

# ALLARD

## The Allard Register

No. 14

FALL, 1993

Free

### ALLARDS AT MID-OHIO — JULY, 1993

by Syd Silverman

The SVRA Mid-Ohio race meeting was two weeks late this year. Instead of the normal third week in June, the race was held July 8-11 at the Lexington, Ohio, course. Allard stallwarts present in the race group were Jack McGregor, Alan Patterson, Wayne Adams, Scott Brown (who was entered but did not start in John Harden's old J2-X) and Syd Silverman. Ted Bernstein was also there with his newly restored K-3, which he drove in Exhibition.

Among the visitors were Bob Lytle, now from Arizona, along with his brother-in-law (Helen went to a reunion) and Janet Kinzinger from Milford, Michigan, who dispensed T-shirts from her never-ending supply to the assembled enthusiasts.

Jack McGregor brought his LeMans-bodied J2-X. The ex-Perona J2 is getting ready for its Monterey appearance in August, so Jack raced the J2-X this weekend. Alan Patterson had his very original J2-X, and Wayne Adams from Kansas City had his fresh-out-of-the-box J-2, which is a beautifully restored car but unfortunately was suffering engine bearing problems and did not race. John Harden drove the author's JR, which is sporting a new fuel injected Cadillac, and it is going faster than ever. The author had his reliable J2-X on hand, and it continues to be a solid performer after 14 years of competition.

— More on MID-OHIO on page 4

### ALLARDS AT EQUINOX - 12 and 13 June, 1993



by Jim Donick

June 12th and 13th saw the 41st featured running of the world's longest paved hill climb, and the east coast Allard contingent were out in some force. The event chairman Bob Girvin brought along the Hemi-powered GT Coupe and put in the fastest Allard time of the weekend at Mount Equinox. This was also second fastest time overall. His was, arguably, the most marvelous noise to be

— More on EQUINOX on Page 2

*The editorial K-2 spent most of the weekend delighting the editor, but for the last run of the weekend, it was driven up the mountain by VSCCA Secretary, Tony Carroll. The winter's improvement program was evident to Tony, as it was seven seconds faster than last year when he also took a run in the Wee Beastie. — j.m.d.*

## Allards and Friends Meet at EQUINOX (continued from Page 1)

heard as he rumbled his big behemoth across the saddle from Little Equinox to Big Equinox.

Less noisy, due to an effective pair of silencers, was the editorial Cadillac-powered K-2. It had just been the recipient of a "hand-me-down" carburetor from Buddy Cooperberg's K-2. Buddy is going to three two-barrel Strombergs. It had also received a new drag link in the steering to replace a VERY FLEXIBLE (and dangerous!) original. The editor noted with pleasure how much more reassuring it is to pilot a car with the steering wheel firmly attached to the front wheels.

The new carby is a Holley 4-barrel of 600 cubic feet per minute rating and with mechanical, rather than the vacuum secondaries of his previous Holley. It made a difference. The odd bits of garbage in the fuel system were no longer a problem either, as the original tank was replaced by a fuel cell over the winter. This added some safety, but more importantly assures a supply of

.....  
 Equinox is always a tough test of man and machine. It is 5.2 miles long and climbs over 3,000 feet. It was made more difficult this year by the continued deterioration of the road surface on the lower reaches of the hill.  
 .....

CLEAN fuel. The car was clocked by radar across the saddle at 77 mph.

His best run of 5'55" was marred slightly on the upper part of the course when the editor learned the dangers of a fully muffled car on the slopes of Mount Equinox. He surprised a deer crossing the road and missed it by a mere three feet. The deer's version of the story likely disputes the question of who surprised whom and may place the proximity of the Allard's right front wing and the south end of this northbound deer a tad closer. Either way, it was an experience for both.

