

The Allard Register

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Rallye Monte Carlo Historique – 2012

By Colin Warnes



In celebration of the 60th anniversary of Sydney Allard's victory in the Monte Carlo Rally, an Allard once again braved the roads from Glasgow to Monte Carlo in competition. The Rallye Monte Carlo Historique (RMCH) is essentially the modern running of the same rally Sydney won 60 years ago. Typically the RMCH is limited to cars produced between 1955 and 1980, but thanks to the lobbying efforts of Allard owner and Monte Carlo resident, Alex Edmonds, the 1950 Allard P1 of AOC Captain Dave Loveys and brother Roger was granted special entry.

The Loveys' Rally started on Saturday January 28 in Glasgow and wrapped up a week later on February 4. The weather for 2012 was absolutely miserable, drawing many comparisons with the fateful 1952 rally. In 2012 however, the Allard team was less fortunate. The Loveys hit horrible conditions, making the roads crossing the Alps nearly impassible. The resulting slowdown forced the team to arrive late to one of the check points, which sadly put them out of the Rally. The Allard persevered though and arrived in Monte Carlo late Wednesday night.

Dave and Roger are worthy of our hearty congratulations for just making it to Monte Carlo through one of the worst snow storms in recent memory...driving a bog standard 1950 Allard P1. Keep in mind that in 1952, Sydney Allard drove a tuned P1X that featured an experimental bulkhead mounted defroster.

Allard Completes Mille Miglia North America

By Chuck Warnes

This past summer Dr. Martin Allard was invited to run his K3 on the inaugural Mille Miglia North America three-day rally. The route was over a broad array of scenic and challenging bi-ways on a round trip from Santa Barbara up to Stinson Beach, north of San Francisco.

Martin has owned his Cad-powered K3, chassis 3129 since 1979. The previous owner bought it new from Noel Kirk Motors in Los Angeles, and put 23,000 miles on it before knee problems forced him to park it in 1962. Despite the 17-year hibernation, Martin says the only work required was some minor tweaking to free up the stuck Lincoln Zephyr gearbox.

Martin has driven the car on a regular basis, putting about 26,000 miles on it over the past 32 years. This unrestored K3 was featured on the 1980 *Allard Owners Club* Christmas card, and looks just as handsome today as it did 31 years ago. This car still wears the set of tires that Martin installed in 1986. Aside from routine maintenance, he freshened up the paint and had the original seats re-stitched prior to driving it from his home in Southern California to Monterey in 1990.

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Since the car had been providing such reliable service over the years, Martin and navigator Jerry Daly took an “if it ain’t broke, don’t fix it” approach to prepare for the rally. According to Martin, their prep work was limited to checking the water and oil levels, along with the tire pressures. The fact that Martin’s K3 was one of the few participants to complete the 1000 mile tour without a breakdown may attest to this approach, along with the benefits of exercising older cars on a regular basis.

The three-day tour (www.millemiglianorthamerica.com) departed from Santa Barbara on October 26. After a few miles up Hwy 101, they turned right on to Hwy 154 over the notorious San Marcos Pass before heading back toward the Coastal Range – which they crossed three times on the way to Monterey - terminus for Day 1.

Day 2 went along Monterey Bay to Santa Cruz, where the route then took them through the Santa Cruz Mountains, through the San Francisco metro area, and over the Golden Gate Bridge to Stinson Beach. The return leg mostly followed the coastal Hwy 1 down through Half Moon Bay and back to Monterey.

Day 3 expanded the 250-mile route from Monterey to Santa Barbara to 400 miles. It began with a tour of Pebble Beach’s Seventeen Mile Drive and then merged on to the world famous Hwy 1 down the coast to San Luis Obispo. Just south of SLO, it again turned inland, taking Hwy 166 through the quasi-ghost towns of Cuyama and Maricopa before turning southward on Hwy 33 to explore the hills overlooking Montecito and Santa Barbara.

The finishers were the focus of interest in Saturday’s Santa Barbara Concours. While the organizers had planned and geared up for 150 vintage cars, only 24 actually ran this event. Even so, they are viewing this year’s rally as a pilot project, and have definite plans for a reprise in the fall of 2012.

