



The Allard Register

No. 4

FALL '89

Free

Allard Named Honored Marque at '90 Monterey Historic Races

Steve Earle, Chairman of the Monterey Historic Races, has selected Allard as the honored marque next summer, Aug. 16-19.

Allard thus follows Porsche, Ford, Ferrari, Chevy, Alfa Romeo, Cunningham, Maserati and Aston-Martin as the selected car.

The Allard Register has a block of rooms in the headquarters hotel and plans a gala dinner Saturday night, Aug. 18. It is imperative to plan early for this World Series of Vintage Motorsports. Mark your calendar and reserve a room or rooms NOW. Later can be never as Monterey facilities fill up fast.

If you're in the east or midwest: contact Syd Silverman, 18 Colonial Road, White Plains, N.Y., 10605 - 1-914-949-2518; if you're in the west: contact Bob Lytle, 6378 West 79th St., Los Angeles, Calif., 90045 - 1-213-649-0260.

If you want to race, contact General Racing, Box 30628, Santa Barbara, Calif., 93130 - 1-805-966-9151. If you have not raced at Laguna Seca before, you MUST attend the track familiarization school on Aug. 16. Information from General Racing.

Car Transport

The Allard Register has arranged a special rate with Bob Pass of Passport Transport to bring Allards to Monterey. From the east coast, the cost is \$3,046, roundtrip, and includes use of the transporter as a tented base during the races. Passport needs six cars per truck. Those closer to California should contact Passport for prices and availabilities. Call them at 1-800-325-4267 for further information.

Pebble Beach Race History

Next year (1990) will be the 40th Anniversary of the Pebble Beach races. Here is the Allard record for the first four years.

1950 PEBBLE BEACH RACES

The Monterey Unlimited Class Race

1. Michael Graham - Cadillac Allard J-2
2. Phil Hill - XK-120
3. Don Parkinson - XK-120
4. Bill Breeze - XK-120

E. Forbes Robinson finished 5th in his race in an MG TD. John von Neumann won in a TD.

1951 RACE

Pebble Beach Cup

1. Bill Pollack - Cadillac Allard J-2
2. Jack Armstrong - Cadillac Allard J-2
8. Basil Panzer - GMC-Allard J-2

1952 RACE

Del Monte Trophy

1. Bili Pollack - Cadillac-Allard J-2
1. Tom Elliot - Ford-Allard K-2. Novice race.

1953 RACE

Pebble Beach Cup

1. Ken Miles - MG Special
1. Phil Hill - Ferrari 250 MM
2. Bill Spear - Ferrari 340 Mexico
3. Bill Pollack - Cadillac Allard J-2
1. Gary D. Laughlin - Cadillac Allard J2-X. Novice race.

Allard Register President Visits U.S.

Allard Register President and Chief Historian, Tom Lush, joined the USA Allard East contingent for back-to-back race weekends at Lime Rock Park and Watkins Glen.

Tom flew in from Britain on Aug. 30, and manfully coped with jet lag and Lime Rock Park's dust for the first weekend. By Sunday, Sept. 3, Tom reported victory over the jet lag, but the dust appeared to be winning on the other front.

Tom traveled from Lime Rock to Watkins Glen in the Team Allard transporter, which also carries the rest of Scuderia Silverman, the MG, Healey and Sunbeam. The transporter, an 18-wheel Kenworth



High point of the evening was the presentation by our president, Tom Lush

with lifting tailgate, drivers' lounge, kitchen and sleeping area, was approved by Tom as a logical and thorough development of the original team transporter. The original was a war-surplus R. C. A. F. lorry converted to carrying Allards and making tea from time to time.

At Watkins Glen, Tom signed autographs, served as feature speaker for the Register dinner and, as honorary team manager, oversaw the Team Allard effort in finishing 2nd and 3rd in class in the endurance race.

The editor would note that all of this was accomplished in great style and humor and only hopes to be breathing at Tom's age knowing full well that the rest of Tom's accomplishments are far beyond the ambition of mere mortals. jpd



Transatlantic Trophy Winner John Harden

John Harden Awarded A.O.C. Transatlantic Trophy

Long time Allard racer and restorer, John Harden, was awarded the 1989 Allard Owners Club Transatlantic Trophy at the Lime Rock BMW Fall Vintage Festival.

