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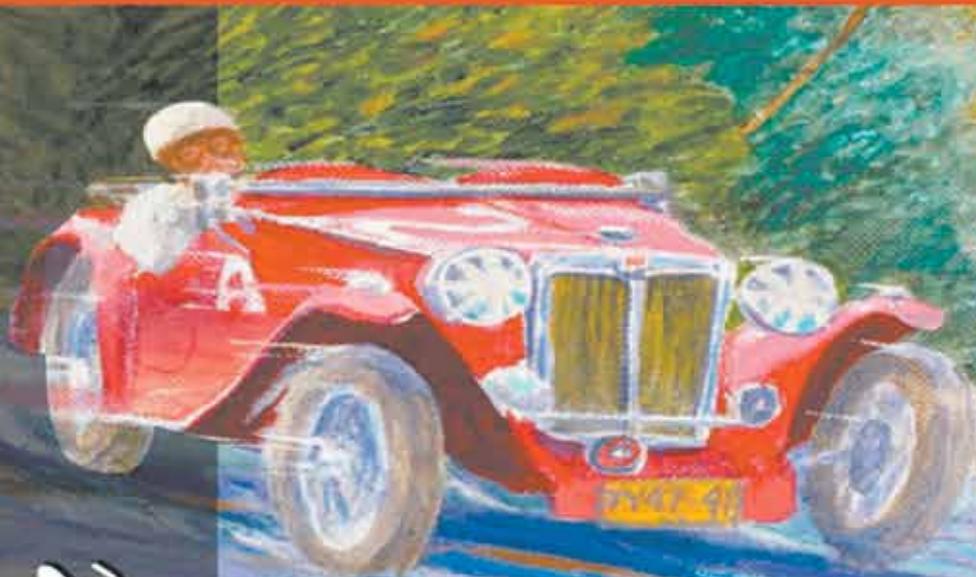
SEPTEMBER 10, 2010 • DOWNTOWN, WATKINS GLEN, NY

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Welcome to our Celebration of Road Racing in Watkins Glen!

Dear Visitor:

This year marks the 18th annual Grand Prix Festival of Watkins Glen and the 62nd anniversary of the first post-World War II road race in the United States – held 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 2010 is the Alfa Romeo on their 100th Anniversary of the manufacturing of the first Alfa in Italy. We’re proud to announce that the 1938 Alfa driven to victory at the 1948 Watkins Glen Grand Prix by Frank Griswold will be on display on the court house lawn.

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

Also to be found in Lafayette Park at 3 p.m. will be The Legends Speak presented by the International Motor Racing Research Center.

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



Cars drive in the 2009 Tribute Laps. (photo by Bill Green)

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1960 Good Year for Racing at the Glen

By **BILL GREEN**

Watkins Glen was celebrating its 13th year of racing 50 years ago, in 1960.

The first major race weekend was the SCCA divisional event, the Glen Classic. The event had seven classes of competitors. The Ladies Race was won by Laura Dasey driving a Corvette. Donna Sayah was second in an Elva Formula Jr. Third was Carolyn Bergman in an MGA.

Race 1 was for cars in the G and H Production classes. John Wendt in an Alfa Romeo won first overall and first in GP class. Race 2 for E Production cars was won by Sherm Decker driving an MGA. Race 3 was for F Production and H Modified classes. Mark Donohue won the race driving an Elva Courier. Race 4 was for Formula Jr. cars and was won by M.O. Clark in a Stanguellini Formula Jr. Race 5 was for B, C and D Production cars. Don Yenke won driving a Corvette.

All but the last race of the day were 22 laps. The last race was the 33-lap Glen Classic for Classes B, C, D, E, F and G Modified and the top three finishers in Race 2 and Race 5.

The overall winner in the Glen Classic was Dean

McCarthy in a Berlinetta Ferrari. Floyd Aaskov led the opening 18 laps in a Buick-powered Lister, building up an 11-second lead. McCarthy closed the gap and was only one second behind when Aaskov spun out, letting McCarthy through to win the race. John Henderson driving a BOCAR finished second. McCarthy's average winning speed was 82.22 mph.

On Aug. 14, 1960, the Glen hosted an AMA motorcycle race. The winner of the big 150-mile National was Brad Andres riding a Harley-Davidson. Second was Jim Koplinski on a BSA. Andres' winning average speed was 84.67 mph.

Aug. 21 saw the second annual MG race sanctioned by the Western New York MG Car Club. The BMC Cup for 30 laps was won by Sherm Decker in his Twin Cam MGA at an average speed of 74.8 mph. Finishing second was Ross de St. Croix in an MGA Twin Cam, and third was Bob Poupard, also in an MGA Twin Cam.

The Western New York Cup race was won by Joe Suessmon in an MGT F. The Hambro Cup race was won by Bill Terrell in an MGA.

On Sept. 23 and 24, the annual Watkins Glen

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Sports Car Grand Prix was held. Two races were run the first day, along with official practice. The Harold Jacques Memorial Race for 22 laps featured classes G and H Production and I Modified. It was won by Vincent Tamburo driving a Sunbeam at an average speed of 69.36 mph.

The last race of the day was for Formula III cars and unrestricted cars. The Glen Region Open was 10 laps and was won by George Weaver in a Grand Prix Maserati at an average speed of 75.13 mph.

Saturday's first race was the 22-lap Seneca Cup for Formula Jrs. It was won by Walter Hansgen in a Cooper Formula Jr. with an average speed of 83 mph. Next came the Collier Brothers Memorial Trophy race for E Production cars. The 22-lap race was won by Duncan Black in a Daimler with an average speed of 76.8 mph. Dr. M.R.J. Wyllie in a Lola would win the 22-lap Queen Catharine Cup race for G and H Modified cars at an average speed of 83.1 mph.

The Dix Cup followed for F Production cars, also 22 laps. It was won by John Cannon in an Elva with an average speed of 73.3 mph. William Harwell drove a C Bristol to win the Schuyler Carrera, another 22-lap race, for D Production cars. His average winning speed was 77.1 mph.

Next came the 22-lap Glen Trophy for B and C Production cars, and it was won by Bob Johnson in a

Corvette with an average winning speed of 81.7 mph.

The race of the day was the 13th annual Watkins Glen Sports Car Grand Prix for B, C, D, E and F Modified cars. It was 44 laps long, and right from the start Walt Hansgen was in the lead in Briggs S. Cunningham's Type 61 Maserati. He led until the halfway point, when he was coming into the chicane at the south end of the track. The engine broke and he spun on his own oil. He was forced to retire from the race.