While Martin’s Allard ran flawlessly, he did have a couple dicey moments – one when his temp gauge started climbing in heavy traffic and another when he started to experience some brake fade in heavy stop-and-go traffic. Hey, it’s an Allard! At least Martin fared better than Alain de Cadenet in a borrowed Ferrari. It was interesting to see the amount of Bondo on that Ferrari’s nose.

Martin and Jerry also experienced a couple tense moments en route. The first was near the end of Day 1. They were on Carmel Valley Road heading toward Monterey when they came upon a sign informing them of a single-lane road ahead due to a rockslide. They did not see the actual site until they rounded a bend and immediately met a FedEx truck. Miraculously, the two vehicles managed to miss each other in the single-lane squeeze play. The second was on Day 2. They were following a milk truck up the hill out of Stinson Beach, when a rear door of the milk truck suddenly opened and deposited a case of glass bottles that virtually exploded right in front of Martin.

Martin says they had a wonderful time, and the event organizers were most pleasant and accommodating. It should come as no surprise that Martin was given the “Most Popular Driver” award.



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Report: Gathering the Clan, Texas 2011

By Chuck Warnes

Corinthian Vintage Auto Racing held their 20th Annual Vintage Fall Festival the weekend of November 4 – 6. Their gracious invitation to the Allard folks presented the second opportunity in the past eight years for us to enjoy their laid-back hospitality and company at the historic Texas World Speedway.

TWS is located just outside of the twin communities of Bryan/College Station TX, and dates back to its NASCAR origins of the '60's. It began as a steeply banked two-mile oval, and over the years has evolved into a three-mile, fifteen-turn road course that continues to use about half of the original oval.

Bill Bauder from nearby Manor TX (100 miles away, but that's 'nearby' in Texas vernacular) headed up organizing the Allard contingent that included 20 Allard folks and four immaculate Allards on display front-and-center between the pre-grid area and paddocks.

The Allards included Bob Weiner's white Cad-powered K2 that he drove up from Houston. Besides being on display, Bob and his Allard were also drafted into doing some pace car duties together with a beautiful Ford GT sporting an eye-catching Gulf Oil color scheme.

Bill and Barbara Boone brought their yellow J2X down from their home in Tulsa OK. This particular Allard made its debut at Texas World Speedway during the first Gathering of the Clan in 2003, and has been raced extensively around the US and New Zealand. We appreciate Bill giving us an update on his other car projects, including his effort to bring his JR back to its original 1953 Le Mans specs.

Bill Bauder and his Holman-Moody Ford-powered J2X date way back to 1960 when he originally bought 'The Bitch' (Bill's name for his Allard), and 1969 when he ran it in the inaugural sports car races at TWS (See A LOVE STORY in The Allard Register #53 – Summer 2009). Bill admits that he rushed completion of his second restoration in preparation for the 2003 Gathering of the Clan. Thus he was glad for this opportunity for him and his wife, Ginger, to have a second chance to display and demonstrate his award-winning Allard this weekend.

Peter Booth brought his ex-Carroll Shelby J2X down from his home in Colorado. Peter, together with four other Allards, had completed running The Colorado Grand this past September. The presence of this car at TWS was a special treat for the President of Corinthian Vintage Auto Racing, George Curl. George helped his uncle, Dr. Richard McKee restore this car some 40+ years ago.

We also had a nice visit with Dr. McKee's son Clayton, who told about his father attending one of the Texas races back in the 50's and becoming enthralled at the sight and sounds of Carroll Shelby



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racing an Allard. He was determined to own and race an Allard someday. Once his medical practice was established and his kids were out of diapers, Dr. McKee commenced his search in earnest, eventually finding a rather tattered J2X in Ohio. Sometime later he was to learn that this was the exact same car that piqued his interest several years earlier.

This year's Gathering gave us a chance to renew old friendships and acquaintances from overseas – including Michael & Diana Knapman, and David Hooper & Pat Lee from the UK, along with Barry & Mary Ellison from Australia. We welcome any opportunity to share ideas and insight about what is happening with our sister organization – the Allard Owner's Club – and pick David's vast body of knowledge on Allard-related technical matters.

