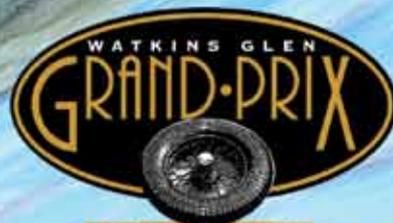


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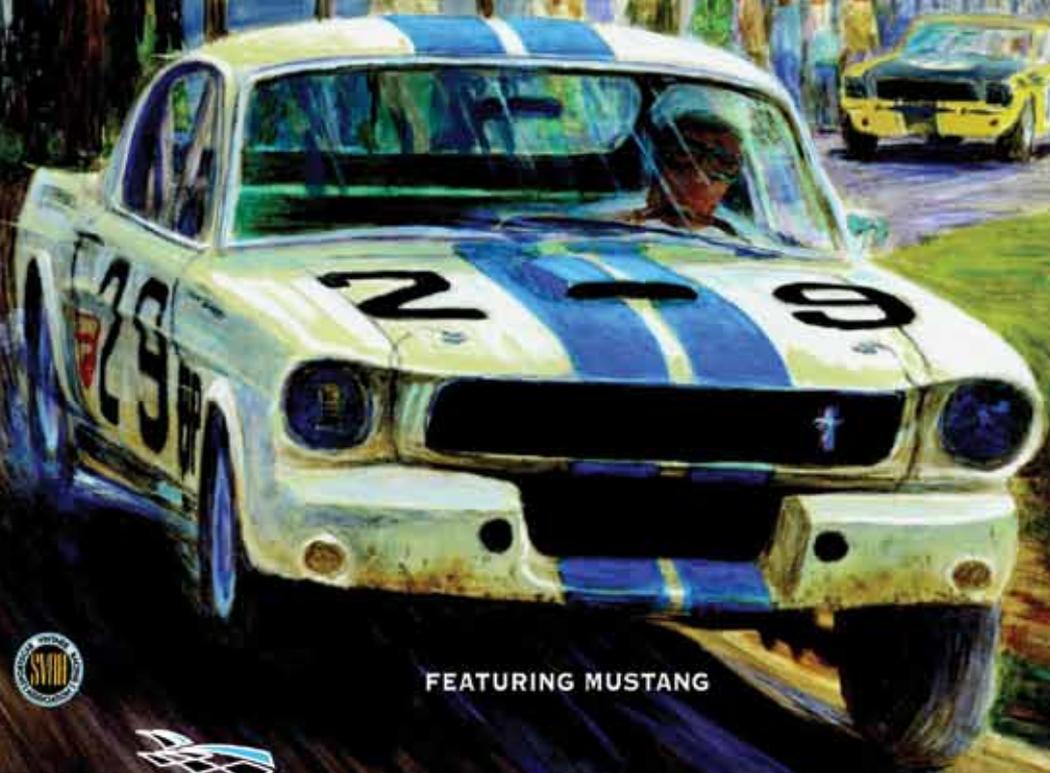
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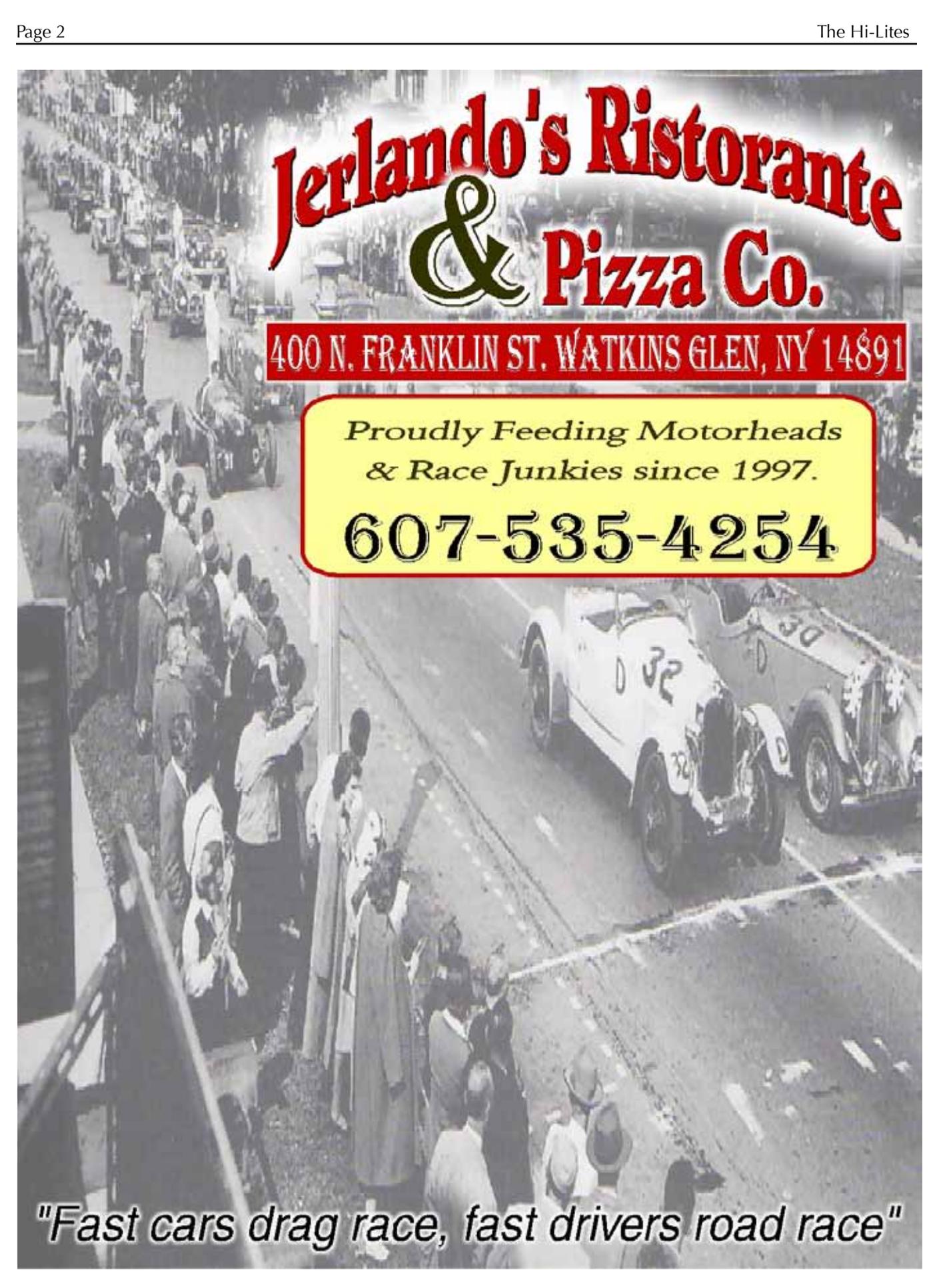
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Welcome to our Celebration of Road Racing in Watkins Glen!

