

ALLARD

The Allard Register

No. 31

SPRING, 2001

Free

Eleanor Allard - 1912 to 2001



By Gavin Allard

Eleanor Allard at the Seat of a J2

It is with deep regret that I have to announce the passing of Eleanor Allard, the wife of Sydney and my grandmother. She had been suffering from a long-term illness for the last five years. It was however pneumonia following a worsening of the illness which further weakened her. She did return home to Dulwich, London for a few days where she was cared for by her daughters, Marion and Sally, and her carer Margaret.

Eleanor was 88 and as you will probably know had a very full, active, and quite unusual life for a woman growing up in the thirties. She was born on the 30th September 1912 as Eleanor May. Her family was also in the motor trade engaged in rebuilding and updating Rolls-Royce and Bentley cars. One of their premises was Park Hill, Clapham, later to be taken over by the Allard Motor Company. It was through the Streatham and District Motor Cycle Club that the Allard and May families were to form a bond that exists to today, and where Sydney first met Eleanor.

She may have been known by yourselves as the intrepid passenger to Sydney in the pre-war specials, and on one occasion both she and Sydney survived as the car rolled during a trial on Exmoor.

Post-war she took to the driving seat of numerous cars including a K1 for the Brighton Speed Trials in 1948, and she took the Ladies Cup on a regular basis at sprints and hillclimbs including Blandford in Dorset.

It seems this was not enough for Eleanor, for in 1950 she and her two sisters Edna and Hilda teamed up in an Allard M-Type for the Monte Carlo Rally, a rare thing for ladies of that day! 1952 saw the sisters again in the Monte Carlo Rally and the now infamous incident where they dropped down a bank and Sydney drew up to see how they were. Eleanor waved him on to subsequent victory rather than pulling them out.

Beyond this, she and Sydney had a family whom they cherished - Alan, Marion, and Sally - who were brought up in a changing world where the family and business had to adapt to survive.

I have my own memories of my grandmother. I still recall her very swift driving 15 years ago in her lumbering Mercedes saloon. When approaching behind a car she would always look to overtake it and engage in late braking, but she never had accidents so don't tell me she drove like a 'granny'.

- Goodbye Gran Allard

Allard JR Wins at Goodwood!!

By Dean Butler

Allard JR 3404, the ex-General Curtis LeMay car won the important Freddie March Memorial Trophy Race at the Goodwood Revival Meeting held on September 16. This race is for cars of the type that ran in the RAC Tourist Trophy Nine Hour Races. It thus included a broad range of cars - from MG specials and OSCAs to C-type Jags and DB3S Astons

Two Allards were invited for the race: Kerry Horan's incredibly fast 392 Hemi-powered K2 and my JR. Kerry drove his own car, but I entrusted the JR to Martin Walford, British F3 veteran and fantastic pilot of historic racers in more recent years.

Qualifying was in the rain - heavy rain. Plus, this was Martin's first outing in the JR. Miraculously, Martin qualified the JR fourth on the grid with a best lap of 1:40.950. In front of Martin were Justin Law in what is undoubtedly the fastest (Don Law prepared) C-type in the world, with a best lap of 1:37.752. Second, at 1:38.078 was master driver Willie Green in Sir Anthony Bamford's DB3S. Next to Willie on the three car front row was Aston Martin hot shoe Simon Draper in another DB3S, with a 1:40.175. Kerry Horan had done a great job qualifying his K2 on the third row, in eighth place, at 1:42.853.

Fortunately, the weather was, for once, dry on race day. As such, Martin had his work cut out for him, as he had never even raced the JR on a dry track, while all of his key opponents had been racing the same well-prepared cars for many years.

The start of the race was in the old tradition with the raising and lowering of the Union Jack - the race starting at the point the flag comes down. Three drivers jumped the

