



The Allard Register

No. 45

Fall 2006

FREE

The Northwest Tour

-Chuck Warnes



Lucurell

25 Allards made the trip to Seattle for the Northwest Tour

The promos for this summer's 18th Annual Pacific Northwest Historic Vintage Races left no doubt about it – Allard was the featured marque. And the Allard folks, thanks to the tireless planning and promotional efforts of the Lucurell and Peden families, did their part to fulfill the most optimistic visions.

The Allard folks from around the world responded by coming with a total of twenty-five Allards, eleven of which were set up for competition and entered in The Society of Vintage Racing Enthusiasts (SOVREN) Group 2, Vintage Large Bore racing class. Those present at Pacific International Raceways covered a broad spectrum of Allard sports and competition models including one K1, five K2's, four K3's, eight J2's, and four J2X's – plus a J2X LeMans, a JR, and a unique L Special.

This venue served as the public debut of five restoration projects. They included Bill Peden's and Andy Pica-reillo's pristine K2's, Ken McBride's and Chuck Warnes' K3's, and Al Reynolds' L Special*. It was also the West

Coast debut for Steve Schuler's J2 – the very same “basket case” that he displayed at Monterey in 1990, and which he had restored in Australia to its original 1950 LeMans specs.

Allards came from as far away as New Zealand, Massachusetts, New Jersey, and Oklahoma. Our group was charmed by the presence of six overseas guests – Rob & Marjorie Boulton* from New Zealand, Barry & Mary Ellison from Australia, and David Hooper & Pat Lee from the UK. David was an apprentice during the latter years of the Allard factory, and provided us with a steady flow of insight and anecdotes about those experiences. We also welcomed the opportunity to visit with two other “international” Allard owners – John and Koko Carlson who made the 150 mile trek down from their home in Vancouver, BC.

The last Allard to arrive on the scene Friday afternoon was Lindsey Parsons* at the wheel of his red J2X. Lindsey's original plans were to tow his car on a trailer behind



Ellison

Rob and Marjorie Boulton brought their J2 from New Zealand

acades, and down into the Seattle area. Lindsey also completed the three day Northwest Tour, before departing Portland International Raceways the following Sunday, back to his home in New Jersey.

Even with all the activities, we welcomed the chance to visit with Jack Goffette about his newly acquired J2, and get updates from Kevin Blount on his J2X restoration project. We also appreciated Paul and Carol Schoonmaker's enthusiastic support throughout the week, along with Paul's tales about his long-term ownership and impending re-restoration of his J2X.

While in Seattle we were also charmed by the company of Bert and Joyce Allard who, out of curiosity about what these Allard car folks were all about, traveled from Oklahoma just for this event. No, they are not related to the Allard family, and they do not own an Allard. They are just plain neat people and have become some true Allard enthusiasts.

The combination of the beautiful setting, the laid back camaraderie, and the sumptuous lunches topped off with Lynn Lucurell's home-made pies made this trackside experience one that we will cherish for years to come.

The three day event at Pacific International Raceways provided ample "track time" – two sessions each day – for each of the seven racing groups, with Practice/Qualifying/Warm-up sessions each morning, and races each afternoon. The original roster showed eleven Allards, but we were pleasantly surprised with Bill Cotter's last minute entry. Bill had recently bought Tom Carstens' "other" Allard* (#15, twin to the famous "Red Wheels and White-walls" J2) from Dave Cammarano.

a friend's new Ford Explorer, and make the trip from New Jersey in air conditioned comfort. However, the trip got a traumatic jolt when the Explorer's rear suspension failed, causing the rig to jackknife on the Ohio Turnpike. Thankfully, both the trailer and Lindsey's J2X escaped damage. So, once repairs were made, they resumed their west-bound journey. That is, until the accursed Explorer had a "déjà vu all over again" experience just outside Fargo, North Dakota.

That experience prompted Lindsey to re-assess his options. He repacked his bags, rolled his Allard off the trailer, and resumed his trip with what proved to be a more reliable means of transport. Thus, over the next two days Lindsey drove his J2X the 1400 miles across the length of North Dakota and Montana, over the Rockies and Cas-



Ellison

Allards as far as the eye can see...

