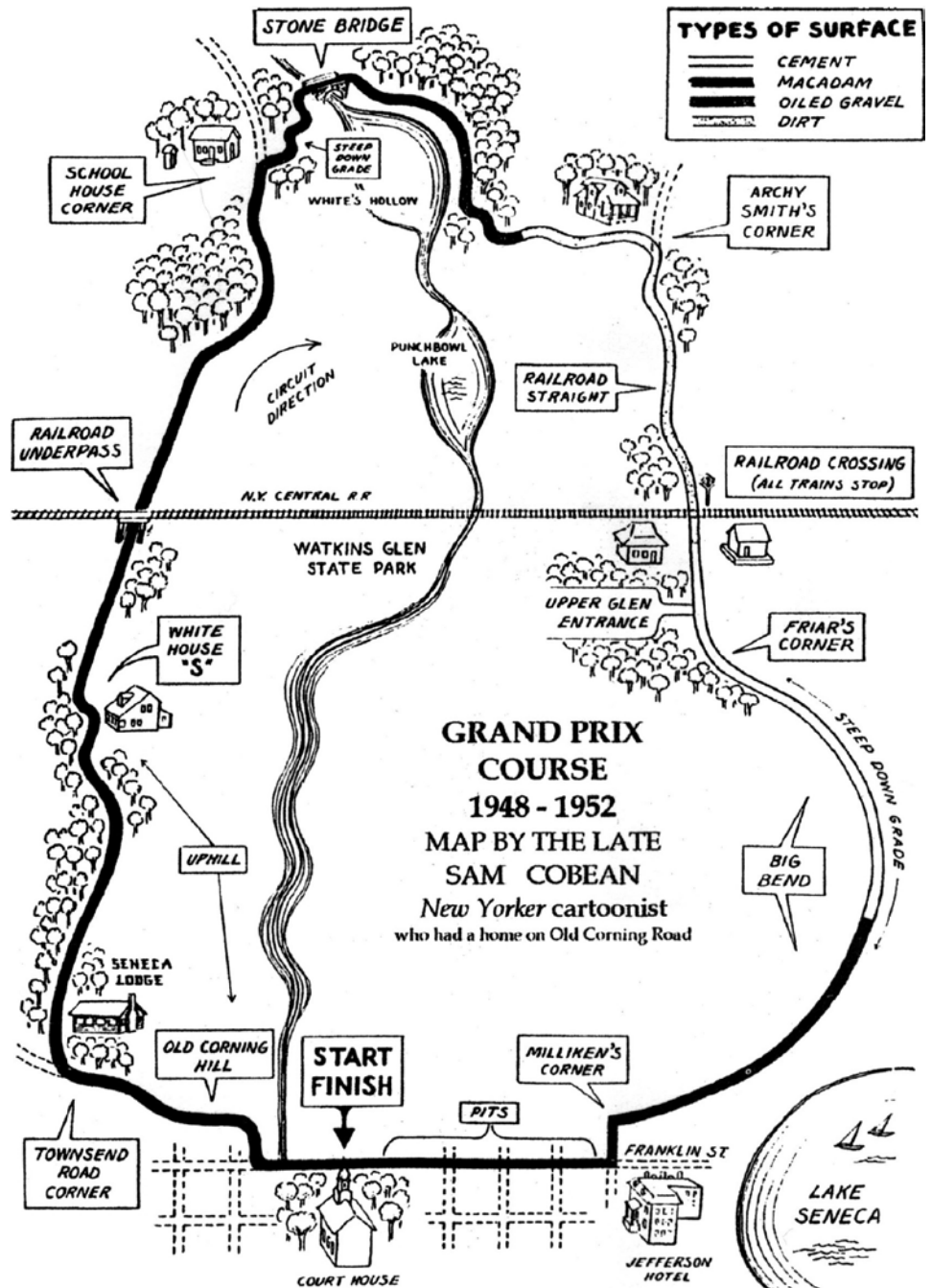
True international competition, one of Argetsinger's foremost goals, began in 1958 with the running of a Formula Libre race.