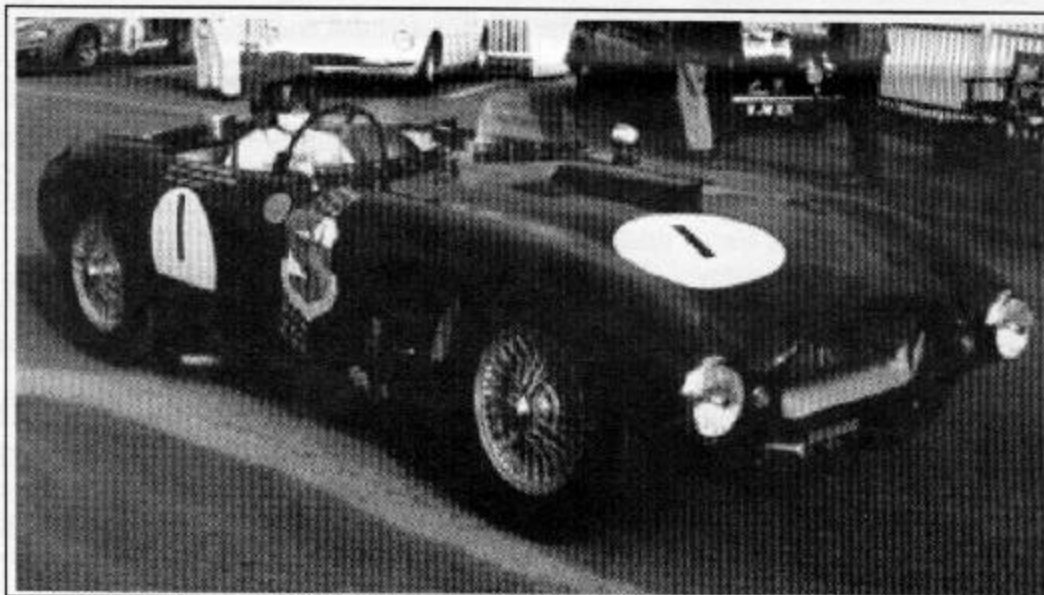
start and were assessed ten second penalties. But this was not known until about midway through the twelve-lap race.

Martin and Kerry started properly, which put Martin in fifth spot heading into the first turn. The race was televised with well-known, highly regarded Autosport correspondent Simon Taylor commentating. For the first two laps or so Simon spoke almost only about the leading Jag and Astons, commenting on their superb handling and braking. On the second lap, Taylor noticed that Martin Walford was in third place and closing the gap on Willie Green, having already passed Simon Draper in the other DB3S. Taylor said something to the effect that he was surprised to see Martin in third place, and put it down to the "seven liter Cadillac with enormous power." Taylor went on to announce that the Allard was built in London - and was not known for its handling or braking.

Then, all of a sudden, Martin passed Willie Green in the 130 mph Fordwater turn, at which juncture Taylor said "look at that Allard, it has tremendous power." Then Taylor commenced talking about how Willie would catch Martin in the corners (which never happened). Martin set about opening a big lead on Willie Green and was catching Law in the C-type - even pulling up beside the Jag at one point. Martin's pit crew put out a board saying he had a ten second lead in the race (due to Law and Green being penalized).

Martin then backed off, but only a little, so as not to jeopardize his lead with the timekeepers - as it was going to be very difficult to overtake the C-type. Then, on the tenth lap, Martin managed to spin at Woodcote - the last turn on the track. Somehow, he got the car to spin back onto the track pointed in the right direction. In a great cloud of tire smoke, he set about making up for lost time! And, make up for lost time he did!

Martin knew his lead was now in jeopardy and drove flat out, using literally every inch of the circuit width and passing back markers with reckless abandon.



Ace Pilot, Martin Walford cruising through the pits in the mighty JR



Mr. Walford on his way to a much deserved Allard victory

Fortunately, Willie Green had not been able to catch Martin at the time of the spin, so Martin did not have to deal with him. Taylor's commentary, at this point, moved totally from the Jags and Astons to the Allard – with comments such as "It is astonishing the way Martin Walford is getting the unwieldy Allard through the turns" and "Martin Walford is a very brave man."

Martin drove the last two laps so well that he nearly caught Justin Law in the C-type, and clearly won the race, given Law's ten second penalty. Kerry Horan finished strong in seventh place, so it was a great day for Allards at Goodwood.

The JR received a lot of attention in the paddock after the race, where it sat with its bonnet open for all to see an engine with a single four barrel carb, a stock intake manifold and overall stock appearance. It was clear that many of the Brits were astonished – and embarrassed – that the Allard had won the race. This race must have been the first time an Allard JR competed in a major UK sports car race.

