

from the Racing Archives



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This Cunningham C4R, driven by Briggs Cunningham Jr. at Watkins Glen in 1952, is on display at the Center through the end of July. (photo by Adrian Ketchum)

Cunningham III, Fitch to speak at Center during HSR weekend

The first weekend in June is shaping up to be a special few days for motorsports history buffs and friends of the Center.

The 2004 season at Watkins Glen International opens with the Chemung Canal Historic Races June 4-6. This HSR-sanctioned event attracts cars from many different series and will be celebrating the 30th anniversary of the International Race of Champions.

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The Center is celebrating an anniversary of its own that weekend: The doors first opened on June 5, 1999.

A party to honor both IROC and the Center is planned for Friday, June 4, at WGI. Admission will be \$20, everyone is invited.

A silent auction of a wide range of motorsports items will be part of the evening's fare, which also will include lots of food and fun.

On Saturday, June 5, attention will shift in the afternoon to the Center, where Briggs Cunningham III and John Fitch will discuss Briggs Cunningham Jr.,

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Cunningham C4R, Rindt's Lotus 49 star cars in '04

The Racing Research Center at Watkins Glen is welcoming two highly distinctive and historic race cars to the Center this year.

A rare Cunningham C4R began a four-month stay at the Center with its arrival on Sunday, March 14. The C4R was the most successful of the Cunningham race cars. Two versions of this model made their Watkins Glen debut in 1952, driven by Briggs Cunningham Jr. and John Fitch. The third C4R, the coupe C4RK, was driven by Phil Walters. The race was never finished because of an accident involving a fatality and many injuries among spectators.

The car at the Center finished fourth at the 1952 Le Mans race, driven for 20 of the 24 hours by Briggs himself! In 1954, Walters drove the car to victory in the Watkins Glen Grand Prix.

The C4R is owned by the Collier Automotive Museum in Naples, Fla. It is on loan to the Center for display through the end of July.

The C4R, serial number 5216R, has a Chrysler "Hemi" V-8 engine and four dual Weber

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Visit our Web site at www.racingarchives.org

from the President

Having fun on the job

On the most miserable day of a truly miserable winter, Friday, January 16, with blinding snow and ice-covered roads, Bill Milliken drove alone the 140 miles from Buffalo to the Center, arriving at 10 a.m.

We had a date to prepare a presentation about the early days of SCCA for the Club's 60th Anniversary, to be celebrated in Kansas City in February. Barbara Lundquist, director of SCCA Foundation and University, asked us, as early SCCA members, for some "catchy" memories. Bill joined SCCA in 1946, and I became a full member in January 1948. We had some "catchy" memories, all right. Some we were willing to share.

We had no script as we sat down to do an audiotape with curator Mark Steigerwald as director. He and historian Bill Green, with Adrian Ketchum, selected a hundred or more photos from the Center's archives. Bill and I had no trouble remembering as we looked through the pictures.

There were people we had forgotten for the moment - all important in the early days of SCCA. Dudley Wilson in front of his Stutz; Alec

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OUR MISSION

The mission of the Motor Racing Research Center is to be the world-class leader in the collection of materials representing the documentary heritage of amateur and professional motor racing, highlighting Sports Car, Formula 1, NASCAR, Dirt Track, Indy and Vintage and Historic racing. Operating according to professional archival standards of preservation and bibliographic cataloging, the Center is open to all for primary research, offers reference and other public services, and makes the wealth of gathered information available worldwide through computer technology.

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Recording Secretary

Center's collections always expanding

Donors include
Brock Yates,
Ed Hugus,
John Bornholdt,
Rusty Hansgen

By **MARK STEIGERWALD**
Reference Librarian

I'm pleased to report on additional significant collections that the Research Center has received since our last newsletter was in your hands.

Up first, the books, periodicals and film from Research Center Council member Brock Yates. The films, all 16mm, contain some significant road, oval, and drag racing footage that we've eagerly begun converting to VHS format. Highlights include "The Jim Hall Story" and footage from the Indianapolis 500 in 1968 and 1970.

Brock has also generously donated a nearly complete library of Floyd Clymer classics from the '50s and '60s. Clymer was ahead of his time in republishing texts to the benefit of restorers and historians, then and now. We are pleased to add these volumes to our shelves.

From Ed Hugus, competition driver and distributor of the legendary Shelby Cobra (east of the Mississippi since Shelby himself held reign to the west) we've acquired documentation of the first Shelby Cobras.

Included here are photos, copies of the FIA homologation papers and the Shelby team's car



Ed Hugus, shown here in 1962 with an early Shelby Cobra, has donated Shelby Cobra documentation. (photo from the Center's collections)

set-up procedures.