Among the many racing series thrilling race fans was

Formula 1. Watkins Glen would be the home of the U.S. Grand Prix for 20 years, 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 it has hosted a variety of racing competitions, from SVRA to NASCAR to SCCA to INDY Car.



Festival Honoring 1948 Racer Otto Linton

by **BILL GREEN**

Otto Linton, who raced in the first race in Watkins Glen in 1948, is celebrating his 100th birthday this year, and we're all celebrating with him.

Linton will be the focus of Legends Speak at 3 p.m. at Lafayette Park. Stories from Linton's life will be shared by friends and family, with a few details added by Linton himself.

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 events 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



Otto Linton enjoys his time at a past Festival. (photo by Jim Lyon)

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



Otto Linton in an MG J4 in the first race in Watkins Glen in 1948. (photo from the William Green Motor Racing Library)

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 MG J4 competition two-seater 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 the 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 as well as the SVRA vintage races at the track. Otto was inducted into the Watkins Glen Drivers Walk of Fame in 2002, and in 2013 he was inducted into the Watkins Glen International Legends of the Glen.



Otto Linton in a Siata Sport in the 1951 Queen Catharine Cup race through the streets of Watkins Glen. (photo from the William Green Motor Racing Library)

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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, the LOONY Lotus Rendezvous or the Lane's Yamaha Vintage Motorcycle Rallye. We also extend the fun to May with our Grist Iron Brewing Waterfall Ramble.

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

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 Photo credit: Bob Gillespie

Lots of Ways to Enjoy the Fest with a Sports Car

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.

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. And vintage motorcycles are also in the mix.

The Grand Prix Festival gives participants in multiple events the opportunity to tour the region together, do laps of the original race circuit and park together in the festival area downtown.

The Glenora Run: This is the first rally organized for the Grand Prix Festival. Early Friday morning, while downtown Watkins Glen is still preparing for other events to begin, 130 vintage sports cars gather at Glenora Wine Cellars north of the village. Drivers and navigators prepare for a lively drive with twists and turns through several counties. 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 for a

lap through the Schuyler Hospital Seneca View Nursing Facility parking lot, then on to Watkins Glen State Park for lunch. After lunch and awards, "Glenora Runners" take to the streets again for two Cayuga Health System Laps of the old course.

The Knapp Vineyards Sporting Roadster Tour: This rally, in its 15th year, 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. Participants sign in at Havana Glen Park in Montour Falls at about 7:45 a.m. The route consists of both scenic and spirited driving roads in the Finger Lakes Region. The approximately 160-mile route is broken up into several seat-friendly blocks of time on the road with a morning break, a lunch break at Knapp Vineyards and an afternoon break before the parade laps. Participants have the option of starting later, skipping the first segment, and joining the rest of the tour for an approximately 100 mile drive. At the end of the tour, the groups convene at the Watkins Glen State Park, where they grid into formation for their two full Cayuga Health System Laps of the old course.

continued on page 22



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2016 Grand Prix Festival



(photo by Steve Thompson)



(photo by Steve Thompson)



(photo by Bill Green)



(photo by Bill Green)