This deal was a double blessing in the eyes of many Allard folks. Not only is the car remaining in the Pacific Northwest, but Bill Cotter is not afraid to exercise the beast in the manner in which Tom Carstens and Dave Fogg intended. Bill demonstrated this most aptly several times over the weekend in his exciting duels with Bruce McCaw's ex-Maston Gregory J2X LM at the hands of Byron Sanborn.

The other Allards filling out the field were the J2's of Cordell Bahn, Rob Boulton, Bernard Dervieux, and Steve Schuler; and three J2X's at the hands of Bill Boone, Chris Lucurell, and Bob Lytle. Allard K models were represented by Drew Lucurell running a K1, George Myers at the controls of his K2, and Bob Lucurell piloting his K3.

Monday was a "kick-back" day, between the Vintage Races and the onset of the Tour – giving folks a chance to catch up on some rest, do laundry, and see a few of the ample sights that the Seattle area has to offer.

However, that day also had some special treats in store. This started with a mid-afternoon visit to McBride's Car Barn - Ken and Patty McBride's restoration shops and auto museum. This immaculate setting included an eclectic collection of vintage classics and hot rods (including his K3, and the minuscule Citroen 2CV that Patty later drove over to Lucurell's party) and a broad array of intriguing automobilia.

The party then migrated a few miles to Lucurell's Magnolia Point home overlooking Puget Sound. There, we all enjoyed an evening of visiting, sumptuous food and drink, and the views – including those inside Lucurell's garage, the wildlife lurking up in the surrounding trees, and the sun settling down toward the northwestern horizon.

Emergency Pit Stop – "QUICKIE" version: *Jack Anderson's commitment to reliability is most evident in his K3, and it even extends to his "QUICKIE" wheelchair. That was his rationale for replacing his wheelchair's pneumatic tubes with solid cores.*

But, much to his chagrin, he learned that even these solid cores have their limits. This became evident on Monday when he began to notice trails of white powder, and increasingly flaccid tires. The previously solid cores were turning to powder.

Queries to medical equipment stores got responses were that they would not do anything without an appointment ... sometime the following



Bill Cotter in the ex Carstens/Fogg J2 racing against Bruce McCaw's J2X LeMans.

week. And no bicycle shops carried the "oddball" 22 inch wheels or tires. The problem escalated to a crisis level, since the next day was July 4, a national holiday. It was also the onset of the three day Northwest Tour.

But Allard folks are not without their heroes - in the persons of Dr. John and Betty Hunholtz. They quickly assessed the situation and got on the phone to the local Care Medical Equipment store. The mention of "Doctor Hunholtz" and "our clinic" were magic words. Jack was soon fitted with a new set of solid cores, and was wheeling around with the best of us in time for the Lucurell's party.

Despite the Pacific Northwest's reputation for clouds and rain, the weather had been warm and sunny. So we actually welcomed the cool overcast as we commenced the



Rob Boulton and Bill Cotter dicing in Seattle

210 mile first leg of the Allard Northwest Tour to Richland on Monday July 4 – Independence Day.

Nine Allards (a K1, two K2's, three K3's, a J2, and two J2X's) - plus four racing Allards on trailers, along with a covey of support vehicles staffed by Jerry and Judy Poirer, Steve Moore, and Jim Brierly- departed Auburn, WA at 9 AM. As planned, the Pedens soon split from the group to take a more direct route to their home in the Vancouver, WA area, just a few miles out of Portland. Bill and MJ wanted time to do preparations for Friday evening's party.

The weather remained comfortably cool and overcast as we crested the Cascade Mountain Range, but it got progressively warmer as we descended down into the valleys. The scenery was magnificent, and the sweeping curves were ideal for Allard touring. As much as we enjoyed the experience of piloting the Allards down the winding highway along the Yakima River, we came to envy the hundreds of folks floating down the river in their inner tubes and makeshift rafts.