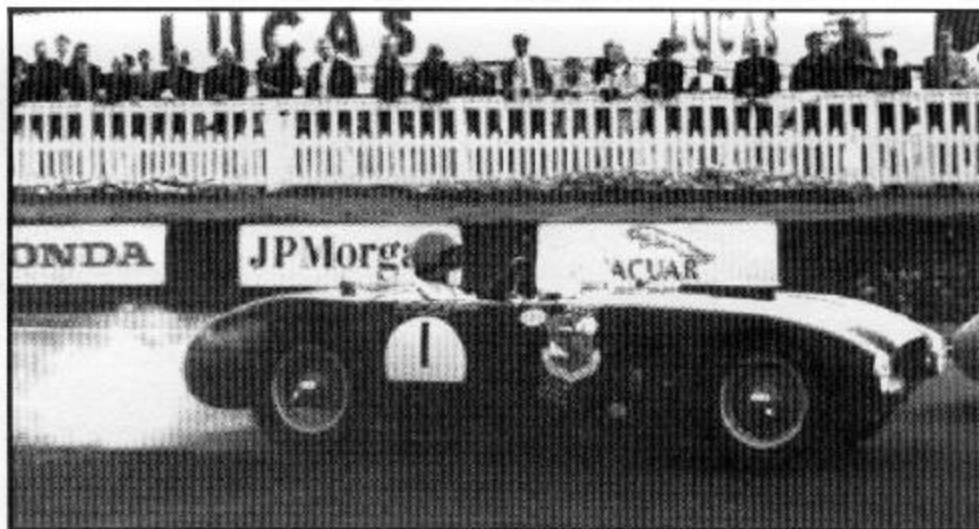
In the UK, it generally assumed that only Jags and Astons have much of a chance of winning such races. Allards are regarded by many Brits as a bit of an embarrassment – something for the brash Americans to play with.

Magazine race reports tended to attribute the Allard's win to Law's ten-second penalty. One magazine (Jaguar World) called the Allard "brutish." What the magazine writers do not realize is that Martin Walford knew from his pit signals that he was in the lead and decided it was too risky to challenge the Jaguar. If the Jag had not been penalized, Martin may well have been able to get past the Jag. Maybe we will be able to test this theory next year!

Key to the JR's performance was its suspension setup. Mick Moberly, who used to be Richard Atwood's chief mechanic, set up the suspension. The front end was lowered $\frac{1}{2}$ of an inch (by shortening the coil springs), the rear was lowered about $\frac{1}{4}$ inch, front end camber was changed from positive to two degrees negative, and front suspension travel was drastically restricted to about only $\frac{1}{2}$ inch.

This winter we are changing things in the engine a bit – converting to a roller tappet camshaft and moving the power band up 1000 rpm. We are also adding road racing floats to the carb, as we were having fuel starvation problems in the turns. We are also going to try Hilborn fuel injection. The only other change we are going to make is to try modern carbon fibre brake lining material.

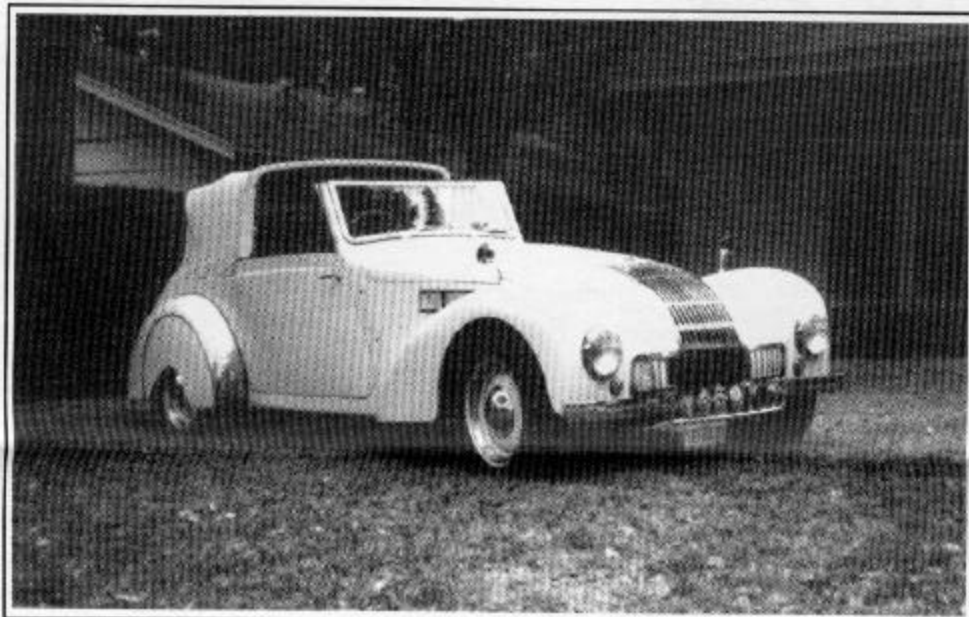
We hope to run the JR several times next year, including at LeMans for the historic race which is going to be held just prior to the "real" 24 hours race.