Dear Visitor:

This year marks the 20th annual Grand Prix Festival of Watkins Glen and the 64th 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 2012 is Mustang. To see an impressive collection of Mustangs, 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 the late William F. Milliken, one of the key people in the founding and success of racing in Watkins Glen.

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 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 Mustangs, 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



Peter Giddings drives his Alfa Romeo P3 in the Tribute laps of the 2011 Grand Prix Festival at Watkins Glen. (Photo by Bill Green)

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Chemung Canal Proud Festival Sponsor

Chemung Canal Trust Company is proud to sponsor the 2012 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 more than 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. The waterway contributed significantly to the growth and prosperity of both the Southern Tier and Chemung Canal Trust Company

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 64 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 26 other locations throughout Broome, Chemung, Steuben, Tioga and Tompkins counties in New York and Bradford County in Pennsylvania. Last year's acquisition of Capital Bank allowed us to proudly serve the businesses and residents of Albany's Capital District.

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.



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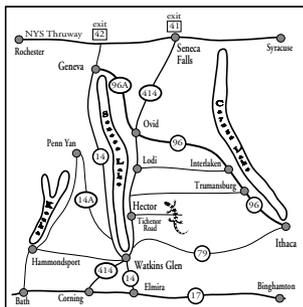
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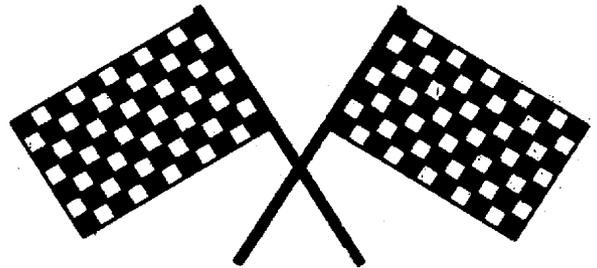
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Watkins Glen Has Hosted Races Since 1948

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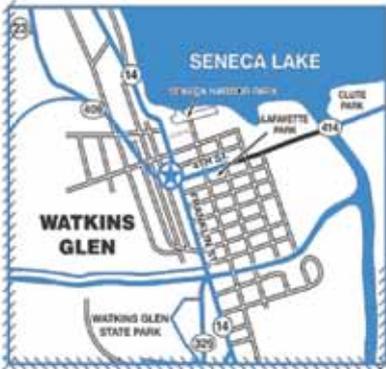
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The Grand Prix Festival is once again offering free shuttle bus service and parking for spectators this year. Use the shuttle and simplify your life!

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 Mustang, 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.

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Jim Clark Tops Graham Hill in '62 USGP

By **BILL GREEN**

Watkins Glen celebrated its 15th year of road racing 50 years ago in 1962.

The first major race weekend was the SCCA divisional event, the 6th annual Glen classic. There were seven races held during the weekend.

Race 1 was for Formula Jr. and Formula III. Coming home first overall and first in Formula Jr. was Ernest Devos, driving a Lola. Second overall driving a Formula Jr. was Alan Patterson in a Lotus. Jerry Greaves was sixth overall and first in Formula III driving an Emerson.

Race 2 was for cars in classes HP and HM and was won by Ben Diaz driving an Osca and was also first in HM class. Finishing fifth overall and first in HP was Mark Robinson Jr. driving an A-H Sprite.

