

The Allard Register

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www.AllardRegister.org

The 'Glen in Ten' Reunion

-Chuck Warnes



Twenty-two Allards and upwards of fifty Allard owners, family members, and enthusiasts gathered at Watkins Glen on the 2nd weekend of September. Overseas visitors included Mike and Diana Knapman, David Hooper and Pat Lee from the UK; and Rob and Margie Boulton from New Zealand.

The event was SVRA's U. S. Vintage Grand Prix, where Allard shared the honors of Featured Marque along with Alfa Romeo. Andy and Judy Picariello again did a fantastic job of promoting the event for the Allard marque, and making sure the myriad details got the proper attention.

It was 62 years ago that Watkins Glen hosted the first post-WWII road race in the US. That was truly a 'road race' with the start/finish line on Franklin Street in the heart of downtown Watkins Glen. Most of the 6.6 mile course meandered on two-lane country roads through the hills just west of town. Irwin Goldschmidt won the main event 60 years ago with his Cad-powered Allard J2.

That very same Allard had been proudly displayed at the opening of the International Motor Racing Research Center (www.racingarchives.org) in Watkins Glen, and more recently at the Saratoga Automobile Museum (www.saratogaautomuseum.org), was at center stage in **Allard Alley** this weekend. Furthermore, it came to life and ran in Friday evening's tour of the old Watkins Glen circuit. Bill Warner, founder of the Amelia Island *Concours d'Elegance* served as pilot, with our Guest of Honor, Bill Pollack riding shotgun. Bill shares more of that experience in his accompanying article.

Bill entertained us at Friday evening's dinner with several war stories of his experiences racing Tom Carsten's famous J2 #14 to victory at several races including Pebble Beach, Golden Gate Park, and Madera back in the early 50's. After dinner Bill graciously autographed copies of his book **Red Wheels and Whitewalls**.

The group photos show 15 Allards. However, after some detective work we finally determined that Allards present included six J2's, five J2X's, three K1's, three K2's, one K3, one L-Type, one Palm Beach Mk II, and two J2X Mark II's. Three Allards, in addition to the Goldschmidt J2 were of particular interest.

The first was a 'one-off' J2 that we have been hearing about for years – David Hans' beautifully restored, pontoon-fendered J2 that he found in 'basket case' condition in Peoria, IL. David has agreed to share an illustrated article on the history and his restoration of this car.

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The second was a J2 that our late friend, Glen Shaffer, found in South America several years ago. He restored and raced extensively and aggressively on the West Coast in the late 90's. Glenn got his 'last checkered flag' about 9 years ago in a manner that many vintage racers dream about. He was racing his Corvette at Sears Point when he unexpectedly pulled over and stopped, and was gone before the course workers got to him. Glenn's collection, including his J2, sold at Barrett-Jackson a year later, and was subsequently sold at another auction the following year. We lost track of it, and speculated that it may have ended up in a private collector's warehouse. We were thus pleasantly surprised to see again after all these years. Our hats off to Alan Rosenblum who exercises it on a regular basis.

We were intrigued with Harold Haase's story about his J2X which he had owned since 1955. He is a self-avowed Ford fan, so proceeded to replace the Cad engine with an Ardun Ford. Then, due to family and career priorities, he stored it away for the next 30 years until 2007. It is reported to be the only Ardun-powered J2X, and is in its original, well preserved condition. Harold drove his J2X the entire 500 mile round trip from his home in Connecticut.

Two Allards were originally slated to race this weekend – Bob Girvin's GT, and Bill Boone's J2X. However, Girvin's well-worn 392 hemi gave up the ghost at Lime Rock a few weeks earlier, and Boone was sidelined with some medical issues.

But *the plot thickens* – for the race program showed a THIRD Allard, a bare aluminum skinned, flathead-powered J2 entered in the PREWAR class along with a flock of Alfa's and MG's weighing half as much. This car was pitted in a different area of the paddocks, and for various reasons we were not able to get either a photo or much info about it. We were subsequently able to contact the owner, Peter Patterson, who states that he bought the car in May, and this was its 'maiden voyage'. George Chilberg owned it until about 5 years ago when he sold it, *sans* the Ardun engine. According to Peter, it is currently equipped with a stock 85 hp flathead. This J2 has a single-beam front axle that had been installed some time in the early 50's. We look forward to hearing more about this unique car in the future.