"My word, who let that beast run with these thoroughbreds!??"

White Mischief

By Chuck Warnes



The stately presence of "White Mischief" is most impressive

Tom Turner owned, restored, and drove an impressive array of Allards during the last 15 years of his life. This collection included the Merc flathead-powered J2 that was Tom's favorite vintage racing mount, the infamous Zora Arkus-Duntov J2 prototype, and an immaculate white '48 M-type.

While his wife Yvonne has since sold most of the Allard collection, she has chosen to keep the M-type, nicknamed "White Mischief." Despite Tom's passion for racing cars, he and Yvonne were especially taken with the well-balanced lines of the M-type. Cyril Wick helped them find one in England, which Tom bought sight-unseen, and had shipped to the Port of Houston. Tom had no illusions about the car's rather sorry condition, as he relished frame-up restorations. He had his hands full with this one, which had obviously been seen heavy use over the past three decades.

This car was among the Turner collection that they brought out to Monterey for the Allard extravaganza in '90. Aside from its stately presence in the Allard paddocks, it also served as fitting transport for Tom Lush in the Allard Parade around the famous Laguna Seca racetrack.

The Turners learned that the car was built for a Mr. Black, who operated a timber plantation in the mountains of Southern Rhodesia, near the Mozambique border. Mr. Black reportedly used it for his daily transportation, and also participated in some local hillclimb competitions before selling it to another motorsport

enthusiast, Mr. Dick Judge, in the early '50's.

Judge was subsequently killed while racing his Mercedes 300SL, and his estate sold the car to a schoolmaster of Churchill School in Salisbury. After a number of years of regular use, he sold it to Mr. Rowley Carter, a TV war correspondent during Southern Rhodesia's (now Zimbabwe) struggle for independence. Mr. Carter reported to Tom that the car had gotten in pretty sorry shape by then, so he tackled some restoration by rebuilding the Ford flathead engine from parts scavenged from a local supply of military

armored cars, and new leather upholstery from hide prepared by a local tannery. He did not have any idea of the origins of the car's torsion bar front suspension.

Carter reported that he only used the car on special occasions and rallies. He relates one particular classic car rally through active military battleground where the participants, in addition to their charts and clocks, were also equipped with a revolver and 9mm machine pistol. He also describes a state occasion at Government House in Salisbury, when he and a group of other foreign correspondents inadvertently entertained Southern Rhodesia's notoriously conservative Prime Minister Ian Smith and a number of African chieftains. The press boys were chafing under previous criticism for their scruffy appearances, and responded by showing up for the event in top hats and tails aboard the Allard. Once the war was over, Carter brought the Allard back to England where he stored it for a number of years before deciding to sell it.

Some of the car's history is open to speculation. Yvonne Turner chose the car's nickname partly for its gleaming white finish, and also its likely association with the shady society that served as the foundation for the best selling book, *White Mischief*, by James Fox. The story concerns a group of decadent upper class English colonials living in Kenya during WWII, and the murder that exposed their pleasure-seeking way of life to worldwide notoriety.

East Coast Allards at the Annual Lime Rock Vintage Festival

Autumn on the East Coast is a great time of year to mess about with Allards. It brings a good number of opportunities to exercise the wee beasts before the snow flies, and to visit with friends who share our passion for these great gallumphing motorcars.

This part of the East Coast season is always kicked off with the Lime Rock Vintage Festival, which takes place over the Labor Day weekend. The holiday marks the traditional end of summer and beginning of autumn so it's an appropriate place to start.

This year's festival was a bit different from those in the past, as the VSCCA was not sanctioning the entire event, but was sharing it with Historic Sportscar Racing, Ltd. HSR specializes in later cars than the VSCCA, and they seem to bring out an inordinate number of Porsches.