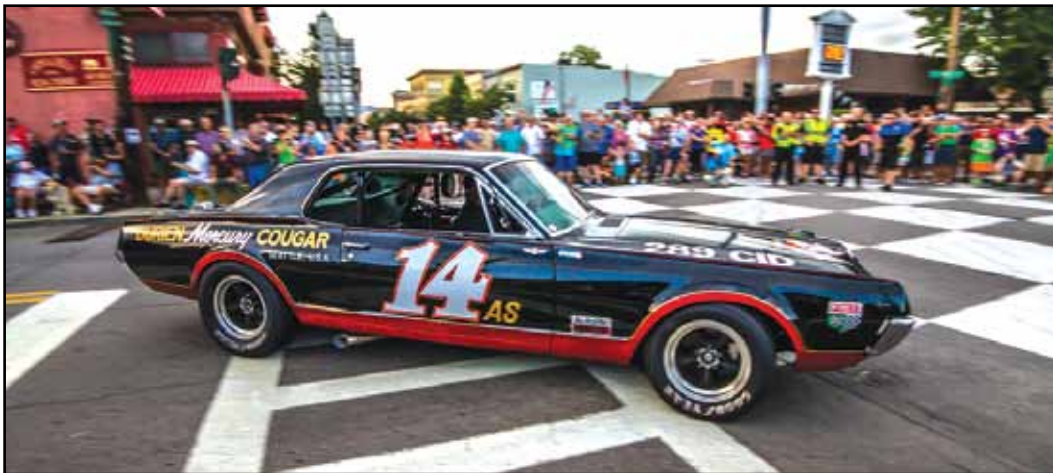
(photo by Steve Thompson)



(photo by Bill Green)



(photo by Steve Thompson)



(photo by Steve Thompson)



(photo by Steve Thompson)

Germany's Autobahn Built for Speed, Efficiency

by **BILL GREEN**

The Autobahn system, a four-lane highway system that would improve travel throughout the nation, was a modern "wonder of the world" in Germany in the 1930s.

The highways were built for travel and for landing aircraft, with the German air force using them for takeoffs and landings in World War II. (When the New York State Thruway was built, it, too, had sections two miles or more in length on which to land aircraft.)

When Hitler was in power in Germany, all speed records of any kind, if German personnel were involved, had to be set in the homeland, and that included automobile speed records. Still, German cars, both Mercedes-Benz and Auto Union, competed in land-speed record events in 1934 in Gyon, Hungary, and in 1935 Auto Union was in Italy at Florence-Lucca.

Auto Union and Mercedes-Benz competed in record runs in 1935 between Frankfurt and Heidelberg. In 1937, record runs were completed on the Autobahn between Frankfurt and Darmstadt. In early 1938, during a record run for Auto Union, Bernd Rosemeyer was killed while trying to take back the record set by

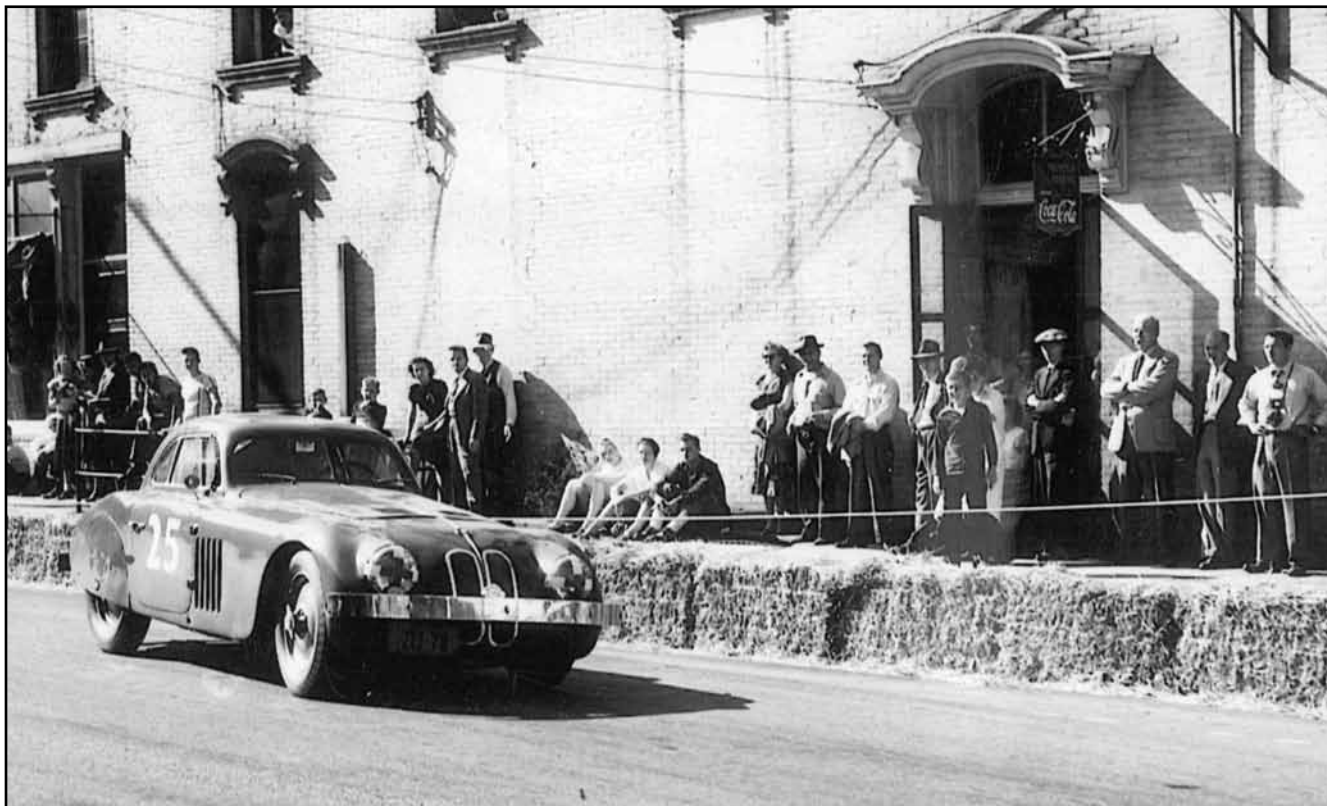
Rudolf Caracciola earlier that day.

