

ALLARD

The Allard Register

No. 8

FALL-WINTER

Free

Monterey Was Simply Terrific

It took a year to plan, one weekend to happen, and gave us a lifetime of memories.

By Jim Donick

The greatest gathering of the Marque ever staged is now history. What a party! Statistics are still a bit thin, but some best estimates include:

- 66 Allards in the group picture
- 72 Allards in the Saturday Parade lap
- 37 Allards racing
- 300 people at the Allard Register banquet
- 147 pounds of Nacho Chips consumed in the hospitality tent

- 17,721 frames of 35mm film exposed from the Allard Reviewing Stand
- 82 pounds of car wax polished onto Allards
- 19 skinned knuckles acquired
- 3 engines blown
- 2 transmissions shot
- 1 engine reduced to 7 cylinders (but running at the finish, right, Lytle?)
- 1.2 gozillion Tee-shirts sold
- 642 Diet Cokes consumed
- 19 liters of # 8 Sunscreen slathered on
- 0 Allard racing accidents
- Countless smiles encountered

The weekend was truly memorable for reasons the above statistics can only hint at and then for much much more. I remember previous Allard gatherings over the years where I could walk through the paddock pointing out each Allard present with "oh, yes, that one belongs to so and so, he has just replaced the motor with a new ..." The people present were almost all well known. This time ... heck, I'd find myself in conversations with people while casually trying to read their name tags, only to find we'd been corresponding for years but had never met! But ... enough atmosphere. What happened?

Well, it all started over a year ago with a call from Syd ... "do we want to do Monterey in '90?" At the time I didn't think it was possible as the Allard factory didn't have a whole lot of money around for advertising



The day Ford honored Zora Duntov's Flathead conversion. Zora, Tom Turner and Tom Lush.

(Y. Turner)

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Monterey Was Allard's Event

(Continued from page 1)

these days and we all knew that the Monterey event was "Big Bucks". Wrong-a-mundo, as the poet might say. This year Steve Earle decided to bring back the true spirit of the early '50s and the Allard contingent were a likely mob to help. Thank you, Mr. Earle. Anyway, a year of preparation began that is a tribute to Syd Silverman, first and foremost, and to Tom Turner and Bob Lytle, who, along with yr hmbly srvnt, made up the "committee". There were lots of late night calls and lots of daytime ones too but the result well ... we don't need any more clichés, do we? By Wednesday of the big week the crowd had begun to gather at the circuit and we were starting to marvel at the surprises that were showing up.

The blue L-type, recently rescued from a garage in southern California and in need of restoration but motoring briskly around the paddock, anyway, reminded us that these are not all show cars and were seldom designed to be. The show cars were there, too, along with the race cars. We recreated the 1953 LeMans team with Syd Silverman's and Don Marsh's JR's, along with Dudley Hume, who designed the beasties. I think we had much of the '52 team there as well, with the LeMans bodies J-2x's. Anyway, we made lots of new acquaintances and marveled anew at each new arrival. Cyril Wick showed up at the wheel of somebody's rental car with a smiling Zora Duntov in the passenger's seat. Mrs. Duntov and Yvonne Turner were comfortably in the back. Cyril had gone off to the airport with Yvonne to pick up the Duntovs and we were all treated to the sight of Zora being reunited with his first Allard. This car by the way may have been the prototype J-2, though it is listed as the second car built. It had just been lovingly restored by the good sawbones from Fort Worth, Tom Turner. It was a moving sight.

Wednesday Kickoff

Wednesday also brought us acquaintance with the Laguna Seca facilities and face to face with the quality of the organization that Steve Earle brings to this event. We also had the opportunity to meet the lovely Debbie Earle, who was running the registration tent at the foot of the hill. They had thoughtfully provided us with a hospitality tent borrowed from Barnum & Bailey from the size of it and adjoining a private reviewing stand overlooking turn three. It was impressive and most

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ALLARD OWNERS CLUB TRANSATLANTIC TROPHY AWARDED TO BOB GIRVIN



Bob Valpey, Bob & Joyce Girvin, Alice Valpey.

The annual awarding of the AOC Transatlantic Trophy at the Lime Rock Fall Festival took place this year on September 3. This year's recipient is Bob Girvin. The award is given annually to the American Allard enthusiast deemed to have made a major contribution to the Marque Allard in the previous year.

In presenting the award to Bob, Syd Silverman made note of Bob's long association with the Marque and his many years of campaigning the Chrysler-powered GT Coupe we are all so familiar with. Bob had the car off the road for the last several years and, as Syd so aptly noted, made feverish progress in the last several months to get the car prepared for Monterey. Needless-to-say, he succeeded magnificently and the car and driver combination were shown to good effect on Laguna Seca's 2.2 miles of twisty ups and downs.

Bob is known to all as a driver who is consummately precise in his car placement and a true artist in his mechanical preparation. A popular choice, we offer him our heartiest congratulations. *jpd*



Bob Girvin in the GT coupe at Monterey.

Monterey Results

Herewith the provisional class results courtesy of Victory Lane magazine. The official results will only appear in the 1991 race program, because winning isn't everything and that's how Steve Earle wants it.