Domestic Allard folks included Bill & MJ Peden, and Bob & Lynn Lucurell from the state of Washington. Many of us still have fond memories of participating in the Allard Northwest Tour that the Pedens and the Lucurells organized and hosted in 2006.

Jere Krieg has played a major role in planning and organizing Allard activities in recent years. Two that come to mind are the 2007 Gathering of the Clan at Virginia International Raceway, and touring 'The Dragon' in 2005 (The Allard Register #53 – Summer 2009). 'The Dragon' is a notoriously challenging 18-mile two-lane stretch of Hwy 129, consisting of 111 curves through Great Smokey Mountain National Park. It was great to meet and visit with Jere after all these years.

Finally, this year's Gathering gave us all another chance to visit with Andy and Judy Picariello from Massachusetts. Andy played a critical behind-the-scenes role in working with CVAR on organizing this year's event, and also helping to foster our ongoing partnership with the Allard Owner's Club.

Allard Replacement Steel Wheels

Special thanks to Andy Picariello of the AOC for digging up an affordable replacement for Allard steel wheels. The "Gennie" style 2-piece steel wheels measure 16" x 4.5" wide and feature a 5 x 5.5" bolt circle with 2.25" back spacing. We did some digging and found that the wheels are made by Wheel Vintiques, which as it turns out are made right here in Fresno, CA! I stopped by their shop the other day and talked with Hector Moreno. Hector informed me that they sell direct and they'll sell us primed wheels for \$120/ea + shipping. To order, contact Hector at 559-251-6957 or email at hector@wheelvintiques.com and use part number 14-64255234. Wheel Vintiques will ship anywhere in the world.

Please note the inside diameter will need to be increased by 3/8" and studs must be added to mount the original Allard hub caps (a drawing of the modified wheel is available on our web site). We are working on a plan to supply wheels with these modifications, but nothing has been finalized yet. In the meantime, your local machine shop should be able to make these changes for you.

These wheels are made from a thicker material than the original Allard wheels, so they should hold up a lot better. They can also be balanced, whereas the original wheels could not.

PS: We are also looking into making custom Allard hub caps that can be mounted to these Gennie wheels with no studs. In the meantime, you can order their #2005 '40 Standard Baby Moon hub cap if you don't want to add mounting studs for traditional Allard hub caps.



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Allard Register Census Continues

So far we've received 40 responses to our Allard "Census". If you haven't responded, now is the time! In addition to reporting on all things Allard, the Allard Register maintains an extensive database of all Allards produced; along with a mailing list of our membership. These lists get out of date over time as cars change hands and people move. Please help us by updating your information. This form can also be downloaded from our web site and emailed back to us or you can cut it out and mail it back to us. We'd like to say a special "thank you" to everyone that's filled one out so far!

Name:							
Address:							
City:		State:		Zip:		Country:	
Home Phone:				Cell Phone:			
Email 1:				Email 2:			
Occupation:				Company:			
Do you prefer to receive the Allard Register via: Print?				Email?			
Do you regularly visit our web site, www.AllardRegister.org ?							
Would you allow us to share your car and contact information to other Allard Register members?							
If you do you do not currently own an Allard, have you owned one or more in the past?							
How do you use your Allard/s?							
Are you interested in writing or shooting photos for the Allard Register?							
Would you be interested in serving on the Allard Register Committee?							
Are you a member of the Allard Owners Club?							
Are you a member of the Yahoo Allard online forum?							
What is the farthest distance you would travel to attend an Allard gathering?							
Is there anything the Allard Register could do to serve you better?							
Allard 1							
Chassis #:		Year Purchased:		Condition:			
Engine:		Transmission:		Carb & Manifold:			
Exterior Color:		Interior Color:		Wheels:			
Unique Features:							
Allard 2							
Chassis #:		Year Purchased:		Condition:			
Engine:		Transmission:		Carb & Manifold:			
Exterior Color:		Interior Color:		Wheels:			
Unique Features:							

Please return this form to:

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Email: cwarnes@sbcglobal.net

Allard Owners Club

You're also invited to join the Allard Owners Club. Dues are \$40/year and they publish a monthly newsletter. For more information, contact Andy Picariello at afpic@cape.com (USA) or Mike Knapman at mikeknapman@saqnet.co.uk (UK).