Our cars took part in two of the three VSCCA classes, and some of our drivers took part in the third class but in something other than an Allard. The three classes this year were the Prewar and slower Post War, where the K-types ran; the later and faster Postwar Production Class, where the J-series cars and Girvin's GT were assigned; and the Sportsracers, where John Harden drove the Lister Chevy.

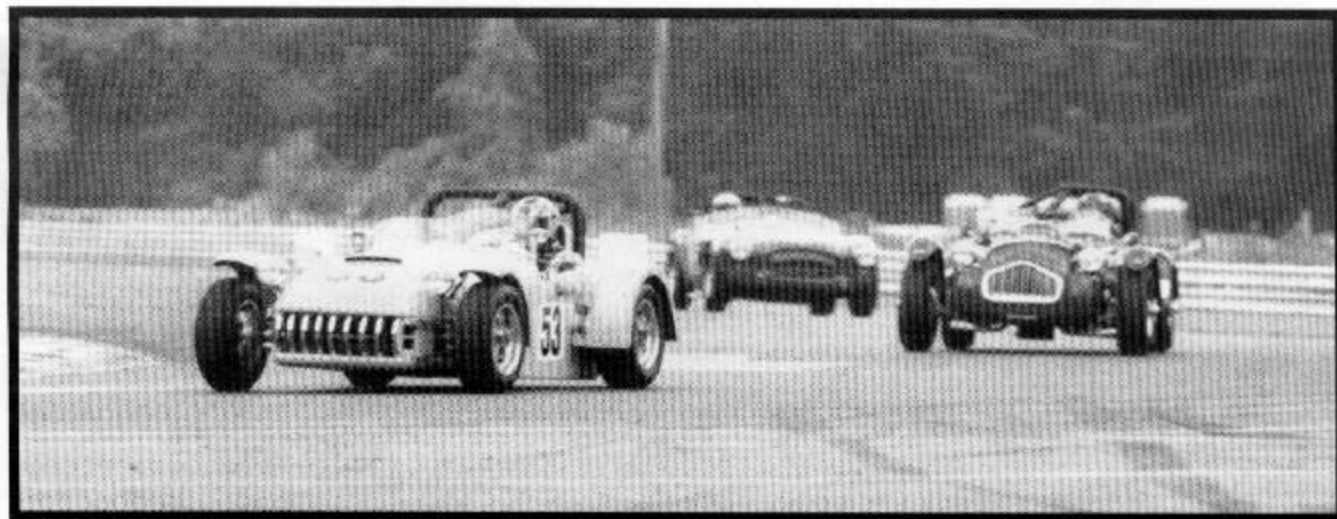
The Allard turnout wasn't as big as usual but it wasn't too bad, either. In Group One we had Bob Lucurell and jpd running K1 and K2 respectively. Group Two included Mike Stott in the J2-X and Bob Girvin in the GT and, Group Three had John Harden in Syd's Lister Chevy.

Was the racing pretty good? Most would think so. In the first Group we had an entire weekend of tight

racing at the front with both of the K-types putting in some very good times, and fighting hard for the honor of the Marque. Yrstrly started the feature race on the outside of the front row next to Peter Giddings' gorgeous Alfa Monza GP car, and right in front of Kolemian's T-35B Bugatti. The Alfa was faster than the Allard but the Bug was damned near a perfect match. We raced hard for second place overall. An errant wheel in the middle of the track brought out a surprisingly early checkered flag just as the race for second place between my Allard and the Bugatti, spectacularly driven by Michael Gans, was heating up. Both drivers thought there were four or five laps to go and were shocked to find a checker being thrown early. Gans finished second by about a car length, I was right beside him and making my move. He'd have likely gotten me again coming out of big bend in that lap or the next one and I'd have gotten him again, etc. The final resolution, like the first pass, would have been decided by traffic conditions. It was a very delightful weekend of racing for him and for me. I'm not sure he had ever raced a GP Bugatti against a veritable fire truck before. The final had us BOTH winning our respective classes within the group.