Augie Pabst in a Scarab went on to win the race at an average winning speed of 88.80 mph.

The last race of the season at the Glen was the third international FIA Formula Libre held Oct. 9, a nice, sunny and warm fall day.

Some of the top world-class drivers were here to race in the 100-lap, 230-mile event. Among them: Stirling Moss, world champion in 1959 and 1960, Jack Brabham, Roy Salvadori, Paul O'Shea, Joakim Bonnier, Oliver Gendebien and Bill Sadler.

Moss, in Rob Walker's Lotus-Climax, started from the pole but fell back to fourth. Brabham in a factory Cooper-Climax led the first seven laps, then Bonnier took the lead in his Yeoman Credit Cooper. He stayed in front until lap 24, when Brabham re-took the lead. All this time, Moss was working his way back to second, and then he got in front on lap 46 and stayed there to the end. His winning average speed was 105.85 mph.

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Chemung Canal Trust Company is proud to sponsor the 2010 Grand Prix Festival of Watkins Glen, a wonderfully unique event in a one-of-a-kind community that this year is celebrating 62 years of racing.

We hope our support helps make the Festival a truly memorable experience for everyone.

Chemung Canal Trust Company was founded in 1833 and shares with Watkins Glen a strong commitment of promoting business and prosperity within the community.

Jules Verne was a mere 5-year-old boy, just beginning to daydream about the magnificent world of transportation and travel to come when the Bank was established. The steam-propelled locomotive had embarked on its maiden trip just two years earlier and stagecoach lines were still big business.

Chemung Canal Trust Company has a unique history of having been both a public corporation and a private family bank.

When originally chartered, the bank issued stock and was publicly owned. In 1857, John Arnot's family gained control of the bank and operated a private

bank for 46 years. By 1903, the bank had returned to public ownership and merged with The Elmira Trust Company to add trust powers to its general banking activities.

Just as the late 1940s and early 1950s saw the rebirth of American road racing, this same time period saw the growth of consumer banking in the area. Chemung Canal Trust Company, headquartered on Water Street in Downtown Elmira, opened its first branch office in 1951.

From this beginning, a convenient network of branches has been added throughout the region to serve our customers from Southport to Watkins Glen and Owego to Bath.

During recent years, Chemung Canal Trust Company has further expanded its presence within the boundaries of the Southern Tier with offices in Ithaca and Binghamton and a Representative Office in Herkimer, NY.

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

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One Man's Dream Brought Racing to the Glen

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.

Cameron R. Argetsinger wanted to bring European style competition to Watkins Glen and he drew up a challenging course that encompassed asphalt, cement and dirt roads.

The 6.6-mile circuit ran through the village streets, starting and ending in front of the Schuyler County Courthouse. 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 was needed because 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 began in 1958

with the running of a Formula Libre race.

Among the many racing series thrilling fans was Formula 1, for which Watkins Glen served as the home of the U.S. Grand Prix from 1961 to 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, IRL and the SVRA vintage races.



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Alfa Romeo at the Glen Since the First Green Flag

By **BILL GREEN**

Alfa Romeo's history at Watkins Glen started on Oct. 2, 1948, with SCCA's first all-out road race and the rebirth of the sport after World War II.

Two Alfa Romeos were entered for that first race. Frank Griswold drove a 1938 Alfa Romeo 8C 2900B with a super-charged engine. He would win both the Junior Prix, a four-lap race, and the Grand Prix, an eight-lap race. Griswold's winning average speed in the Junior Prix was 64.5 mph and for the Grand Prix was 63.7 mph. His fastest race lap was on the eighth lap of the Grand Prix, at 68.5 mph.

The second Alfa Romeo was entered by George Hendrie. It was a 1928 coupe, with a 1750 cc engine. Hendrie raced in the Junior Prix and finished 15th overall with an average speed of 47.7 mph.

The second Grand Prix weekend September 1949 saw three Alfas – one in the Seneca Cup race and two in the Grand Prix. In the Seneca Cup, Hendrie raced the same car he drove the year before. He finished 17th overall.

The Alfas in the Grand Prix were driven by George Huntoon and Mal Ord. Huntoon drove Dr. Sam Bird's 8C 2608 two-seater sports, which was super-charged. He would finish 31st overall, completing 11 laps of a 15-lap race. Ord drove the Willett Brown Don Lee 1938 Alfa 2900S, also with a super-charged engine. He would finish 40th after completing only three laps.

The 1950 Grand Prix race weekend attracted only one Alfa. It was driven by Huntoon and was the same car he drove in 1949. He finished fifth overall, completing the 15-lap race.

Alfa Romeo's major wins at Watkins Glen came in 1971 during the Six-Hour race, when Ronnie Peterson and Andrea de Adamich drove a factory Alfa Romeo T33/3. In the 1975 Six-Hour race, Derek Bell and Henri Pescarolo drove the Willi Kauhsen-entered Alfa 33TT12 to victory.

Alfa Romeo came to the Glen for the 1979 U.S. Grand Prix, entering two Alfa 179s, driven by Bruno Giacomelli and Vittorio Brambilla. Brambilla failed to qualify, and Giacomelli was put out of the race in an accident at the start of the first lap.

The 1980 U.S. Grand Prix also saw two 179s, one driven by Giacomelli and the second by Andrea de Cesaris. Giacomelli was on the pole with a time of 1:33.291, which still stands for Formula 1 cars. He led the race until lap 31, when the electronics box quit and he was out.

De Cesaris retired from the race on the second lap with accident damage after being hit by Derek Daly.

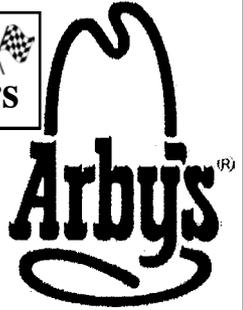


The 1957 Glen Classic start shows Alfa Romeos #36, driven by Sam Moss, and #32 driven by Norman Webb, Jr.

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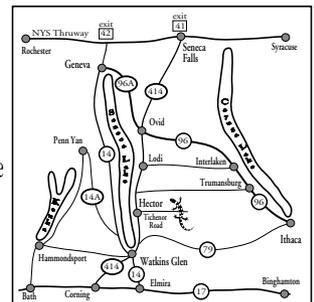
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Elliott Forbes-Robinson Weekend's Grand Marshal

By **BILL GREEN**

Elliott Forbes-Robinson is no stranger to the Glen. This year's grand marshal for the SVRA Vintage U.S. Grand Prix weekend at Watkins Glen International first raced at the Glen in 1972, in the Six-Hour and Can-Am weekend. He raced in the VW Super Vee race, which he finished 25th overall, driving a Lola Voks.

