



The Allard Register

No. 28

WINTER, 2000

Free

Allards Return to Maryhill

By John Allard

The Premiere running of the modern version of the Maryhill Hillclimb was held during the weekend of October 1-3. It took place on the Maryhill Loops in the Columbia River Gorge, just outside Goldendale, WA. Four Allards were on hand for the event, including two of the competitors in the original hillclimbs held from 1955 through 1963. As an added bonus, Dale Morris from "The World Of Collector Cars" (broadcast nationally on the PBS Television Network) was present to do a series of shows featuring Allards.

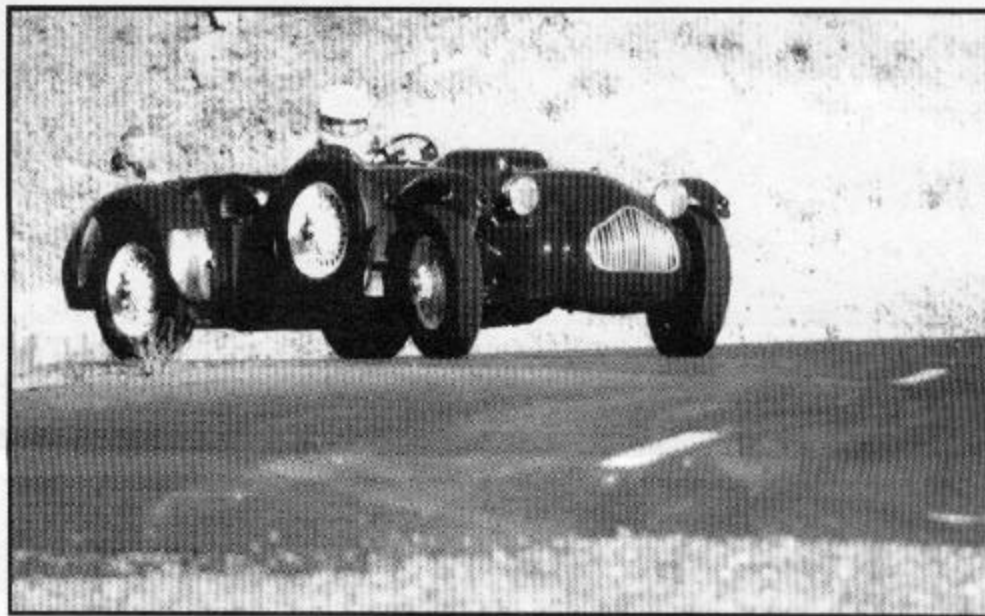
It was a weekend of car shows, competition, and fun in a relaxed atmosphere on the grounds of the Maryhill Museum.

On hand was Bernie Allard with his 1948 L-type, Dave Cammarano with the ex-David Fogg J2, John Hunholz with his Chrysler-powered J2X, and my Chevrolet-powered Palm Beach.

The Maryhill Loops were built as a privately financed venture by railroad magnate, auto enthusiast, and visionary, Sam Hill in 1909. Designed as an access road between the Columbia River and the farming community of Goldendale, it is the oldest paved roadway in the Pacific Northwest, and served as a testbed for paving techniques. The road is approximately 3.5 miles long with 27 turns - many of them switchbacks - climbing almost 1000 ft. up a ravine in the Columbia River Gorge. It was eventually incorporated into US Highway 97. During the 1950s a newer, straighter substitute was built on the other side of the ravine and this road was retired.

Between 1955 and 1963 this venue was the site of one of the most popular hillclimbs in the country for a number of

reasons. The road itself was fairly safe, with only a few dangerous embankments. Hwy. 97 allowed for public access and viewing from across the ravine with spectacular vistas. The event was well run, and was near major population centers (Portland, OR is 100 miles away). During those early years the combination of David Fogg's mighty #15 Allard J2 with Tom Carstens as driver was unbeatable - taking best time of day and class wins during the first four years of the event, 1955-1958. Another Allard on the hill



John Hunholz, negotiating the Maryhill Loops with his '52 Chrysler J2X.

was the J2X currently owned by John Hunholz of Seattle, which came in 3rd in 1955 and 2nd in 1956.