Ambient temperatures approached 100 degrees Fahrenheit as the day progressed – and some Allard cockpit temperatures felt like they were 20 to 30 degrees higher. Fortunately, the highway speeds helped most of the Allards to run cool throughout the day. Nevertheless, we were all glad to approach the outskirts of Richland, and the Marriot Courtyard Inn with its air conditioned rooms and refreshing showers.

The Lucurells again outdid themselves with dinner arrangements at the Hedges Family Winery located amongst the vineyards in the rolling hills west of Richland. There we were given an opportunity to sample a variety of wines in the tasting room of the exquisite replica of a 19th century French estate. The gracious proprietors then escorted into the refreshingly cool environment of their barrel room. There we were seated at tables surrounded by racks of oak barrels of vintage wines as they served up a special Coq Au Vin dinner, complemented with ample supplies of Hedges' vintage Red Mountain wine.

Wednesday's route led us southward to the spectacular Gorge of the Columbia River, route of the historic Lewis and Clark Voyage of Discovery. We followed Highway 14, a winding



Schoonmaker

Ken & Patty McBride's beautiful K3 at their amazing Car Barn garage in Seattle.

two lane road along the Washington side of the Gorge. The weather was perfect and the traffic was light – an ideal setting that was perfectly suited for Allard touring. Our lunch destination was the Maryhill Winery overlooking the Columbia River, and within shooting distance of the Maryhill Loops. That 3.5 mile, 27 turn road stretch of road climbs 1000 feet up from the Columbia River, and was the setting for the historic Maryhill Hillclimb*.

After lunch we backtracked a few miles to cross over into Oregon, where our route followed Interstate 84 down to the community of Hood River. We then turned south and commenced the ascent to the day's destination – Timberline Lodge at the 6000 foot level on south side of



Ellison

The tour participants gather for a group shot at the Hedges Family Winery.



The Allard's lined up nicely in front of the Maryhill Winery

Mount Hood. Again, the combination of scenery, roads, and light traffic provided a perfect setting for touring in open sports cars.

Mount Hood is a relatively “young” mountain in geological terms, and its awesomely stark volcanic origins were most evident as we reached the timberline. The spectacular, historic lodge was most aptly named. Even its interior décor managed to reflect the austere beauty of its setting.

Blustery winds and temperatures in the low 40's greeted us the next morning. The skies were overcast, and we were looking down on another cloud layer a thousand feet below us. Skiers and snowboarders were still actively pursuing their sports on Mount Hood, and the collection



Getting bundled up before leaving the Timberline.

of a dozen brightly colored Allards in the parking lot was source of considerable interest and curiosity on the part of many visitors and skiers on their way to the chair lifts.

The gusts made the stowing of car covers a task much akin to furling sails – definitely a two-person task. As we were struggling with our balky car cover we overheard snippets of conversation between two young snowboarders as they trudged through the parking lot. “Hey dude! It’s, like, they’re all over the place!”

His buddy then glanced at the dials on a J2X’s dash, and with a dejected tone of voice, remarked “Awwh. It only goes up to sixty!”

A few of the Allards balked at being started up in this rarified atmosphere. However once they were running, we bundled up in our rain and wind-resistant parkas to head on down the mountain.

Open cars in these weather conditions are actually quite pleasant, and we even got to experience some rain as we entered Portland’s eastern suburbs. We were pleasantly surprised to find that an open K3 cockpit actually stays quite dry in the rain – provided you keep moving.

Once into the Portland area, we headed down to Marine Drive and followed Columbia River to our hotel. The hotel was less than a mile from the Portland International Raceway “as the crow flies.” However, crows do not need to contend with the labyrinth of streets, clover leafs, frontage roads, and “mystery intersections” that were prone to entice us back onto I-5 on-ramps. Despite Bob Lucurell’s warnings, several of us made frustrating side trips to downtown Portland, or across the river into Washington. According to our informal poll, most of the Allard folks got lost at least twice before finally figuring out the correct route.

A total of fourteen Allards – some on the road, and some on trailers - completed the trek from Washington. Jim Degnan brought his K2 up from Southern California to join the group on Friday. Eight of the Allards were entered to race in the Historic Motor Sports Association’s (HMSA) Group 6 – Sports Racing Cars. They included George Myers and Jim Degnan in their K2’s, Steve Schuler and Rob Boulton in J2’s, Bob Lytle and Bill Boone’s J2X’s – plus Drew and Chris Lucurell running a K1 and K3 respectively.

