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20<sup>TH</sup> ANNIVERSARY

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# Welcome to our Celebration of Road Racing in Watkins Glen!

Dear Visitor:

This year marks the 20th anniversary of the Grand Prix Festival of Watkins Glen and the 65th anniversary of the first post-World War II road race in the United States – held right here in Watkins Glen. The volunteer board members of Watkins Glen Promotions and the Festival Management Team welcome you to our village, the home of American road racing! We hope that you will enjoy your stay in the area as well as your experience at this year’s event.

Our featured marque for 2013 is Mini. To see an impressive collection of Minis, be sure to visit Lafayette Park – one block east of Franklin Street between Fourth and Fifth streets. They should arrive from their Tour de Marque rally at 2 p.m. to park on display.

Also to be found in Lafayette Park at 3 p.m. will be The Legends Speak presented by the International Motor Racing Research Center. This year’s event will honor Otto Linton, who competed in the very first races here in Watkins Glen.

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

The Grand Prix Festival of Watkins Glen is a production of Watkins Glen Promotions, a local not-for-profit organization dedicated to producing quality special events in Schuyler County. Each year’s Festival is the culmination of a year of work by a dedicated Management Team of over 40 volunteers, assisted on event day by nearly 150 more volunteers. We expect that nearly 700 vintage and classic sports cars will participate in a wide variety of events, culminating in the Watkins Glen Grand Prix Tribute in the evening. If you like vintage sports cars, and especially Minis, you’re in right place!

Please be sure to show our Festival sponsors and program advertisers your appreciation by using their products and services. Without their generosity, we would be unable to hold the Festival.

In the Spirit of the Sport,



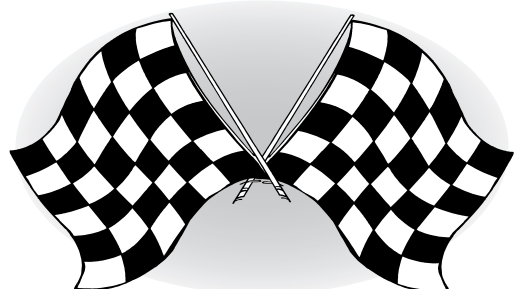
Marianne Shoemaker  
Management Team Leader



A mixed line-up of sports cars cruises Franklin Street during the 2012 Grand Prix Festival.

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Chemung Canal Trust Company is proud to sponsor the 2013 Grand Prix Festival of Watkins Glen. Founded in 1833 in Elmira, New York, Chemung Canal has a proud tradition of supporting the many individuals, businesses and events that contribute to the continued prosperity and success of the beautiful Finger Lakes region.

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

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At that same time, land transportation was just beginning to gear up. Stage coach lines were still thriving. The steam propelled locomotive had made its maiden voyage from Albany to Schenectady only two years earlier. It was 27 years before the pony express reduced mail delivery from months to days. And the

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

Today, as we celebrate 65 of racing in Watkins Glen, we have grown from humble beginnings into a \$1.2 billion, locally owned institution with roots that run deep within the communities we serve. In addition to our convenient branch offices in Montour Falls and Watkins Glen, we offer other locations throughout Broome, Chemung, Steuben, Tioga and Tompkins counties in New York and Bradford County in Pennsylvania.

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

If you'd like to learn more about the services offered by Chemung Canal Trust Company, visit any of our offices or our Web site, [www.chemungcanal.com](http://www.chemungcanal.com).



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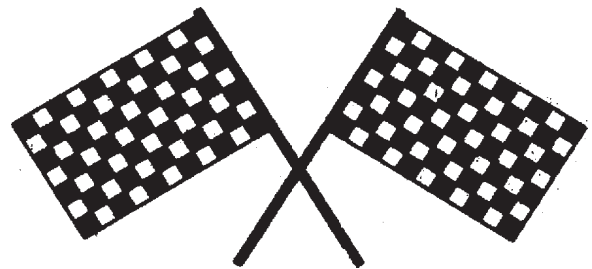
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# Watkins Glen Has Hosted Races Since 1948

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, 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 it has hosted a variety of racing competitions, including NASCAR, which had its 26th year of continuous racing here in August.

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



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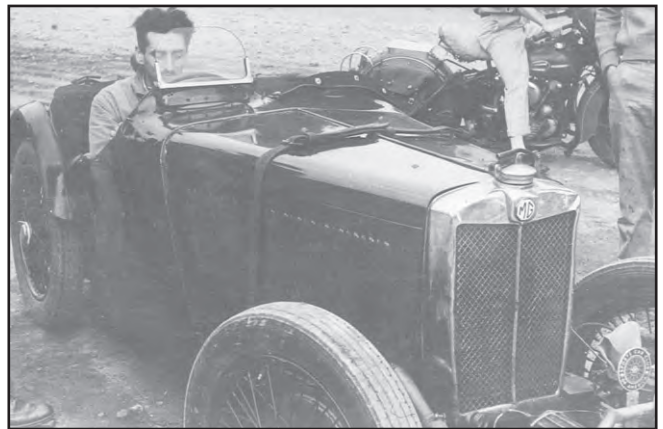
# Early Racer Otto Linton Honored at Festival

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



Otto Linton is at the first race in Watkins Glen in 1948 in his J4 MG. (photo from the Bill Green Racing Library)

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.

**continued on page 8**

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continued from page 7

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 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

## Linton at Legends Speak

Otto Linton will be the main speaker at The Legends Speak at 3 p.m. at Lafayette Park.

This free panel discussion will look back at the early years of racing in Watkins Glen, with Otto's stories as the centerpiece.

Other experts on those early years, including International Motor Racing Research Center Historian Bill Green, will be part of the panel.

The Legends Speak is sponsored by the Racing Research Center.

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

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#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 stopped 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. This weekend he will be inducted into the Watkins Glen International Legends of the Glen.



Otto Linton maneuvers his Siata down Franklin Street in the 1951 Queen Catharine Cup. (photo from the Bill Green Racing Library)

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# 1963 Brought Sports Cars, Midgets, Formula 1

By **BILL GREEN**

Watkins Glen celebrated its 16th year of road racing in 1963.