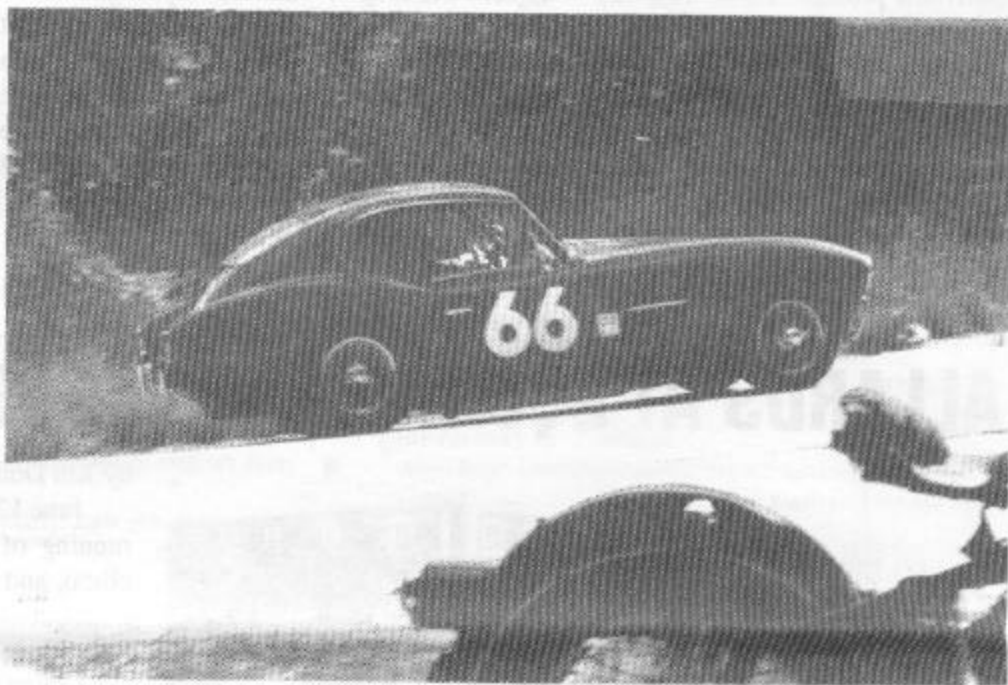
Third Allard on the hill and second fastest was the Schieffelin Cadillac-powered K-3. Once again, John had

driven the 90 miles to the event, raced well and drove home. He recorded a personal best of 5'24" and was caught by the radar gun at 78 mph on his best run.

Allard man Bob Valpey was also present this year, but with the Studebaker Indianapolis Team Car. He reported it to be running well and got a best of time of day on the short course.

Also joining the Allard pilot ranks this year (and for the second year in a row) was VSCCA Secretary Tony Carroll, who ran the editorial K-2 up the short course about seven seconds faster than he had managed in the same car last year. It seems that the ministrations of chief Allard mechanic Mike DiCola have been paying off.

Equinox is always a tough test of man and machine. It is 5.2 miles long and climbs over 3,000 feet. It was made



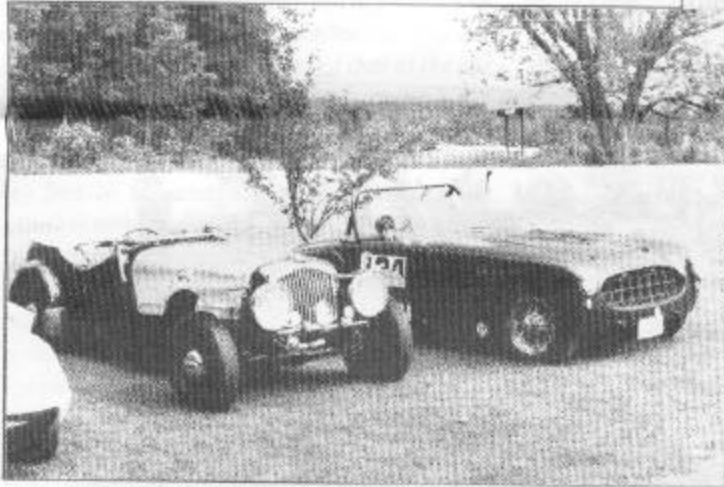
Bob Girvin's Allard GT Coupe —Photo by Ed Hyman

more difficult this year by the continued deterioration of the road surface on the lower reaches of the hill. The editor notes that he was being bounced three feet right or left on many of the frost heaves.

All in all, it was a great weekend blessed by perfect weather and a most congenial crowd. Perhaps next year we'll have a few more Allards present. —jpd

For extra PERFORMANCE — use Trojans.  
 See ad on Page 7.