Noontime activities included a couple time slots for all Allard owners to make a few parade laps of



Lucurell

Four of the five Allards going at it in Portland.”

the race course. The Portland Historics is a sponsor for the Children’s Cancer Association, a non-profit organization in Portland that works to positively impact the care and quality of life for seriously ill children and teens. Friday’s parade laps gave us a special opportunity to have some of those young folks and their sponsors ride along as co-pilots.

Friday evening’s game plan was to drive several of the Allards through Vancouver and the surrounding

hills out to Bill and MJ Peden’s. Drew Lucurell led the pack. However, as we approached Interstate 5, he noticed the quagmire of northbound rush hour traffic before we were committed to the on-ramp. One could easily envision the grim prospects of a cluster of overheating Allards caught in a traffic jam on the bridge over the Columbia. This triggered “Plan B.” Drew led us back to the race track where we bedded the Allards down for the night, and switched to more contemporary means of transport.

The Peden’s home is a farmstead nestled in the wooded hills northeast of Vancouver. Their “digs” – including a 4000 square foot shop building full of vintage car parts – are truly a car lover’s dream. For this Big Night, Bill had made a special effort to stash his inventory in racks and provided space for the eighty guests to mingle and eat a sumptuous catered meal of barbequed ribs with all the



Lucurell

Rob Boulton and Steve Schuler enjoy a laugh while recounting their exciting race.



Ellison

The Peden party featured Bill playing tuba and washboard in his Dixieland jazz band.

trimmings. During the evening we were also entertained with the sights and sounds of a live Dixieland jazz band that included Bill himself playing a mean tuba and washboard.

Andy Picariello served as master of ceremonies at the close of the evening’s celebrations. He opened by graciously expressing our appreciation to Bill and MJ Peden, and the band for the wonderful evening. He concluded his comments by announcing plans for the next Allard Gathering – which will coincide with Southern Festival of Speed in New Zealand in February, 2008.

Several people have already expressed plans to attend, and some have even expressed interest in bringing their Allards. It should be noted that both Rob Boulton and Steve Schuler have some practical experience with the “nuts and bolts” of shipping cars back and forth between

the US and “Down Under,” and we expect that they will be sharing some of their insights in future Allard Register issues.

The eight racing Allards were up and running for the twelve car grid in Saturday’s Race 6. They were all running well, with Steve Schuler and Rob Boulton dueling for 3rd and 4th places during the first couple laps. Steve and Rob were soon joined by Bob Lytle, Drew Lucurell, and Bill Boone. Thus, we had the rare privilege of witnessing what very well may have been a unique phenomenon in Allard racing history - a tight, aggressive pack of five Allards continuously swapping leads with one another, NASCAR fashion, for the bulk of the race.

Saturday’s activities concluded with the awards presentations. It was a special pleasure to see long time Allard racer, George Myers honored with this year’s Pete Lovely Spirit of Vintage Racing award. George is a true gentleman on and off the track. He purchased his K2 45 years ago, and has been a regular vintage racing participant for most of that span of time.

Thanks again to the Lucurell and Peden families for their commitment and effort to organize and lead this year’s Tour. The series of events and activities provided all with special opportunities to get out and enjoy our Allards in some of the more beautiful settings on earth. Even more so, the time and activities provided a unique chance for an ever growing number of Allard owners and enthusiasts to meet one another, share experiences, and develop friendships. We are looking forward to an encore in New Zealand ... just a short 16 months away.



Lucurell

Nice overhead view of Lucurell’s K3, Picarello’s J2, Lytle’s J2X, and Peden’s K2

*NOTE: Articles regarding these cars can be found by downloading archive issues of the Allard Register from our web site, www.AllardRegister.org.