Forbes-Robinson returned for the 1973 Can-Am and Six-Hour weekend, to drive a Porsche Carrera in the Six-Hour race with Greg Edgerton. They finished 11th overall.

He raced twice during the 1974 Glen 5 Star weekend in the VW Super Vee race, finishing fifth overall driving a Lyn. He raced with Sam Posey and David Hobbs in the Six-Hour event in a Porsche Carrera RSR to finish eighth overall. During the 1974 fall U.S. Grand Prix weekend, Forbes-Robinson raced to victory in the VW Super Vee race, also driving a Lyn. He ended 1974 as Super Vee champion.

In 1975, he raced again in the July Six-Hours and Formula 5000 weekend. He finished the Super Vee race 26th overall driving a TUI BH5.

During the 1974 5 Star weekend, he drove a Dan Gurney Eagle 74A Chevrolet in the Formula 5000 race. He drove in the second heat to 12th overall, but was

not running at the finish. In the main race he finished 16th overall.

During the next few years, Forbes-Robinson raced in the Six-Hour race with his best finish fourth overall in a Porsche 935T with co-drivers Randolph Townsend and Brett Lunger in 1979.

In 1977, the new SCCA Can-Am series at the Glen saw Forbes-Robinson finish third overall in a Lola T333CS. In 1979, he raced a Spyder NF Chevrolet in the Can-Am for the Newman-Freeman team. He did not finish.

Forbes-Robinson and his teammate Steven South each drove a Lola T530 Chevrolet in the 1980 race. Going up the hill by the Paddock Club they managed to take each other out of the race on the third lap.

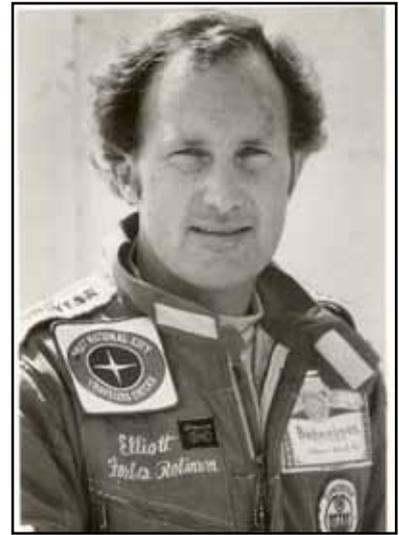
When IMSA returned to the Glen in 1984 with the Double Three-Hour race, Forbes-Robinson, John Schneider and Jim Mullen drove a Porsche 924 to seventh overall. In the fall GTP race, both drivers finished 12th overall.

EFR kept racing at the Glen. In 1988, he and Sarel van der Merwe drove a Chevrolet Corvette GTP to finish third overall in the summer IMSA race.

The team of Forbes-Robinson, James Weaver and Butch Leitzinger won the Six-Hour race in the Rob Dyson Rand SMKIII. The following year, the same team finished second in the Six-Hour race.

In 2004, Forbes-Robinson, Leitzinger and Paul Edwards finished fourth overall in the Six-Hour race, driving a Pontiac Crawford. The next year, Forbes-Robinson and Leitzinger finished sixth overall driving a Pontiac Crawford. The same team and car finished fifth overall in the August race.

Elliott Forbes-Robinson was born Oct. 31, 1943 in La Crescenta, CA. He started racing after going to an SCCA drivers school in 1968 at Riverside Raceway. His first race was at Stardust Raceway driving a 289 Ford Cobra. EFR went on to win the 1982 SCCA Trans-Am championship. He won the Rolex 24 Hours of Daytona



Elliott Forbes-Robinson

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SVRA Drivers Key to Presenting Tribute Laps

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

This year Alfa Romeo is the featured Festival marque and Allard is an honored SVRA marque at WGI. Those historically period correct race cars, along with cars that actually raced on the old course, go around first and then re-join the full SVRA grid. Then all of the cars make two laps of the course.

Just as the last of the cars move out from start/finish, the beginning cars are finishing their first lap, approaching Millken's Corner and Franklin Street. This is automotive history coming alive!

After two rolling passes through the village, the cars are then led back as a group to Watkins Glen International just before dark.

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



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Italian Motorsports Icon Celebrating 100 Years

By **RANDY COOK**

Alfa Romeo Automobiles, founded on June 24, 1910 in Milan, Italy, was originally known as A.L.F.A., an acronym for Anonima Lombarda Fabbrica Automobili.

The company soon ventured into auto racing competing with a modified road car in 1911 the Targa Florio. The first Alfa racing car was built in 1913 powered by a six litre straight four engine. This car managed a first in class and second-place overall finish in the 1913 Parma-Poggio Berceto hill climb race.

In 1914, Alfa built its first Grand Prix car, which was powered by a double overhead cam four cylinder, four valve per cylinder engine with twin ignition, an example of Alfa's ahead of the times engineering.

In 1915 the company came under the direction of Nicola Romeo and manufacturing switched from automobiles to military hardware. Production of cars resumed in 1919 with parts for 105 vehicles that had been stored at the factory since 1915.

The name of the company was changed to Alfa Romeo in 1920 and the first race win for the new marque was the same year when Giuseppe Campari won at Mugello, followed with a second place by Enzo Ferrari in the Targa Florio. Production of successful race cars and solid road cars set the stage for a place in history for one of the most notable Italian automobile producers.

Enzo Ferrari was a major contributor to the early success of the company both as a factory race driver, later team manager (both for the factory and then the privatized team known as Scuderia Ferrari), and as the person responsible for bringing Vittorio Jano to Alfa Romeo from Fiat as chief designer. The Jano designed P2 Grand Prix car won the first World Championship for GP cars in 1925.

In 1932, Jano built the P3 which won the first time out with Nuvolari at the Italian Grand Prix. A P3 won the French GP in 1933, and P3s won 18 of the 35 races in Europe followed by 16 wins in 1935. Alfa won the Targa Florio six times in a row in the 1930s, the Millie Miglia every year between 1928 and 1938 except for 1931, and Le Mans from 1931 to 1934 (in the 8C 2300).

Jano also developed road cars using powerful and reliable four, six and eight cylinder light alloy engines with hemispherical combustion chambers, dual overhead cams, and centrally located spark plugs, the trademark Alfa engine of today.

In 1932, the company came under government control and became a national symbol for Mussolini,



This Alfa Romeo P3 Grand Prix car was driven by Nuvolari. It is owned by Peter Giddings. (photo by Randy Cook)

building cars for the wealthy, with bodies by Pinin Farina and Touring, as well as the successful 2900B Type 35 racers that became legendary. One Alfa engineering marvel of the '30s was the 1935 Monoposto Bimotore which had two Tipo B eight cylinder engines, one ahead and one behind the driver. Two were built, and one set two world speed records in 1935.

