



The Allard Register

No. 23

FALL-WINTER, 1997

Free

IT'S BEEN A BUSY ALLARD YEAR: Intense '97 Season Comes to a Close

Wow! For the Allard folk, what a season it was—coast to coast! 1997 may go down in the books as the most intense period of Allard racing activity in many years.

We had Allard enthusiasts at a number of races, most actually competing in Allards. Those are the ones we will focus on for the time being. The question being only "where to begin?"

THE EAST COAST:

K-TYPES PREDOMINATE IN EAST COAST RACING:

The racing types are usually hard at it in J2's or J2X's, it's true, but 1997 was the year of the K-types on East Coast. No fewer than six of them saw action and often in company with some subset of each other. We even had some new ones out.

This year's gang of K's included:

Marc Perlman	Cadillac-powered	K1
Jon Lee	Ford-powered	K1
Jimmy Dobbs	Ford-powered	K1
Buddy Cooperberg	Cadillac-powered	K2
Jim Donick	Cadillac-powered	K2
John Schieffelin	Cadillac-powered	K3

THREE ALLARDS AT ROAD AMERICA:



Bob Girvin in his Allard GT coming off a record run at Mount Equinox. —Hyman

The May Sportscar Vintage Racing Assn. (SVRA) meeting at the Road America course in Elkhart Lake, Wisconsin, had three Allards present at this early season party. Jimmy Dobbs came up from Memphis with the K1 to race, with Jim Donick driving Syd Silverman's Hemi-powered J2X and Mike Stott in his Cadillac-powered car. Dobbs had some engine troubles on

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Allard Reunion Plans Taking Shape

Here we go again. The plans for the 1998 Allard Reunion at Watkins Glen are taking shape and it looks like it could be a big - big - big party. The details are still being developed, but we can share some of them now.

We are hoping to have at least as many cars as we had at Monterey in 1990. That's a big target, but we could pull it off if we start our planning now. The minimum number needed will be around eighty. That's important for another reason:

FIRST ALLARD-MG CHALLENGE ANNOUNCED!!!!

Yes, that's right. We have agreed to a challenge with the MG Vintage Racers Association, through their editor, Mark Palmer. Your editor (jpd) and theirs have worked it out with a fair bit of negotiation. We hope you will support the idea.

Here's how the discussion proceeded. The first idea from the Allard side was to suggest the challenge take place in a race on the track, MG's against Allards. Allards have lots of horsepower and MG's have a little less. It seemed like a good

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The '97 Allard Season (continued from page 1)

Saturday and Stott had a wheel come off in the qualifying race, leaving Donick to win the class.

FIVE ALLARDS ON TOP OF MT. EQUINOX

The Mount Equinox Hillclimb in June had no less than five Allards. Three of them were K models. The regulars, Jim Donick in K2 and John Schieffelin in K3 were joined by Jon Lee, who brought out a "fresh from the barn" looking flathead powered K1. All three succeeded in making the top; the flathead didn't even boil! Joining them were Mike Stott in his Cadillac powered J2X and the event chairman Bob Girvin in his Hemi powered GT Coupe. They finished in the following order: 1) Bob Girvin; 2) Mike Stott; 3) John Schieffelin; 4) Jim Donick; and 5) Jon Lee.

THREE ALLARDS AT LOUDON, NEW HAMPSHIRE

A few weeks later the lads were together again. Bob Girvin ran at the front of the class in the Allard GT, while Marc Perlman and Jon Lee fought out the middle of the pack in their K1's. This was the racing debut for Marc and the K1, which he had acquired over the winter. Painted green with a slightly modified nose, his car is well presented and sorting out nicely. This particular K1 had spent some time in the Watkins Glen Motor Museum back in the eighties before going on to a new owner about the time the museum closed its doors. The engine is a fairly stock 331 cu. in. Caddie mated to a Ford three-speed transmission.

MASSIVE ALLARD PRESENCE AT LIME ROCK VINTAGE FESTIVAL

Well, "massive" may be a bit of an overstatement, but there were certainly a few. Located in classes A and E, the Allard folks were really very well represented.

Class A had three drivers sharing four Allards, which led to no small amount of confusion. Originally the race was set as a contest among the Donick L-type Special, Perlman's K1 and Cooperberg's K2. Donick decided that the Ford powered L-type was simply not up to the demands of chasing its Cadillac powered brethren. It was overheating anyway. Luckily Lime Rock Park is a mere thirty-five miles from the Donick manse, so-o-o it meant heading home with the L-type and picking up the K2 with its larger engine. The substitution worked out well; consequently, the K2 led seven of the twelve laps of the race, coming home with a fairly exciting class win. Cooperberg and Perlman finished in that order. Both drove impeccable races and, in Marc's case, overcame incredible mechanical odds just to make the starting line.