The first major race weekend was the 16th annual Watkins Glen Sports Car Grand Prix held for the first time in the last part of June. The weekend had four preliminary and six named races, held as regional events.

The SCCA's professional road racing series made its first visit for the United States Road Racing Driving Championship. This series had two races run separately. The first one was a 66-lap or 151.8 mile event for manufacturers for Appendix J cars. The second race was for drivers championship for Appendix C and SCCA modified cars. The race was 82 laps, or 188.6 miles, on the 2.3-mile course.

After the 10-lap preliminary races were run, came the named races. The 20-lap Canandaigua was for classes G and H Production and H Modified cars. Finishing first overall and first in H Modified was Gary Morgan driving the Morgan-Abarth. Second overall and first in H Production in an AH Sprite was John Lawrence. Fifth overall and first in G Production was Sidney Finkel driving a Morgan 4/4.

Race 2 for E Production cars, the Cayuga, and Race 3, the Onondaga, for D Production cars were

combined. Dave Martin in his Sebring A.H. came home first overall and first in D Production. Second overall and first in E Production was John Bilodeau.

Race 3 for F Production cars, the Oneida, was won by Dave Adams in an Triumph TR3. Next up was the Mohawk for Formula Jr. and Formula V. First overall was Ernest Dovos driving a Brabham Formula Jr. Seventh overall and first in Formula Vee was Sherman Decker in a Form Car.

Race 5, the Six Nations, was for A, B and C Production cars. Coming home first overall and first in A Production was Edwin Myers in a Chevrolet Corvette Stingray. Fourth overall and first B Production was Norm Webb in a Lotus 7 Super. Fifth overall and first in C Production was Gary Morgan in his Daimler SP-250.

Race 6 was the Glen Region Trophy for 35 laps for classes C, D, E, F and G Modified. It was won by Conrad Kraus in a Maserati, who also was first in E Modified. Second overall and first in F Modified was George Wintersteen in a Porsche RSK. Third overall and first in C Modified was A.M. Koveleski in a Corv-Ferrari. Fifth overall and first in G Modified was Charles Krueger driving an Elva MK-VS.

Next was the USRRC Manufacturers race won by Bob Johnson in a Cobra, beating the factory Cobra of

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Ken Miles and Dave McDonald, finishing second and third respectively. The race was 66 laps, or 151.8 miles.

Bob Holbert, driving a Porsche, won the USRRC race for the Drivers Championship, a 188.6-mile, 82-lap race.

The seventh annual Glen Classic was moved from June to August and for the first time was an SCCA national event. All races were 27 laps, or 62.1 miles, except the Glen Classic, which was 30 laps, or 69 miles.

The Glen Region Cup race was for Formula Vee and Formula III. First overall and first in Formula III was Donald Auray driving a Cooper. Fifth overall and first for Formula Vee was Dr. Edgar Shantz in a VW. Up next was the Queen Catharine Cup for G and H Modified cars. Charles Dietrich driving a Bobsy II was first overall and first in G Modified. John Ingleheart, driving an Osca, finished fifth overall and first in H Modified. The Schuyler Carrera race for G and H Production cars was won by Erwin Lorincz driving a Triumph Spitfire. He also was first in G Production. Harvey Glass finished second overall and first in H Production driving an Austin-Healey Sprite. The Harold Jacques Memorial race for E Production cars was won by Lake Underwood in a Porsche. The Collier Brothers Memorial Trophy race was next for F Production. It was won by Jerry Truitt driving an MGA.

Race 6 was the Seneca Cup for Formula Jr. and Formula Libre. It was won by Walt Hansgen driving a



An XK120 Jaguar is admired at the Concours d'Elegance at the 2012 Grand Prix Festival.

Lotus 18/21 Climax Formula 1 car. He also was first in Formula Libre. Finishing second overall and first in Formula Jr. was Douglas Revson driving a Cooper. Classes C and D Production competed in the Dix Cup. It was won by James Spencer driving a Triumph TR4 and also finished first in D Production. Second overall and first in C Production was Duncan Black driving a Daimler SP250.

Bobby Brown in a Cobra won the Glen Trophy race for A and B Production cars. He also won first for A Production. Third overall and first in B Production was

**continued on page 12**

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continued from page 11

Bob Mouat in a Corvette.

The main race of the weekend was the 7th Annual Glen Classic for modified classes C, D, E and F. Dick Thompson driving a Corvette Grand Sport was the overall winner and first in C Modified.

On Sunday, a 100-mile, or 44-lap, USAC midget race used the 2.3-mile road course without the chicane at the south end of the track. Eddie Johnson driving an Offy midget was the winner.

The biggest racing event of all at the Glen was the 5th Annual Grand Prix of the United States for the Formula 1 World Championship Oct. 4-6. Jim Clark, driving a Lotus 25 Climax, held the 1963 championship before the Glen event.

Ferrari sent a team of two cars for John Surtees and Glen first-timer Lorenzo Bandini. Also on hand to race were 1961 World Champion Phil Hill and Giancarlo Baghetti. It was Baghetti's first time at the Glen. They were both driving ATS cars. Other first-time drivers at the Glen were Pedro Rodriguez in the third factory Lotus-Climax, Jo Siffert in an Lotus 24 BRM, two-time Indianapolis winner Rodger Ward in a Reg Parnell Lotus 24 BRM and Peter Broker from Canada in a Stebro MKIV Ford. Other World Champions in the 1963 field were Jack Brabham (1959, 1960) driving his Brabham BT-7 and Graham Hill (1962) in a BRM.

Starting from the pole, Hill took the lead until lap six, when Surtees passed him in the Ferrari. Surtees would lead the race until lap 31, when Hill returned to the front. Hill and Surtees would swap the lead until lap 36, when Surtees took over. He held on until lap 82 when engine trouble forced his retirement. Hill was in the front from that moment until the end. His teammate Richie Ginther was second.

Also during the Formula 1 weekend, Ford introduced the Mustang II.



Bob Williams of the SVRA interviews Smalley's Garage owner Tom Smalley at the Technical Inspection re-enactment at the 2012 Grand Prix Festival.

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## Shuttle Bus Saves Steps!