In making the award, the editor noted that John Harden is the man who has taught most of us how to make the cars go. In cooperation with Syd Silverman, John has managed to tame the JR, and make it more reliable, faster and lots better handling than it ever was in its first racing career. Beyond the mechanical aspects of John's wizardry is his well documented prowess as a driver. No one who saw him will ever forget seeing John at the wheel of his monster Olds-powered J2-X, taking on machinery that should have blown him away and vanquishing them.

The J2-X is now in the hands of Norb Schaefer, but John's driving skills are kept sharp at the wheel of the Silverman JR and he is managing the Team Allard effort as well as coaching relative neophytes like the editor in the mysteries of going fast in Sydney Allard's slightly eccentric creations.

jpd

The Allard Register

President: Tom Lush

Vice President: Fred Wacker

Hon. Secretary: R. W. May,

Board of Advisors: Tom Turner, Bob Lytle & Cyril Wick

Publisher: Syd Silverman

Editor: Jim Donick

Back to Back Weekends For Allard -East Contingent

By Jim Donick

The first two weeks of September were big Allard events in the east this year. Races at Lime Rock and at Watkins Glen put the lads on the road for a couple of weeks of great fun and further chapters in the competition history of the marque.

The team did well at Lime Rock Park. Present were the J2-X and JR of the Silverman Scuderia as well as the K-2 of newcomer, Buddy Cooperberg. Allard folk with other marques this weekend included Bob Girvin with the Taraschi Formula Jr., and Bob Valpey with the 1931 Pike's Peak winning Studebaker Indy car. K-3man John Schieffelin was also present with his normal two mounts, the Arnolt Bristol and the Bentley 3-liter.

Saturday's racing was uneventful in terms of problems. John Harden in the JR had a good race with a 300 SL and Syd worked his way through the pack in what appeared to be good fun and finished creditably. Buddy Cooperberg was having some teething problems with the K-2, notably fuel starvation in the

corners, but looked to be having a good time.

Sunday is never a race day at Lime Rock, so the day is given over to a Concours. Highlight for our team was Syd tying with HIMSELF for 2nd in class. The tie was between his MG-TC and the J2-X. His Sunbeam Tiger Coupe was also second in its class. Not a bad showing.

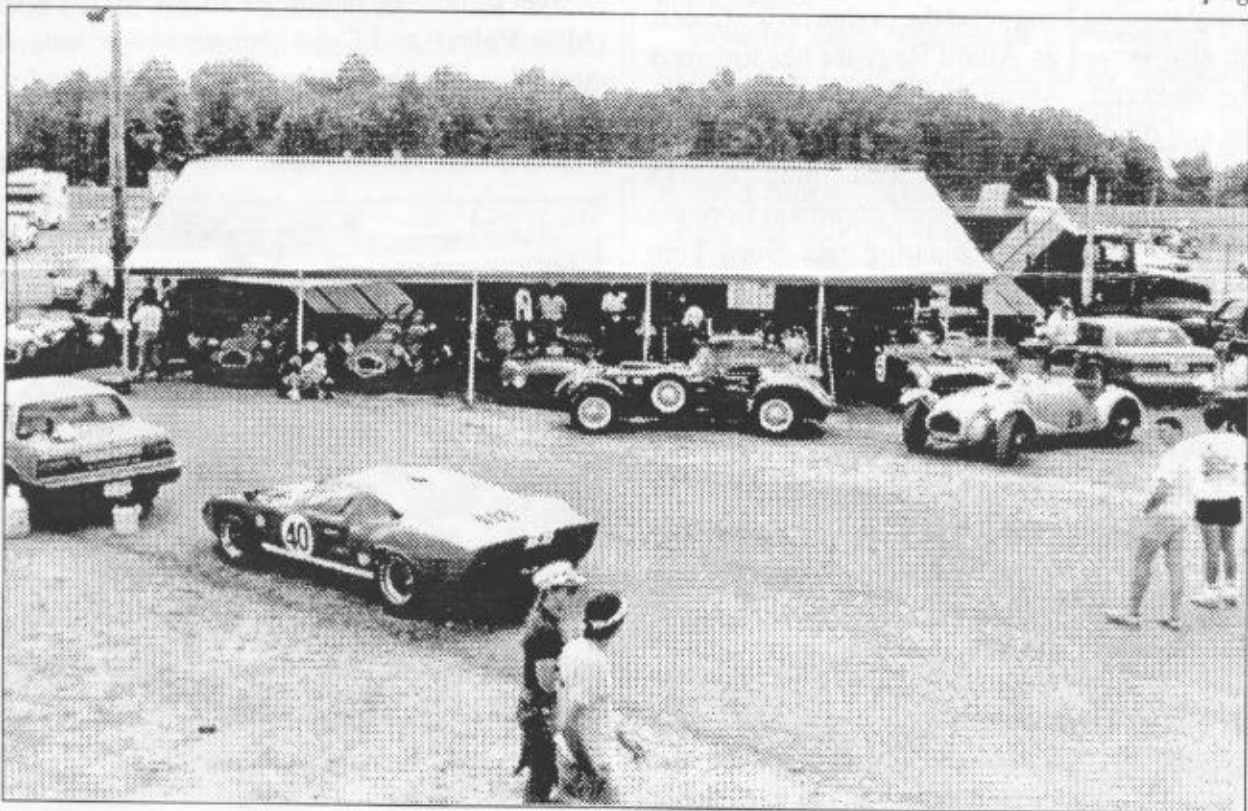
Monday's racing saw everyone finish well. Harden pushed the leaders throughout the race; Syd drove his usual smooth and flawless performance and Buddy Cooperberg was seen to be smiling after finishing in his first Allard race. It was a good day's work.