Class E was for the faster Allards and was made up of Bob Girvin in the GT, Mike Stott in the Cadillac powered J2X, and Lowell Blossom, coming east from Indiana, in another Caddie powered J2X. We hesitate to refer to Lowell's car as "similar" in that it seems to have been on steroids or some other performance enhancing drugs. The official timers think they caught

him turning a lap in 1:02, which is about five seconds faster than most reasonable folk would consider possible for a J2X at Lime Rock. We were impressed. Girvin led the class, as is usual, and Blossom and Stott finished in that order, Mike having had a great duel with Bob Millstein in his Hansgen Jaguar Special. Not racing in an Allard at the event but having one in the Concours was Rich Taylor with his P-type Saloon.

BUT WAIT, THERE'S MORE...

There were a number of other East Coast events this season, and there was certainly an Allard presence at all of them.

Donick and Girvin contested the VSCCA opener at Lime Rock. Both were back, along with Stott, for the Jaguar Club event there the weekend before Equinox.

Alan Patterson ran the J2X at Pittsburgh.

St. Jovite Circuit at Mont Tremblant in Canada saw several present. The photos look like Cooperberg and Perlman.



MT. EQUINOX: Look closely. There are FIVE Allards at the top. —jpd

The Castle Hill Hillclimb in Ipswich, Massachusetts, had the Jon Lee K1 and the Donick L-type Special going at it with gusto. One of the hairpins was so tight that Donick nearly had to stop and reverse part way to get the 112 inch wheelbase of the L-type around it!

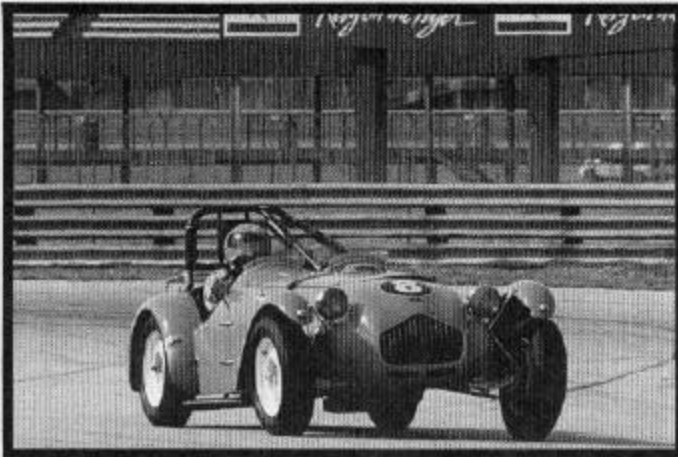
Three Allards, all J2X's, participated at Road Atlanta this fall. Lowell Blossom had his green one with the Caddie, Mike Stott was there with his blood red Cadillac-powered car and Jim Donick was driving Syd Silverman's Chrysler-powered example. Syd's car has come to be thought of by part-time driver, Donick, as "old reliable." It is the most well sorted car imaginable and proved the value of John Harden's ministrations to it again this weekend. Blossom spent most of the weekend sorting out gearbox and ignition problems but did manage to get out in the feature race and win the class. Chris Campbell of the Vintage Connection deserves most of the credit (blame? —jpd) for that. He worked much of the morning on Sunday getting it going. Mike Stott ran beautifully for much of the weekend but was sidelined in the end by a fan that tried to eat the radiator. Donick won the class on Saturday, and Blossom won it on Sunday.

The '97 Season (continued from page 2)

At Texas World Speedway (College Station, TX) Yvonne Turner raced Tom's Allard J2 "Eight Ball" in three CVAR events during 1997. At the Vintage Fall Festival she was presented the Checkered Flag Award by the Texas Turn Marshals & Racer Chasers Association. (corner workers) as "The person best exemplifying the spirit of vintage racing."

There were also some competitive road events, including the New England Tour 1000 and the VSCCA Little Compton Rally. Rich Taylor had the P-type on the former and Win Hall had the M2X on the latter.