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

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

Additional passenger drop-off and pick-up sites along Porter Street will be located on the east side of Lafayette Park, site of the Tour de Marque display featuring Mini, and near the Middle School. These sites are for passenger pick-up and drop-off only. Spectators can get on or off at any location.

The free shuttle will run from 1 p.m. until the streets re-open at 9:30 p.m. The last run will be at 10 p.m.

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

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

## Walk of Fame Inducting Six

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

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

This year's inductees:

Lucien Bianchi of Belgium, co-driver with Jacky Ickx in the inaugural Six Hours at the Glen in 1968 driving a Ford GT 40. He also raced in Formula One.

Bobby Brown of Long Island, who raced in different series at Watkins Glen over the years.

Phil Henderson of Buffalo, who won the 1978 and 1979 NYSRRC championships in the Showroom Stock B class. He also served as a national area director for SCCA.

Jacky Ickx of Belgium, who won the inaugural Six Hours at the Glen in 1968 driving a Ford GT 40. He also was a standout driver in Formula One.

John Magee of Rochester, who was an SCCA Formula Vee champion.

John Surtees of England, 1964 World Driving Champion with Ferrari and a multiple-time time motorcycle champion. He is known as the only person to hold world championships on both two and four wheels.

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# Motorcycles Add Two-Wheeled History to Festival

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 the second 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 Motorcycle Rallye 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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# Original Minis Presented in Concours d'Elegance

By **DAVE WILD**

The beauty of nature and the elegance of man come together with the Watkins Glen State Park as the setting for the Chemung Canal Trust Concours d'Elegance.

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

The Austin/Morris Mini is the featured marque this year, and there will be many of the original British-built Minis, as well as current Minis, built by BMW, participating in the weekend events.

Doug and Laurie Scribner of Webster, NY, will be displaying their 1964 Austin Cooper in the Concours d'Elegance. This car is an all-original unrestored survivor! Kim Barnes of Pylesville, MD, is returning with her 1967 Sunbeam Tiger MKII, while Jay Young of Dillsburg, PA, returns with his 1958 Berkeley SE328.

Stan Cryz of Dunham, MA, is bringing his freshly restored 1954 Arnolt Bristol, and Walter Miller of Syracuse plans to bring his 1928 Chrysler Imperial LeBaron.

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.

## Minis Traveling Together in Tour de Marque

By **JOHN MERRILL**

The Watkins Glen International Tour de Marque has a unique venue and format that provides drivers of the honored marque of the year, with an opportunity to experience the best of Watkins Glen. This year the featured marque is the Mini.

This exclusive event begins with arrival and registration at the Wings of Eagles Museum in Big Flats ([www.wingsofeagles.com](http://www.wingsofeagles.com)), allowing participants to view an outstanding collection of aviation memorabilia. Then, after a short run over to Watkins Glen International Race Circuit, everyone will enjoy a terrific brunch at WGI followed by laps of this renowned track. While laps are not at competition speed, you'll get to understand the complexity of such a great course.

After completion, the Tour leaves WGI for the original race circuit. Coming to a stop at the original start/finish line on Franklin Street in downtown Watkins Glen, the excitement of entering the first turn of this historic course will be felt by all. Two laps later, as they enter special parking at Lafayette Park along Fourth Street, there should be smiles all around.

Participants then have the remainder of the afternoon to enjoy a spirited 85-mile road rally featuring the best sports car roads the area has to offer. This rally can be taken at any time during the weekend as it is totally at your leisure. Then it is back to Lafayette Park in time



A Sunbeam Tiger in the 2012 Concours d'Elegance gets a closer look.

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.



Mustangs approach the original start-finish line during one of the 2012 Tour de Marque laps of the old circuit.

to see the SVRA race cars become the new stars of the festival. This is a great time to enjoy the various booths and displays and fireworks and talk about Mini success during the many years of Glen racing.

Admission tickets for Saturday and Sunday's races at the U.S. Vintage Grand Prix at WGI, with special Mini corral parking while at the track, is a part of the overall Tour de Marque program and makes for a truly remarkable weekend.

This year marks the 10<sup>th</sup> year that my wife, Joan, and I have enjoyed Chairmanship of this event. We've had some great stories to tell. Probably the year Morgan was the Marque is the most interesting.

We had instructed the drivers to keep up with the car in front of them at all times... and in all events during the day. During the laps on the WGI circuit, a slower driver didn't keep up and, when approaching the boot of the circuit, didn't know which way to go. Were we doing the long course, including the boot, or the short course? The driver, and a few cars behind him, chose the short course and when I came up the hill in the pace car, out of the boot, I entered the course with a bunch of confused drivers already pulling in front of me from the right. While I sped ahead of them to show them the proper course, they followed their lead driver into the pit lane instead of staying on the course. So, please keep up with the car in front of you.

We've also had a number of great volunteers who, over the past 10 years have assisted us with all aspects of the event. We've truly appreciated their help! At the end of this year, we'll be turning over chairmanship to another Festival volunteer.

The Tour de Marque is one of the Festival's Stone Bridge Driver events. For more information, visit the Grand Prix Festival's website at [www.grandprixfestival.com](http://www.grandprixfestival.com).

## Volunteers Essential to Festival's Success

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

It takes hundreds of volunteers to make the Festival happen – from rally event registrations, to traffic and parking, to sales, hospitality and more. Volunteers are welcome to help just a couple of hours, or all day, and can pick their area of interest. For more information, or to register online to become a volunteer, visit our website at [www.grandprixfestival.com](http://www.grandprixfestival.com) and look for the section about volunteering.

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

**If you would like to advertise in this program, please contact The Hi-Lites at 217 N. Franklin St., Watkins Glen, NY 14891. 607-535-9866. Email: [ads@hilites.net](mailto:ads@hilites.net)**

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# Glenkhana Drivers Have Fun Testing Their Skills

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 by Learn Motors.

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

Drivers navigate slaloms and enter gates - forward and back – touching but not “killing” cones. Driving will be complicated with silly, skill-testing tasks – sometimes play-acting, drawing, answering outrageous questions – both in and out of the cars. Teams are head-to-head against the clock and each other.