Loading Up

After Lime Rock, we loaded transporters, cars, tools, goods, chattels, wives, sweethearts, children and assorted whatever's, for the trek to Watkins Glen, where the party reconvened on the following weekend.

Watkins Glen's annual SVRA race meeting was

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Team Allard headquarters at Watkins Gen, the Silverman Transporter, with various Allaards about (MacGregor).

Eastern Allard Events

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the chosen venue for the 1989 Allard Register Reunion. Like the Western Allard gather, at Monterey, Calif., that Tom Turner describes elsewhere in this issue, we had a full weekend of racing, car watching and visiting as well as a fine evening banquet on Saturday.

10 Allards On Hand

The turn-out for the weekend was superb, both in terms of cars and people. Peter Bland brought his recently acquired prewar car and the rest were variations on the J-series cars. Bob Valpey brought the ex-Tom Cole J-2 and his J2-X. Syd Silverman had the J2-X and the JR. Rich Meyers and Norb Schaefer both had J2-Xs, as did Al Patterson. Jack MacGregor and the two gentlemen from Syracuse, New York, brought LeMans bodied J-2X's. No K's, L's, M's or Palm Beaches, but 10 cars is a fine showing. Allard folk without cars were almost too numerous to mention but included the usual group of suspects, the Stillwells, Milligans, Donicks and a host of others.

Social highlight of the weekend was clearly the Saturday evening banquet at the Lodge on the Green, which also served as Allard Register headquarters for the weekend. About 50 stalwarts gathered for drinks and dinner and a simple program.

The program consisted of welcoming remarks from Syd Silverman, and a brief comment from the editor followed by a fascinating talk from Tom Lush. Poor Tom found himself competing with the band from a wedding in the next room as he wrapped up. Needless to say, Tom handled it with style and grace.

The sprint races were contested by Messrs. Harden, Valpey, Silverman, Meyer and Shaeffer. All drove well though John Harden was unable to compete in the final as he and the editor had retired the JR in the enduro earlier in the day.

Great Enduro

Highlight of the racing, though, was the two-hour Aston-Martin Endurance Race. Team Allard was represented by two cars and finished second and third in class. It was your editor's first experience