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Glenmoore Gathering

Good news! Special thanks to Allard owner Tom Kayuha for lobbying the Glenmoor Gathering Concours to select Allard as a featured marque in their fine Concours this year. The Concours will also feature Tucker cars and Early Supercharged Automobiles - in addition to the usual classes. The event will be held September 14-16 at the Glenmoor Country Club in Canton, Ohio. We spoke with David Schultz, Director of the Gathering and he explained that they're hoping to attract 25-30 Allard's of all levels of finish. The Allards will be featured in a special class that won't be judged, however special awards will be handed out. They are hoping to show the public a cross section of Allard's including cars that are un-restored, race cars, and 100-point Concours cars.

In addition to the Concours, the Glenmoor Gathering features the scenic Countryside Tour through the twisting back roads of Ohio. Invited participants will receive two admission tickets for Sunday, a professional photo on engraved walnut plaque, secure trailer parking, admission for two to Afterglow Party (immediately following Sunday's Concours), souvenir program, and Concours poster. Several special activities and events will take place throughout the weekend to keep participants and their families busy. After talking with past participants Tom Kayuha and Peter Bowman, it's clear that the Glenmoor team goes the extra mile to make their guests feel welcome.

To learn more about the Glenmoor Gathering, please visit their web site, www.glenmoorgathering.com. Once there, you can print the registration form or fill it electronically.

As you can imagine, this is a great (and affordable) opportunity for Allard owners from the Northeast to get together and enjoy their cars both on the road and on the lawn. We hope to see you there!

David W. Schultz, Executive Director
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Allard J2 Featured on Velocity Channel