Each year, the Glenkhana committee tries to incorporate themes reflecting the featured marque of the year. When Alfa-Romeo was the marque, the event included a snake (part of the marque logo), and when Porsche was featured, navigators were required to pull on a pair of oversized “boxer” shorts (reference Porsche’s famed “boxer engine”). What will this year’s Mini folks see?

Truly as much fun for spectators as participants, the

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

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



A Mustang goes through the Glenkhana course at the 2012 Grand Prix Festival.

## Waterfront Dining in Watkins Glen



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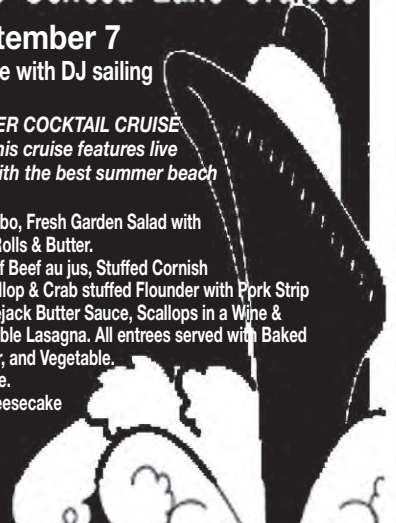
*Dinner Menu:* Chickjen Gumbo, Fresh Garden Salad with choice of Dressing, Dinner Rolls & Butter.

*Entree Choices:* Prime Rib of Beef au jus, Stuffed Cornish Game Hen, Surf & Turf - Scallop & Crab stuffed Flounder with Pork Strip Steak topped with our Applejack Butter Sauce, Scallops in a Wine & Mushroom Sauce, or Vegetable Lasagna. All entrees served with Baked Potato, Sour Cream & Butter, and Vegetable.

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# Everyone's Having Fun at the 2012 Festival!



A bucket-truck view shows the approach of a group of cars during Heritage Tour Parade laps.



Denny Cornett, son of Denver Cornett, proudly drives his father's MGTC. Denver Cornett drove in the first race in Watkins Glen in 1948.



A Mini is displayed in the Concours d'Elegance.



At the Smalley's Garage Technical Inspection re-enactment, Tommy Hoan sits in the MGTC that he raced here in 1952.



An MG is scrutinized at the Smalley's Garage Technical Inspection re-enactment by Ann McKnight, in her role as Flossie Smalley.



A 1932 Ford Street Rod is a bright sight at the Concours d'Lemons.



# Concorso Speciale Celebrates Oft-Ignored

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!)


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](http://www.grandprixfestival.com) where updates and pictures of our contestants will be posted throughout the upcoming year.



A Ford Phaeton A is entered in the Concours d'Lemons at the 2012 Grand Prix Festival. The event has been re-named to Concorso Speciale.



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# Glenora Run Festival's Original Rally

By **TERRIE SAUTTER**

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

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

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

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

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



A Triumph makes its way down Franklin Street at the 2012 Grand Prix Festival.

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

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

**continued on page 24**



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continued from page 23

All routes converge in Montour Falls to be staged for a lap through the Schuyler Hospital Seneca View Nursing Facility parking lot, then on to Watkins Glen State Park for lunch. The Seneca View parking lot lap has become a highly-anticipated tradition for drivers as well as the residents and staff, who wave racing flags and cheer on the drivers – remembering days past when similar cars raced through the streets of Watkins Glen.

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

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

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

# Model Car Concours Makes Big Impression

Car lovers at the Festival know it’s not the size that counts. The popularity of the Keystone Cards Model Car Concours d’Elegance is evidence of that.

The Model Car Concours is an exhibition of cars in miniature, featuring die-cast and plastic models of all scales and marques. Many of these cars are exact reproductions of the original, with some featuring working suspension and steering. All the cars were built by local craftsman and are part of their private collections.

The Model Car Concours d’Elegance is located at the entrance to the Watkins Glen State Park on Franklin Street, very close to the Chemung Canal Trust Co. Concours d’Elegance.

The exhibition will open at 10 a.m.



Model cars are on display at the Model Car Concours.

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# Knapp Tour Takes Roadsters on Scenic Roads

The 11th Annual Knapp Vineyards Sporting Roadster Tour is a spectacular tour, designed for those who own open-top roadsters of any vintage and truly love to get out there and drive their cars; we call this the "Running of the Roadsters."

Each year the route is modified and changed so those returning for yet another year can expect something new. The Friday after Labor Day is packed with lots of great driving on really fun roads, a stop at Knapp Vineyards in Romulus and the extraordinary two parade laps around the original 1948 6.6-mile Watkins Glen road course. All participants get lunch at Knapp, a commemorative bottle of Knapp wine and a special dash plaque for their roadster.

Confirmed participants sign in at the International Motor Racing Research Center on Decatur Street in Watkins Glen at about 7:45 a.m. All cars are divided into two divisions that run the same route but at slightly staggered times. The route is a nice blend of scenic and fun roads in the Finger Lakes Region, each tour group has specific arrival and departure times at various locations, to which drivers must adhere. Detailed instructions and tour routes are provided at sign-in. The tour of approximately 175 miles is divided into several seat-friendly blocks of

time with a morning break provided at one of the many local parks in the area.

At the end of the tour, both groups convene at the Watkins Glen State Park, where they grid into formation for their two full parade laps. Once the call is received, all 130 roadsters take to the old course in grand fashion, running the very same course the racecars ran 65 years ago.

After the parade laps, all the sporting roadsters will find themselves downtown, where special reserved parking is provided for the rest of the Grand Prix Festival. This parking not only allows drivers to showcase their special cars in the lot next to the Concours d'Elegance, but provides them a chance to wander around downtown and take in all the Friday night activities that have helped to make the U.S. Vintage Grand Prix weekend, the highest car count of any vintage race weekend in the country.

Plan on joining us next year, and be sure to sign up early - [www.grandprixfestival.com/roadster.html](http://www.grandprixfestival.com/roadster.html).



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# Founders' Tour Offers Two Route Selections

By **CARL D. BENSON**

Drivers and automobile enthusiasts would you like to have more fun, I mean real world-class driving fun, with your sports or classic car? Yes, of course you would ... then read on!