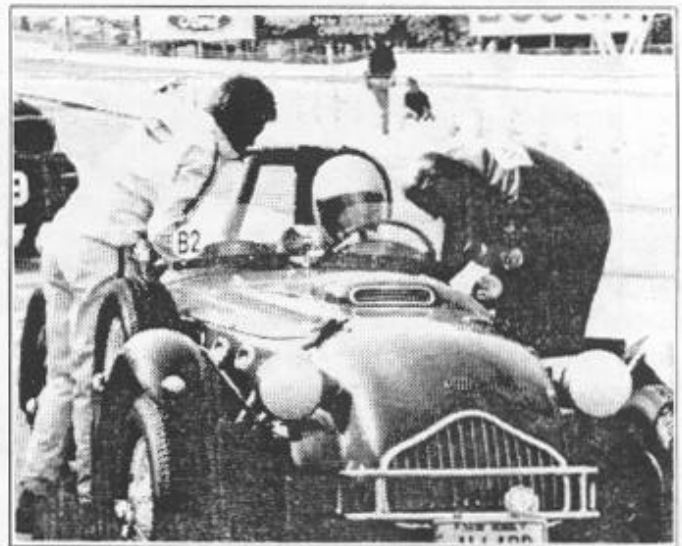
with an enduro and what an experience it was! We had the two oldest cars on the circuit by almost 10 years, and often more. Much of the pack was made up of Ford GT-40s, which are, as we might expect, lots faster than our J-2X and JR Allards. Still with the likes of Sterling Moss, Bob Bondurant and Brian Redman, in a couple of the Fords, we knew the competition would be competent.

The race began at 9:20, and ran smoothly for about 17 1/2 minutes before one of the fast crowd blew an oil line and covered the entire 3.53 miles of the Watkins Glen International Circuit with slippery stuff. The subsequent yellow flag lasted through our first driver change around the forty-five minute mark. Syd Silverman handed the J-2X over to Bob Valpey and John Harden handed the JR over to yours truly. At that point, the JR was sitting second in class, and the J-2X a close third. Unfortunately, for the Harden/Donick drive, this was not to last to the finish as the editor later retired the car with terminal loss of oil pressure. (It was still enough for third in class). Syd and Bob soldiered on, lapping like clockwork, to finish second to a 10-year younger Lotus that expired on the penultimate lap.

Special thanks should go to the timing team of Alice Valpey and Carol Donick and to team manager, Bob Critchell, who kept all honest and made the best use of the yellow flag situations.

It was a grand adventure.

jpd



Larry Bowman and the publisher assist Bob Valpey at the driver change

ALLARDS WEST-1989

By Tom Turner

Laguna Seca was one of the high spots of the year on the West Coast. Steve Earle had approximately 1,400 possible entries, out of which he selected 200 for the historic races.

Allards were well represented as they received nine slots. Those entering were Bob Lytle of Los Angeles, with his Buick J2-X; Bruce McCaw of Bellevue, Washington with his J-2X LeMans; Robert Lucurell of Seattle, Washington, with his K1. This car is probably the New York show car, as it has special front fenders like a J2. Bill Pollack was driving Dave Brodsky's Cadillac J-2, and Tom Carstnes was also driving a Cadillac J-2. While these are the original cars, the drivers made famous in the early 50's, they are actually reversed, as Pollack is driving the old Carstnes car and Carstnes is driving the Pollack car.

I had my Ford J-2. George Myers had his Cadillac powered K2 from La Crescenta, Calif., and Duncan Emmons had the Cadillac powered J2-X from Rancho Mirage, Calif.

Driver school started Thursday, and Myers, Emons and myself participated in this and became familiar with the new track. There were modifications from previous years, as the series of long sweeping turns going uphill have now been converted to a U-turn and three right angle turns, so the track is slower and longer than previously.

I, as usual, had problems keeping up with the Cadillac powered cars as they simply have more horsepower due to the greater number of cubic inches. (they breathe better, too. jpd).

Top Tech

Tech inspection was very pleasant, as the inspectors were more interested in originality than modern safety equipment. Drivers school emphasized the philosophy of being responsible for your own behavior and the idea of having fun rather than winning. Friday opened with practice, and again it was mentioned several times that contact with any solid object or other car would result in immediate elimination. This was enforced throughout the weekend.

Thursday night there was a cocktail party hosted by Aston-Martin, which really went all out for this race, as they reproduced the complete pit area of Le Mans, complete with spectators in the pit balcony and mechanics sitting on the pit wall. They also furnished silver medallions commemorating the race. Friday night the track hosted a barbecue featuring excellent food and free drinks, with beverages being served in Sears Diehard glassware.