# Mount Equinox



# Hillclimb

June 12 & 13, 1993



Top: The editorial K-2.  
 Top Left: The editorial L-Type Special and the Schieffelin K-3 shared a patch of grass the evening before the event.  
 Left: Mr. Schieffelin's K-3 on the course.

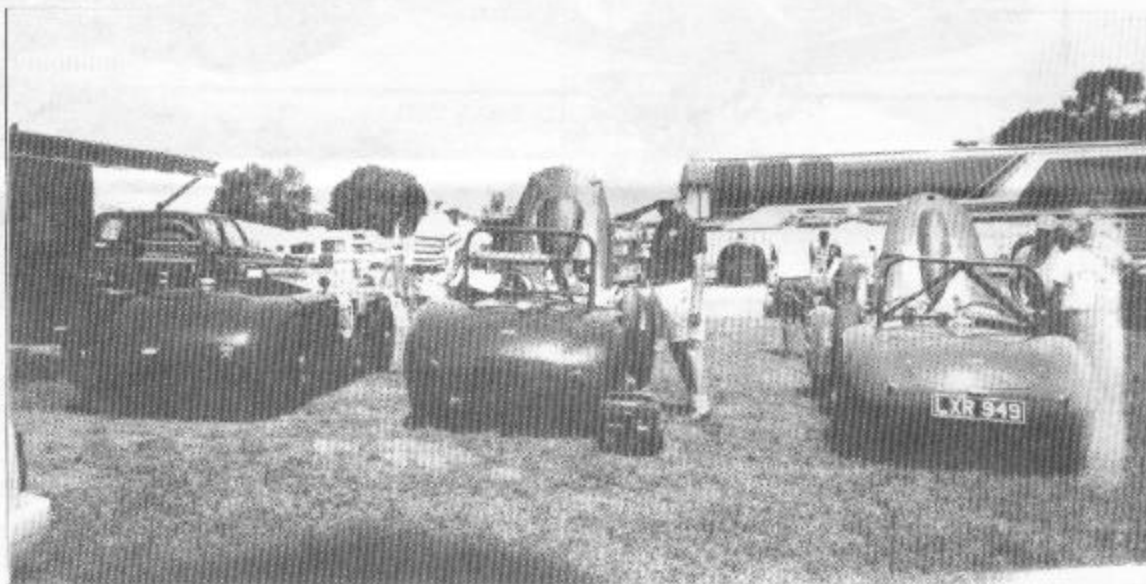
—Photos by Ed Hyman

Equinox Allard drivers for the 1993 running, shown here without helmets or Nomex. Left to right: the editor, the events chairman Bob Girvin, and VSCCA Activities Chairman, John Schieffelin.



## Allards Race at Mid-Ohio — July, 1993

" For the second year, Dunlop is sponsoring a continuing point series for all Group 4 cars. Points are awarded for participation, qualifying position and class finish. There are more than 20 Pre-'59 cars participating. ....no matter what happens for the rest of the season, Allards are going to play an important role in this Dunlop Challenge series."



### Bubble Butts in the Paddock

Wayne Adams is on the far right, back to camera, consulting Cottonwood Bob, aka "Madman Lytle" in his great disreputable straw hat. —Photos and captions by Janet Kensinger

### Allards (continued from Page 1)

Dr. Ted Bernstein drove his beautifully restored K-3 in the Exhibition class and had a ball. Ted is from Dayton, Ohio, and those with long memories will recall that he attended the first Allard Reunion in 1982 at Road Atlanta, where he showed the ex-Curtis LeMay K-2. Ted has attended many race meetings since then, but this was his first experience driving an Allard on a racetrack and the smile showed clear through the crash helmet. His K-3 has a roll bar that leaves nothing to the imagination and tells you which end of the human equation is his primary interest.

Ohio in July can get pretty hot, and so it was at the SVRA weekend. There was lots of track time, and on most days there was a pleasant breeze, and only a couple of passing thundershowers disturbed the normal track sessions.

All the Allards ran in Group 4, which is for Pre-'59 sports cars and sports racers. Bob Akin in his '59 Cooper Monaco was fastest and various smaller Loti and Lolos were all faster than the Allards on the tight and twisty mid-Ohio

circuit.