GROUP 2

NO. DRIVER	CAR TYPE
28 P. Giddings	32 Alfa R Monza
18 M. Cleary	32 Studebaker
5 C. Coolidge	26 Bugatti T-35B
35 R. Ridell	25 Bugatti T-35C
37 R. Sutherland	26 Bugatti T-37A
32 A. Valdez	30 Alfa Romero '6C
34 G. Byrd	34 Magnette Spl.
39 J. Donick	39 Allard
81 C. Manock	37 Jaguar SS-100
100 W. Martin	40 Jaguar SS-100
11 L. Keoshian	26 Bugatti T-37
771 P. Henderson	34 Ford Winfield
44 N. Curtis	39 BMW 328

GROUP 3

NO. DRIVER	CAR TYPE
101 R. Buckingham	55 Lancia Aurell
188 J. Deenan	51 Allard K2
189 G. Myers	52 Allard K2
78 G. Keller	51 Allard K2
55 R. Lenz	52 Allard K2
411 R. Glenn	55 M-Benz 300 SL
75 B. Lucurell	48 Allard K1
100 B. Emerson	55 Austin-Healey
89 G. Wheeler	53 Ferrari 212
212 S. Swig	51 Ferrari 212
30 G. Larson	51 Nash Healey
120 J. Rea	52 Jaguar XK-120
3 Woudenberg	54 Allard P Beach
36 J. Miller	31 Jowett Jupiter
80 J. Dobbs	47 Allard K1
54 R. Ravel	54 Corvette
79 B. Watkins	54 Arnolt Bristol
131 S. Kaufman	55 Mercedes Benz
2 C. Whitlock	53 Allard P Beach
1 T. Turner	53 Allard P Beach
104 D. Klenke	56 Austin-Healey

GROUP 3 (cont.)

NO. DRIVER	CAR TYPE
321 I. Zaremba	56 Maserati A6G
57 J. Foley	55 Jaguar XK 140NC
60 J. Sutton	52 Jaguar XK-120
33 J. Alder	52 Jaguar XK-120

GROUP 5

NO. DRIVER	CAR TYPE
3. Buddenbaum	49 Parkinson Jaguar
26 D. McCarthy	53 Jaguar C-Type
41 M. Sheehan	54 Ferrari 250
225 Schaeffer, Jr.	52 Allard J2X
250 B. Trenerly	53 Tatum
98 B. Sanborn	50 Allard
7 F. Aibel	52 Allard J2X
68 W. Cannon	54 Cannon Sp MKIV
20 D. Emmons	53 Allard J2X
65 B. Lytle	53 Allard J2X
66 B. Girvin	58 Allard GT
11 P. Booth	53 Allard J2X
117 S. Block	53 Pegaso Z-102 BS
302 R. Myers	53 Allard J2X
15 T. Carstens	50 Allard J2
9 R. Valpey	50 Allard J2
72 A. Patterson	53 Allard J2X
16 N. Johnson	49 Healey Silverstone
77 J. Herlinger	49 Baldwin Sport
10 S. Silverman	52 Allard J2X
88 J. McGregor	53 Allard J2X-LM
8 D. Grammer	50 Allard J2
116 R. Holtzapple	50 Allard J2
18 C. Bahn	50 Allard J2
4 T. Turner	49 Allard J2
14 B. Pollack	51 Allard J2
91 L. Pavesi	54 Huffaker
12 B. Bauder	52 Allard J2X
53 B. McCann	53 Allard J2X-LM
40 G. Shaffer	51 Allard J2X

in attendance. Come to think of it, the technical inspection was too. More kudos to Mr. Earle's organizational skills.

The afternoon was reserved for a tour of the original Pebble Beach circuit. This got off to a bit of a late start but in due course, the Allards got up to parade over to Pebble Beach and, led by the chairman, Mr. Silverman, with the experienced Tom Lush as navigator, headed off for a magical encounter with history. (*pictures elsewhere*) The reviews from the participants were positive. (*editorial understatement*). Thursday evening was spent in small groups enjoying the local cuisine and, perhaps, a bit of the fermented essence of the local vines. (*The editor's wife recommends the White Zinfandel*)

Practice Sessions

Friday was a day of hanging around the track, which

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Monterey Was Terrific

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comfortable. Happily ensconced in the tent was Betty Hunholz. Betty and John had come down from the north with a truckload of goodies in the form of food, drinks, Allard regalia and two Allards to boot. Betty organized the hospitality aspects of the tent and looked to its decoration as well. Then she and the Buselles proceeded to feed us for the rest of the weekend. With Wednesday, the party had begun in earnest and the official festivities weren't even to start for another day.

Driver's School

Thursday at the track was given over to unpacking cars, technical inspections and a drivers school for those of us new to the course. The whole thing ran smoothly and the drivers school was given high marks by those



The Allard Monterey Trophy was given to Tom Lush and goes back to the UK with him. It will become a perpetual UK trophy.

Monterey Was Terrific

(Continued from page 3)

is one of our favorite pastimes. Those of us driving had some practice sessions and came to grips, more or less, with the challenging Laguna Seca circuit. Translated this means we learned the trick of pointing the car at the tree at the bottom of the corkscrew and then taking a deep breath and plunging through. After you get used to it it's exhilarating. Friday was also wedding anniversary day for the Bill Pollacks, the Editor and his wife and for the Neal Hardys. Chalk it up to odd coincidences.

Race Day

Saturday was the day of days. Thirty-Seven Allards raced in three different races. (see results box). We started with race two, pre-war 'faster'. The editor was generously entrusted with the Pete McManus, ex-John Aibel, ex-Allard Sr. prewar special and went out to do battle with the SS-100's, Bugattis and Alfisti. It went well. The editor was later told though, that pounding one's hand on the side of the car to make it go faster on the straight was not thought by the cognoscenti to be terribly effective. Oh well, he had a good time.