Saturday Races

Saturday was our big race. We had lots of fun. Duncan Emmons succeeded in pulling away from me, as did George Myers. Emmons finished 9th, Myers 11th and I was 13th. Bob Lucurell failed to start - mechanical; Bruce McCaw failed to start - mechanical failure of quick change rear end; Bob Lytle failed to start - loss of oil pressure. We all had lots of fun dicing with other cars and the variety of machinery in our group was exceptional. One of the fastest cars and actually the first place car in this group was Bill Stroppe of Long Beach, Calif., driving his Ford flathead powered Kurtis 500 S. I spent quite a bit of time looking at his flathead modifications, as it was exceptionally fast, and sooner or later maybe I can manage to benefit from his knowledge.

Saturday night was one of the weekend's highlights. Bob Lytle, ably assisted by Reverend and Mrs. Parshall, had arranged for an Allard Fifth Ever West Coast Allard Owners Get Together to be held at the Chinese Village Restaurant in Monterey. There was an eight course dinner featuring a wide variety of delicious Chinese food followed by speeches from Bob Lytle, Bill Pollack and Alan Tiley. Several others made comments, and several posters were awarded courtesy of Bob Lytle. Bob, for his efforts in organizing this affair, was awarded a special trophy consisting of a stub axle from the rear end of an Allard with the dedication of "An Unpretentious Half Axle for Bob Lytle, Laguna Seca, 1989".

Several of the owners drove their cars to the restaurant, including the Reverend Parshall's Palm Beach, which is a beautifully restored car and very useful for California.

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Allards West '89

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Sunday morning most of us went to Pebble Beach to see the other side of the car scene in California, and were highly impressed by the great variety and beauty of the cars at the concours. Several of the BAT cars from Italy were present, as well as a wide selection of other makes, including a 1931 Alfa Romeo Sports Zagato Spyder, entered by Brenda Butler of Cincinnati. Of course, Dean Butler of Allard fame, was there giving his wife moral support, and I think Brenda won a prize for this beautifully restored automobile (second in class and the Road & Track award. See the current R&T).

We went back to the race track, and later in the afternoon among many champagne bubbles, the trophies and various awards were presented. Arbitrarily, they selected the 9th place car in each race to receive the trophy, and our friend, Duncan Emmons, thereby took home the hardware for our group.

During the weekend, we were all extremely pleased to have Tom Carstens, Dave Fogg and Bill Pollack with us in the race and the pits. They and their wives greatly added to the pleasure of the weekend. Both did a great job of driving, and since this was the first time Tom Carstens had driven a racing car in more than 20 years, and his wife had never seen him race, it was an exceptional weekend for them. We heard many stories of the early 50's, and I need to warn you particularly about Tom Carstens. We left three pieces of 2x4 in the pit area, and I received them back a few days later - gift wrapped with a humorous note attached. Also, ask Tom about some of the jokes they used to play - one I heard involved four sea planes, a fishing boat and a local sheriff.

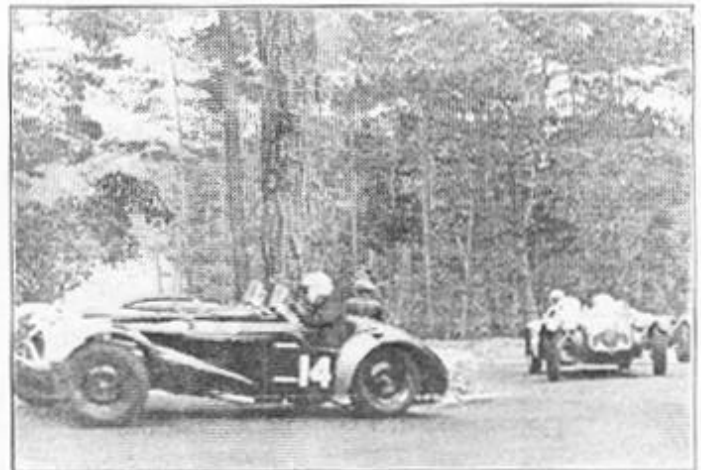
Two Allards gained entrance to the restricted pit area, and John Hunholtz and Al Reynolds should be congratulated for their quick thinking and cool behavior for pulling this off. They drove up to the gate with numbers of their cars, and the guard saw obvious racing cars and passed them right on.