Come and join us at The Founders' Tour, an extraordinary feature of the Grand Prix Festival of Watkins Glen hosted by The Red Newt Cellars Winery & Bistro. The Tour is one of the classic Stone Bridge Driver fun driving events representing about 100 unique vintage and classic cars.

As a Stone Bridge Driver, your sports or classic car entry will celebrate the beginning of sports car road racing at Watkins Glen on the original 6.6-mile Grand Prix road course.

On Festival day, a cross-country grand tour, featuring two unique route selections, lunch, two laps of the original course and special reserved downtown parking is yours to enjoy. All our Festival guests will welcome the distinct Founders' Tour cars on the tour display, and curbside, within easy walking distance right in downtown Watkins Glen.

The field is split into two routes originating at the Red Newt Cellars Winery & Bistro in Hector, 20 minutes

north of Watkins Glen, offering drivers 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 terrain a motoring experience can offer with tight switchbacks lake view vistas, dotted with vineyards and fine wine cellars. The Tour is designed so that drivers meet one another along the highway during the tour and regroup for two laps of the original course and downtown display.

At Red Newt Cellars Winery & Bistro, the drivers arrive at about 9 a.m. Festival day. They'll enjoy the winery's ambience, pleasant hospitality and spectacular views. And, of course, there's time at Red Newt to share bench driving talks with other Tour drivers and guests.

After a drivers briefing and a special Red Newt gourmet box lunch, the Tour ignites with excitement at about 11 a.m. for the challenging cross-country, 50-mile-plus Tour. The group arrives in downtown Watkins Glen and grids 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/StoneBridgeDriversEvents](http://www.grandprixfestival.com/StoneBridgeDriversEvents) or by phone at (607) 535-3003.

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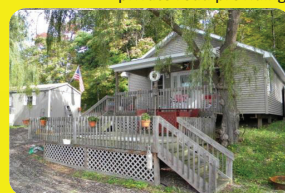
**Oak Rd Dundee.** Rustic cottage sits down on the water with 2 bedrooms, large enclosed porch and front deck to enjoy the views! 100' of Seneca lakefront with wide dock and boatlift. Patio area with walk-out to natural beach. \$214,000



**Caywood Rd Lodi.** 108' of deep, natural Seneca lakefront. 4 bedroom, 2 bathroom cottage with open floor plan and washer/dryer. Cottage sits at water level. Boat house and 2 docks w/boat lift. At end of private road providing seclusion. \$299,900



**Barnes Rd Burdett.** Newly built home in 2007 with additional cabin on property. 2450sqft main home-3beds,3baths. Open floor plan w/sliding doors out to large deck. Walk-out basement with bath fully finished. Energy Star Compliant. At lake level is 50'dock, covered elec. aluminum boat lift w/remote and 100' Seneca lakefront. Over an acre, the property ALSO has a 435sqft cabin with bathroom, deck. \$410,000



**Mam Rd Hector.** New Construction East Seneca Lake cottage was built in 2007 with 2 Bedrooms, 1 bathroom, open kitchen to living area. Walk-out to your 115' of deep, level lake front. Dock and Boat Lift. Outbuilding with electric features washer/dryer hookup. Bordering camp is part of the forever wild program that can never be built on, providing for a secluded setting. \$340,000

## 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 vintage SVRA race cars that come down from Watkins Glen International to drive the old course and participate in our great tribute to the birth of road racing in the USA.



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

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

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

## Smalley's Tech Inspection Re-enacts Early Ways

Each year, in the morning hours of the Grand Prix Festival, while vendors are still setting up and final Festival details are being handled, a dedicated group of vintage car enthusiasts gathers at Smalley's Garage across from Burger King.

They are there to take part in a real step back in time, to observe cars, often with significant history at Watkins Glen, go through a reenactment of the technical inspection completed when racing was still on the village streets.

Flossie Smalley was the chief of tech inspections at the garage she owned with her husband, Lester. The garage remains in the family today.

Tech inspections were done at Smalley's from the first competition in 1948 until inspections moved to the track on the hill in 1962.

Since 1998, tech inspections at Smalley's have been part of the Grand Prix Festival. If you missed them this year, plan to get here early next year. It's an historical experience no race fan should miss!

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# MG Featured Marque at 2014 Grand Prix Festival

By **DAVE WILD**

The honored marque in 2014 will be MG, and had it not been for the affordable and raceable MG, sports car racing in the U.S. would not be what it is today! MG was the “entry level” car that largely brought about the rebirth of road racing in America following World War II.

There are a number of MG-related anniversaries to be celebrated in 2014, and the MG Vintage Racers have selected Watkins Glen to be their “Focus Event” for the year.

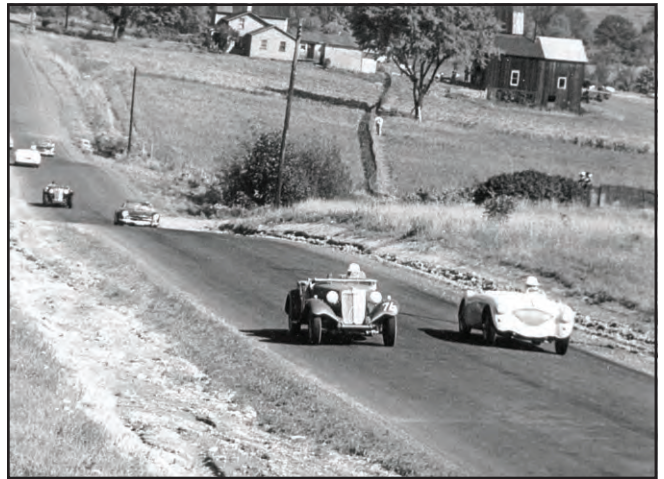
The year 2014 will mark the 60th anniversary of the Collier Brothers Memorial Trophy Race and 60 years of Collier Cup MG races.

It will be the 55th anniversary of the first full, all-MG races held in the United States. These full race weekend programs held in 1959 and 1960 solely for MG and MG-powered cars were organized and run by the MG Car Club, Western N.Y. Centre. Some of the cars that competed in those races at the Glen will be present next year.