The original event was doomed when a major portion of the road was washed away by floods in 1963. However, the idea of re-establishing the Maryhill Hillclimb as a competitive event was the dream of many (including yours truly). In 1996, the Maryhill Museum - a non-profit organization formed by Sam Hill's estate which owned

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J2Allard "Down Under" by Rob Boulton

Sometime in the early 1950's, a pimply-faced youth is riding in downtown Wellington, NZ. A red Allard speeds alongside the bus and disappears. This car – a J2 – left an indelible picture in my mind that was to re-appear periodically during my life.

The pimples left, the youth got married, spent a period in the UK, the family expanded to include two kids, got a mortgage, built up a substantial business – and the picture re-appears.

I searched magazines and scanned International Cars For Sale ads looking for a J2. In the course of my business I also checked a couple in the USA. One I recall was yellow, with a straight front axle and Corvette motor. Not what I was looking for! Eventually - during 1979 - I stumbled across the remains of the only J2 Allard (chassis # J 2088) that had been delivered new to NZ. The car was in a backyard in Christchurch, and had originally been imported by a well known motor racing ace, the late George Smith.

Research developed a considerable race history, but as is often the case, this car had been dismantled for rebuilding, and that's where the work had stopped. The car was minus its engine - derelict, but otherwise complete. A period of negotiations commenced with the old picture urging me on - to the extent that I eventually bought (read *paid astronomical amount*) for the bones of J 2088.

The owner told me that when I had rebuilt the car, my girlfriend (also my wife) would need three pairs of panties – one for wearing, one for the night after, and one after the car went through puddles! We did the deal, lashed the body panels on to the chassis, and loaded the lot on to a

salvage trailer to tow the 400 odd miles back to my home in Invercargill.

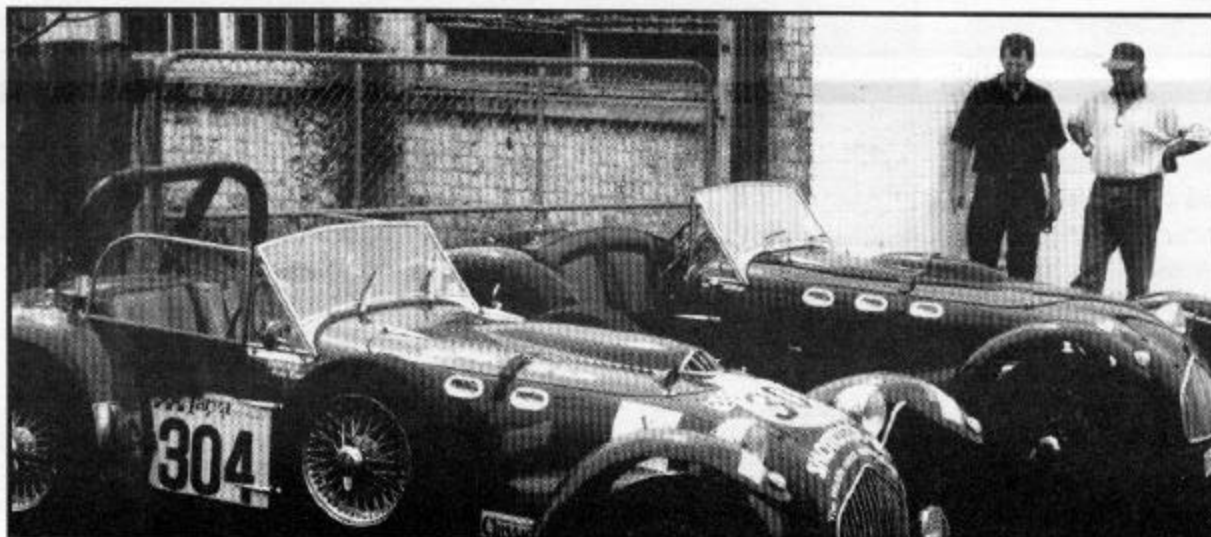
The rebuilding project was handled by two friends, both professional experts in their respective trades of body work and engineering, and the project was completed in around twelve months.

During this same time I became interested in running the car in a proposed Peking to Paris event, and duly paid over a deposit. The trip never eventuated – likewise, the refund – but the entry decision did influence some of the modifications that were made to the car. Major changes were to disc brakes, plus provision for the largest capacity radiator that would fit in the space available, wire wheels, upgraded electrics, side curtains, and hood, etc.