Qualifying was Saturday afternoon with John Harden by far the fastest Allard. Alan Patterson was second, and the author was third as McGregor pulled in with brake problems.

In Sunday's race, Harden won the class going away; McGregor was second and Patterson third. The author was fourth.

For the second year, Dunlop is sponsoring a continuing point series for all Group 4 cars. Points are awarded for participation, qualifying position and class finish. There are more than 20 Pre-'59 cars participating. Going into the mid-Ohio weekend the author was leading the point standing with John Harden and the JR in second spot. That means that the slowest driver and the oldest car were leading the parade, and no matter what happens for the rest of the season, Allards are going to play an important role in this Dunlop Challenge series.

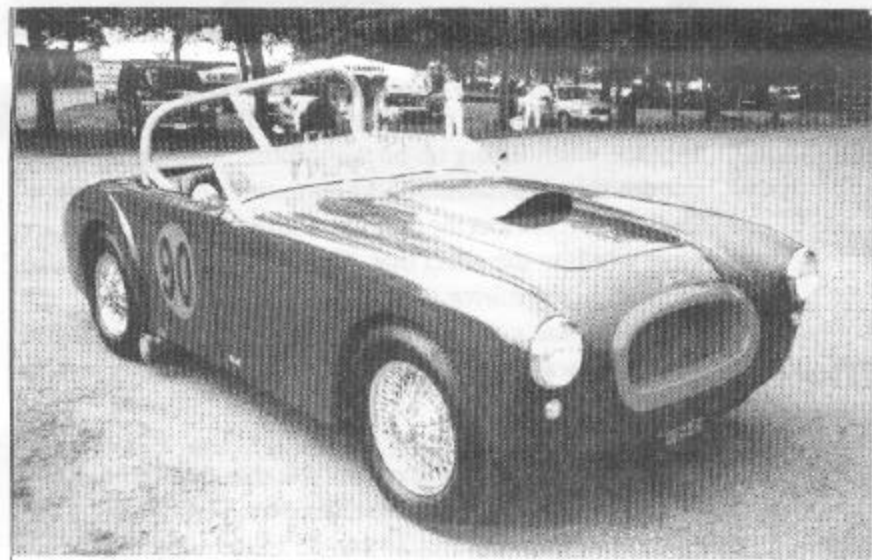
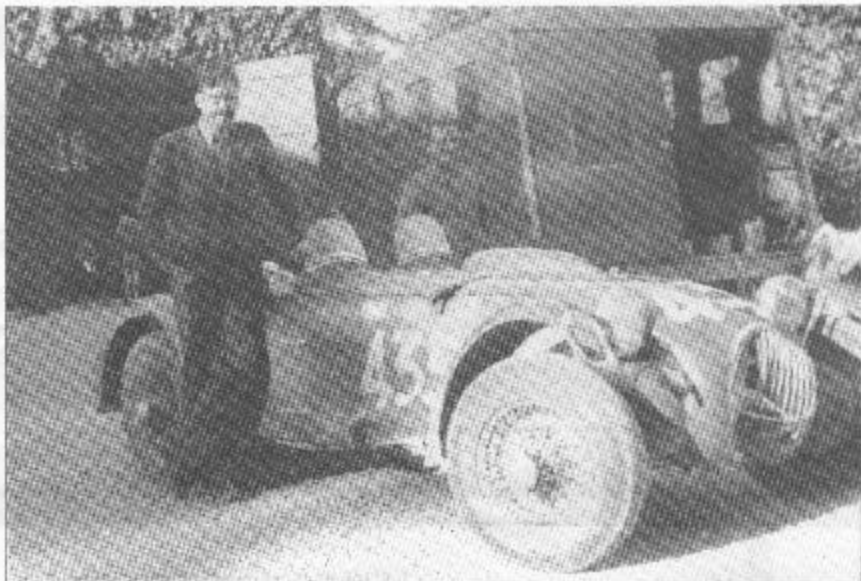
—Syd Silverman