From 1937 to 1938, construction of a new Autobahn was started in the eastern part of Germany, with a section between Halle and Dessau built specially for record runs. The absolute straight section of the Rekordstrecke measured 9.334 kilometers, or 5.8 miles, and at each end was a gentle curve.

In February 1939, Caracciola completed several record runs over three days, driving a special-bodied Mercedes-Benz W154. There were a couple more record runs in May 1939, one by Goldie Gardner's special MG, and in June 1939 by Johnny Lurani's Nibbro.

This special section between Halle and Dessau was built especially for the T80 Mercedes-Benz record car. The car was ready, but the engine was still not ready in 1939, and record runs were planned for 1940. But World War II in Europe started in earnest and the runs were never done.

After the war ended, that section of the Autobahn was inside Soviet-dominated East Germany. There were motorsports events held in the area, and special road sections were used for regular highway use.



Robert Grier drives his 1940 BMW in the 1949 Watkins Glen race through the streets. Among other races, the BMW also competed in the 1940 Mille Miglia. (photo from the William Green Motor Racing Library)

Smalley's Fun for Fans

Flossie Smalley appears each year at the Grand Prix Festival for the popular Smalley's Garage Tech Inspection Reenactment at 9:30 a.m.

Located at Smalley's, still at 204 S. Franklin St. since opening in 1941, Jennifer Sweet portrays Flossie for owners of vintage cars who hand over their vehicles for her 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.

Smalley's Garage, operated today by son Tom Smalley, looks much the same today as it did in those early years.



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Cars fill Franklin Street before the start of the Watkins Glen Grand Prix Race Tribute laps at the 2016 Grand Prix Festival. (photo by Angelo Lisuzzo)

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Tour Puts Spotlight on Festival 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 with an opportunity to experience the best of Watkins Glen.

This year we tried something different – rather than a single marque, we’re featuring the best of an entire country. And what country conjures up images of speed and power more than Germany, where cars are designed to run flat-out on the famous Autobahn and tested on the unforgiving Nürburgring.

The Autobahn creates a unique challenge for car designers. No speed limits, miles (or rather kilometers) of long, flat pavement. The perfect playground for mighty Mercedes-Benz, Audi, Porsche, and BMW. But even the lowliest cars in Germany are designed to run flat-out because of the Autobahn, and Volkswagens, Opels and Fords are built with long-legs too.