Losta Visitors

Many people came up to discuss Allards during the weekend, and the following is a partial list, as I don't think all the names were written down. The

following people having Allard connections made themselves known at the Allard pit area:

Fletcher Pond, J2; Jerry Rosenstock, J2-X; John Allard, Palm Beach; Phillip Allard, K1; Gene Allard, M2X; Cordell Bahn, J2; Mike Blackie; Peter Booth, K3. Sterling Dietz, K3; John Foster, K2; Robert Graham, K3; John Hunholtz, J2-X; Allen Moss, ex-Allard dealer; Al Reynolds, L Special; Bruce McCaw, J2-X Le Mans; Bob Lytle, J2-X; Tom Turner, J2; Larry Johansen, M and P; Dave Brodsky, J2; George Myers, K2; Robert Sica; Gary Quilla, K3; Gerald Matoczynski, K2; Ray Holtzapple, J2; Bob Lucurell, K1; John Queen, J2-X; Duncan Emmons, J2-X; George Myers, K2; Chuck Warnes, K3; Larry Davis, ex-M; Reverend Parshall, Palm Beach; Allen Patterson, J2-X; Allen Beal, J2-X; Dean Butler, J2.



This is #14 at Pebble Beach with other Allards following.



The Enduro brain trust, Alice Valpey, Carol Donick, the editor, Tom Lush, Bob Critchell (obscured).

The JR Allard Strikes Back

After four years of persistent troubles with overheating, handling, a broken rear hub and other woes, the publisher's JR (3403) came into its own in 1989.

Due to the efforts of the Vintage Connection crew, the car as raced by John Harden appeared at six vintage races in '89, and won its class four times, finished third once and ran in the Exhibition class at the season opener. Major improvements to the car included the fabrication of a swirl pot in the cooling system to constantly bleed air out of the radiator. Improved ducting around the nose, a fan shroud and a second oil cooler combined to finally eliminate overheating. Water temperature ran consistently less than 180 degrees and oil temperature was 225-240 degrees. New rear hubs designed by Bob Girvin and new pick up truck front spindles gave substantially stronger corners all combining for better handling.

As driven by John Harden, the JR came into its own as a vintage racer. The JR ran in Exhibition at Palm Beach where all the signs were good that past problems had been solved. At its first race at Mid-Ohio in June, it won its class. It followed suit at the Chicago Historic Races at Elkhart Lake and won

there. It also won at Lime Rock on Labor Day and went off to Watkins Glen for the SVRA races the next weekend.

The JR ran well in practice at the Glen and was entered as part of a two car Allard team in the two hour endurance race along with the publisher's J2-X co-driven by Bob Valpey.

John Harden started the JR and handed it over to Jim Donick at the 40-minute mark. The editor took off but came in with a couple of laps with a lack of power and low oil pressure. The car was retired but placed third in class despite all.

Back home, the backup Cadillac was installed since the race engine proved to have three cracked main bearing caps as the block virtually broke in the car while running. The engine innards were all good, but the engine block itself was junk.

With a fresh engine the JR went off to Road Atlanta for the final '89 vintage race. Once again, the JR won its class and posted very competitive times against newer machinery. Four firsts and a third in five outings says a lot. In its second life the car is running better and is more competitive than it was as a factory entry at Le Mans in '53.

Many of us think Sidney's development work is finally finished. ss



5 Syd Silverman's JR, # 8 Tom Turner's J-2, # 10 Syd Silverman's J2-X, Jack MacGregor's LeMans Bodied J2-X

Allard East Photo Page



Rich Meyers shared the J2-X with early fifties Allard man, Bret Hannaway for the tour of the 1948 Grand Prix circuit.



Jeff Allison listens to Peter Bland explain how the prewar special felt just before it stopped motoring. (jpd)



Jack MacGregor shared the Le Mans J2-X with another dignitary, whose name I missed. (jpd).



Rich Meyers recommends a carburetor intake to Al Patterson and Jack MacGregor. (jpd).



Newcomer, Norb Shaeffer, in the ex-John Harden J2-X, showed himself to be aggressively coming to grips with Allard driving. (jpd).



Another new Allard on the racing circuit is Buddy Cooperberg's K2. Fuel starvation in the corners was a bit of a problem. (jpd).