Race 3 was for GP class cars and was won by Philip Seven driving an Alfa Romeo. Race 4 was for FP class cars and was won by Dieter Steinmann driving a Porsche, with second place going to Robert Poupard in an MGA.

Race 5 for classes DP and EP was won by Robert Priebe driving an Austin-Healey. He also was first in DP class. Finishing second overall and first in EP was Milton Diehl in a Triumph TR-3.

Race 6 for classes A, B and C Production was won by Michael Gammino III driving a Corvette 327 and was also first in AP. Fourth overall and first in BP was Bruce Jennings driving a Porsche Carrera. Gary Morgan driving a Daimler was seventh overall and first in CP class.

Now the stage was set for the 6th annual Glen Classic for car classes C, D, E, F and G Modified. Millard Ripley driving a Porsche RS 61 won and was first in F Modified at an average speed of 83.28 mph for the 33-lap, 75.9-mile race. Second overall and first in G Modified class was Charles Krueger driving an Elva MK 5.

The next major race weekend at the Glen was the AMA motorcycle races. Carroll Resweber, riding a Harley-Davidson, won the 150 AMA national championship race. The 50-mile amateur final race was won by Denton Craig riding a BSA

On the weekend of Sept. 21-22, the oldest continuous sports car road races in America after World War II were held – the 15th annual SCCA national event.

The first race was the Schuyler Carrera for G and H Production cars and was won by Jack Crusoe driving an Alfa Giuliett A. He also came in first in GP

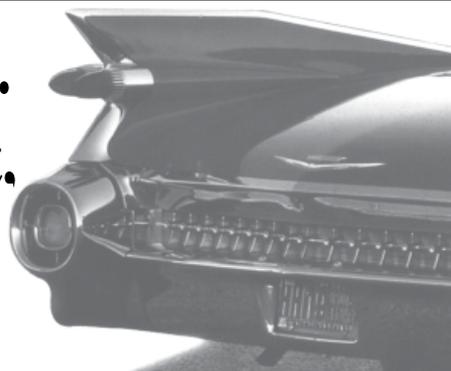
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class. Edmund Hessert Jr. finished ninth overall and first in HP driving a Fiat Abarth.

Next was the Glen Region Open for Formula Libre and Formula III cars, which was won by George Alderman driving a Cooper-Alfa. He also was first in Formula Libre class. H. Paul Richards, driving a Cooper MK III, finished third overall and first in Formula III class.

These two races were run after practice and qualifying late Friday afternoon.

The Queen Catharine Cup race was the first on Saturday morning for classes G and H Modified and was won by Jim Scott driving an Osca/Tomaso. He also was first in GM. John Ingleheart driving an Osca was sixth overall and first in HM class.

The Chieftain Cup race was next for D Production class cars. It was won by Robert Priebe driving an Austin-Healey 3000. Erie Mangelson driving an Alfa Veloce was race winner until he was disqualified for non-regulation modifications, which moved everyone up one spot.

Bob Tullius driving a Triumph TR 4 won the Harold Jacques Memorial Race for E Production cars.

The Collier Memorial Trophy race was next for F Production cars, which was won by Howard Hanna driving a DB HBR-5.

Walter Hansgen driving Briggs S. Cunningham's Brabham Formula Jr. won the Seneca Cup for Formula Jr. cars. Second place went to Augie Pabst driving a Cooper Formula Jr., which was a second Cunningham entry.

The next race of the day was for C Production class, the Dix Cup. It was won by David Clark driving a Lotus Super 7. Gary Morgan drove his Daimler to second overall.

Dr. Dick Thompson drove a Corvette 327 to win the Glen Trophy. He also won first in A Production. Don Yenke drove his Corvette to third overall and first in B Production.

The 15 annual Watkins Glen Grand Prix for classes C, D, E and F Modified was won by Walter Hansgen for the fourth time: 1953, 1957, 1959 and 1962. This time he was driving Cunningham's Cooper-Buick. He also came in first in CM with an average speed of 90.29 mph for the 44-lap or 101.2-mile race. Second overall and first in DM was Hap Sharp driving a Cooper-Monaco. Third overall and first in FM was Millard Ripley in a Porsche RS 61. Finishing 12th overall and first in EM was Conrad Kraus driving a Maserati 200 SI.

The Grand Prix of the United States for Formula 1 cars returned to Watkins Glen after debuting the year before. The weekend had a very special event: the unveiling of Ford Motor Company's experimental, two-seater car called the Mustang.

Dan Gurney drove the car around the track between Saturday's practice and qualifying sessions. It also led Sunday's drivers parade, with Charles A. Lytle Jr. driving and Stirling Moss in the passenger's seat. The Mustang was followed by Ford cars with drivers on board.

Winner of the Grand Prix was Jim Clark in a Lotus 25 Climax V8, with a winning average speed of 108.61 mph for the 100-lap race.

Clark had been the fastest qualifier with a speed of 109.24 mph.

Driving the race to second-place was Graham Hill in a BRM. Third was Bruce McLaren in a Cooper-Climax V8.