But it’s not just the powerful cars with their Sturm und Drang that makes us think of Germany – but also the unique designs that spring from the minds of German engineers.

Can anything be as far removed from a mighty gull-winged Mercedes SL as an Isetta? Yet both are appre-

ciated by automotive enthusiasts the world over.

This year’s Tour de Marque begins with arrival and registration of our Autobahn-burners 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 60-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. The participants will get to enjoy a first-hand view of the racing circuit by wheeling their cars around the track following the official pace cars.

Next the Tour heads out to join the downtown festival. The cars come to a stop behind the modern gull-winged Mercedes SLS pace car at the original 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, the cars 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 iconic marques.

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Concours Celebrates Elegance of Cars

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 featured cars this year are the cars of the Autobahn, the German-built cars that were found on that highway.

Very few German cars took part in the early Watkins Glen races right after World War II. One of the first was the Mercedes-Benz Gullwing coupe of Paul O'Shea.

I recall he dominated the race while smoking a cigar.

The occasional BMW 327/328, Auto Union, VW or DKW-powered car would appear until Porsches began to enter. The Porsche 356 became popular in Class E Production by 1959.

The Glen was well-suited to the Porsche 356 with its long straights. It required a really good driver as they struggled to handle the over-steering Porsche. I found

that they were always "in the way" in the corners or on braking on short courses but were fast on a long straight line.

At the Concours, we continue to make special efforts to display a wide variety of the types of cars that were present during the early years of racing at Watkins Glen. The selection process allows for rare and unusual cars that may have the patina of age, as well as fully restored cars.

We thank the owners of these fine vehicles for sharing them with the enthusiasts at the Festival and for helping to preserve and celebrate Watkins Glen's road racing heritage.

2018 Grand Prix Festival Marque

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Shuttle Bus Offers Easy Access to Festival Events

The Grand Prix Festival free shuttle bus service and parking for spectators offered again this year. Use the shuttle and simplify everyone's life!

Free parking is available at the Clute Park Community Center on Route 414, east of downtown Watkins Glen. Spectators and volunteers can park and board the shuttle to get closer to the event sites along Franklin Street and reduce walking and downtown traffic. This is the only location for shuttle parking.

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 Cars of the Autobahn, and near the Watkins Glen School Apartments.

These sites are for passenger pick-up and drop-off only, with no parking. Spectators can get on or off at any location. Programs are available on the shuttle bus.

Utilization of this service helps to reduce traffic flow in the village and make parking and road traffic easier for everyone.

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.

Five into Walk of Fame

Five racers 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 and honors people who have raced at Watkins Glen.

This year's honorees are George Frey, Peter Giddings, Richard "Tex" Hopkins, James Nolan and Brock Yates.

The induction ceremonies will be at noon at the Schuyler County Courthouse. Due to a planned state reconstruction of Franklin Street in 2018, the drivers' markers will be displayed but will not be installed until the spring.

Lotus Part of Festival

A rendezvous of Lotus owners and their cars is returning as a Stone Bridge Driver's event. Lotus Owners from all over the USA will be driving two laps of the original Grand Prix course through the streets and will have reserved downtown display parking for the Festival.

The event is organized by Lotus Ltd. and the Lotus Owners of New York (LOONY). It is sponsored by Lotus of WNY.

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Watkins Promotions Celebrates Community

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 Falls Harvest Festival, presented at the fairgrounds 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 lilt 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@watkinsglen.com.