## Out of the Past →

### ...the 1950 Mille Miglia

"Race day was again wet and cold and the darkness seemed intense as we left the arc-lighted starting area and roared off through the dark but crowded streets. We covered 78 miles in the first hour, and 43 in the next 30 minutes, but just after dawn we misjudged a corner on a stretch of road running on top of a steep embankment and plunged nose-first over the edge. The car remained on its wheels, and seemingly from nowhere a crowd of people and carabinieri appeared and manhandled the car back on the road. We discovered that as the car had spun it had hit a kilometre stone which had bent the offside axle-beam and steering column. Loosening the bolts clamping the steering box to the chassis allowed the steering wheel to turn, but with an up-and-down movement, so after stretching wire across the top of the bolts to prevent the loose nuts from vibrating off, we resumed a fairly high-speed drive! It soon became apparent that the car could not be controlled at a speed necessary to reach the next control before it closed, so reluctantly we retired when we reached it, just as the officials were leaving. We drove back to Calino, loaded the damaged car into the coach, and later began the journey back to Clapham to prepare for the production car race at Silverstone on May 5 (1950)."

—by Tom Lush. *ALLARD...The Inside Story*.  
Motor Racing Publications, Ltd. London. 1977.



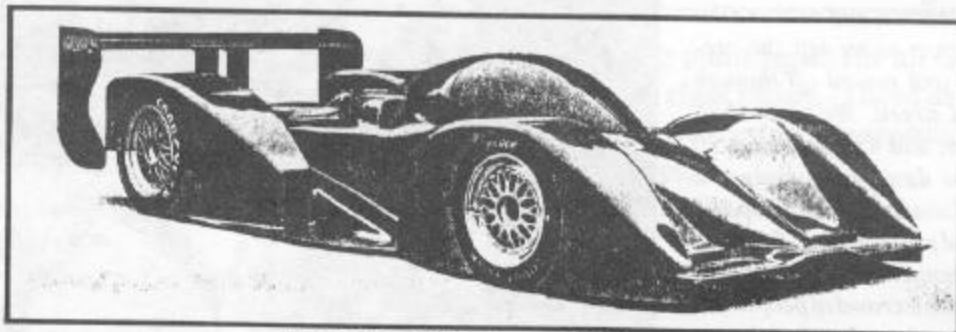
Top: Wayne Adam's J2 Allard in 1950 (with Tom Lush.)

Middle: The same car in 1993.

Left: Ted Bernstein's Allard K3.

—1993 Photos by Janet Kensinger

## WE HAD BETTER START LOOKING AT IMSA RESULTS!



1992 Allard J2X Group C/IMSA Car

### IMSA Monterey Camel GT, Monterey, California - July 25, 1993

#### RESULTS:

- |  |   |
|--|---|
| 1) P.J. Jones; Toyota Eagle MkIII; 76 laps,<br>99.823 mph avg. speed | 8) Taylor, Chevrolet GTP                      |
| 2) Juan Fangio, II; Toyota Eagle MkIII                               | 9) <b>Robs Lamplough, Allard J2X-Cosworth</b> |
| 3) Cobb, Spice-Chevrolet   | 10) Jonak/Sasser, Spice-Ford                  |
| 4) Sigala/Bell, Nissan NPTI  | 11) Downing/McAdam, Mazda DG-3                |
| 5) Johnstone/Marvin, Spice-Acura                                     | 12) Kuttner, Pegasus-BMW                      |
| 6) Schader/Earl, Spice-Acura   | 13) DeLong/Jamieson, Tiga-Buick               |
| 7) Slater/Paul, Porsche Gunnar                                       | 14) Hessert/Migault, Kudzu DG-2-Buick         |

## DAVE FOGG ANSWERS THE QUESTION...

Bill Pollock's article in the Allard Register No. 13 brought back many memories of those happy days. I would like to add a few things to Bill's comments. He neglected to mention that the gear box in No. 14 blew up in practice. These old flathead Ford transmissions could not hold up to the Cadillac engine's torque, and we used up one every race. The local Cadillac dealer was very interested in the engine in No. 14 and allowed us to use their shop that night. The local Ford dealer opened the parts department, and we obtained a 25-tooth cluster gear, main drive gear, second gear, and assorted bearings. We had the car back together by about 2:00 a.m. and were back out at the track by the morning with our tools all back in the box. There was an Allard in the next pit, and if I remember right, it was Hastings Harcourt's. One of their people came over and said, "I thought your car was broken down". Joe Henderson told him, "We didn't bring this car a thousand miles to sit in the pits". The race went as Bill described it, especially that big sweeping turn that he dirt-tracked through. We ran the white sidewall Goodyear tires for several reasons: the first being that Tom had access to a large supply of them, the