I had read extensively about Tom Carstens and Dave Fogg and the success of their racing Allards, and a decision was made to model the engine modifications around their #15 car. Believe it or not, we found a 1950 Cadillac motor in New Zealand's North Island, and this was prepared, as close as we were able, to Tom's and Dave's old #15 car. Coincidentally, I was able to meet up with Tom and Dave about a year later, and both have been great assistance with technical advice and help in obtaining replacement parts for the Cadillac motor.

About this time my engineering friend told me of a client who said he had an Allard engine which he was planning to install in a boat. It didn't sound right to me, but as his place was only about 20 miles away, I decided to check it out. Surprise! – an Arden V8 – with "Allard" cast into the valve covers. I checked the numbers, and yes, this was the

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Rob Boulton's J-2088 and John Fernyhough's J-2059 in Auckland for the New Zealand Targa. (Rob is wearing the light shirt and cap, as he is consulting with his engineer, Marty Strain.)

Allards Return to Maryhill (cont. from page 1)

most of the old course - arranged for the funding to restore the roadway. The vision of re-staging the race followed, and the dream finally became reality this year.

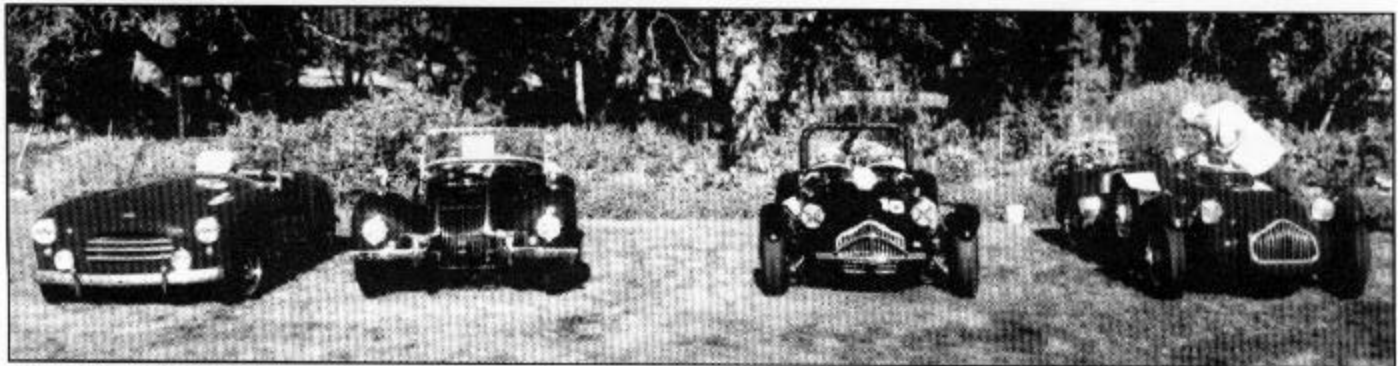
The Loops event was sponsored by the Seattle-based Soc. of Vint. Racing Enthusiasts. The events included Saturday practice on the hill, a car show at the museum (a world class art museum miles from any metropolitan area), banquet in the evening (my dog ate steak for a week!), and finally the race on Sunday. Only 60 slots were available for this first event, but more entries may be allowed in future years. Three runs up the hill were allowed on Sunday. Dale Morris spent a great deal of time with the owners of all four Allards as well as shooting footage of the hillclimb itself.

David Cammarano managed a 2:40.82 for a mid-pack performance out of a field 60 that included some very potent machinery, including Lister Chevrolets, Sunbeam Tigers, and a Chevron B15. John Hunholz took a much more leisurely approach to the hill and did not get an official time. Unfortunately my car was ineligible under the rules

(my engine is too new, but I DO have the 1956 Corvette powerplant that came *IN* my car when I bought it). So, instead it served as the camera car for the WOCC crew. The weather both days was gorgeous with blue skies and temperatures well into the 80s.

Unfortunately, the World Of Collector Cars episodes will probably have aired before you see this newsletter. The relevant episodes are numbers 2111 through 2113, and were scheduled to be shown in most markets during the month of January. However, contact your local PBS station to check. They will probably be rerun during the February through April time period. You might also contact the World Of Collector Cars at WoCC@att.net (or phone 530/345-6231) to obtain videotape.