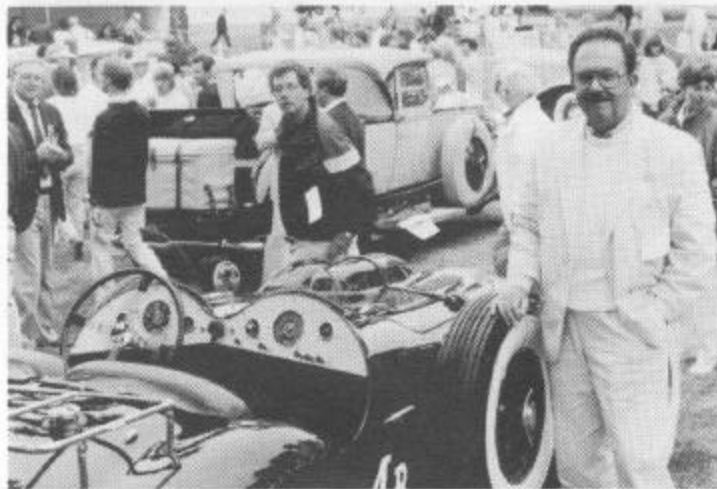
Race group three saw the K-types, K-1 and K-2 variants, as well as three Palm Beach Mark Ones. It was a weekend of records but this one is special. Three Palm Beach Allards in a race had to be a first. One rather suspects that more than one was a first. The K-types provided a great show. Peter McManus was going well in practice until a balance weight on the crankshaft exited through a piston and the resulting carnage came out through the sump. Never-the-less, the K-1's, and K-2's

looked pretty good. The California contingent showed the rest of us how it's done on the left coast and brought the crowd to its feet up on the reviewing stand. Good fun.

Race group five were the J-types. It was more of an Allard parade. "Never before and never again" was a phrase that echoed around the reviewing stand. Syd will tell you elsewhere in this issue the result of all the races so I'll not dwell on them here. Rather than worry about who won or how fast they went, imagine Bill Pollack back at the wheel of #14 and sharing the track with the winner of the first Bridgehampton race, the ex-Tommy Cole car. There was a recreation of the old Fred Wacker "8-Ball". (*admittedly not the original car but the feeling was right*). There was Zora Duntov's original J-2 and coming up on the outside was a LeMans bodied J-2X. Erwin Goldschmidt's car was there and so was the one Bob Wilder drove. We can go on but you get the idea. Syd Silverman drove his Chrysler-powered J-2X with his usual smoothness and, one expects it is the first time it had raced in California since the Von Neumanns had it. Lytle? Bob was among the fastest as usual, but it wouldn't have been the same if there wasn't some little twist of enthusiasm called for from him. He holed a piston in practice. Not what any of us would enjoy and, for most, enough to pack it in. Not our Bob ... he just removed the pushrods, disabled the plug and put it all back together to make a Buick nailhead V-7. He went out for the race and finished fairly well. This will take on the length of a novelette if I don't stop so ... trust me, the racing was ... well, I guess we should simply say that "Sydney would have been pleased."

After the racing we retired to the Doubletree for the

(Continued on page 5)



Pebble Beach on Sunday was a great show. Here we see the master, Bill Pollack, with his old mount, #14.

Replica Aluminium Finned Brake Drums

are available for J2, J2-X and other Allard cars.

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Trophies by the good saw-bones from Ft. Worth.

Monterey Was Terrific

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Allard Register banquet. The food was great, the party in the next room wasn't too loud and the bar closed too early. The program was chaired by the editor and we were treated to a very gracious speech from our president, Mr. Lush, a taped greeting from the Hon. Sec., Mr. May, who also entertained us from afar with suitable LeMans sound effects, a welcome from the chairman, Mr. Silverman, who shared some of the secrets of scrutineering and a series of awards presented to a large number of the attendees.

Jim Degan handed out the awards with great style and grace and managed to note most of the memorable

incidents. Trophies were provided by Syd Silverman and Tom Turner. I didn't keep a record of who got what, but notes indicate that there were awards for everything from hard luck to good luck and people's choices for racing and street Allards. The longest distance traveled was awarded to our Australian guests by a most gracious Bob Valpey, who had originally been awarded it for bringing an Allard the furthest distance.

Monterey Cup To Tom Lush

A special award, the Allard Monterey Cup, was awarded to Tom Lush this year. It is to become a perpetual trophy given in the UK to an Allard enthusiast there who has done much for the marque. There could have been no more fitting first recipient.

Betty Hunholz raffled off a lovely picnic basket and an award was given by John Allard to a member of the next generation of Allard enthusiasts. Fittingly, the award was his first Allard, a period wooden model.