The photos tell a little more of the story, but the players could tell it even better. Buttonhole them over the winter and gather an earful. Maybe it will inspire you to bring your car out in '98. Watkins Glen is nearly upon us. —jpd



TEXAS WORLD SPEEDWAY: Yvonne Turner in the Allard J2 "Eight Ball" during the Pearl Harbor Day '97 Race. —wayne hill

THE WEST COAST:

SOUTHWEST INVADES NORTHWEST

The middle of July saw three Allard owners trek to Seattle, Washington, to do battle with the local Allard owners, Bob Lucurell and son Drew, and Bruce McCaw. Also in attendance were John and Betty Hunholtz. Representing the Southwest were Duncan Emmons, Glen Shaffer, and Bob Lytle.

The attack was at the scene of the Pacific Northwest Historic Races at Seattle International Raceway. The activities were somewhat hampered by a light rain, which was good experience for the southern people who never get to drive on wet pavement—whooee! What's rain tires? Luckily the two race days were blessed with more sunshine than we needed, but with 95% humidity.

The race? I dunno. Everyone got back with straight cars, which makes everyone a winner. Now let's cut to the real reason for making the long trek to Washington—the parties, natch! Lynn Lucurell cooked for two days just to provide noontime sustenance for half the paddock attendees. What a feed! Imagine

Reunion (continued from page 1)

idea. The MG guys weren't buying though. Some of them have looked under our bonnets. . . They countered with a challenge for the number of cars present. We Allard guys weren't born yesterday. We know that there were a whole pile more MG's made than Allards—no deal. The compromise? The Allard/MG Challenge at Watkins Glen will be for the club with the largest total of engine cylinders present. That means racing cars and those taking part in the tour of the old course. Everyone on the Allard side can participate. There will be a trophy and dash plaques provided.

• DINNER AT THE RADISSON HOTEL:

The Allard Banquet will take place at the Glen Club at the track—possibly with the Lister Reunion attendees and MG Vintage Racers as co-sponsors of the dinner. Time will tell.



DASH PLAQUE FROM 35TH ANNIVERSARY (1985)

The last time the Allard Gang came to Watkins Glen was in 1985. We had a glorious time celebrating the 35th Anniversary of the Allard win in 1950. Don't miss our celebration of the 50th Anniversary of the Watkins Glen Grand Prix on September 11-13, 1998.

• ALL ALLARD RACE:

Plans right now include the possibility of an All Allard race during the weekend. We will need at least twenty cars. This should be quite possible.

• TOURS OF THE AREA:

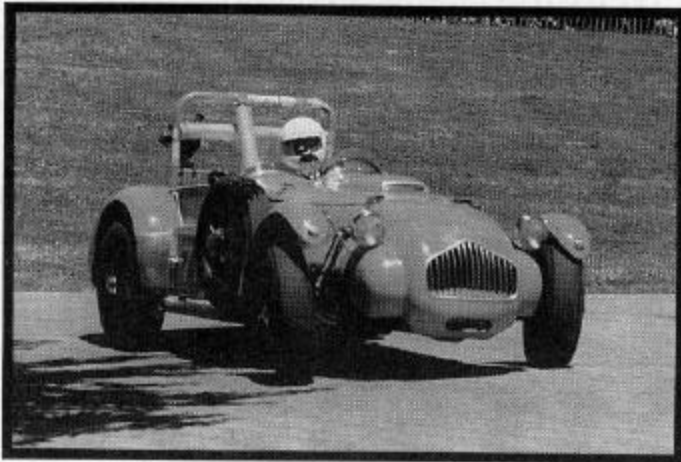
The Finger Lakes District of New York is lovely and full of wineries. Tours will be organized.

• TOURS OF THE OLD COURSE:

It will be possible to tour the old course, used in the 1950 race, at sensible speeds in convoy with the New York State Police. See the site of Erwin Goldschmidt's famous drive. Park in town afterwards and enjoy all the other cars lined up on Main Street, the old start/finish line.

• COMMITTEE HELP NEEDED:

We will need some help. Please contact Jim Donick at 914-635-2373 or Syd Silverman at 203-625-0025. —jpd



PITTSBURGH: Alan Patterson bending the J2X into a turn. —hyman



LOUDON, NH: Jon Lee in the flathead powered K1 getting what we suspect was its first track outing, having had its competitions debut at Mt. Equinox. —hyman

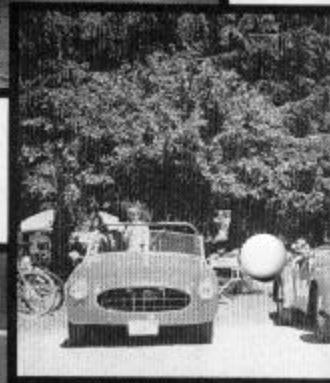


MONTEREY HISTORICS '97: Allard pits—Glenn Shaffer in his Cad J2 (No. 40); Bob Lytle in his Buick J2X (No. 65). —colin warnes