A great time was had by all, and enthusiasm levels were high, which assures that the event will become an annual affair. Next year's event is scheduled for the first weekend of October. For information contact Bob Bush, of SOVERN at 253/939-9670.



John Allard's '54 PB, Bernie Allard's '48 L-type, Dave Cammarano's '50 J2, John Hunholz's '52 J2X

Why an Allard?

By Al Reynolds

Reminiscence of the question "What's a Mallard?" continues to ring vividly in my mind. I've heard it so many times over the years. To this I reply "It's not a Mallard, rather an Allard... *Ahlarrrd*." Then come the queries about the reason for owning an Allard, and how one could own the *same car for 38 years* - ownership of a car that predates my marriage, children, and homes. This Allard is very much a part of my family. So much so, that the only photo in my wallet is the one of my L-Special, JLY 162. This often brings worried frowns from female listeners.

But now to the question of why...

My first encounter with an Allard was as a race spectator at the old California State Fair Grounds in the early '50's. There, an earth-pounding herd of Allards and Kurtis's - and one strange Italian coupe (well-driven by some guy called "Feel Heel") - sent my friends and me scurrying back

from the illusive protection offered by the few hay bales and frail snow fencing.

Some weeks later I saw a new black J2X in front of Oxford Motors, the local British car dealer. It was owned by our local great, cigar-smoking Sam Weiss. The car was truly a thing of brutish beauty - but something I could only *dream* of owning. For the time being, I had to settle for a '48 Chevy coupe with Huttleston-installed dual carbs and "lake pipes." I eventually managed to trade this for a '50 MGTD. The MG wasn't an Allard, but at least other sports cars owners would wave to me - which was the big-time thrill of the day.

While an Allard was the ultimate "British Tweed" item, it was far out of reach for us MG folks. We had to content ourselves with Harris tweeds, Dunhill pipes, attending airport races, and the yearly trek to Laguna Seca.

It wasn't until the US Army sent me to Germany to
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Lime Rock Park Dodge Vintage Festival - 3 to 6 September, 1999

Eleven Allards present and it wasn't even planned that way! The 1999 Dodge Vintage Festival at Lime Rock Park, Connecticut was an absolute delight. The Allard team were out in phenomenal numbers, not only in two different racing groups but parked in the paddock as well. The list looked like this:

Group A:

Jerry Letteiri	J2	Ardun (ex-Duntov, ex-Turner)
Marc Perlman	K1	Cadillac
Jim Donick	K2	Cadillac

Group E:

Bob Girvin	GT	Chrysler
Mike Stott	J2-X	Cadillac
Randy Riggs	J2-X	Chrysler
Jim Donick	JR	Cadillac
Kerry Horan	K2	Chrysler
Bob Lucurell	K1	Chrysler

Present with an Allard:

Rich Taylor	P-type	Ford
Dan Rapley	J2-X	Cadillac (project for sale)

The two racing groups, A and E were broken down by slower and faster early postwar cars. Group E was further limited to the larger displacement engines.

Bob Lucurell's K1 probably belonged in Group A with the other K-series cars. (Kerry Horan's K2 Supercar

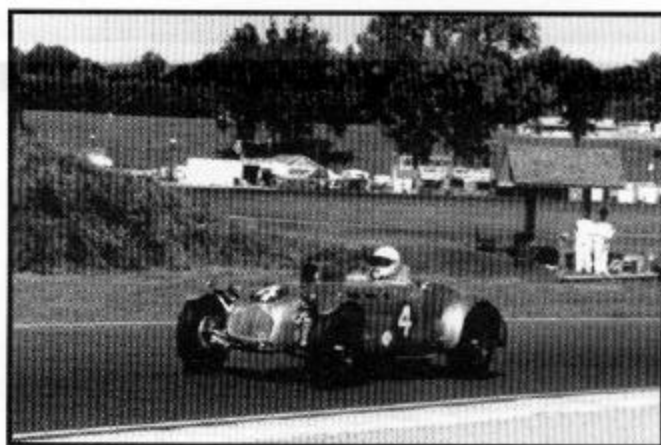


The editor in the JR leading Mike Stott in his J2X in an early practice session. (hyman)

is an exception.) The Perlman K1 was suffering low-ish oil pressure so he was taking it fairly easy. The editorial K2 managed to break a connecting rod in the very first practice session on Friday, which left his intrepid crew hard at work changing engines in the paddock for most of their weekend. More on that anon.