soft rubber stuck good but did not last long. Anyway, after the race in looking over the car, we found the outside rear tire worn clear through and two-inch wide area of inner tube exposed. The tube was not only exposed, it was well scuffed, and would probably have blown in the next turn. Later, a Goodyear representative saw the tire and wanted it for analysis at the factory, so Tom gave it to him. One more thing, the exhaust header gaskets were leaking a little and we did not have time to replace them. This caused the car to backfire when letting up on the throttle. Quite a bit of the unburned fuel caused the backfires to shoot quite a spectacular flash of flame out the exhaust. Phil remarks after the race were words to the effect that, "Watching that fire-belching monster in my mirror for the whole race finally got to my nerves" -- that's about the way I remember him saying it. That's the way it was in October of 1952 -- hard to believe it was 40 years ago.

FOOTNOTE: For those of you that don't remember, Dave Fogg was the chief mechanic for Tom Carstens and Bill Pollock for Car No. 14 and 15 in the early 50s.

## Fred Wacker's Big Band Swings Cool

Fred Wacker has always been connected with the Eight Ball Allard as a racing driver, but Fred did other things with his spare time. One of the sidelines was conducting a dance band in the late 50's and early 60's. The evidence of this survives on two records: first, *Fred Wacker and His Windy City Seven*, recorded on Dolphin in 1957; and *Fred Wacker's Big Band Swings Cool*, recorded on Cadet in 1966 (Cadet #4050). Janet Kinsinger, the slightly depraved owner of a K3, nicknamed "Beowulf" has presented us with the evidence of the *Fred Wacker Big Band Swings Cool* converted to a tape. Very nice easy listening - 12 songs of the mid-60's. Ask me the next time at the races, and we'll put it on the tape player. Now, who can find a copy of the Dolphin record from 1957? I'll give a prize to the first one sending me a tape copy of that record. —Tom Turner



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## Time to Stop Cursing Crazy Drivers

Researchers at Rochester University Medical Center found that those afflicted by dementia can be good drivers: One of four subjects in their study who had been referred to doctors as possible dementia patients met safe driving standards.

## No, You Did Not Miss an Issue of the Register

Our apologies for not getting a Summer 1993 issue of the Allard Register to the press. (Sometimes, LIFE happens to get in the way.) Things are smoothing out now, so we look forward to returning to our quarterly publishing schedule.

We always welcome contributors to the Register. Send your articles either to the editor or the publisher, addresses listed at the right. —Thanks, Tom Turner & Jim Donick

## CARS FOR SALE

TYPE	OWNER'S NAME	PHONE NO. or ADDRESS
J1	Roger Hayes	(U.K.) 0280-847-182
J2	Siddigie Cowper	c/o Assembly of God 18 Royd St., Calcutta 700-016 India
	Ashton Marshall H. Wheeler	619-299-3224 801-775-0162
J2X	Bill Bauder Jerry Rosenstock Don Sears	512-272-5695 818-781-6289 402-399-9172
J2X-LeMans	Robert J. Boyer Charles G. Love	315-457-0280 B:408-459-2862; R:408-476-2053
Repro J2X	Doug Berstein	415-777-9739
K1	C. C. Lipscomb	301-479-1314
K1-Ardun	Alain Bels	(France) 20-46-66-66
K2	Jonathan Bien Genie Forrest C. C. Lipscomb Jack Stinson Tom Turner C. S. Warner Jack Wheeler David Williams	201-886-2710 209-667-8130 301-479-1314 313-363-3051 817-737-9700 717-295-1540 619-454-7210 P.O. Box 1572, Clemmons, NC 27012
K3	J. S. Blaine Mark Christofferson Steve Moorhouse	313-684-6444 818-763-5485 415-824-8880
L	Jim Donick Frank Savage	203-261-5260 404-929-3715
M	John Bungay Ross Marshal Rick Porcell John Reaves Tom Turner	1137 43rd Street, Sacramento, CA 95819 704-526-5666 619-481-7073 918-663-2030 817-737-9700
P	John Bungay Jerry Conti Larry Johansen Andrew Leonard	1137 43rd Street, Sacramento, CA 95819 813-447-2221 714-793-0513 213-454-0096
PB	L. O'Meara Joe Parshal	16 Oakridge Drive, Granby, CT 06035 408-899-3559
PB Mark II	Ted Jones	401-245-3300
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## SOURCES: Parts, Services, Whatever...