Many of us are looking forward to getting together at the **Amelia Island Concours d'Elegance** (www.ameliaconcours.org) the weekend of March 11-13, 2011 where Allard will again be honored as one of the featured marques along with Duesenberg and Kurtis. Allard owners, Axel and Hanko Rosenblad live in the immediate vicinity of Amelia Island, and they graciously offered use of their garage facilities for folks who are planning to bring their Allards.



Bill Pollack was the guest of honor for weekend, getting to drive Erwin Goldschmidt's J2 around the Old Course and receiving the AOC Transatlantic Trophy. Photos: Pollack

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Watkins Glen in 2010

-Bill Pollack

On September 10th twenty-two Allards assembled in this small village in upstate New York. They came from all over the United States, Canada and Great Britain with individuals from as far away as New Zealand. The gathering was to celebrate the victory sixty years ago by a J2 Allard driven by Erwin Goldschmidt. Allards have long since been an endangered species. Many of these Allard owners purchased their cars twenty or more years ago and the vehicles had become a part of the family. This exceptional group of people shared the Glen and its magnificent racing machines from vintage Sprites to 600 horsepower McLarens. As a guest of the Allard Owner's Club I was privileged to experience this grand event. The following are some of my recollections of three exciting days.

On Friday evening I had the privilege in partaking in the annual Watkins Glen Historical re-creation of the original road race. The original course started right in the middle of town, and wound up and out of the Seneca Lake Valley into the surrounding farm lands with fields of corn and pumpkins. The narrow, rough 6.6 mile blacktop meandered through these colorful patches of greenery and then dove in the dense forest circling back towards town. Back in the 'good old days' more than thirty thousand people lined the main street of Watkins Glen, with a few more thousand scattered around the country at some of the more nasty turns. What was amazing to me is that this little village had managed to get the state of New York to close these roads. Even more amazing was the town also suspended the liquor law for open containers for that day only.

I was honored by riding in the lead car on this re-creation tour – the original J2 Allard that Erwin Goldschmidt drove to victory in the 1950 race. Yes, we did have a police escort but they drove like they were trying to qualify at Indy. My driver was Bill Warner, who had never driven an Allard before. Neither of us had any idea what the course was like. It took two people and a chiropractor to get us into the car, and everything but the Jaws of Life to pry us out. Later I learned that the car had been on display at the wonderful Automotive Museum in Watkins Glen. It was then that I looked at the tires. They appeared to be a shade older than me – the rears bald on the inside, the fronts with random bald spots. Altogether like me with a bad haircut. What was going to be a nice civilized stroll around the countryside turned into a mad dash by a hundred or more wannabe Fangios.

No one was hurt in the tour through the countryside, nor in the writing of this episode.



Bill Boone's yellow J2X at Smalley's Garage for tech inspection (Left - Pollack) and the Palm Beach MkII of Robert Hartson prepares to drive the Old Course (Right - Bowman)

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Event: The Amelia Island Concours d'Elegance; March 11-13, 2011
Location: The Golf Club of Amelia Island
4700/4750 Amelia Island Parkway
Amelia Island, Florida 32034 (45 minutes north of Jacksonville)
Website: www.ameliacconcours.org

In case you haven't heard, Allard has been selected as one of the featured marques at the 2011 Amelia Island Concours d'Elegance, along with Duesenberg and Kurtis. The main Concours will take place Sunday March 13, but several events including lectures, tours, and dinners will occur the preceding Friday and Saturday. Amelia Island is one of the premier Concours events in the world; with a unique emphasis on motor sport design in addition to celebrating more traditional automotive styling. It is an incredible honor for the Allard marque to be featured at the Amelia Island Concours d'Elegance and the event is sure to attract a lot of attention to our beloved cars.