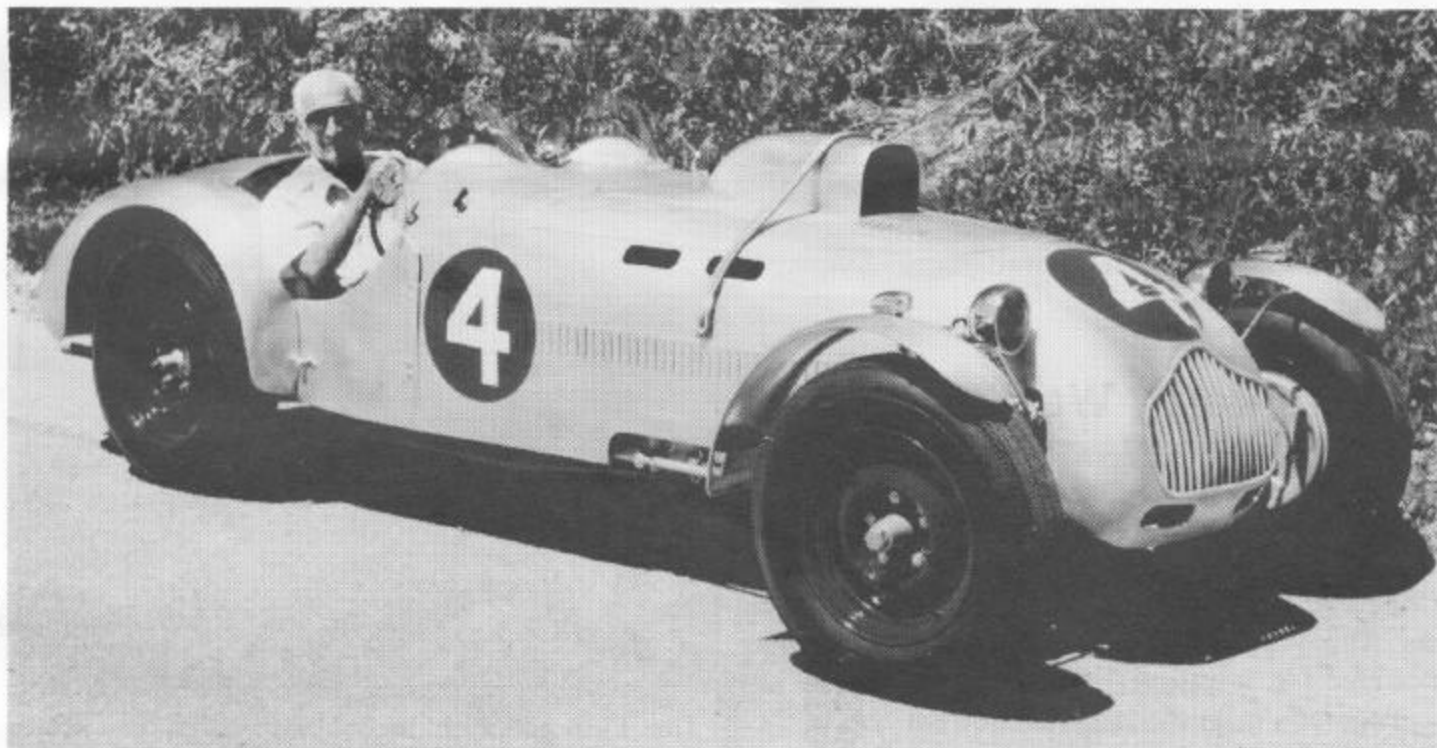
We adjourned late. Thankfully no one was racing on the morrow.

Another Allard Parade

Sunday saw another Allard parade, not as big as Saturday's which had 72 Allards motoring under their own steam but still with more than 30. We relaxed and enjoyed the racing.

End of day was the official prize giving. Steve Earle

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Zora is reunited with an old friend. (T. Turner)

First Thoughts: TWA — Eastbound at Thirty Thousand

Wow! Am I tired!

There will be longer more detailed pieces elsewhere in this issue, but some initial thoughts for posterity seem somehow in order.

As I write this I'm still not certain how many cars were there. We'll calculate that in time. More important though are the people who made it all happen and the memories we take home. Remember with me, please, while I call up a few mental images that linger:

— Zora Duntov lost in his own memories, the first time he sat in his old car after nearly 42 years ... did you see him?

— Lytle disabling one cylinder after holing a piston, then going back out to play ...

— Yvonne Turner explaining at the dinner that "proudly participates" is not at all "long suffering" ...

— yrs trly happily sliding the old prewar Allard around the course and beating on the door to encourage it to greater things ... damn, it was fun!

— Betty Hunholz and the Buselles selling regalia and everything else in the tent and feeding more Allard enthusiasts than we ever dreamed existed.

— Watching Bill Pollack in #14 melt away the years when the green flag dropped ...

— Being there when the Ford Motor Company honored Zora Arkus Duntov ...

— Trying to pick a favorite after years of never seeing even ONE Allard Tee shirt ...

— Feeding the seals in Monterey Harbor ...

— Being part of the largest, happiest, warmest, friendliest and pleasantest crowd of folks I've ever seen in one place.

THANK YOU ALL!

jpd

Monterey Was Terrific

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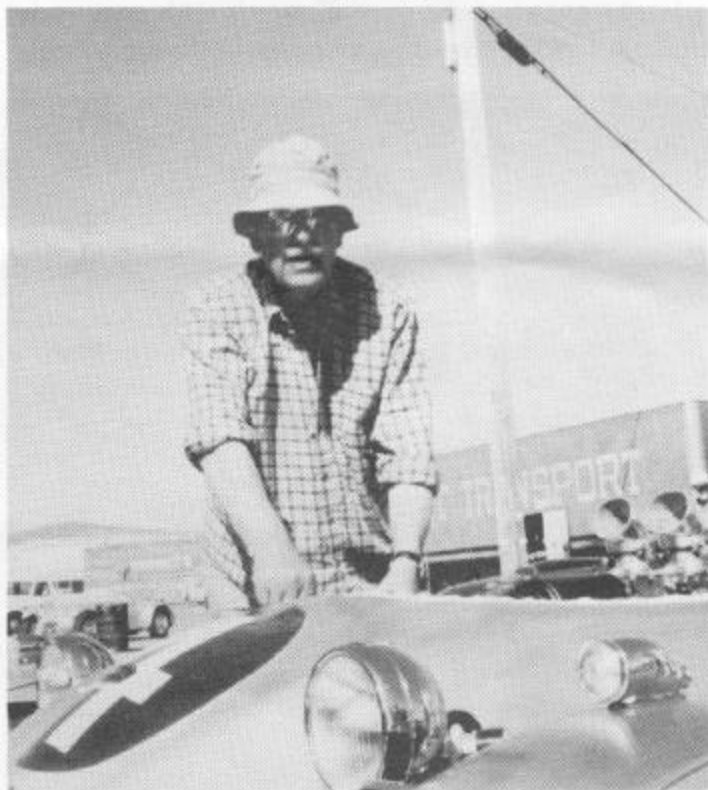
had prizes for each race group and drew the winners out of a hat. Well done! He had some special awards as well. One was the Senter Cup from the Ford Motor Company. It is given each year for the best Ford present. This year it went to Tom Turner for his Arduo Powered J-2. It was clear that the award was not just to Tom for a magnificent restoration but also to Zora Duntov, the genius behind the engine. Zora joined