Jim Clark is all smiles after winning the 1962 U.S. Grand Prix. (Photo from the William Green Racing Library)

Mustang Concept Car Debuts at the Glen

A week before the 1962 U.S. Grand Prix, a writer for Competition Press reported on a concept car that Ford Motor Co. was planning to unveil at the Watkins Glen race.

"A pretty impressive piece of work," the writer wrote, adding later, that it didn't appear "to be a production prototype ... A production version might be developed, of course, should public acceptance demand it."

On Oct. 6, racer Dan Gurney was behind the wheel as Ford introduced to the world its concept car – the Mustang.

"There's no doubt about it," Art Peck wrote in his Competition Press column a week later, "the car is startling."

The debut of the Mustang – today an American icon – at Watkins Glen reflected a partnership between Ford and Watkins Glen Grand Prix Corp. that had started a year earlier and would continue through 1967.

"The Mustang and Watkins Glen have a very genuine history," said Michael Argetsinger, award-winning motorsports author and Schuyler County native.

The concept Mustang was a mid-engined, two-seater. It was built on 90-inch wheelbase with 48-49 track front and rear. It had independent suspension all around, front disc brakes, built-in rollbar and 13-inch cast magnesium wheels.

The 60-degree, V-4 1500cc Cardinal engine was located forward of the rear axle, the power was delivered through a 4-speed, all-synchro trans-axle to the rear wheels.

A Ford Motor Co. representative was quoted as saying the car was a "study vehicle for possible production of sports car in the MG-Alpine class."

Automotive writers across the nation had a lot to say about Ford's "toe in the water" of racing. And they agreed that, as first presented, the Mustang needed some serious changes to be competitive.

Ford knew that, too, and continued to work on the design.

Another Mustang concept was presented to race fans at the 1963 U.S. Grand Prix, and then the third version rolled off the production lines in April 1964, defying standard practice at the time of releasing new models in the fall and earn-

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ing the nickname "1964½" among fans of this "pony" car.

"All summer long they were virtually unobtainable," Argetsinger said. "They were the hottest thing around."

The launch of the Mustang was Ford's most successful since the Model A, with a million units built in the first 18 months. The Mustang is now in its fifth generation.

The new Mustang was the pace car at the 1964 Indianapolis 500, and the very same car that led the pack at Indy served as the pace car at the 1964 U.S. Grand Prix.

For the next three years, Mustangs were the official car of the Glen. Ford would send 23 Mustangs to be used by Grand Prix teams during their visit and two Mustangs used throughout much of the year by Grand Prix Corp. staff.

"They were always the high-performance Mustangs," Argetsinger said.

Not only did the top cars come to the Glen, the top men did, too, he said, recalling visits by Lee Iacocca and Don Frey, "fathers" of the Mustang, and other Ford executives.

The first Mustang to win at Watkins Glen was driven by Buzz Marcus in the August 1966 Watkins Touring Trophy at the Glen 500 weekend.

The Mustang's racing history at the Glen is ex-

tensive, found on entry lists in Trans-Am, SCCA and SVRA events over the decades. Storied drivers such as Mark Donohue, Parnelli Jones and George Follmer drove their Mustangs here.

Jerry Titus won the Glen's inaugural 1968 Trans-Am race in a Mustang, averaging 104.80 mph. The following year, Jones had an exciting race in his Mustang against Donohue piloting a Camaro, which would win. In 1970, Jones was on pole with the fastest qualifying speed of 112.35, but Vic Elford in a Camaro would win.

In 1975, Ron Smaldone's Mustang became the first-ever American car to win the Showroom Stock national championship in SCCA road racing.

Nationally, Mustang won several manufacturers' championships in the Trans-Am series and the IMSA GTO class. Its drivers have earned several drivers championships as well.

NHRA, NASCAR and racing series in Europe have also seen Mustang wins.

Off the track, this hugely popular car has won multiple Car and Driver Ten Best awards, including 2011, and multiple awards for Motor Trend Car of the Year. In 2005 it was runner-up to the Chrysler 300 for the North American Car of the Year award and was named Canadian Car of the Year.



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Racer Stirling Moss waves to the crowd from the passenger seat of the Mustang concept car at the 1962 U.S. Grand Prix. Race historian Charles Lytle is at the wheel. (Photo from the William Green Racing Library)



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Vintage Motorcycles Join Grand Prix Festival

Early Friday morning, the parking lot of Hazlitt 1852 Vineyards fills with the motorcycles of yesteryear: Triumph, BSA, Honda, Norton and BMW. While the grapes are growing on the vine, the air is filled with the bark of singles and bellowing twins and perhaps a whiff of two stroke oil. Vintage motorcycles are now part of the Grand Prix Festival of Watkins Glen.

For the first time, a sporting tour of the Finger Lakes and the surrounding country-side is part of the Stone Bridge Driver events. The Hazlitt 1852 Vintage Motorcycle Rallye is for riders and passengers on motorcycles built before 1972. A rousing early morning ride on hidden gems of roads, through forest and glen – followed by lunch and a commemorative bottle of Hazlitt wine (for later). 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 more vintage bikes in coming years.

This first year the numbers may be few, but 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 in the Hazlitt 1852 Vintage Motorcycle Rallye.

For more information, visit the Festival's website www.grandprixfestival.com or call Watkins Glen Promotions at (607) 535-3003.



