



# The Allard Register

No. 6

SPRING '90

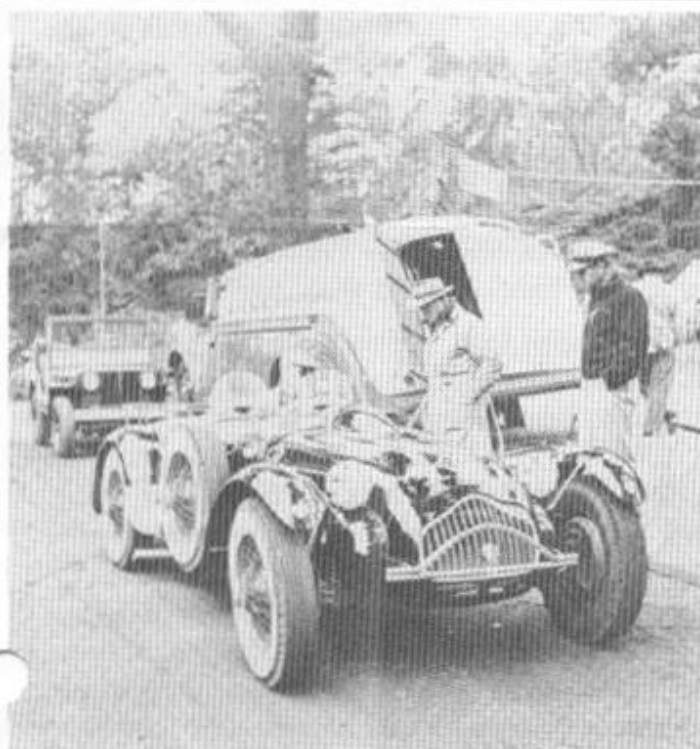
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## Monterey Schedule Takes Shape, Record Turnout Is Expected

By Bob Lytle

**THURSDAY** will be school day for all those who have never driven the Laguna Seca Race course. It includes class instruction plus plenty of track time.

**FRIDAY** is registration and practice for all. Friday night is the really big Western style Bar-B-Que at the lake (inside the race course) for all the race participants and their guests. Figure on at least two cows being offered up with all the trimmings plus your choice of wine. All you can eat.



This is No. 14 at the Golden Gate (San Francisco) race in 1952. Another win. That's Tom Carstens in the car.

**SATURDAY:** Practice in the morning and races in the afternoon. That evening will be the largest gathering of Allard lovers ever. It will be a really big banquet and prize giving. Don't miss it. Stay tuned.

**SUNDAY:** More races, but for other than Allard people, although there will probably be an all Allard touring lap of the race course during the lunch break - probably parade laps on Saturday, as well. These touring laps are to include ALL the Allards that show up for this once-in-a-lifetime get-together. Be there or be square.

The race entered cars will naturally be on display in the "Reserved for Allards" only area in the paddock (open to all spectators). The street cars will be displayed on the grass, by the lake, under the big striped tent. So bring your car no matter what its state of drivability. **You don't have to race to be part of the action and have lotsa fun.**

### FOR THE LADIES

**SUNDAY:** We are planning a coach guided tour of the world famous Monterey Peninsula. The tour will include Cannery Row, made famous by John Steinbeck, 17 Mile Drive, said to be the most beautiful coastline in the world, the Aquarium where you actually stand under the sea to view the fish and Sea Otters. Rumor has it that lunch will be in Carmel with the Mayor, Clint Whatzisname. Then back to the track for the champagne victory party at 5 p.m.

Concerning this party, we need to hear from all the ladies or gents who would like to participate, as we have to make the arrangements well in advance. The cost will

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**Please complete and mail in the coupon on the back page. The info will help us organize advance credentials for the weekend.**

## Jack MacGregor Makes His Racing Debut At Lime Rock Park

The annual VSCCA Spring Sprints and Drivers School took place at Lime Rock Park, Connecticut April 7. The Allard contingent was well represented in a variety of marques, but only Jack MacGregor was there in an Allard.

After a serious rebuild in the shops of Charlie Bang and several very prestigious wins on the concours circuit, Jack's LeMans-bodied J2-X was again in its element on the circuit. Jack drove well in the drivers school under the tutelage of Allard K-3 man John Schieffelin and was beginning to get the measure of the beast by Saturday afternoon when the fuel tank split. This put an end to a valiant first time out, but Jack promises to be back soon and on the track for more events this season and for the Monterey Classic in August.

Also among those present, aside from the earlier mentioned John Schieffelin, who was mounted on Bentley and Arnolt Bristol Bolide, was the editor, who was trying out a Lotus Seven and a Lotus 18. (Not as much fun as an ALLARD, by the way...ed.)

Bob Girvin was there with the Taraschi and promises the GT Coupe in time for California and John and Fred Aibel were seen discussing bringing cars as well. Happy to be back in a drivers suit was Pete McManus. He was driving the ex-Donald McLean (yes, the spy) Railton. It looked a bit like Pete's prewar Allard but made different noises. Pete is promising two cars for Monterey. More to come....jpd



March 10-11 saw the beginning of the USA 1990 racing season and Team Allard was in the thick of it. The Scuderia Silverman was present with the usual two Allards J2-X and JR for Syd and John Harden to drive, as well as the pair of Listers and the Healey 100-4. Also present in support of Team Allard was Bob Valpey in the famous ex-Tom Cole J-2. The racing was great and our lads performed creditably, Bob Valpey finished second in class and Syd finished 3rd. A good days work by both.