- AR#27: A Much Modified Allard – by Dave Fogg
- AR#28: Allards Return to Maryhill – by John Allard
- AR#28: J2 Allard “Down Under” – by Rob Boulton
- AR#28: Why an Allard? – by Al Reynolds
- AR#35: A 6000 Mile Allard Trip – by Lindsey Parsons

The Allard Register

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Lucurell

George Myers honored with this year’s Pete Lovely Spirit of Vintage Racing award

Reflections From Australia

-Barry Ellison



Ellison

With no prior experience of vintage meets US style, we were a little apprehensive of what the ten days would bring. However, we were quickly immersed in the group from day one, and we couldn't have been made to feel more welcome. The camaraderie of the Allard group was of the highest order – one was pulled into the orbit, people were almost obsessed with helping one another, and there were interesting stories and laughs aplenty.

At both tracks the organizers ensured everything we needed had been provided, and despite the very hot conditions we were comfortable. The racing I leave to others to comment on, but I must congratulate both the Lucurell family and the Pedens on two special evenings at their homes; the meals and the hospitality were truly magnificent. And we won't forget the delightful meal at the Hedges Family Winery where the barrel room was a great refuge from the 103 degrees outside! It also happened to be the 4th July. And the overnight at Mount Hood was a bonus for us – beautiful scenery and a superb meal with interesting dining partners.

At Seattle Lindsay Parsons let me partner him on the parade laps in the J2X. At Portland the Lucurells kindly donated their K3 for Mary and me to experience the track layout.

The 'foreigners' were definitely made to feel welcome! And there were other foreigners to meet too. Rob and Marjorie Boulton brought their J2 over from New Zealand and I got to meet Rob, having previously chatted on

the net. And there was David Hooper and Pat Lee from the UK; David, being an Allard factory man, is mentioned elsewhere I am sure. And a real surprise to me was the brief appearance of AOC members (and regalia officers) Tony Eaton and Christine Peckham, at Seattle. Not a huge contingent to the USA to be sure, but a quality one nonetheless!

Allard Register Via Email

If you aren't already receiving The Allard Register via email, please send us your email address. *This information will be kept confidential.* The electronic 'Register' features color pictures and additional content. International members are encouraged to subscribe to help save shipping. Please email cwarnes@sbcglobal.net

New Members

A warm welcome to new Allard Register Members: Steve Lacer & John Robinson, both of who own M-types.

PLEASE NOTE

1. We appreciate the fine submissions from members of the Allard Register. Just a reminder - our publishing an issue depends heavily upon our having interesting, original Allard-related stories, articles, and photos. We depend on you to provide us with those items.
2. Allard-focused articles and photos are always welcomed. Please direct submissions to the Publisher, Chuck Warnes. MS Word submissions by disk or E-mail are appreciated. Due to space limitations, we may have to do some editing.

-Jim and Chuck

Allard
Register.org





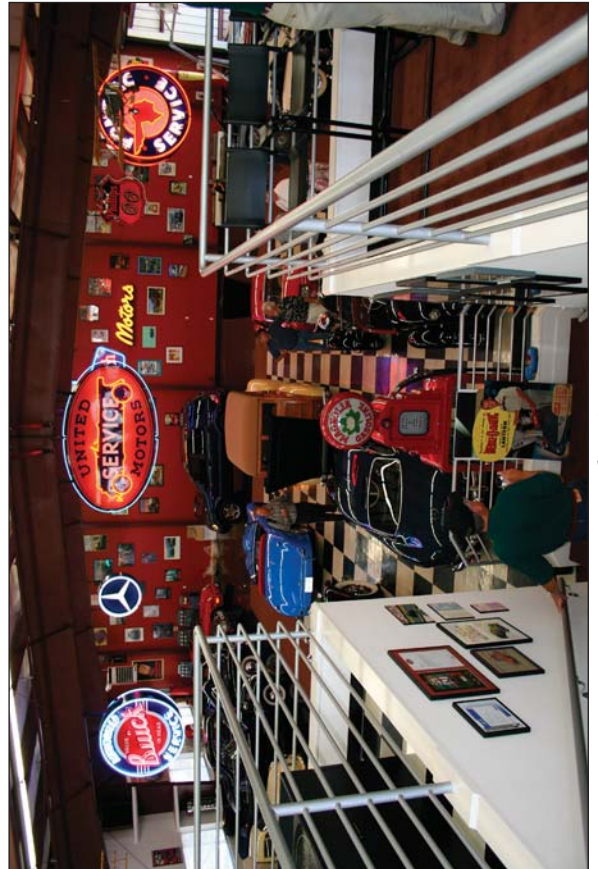
Peden's Banquet - Jack Anderson & Chuck Warnes