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Legends Speak Will Be Tribute to Bill Milliken

William F. (Bill) Milliken, a true legend in the history of racing in Watkins Glen, died July 28 at the age of 101.

The Legends Speak, at 3 p.m. in Lafayette Park, will celebrate Milliken's accomplishments in racing, as well as aeronautical and automotive engineering.

Milliken famously named "Milliken's Corner" on the 6.6-mile original circuit when he rolled his Type 35 Bugatti in the inaugural 1948 race. Undeterred, he went on to compete in more than 100 races, inevitably choosing race cars that exuded technical innovation and engineering challenges. From 1961 to 1970 he was chief steward of the Formula One United States Grand Prix.

A graduate of MIT, the Maine native was, during World War II, assistant head of Flight Test at Boeing Aircraft, a job that included early flights of the prototype XB-29 and some B-17s. Later he was a managing director at Cornell Aeronautical Laboratory. He has authored distinguished engineering books including "Race Car Vehicle Dynamics and Chassis Design,"



Author Michael Argetsinger, left, listens to Bill Milliken talk about Formula 1 racing at last year's Legends Speak. (Photo by Bill Green)

which, according to Geoffrey Goddard, former head of Cosworth Engineering and a professor at Oxford University, is on the shelf of every Formula One designer in the world. He also wrote a popular autobiography, "Equations of Motion - Adventure, Risk and Innovation. An Engineering Autobiography."

The International Motor Racing Research Center, which sponsors The Legends Speak, hosted celebrations for Milliken's 99th and 100th birthdays.

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Concours d'Elegance Showcases Fine 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.

The Mustang is the featured marque this year, and we have a number entered. Al and Ginny Marsden of Webster, NY return with their 1967 Shelby GT 500 that they bought new. Jim MacLachlan of Marcellus, NY has entered his 1967 Shelby GT 350, while Dan and Danny Mayes of Hector, NY are bringing a 1970 Boss Mustang and a 1968 Mustang California Special.

Other Ford-powered cars are this freshly restored 1967 Sunbeam Tiger of Kim Barnes of Pylesville, MD and the 1972 DeTomaso Pantera of Gary Urban of Dryden, NY.

Elliott Hillback of Needham, MA is returning with a freshly restored 1955 Mercedes Gullwing coupe, and at the other end of the scale is the 1958 Berkeley SE 328 of Jay Young of Dillsburg, PA.

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

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



Cars lined up at the 2011 Concours d'Elegance include a Sunbeam and an Alfa Romeo. (Photo by Bill Green)



A street rod finds a spot at the 2011 Concours d'Elegance. (Photo by Bill Green)



A group of MGTDs are colorful additions to the 2011 Concours d'Elegance. (Photo by Bill Green)

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Everyone's Having Fun at the 2011 Festival!



A Datsun passes throughs of spectators during the Tribute laps.



Horton's Books is set up on the Schuyler County Court House lawn, one of several vendors finding a spot in the center of the Festival.



Michael Printup, president of Watkins Glen International, welcomes everyone to the Festival during Opening Ceremonies. WGI sponsors the Tour de Marque and hosts the weekend's U.S. Vintage Grand Prix presented by Welliver at the Glen.



A bright yellow Chevrolet Camaro is open for viewing at the Concours d'Elegance.



Marty Laux gives a green flag to an MGB for its run in the Glenkhana.



At the Concours d'LeMons, this Citroen is an unusual sight.

Photos by Bill Green

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 Burning Asphalt Sauces 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 Mustang folks see?

Also look for how the Glenkhana sponsor, Burning Asphalt Sauces, gets worked into the theme of the automotive obstacle course. The asphalt may not be the only thing burning this time!

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.

Burning Asphalt Sauces Glenkhana is so much fun, in so little time, and in such a small space!

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Concours d'LeMons Celebrates Oddballs

If you love automotive orphans, the under-appreciated, the overly ridiculed or the downright ignored automotive jewels, we've got the perfect show event for you: the Community Bank Concours d'LeMons.

The 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, Corvairs 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



This Simca was among the cars in the 2011 Concours d'LeMons. (Photo by Bill Green)

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 website www.grandprixfestival.com where updates will be posted throughout the upcoming year.

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Interesting Displays at Model Car Concours

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.



Models are displayed at the Model Car Concours d'Elegance in 2011. (Photo by Bill Green)

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.

Volunteers are Essential to Festival's Success

The Mini Cooper sets the stage for the Sept. 6, 2013 Grand Prix Festival. The success of this yearly event depends on the men and women who selflessly give of themselves and donate their time

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

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

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Morning Tech Inspection Recalls Early Race Days

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.

Barbara Winters plays the role of Flossie at the Festival's tech inspections.

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.

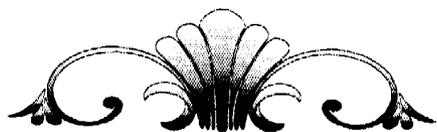
If you missed them this year, plan to get here early next year. It's an historical experience no race fan should miss!