Once again, a world war interrupted automobile production, but this time the factory was bombed and post-war production took more time to resume, with luxury vehicle production giving way to the smaller series of Giulietta sedans and sports cars in 1954 using a 1300cc twin overhead cam four cylinder jewel-like engine that was later enlarged to 1600 then 2000cc.

Following World War II, Alfas were multiple Grand Prix winners. Giuseppe Farina won the first World Championship in 1950, followed in 1951 by Juan Manuel Fangio.

Once Alfas hit the U.S. shores they began emulating their racing successes in Europe. In 1957, Templeton Briggs was SCCA G Production National Champion, followed by GP champions Bob Grossman, Chuck Stoddard and Lynn Blanchard in '58, '59 and '62. Chuck Stoddard was DP National Champion in '61 and Robert Shaw was FP National Champion in 1963.

Starting in 1964, SCCA began the American Road Race of Champions National Runoffs and Alfas and Alfa powered cars have been well represented in production, sedan, formula and sports racing classes over the years. Winners in 1969 included Paul Spruell

WGI Tour de Marque Just for Alfa Romeo

By JOHN MERRILL

The Watkins Glen International Tour de Marque has a unique venue and format that was planned to provide Alfa Romeo drivers, plus navigators, with an opportunity to experience the best of Watkins Glen, namely the original 6.6-mile course, listed on the National Register of Historic Places, and Watkins Glen International.

Arrival and registration, at the Wings of Eagles Museum in Big Flats (www.wingsofeagles.com), allows participants to view an outstanding collection of aviation memorabilia. Then, after a short run over to Watkins Glen International, everyone will enjoy a terrific brunch at WGI. After a driver's meeting, drivers and passengers are called to their cars to begin laps of this renowned track.

After completion, and with many smiles of accomplishment, 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. Then it is back to Lafayette Park in time 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 Alfa 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 Alfa Romeo corral parking while at the track, is a part of the overall Tour de Marque program and makes for a truly remarkable weekend.

The Tour de Marque is one of the Festival's Stone Bridge Drivers events. For more information, visit the Grand Prix Festival's Web site at www.grandprixfestival.com.



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Adele Sautter Was Proud to be Part of Festival



Adele Sautter portrayed Florence "Flossie" Smalley at the Festival's Tech Inspection Reenactment starting in 1998. Sautter died in June.

The Watkins Glen community and fans of Watkins Glen racing and its history knew that the celebration of the 50th anniversary of the first race through the village streets had to be memorable.

The Grand Prix Festival of Watkins Glen was already a successful and much-anticipated September event. For this special anniversary in 1998, volunteers were ready to place extra hay bales on corners. More racing checkered flags were about to be unfurled. Vintage racers were vying to be part of record-setting tribute laps.

And, thanks to Adele Sautter, Florence "Flossie" Smalley was returning.

Starting in 1998, Sautter opened each year's Festival in the role of Flossie, who owned Smalley's Garage with her husband, Lester, and was involved with race car tech inspections from the first competition in 1948 until inspections moved to the established track in 1962.

Sautter played Flossie proudly and with enthusiasm. Her knowledge of cars and racing, the ease with which she worked her way around each vintage vehicle, gave a sense of reality and excitement to the annual tech inspection reenactments at Smalley's Garage.

This year the Festival will not have a tech inspection reenactment. Festival organizers and fans will instead be participating in a morning memorial for our "Flossies" – for Flossie Smalley, who died in March 1967, and for Adele Sautter, who died unexpectedly on June 26, just days after preparing her Alfa Romeo for a car show in nearby Dundee. She was 80.

"It's a very hard loss to her family, to her community, to the Festival," Festival chairman Marianne Shoemaker said.

Sautter always thought that being Flossie for a day was a great honor.

"They were looking for someone to play Flossie so they asked if I would do it because I knew something about cars," Sautter once told a reporter.

"Something" was an understatement. Sautter, a fan of racing at Bridgehampton in its heyday, worked on cars for decades.

"I just always liked automobiles. I like working with metal and fixing things," she said. "And if I have to do a brake job, I can do a brake job."

As part of her role as Flossie, Sautter wore Flossie's old shop coat and a straw hat to emulate the sombrero that was Flossie's trademark.

"She was quite a lady. She wrote the book for this," Sautter said.

The same could be said for Adele Sautter. She will be missed by all.



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Concours d'Elegance Spotlights Beauty 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 Chemung Canal Trust Concours d'Elegance.

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

Among the many cars we were pleased to host last year was the 1957 Turner 950S of Bill and Cheryl Baldwin of Victor, NY. Bill's father raced this car in the 1950's and '60's here and at other East coast courses. The 1950 Riley Drophead of John Thompson of Webster, N.Y. placed second to the 1954 Bentley R Continental of Elliot Hillbach of Massachusetts. The 1986 Porsche 911 Carrera of Jack Vasina placed third. Also present was the 1967 Morgan of John Wright of Upper Black Eddy, PA, and the 1958 Morgan of Dick Powers of Rochester, N.Y. Another car of special interest was the "belly tank" fuel lakester ("Speed

Queen") of Ron and Judy Richardson of Fairport, NY. Ron clocked 237.32 mph at Bonneville in the fall of 2009 joining the 200 MPH Club.

The British Morgan car was the featured marque last year, celebrating its 100th anniversary. This year the Alfa Romeo is celebrating its 100th anniversary and is the featured marque. The Alfa that won the very first Watkins Glen race in 1948 will be taking part in events this weekend. There are at least two other Alfas in the Concours this year, and many others will be taking part in other components of the Festival.

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 here today, and for helping to preserve and celebrate Watkins Glen's road racing heritage.



A 1933 MG-L2 is displayed at the 2009 Concours d'Elegance. (photo by Bill Green)

Glenora Run Inaugural Festival Rally for Drivers

By **TERRIE SAUTTER**

Participatory automotive events keep the Grand Prix Festival of Watkins Glen close to the hearts of many sports car enthusiasts. The Glenora Run was the first of what are now known collectively as Stone Bridge Driver events: the Knapp Vineyards Sporting Roadster Tour, Red Newt Cellars Founders' Tour, WGI Tour de Marque and other events all grew out of the popularity of the Glenora Run – the first for driver participation.

Early Friday morning, while Watkins Glen is still preparing for other events to begin, 130 vintage sports cars are gathering at Glenora Wine Cellars, 11 miles north of the village, for a lovely drive and some twists and turns – the Glenora Run Road Rallye.