McBrides Car Barn



Peden's Banquet - Barry & Mary Ellison



McBrides Car Barn

Diiner at the Timberline Lodge



Team Lucurell



David Hooper, Pat Lee, Andy & Judy Picareillo



*Barry Ellison, Jim Brierly, Mary Ellison,
and Lindsey Parsons*



*Barbara Boone, Rob & Marjorie Boulton,
Bob Lytle, and Carol Jeanette*



Steve Schuler, Jack Anderson, and Jeanne Schuler



Paul Schoonmaker, Julie & Chuck Warnes



The Allard Register



Two K-3's from Fresno



Al Reynolds' "L" Special



Cordell Bahn's J2



Jack Goffetter's J2



Andy Picarello's J2



Steve Schuler's J2



The Allard Register



Bill Cotter's J2



Lucurell's K1



Bruce McCaw's JR



Rob Boulton's J2



Bill Boone's J2X & Bill Peden's K2



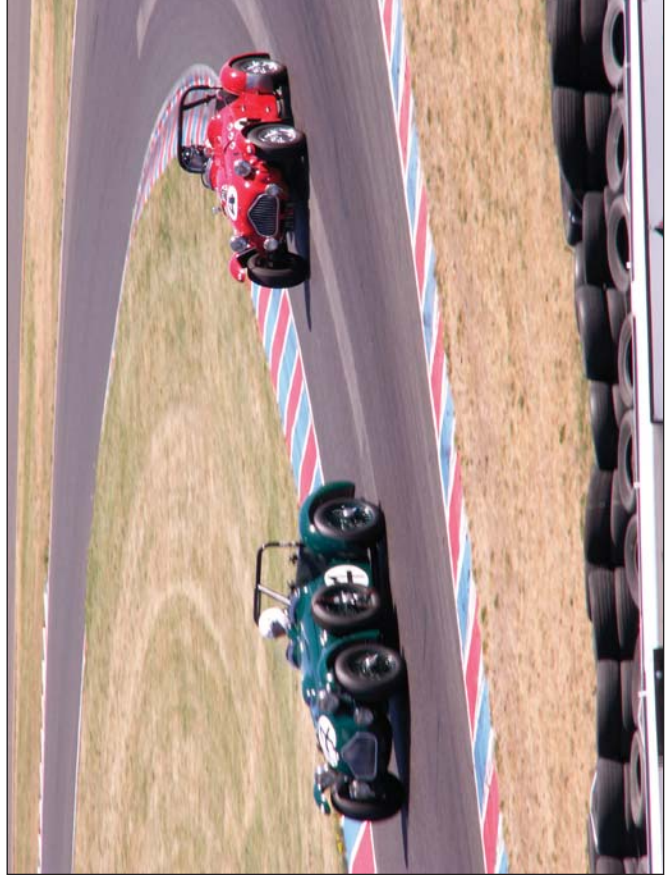
John Hunholt's K2



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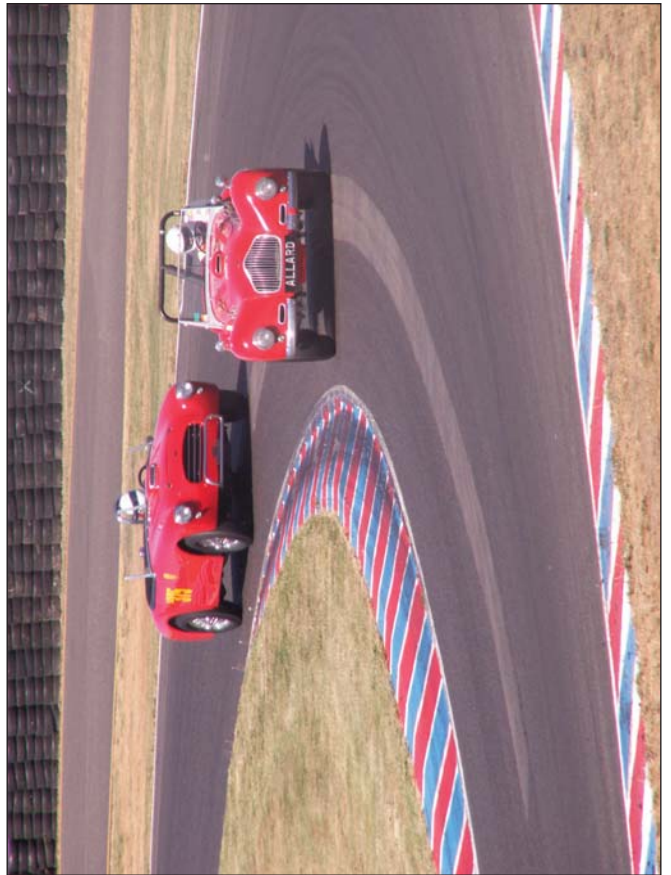
