

THE ALLARD REGISTER

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THE BULLETIN

October/December, 1984

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"THE ALLARD U.S. NORTHEAST GATHERING"

Organiser Jim Donick reports as follows:-

The event was a rousing success. As you know, we held it at Lime Rock in Connecticut on the weekend of 22nd and 23rd September. We had a nice turnout and I am very sorry that there was no U.K. member present.

Anyway, we had twelve cars on site and nine of us took the green flag when the racing started. I think that nine Allards in the same race may be a new world record!

The cars were:-

Syd Silverman, J2X	Bob Valpey, J2 (Tom Cole car)	Tom Turner, J2
Ray Holtzapple, J2	Dave Cavicke, J2X	Bob Girvin, GT
John Aibel, (Pre-war Special)	Eric Morrow, K3	Jim Donick, K2

Also attending were Ed Reed, K2; Bill Wilmer, J2X and Henry Wilson, J2X. Some of the Allard folk there without Allards were Dean Butler, J2 and J2X; Don Milligan, J2 and M2X; Dan Lawson, K2, Bill Fuller, K2; Pete McManus, K1; John Howard, K2; Bob Fergus, J2X; and Fred Aibel. I'm sure I've forgotten somebody so I hope they will forgive me.

We had a very good time and met a few folks that we had never met face to face before.

Saturday was racing and we were eligible to compete in three races. I started two but a blown head gasket kept me from finishing either one of them. Tom Turner was undoubtedly the fastest of the J-type drivers, though Bob Girvin in the GT was the class of the field. He won the first race. Dr. Dave Cavicke was a most welcome addition to our merry band of racers. He had not turned a wheel in competition in over 20 years but drove smoothly and consistently throughout the day and finished quite respectably. He had driven his car to the event and, after a good weekend's racing, he drove it home. His Cadillac seems to have behaved flawlessly and sounded as good on the return trip as it must have on the way out. He did break a clutch linkage bracket though, and that had us worried. An hour with a welder on Sunday afternoon put all right and he was on his way, no worse for the experience. (Hungrier, though, as he missed lunch. Sorry, Dave!)

I had a great run behind Syd Silverman for the first part of my race before the engine gave out. Bob Valpey motored around on my tail in the ex-Tom Cole J2. He has done a magnificent job of restoring it in a very short time. The car and driver combination could have gotten by me at will but Bob was prudently holding back while he took the measure of the new car. It was a glorious sight in the mirror!

Ray Holtzapple had just gotten his engine running well the week before the race. His driving was smooth and the fearsome noise of his 300+ hp Cadillac had to be heard to be appreciated. (It frightened a few people at the open Sportscar Concours on Sunday) Eric Morrow seemed to be having fun with the K3 and John Aibel in the pre-war showed himself to be getting more comfortable with what can only be considered one of Sydney's more primitive creations.

We had a delightfully big dinner on Saturday night at a restaurant and hotel called 'The White Hart'. The Morgan club was staying there that weekend and had graciously decorated the lawn with their beasties in honour (one assumes it wasn't coincidence) of the Allard dinner. After dinner we adjourned to the Ivanhoe country house, where many of the members were staying, to view some video tapes that Tom Turner had brought and several that Bob Girvin had taken from the GT during the afternoon races. Bob had a camera bolted to the rollover bar and got some fantastic shots during the event. This gave some of our spectators a chance to get an idea of a race from the cockpit.

Sunday we met back at the track for a Concours and Picnic. The picnic was

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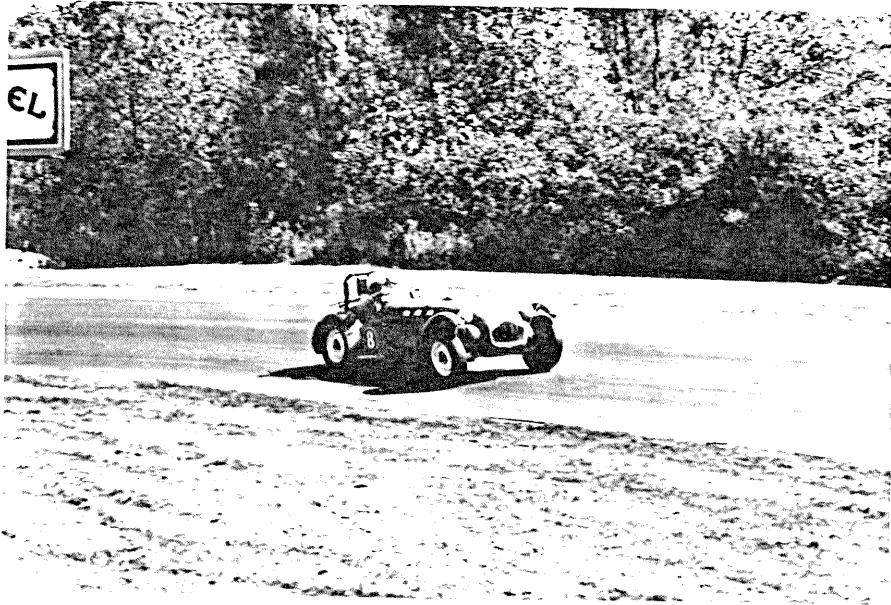