Stone Bridge Driver events are unique, as rarely are “car show” participants encouraged to drive their cars as part of the event. In Watkins Glen, enjoying the abilities of the cars is the *raison d’être*. The “vintage” aspect of the Festival is personified by the Glenora Run, as participating vehicles must be at least 25 years old.

Cars depart Glenora Wine Cellars on four different rally-style routes throughout the local countryside,

watching for checkpoints, following cryptic clues and answering questions, testing the skill and relationship of driver and navigator.

Upon completion of the routes, participants 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 is now a 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, to retrace the route that the original race cars followed from 1948-52. For many participants, these “two laps of the old course” are the most significant part of the day. All Stone Bridge Drivers share the thrill of reliving the excitement that these country roads once saw. It can be a little tricky to navigate the historic course, especially entering the Stone Bridge and heading out the other side.

Finally, the cars assemble on the streets of Watkins Glen, where they remain for spectator review until the day’s events are over.

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Frank Griswold wins the inaugural Watkins Glen Grand Prix in 1948 driving a 1938 Alfa Romeo 2900B. (photo from the William Green Motor Racing Library)

Now



A string of MGs in the 2009 Tribute Laps. (photo by Bill Green)

Glenkhana Drivers Show Off Their Skills

By **TERRIE SAUTTER**

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 Learn Motors Glenkhana!

Drivers of skill, accompanied by their navigators of daring – and trust! – accept the challenge of the Glenkhana after participating in their chosen Stone Bridge Driver event. 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.

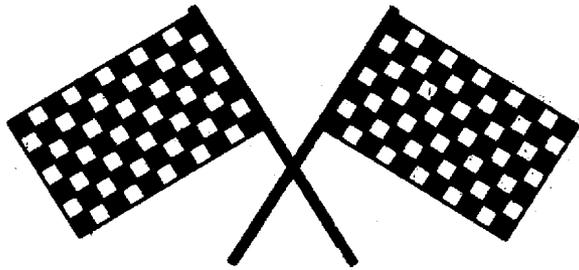
Each year, the Glenkhana committee tries to incorporate themes reflecting the featured marque of the year. The last year of the Alfa-Romeo included a snake (part of the marque logo), and the Porsche feature required the navigator to pull on a pair of

oversized "boxer" shorts (reference Porsche's famed "boxer engine"). What will this year's Alfa folks see?

Truly as much fun for spectators as participants, the Glenkhana packs an amazing amount of automotive action in 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 new Glenkhana course at Learn Motors on the east side of Franklin Street. The fun and action start at 1:30 p.m.

Learn Motors Glenkhana - so much fun, in so little time, and in such a small space!



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Knapp Tour Starts at Racing Research Center

By **DOUGLAS HOOD**

The Eighth 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 will be provided lunch at Knapp, a commemorative bottle of Knapp wine and a special dash plaque for their roadster.

Walk of Fame Markers Honor Glen Drivers

The Drivers Walk of Fame, established in 1993, honors the great drivers who have competed at Watkins Glen since 1948. Developed through the efforts of the Watkins Glen Grand Prix Historic Committee of the International Motor Racing Research Center, the Grand Prix Festival Committee, Watkins Glen Promotions, the Schuyler County Chamber of Commerce and private donations, the walk consists primarily of markers embedded in the sidewalks lining Franklin Street.

Beginning at the Start/Finish Line of the original road course, follow this walk to take a stroll back through time. This year's Festival will see the dedication of markers honoring talented champions.

Elliott Forbes Robinson, grand marshal at Watkins Glen International this weekend, will receive a marker. Details of his champion career are elsewhere in this program.

Charles Krueger, who was a member of the Finger Lakes Sports Car Club of America, also will be honored. He raced in club races starting in the 1960s and was especially known for his skills as a mechanic.

In July, a marker for racing legend A.J. Foyt was dedicated in front of the Racing Research Center on South Decatur Street. Versatile Foyt earned victories in the Indianapolis 500 (four times), the Daytona 500, the 24 Hours of Daytona and the 24 Hours of Le Mans. He also twice won the International Race of Champions all-star racing series.

A complete list of all markers in the Drivers Walk of Fame is available at the Racing Research Center.

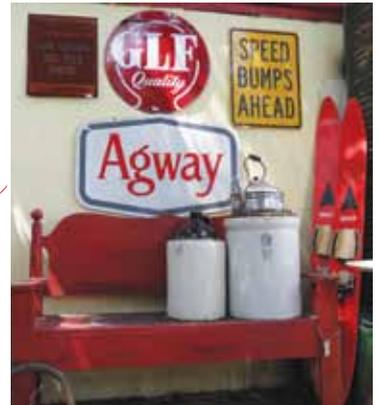
Confirmed participants sign in at the International Motor Racing Research Center on Decatur Street in Watkins Glen at about 8 a.m. All cars are divided into two groups that run the same route but at slightly staggered times. The route is a blend of scenic and fun roads in the Finger Lakes Region, each tour group has specific arrival and departure times at various locations, to which drivers must adhere. 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.

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 race cars ran 62 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.

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we are known as "the singing church."

Free Brunch after the 11am service

for all first time visitors.

Concours d'LeMons New Festival Event

BY SKIP TESTUT

Tired of being one of the few who truly appreciates the beauty of Pontiac Aztecs, the automotive stoicism of Borgward Isabellas, the economy of the Studebaker Scotsman, or the engineering and design brilliance behind the combined Japanese and British efforts that made the Sterling? Or maybe you just want to have the last laugh on Ralph Nader and applaud Corvair Greenbriers.

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

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

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

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

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



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Red Newt Founders' Tour Uses Two Routes

By **CARL D. BENSON**

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

The drivers known as Stone Bridge Drivers bring their sportscars or classics here to celebrate the original beginning of sportscar road racing at Watkins Glen on the original 6.6 mile Grand Prix road course every year. Festival day includes a cross-country grand tour, lunch, two laps of the original course and special reserved downtown parking.

All our Festival guests will view these special vintage sports and classic cars on tour and on display, curbside, within easy walking distance right in downtown Watkins Glen.

The spectacular 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 Drivers and their guests will enjoy some of the region's most spectacular world-class driving terrain a motoring experience can offer, with tight switchbacks, lake view vistas, dotted with vineyards, quaint villages and fine wine cellars.

The Founders' Tour is designed so that drivers meet one another along the highway and regroup for the classic two-lap original course laps and downtown display.