2014 also is on the eve of the 90th anniversary of what is generally considered the first MG, “Old Number One,” that was built for the British Lands End Trial in 1925.

If that is not enough to celebrate, it will also be the 50th anniversary of the New England MG-T Register, with many members present.

We hope you’ll be here, too!



An MG runs side-by-side with an Austin-Healey in the Queen Catharine Cup race in 1955, heading west on Hedden Road on what is known today as the “interim circuit.” (photo by Alix Lafontant from the International Motor Racing Research Center’s Carl Goodwin Collection)

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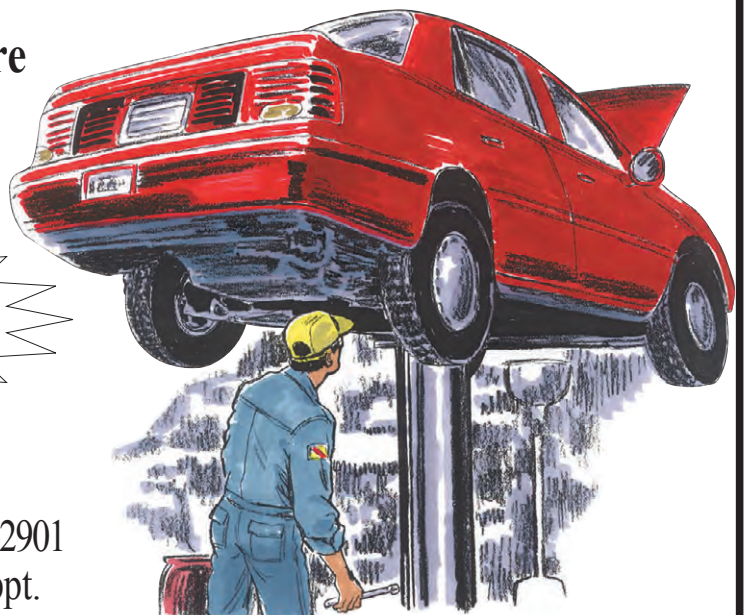
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Water Works is hosting an Open House on 9/13/13 from 6-8pm.



# Research Center Preserves 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.

“There are many great automotive and racing museums around the world,” Sir Jackie Stewart, three-time World Champion, said as the honored guest at the opening of the Racing Research Center in June 1999. “But what has been created at Watkins Glen, a center for archives and real research, is truly unique and a tremendous asset to the whole racing community.”

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

The Center 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.

The Center’s 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 2013 Sponsorship Team, an endowment and outright gifts. The 2013 campaign is chaired by renowned motorsports writer Denise McCluggage. The Center also raffles a significant vehicle each year.

This year’s raffle car is 1982 Ferrari 308 GTSi. It is the same model as driven by Tom Selleck in the TV show “Magnum PI.” The drawing will be Dec. 7.

Learn more about the Racing Research Center at its website, [www.racingarchives.org](http://www.racingarchives.org).

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# Lake to Lake Ramble Memorable June Experience

By **CARL D. BENSON**

Drivers of sport or classic cars, are you in search of an exhilarating cross country driving experience, I mean really driving? If you are, then the Watkins Glen International-sponsored Lake to Lake Ramble should be on your agenda.

The Ramble, this year on Friday, June 28, jump started the Grand Am Sahlen's Six Hours of the Glen and Continental Tire 150 Weekend at Watkins Glen International centered in the magnificent Finger Lakes wine country of upstate New York.

The fun-filled day began in downtown Watkins Glen at the International Motor Racing Research Center, a world-class collection of automotive racing books, magazines and timeless memorabilia, with a welcome registration. The cars staged upon arrival early in the fresh cool summer morning with anticipated excitement mounting for the start of this extraordinary motor tour.

After registration at the Research Center, the drivers departed for WGI's Glen Club. Upon arrival, the drivers were welcomed by the track's executive directors and treated to a delicious brunch and an official drivers meeting. The new Glen Club enjoys a spectacular world-class view of the entire north end of the race track, as

well as the lush regional countryside and Seneca Lake, augmented with outdoor and indoor seating. Next was a driver's dream come true - three laps on the Grand Prix long course including the "Boot," equaling a total of about 10 miles of twists and turns, to exercise the car and drivers' skills at safe speed with official pace cars.

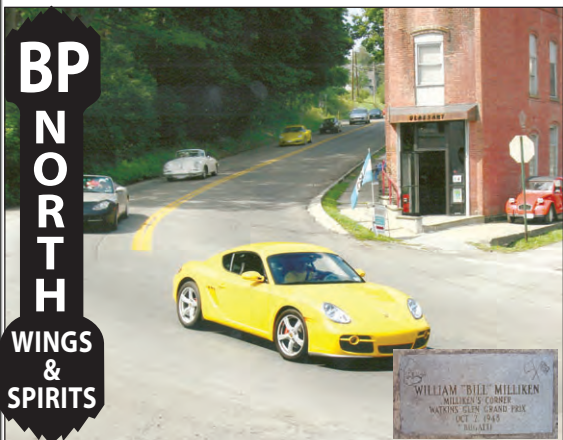
Upon completion of the laps, the drivers and their guests left WGI for the Lake to Lake Ramble, about 100 miles of delightful driving and scenery. To a driver's pleasure, we provided a choice of tour routes, "scenic" and "spirited," each having its own unique features that included a drive along the original race course through the hillsides. Along the way, not only did they enjoy the driving, but they had the time to enjoy wineries, restaurants or whatever they wished.

When returning to WGI for the weekend races, tickets were included in the package, and the drivers had special reserved parking, too.

This was truly a magnificent automotive experience for any driver and it can be for you next year!

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

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## SVRA Drivers, Cars Are Highlight of Festival

The Sportscar Vintage Racing Association, founded in 1980 with the vision of keeping vintage race cars on race tracks where they belong, rather than becoming static museum displays, has been a vital part of the Watkins Glen Grand Prix Tribute since the Festival began in 1993.

Drivers who participate in the old circuit parade laps look forward to this unique experience as a high point of their racing weekend, and Festival spectators have a front-row seat to view this rolling museum of immaculately preserved historic race cars as the glorious past roars to life before their eyes.