Tom on the podium to accept it. There were also two large silver bowls given to the leading lights of our organizing committee, Syd Silverman and Tom Turner for their role in making this extravaganza a reality. The awards were richly deserved and roundly applauded.

Thus endeth the story... or does it? We all packed up and headed home with a set of memories that should last a long long time.

Overlooked in the telling is much. Forgive this writer, who couldn't manage to get it all onto the paper. We had a great UK contingent that included Dudley and Eileen Hume, the Tileys, Alan Celia, Richard and Gemma, Cyril Wick, Roger Murray-Evans and Jacquie and, no doubt, a few I've missed. We had a delightful Canadian contingent, a crew from Australia and one from Germany. John Allard, Gary Peacock and a few others made up some great regalia. We found all kinds of neat posters and took a lot of wonderful photographs. I've overlooked the Pebble Beach Concours de Elegance as I didn't make it there on Sunday but a couple of Allards did. The prewar Allard had been accepted prior to the event and several were invited from the track.

Enough! As I said several sentences ago ... "we finally packed up and headed home with a set of memories that should last a long long time."



Tom Lush puts finishing touches on Turner's ex-Duntov J-2



"Now everybody look up!"



The forces behind the event: Syd Silverman, Debbie and Steve Earle and Tom Turner share the rostrum and our applause.



John Harden in the JR leading a Healey Silverstone. (jpd)



The World's largest collection of Allards pose for the camera at the Monterey Historic Race



Some 66 cars are in this shot and a few missed the camera call. (Grand Prix Graphics)



The Honourable Secretary, Ray May, recently visited the Manley Tuckers, Kate and John out in Devon and sent us these pictures of our intrepid pair and the Allard M-Type that took them to Peking by way of half the world.

(W. May)



The rest of the New England crowd, Don and Bobbie Milligan at the prize giving

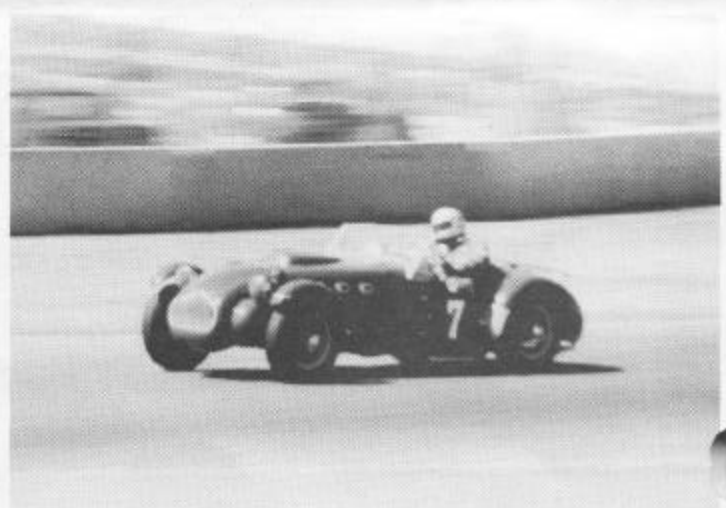
(jpd)



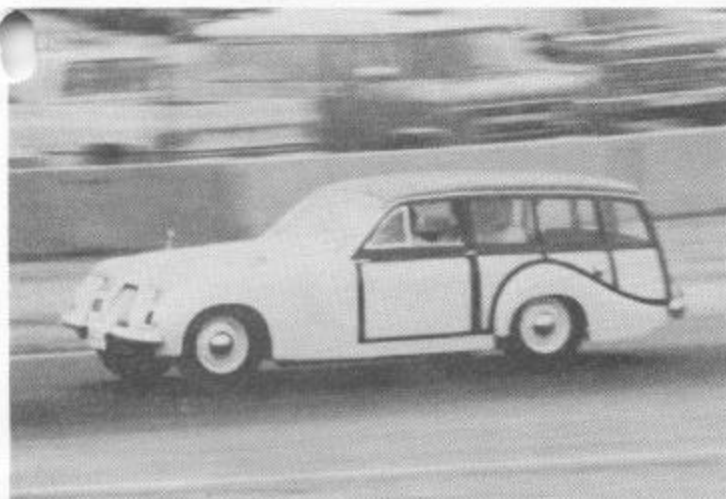
Dudley and Cyril enjoy Allard champagne with Helen and Eileen looking on.



The nicest L-Type I've ever seen. Was this George Meyers'?