Hosted by Red Newt Cellars Winery & Bistro situated along the eastern hillside of Seneca Lake, the drivers arrive at about 9 a.m. They enjoy the winery's ambiance, pleasant hospitality and spectacular view. Of course, there's time at Red Newt to share some bench driving discussions with other Tour drivers and guests.

After a drivers briefing, the Tour fires up at about 11a.m. for the challenging cross-country 50-mile-plus Tour. Once the group arrives in downtown Watkins Glen, drivers stage on Franklin Street and take their laps of the original course.

For more information about the Founders' Tour, visit the website www.grandprixfestival.com.

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Start the Season with Lake to Lake Ramble

By **CARL D. BENSON**

The 2010 Lake To Lake Sportscar Ramble Tour sponsored by Watkins Glen International was off and running June 4. It was a wonderful way to start off the sportscar season here at Watkins Glen and the New York's Finger Lakes Region.

Yes, this refined tour, tailored for pure fun and automotive enjoyment, offers one of the greatest world-class driving experiences you and your partner will discover.

Beginning at the world famous International Motor Racing Research Center (I recommend a visit to this unique year-round museum, rich in historical auto racing personalities and machinery) in Watkins Glen, the group travels a 100-mile-plus tour. It arrives later in the day at Watkins Glen International for on-track laps and a sensational dinner. Entry also includes two tickets for the weekend's racing at the track.

One may ask about the details of the tour? Well, you have your selection of one of two routes: scenic (smooth, open road surfaces) and spirited (open, some irregular surfaces with switchbacks). Both routes are highlighted with our region's rolling glacial carved

terrain, and both are designed to meet or exceed most all drivers' expectations.

Follow us on the web, at www.grandprixfestival.com/Stone Bridge Drivers Events; by phone, contact Carole Pierce at (607) 535-3003.

This is truly just a great automotive experience for everyone. C'mon and join us for fun with your favorite motor and guest!

See You in 2011!

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Promotions Brings Fun to Schuyler County

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. Late last year Promotions moved to 700 N. Franklin St. and now has a wonderful storefront perfect for selling and showcasing festival memorabilia and lots of new items.

The year kicks off with 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 60 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.

The premier event of the season celebrates Watkins Glen's racing history. The annual September street festival 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, with the highlight being the historical tribute laps around the 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 grape stomping contest, a scarecrow contest, a historical ghost walk, storytellers, 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 lilting of carolers, this evening event is sure to brighten your holidays. Topped off with a parade with Santa and Mrs. Claus, it is a holiday tradition that is sure to please the whole family.

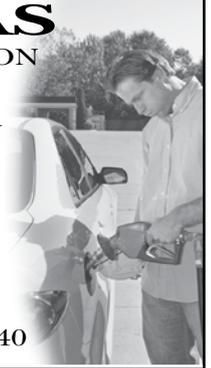
Watkins Glen Promotions is about community – bringing the community together for events that are organized and staffed by community volunteers. Learn how you can get involved by calling (607) 535-3003 or e-mailing events@watkinsglen.com.

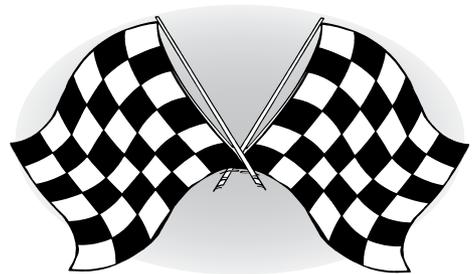


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The Festival is offering free bus shuttle service and parking for our spectators again in 2010. Use the shuttle and simplify your life!

Free parking will be available at the Clute Park Community Center off Route 414 east of downtown, and at the Watkins Glen Central School District bus garage at the south end of Decatur Street.

Spectators can park and board the shuttle to get to and from the event site along Franklin Street and lessen their walking as well as downtown traffic.

An additional passenger drop-off and pick-up site is on Porter Street, the east side of Lafayette Park, site of the Tour de Marque – Alfa Romeo –display. This site is for passenger pick-up and drop-off only. Spectators can get on or off at any location.

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

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

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



Be a 'Stone Bridge Driver'

We are Stone Bridge Drivers. What do we do? "We drive the Old Course."

Over 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 Grand Prix Festival along with the vintage SVRA race cars that come down from Watkins Glen International to drive the old course.

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 or the Concours d'LeMons. We also now extend the fun to June with the Lake to Lake Sportscar Ramble.

Enroll early, as limited openings fill quickly. Visit our website www.grandprixfestival.com or by calling Watkins Glen Promotions at (607) 535-3003.

Waterfront Dining in Watkins Glen



Captain Bill's Seneca Lake Cruises

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- 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!
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- Learn Motors, Franklin Street, Watkins Glen, sponsor of the Glenkhana.
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- Sportscar Vintage Racing Association, headquartered in Decatur, GA, sponsor of the

Technical Inspection Reenactment, organizer of the Watkins Glen Grand Prix Tribute and a great supporter of the Festival.

- Watkins Glen International, County Route 16, sponsor of the Tour de Marque and host of the Glenora Wine Cellars U.S. Vintage Grand Prix presented by Welliver McGuire on the same weekend as the Festival. Tremendous logistical support!
- Schuyler County, use of the Court House Lawn and other support.
- Community Bank, located at the corner of Fourth and Franklin streets, sponsor of the Concours deLemons.
- 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, and host of an evening party and auction.
- 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 show room for Festival headquarters each year.



Here is the 1971 Watkins Glen Six-Hour overall race winning Alfa Romeo T33/3, Ronnie Peterson driving. His co-driver was Andrea de Adamich. (photo from the William Green Motor Racing Library)

Model Concours Celebrates Small Cars

By **RICH CHERNOSKY**

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.

Upwards of 200 modelers enter pieces for display in five classes, and festival attendees vote for their favorite entry. Stop by and choose your favorite from among this year's entries.

Modelers will be on hand throughout the day to discuss their work.

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 Model Car Concours exhibition will open at 10 a.m.



One of the display cases at the Model Car Concours at the 2009 Festival. (photo by Bill Green.)

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Volunteers Vital to Festival Success

The definition of “volunteer”: One who chooses freely to do something. Those who you’ll meet on the streets at the Grand Prix Festival of Watkins Glen directing the road rallies, parking and gridding, flagging, selling T-shirts, handing out programs and generally making the Festival run smoothly – are all volunteers.

They are here because they are committed to classic cars, local history, or their community. Some come back year after year. Some have been volunteering since the Festival began; others are new this year. All are dedicated and hard-working, and we are fortunate to have each one.