ALLARDS COAST 1997 was a



Above: CASTLE HILL HILLCLIMB. Jim Donick's L-Type Special —hall
Right: MT. EQUINOX. The K's lined up at the bottom.—K3, K1, & K2. —jpd



ELKHART LAKE: Jimmy Dobbs in his Allard K1. —jpd



LOUDON, NH: We KNOW this one was having its debut. Marc Perlman in the Caddie powered K1. —hyman

ST TO COAST —
banner year!



MONTEREY HISTORICS '97: Cordell Bahn in his Cadillac powered Allard J2.

—colin warnes



MT. EQUINOX: Jim Donick's K2 on its best run of the week-end, making time through the first parking area

—hyman



MONTEREY HISTORICS: Bob Lytle racing in his Buick powered Allard J2X.

—colin warnes



CANADA: Another K-Type—Buddy Cooperberg in the K2.

—bob harrington



MT. EQUINOX: John Scheffelin in his Allard K3.

—hyman



MOUNT EQUINOX: Mike Stott's immaculate J2X.

—hyman

Carroll Shelby & Friends - Monterey '97

by Chuck Warnes

It came as no surprise that Carroll Shelby and Cobra, the featured driver/marque of the 24th Monterey Historic Automobile Races, would bring an unprecedented gathering of Cobras, Shelby Mustangs, GT40s, and race fans to the rolling and roaring hills of Monterey, CA. The affable and charming Mr. Shelby was present for most of the weekend, signing autographs in support of his Children's Fund, cheering on his other "kids" in the all-Cobra race, and reliving old memories on parade laps around the 2.2 mile race course.

Two of the five Allards—Peter Freytag's J2 originally owned by Charley Brown, and Peter Booth's Argentine veteran J2X originally owned by Roy Cherryhomes—were invited to be on a special display along with about a dozen other past race cars from Mr. Shelby's racing career. This grouping also included Syd Silverman's MG TC, which served as Shelby's introduction to sportscar racing. On Saturday morning a Speedvision TV crew was at work doing a half dozen takes to film a 30 second spot about Peter Booth's J2X.

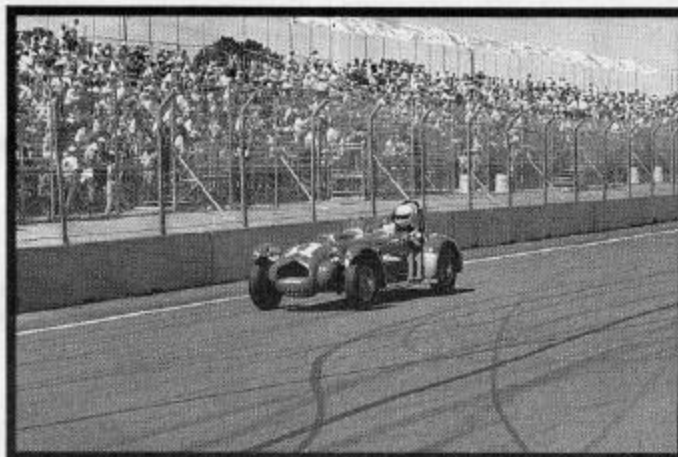
The starting grid for Saturday's Race 3A had four Allards. Glen Shaffer's ex-LeMans '51 J2 started in seventh spot, followed by Bob Lytle's J2X in fifteenth, Peter Booth in twentieth, and Cordell Bahn's gleaming J2 in the twenty-second place among a broad array of European marques and California "specials" from the early fifties.

Much of the previous race was run under a full course yellow to allow course workers to take care of oil that got dropped on the line through Turn 3. Peter Booth was holding to that line as he charged into the corner on the first lap, and found that while they had done a good job on the oil, it was not a great job. As a result, Peter and his tail-wagging J2X treated three stands full of fans to the quirkiness of Allard behavior, and the even quirkiest driver technique needed to harness it. At least a half dozen other drivers had similar difficulties—including race winning Phil Hill who was driving Allard owner Bruce McCaw's newly restored 4.5 liter Ferrari 375 MM.