Barbara Winters, in her role as Flossie Smalley, checks the wheel spokes on this MGTC at the 2011 Tech Inspection. The car, known as "Sweet Pea", is owned by David Kline. (Photo by Bill Green)



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'Poetry in Motion' Rolling Into Lafayette Park

A reading of original poetry about historic and vintage motor racing will be presented during the Festival by poet and author Connie Kirk.

The reading will be at 2 p.m. at Lafayette Park. Kirk will read a selection from her new collection of 11 poems, the number representing the 11 turns of the Watkins Glen track. Her project is called "Poetry in Motion: Vintage Speed."

The poems, written both in free verse and formal forms, address themes such as risk and age, history and nostalgia, speed, humanity and technology, competition and relationships.

As part of her racing poetry project, Kirk is giving away 2,000 magnets with verse upon them. Magnets will be given away at the Festival reading and will also be available at Watkins Glen International's The Shop in downtown Watkins Glen and at the Pyramid at the track.

A website about the poetry project is located at www.poetryinmotionvintagespeed.blogspot.com.

Kirk holds a doctorate in English literature and creative writing and is the author of several articles about motor sports, as well as a dozen published

books on literary topics. She is currently writing a non-fiction book about historic and vintage racing with driver John R. T. Monson of Rochester.

Kirk's poetry project was made possible, in part, with public funds from the New York State Council on the Arts' Decentralization Program, administered locally by The ARTS Council of the Southern Finger Lakes.



The MGTC driven in early years by Denver Cornett makes its way in the Tribute laps. (Photo by Bill Green)



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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 people of Watkins Glen remained excited and involved in the racing when it moved to the new track outside town in the 1950s, but it was never the same as when the cars raced through town. By 1993, residents became convinced that Watkins Glen could capitalize on the growing nostalgia associated with the early races through the town and over the nearby country roads. A committee was formed to organize the celebration of great American motor sports.

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

Planning, cooperation and adjustments are needed between SVRA, Watkins Glen International, the Schuyler County Sheriff's Department, the village of Watkins Glen, Watkins Glen Promotions and the racers to organize getting over 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.

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Just join any of our Stone Bridge Driver events for which you qualify: the Founders' Tour, the Glenora Run Road Rallye, the Concours d'Elegance the Tour de Marque, the Sporting Roadster Tour, the Glenkhana, the Concours d'LeMons or the new for 2012 Hazlitt 1852 Vintage Motorcycle Rallye. We also extend the fun to June with the Lake to Lake Sportscar Ramble.

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

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Tour de Marque Welcomes Mini Cooper in 2013

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

This year the featured marque is the Mustang and next year the featured marque will be the Mini Cooper.

This exclusive event begins with arrival and registration at the Wings of Eagles Museum in Big Flats (www.wingsofeagles.com), allowing 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 followed by 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 Mustang 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 Mustang 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 Driver events. For more information, visit the Grand Prix Festival's website at www.grandprixfestival.com.



A Marmon attracts attention at the 2011 Concours d'Elegance. (Photo by Bill Green)



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Unique Rallies Offer Memorable Experiences

The Grand Prix Festival's road rallies - the Stone Bridge Driver events - make the Festival especially exciting for hundreds of drivers and navigators. Each event has unique characteristics, but they all share the same appeal of fun and a front-row seat to the action.

The Glenora Run was the first Stone Bridge Driver event. It is open to just over 100 cars, each a minimum of 25 years old. It begins at Glenora Wine Cellars north of the village and offers four different 50- to 75-mile rally-style routes, watching for checkpoints, following 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. After lunch and awards, "Glenora Runners" take to the streets again for two laps of the original race circuit.

The Founders' Tour is hosted by Red Newt Cellars Winery & Bistro for about 100 vintage and

classic cars. It features a cross-country grand tour, lunch at the winery and two laps of the original course. The field is split into two routes originating at Red Newt in Hector, north of Watkins Glen. Drivers meet one another along the highway during the tour and regroup for two laps of the original course and downtown display.

The Knapp Vineyards Sporting Roadster Tour is designed for about 130 open-top roadsters of any vintage. It begins in the morning at the International Motor Racing Research Center on Decatur Street in Watkins Glen and concludes at Knapp Vineyards in Romulus, northeast of Watkins Glen. Cars are divided into two divisions that run the same 175-mile route, but at slightly staggered times.

Lunch is served at the winery. Then both groups convene at the Watkins Glen State Park, where they grid into formation for their two full parade laps.

Participants in all events are given reserved parking downtown and a commemorative dash plaque.

Anyone interested in the Festival events is encouraged to enroll early, as limited openings fill quickly.

The Lake to Lake Ramble is a June Stone Bridge Drivers event, attracting sport and classic cars. It is sponsored by Watkins Glen International and is part of the June race weekend, this year the Grand Am Sahlen's Six Hours of the Glen and Continental Tire 150 Weekend.

The Ramble begins at the Racing Research Center and has a tour of about 120 miles. The day includes lunch and laps at WGI, as well as tickets to the race weekend and reserved parking at the track.

Follow all of the Stone Bridge Driver events on the web at www.grandprixfestival.com/Stone Bridge Drivers Events or by phone at (607) 535-3003.

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Watkins Glen Promotions Celebrates 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 Grand Prix Festival of Watkins Glen presented by Chemung Canal Trust Company is Promotions' premier event.