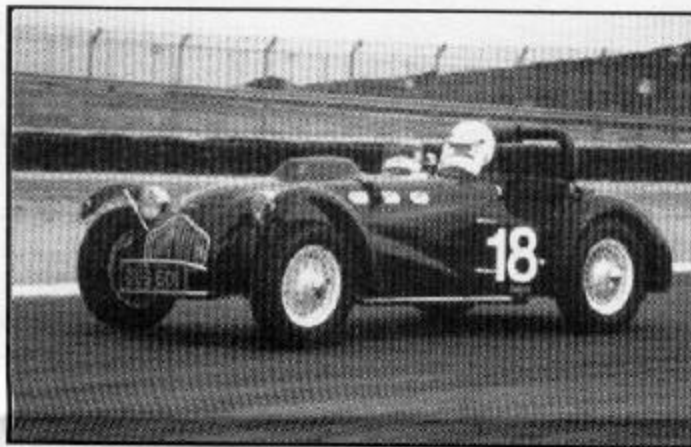
There were probably six more dices of similar interest going on back in the pack. Certainly Bob Lucurell's run a few spots behind us was as neat. He spent some time holding on to the race in front, then found himself occupied holding off a charge from Ben Bragg in a Buick Straight-Eight Indianapolis car and a gaggle of MG's. He finished with a lap time that was

(Continued on Page 7)



Mike Stott in his J2X looking to dice with Syd Silverman in his yellow Kurtis

Allards and Friends – Monterey and Coronado 2000



Cordell Bahn accelerating down the main straight



Jim Degnan passing John Fitch at the hill crest

The broad spectrum of motor racing history is just one of the factors that makes each running of the MHAR so special. This ranges from Pre-WWI behemoths to the high tech F-1 veterans of the '70's and '80's.

This year, Steve Earle celebrated two distinctly important parts of automotive history. Officially, Maserati was this year's featured marque, however Formula 1 also shared in the celebration. The revived Maserati marque brought an impressive variety of old and new Maseratis. Models of note include the very first car, several show cars, and their unique Indy racer.

Also featured was the celebration of 50 years of Formula 1 as well as its return to the states. The display included a stunning array of racing history and technology. A walk down the special Formula 1 paddock gave one a true appreciation for what man is capable of when it comes to making 4-wheels travel around a track as fast as possible.

Race 4A again saw six Allards pitted against their peers. Mike Stott started in 7th spot, and worked his way up to a 5th place finish, and Glen Shaffer gained one place to finish 11th. Meanwhile, Peter Booth maintained his 14th place starting position, followed a few places back by Cottonwood Bob who later dropped out with a slipping clutch. Other Allard finishers were Gentleman Jim Degnan in his K2, and Cordell Bahn running his immaculate J2.

Once safely off the track, Cottonwood Bob was approached by some folks intent on engaging in

some serious negotiations for the purchase of his temperamental #65. He was somewhat baffled and taken aback by their direct approach until he noticed a makeshift "For Sale" sign leaning against the front of his J2X. Soon after this encounter, Glen Shaffer and his ace mechanic Tim were seen sharing a good laugh at Bob's expense.

Three of these Allards (Shaffer, Degnan, and Lytle) also gathered at Coronado Island (San Diego area) a few weeks later to defend their honor against the Nasty Nemesis from the North, Dave Camerano and his ex-Fogg/Carstens J2. Cottonwood Bob reports that Camerano went like the wind until he spun out. Cottonwood Bob also made sure to note that his nail-head J2X made a full recovery from the previously mentioned clutch malady (ala an oil leak and worked its way up to finish 7th from a 15th place start).

(If you have not already done so, check out pages 124-125 of the March 2001 issue of *Classic and Sports Car*. Great photos, but you might want consider the source, and take the text with a grain of salt).

Useless Factoid.....

The world's first parking meter was installed in Oklahoma City, USA, in July 1935. In August the Reverend C. H. North of the Third Pentacostal Church of Oklahoma City became the first person to be arrested for a parking meter offence.

Lime Rock continued...

significantly faster than he had ever gone at Lime Rock before.

Further back in that group were John Schieffelin and Syd Silverman, both in MG-TC's, and both having a very good run.

The Group Two race only had two Allards, but they were running near the front the entire time. Normally we expect Bob Girvin to be first or second in this crowd, and Mike Stott to be around fourth or fifth. This year, Bob had an uncharacteristic problem while running first and dropped to sixth. Mike had a glorious ding-dong battle with Jon Evans in a very fast XK-120 and beat him for fourth place. The Allards have truly become a force to be reckoned with at this event.

As usual, there were a lot of the gang around the paddock to spectate and we enjoyed seeing John Howard, Don Milligan, and Peter and Betty Bland.