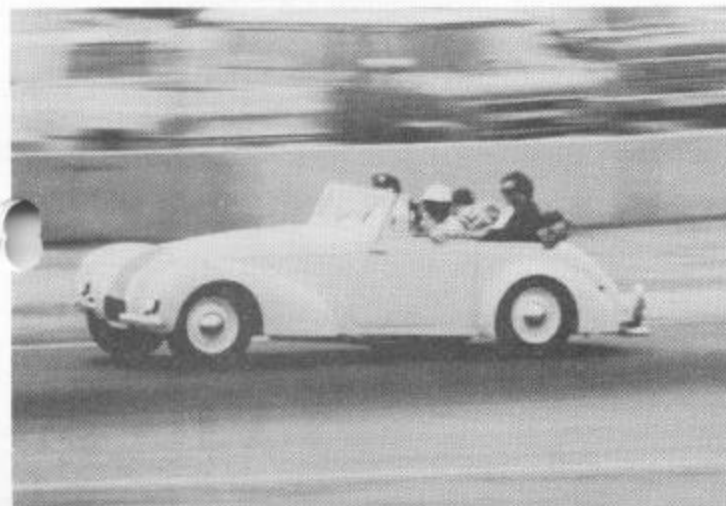
Fred Aibel in his red J-2X.



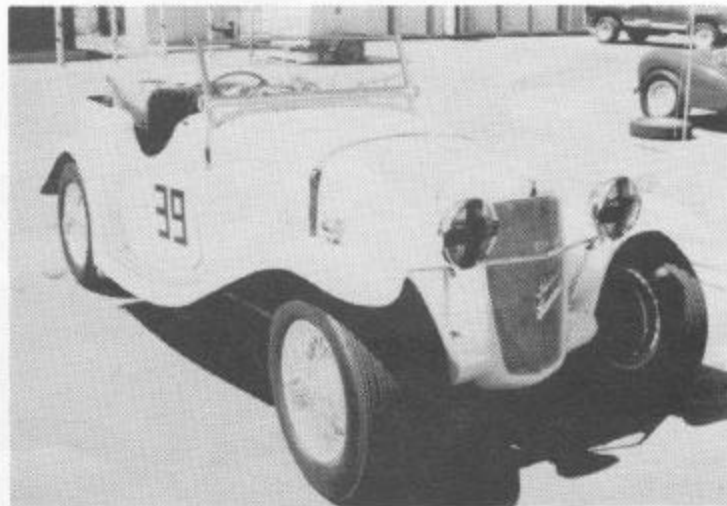
All the way from Canada came this P-2 Safari. We heard that it didn't go home but was sold in California. *(jpd)*



Dudley Hume, designer of the JR demonstrates steering with his knees. This was an important LeMans skill if you forgot your seat belt at the start. *(jpd)*



Dr. Dennis Brammer wheels the M-Type full of friends round the parade laps. The M-Type was driven down from Canada. *(jpd)*



Pete McManus' Pre-war Allard special was driven — carefully — by the editor. This car was originally built for Sidney Allard's father. *(jpd)*



The J-2X Le Mans Body was new to many. At Monterey we had three of them. This is Jack MacGregor's.



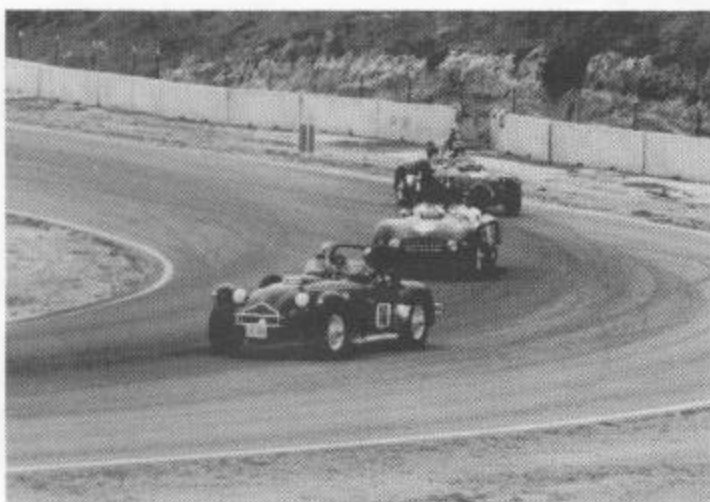
The view from this end is not all J-2's. It looks like a couple of M's, a Palm Beach or two and a few K's.



Pete and Joanne McManus taking a break from polishing and wrenching (her) and driving (him).
(jpd)



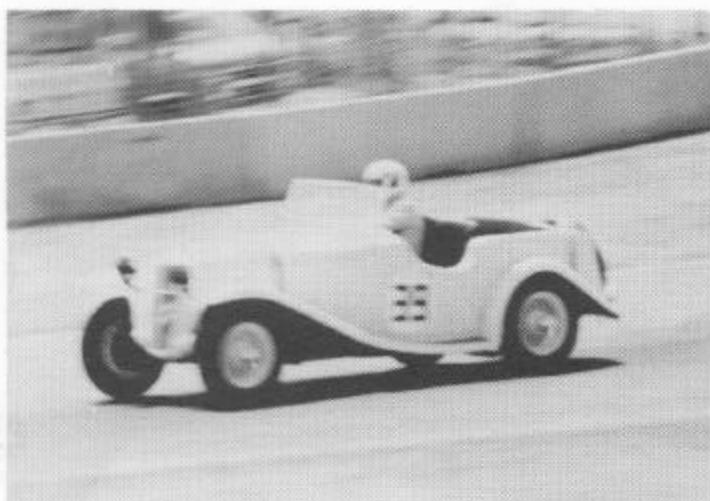
Cyril Wick, Syd Silverman, Marie Marich and Bob Critchell watching the photo line-up take shape.