ALLARD
NORTHEAST
GATHERING
September 1994

Part of the Lineup



MEMBERS
RAY HALTRAPPE
TOM TURNER
BOB VALPEY



Member Tom Turner
in his EIGHT BALL
J2

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provided most graciously by Eric Morrow. We judged the cars by secret ballot of the members present and swapped lies and other tales over a meal of chicken and biscuits.

Your assistant secretary presided over the prizegiving and introduced the other speakers. First prize went to Ray Holtzapple for his magnificent J2. Second prize was awarded to Bob Valpey, whose resurrection of the original Tom Cole Cadillac Allard is the stuff legends are made of. Third went to Dr. Tom Turner and the J2 that he had trailed all the way from Texas. He drives the car hard but still manages to keep it looking better than new. Eric Morrow was awarded a Brass Allard Belt Buckle in thanks for his contribution to the event. At that point I sat down and turned the chair over to Tom Turner who had just returned from the UK and had brass certifications of Allard racing experience to hand to each of the racing drivers present. This little project was one that he had worked out with our President, Tom Lush. It is a card certifying that the named driver had competed in an Allard at racing speeds in a recognised competition event. They bear Tom's name with the title, "Historian". Many feel that the title should be "Team Manager".

Syd Silverman closed the program with some comments on the current state of the Road Atlanta plans and reissued the invitation to all to attend. I hope that most come.

Many thanks for this excellent report, Jim. ED.

In a letter received from member Bob Lytle of Los Angeles, Cal., enclosing an article on a 'ground-up' restoration job on his J2X he writes:-

"...Enclosed, the official race results of the Monterey Historic auto races. My car ran flawlessly for the three days. It could have done much better if it were not for the driver. It was my first time racing..."

Many thanks for your letter, Bob. Your seventh spot I think excellent for your first time out, and amongst those you beat was a Maserati Birdcage, an Aston Martin, a Cunningham and a bevy of Ferraris, one of which was driven by veteran champion Phil Hill. Good show, sir, and your excellent article will appear in the next issue of the Bulletin.

This year's Christmas card shows a fine action shot of ^{American} member Peter McManus racing his K1 at Donington Park, England in 1983. The photo was taken from a painting by artist Mr. Dion Pears. He has painted racing drivers Stirling Moss, Graham Hill, Jackie Stewart and many more. Enzo Ferrari has one of Dion's paintings adorning his study wall, and Mr. Honda in Tokyo has one in his office. Many thanks to Harry Weston of Cornwall, England for the work in reproducing and printing this photo.

Eight Clubs, Silverstone Race Meeting, England, 18th August.

5 lap handicap race was won by member Jim Tiller, 7.4 litre J2Allard, beating a turbo-Porsche by 17 seconds. Member Sue Halkyard returned some very good lap times in her Porsche.

Racing his K2 last August at Shannonville, Ontario, member Jim Donick was placed second in class.

Allard Activity in the U.S.A. Report from Syd Silverman.

Southeast Vintage Racing Assn. at Mid-Ohio, June 16/17: Don Marsh, first overall and first in class. I was second in class. Dean Butler and Tom Turner were at the event, but with their formula junior racers. Jack McGregor, from Springfield, Ohio was also present but without his car.

Lime Rock, Conn., July 4: Jim Donick and I attended. I finished fifth overall in my race, but Jim had misfiring problems and was obviously down on power that day.

Chicago Historic Races, Elkhart Lake, Wis., July 21/22: John Harden finished third overall, and first in class. I was third in class. Don Marsh did not start due to differential problems.

Confirmation from England on visitors to Allard Reunion II include Hill-climb veteran Cyril Wick who attended in '82, Dudley Hume, who was a draughtsman and designer at the factory, and hopefully Tom Lush will be with us once again. Tony Dron, editor of 'Thoroughbred & Classic Cars' is coming, as a guest of honour, as is George Montgomery, "Ohio George", who has built engines for a number of competition Allards. Many thanks, Syd, for this information. ED.

WELCOME TO NEW MEMBERS - see next issue of the Bulletin.

A VERY MERRY CHRISTMAS AND A HAPPY NEW YEAR TO ALL MEMBERS.