Rusty Hansgen, whose famous father Walt raced in sports car events and Formula One, has provided the Center with films of his father's exploits, "Racing the Zerex Specials" and a compilation of rarely seen home movies.

Through the diligent efforts of long-time Research Center supporter Don Capps, John and Louis Unsbee have made a tremendous collection of thousands of photographs available to the Center on an extended loan basis. Spanning the 1960s through the 1990s, this material represents an immensely important archive of Indianapolis 500 images notable for the photographer's apparent unlimited pit access.

Also present are a selection of

images of sports car and Formula One races that are as equally impressive.

We're always seeking rule-books from sanctioning organizations, and SCCA Steward John Bornholdt has come through for us with a definitive collection of copies of the SCCA General Competition Rules supplemented with photographs and other race media.

Last, and certainly not least, local patron Anne Clute has donated photographs that document General Motors styling chief Harley Earl's visit to Watkins Glen in 1951.

Additionally, Anne has included photographs and other documentation from racing at Daytona Beach, 1931.

Cars

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downdraft carburetors. The engine displaces 331.1 cubic inches and develops 300 hp at 5200 rpm. The car has a wheelbase of 100 inches. It weighs 2,410 pounds.

The Lotus 49 driven by Austrian Jochen Rindt to victory at the U.S. Grand Prix at Watkins Glen in 1969 arrives next at the Center, to remain on display through the end of October. The win at the Glen was the first Formula 1 victory for Rindt, who became World Champion in 1970, tragically posthumously.

This car, with its Ford Cosworth DFV engine, represented a great technological breakthrough in Formula 1 racing.

The Lotus and Rindt's career will be celebrated at special ac-



Jochen Rindt drives the Lotus 49 at Watkins Glen in 1969. The car will be on display at the Racing Research Center from late July through the end of October. (photo from the Center's collections)

tivities during the SVRA vintage racing weekend Sept. 10-12. Among the events will be a dinner at which Nina Rindt, drivers, mechanics, photographers, journalists and enthusiasts of late 1960s will share their memories.

Anyone interested in attending the dinner should contact Joe Willenpart at avondale@intercom.net for details.

The Lotus also will be the centerpiece of the Center's annual Open House, on Oct. 2.

Weekend

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his racing and his cars.

Fitch was a member of the Cunningham team. In 1952, he and Briggs in the C4Rs joined Phil Walters in a C4RK to form the team's strength at the Grand

Prix at Watkins Glen.

The talk, part of the monthly Center Conversations series, will be at 1 p.m. It is free and open to all.

Race action will be fully under way at WGI on Sunday, as

the weekend's featured events take the green flag.

The Center staff will have an information table at the track, and we hope to have the 1981 Porsche Carrera, our 2004 raffle car, there as well.

Clarification

World Champion Phil Hill, who is chairman of the Center's extremely successful 2004 membership drive, was not the first American to win the Le Mans 24-Hour race.

Hill was the first American-born winner, but Luigi Chinetti Sr. was the first American to win.

Chinetti won in 1932 and 1934 - as an Italian citizen. But he became a naturalized citizen of the United States in 1946. When he won Le Mans in

1949, he was an American citizen.

Hill, who was born in Miami, won the Le Mans race three times: 1958, 1961 and 1962. He became the first American to win the Formula 1 World Championship in 1961.

The Center staff thanks Chris Economaki of National Speed Sport News for pointing out our misstatement in the December 2003 issue of "from the Racing Archives."

Book author, BRM leader Louis Stanley liked coming to the Glen

By JEAN ARGETSINGER

Louis Stanley called several times last year from his home in Cambridge, England, to talk about the Center. He wanted to see the Center, he said. The idea of a research facility intrigued him.

He said he was ill, but could travel with his nurse. He never made the trip. He died in January at the age of 92.

For 25 years Louis Stanley was a dominant figure in Formula 1 racing as chairman and co-director with his wife Jean of the family-owned BRM racing team.

Stanley's legacy in the sport is more influential than anything his cars ever achieved. He introduced in 1967 the Grand Prix Medical Service, a fully equipped mobile hospital that could be driven to any track.

His concern turned the spotlight on the inadequate medical conditions existing at the tracks and began an era with emphasis on driver safety.

World Champion Jackie Stewart, who once drove for BRM, said Stanley faced an immense amount of opposition at a time when people should have welcomed what was better than anything the circuits had.

Often, Stewart said, the medical officer was a friend of the



Jean and Louis Stanley in the pits at Watkins Glen. (photo from Jean Argetsinger)

race organizer. I remember one was a gynecologist. Now there's nothing wrong with being a gynecologist, but it's not the first person you want when you've have a major motorsports accident.

Stanley wrote of Watkins Glen, "It was like coming home. No other place on the championship rota extended such a cordial welcome."