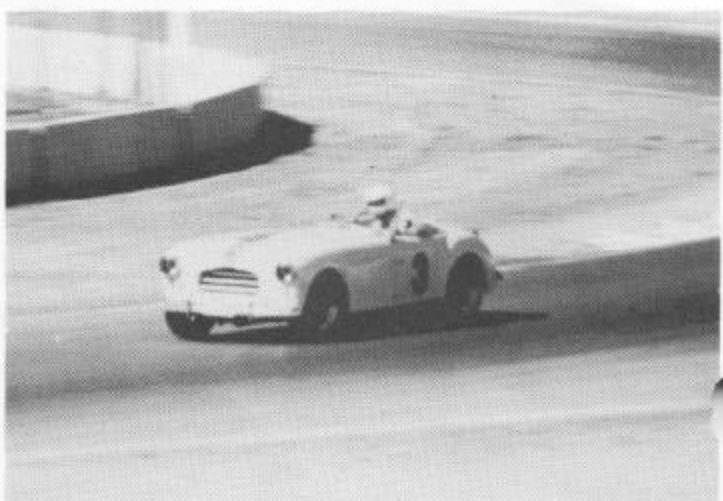
The publisher in the J-2X leading a contingent through turn 3 in the parade
(jpd)



Syd and Marie looking pleased to be motoring in the J-2X



The editor at play in the pre-war. (C. Donick)



A Palm Beach at speed.

17 Allards Attend The Pebble Beach Parade Laps

By Syd Silverman

Thursday afternoon, following the driver's school at Laguna Seca, some 17 Allards gathered for the run to Pebble Beach and parade laps around the old course. Bob Devlin hosted the event and gave us maps of dubious ancestry to get us from point A to B. Since Tom Lush navigated Sydney Allard from Scotland to Monaco on more than one rally, I grabbed Tom to point the parade to Pebble Beach. Everything was fine until we approached the Lodge and got caught in a traffic jam that sent temperature gauges soaring and a lot of tempers followed suit.

"Tom, where the hell are we supposed to go," I asked. "I haven't the foggiest notion", he said. "What about the map?" I queried. "It's incompetent" he answered.

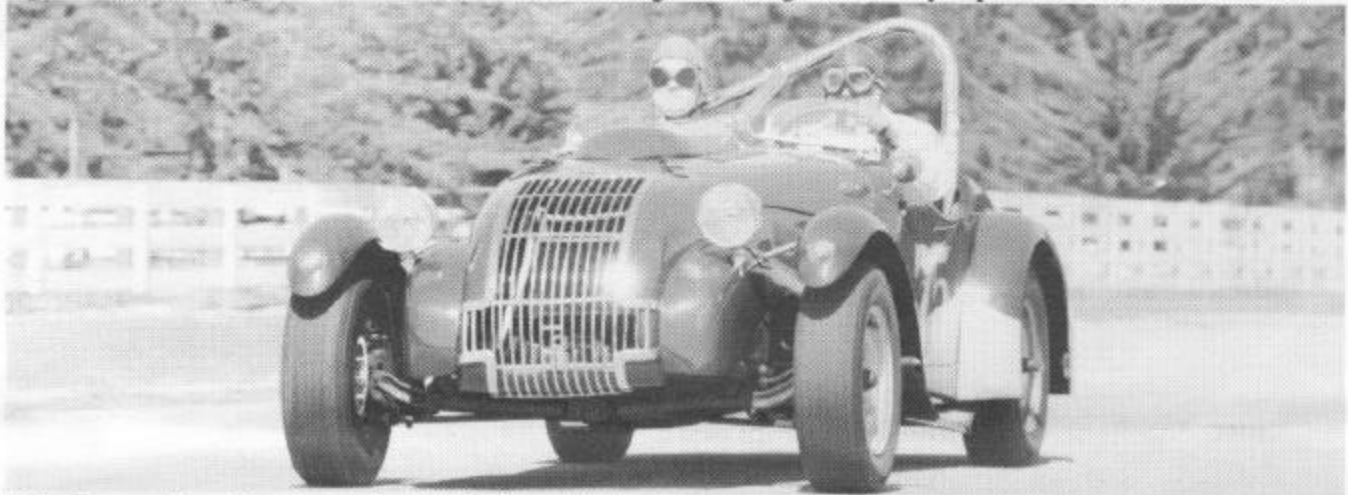
Following that bit of sparkling dialog, we asked for help and eventually wound up at the proper spot. In addition to the Allard contingent, there were several Ferraris present, including a new F-40 and Phil Hill driving

a spectacular 50's racer.

Anyone who has ever driven parade laps know that the pace car makes or breaks the event. Too slow and everyone overheats — too fast and the backenders get lost. Bob Devlin drove the Pebble Beach pace car masterfully, fast enough to really get the sense and feel of the original course, yet slow enough for good control and safety. The course itself is very narrow with trees right along the curb in many areas. There are surface changes as well and the combination of tight turns narrow pavement with immovable objects nearby makes one sense how dangerous this course was and why racing was suspended here after five or six years.

All the Allard drivers and passengers seemed to enjoy the excursion immensely and took off at their own pace for the return drive to the track.

Thanks to Bob Devlin for inviting the Allards and showing us the way a pace car should be driven.



The Lucarell equipe dressed suitably for an Allard Tour in a much-modified K-1.