Jerry Letteiri is still getting acquainted with the Duntov Ardun-powered J2. It's nice to see it out and about again, though it always makes us think wistfully of Tom Turner.

The E Group was not without its surprises. At the front and the class of the field was Bob Girvin in the Chrysler-powered GT. Behind him was Stott in his ultra powerful J2X, and then a pretty good race between Kerry Horan and the editor in K2 Supercar and JR, respectively. New to the group and driving Syd Silverman's J2-X was **Vintage Motorsport** Editor D. Randy Riggs, in from California to enjoy the



Jerry Letteiri in the ex-Duntov, ex-Tom Turner J2. It is exciting to find this car out and getting the development work it so deserves. Well done, Jerry. (jpd)

nicest track in the northeast. Last of the Allards, though far from last in the class, was Bob Lucurell in the K1. Also in the class and going a few seconds faster than usual was Syd Silverman in the Kurtis 500S that reminds one of a J2 Allard with orthodontia. Looking at the times in this class brought home to us just how much development has been ongoing over the last four years since John Harden more or less parked the JR and transferred his attentions to the Lister-Corvette. The difference in time required for making the front row was nearly three seconds! A 1995 pole position qualifying time would have only been good enough for the fourth or fifth row in 1999. Oddly enough, it is mostly the same cars and the same drivers on the same track. Go figure.

Practice was basically without incident, other than the editor breaking a rod in the K2 early on Friday. For the most part, the time was used to get comfortable with the circuit and the traffic, and in the case of the editor, to get more comfortable with the JR. Thankfully, the crew chief, Chris Campbell, helped a great deal when he provided a few

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Lime Rock Park Dodge Vintage Festival - Continued

chassis tweaks that modified the understeer a bit to fit the car more to my style. By the time the weekend was drawing to its close, the transition was mostly complete.

Race day, Monday, dawned with a highly dubious weather report. We headed back for the track anyway. Arrival at the track brought with it the news from my crew chief, Mike DiCola, that he thought that *just maybe* he might



Bob Girvin and the GT (hyman)

have the new engine ready to go in time for the noon-ish start of the A Group race. I was to keep my fingers crossed.

There was a mid-morning warm up for the E Group so the opportunity was used to try and apply the lessons gleaned from replaying Saturday's experiences in my head during the intervening period. (*It's amazing how much one can learn at three in the morning.*) That session went exceedingly well and confidence was high for a good session in the afternoon's feature race.

By 11:15 DiCola was getting ready to start the engine. There wasn't much time left but he and Pete (his able partner in crime) went doggedly about their business. By 11:35 it was almost time to head for the false grid and Mike started picking up tools from the engine compartment. Somewhere around 11:40 a voice that struck me as full of little more than resignation said something like "Well, what the hell, you might as well give it a try."

About that moment, it started to rain.

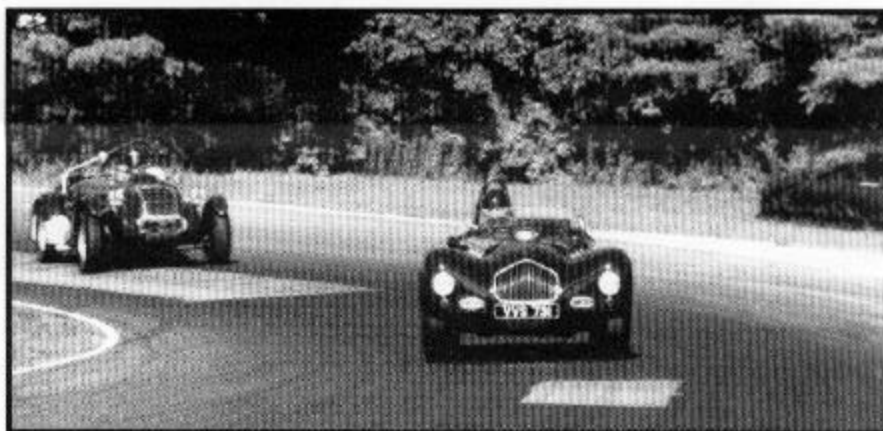
The boys had worked nearly the entire weekend to

complete what had to have been the first ever Cadillac engine swap in the Lime Rock Park paddock. I understood very well what my role was now to be.