He wrote of the landscapes, "All the side roads captured the flavour of the Finger Lakes; hundreds of tiny creeks and glens winding through the woods; dirt roads with clouds of dust; tidy farmhouses dotting the hillsides; vineyards, cornfields and orchards spreading across both sides of the lake."

We met the Stanleys in the early '60s as they strolled through the Watkins pits, impeccably groomed. Casual elegance was

the word. They came to dinner in a chauffeur-driven limousine.

Their formal style of living and reputation of arrogance belied our experience of being with a warm-hearted couple keenly interested in the details of race operations and life in general. They were cordial, gracious hosts at the Hotel de Paris in Monaco, the London Dorchester and at their 400-year-old home in Cambridge.

Stanley wrote 75 or so books ranging in subject from golf to Chinese pottery. His books on motor racing are intimate looks at Formula 1 racing greats. They are rich with his own photos. The wit is sharp.

The Center has a great many of his books, many of which he sent personally. They are worth your time the next time you are at the Racing Research Center.

Volunteer brings order to chaos of 1,000s of magazines

Visitors to the Racing Research Center often jokingly ask the staff how much it costs to work here. The idea of spending hours immersed in motorsports history – and getting paid to do it! – is mighty enticing to many.

But not everyone takes home a paycheck. Our volunteers are an integral part of our operation. We could not do what we do without them. No joke.

W. Ralph Price is our most dedicated volunteer. He has been helping with a variety of tasks for just over a year, most recently organizing, sorting and recording information about donated periodicals. Ralph believes he has handled thousands of magazines.

Ralph also has helped catalog new collections, including the Brock Yates collection. He has lent a hand with the not-so-exciting job of putting together mass mailings, but he also has been the perfect person to staff our tables at race events.

Ralph had never visited the Center when he met another volunteer, Randy Cook, at a vintage event at Watkins Glen International a couple of years ago.

“We got talking, and he mentioned that the Center was always looking for volunteers,” Ralph recalls.

“While working at the Center is fun and enjoyable, the real reason for my participation is the opportunity to be part of preserving the history of Watkins Glen and motorsports,” Ralph said “Racing at the Glen is very special and has been a part of my life for over 50

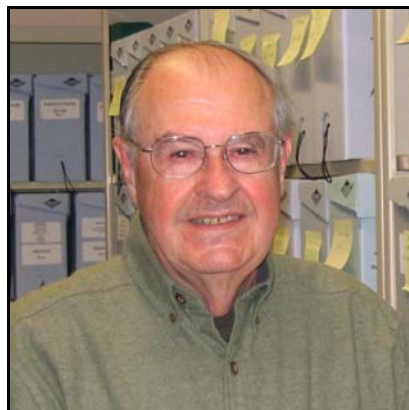
years. It is really an honor to work with everyone at the Center on a common goal.”

Ralph – an admitted “MG man” – was in Watkins Glen for the very first race in 1948.

“We drove up that morning. It was my first real exposure to the foreign cars, cars you only saw in pictures in magazines.”

Ralph is retired executive vice president of Doron Precision Systems Inc. in Binghamton, N.Y.

Poor winter driving conditions never slowed his dedication. When the weather could have been a problem for the hour-plus drive, Ralph didn’t stay at home,



RALPH PRICE

he made the trip and stayed overnight at his favorite local motel, the Seneca Clipper Inn.

“I care that much. I really do,” he said.



International slot car champion Frank Spena shows his skills on a small track set up at the Center in March. Spena was the March Center Conversations speaker, discussing the ins and outs of racing slot cars. In addition to setting up the demonstration tracks, Spena brought many of the cars from his slot car collection, as well as videos of championship races. (photo by Glenda Gephart)

Duplicate donated items now offered for sale on eBay

The Racing Research Center is now offering duplicate materials for sale on eBay, as well as items that are specifically donated for sale to support the Center.

Volunteer Kim Davies of Corning, N.Y., has single-handedly developed our eBay effort. Knowing her interest in using eBay, the staff asked Davies if she'd organize an eBay presence for us.

Davies' effort has paid off greater than any of us expected.

She now, in fact, has her own helpers: Adrian Ketchum, who does all the needed photography, and Marty Laux, who handles all of the mailing.

Davies is a lifelong racing fan. Attending her first race – a U.S. Grand Prix – at just a couple of weeks old, she became a member of SCCA at the age of 6. Davies manages a career services firm.

Ketchum is a longtime racing photographer and member of the Center's Council. He served

three terms as regional executive of the Glen Region SCCA.

Laux is retired from the U.S. Postal Service in Elmira, N.Y. He has been a starter at Watkins Glen since 1980 and involved with racing since 1955.

The staff thanks Davies, Ketchum and Laux for their invaluable assistance, and we encourage everyone to take a moment to look at the items we are offering for sale on eBay.