This column appears twice a year in the *Allard Register*.

### MOTOR, SUSPENSION, MECHANICAL:

#### Aluminum Flywheel:

(& Special Race Parts) Catalog ..... *Paeco* (800-326-6401)

#### Brakes (& all the little parts):

Catalog (great!) ..... *Pegasus Auto Racing Supplies* (414-782-0880)

Brake linings ..... *TSI Automotive* (419-384-3022)

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#### Ford Parts:

Motor, suspension *Antique Auto Supply* (Stacy Brown) 817-275-2381

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#### Motor, Suspension, Race Parts:

Catalog - \$5.00 ..... *Speedway Motors*

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Tel: 402-474-4411 Lincoln, NE 68502

Marles Steering Gear (servicing) ..... *Electrocars Ltd.*

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Maybrook Road, Browahills, West Midlands.

Tel: 0543 371711. Attn: Albert Blackmore.

#### Shift Lever Mechanism:

K1 & early L & M ..... *Paul Kosma* (601-393-2290)

#### Wheel Studs:

Catalog ..... *Jegs* (614-294-5050)

#### Wheels:

Disk & Special (not wire) ..... *Taylor Made Wheels* (213-567-3998)

Wire Wheels (restrung & modified) ..... *BMW of Ft. Worth* (Perry)  
(817-429-2182)

Allard Wire Wheel Spinners ..... *British Wire Wheel*  
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### INTERIOR, TRIM & INSTRUMENT:

#### Dash Boards (wood):

K1 ..... *Pete McManus* (215-459-8918)

#### Dash Instruments (speedometer & tachometer):

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Allard Cooper-Stewart ..... *Tom Turner* (817-737-9700)

#### Grills:

K1-L-M-P ..... *Colin Daniel*

Well Hill, 42 Lund Lane, Killinghall, Nr. Harrogate

North Yorkshire, England, HG3-2BQ

#### Grills and Portholes:

J2-J2X-K2, J door catches/handles ..... *Les Newell* (203-237-1457)

#### Rubber Parts:

Catalog ..... *Metro Moulded* (800-878-2237)

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(Ask for catalogs to order parts) 7200 Hollister Ave., P.O. Box MG

Tel: 800-235-6954 Goleta, CA 93116

#### Wiring Harness:

J2-J2X-K2-K3 ..... *Ray Holtzapfle* (713-622-4070)

### MISCELLANEOUS:

#### Allard badges (from Allard Owners Club):

Bonnet badge (front) ..... £16 + postage

Scroll badge (rear) ..... £15 + postage (£2 to US)

AOC Membership ..... £25

Contact: *Pat Hulse* ... 1 Dalmeny Ave., Tufnell Park, London N70LD

#### Allard Goodies! ..... Gary Peacock (602-731-9952)

T-Shirts (\$11), Golf Shirts (\$25), Caps (\$8), 2105 So. Hardy Dr. #7

10" Wall Clocks (\$17), Original Art (\$35-set of 5) Tempe, AZ 85282

#### Allard Issue:

*Vintage Motorsport* #4, 1990

Copies available - \$7.50 (Includes postage, USA)

Contact: ..... *Tom Turner* (817-737-9700)

#### Embroidery & T-Shirts:

Allard Logo - embroidered on ANYTHING; underwear a specialty!

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#### Engines for Sale:

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#### Photos (Race):

Bob Dunsmore (CA-ILMSA) ..... (415-484-4747)

Gordon Jolley (SVRA) ..... (404-368-1503)

Alfred Manley (CA) ..... (415-455-1168)

#### Reproduction J2X Allard: ..... Neal Hardy (619-789-9977)

Small parts may interchange (fender gravel shields fit J2/J2X/K2) with alterations.

PLEASE NOTE: If you have called me in the last two months and I have not responded to your questions, please call again. (Notes lost, due to a super-efficient cleaning lady.)

—Tom Turner, Technical Editor

Tel: (817) 737-9700