The rain intensified as I was heading over for the false grid. Not having had an opportunity to post a qualifying time, I took my place last on the grid. A study of the grid sheets had helped me identify the cars in my class so that I knew who it was I would be chasing. It would be kinda neat to deliver a class win to the team that had given their weekend to putting me on the grid. The head of my class was Rob Burt in an Aston-Martin Ulster. He was gridded 7th, I was 32nd. In the dry it might have been easy. It wasn't dry.

The 12 lap race began after an unusually slippery pace lap and I managed to pick up a couple of places before the first turn. Putting the power down was a delicate task as it tended to encourage the rear end to try to pass the front end. The task at hand was to keep the old girl going in the clockwise direction around the circuit, while trying to find a certain Aston-Martin Ulster. By the second lap we were making some progress when I noted Bill Hollingsworth's TC spun off in the grass on the exit to Big Bend. Hollingsworth NEVER loses it and is usually the class of the field. This was sobering.

The rain kept getting worse and we were now running on instinct and memory – neither of which is an adequate substitute for adhesion or visibility. Coming through the uphill was becoming an adventure. "*First toss the wheel half way around to the right then toss it half way around to the left. Repeat the procedure until desired*



Kerry Horan's K2 goes terribly well, and seems to share a little technology from its brethren in NASCAR. That's Bob Lucurell coming up behind (hyman)

direction is recovered."

By lap seven or eight it looked as if the Aston was in sight. He appeared to be running in company with one of the

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J2Allard "Down Under"

original engine from my car. A relatively small amount of cash changed hands, and we saved the engine from entering marine life. It now sits on a stand, and will stay with the car along with the other original bits that were not used in the rebuild.

The first official outing (it had a couple of unofficial ones before completion, where my engineer friend said it was the only car he had driven up the steepest road in Queenstown in top gear with the wheels spinning) went well, and the only change we needed to make was heavier front coil springs to handle the extra weight of the Caddy and larger radiator. The cost? I never did get around to totaling up the bills.

The car was prepared primarily as a road car with full weather equipment, but also with a detachable roll bar so we could race, rally, and enter special events. Our intent was to drive it to and from race meetings rather than towing it on a trailer. Since then, J 2088's more notable escapades have included:

- A nationwide televised showing of a major spin at Wigram airport meeting.
- Sharing a hotel foyer carpet with a Jaguar at a Christchurch motor promotion.
- A win at the old Dunedin wharf circuit road race that was so decisive that no other car was on the finishing straight when the old J2 took the checkered flag.
- Ryal Bush retro road race where it actually held the circuit record (for about 20 minutes).
- Raced at Amaroo Park, Australia, after which the car was displayed at the Sydney Motor Show, and featured in Australian Sports Car World magazine.

During this period the motor was overhauled a couple of times. A total rebuild resulted from a major crash during a hill climb in Dunedin when the throttle jammed open. The driver also required a bit of a rebuild, but not as extensive as the car. I was very thankful for the solid old Caddy out in front, as this took the impact of several substantial trees which did not survive the airborne Allard attack.

Some changes were made to the car during its rebuild included modifying the rear stabilizing Panhard rod to a Watts linkage, which eliminated much of the bump steer that was peculiar to the J2 at maximum speeds. We also replaced the cable-operated throttle (cause of the crash) with a rod operated system.

In 1994 my brother suggested we enter the car in the Australian Northern Territory Cannonball run, a 3500 km event from Darwin to Ayres Rock and back, on unlimited

speed roads including some closed-off roads for flying mile tests. The car was prepared, and a friend in Australia provided a backup vehicle to follow the event and carry our gear. The old Allard blew off a lot of moderns and finished 12th overall from a field of 105, also winning the sports touring class.