(A. Eastman)

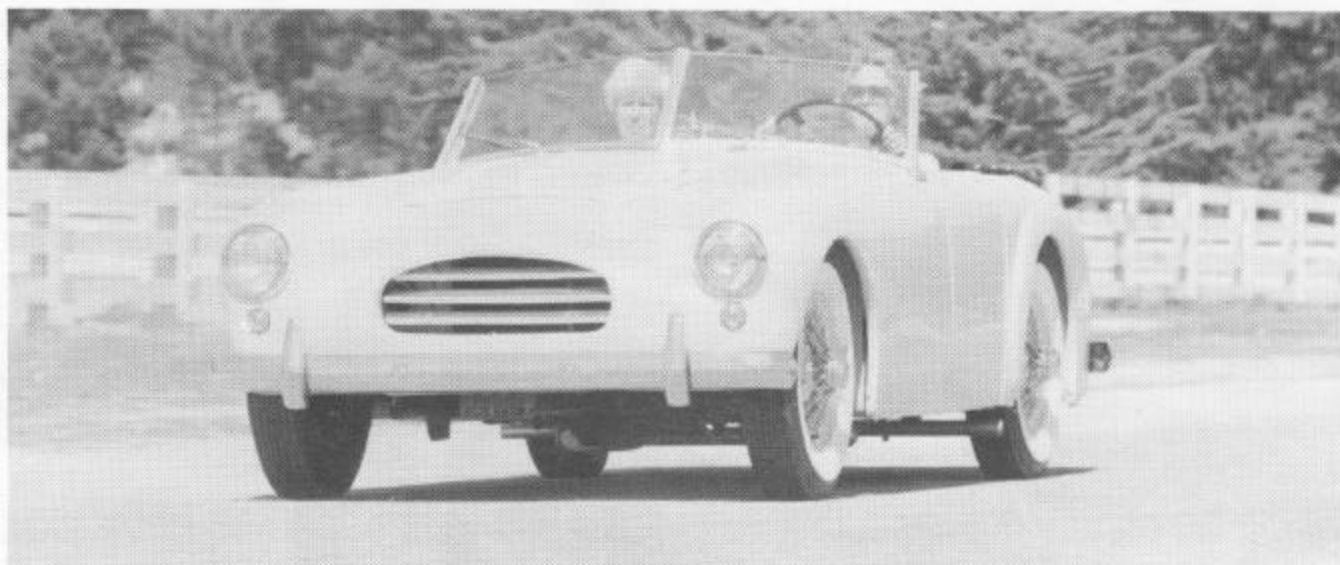


M-Types came out of the woodwork and in various colors.

(A. Eastman)



Gentleman Jim Degnan with his K-2. (A. Eastman)



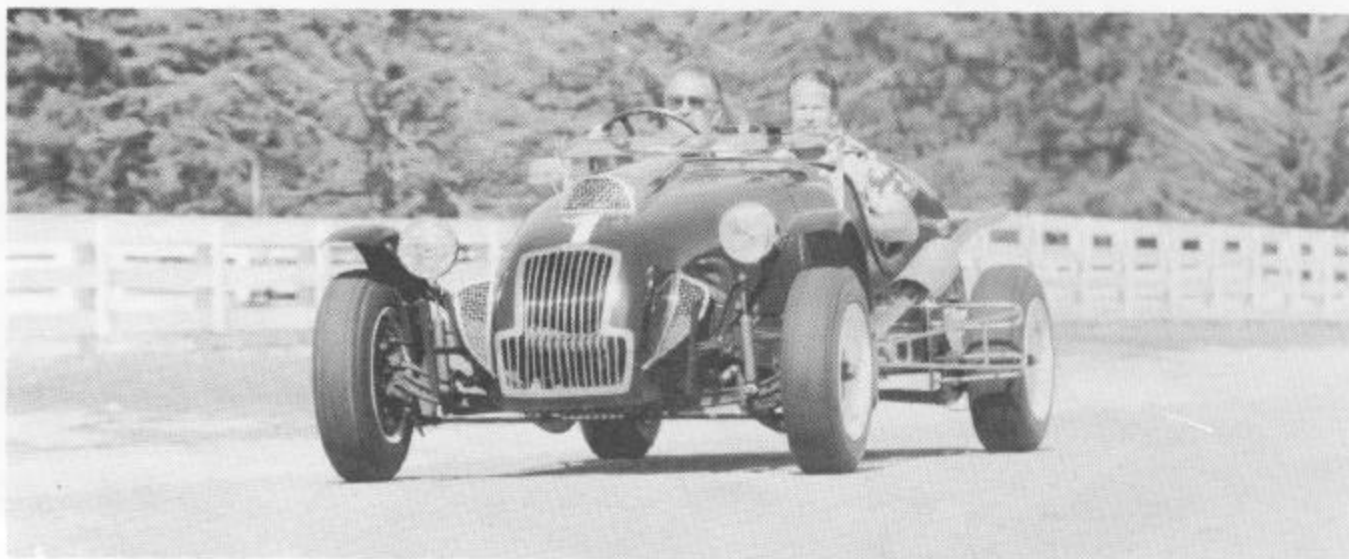
Gary Peacock's lovely powder-blue K-3 has been in his possession for 20 years. (A. Eastman)



Tom LaMoreaux from Santa Maria, California provided a camera car version of the K-2. (A. Eastman)



One of the five K-3's we had in attendance. (A. Eastman)



Al Reynolds tours the old road course in his wild L-Type special. (A. Eastman)



Herman Groezinger brought the K-3 from Columbus, Ohio. (A. Eastman)



The publisher and Bob Valpey lead three other Allards down the Laguna Seca corkscrew. (*Grand Prix Graphics*)