All four Allards saw the checkered flag, with Shaffer finishing sixth, two places behind his old nemesis, Duncan Emmons, in a Kurtis. Lytle, after entertaining the fans with several laps of spirited dicing with a Dodge-powered 'T'-bodied special, moved up to finish twelfth, and Booth worked his way up through the field to a fifteenth place finish.

The Lytle/Emmons/Shaffer pit area was again the watering hole and feeding trough for all sorts of Allard folks—some driving other mounts for the weekend, and several afoot. Paul James ran his Buick Allard K2 in the previous weekend's Monterey "Prehistorics", and had his ex-Peter Revson Javelin in the Trans-Am race; Steve Schuler returned with his Hagemann Special; Dave Cammarano brought his '15 Stutz; and on Sunday

John Torrey graced the pit area with his J2X. In addition to the MG TC, Syd Silverman and John Harden ran the Jag SS100, the AC Bristol, and the Lister Chevrolet. Allardistes afoot included Kerry Horan (Steyr), Ron Hale (K3), George Chilberg (J2), Al Reynolds (L), Brian Dietz (J2X), and Colin Warnes (son of a K3). (*Really? —jpd*)



MONTEREY HISTORICS '97: Peter Booth with ex-Shelby J2X.

—colin warnes

SUNDAY SERENDIPITY

'Twas about mid-morning when some officials came around the Allard pits, inviting all Allards present to participate in the noon parade laps. So, about 11:30 AM the owners dutifully fired up their steeds and headed over to the marshaling area.

Seeing a possible opportunity of getting a picture or two of all five Allards in reasonable proximity to Mr. Shelby, Bob Lytle armed me with his camera, and issued orders to take what measures I could—short of getting myself arrested—to get such shots. It was about then that things began to happen.

Peter Booth's plan was to give his daughters the honor of driving his car on the parade laps. But, alas, they were nowhere to be seen. Thus, as he sat all lonesome and forlorn, he chose to take pity on an even more forlorn looking "wannabe" journalist. Well, after .000964 seconds' hesitation, I accepted his invite and hopped in, just before the cars were ordered to proceed up to the starting line. There was some confusion during the next few minutes as the organizers had a change of plan, deciding that the parade should be limited only to cars that Shelby had *personally* raced. Thus, gracious apologies were extended to Shaffer, Lytle and Bahn; but Freytag and Booth suddenly found themselves up at the head of the pack, directly behind Roy Salvadori sitting at the wheel of the Aston Martin DBR1 that he and Shelby shared in their 1959 win at LeMans.

Shelby soon came out and hopped in with Salvadori, and drivers were requested to cut their engines to allow Shelby to make a few comments over the PA system. Once done, engines

Turn to **MONTEREY** on Page 7

The '97 Season (continued from Page 3)

five different kinds of bread to make your sandwiches, with plenty of exotic fillings provided.

Friday night we all went to the Museum of Flight at the Boeing Aircraft complex for a weekend kickoff party. The race sanctioning group, SOVREN, had reserved the entire museum for our exclusive use. Great fun—wandering around among airplanes from the very first ones to the supersecret SR-71 Blackbird spy plane. Everyone had lots of good food, and we did our best to deplete Seattle's wine reserves. What a great place.

Saturday's race grid was properly filled by a K2 (Bob Lucurell); K3, (Drew Lucurell); J2 (Glen Shaffer); J2X (Bob Lytle); and J2X LeMans (Bruce McCaw). The race? I dunno. Duncan Emmons, with his lightning fast Kurtis 500S, blew everyone away until he overcooked it at Turn Four.

Now to the important stuff. That evening the local Mercedes dealer hosted all participants to a gala salmon barbecue right at the track. We were forced to eat salmon and fixings and drink more wine until we fell down. The food was accompanied by a local band, much gaiety, and telling of fanciful stories.

Sunday's race, I dunno? Copy of Saturday's I think. Everyone came off the track grinning. Thank goodness no parties this night, as we needed a rest. But Monday night, ah-ha, three hundred of us show up at the Highlands Resort on the outskirts of Seattle for a tribute party held to commemorate Pete Lovely's fifty years in racing—with more barbecue, music and wine. Tuesday and Wednesday were spent in sightseeing, courtesy of Bob and Lynn Lucurell. Let the good times roll.

Since nothing definite was proved on the race track the previous weekend, we all agreed to meet the following weekend at the Portland International Raceway to do battle once again. This time we were joined by Dave Cammarano and his J2 Allard. Glen Shaffer and Tim, his mechanic, fought a slipping clutch all weekend, finally having to pack it up. Duncan Emmons learned how to maneuver in a chicane, with no damage. The remaining Allard participants finished the race after an exciting melee. The winner, I dunno?