This event was probably the most demanding we have entered. The flying mile speed runs saw the speedo needle "off the clock." This, according to my brother bravely sitting in the passenger seat watching the instruments. I was too focused (read *scared*) to glance anywhere except the road in front. The ambient temperatures were in the mid 30's Celsius, but the car's engine maintained a safe temperature during the entire race. Unfortunately, this great event was marred by the tragic death of two Japanese entrants and two marshals, resulting in the cancellation of any future Australian Cannonball races.

Back to NZ with the car and a period of circuit racing where we blew the motor in a most dramatic fashion! – the main bearings seized, and the crank shaft broke while pulling about five grand. Fortunately, courtesy of Dave Fogg, we had a spare engine. So, following a rail journey for the car to Queenstown, this was installed and the car entered in the inaugural NZ Targa (sealed tarmac rally). It was the second oldest entered, but still won its class and 16th overall from a field of 81 starters.

The Allard Register's Honorable Secretary - Ray May



The Hon Secretary, getting ready to strap into a Harrier Jump Jet. Obviously, Ray maintains an active interest in ANY machinery that goes fast. (Narr. on Page 8) - jpd

Why an Allard? (Cont. from Page 3)

spy on the Commies that the thought of buying an Allard began to take shape. Our station was at the foot of the Alps, and also housed the Brits who did the same thing - only they borrowed our "asparagus patch" to better hear and locate the enemy. I made friends with a guy named Paul, who owned a '37 BMW. With him, the talk of Allards came up, and he suggested I come with him to London to look for one. My shopping list included either an Allard (any kind would do) or a Morgan trike with a JAP engine, plus various items of British tweed.

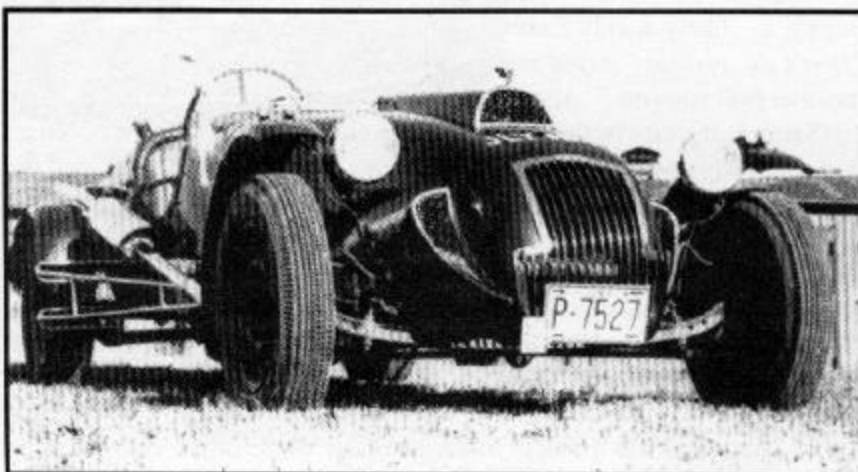
When I got to Paul's home in Iver, he informed me that there had been a J1 in the paper with a full-race flathead for 500 pounds. We phoned, and learned that it was sold. No Morgans were listed either. Then the next day we found an L-Special listed in Uxbridge, and off we went. It wasn't exactly the J2X of my childhood dreams, but it was flashy and fire breathing.

We cranked up the V-8, and went off for a test ride. I was truly in seventh heaven - totally engrossed with the roar of the twin pipes at the back of my head, and the new challenge of shifting with my left. Then there came the tap on my left shoulder, and the owner said loudly, "All very good, but here we drive on the other side of the road."

I subsequently made arrangements to buy the car and bring it back to Germany. That trip, and my experiences touring much of Europe, is quite another story of the wonders of owning an Allard.

I later learned that my Allard's metamorphosis from garden-variety L to L-Special was due to severe accident damage in 1955. As a result, it became an apprentice project for a young panel beater in the London area. The original logbook that came with the car indicated his name was Watson. I wrote to him, but it took several years for him to respond as he dropped the letter down under the cushion of a Queen Anne chair, and only found it when he and his wife sent it out for re-upholstery. He reported that the project took him about five years to complete, and the cost of the chrome work consumed the entire proceeds of his 21st birthday gift.

I currently have two engines - the original 21-stud Canadian Ford engine that is currently in the car and a full-house 24-stud engine on the engine stand, awaiting a rebuild.