The Falls Harvest Festival, presented along 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, storytellers, a children's activity tent and more.

A Village Christmas is held in early December and brings together the Watkins Glen community

that enjoys celebrating its homespun roots. From handmade gifts to the greeting of neighbors and the lighting of carolers, this evening event is sure to brighten your holidays. Topped off with a parade with Santa and Mrs. Claus, it is a holiday tradition that is sure to please the whole family.

Make plans early next year and plan on attending the Watkins Glen Waterfront Festival and Cardboard Boat Regatta, held every June at Seneca Harbor Park on the shore of Seneca Lake in downtown Watkins Glen. It is 1½ days of food, music, and activities for the entire family, highlighted by the Cardboard Boat Regatta, where as many as 80 boats made solely of cardboard and duct tape are climbed into and rowed through the harbor. You'll marvel at the ingenuity, smile at the themes and costumes and cheer to keep your favorites from sinking into Seneca Lake.

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

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Many Contribute to Festival’s Success

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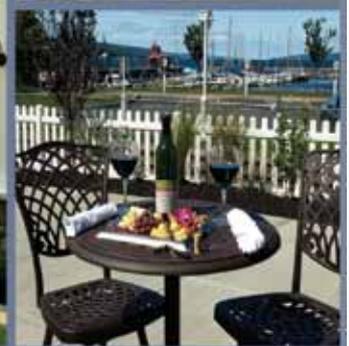