Paddock Area - Portland



Steve Schuler & Rob Boulton Racing in Portland



Bruce McCaw's J2X-LM



Jim Degnan & Chris Lucarell Racing in Portland



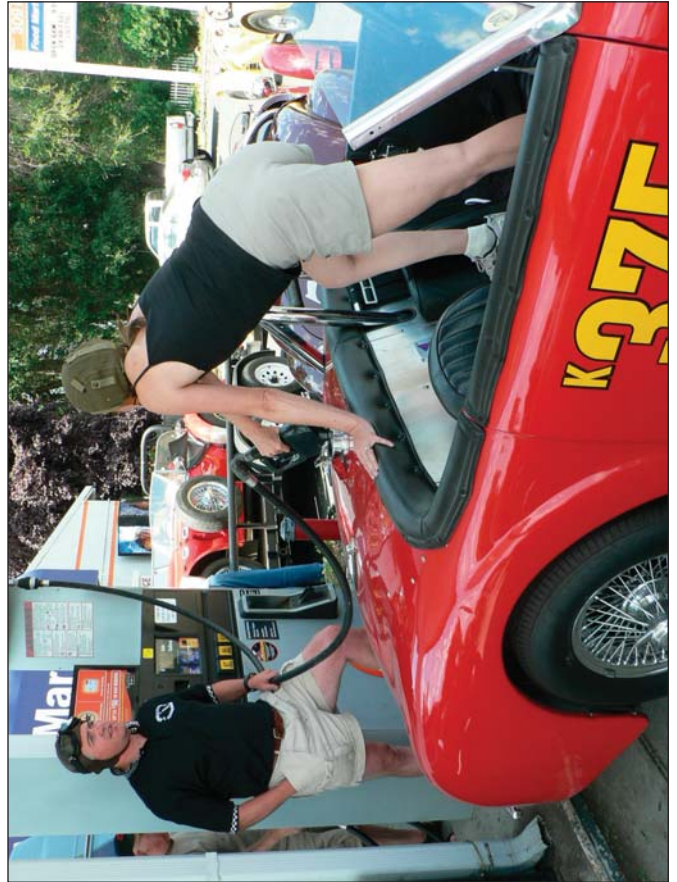
The Paddock in Portland



Jack Anderson at the Controls of his K3



Lindsey Parsons & Barry Ellison in Seattle



Chris Lucurell demonstrates the proper method for refuelling a K3



The Allard Register



Front (L to R): McCaw's JR, McBride's K3, Lucurell's K3, Hunholtz's J2, Hunholtz K2
2nd Row: Picarello's J2, Boulton's J2, Myer's K2, McCaw's J2X-LM, Dervieux's J2
3rd Row: Boone's J2X, Picarello's K2, Peden's K2, Bahn's J2, Goffetter's J2, Lucurell's K1
4th Row: Cotter's J2, Lucurell's J2X, Schuler's J2, Parsons' J2X, Lytle's J2X, Reynolds' L-Special
5th Row: Warnes' K2, Anderson's K3