PLEASE NOTE

1. Please direct any additions or changes to our Mailing List to Bob Lytle.

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.

3. As we mentioned in the Fall issue, we are running our **SOURCES** and **CARS FOR SALE** listings only during the Spring and Fall issues to allow more space for editorial content.

4. We appreciate those who responded to our request for updates on ads. It allowed us to remove several obsolete items.

5. We invite you to check out THREE Allard oriented websites on the Internet:

-www.ptinet.com/~jallard/allard.html

-community.webtv.net/raydonggp/PeacockBlue/

-community.webtv.net/k3x/AllardAlley/

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Lime Rock Park Dodge Vintage Festival - Continued

Bugatti's - likely Sandy Leith in the "Scrambling Egg." "Don't do anything stupid now, dummy, but turn up the speed as best you can." Another lap or so, and it was clear that Sandy had gotten by the Aston and I was closing quickly. Rob obviously saw me as he turned it up a bit as well, and we did a half a lap nose to tail. "No reason to pass him someplace dangerous, the main straight wasn't that far away."

Back on the straight and gently putting down the power the pass was completed about two thirds of the way to the first corner then it was off the power and gently onto the brakes. "Wait a second, what's that movement on my left?" The Aston was going to make me really work for it. He had closed again, and the two of us were about to do Big Bend side by side in the blinding rain. Coming out of the corner he had a bit of an edge but, within a few turns, the Allard managed to get by cleanly and finally and began to open up what I hoped was an unassailable lead.

With no idea how many laps were left, I came up on Syd Silverman and Chris Towner having a ding dong battle in MG-TC and Morgan Trike, respectively. They had been going at it from the beginning and must have been damned near exhausted. A gentle pass so as not to disrupt their fun was the order of the moment, and then it was back to holding on for dear life and praying that the starter would soon display the "hangman's noose" that signifies "hang in there, one more lap to go."

What seemed to be about a year later, there was someone leaning from the starter's stand with their arm extended toward the track. It HAD to be the noose though I sure as hell couldn't see it. *One more lap and just keep it on the track for a storybook ending.*

And so it ended. There may have been one or two near misses on that last lap, but the checker came out - and Mike DiCola and Pete Zajicek's engine change brought us home to a class win from dead last. Who'd a thank it? - jpd

A Letter from our President - 5 January, 2000

My Activities at Allard - Palm Beach Mk II

Our American agents wanted us to produce a good looking two seat sports car which would be powered by either a Jaguar, or one of the US V-8 engines. They did not want the divided axle front suspension, but preferred the car to be based on the Palm Beach Mk I chassis with thicker tube side rails.

They proposed to design the body and send the master body and two or three complete moldings in glass reinforced plastic (fiberglass) over to us to build up the prototypes. Sydney asked me if I would design a McPherson system which could utilize a square section laminated torsion bar as the spring, manufacturers were prepared to supply these free of charge in an effort to get the system on the market.

I tried to persuade Sydney that the double lateral link or wishbone arrangement would be much better, but he wouldn't have it. So I did the best I could with the square section torsion bar. The main problem was that due to the nature of the

function involving lateral bending of the elements, as well as the twisting, and the dry friction between them, it was virtually impossible to calculate the characteristics to any useful degree. Needless to say, the system was not adopted by the auto industry.

The reason we could not use a proprietary McPherson strut was that at that stage of its development there were none available that were short enough to fit under a sports car wing or bonnet.

However, although the system I designed was not very elegant, it did work reasonably well. The large polytetra fluor ethylene (a translucent plastic with self-lubricating properties) sleeve in which the near vertical tubular leg slid up and down subsequently proved to need some lubricational assistance.

I left the company at this time and finished the job off in my 'spare' time. I believe only three cars were made - although I only know of two currently - one of which is regularly raced by Bob Girvin. - Dudley Hume

GREETINGS FROM THE HON. SEC.

The editor and his wife recently spent a delightful evening and dinner with Ray and Win May. The Hon. Sec. will be turning 90 years old as of 30 July, but one would never know it. He is as lively and fascinating as ever, and continues to take a keen interest in

Allards, as well as anything else that goes fast. He and Win continue their active interest in several areas, which we suspect is what keeps the two of them perpetually young and vibrant. He sends his greetings and best wishes to all the members. - jpd