- Sportscar Vintage Racing Association, headquartered in Decatur, GA, sponsor of the Technical Inspection Reenactment, organizer of the Watkins Glen Grand Prix Tribute and a great supporter of the Festival.
- Schuyler County, use of the Court House Lawn and other support.
- Village of Watkins Glen, use of Franklin Street and Lafayette Park and support in many other ways.
- Keystone Cards, Sayre, PA, sponsor of the Keystone Cards Model Car Concours d’Elegance.
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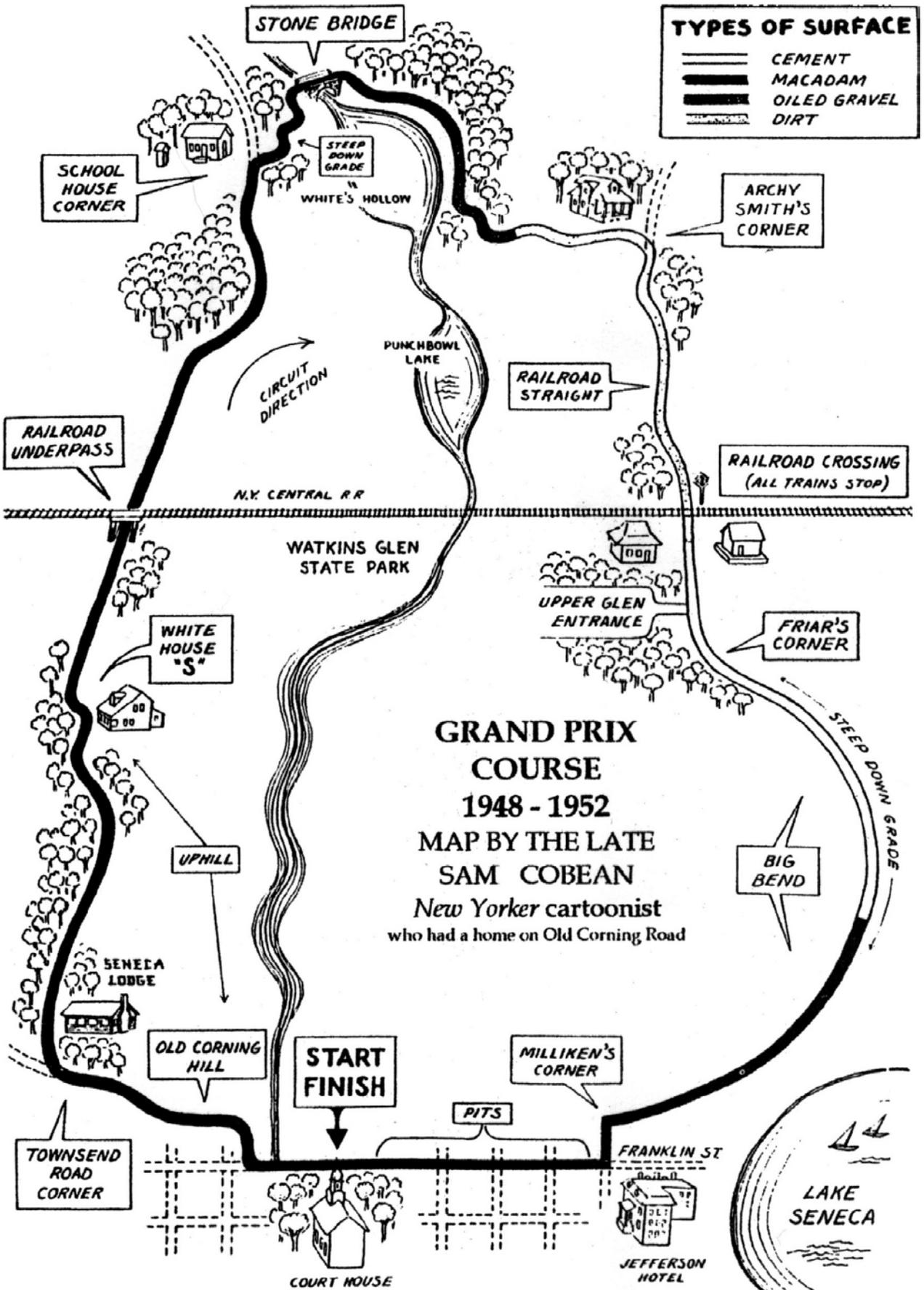
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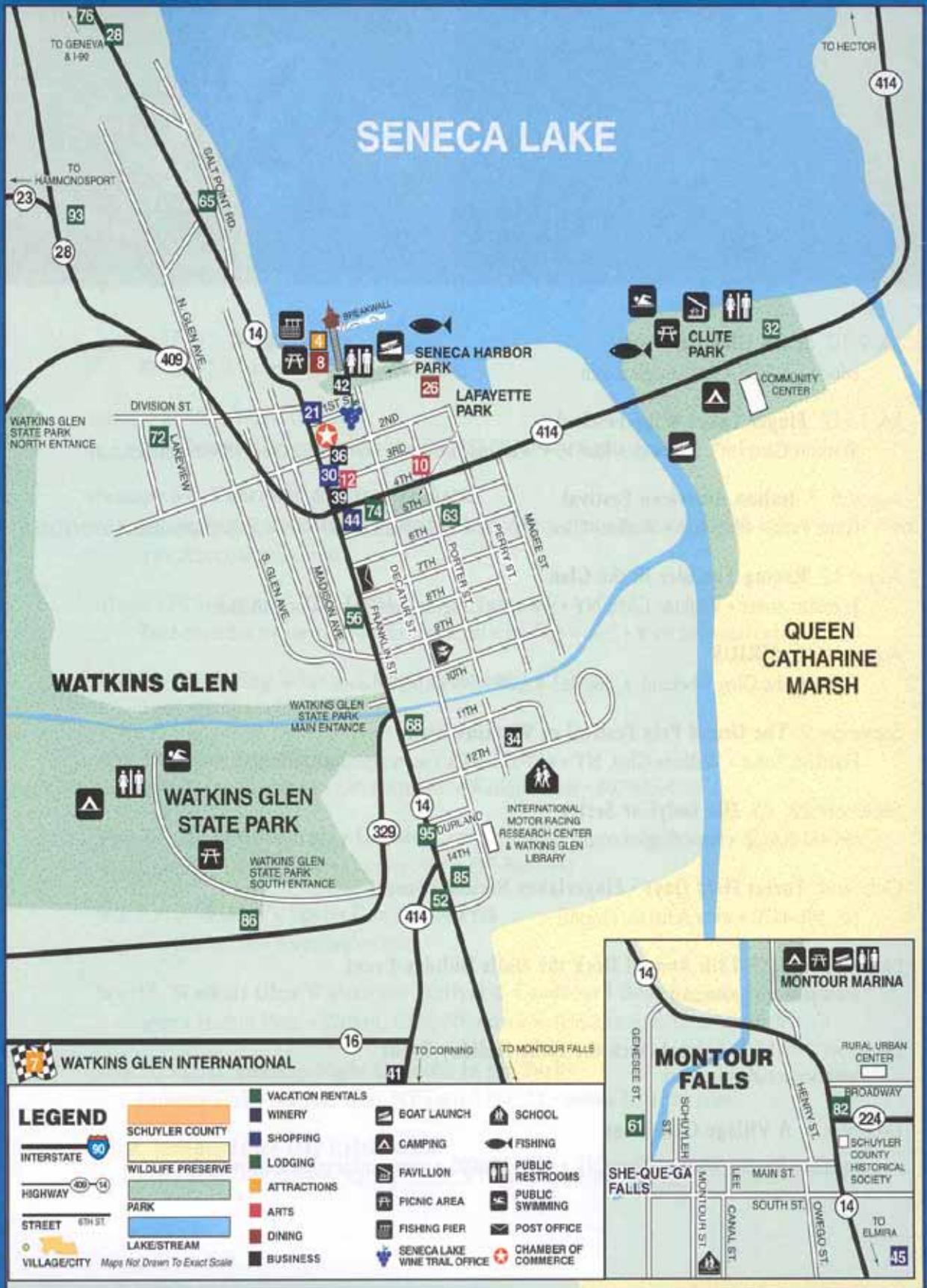
Festival Schedule



- 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
~ 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 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. ~ Burning Asphalt Sauces Glenkhana begins at Learn Motors
- 2:00 p.m. ~ WGI Tour de Marque Mustangs parked for display at Lafayette Park, 4th Street
~ Hazlitt 1852 Vintage Motorcycles on display at the Community Bank lot
~ "Poetry in Motion" poetry reading, Lafayette Park, 4th Street
- 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



Tech inspection at Smalley's Garage early on Festival morning revives an important part of early racing. (Photo by Bill Green)





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