The Allard community is fortunate to have Island locals, Axle & Hanko Rosenblad that have graciously volunteered to serve as our social hosts for this exciting weekend. The Rosenblads own a Palm Beach Consul (#5018) and a recently acquired K2 (#1708). Additionally, we are grateful to Andy Picariello for working with event Chairman/Founder Bill Warner to get Allard selected as a featured marque. Andy will also serve as the Allard event coordinator for the weekend – one cannot thank Andy enough for the hard work he has put into supporting the Allard marque here in the States

By now, invitations to Concours participants have already gone out. There will be two Allard classes, one each for road and race cars; each class will have eight to ten cars. If you didn't receive an invitation, you are more than welcome to bring your Allard, but I would recommend doing so only if you intend on using it as your car for the weekend. Unfortunately due to the layout and parking situation at the Concours site, there will be no special Allard parking.

With the schedule of events still shaping up, here's a rough overview of the weekend, courtesy of Hanko Rosenblad:

Thursday, March 10 is arrival day for many exhibitors and guests. There are a few 'paid' dinners including the 'Rolls Royce Wine Makers' dinner at the Ritz-Carlton.

Friday, March 11 is tour and seminar day. There are several tours going on around the Island, including a tour for event participants that culminates in the old town for a luncheon. Additionally, there is the Porsche Driving Experience which is an all day event that includes a 'poker run' style rally that concludes at the Mayport Naval Station where participants will enjoy various activities to include a high-speed ride in the latest Porsche. The cost is \$175 and tickets can be purchased from the Concours web site. Finally, a number of seminars will be hosted by the Concourse; with topics including 'Women in Racing' and the 'Hot Rod Lifestyle' – these seminars are very popular so come early to get a seat.

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Saturday, March 12 is prep day for the Concours cars, as they prepare to roll them out on the golf course at daybreak on Sunday. The main event Saturday will be a cocktail party with hors d'oeuvres at the Rosenblads for all Allard owners (more details to come). Other Saturday events include a charity golf tournament, the RM auction at the Ritz-Carlton, additional seminars, book signings. Later in the evening there is the formal 'Breitling Cocktail Reception' followed by the 'Mercedes Benz Gala Dinner' (if you wish to attend that instead of the Allard dinner).

Sunday, March 13 is the main event. The cars will roll out onto the golf course at day break and the gates open to the public at 9:30am. Awards will be given in the afternoon and there will likely be a few informal parties forming up in the evening. Tickets are \$45 if pre-ordered and \$50 day of the show.

Air travelers should fly through Jacksonville International Air Port (JAX) which has flights from all the major carriers. All major rental car companies are represented at JAX as well. The airport is located about 25 miles from Amelia Island.

Hotels are booked fast, so make your reservations soon. The following hotels have been recommended by Hanko:

Ritz Carlton: (904) 277-1100

Marriott Residence Inn: 904 277-2440, 866 245-6099

Hampton Inn/Old town: 904 491-4911

Comfort Suites Amelia Island: 904 261-0193

Amelia Hotel At The Beach: 904 206-5200

Hampton Inn, Sadler Road: 904 321-1111

Seaside Amelia Inn: 904 206-5300

Other Hotels: Additionally there are a number of hotels off of Interstate 95, including Holiday Inn Express, Days Inn along with several others. The distance to the Concours is about 12 - 15 miles. These would be right at the exit off of 95 for Amelia Island , Yulee, CR 200.

Vacation & Condo Rentals: If you'd like to rent a house during the weekend, you can visit the following web sites: www.ameliaislandvacation.com, www.amelia.com, www.uniqueameliaisland.com.

The Rosenblads have also volunteered their house and office for 'rig' parking during the Concours. Their home can accommodate one more small, single car trailer, while their office can hold two to three larger multi-car trailers. If you are interested in taking advantage of this generous offer, please contact Hanko at LHANKR@aol.com .

The Rosenblad residence is located 12 miles from the Ritz-Carlton and they have a 60' x 100' car barn with a hoist and detailing area, which will be made available to the Allard group. The office is located one mile from the Ritz-Carlton.

The Island is not large, and as you would expect for a tourist location, there are numerous restaurants... some great, some mediocre and some marginal. Prices reflect the touristy venue and get crowded during Concours week. Weather can be anywhere from low 60's during the day to high 80's. Nights are cool, probably in the 50's or low 60's.