The first years of the Festival saw cautious participation by the racers who gather annually for the SVRA U.S. Vintage Grand Prix at Watkins Glen International. Today, the Festival is an anticipated addition to the vintage racing community.

Planning, cooperation and adjustments are needed between SVRA, Watkins Glen International, the Schuyler County Sheriff's Department, the village of Watkins Glen, Watkins Glen Promotions and the racers to organize getting over 150 race cars into town, around the original street course and then safely back to the race track before dark.

The watershed year was 1998 when the 50th anniversary of post-World War II road racing at Watkins

Glen was celebrated. Everyone went all out, and 187 race cars made the trip around the original 6.6-mile circuit.

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

The SVRA race cars enter the village at about 4:30 p.m. and are parked along both sides of Franklin Street so the fans can get a closer look and the drivers can enjoy the festivities. At 6:30 p.m., the cars are cranked up in a riot of sound, smoke and historical color.

Spectators find their favorite spots on the course, and many locations have hay bales and corner workers, just as the circuit did between 1948 and 1952.

With safety pace cars in place, the Tribute is an intricate, well-planned and well-executed procedure.

Those historically period correct race cars, along with cars that actually raced on the old course, go around first and then re-join the full SVRA grid. Then all of the cars make two laps of the course.

Just as the last of the cars move out from start/finish, the beginning cars are finishing their first lap, approaching Milliken's Corner and Franklin Street. This is automotive history coming alive! After two rolling passes through the village, the cars are then led back as a group to Watkins Glen International just before dark.

For more information about the SVRA, see its Web site at [www.svra.com](http://www.svra.com).

## Watkins Glen Promotions Showcases Community

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

The premier event of the season celebrates Watkins Glen's racing history. The Grand Prix Festival of Watkins Glen presented by Chemung Canal Trust Company is the annual September street festival that brings thousands of new and familiar faces to town each year in celebration of the rich road racing heritage enjoyed by the community of Watkins Glen. The highlight of the event is when the vintage race cars arrive to park on display in the streets and then take tribute laps that vintage race cars take around the historic original road course.

The Falls Harvest Festival, presented along the Main Street in Montour Falls, has an educational bent, featuring hands-on activities and demonstrations celebrating the area's agriculture and the autumn harvest. In addition to a farmer's market with demonstrations, the family-friendly, daylong event includes live entertainment, a scarecrow contest, a historical ghost walk, a children's

activity tent and more.

Every town needs a Christmas celebration, and Watkins Glen is no exception. A Village Christmas is held in early December and brings together a community that enjoys celebrating its homespun roots. From handmade gifts to the greeting of neighbors and the liting 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](mailto: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. They are:

- Management Team Leader - Marianne Shoemaker
- Volunteer Recruitment - Judy Phillips
- Festival Marketing - Tom Seem
- SVRA Race Tribute - Bob Williams
- Festival Logistics - Tony Fraboni
- Festival Traffic - Sandy Sanders
- Smalley's Garage - Joe Place
- Stone Bridge Driver Events - Casey Creamer
- Concours d'Elegance - David Wild
- Concorso Speciale - Gary Whyman and Richard Hautaniemi
- Glenora Run - Terrie Sautter
- Founders' Tour - Carl Benson
- Sporting Roadster Tour - Eric Navestad
- Tour de Marque - John Merrill
- Vintage Motorcycle Rallye - Karl Smolenski
- Glenkhana - Danielle Hautaniemi
- The Legends Speak - Lew Durland
- Drivers Walk of Fame - Jim Scaptura
- Historic Accuracy - Bill Green

Office support comes from Carole Pierce, Watkins Glen Promotions.



Marianne Shoemaker, management team leader for the Grand Prix Festival, welcomes the 2012 crowd during ceremonies at the original start-finish line.

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# Sponsors Make Grand Prix Festival a Winner