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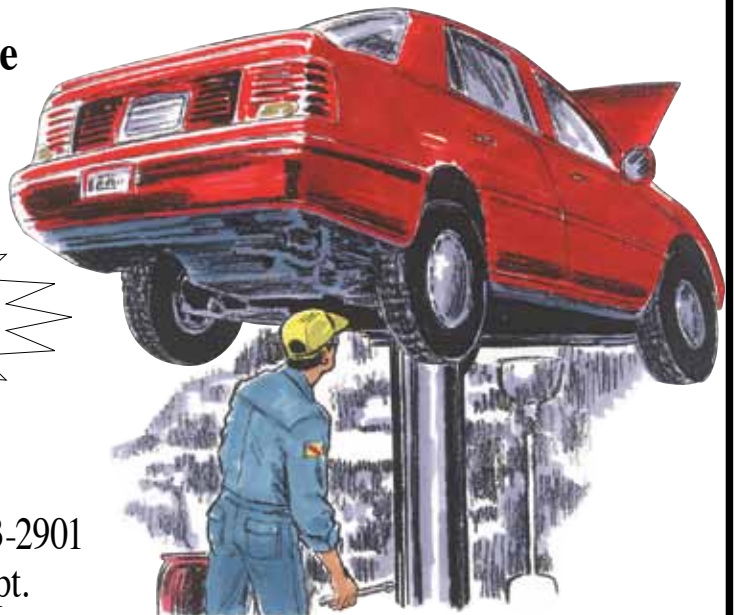
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New Waterfall Ramble

by **CARL D. BENSON**

The new Grist Iron Brewing Waterfall Ramble is the region's most sought-after exclusive driving experience, with visits to waterfalls of the Finger Lakes Region and Watkins Glen International.

This one-day event, on a Saturday in May, for sport and classic cars features a 120-mile fun road tour originating at Grist Iron Brewing Co., north of Watkins Glen in Hector. It's a cross-country grand tour featuring up to 20 spectacular waterfalls, stops at up to four state parks within the Finger Lakes, the original Watkins Glen race circuit and three paced laps of the WGI long course. The day is capped at Grist Iron at its Gears and Growlers Sports Car Rendezvous.

Let's add it up: one sports car, a driver and a navigator, the Grist Iron Brewing Co., the historical original 6.6-mile 1948 road course, Watkins Glen International's on-track lap experience in your sports car, the Finger Lakes Grist Iron Brewing Waterfall Ramble Tour and your own special event dash plaque! How's that for distinctive fun and value?

Don't wait, this event fills quickly. Register now online at www.grandprixfestival.com/Stone Bridge Drivers Events or call Carole Pierce at (607) 535-3003.



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continued from page 9

The Founders' Tour: Hosted by Chateau LaFayette Reneau in Hector, the Tour field is split into two routes originating at the winery. After a drivers' briefing and a special Chateau LaFayette Reneau gourmet box lunch, the tour bursts alive with excitement at about 11 a.m. for the challenging cross-country, 50-mile-plus routes. The drivers ultimately reach downtown Watkins Glen and grid on Franklin Street to take their Cayuga Health System Laps of the old course.

The Community Bank Concorso Speciale: This event is sponsored by our friends and neighbors at Community Bank. It celebrates 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. 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!) And those who can are invited to do two Cayuga Health System Laps of the old course.

The Lane's Yamaha Motorcycle Rallye: Early Friday morning, the parking lot of Lane's Yamaha north of Watkins Glen fills with the motorcycles of yesteryear: Triumph, BSA, Honda, Norton, BMW. 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. This sporting tour of the Finger Lakes and the surrounding countryside is for riders and passengers on motorcycles built before 1982. After lunch, the riders make their way downtown, where the bikes will be on display all afternoon at the Community Bank and then take their Cayuga

Health System Laps of the old course.

The Hector Wine Company Glenkhana: Presented at Maguire Chrysler of Watkins Glen, the Glenkhana has 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. 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.

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Volunteers' Passion Fuels Festival

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 Team Leader - Marianne Marts
Volunteer Recruitment - Judy Phillips
Festival Marketing & Sponsorship - Tom Seem
SVRA Race Tribute - Bob Williams
Festival Logistics - Tony Fraboni and Steve Klemann
Festival Traffic - Rocco Scaptura and Sandy Sanders
Smalley's Garage - Bob Williams and Joe Place
Stone Bridge Driver Events - Casey Creamer
Concours d'Elegance - David Wild and Jeff Kath
Concorso Speciale - Gary Whyman and 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
Lotus Rendezvous - Tony Vaccaro
The Legends Speak - Dave Ward
Drivers Walk of Fame - Jim Scaptura and Bill Green
Historic Accuracy and Photography - Bill Green
Festival Program - Schuyler County Hi-Lites
Merchandise - Judy Phillips and Dena Carrigan
Website - Mark Costa and Eric Navestad



Volunteer Casey Creamer at work.