After Lime Rock the autumnal events calendar moved on to Watkins Glen, Elkhart Lake, and a short detour to the Bridgehampton Revival Rally to honor the memory of Tom Cole and so many other Allard heroes of the early fifties, and then on to the VSCCA Finale at Lime Rock in late October. We will cover a few of these in later issues and hope that the cars hold up through so much activity.

Dear Register Readers

We have gotten some excellent Allard-related articles and photos that we are planning to run in future issues. Thanks a lot for your submissions! We want to remind all of you that regular publication of the Register depends on your Allard-related reports, stories, and memoirs.

We plan to resume ads for CARS, PARTS, AND SERVICES in our next issue. However, to help assure that we are sharing current information, we have adopted a new policy as follows:

1. We will only be printing new submissions. Thus, if you want your item to be included in the Summer issue, please submit it to the publisher by June 1, 2001.

2. Any items submitted to us will be run for the NEXT TWO ISSUES. Those folks who want us to continue running the item beyond then will need to resubmit after the second issue.

Jim and Chuck



Bob Girvin in the GT letting some other drivers find out what life at the front is like

The Allard Register Wins a National Publication Award!!!

Old Cars Magazine

Golden Quill Award

This award is presented annually to automotive club sponsored publications and is rendered in recognition of outstanding efforts in the communications field of the old car hobby. The editors of Old Cars Weekly News & Marketplace honor

The Allard Register

as a 2001 recipient in the category of

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In Black And White**

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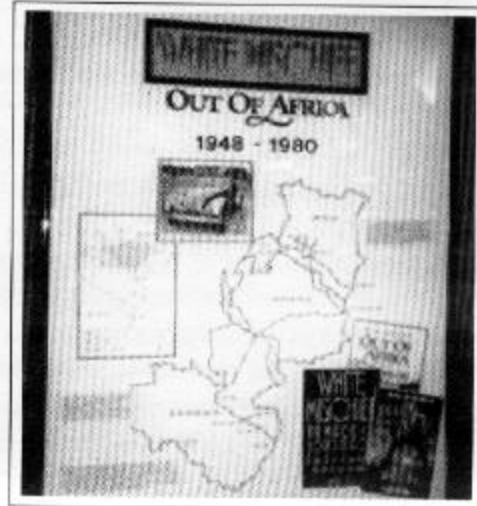
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An interesting note from Yvonne Turner as to what a small Allard world it is we live in....

A couple years ago, I selling a spare freezer out in the garage. A fellow from the nearby community of Granbury, TX called to say he was interested, and asked to come by. On his arrival, he went to the garage, but instead of looking at the freezer, he stood stock still, staring at the white Allard (aka, White Mischief). He finally said, "I know that car." I politely replied that it was impossible, as it was not the original color and it had only been driven in Africa. He responded, I'm a retired missionary from Nairobi. I ran a boys' school there, and knew most of the people who rode in that car!



2001 ALLARD GET-TOGETHER

July 20-22, 2001

**At the Pittsburgh Vintage Grand Prix
Pittsburgh, PA**

Special Allard Events:

- **Vintage sports car races with Allards - Saturday & Sunday**
- **Parade laps on the race course**
- **Display area for Allards**
- **There will be an all Allard race if we get 8 or more entrants*.**
- **\$120.00 fee for the weekend events if you race*.**
- **\$100.00 fee for the weekend events if you do not race.**
- ***and more to be announced!***

Mark your calendar! For more information, please contact Andy Picariello, P.O. Box 1378, Marstons Mills, MA 02648, phone (508) 420-2914, e-mail afpic@cape.com. The organising committee also includes Jon Lee (e-mail jonlee@clinic.net) and Pete McManus (e-mail allardun@aol.com). Further information regarding the event will be sent to all who have expressed interest as soon as it becomes available.

* Drivers must be either VSCCA racing qualified or submit an appropriate racing biography. Cars must meet VSCCA racing requirements. Deadline for entries will be May 28, 2001, so contact Andy Picariello and he will get the appropriate forms to you.

----- D e t a c h & M a i l -----

Yes! I am interested in attending the 2001 Allard Get-Together. Keep me informed of event details!

Name _____ **Phone** (____) _____
Address _____ **e-mail** _____

Year & model Allard(s) I plan to bring _____

Please include the name & address (& phone & e-mail if known) of any other Allard owner(s) or enthusiast(s) who might be interested in knowing about this Get-Together.