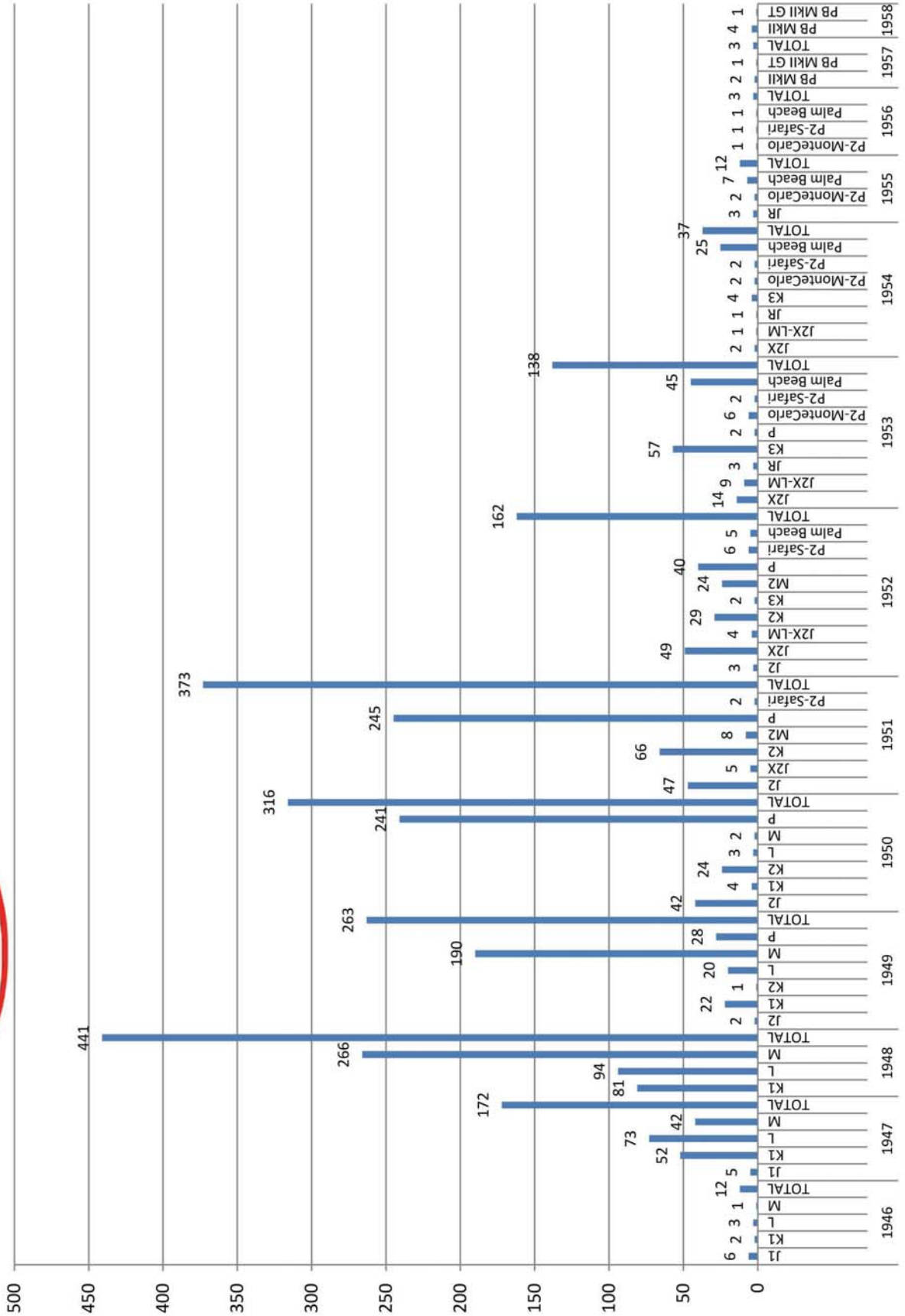
If you have the Velocity HD channel, you're probably aware that they have a number of nice car shows including Chasing Classic Cars, Autoweek, and American Icon. In addition to these interesting shows, they also have a short feature called "One of a Kind" where they feature interesting and rare cars. On February 7 at 8:00pm, they debuted a new episode featuring David Hans' unique, full fendered Allard J2. The car, chassis 1733 was a test bed for the Murray Body Company. The body proved quite attractive, but production obviously never took off. You can watch Velocity for the short, or you can visit www.velocity.discovery.com.



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MODELS PRODUCED BY YEAR



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For Sale: Allard K2

K2 chassis 3022 was sold through R/P Motors in NYC on May 6, 1952 with red paint and black leather interior. It has been in the same small town for the past 50+ years with just two owners. The 40,000 miles are original and its original Cadillac V-8 is faster than hell. This car features the original steel wheels and bumpers (recently re-plated). A new exhaust system and starter motor were installed this past summer. Up until last year, the original carburetor, manifold and hood were on the car. They accompany the sale, as well as the original seats. Current seats are out of an AC. There is no top. All gauges work, expect for the fuel gauge. Carpet is new. All glass is original and from the factory. Much of the car has been repainted and re-chromed in November '11. Asking \$149,000. Please contact Tom Griffith at 608-212-8774 or lincoln1955@msn.com. The car is located near Madison, WI.



For Sale: Allard L Type

L type chassis #201 was sold through Dagenham Motors on September 16, 1947 to a Mr. Craddock. The car is Maroon with black interior and comes with a black top and side curtains. It has a Mercury Flathead engine and the car is in good condition. L201 has been with the current owner Don White for over 30 years and it's located in Auckland, NZ. Asking 50,000 \$NZ. Please email d-pwhite@ihug.co.nz if you are interested.

For more info and color photos, please visit www.allardregister.org.

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Don't forget to check out our web site! New stories are added weekly along with lots of downloadable Allard resources including technical manuals, Year Books, Brochures, Allard Register Archives (1970 – present), and links to other interesting Allard related web sites. If you have anything that you'd like to share, please email cwarnes@sbcglobal.net. Cheers!

Photos • P1: Michaël Personne • P2: Strauss Media Group • P3: Charlie Warnes & Bob Weiner
P4: Dennis Allard • P6: Colin Warnes • P8: Tom Griffith & Don White