Our seller user ID is "imrrc."

from the President

Continued from Page 2

Ulmann in tennis sweater in front of the Schuyler County Court House; announcer Hempstone Oliver posing at the wheel of his classic Packard; flag chief Nils Mickelson, whose wife designed and made the flags on her Singer sewing machine; Colonel Felton steering his mighty "Quicksilver"; Fred Wacker talking to Cameron Peck; Dave Garroway as a corner worker; Charlie Addams wearing his canvas Sherlock Holmes helmet; Charlie Lytle with camera.

There were the movers and shakers: Briggs Cunningham, John Fitch, Miles and Sam Collier, Bill Spear.

It was great fun working with Bill that morning, as it has been for some 56 years.

I first met Bill Milliken in May 1948, in Indianapolis – he in his Bugatti and I in my MG. As a new member of the Club, I was there to present an invitation to the Club to race at the Glen in the fall. Bill was an instant sup-

porter. Head of Cornell Aeronautical Laboratory, he brought his staff to Watkins Glen many times that summer, with invaluable advice. Together we wrote the event rules. In the 1948 Grand Prix, he drove his Bugatti, becoming a legend naming a corner.

He was a superb driver and strong voice in the sport. In 1958 when the Formula Libre was first scheduled at the Glen, he was the man I sought to be Clerk of the Course (Chief Steward). The Formula Libre was our entrance into international and professional racing. I wanted a man who knew what he was doing. Bill went on to be the Clerk of the Course when Grand Prix (Formula 1) racing came to Watkins in 1961 with the United States Grand Prix. He scored high points with discerning critics.

In his business, Bill has enjoyed a brilliant career. When Cornell Aeronautical Laboratory closed, Bill founded his own company as an engineering consult-

ant. His clients worldwide have included General Motors, Daimler-Benz-Chrysler, Rolls Royce, Lotus Cars, among many others.

Bill's son Doug, an MIT graduate like his father, is a partner. They co-authored in 1995 "Race Car Vehicle Dynamics," published by the Society of Automotive Engineers, that has proven a guide to car designers and engineers. Bill is currently writing his autobiography with Beverly Rae Kimes as editor. It should be a winner.

My wife Jean came to the Center to have lunch with Bill. She scolded him for driving in such wicked weather and made him promise to start back early. He promised. He lingered until well after twilight, enjoying the Center's archives. He called her when he reached home, announcing a record run. As I said earlier, Bill is one hell of a driver.



Porsche 911 raffle raising funds for the Center



This beautiful Porsche 911 could be yours!

A completely restored and rebuilt 1981 Porsche 911 Carrera SC coupe is the grand prize in the Racing Research Center's 2004 major fund-raising raffle.

Thanks to the generosity of Brumos Porsche of Jacksonville, Fla., the vehicle has an encore role in our fund-raising endeavors.

This brilliantly red 911 was offered as the Center's raffle car in 2002. After the winner was chosen, Brumos Porsche bought back the car. The 911 has been displayed in the Brumos Museum since then.

"We certainly appreciate the generosity of Brumos Porsche and Bob Snodgrass for giving us the opportunity to offer the Porsche as an incentive in our efforts to raise money to support the work of the Center," said Center President Cameron Argetsinger.

"It's a beautiful car. The 2002 raffle was big success for us, and we are certain that this year will be no different."

Snodgrass, a partner in Brumos Porsche, is a member of the Center's Council.

The Porsche underwent a total cosmetic and mechanical restoration to Brumos' highest museum standards before it was unveiled to the public at a Brumos Boosters Brigade celebration during the Brumos Continental His-

toric Races weekend in November 2001 at Daytona International Speedway. It is valued at \$30,999.12.

Tickets for the Porsche raffle cost \$59, and only 2,500 will be sold. For two or more tickets, the price drops to \$50 each. Multiple tickets must be purchased in a single transaction to receive the discount.

Tickets sales began at Rennsport Reunion II at Daytona, April 23-25.

The winning ticket will be drawn on Oct. 2, at 4 p.m. at the Center, during the annual Open House.

Tickets may be purchased by using check or credit card. Orders may be submitted through our Web site, www.racingarchives.org, by telephone, e-mail, fax or mail.

For more information, call the Center at 607-535-9044.

Tie features Argetsinger's MG

A custom-designed, woven tie featuring Cameron Argetsinger's red MGTC that he raced in the 1948 Watkins Glen Grand Prix is being offered for sale by the Center. This offering anticipates the September celebration of the 50th anniversary of Watkins Glen's Collier Cup for MGs. The tie costs \$50. Shipping is \$5. A limited number of extra-long ties is available at the same price. Ties may be purchased by using check or credit card. Orders may be submitted through our Web site, www.racingarchives.org, or by telephone, e-mail, fax or mail.