As you can imagine, there are many more details that need to be sorted out, but the weekend should be a great time. Allard owners will be travelling from all over the world to attend this event and we hope that you and hopefully your car(s) will be a part of it.

If you are interested in attending, please contact Andy Picariello at afpic@cape.com or Colin Warnes at cwarnes@sbcglobal.net. If you have questions about the area or are interested in storing your trailer with the Rosenblads, please email Hanko at LHANKR@aol.com.

We look forward to seeing you there!

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Monterey Reflections – 2010

-Chuck Warnes

Some changes have taken place with the “Monterey Historics” since General Racing turned the reins over to SCRAMP (Sports Car Racing Ass’n of the Monterey Peninsula). They include:

- The official name is now the **Rolex Monterey Motorsports Reunion (RMMR)**.
- Official practice sessions started on Thursday – making this more of a four-day event.
- The field of entrants has increased by half. More than 700 cars were entered in 19 separate classes – compared with 450 in previous years.
- Some classes have been re-configured – the two classes of pre-WWII cars have been combined into one.
- Attendance at the Monterey “Pre-Historic Races” that take place the previous weekend are now open to the public (for a price), and have been re-named the **Pre-Reunion**.

Allards remain in *Class 3B – 1947-1955 Sport Racing and GT Cars over 2500cc*, with two Allards entered in the 2010 **RMMR**. However one of the entrants had to change plans due to family health issues.

This left Al Reynolds and his 1947 L-Type Special as this year’s sole Allard standard bearer. Al’s car started life as an L-Type, but received a new body after suffering severe damage from a 1955 accident in the UK. Al has owned it since the early 1960’s. (See www.allardregister.org PDF Archives, issues #28 and 32 which detail the history of this car). Despite the fact that the car ran well and Al was obviously having a great time during Friday’s practice session, they discovered a lug nut problem on Sunday morning. Too late for Al to get suitable replacement parts, so he prudently decided to remain in the pits.

Laguna Seca is famous for turns 8 and 8A – “The Corkscrew” – a sharp left turn at the crest of the hill, followed immediately by a hard, downhill right. Many race drivers – especially novices – experience an “Oh-my-God!” instant as they get into Turn 8 when the track, including Turn 8A, suddenly drops out of view. They are instructed to focus on a particular oak tree to recover their composure and get lined up for 8A.

Al and Ursula Reynolds, accompanied by Cordell Bahn and Chuck Warnes made a trek up the hill on Sunday morning to leave a memorial at the base of that very oak tree, and share a toast (beer – what else?) in memory of our good friend, ‘Cottonwood’ Bob Lytle.



Speaking of Bob – his black Buick-powered J2X was the only Allard that went across the block at the Monterey auctions that weekend. Bob’s Allard (lot #230) brought \$270K at RM Auctions.

Six of Bob’s cars were consigned to RM. The other five were fruits of Bob’s fruitful and whimsical imagination, and are all vividly illustrated on the www.rmauctions.com website. They include the ’35 Ford that he imported from New

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Zealand, and 'hot rodded' with a modified Ford V-8 '60' engine (lot 101), a '63 Morris Minor 'woodie' (lot 202), an MGB-powered '51 Triumph Mayflower (lot 203), a '72 Honda 600 taxicab (lot 201), and a '70 Subaru 360 police car (lot 384). The Subaru even sports a front-end bullet hole, ostensibly from some low-speed chase – or maybe from Bob's quirky sense of humor. This car was that last one sold at this year's RM Auction in Monterey. To celebrate, three RM employees jammed themselves inside the tiny sedan as they drove it on to the stand, with lights flashing and siren blaring.

Throughout the weekend we welcomed the chance to visit with Allard owners who were running other equipment. They included Bernard Dervieux with his two-cylinder '55 Deutsch Bonnet, Cordell Bahn and his '27 Bugatti Type 35C, and Alan Patterson who was racing his '34 Lagonda Rapier and his '62 Lotus 22. Alan shared more of his memorable experiences with running his J2X in the 7th *Grand Prix de Monaco Historique* this past May. (See our July 9, 2010 posting on www.allardregister.org for photos of Alan's J2X and the other two Allard entrants racing on the streets of Monte Carlo).