Forbes-Robinson from page 9

in a Rob Dyson Riley and Scott MKIII Ford with team drivers John Schneider, Rob Dyson and John Paul, Jr.

He was in victory lane at Daytona in 1999 with Butch Leitzinger and Andy Wallace driving a Dyson Riley and Scott MKIII Ford.

Forbes-Robinson race in the NASCAR Winston Cup series from 1977 to 1984, in 22 races over five years.

Along with Humpy Wheeler, Forbes-Robinson developed the Legends cars.

He was inducted into the Motorsports Hall of Fame of America in 2006.



A 1947 MG-TC at the 2009 Concours d'Elegance. (photo by Bill Green)

Nearly 200 volunteers from all over the country (and Canada) choose to be a part of this event, helping celebrate the history of road racing in America and more specifically here in the village of Watkins Glen, where it all began on a crisp fall day in 1948.

When we reflect on the beginning, we also must think of volunteers, as it was a group of volunteers who rallied around a young man, the late Cameron Argetsinger. They shared his vision; they committed themselves to the vision; and they had strength in their conviction that bringing the Sports Car Grand Prix to Watkins Glen was simply the right thing to do. And, so they did!

Now – decades later – it is still the right thing to do. As always, one of the greatest reasons for volunteering is the thrill of contributing to, and being a part of, history and tradition. If you haven't signed up to volunteer this year, think about it for the 2011 Grand Prix Festival of Watkins Glen. You can set your own hours, choose what you'd like to do, be a part of a spectacular event and enjoy the Festival too!

Just contact Watkins Glen Promotions at (607) 535-3003 or email events@schuylerny.com for more information.

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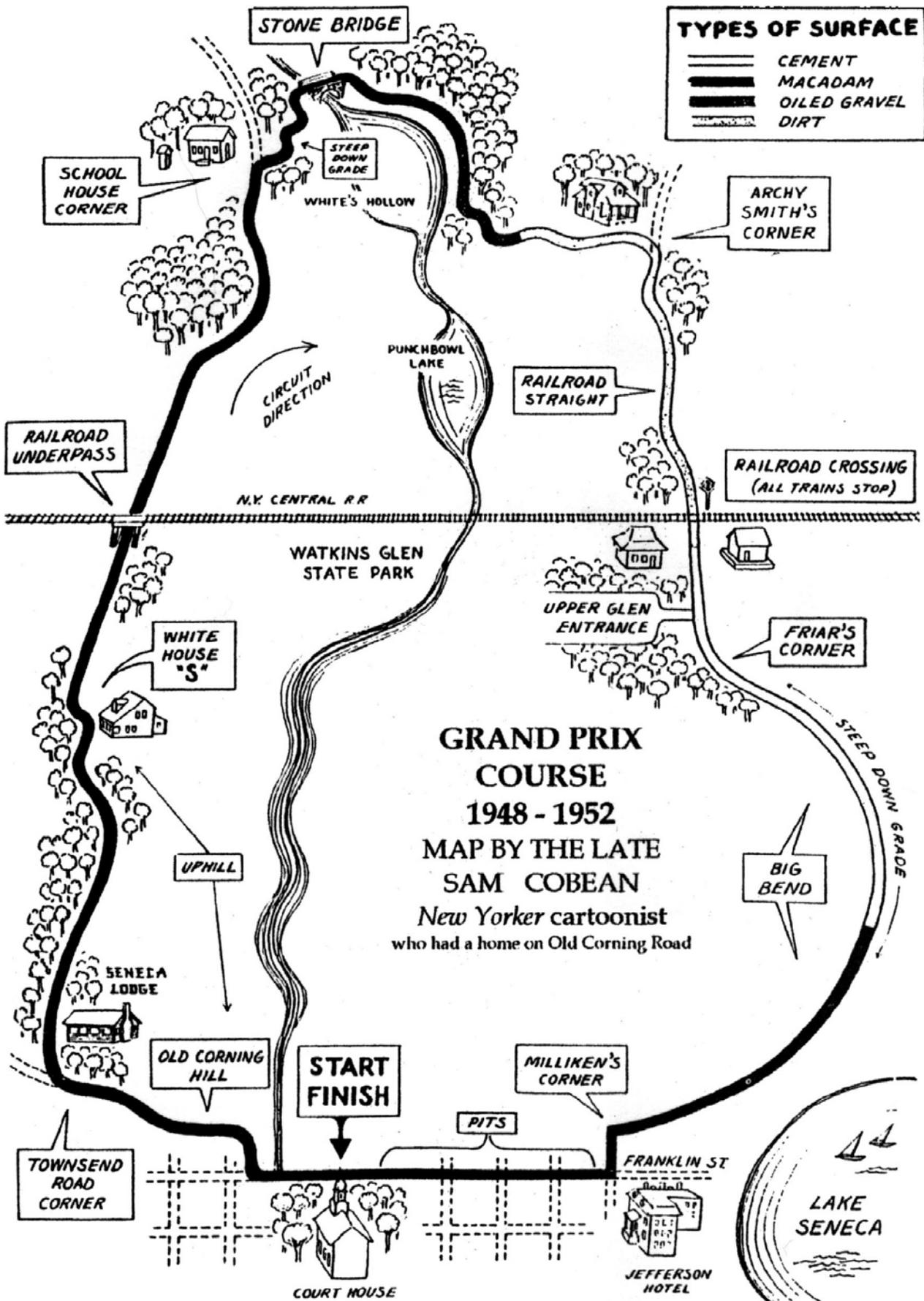


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Italian Motorsports Icon from page 11

in GP, Harry Theodoracopulos in C Sedan, and Scooter Patrick in Formula B. Spruell went to the Runoffs 14 more times from 1974-93, finishing first three times and second once.

When the SCCA Trans Am series began in 1966, Jochen Rindt's Alfa GTA was the overall winner in the first race at Sebring. Alfas finished in the top three overall positions in five of the six races held that year, even though they competed in the under two liter class, and had there been a drivers championship it would have been won by Horst Kwech in a GTA, who had more points than any other driver in either class. Kwech also won the B Sedan championship in 1966 at the SCCA Runoffs.

During the 1960s, several minor Formula One teams used Alfa four cylinder engines, and both McLaren and March used 3 litre Alfa V-8s in the early '70s. From 1979 to 1985 Alfa Romeo returned to F1 as a constructor. In the 1970s Alfa entered prototype racing with the Tipo 33 that had several wins in 1971; the 33TT12 won the World Championship for Makes in 1975 and the 33SC12 won the World Championship for Sports Cars in 1977.