Unfortunately, John Harden had to scratch from the race after suffering a mild heart attack in the paddock. Thankfully, John was surrounded by doctors and came through well. He is home and back to work. Expect to see him at the wheel of a race car in the near future. Needless to say, he has with him all the good wishes of Team Allard.

Also present at Moroso, site of the first race, was noted automotive journalist, Burt (BS) Levy. Burt drove all of the Allards and will have pieces on his experience in upcoming issues of "Special Interest Autos" and "Vintage Motorsport". Look for them this summer. Rumor has it that Burt goes to some length to debunk the old myth about Allards being impossible to drive. I guess that's a mixed blessing...jpd



**Jack MacGregor's beautiful LeMans-bodied J2-X made its racing debut at Lime Rock Park in April.**

# Tom Carsten's 3-Speed Solution

From "The Bulletin" of May/June '77 we extract a little west coast history:

We reproduce a letter from member Tom Carstens of Tacoma, Washington, U.S.A. which refers to problems he had with a Ford 3-speed gearbox:

"In looking back to your September/October 1976 issue of the Bulletin, I would like to add a bit of my experiences and problems with the Ford 3-speed gearbox and the direction we went.

## Transmission Trauma

First of all, in the races which all the members are familiar with, such as Pebble Beach, Golden Gate, Madeira, Reno and Nevada Cup Races, we soon learned of the weak spots with the Ford 3-speed, as you mentioned. If not using too much horsepower, the following helped a great deal. There is a product, I am sure internationally known, though not as popular today as in past years, put out by Bardahl. They make several types of lubricants, one which I used was a small 3 oz. or 4 oz. concentrate to be added to a good quality grease. This was all we used and the results we got with it were good.

Originally, in the first couple of races, in No. 14 (with Bill Pollack up) the car's transmission would barely race

100 miles. Results were a handful of case hardenings in the bottom of the gearbox and gears were completely destroyed. By adding Bardahl, we would be able to run two races plus; showing a lot less wear. The thrust washers were also galled into the case.

Later on, the little J-2, No. 15 car, which came over on the same boat, I believe was No. 1852 or No. 1850, and was delivered to Mr. Dave Fogg here in Tacoma. He used this car as a street machine up until the time No. 14 met its demise, or was totally destroyed at Pebble Beach. We then changed the front end suspension completely, making it a double cross-leaf much of it copied from an American jeep. It was also used by Mercedes Benz.

## Cad-LaSalle Box

Now to get back to the transmissions, I drove this car for over a period of four years, winning more than 50 to 60 club races here in the Northwest, which included hill climbs, et cetera. I experienced the same problems with Ford and Mr. Fogg and I devised and picked up a Cadillac or LaSalle vintage 1936 or 1937 top change transmission. As I remember, we just bobbed the tail of the transmission and extended the case which the transmission had and hooked it up. We still have it in our possession. We used this for two hard years of racing and believe that it is still indestructible. I think today this would be a very difficult thing to find but thought the information might be of interest to many of our members. (GM used this same box under various labels into the '60s. Ed.)

## Wishing for A 4-Speed

After a couple years with this transmission, competition started to give us a bad time and I was wishing I had a 4-speed. This being around 1956/57, we set up a Jag transmission which I believe was out of an XK120, nevertheless this was adapted to the Cadillac engine. I personally thought it would not take the licking but it did very well. I think it stayed in the car until it was sold around 1958 or thereabouts, winning many races even up to the time we sold it.

I always, after that, used and believed in Bardahl, as a super lubricant, in the gearboxes but was never sure as to exactly what good it did as an engine additive."

Very many thanks for your letter, Tom. We did not know that Bardahl could extend the life of a Ford gearbox. ED.

## Monterey Weekend Sked

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be minimal, the more the merrier, and less cost per individual.

Please get your reservations in early. Contact:

Lynn Lucurell  
1530 Melrose Avenue  
Seattle, Washington 98122  
Phone: 1-800-426-0677

Don't forget the world class Concours d' Elegance on Sunday with the cars in a most beautiful setting overlooking Pebble Beach.

## Pebble Beach Parade Laps

Also on Thursday, there will be touring laps in your honor of the original Pebble Beach race course. Come drive the same route that started it all, through the Pine Forest.

**MAKE YOUR VACATION PLANS NOW TO BE IN MONTEREY ON AUGUST 16 - 19 WITH YOUR ALLARD.**



# ARE YOU COMING TO MONTEREY?

If you're planning to join us, either to race, show a car or just spectate, please help us with the planning by filling out the following and posting it to the editor.

J. P. Donick  
4 Historic Drive  
Monroe, CT 06468  
(203) 261-5260

Name: \_\_\_\_\_

Number of People Coming: \_\_\_\_\_

Names \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

How many for the Allard banquet on Saturday night. \_\_\_\_\_ Sun. Coach Tour \_\_\_\_\_

Are you bringing a car? Yes \_\_\_\_\_ No \_\_\_\_\_

If "yes" Model \_\_\_\_\_

Year \_\_\_\_\_ Chassis Number \_\_\_\_\_

Engine \_\_\_\_\_ Color \_\_\_\_\_

Racing? \_\_\_\_\_ Showing? \_\_\_\_\_ Parade Laps? \_\_\_\_\_

Any history or story associated with the car? \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Hotel Plans? \_\_\_\_\_

\_\_\_\_\_

Questions? \_\_\_\_\_

\_\_\_\_\_