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- **Chemung Canal Trust Co.**, headquartered in Elmira, with branches in Watkins Glen and Montour Falls, presenting sponsor of the Festival.
- **Corning, Inc.**, with headquarters and the Corning Museum of Glass in Corning, just off Route 414; sponsor of the Corning Concours d'Elegance.
- **Cayuga Health System**, uniting Schuyler Hospital in Montour Falls and Cayuga Medical Center in Ithaca, providing integrated health services and advanced level of care for the Central Finger Lakes Region. Cayuga Health System sponsors the Stone Bridge Driver Laps of the old course.
- **Watkins Glen International**, County Route 16, sponsor of the Tour de Marque and Opening Ceremonies for the Grand Prix Tribute. Host of the U.S. Vintage Grand Prix on the same weekend as the Festival. Tremendous logistical support!
- **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.
- **Jerlando's Ristorante**, Fourth and Franklin Streets, Watkins Glen, sponsor of the Festival Program. Thank them for your complimentary copy!
- **Lane's Yamaha**, Rt. 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.
- **Lotus of Western NY**, located in Amherst, NY, featuring a great inventory of Lotus and other high-performance cars, sponsor of the LOONY Lotus Rendezvous.
- **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.
- **Hector Wine Company**, Hector, co-sponsor of the Hector Wine Company Glenkhana Presented by Maguire Chrysler-Jeep.
- **Chateau LaFayette Reneau Winery**, Hector, sponsor of the Chateau LaFayette Reneau Founders Tour launch pad of Watkins Glen International Tour de Marque.
- **Maguire Chrysler-Jeep**, Franklin Street, Watkins Glen, co-sponsor and site of the Glenkhana.
- **Rooster Fish Brewing**, the Official Brewery of the Grand Prix Festival, with products available at the Wildflower Café, Rooster Fish Brewpub, Rooster Fish Brewing Tasting Room & Beer Garden and Nickel's Pit Barbeque, all on Franklin Street in Watkins Glen.
- **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.
- **Grist Iron Brewing**, sponsor of the Grist Iron Brewing Waterfall Ramble, a Stone Bridge Driver event in May.
- **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.





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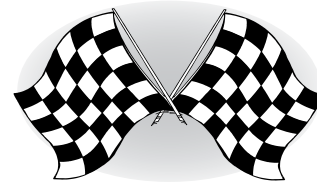
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Festival Schedule

- 9:30 a.m. ~ Tech Inspection, Smalley's Garage, Franklin St.
- 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 their Cayuga Health System Laps of the old course
- 1:30 p.m. ~ Hector Wine Company Glenkhana begins at Maguire Chrysler Jeep
 - ~ Lane's Yamaha Vintage Motorcycles and Community Bank Concorso Speciale on display at Community Bank
- 2:00 p.m. ~ Tour de Marque German cars parked for display at LafayettePark, 4th Street
- 3:00 p.m. ~ The Legends Speak, Lafayette Park, 4th Street
- 4:45 p.m. ~ SVRA vintage race cars arrive on Franklin Street
- 5:00 p.m. ~ Corning Concours d'Elegance Awards Ceremony, original Start/Finish Line
- 5:35 p.m. ~ "Pre-Race" Ceremonies, original Start/Finish Line
- 6:00 p.m. ~ Original 6.6 miles course closed to traffic through 7:30 p.m.
- 6:10 p.m. ~ Watkins Glen Heritage Tour Parade laps
- 6:30 p.m. ~ Watkins Glen Grand Prix Race Tribute begins
- 9:00 p.m. ~ Franklin Street re-opens



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