Alfa also participated in the Indy Car World Series, supplying engines from 1989-91 used in

March and Lola chassis. Alfa Romeo has also won an impressive 17 European Touring Car Championships. The beautiful Alfa Romeo TZ2 had seven class wins and was unbeaten in the 1966 World Manufacturers Championship.

Although the Mini is remembered as the first transverse engine, front wheel drive modern mini car, Alfa experimented with a similar configuration in 1952 and again in the late '50s, but due to financial difficulties experienced by the company, neither made it to production.

Continuing Alfa's financial difficulties, in 1986 Alfa was acquired by the Fiat Group. Alfa left the U.S. market in the early '90s, but is now making a comeback with the beautiful model 8C.

Alfa Romeo is active today in SCCA, vintage IS and European Touring Car series and continues to rack up impressive wins. The cars have also had roles in several movies; notably "The Italian Job," "The Graduate," "Ferris Bueller's Day Off," "The Godfather" and three James Bond films.

The 2010 Watkins Glen Grand Prix Festival is proud to honor the 100th anniversary of the remarkable Alfa Romeo, winner of the inaugural Watkins Glen Grand Prix in 1948.

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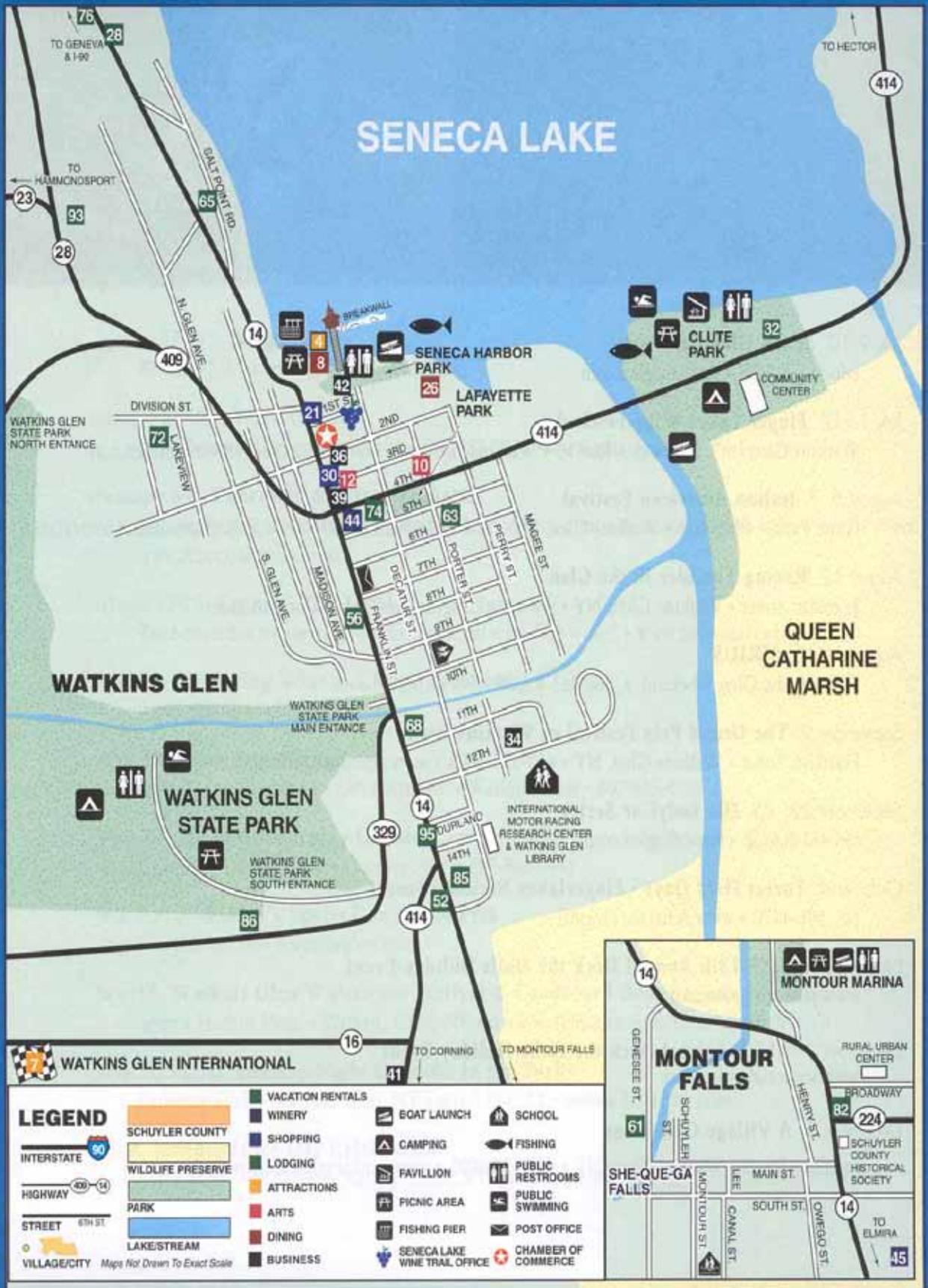
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Festival Schedule



- 9:30 a.m. ~ Memorial gathering for Adele Sautter and Florence Smalley, Smalley's Garage, Franklin Street. Car discussions, too.
- 10:00 a.m. ~ Chemung Canal Trust Concours d'Elegance begins, Watkins Glen State Park lot
 ~ Keystone Cards Model Car Concours d'Elegance begins, next to Concours
 ~ Memorabilia booths open on Franklin Street
 ~ Concours d'LeMons, Community Bank parking lot
- 11:00 a.m. ~ Glenora Run cars do the "Montour Mile"
- Noon ~ Drivers Walk of Fame Induction Ceremonies, Court House Lawn
 ~ Wine Tastings and Food Court opens, Court House Lawn
 ~ 5th through 10th streets closed between Franklin and Decatur streets
- 1:00 p.m. ~ Franklin Street closed, between 2nd and 10th streets
- 1:10 p.m. ~ Stone Bridge Drivers rally events start tours of the original race circuit
- 1:30 p.m. ~ Learn Motors Glenkhana begins at 502 N. Franklin Street
- 2:00 p.m. ~ Tour de Marque Alfa Romeos parked for display at Lafayette Park, 4th Street
 ~ Kid Racer School and Derby begins, Franklin and 4th streets
- 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.
- 6:10 p.m. ~ Watkins Glen Heritage Tour parade laps on the original circuit
- 6:30 p.m. ~ Watkins Glen Grand Prix Tribute laps on the original circuit
- 8:00 p.m. ~ Fireworks at the entrance to the Watkins Glen State Park gorge
- 9:00 p.m. ~ Franklin Street re-opens





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