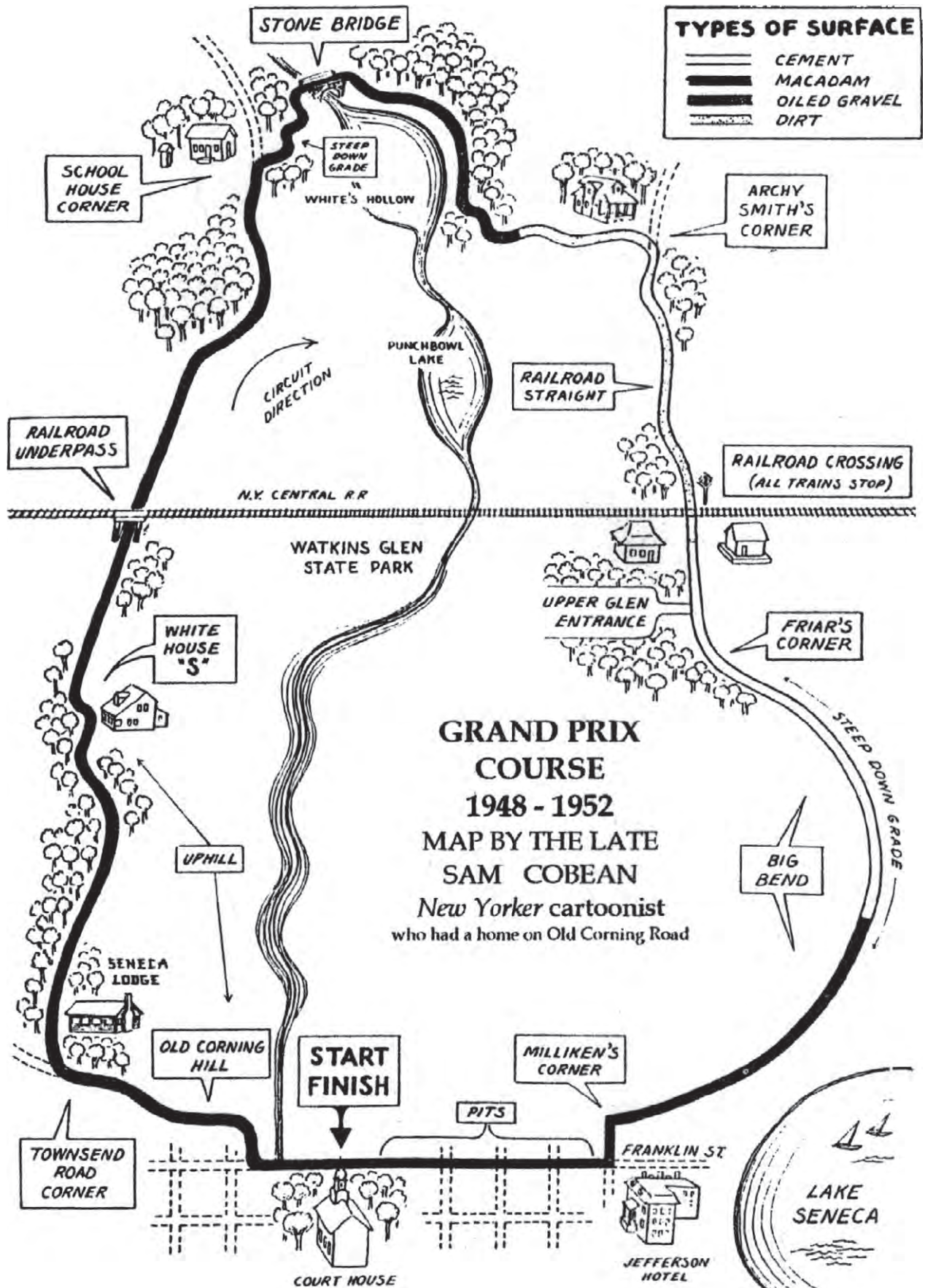
As we proudly introduce the Grand Prix Festival of Watkins Glen presented by Chemung Canal Trust Company, we would like to thank our family of sponsors and supporters. Without their help, this event would simply not be possible. We hope you will visit their businesses whenever possible, and show your 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 and also title sponsor of the Chemung Canal 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 Learn Motors.
- Learn Motors, Franklin Street, Watkins Glen, co-sponsor and site of the Glenkhana.
- Jerlando's Ristorante, Fourth and Franklin Streets, Watkins Glen, sponsor of the Festival Program. Thank them for your complimentary copy!
- Hagerty Classic Car Insurance, Sponsor of the Best in Show award for the Concours d'Elegance.
- Lane's Yamaha, Rt. 14, Watkins Glen, co-sponsor of the Lane's Yamaha Vintage Motorcycle Rallye, Presented at Community Bank.
- Sportscar Vintage Racing Association, headquartered in Decatur, GA, sponsor of the Technical Inspection Reenactment, organizer of the Watkins Glen Grand Prix Tribute and a great supporter of the Festival.
- Watkins Glen International, County Route 16, sponsor of the Tour de Marque and Opening Ceremonies for the Grand Prix Tribute. Host of the Glenora Wine Cellars U.S. Vintage Grand Prix presented by Welliver on the same weekend as the Festival. Tremendous logistical support!
- Schuyler County, use of the Court House Lawn and other support.
- Community Bank N.A., located at the corner of Fourth and Franklin streets, sponsor of the Concorso Speciale and co-sponsor of the Lane's Yamaha Vintage Motorcycle Rallye Presented at Community Bank.
- Village of Watkins Glen, use of Franklin Street and Lafayette Park and support in many other ways.
- International Motor Racing Research Center at Watkins Glen, Decatur Street, Watkins Glen, sponsor of The Legends Speak.
- Keystone Cards, Sayre, PA, sponsor of the Keystone Cards Model Car Concours d'Elegance.
- Smalley's Garage, Franklin Street, Watkins Glen, use of the garage for the Technical Inspection Reenactment.
- Specchio Ford, Franklin Street, Watkins Glen, donates use of storefront for festival headquarters each year.
- Hi-Lites, producer of the festival program each year.



One of the Festival's hundreds of volunteers waves the checkered flag for a Mustang in one of the several 2012 car events.







# Festival Schedule



- 9:30 a.m. ~ Tech Inspection, Smalley's Garage, Franklin Street.
- 10:00 a.m. ~ Chemung Canal Trust Concours d'Elegance begins, Watkins Glen State Park lot  
 ~ Keystone Cards Model Car Concours d'Elegance begins, next to Concours  
 ~ Memorabilia booths open on Franklin Street  
 ~ 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 street
- 1:10 p.m. ~ Stone Bridge Drivers rally events start tours of the original race circuit
- 1:30 p.m. ~ Hector Wine Company Glenkhana begins at Learn Motors
- 2:00 p.m. ~ WGI Tour de Marque Minis parked for display at Lafayette Park, 4th Street  
 ~ Hazlitt 1852 Vintage Motorcycles on display at the Community Bank lot
- 3:00 p.m. ~ The Legends Speak, Lafayette Park, 4th Street
- 4:30 p.m. ~ SVRA race cars arrive from Watkins Glen International
- 5:00 p.m. ~ Chemung Canal Trust Concours d'Elegance Awards Ceremony
- 5:35 p.m. ~ Pre-event Ceremonies, original Start/Finish Line
- 6:00 p.m. ~ Original 6.6-mile circuit closed to public traffic through 7:30 p.m.  
 ~ Reception at International Motor Racing Research Center, S. Decatur Street (admission)
- 6:10 p.m. ~ Watkins Glen Heritage Tour parade laps on the original circuit
- 6:30 p.m. ~ Watkins Glen Grand Prix Tribute on the original circuit
- 8:00 p.m. ~ Fireworks at the entrance to the Watkins Glen State Park gorge
- 9:00 p.m. ~ Franklin Street re-opens











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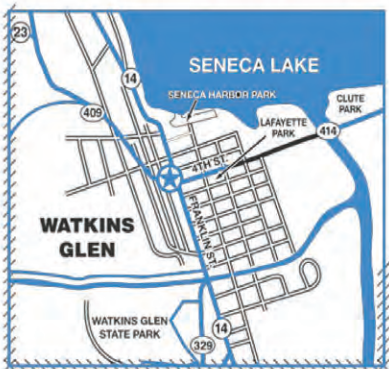


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