Surprise! Roger and Sylvia Hays, along with their daughter Felicity, came over from England to join us. They own at least three Allards, so they really speak our language...well, almost. We had a great time comparing our races with the races in the U.K. Further, they enjoyed the two parties held trackside, what with bands playing '50s music one night, and Celtic dance and music the next.

Also John Allard drove over in his beautiful Palm Beach to spectate. Good for you!

As usual we were required to consume great quantities of barbecued chicken washed down with gallons of Chablis. It's a tough life, but someone has got to do it, right?

When's the next race? —*Spur Gear*

FOR THOSE WHO STILL READ COMIC BOOKS:
On the latest cover of the *Dark Horse* comic book, there is a wild color picture of an Allard J2X. We have finally arrived!

Monterey (continued from Page 6)

were again fired up. The Plymouth Prowler pace car, followed by the photo car, began to move up the hill to Turn One.

Next to roll was the DBR1. Peter was checking his mirrors to make sure he wouldn't be obstructing the way for others that were to run at the head of the pack, when he glanced up to see the officials waving him into the #2 position. Peter and I looked at each other and shrugged our shoulders. Who were we to question authority?

Midway through the first lap, the photographers started doing their hand signal thing—waving Salvadori over to the left, and beckoning Booth to come abreast. More hand signals directed the two cars closer, door-handle-to-door-handle, about three feet apart. And so they remained for most of the next two laps—with Peter basking in the glory, while also pondering the consequences if his twitchy Allard were suddenly to veer left and take out Shelby, Salvadori, and a priceless Aston in one fell swoop.

Well, our "fifteen minutes of fame" were about up—or so we thought. Peter dropped back behind the Aston as the Prowler and photo cars were waved off the course, and Salvadori began to follow. But at the last moment, they signaled him to go around. Since Peter didn't see any signals to the contrary, he followed suit.

We continued to follow at a leisurely pace when Salvadori suddenly punched it down the straightaway and into Turn One. Peter recognized the opportunity and exercised his chance to do likewise. While the Allard had scant hope of keeping up with the Aston, we had a great time trying for the next two laps—an experience that gave this humble wordsmith a chance to live out the ultimate Denis Jenkinson fantasy.

Unfortunately, the batteries in my camera chose to expire at a most inopportune time; thus, we ended up with scant photos of the events.

—*Chuck Warnes*

PLEASE NOTE: The Sources Page will appear in the next issue. If you wish to continue your ad, please notify Advertising (see below) before Jan 15, 1998. Thanks.

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Watkins Glen Lodging

1998 Allard Reunion, Watkins Glen, NY

September 11-13, 1998

We are reprinting the list of Watkins Glen lodging for the 1998 Allard Reunion at Watkins Glen. For those of you who have not made reservations, be forewarned that space is filling up, so get your reservations in early. We need more cylinders than the Vintage MG guys. Please come. —jpd.

Seneca Lodge Corning Road Watkins Glen, NY (607) 535-2014	EconoLodge 200 Robert Dann Drive Painted Post, NY (607) 962-4444 Huck Finn Motel Route 17 & 14 Horseheads, NY (607) 739-3807	Chiefton Motel Route 14, Box 53 Watkins Glen, NY (607) 535-4759	Lampliter Motel 543 Victory Highway Painted Post, NY (607) 937-9911
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Ithaca Holiday Inn 2310 N. Triphammer Rd. Ithaca, NY (607) 257-3100	Ithaca Sheraton One Sheraton Drive Ithaca, NY (607) 257-2000	Valley Lodge Route 414 Corning, NY (607) 962-3518	Montour Motel Corner Route 14 & 224 Montour Falls, NY (607) 535-7183
El Monte Motor Inn Route 17, Exit 51 Elmira, NY (607) 739-5611	Colonial Motel Route 17 & 14 Horseheads, NY (607) 734-3831	Chalet Leon at Hector Falls Route 414 Watkins Glen, NY (607) 535-7171	Longhouse Lodge Motel Route 14 & Abrams Rd. Watkins Glen, NY (607) 535-2565
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Elmira Holiday Inn 1 Holiday Plaza Elmira, NY (607) 734-4211	Lake View Motel Seneca Lake Road Watkins Glen, NY (607) 535-9751	Queen Catherine Motel 436 S. Franklin St. Watkins Glen, NY (607) 535-2517	Evergreen Motel Route 17 East Corning, NY (607) 936-9427
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