We again enjoyed the chance to visit with Alan Tiley at Thursday's *Tour d'Elegance* gathering in Carmel. Matt Grebe and his family had an intriguing V8-'powered' BBQ grill set up adjacent to Al's pits, and Matt was giving us an enthusiastic update on his J2 project which he hopes to be racing by this time in 2011. We, together with Bob Lytle's daughter and son-in-law, were at the RM Auctions on Friday evening – which also gave us a chance to meet up with Dave Cammarano (previous owner/racer of Tom Carsten's *second* J2), and Alan Beall, who gave us an update on his J2X restoration project, and with Jerry Lettieri, owner of the ex-Duntov J2.

We have been attending the 'Monterey Historics' (sorry, but old habits die hard) since the late '70s, and this is the first time in our memory that race fans have not been treated to the thrill of watching a pack of Allards on the track. We truly hope that 2011 will see a resurgence of Allard competitors.

AllardRegister.org Update

-Colin Warnes

Our web site www.AllardRegister.org continues to grow as we add more content that's not available here in the printed newsletter. There are additional stories, Allards for sale, and links to several Allard related videos (see below). Additionally, we are working on adding new features including a complete set of the Allard brochures, which will be available to download. On average, our web site receives over 600 viewers per month from all over the world! Finally, we'd like to thank you for all the kind feedback we've received about the website. And don't forget, if there's anything you'd like to see, don't hesitate to contact us!

YouTube Allard Videos

-Chuck Warnes

In case you have missed it, we would like to direct your attention to the right side of the www.allardregister.org Home Page. We invite you to 'click' on **YouTube Allard Videos** directly under **LINKS**. This will bring up several Allard related videos, 15 of which we uploaded and another 15+ that others have posted (**Favorites**) on YouTube over the past couple of years.

They range in length from 8 seconds (footage of an Allard running in a British trial) to a around 10 minutes. Subjects range from the 1953 Le Mans race to the 1989 and 1990 Monterey Historic Auto Races when Allard was the featured marque. Our most recent addition is 9+ minutes of in-car footage of Alan Patterson's J2X practicing at Monaco in May 2010.

M Type Restoration Project Wanted

Allard owner Jere Krieg is looking for an M Type project that he plans to restore with the intention to tour the US along with his wife and their Standard Poodle! Jere would prefer a LHD model, but would settle for a RHD drive version. If you have or know of an M that might need a new home, please contact Jere at jerekrieg@gmail.com.

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Allard Dragster Update

Good news! Famed engine builders Booth-Arons have completed the engine rebuild and it is now on its way back to the UK, courtesy of SBS Worldwide freight forwarders. The engine is extremely potent; the foundation is a Chrysler 354 coupled to a Potvin supercharger and a Hilborn 2-port fuel injection system. The engine was bored out to 375 in³ (4.060" bore and 3.625" stroke) and completely rebuilt with RaceTech pistons, Manley valves to handle 90% nitro for best cackling performance. Special thanks to all the companies above that donated these parts!

If you would like to help fund the restoration of this important Dragster, your financial support would be greatly appreciated by the ACAG. Currently, the budget is around \$2,900 short due to cost overruns associated with the engine rebuild. If you can help, please contact Brian Taylor at brian@allardchrysler.org.



J2X at 'The British Are Back' RM Auction

-Colin Warnes

On Thursday January 20, RM Auctions will be selling J2X #3044 at their special 'The British Are Back' night at the Arizona Biltmore Resort. We were very surprised to see #3044 because we had no ownership history for the car other than the basic factory details. We have since learned that the car has been with the same owner for 50 years after being raced by Chuck Frederick who had won with it in a Class CM SCCA National event in 1960! The car features a 283 in³ Corvette engine (originally raced with a Chrysler), and some unique features for a J2X including dual fuel fillers and a single body bulge in the drivers compartment (as opposed to two). The car is estimated to go for \$175,000 to \$225,000.

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Come visit us on the internet at www.allardregister.org. New stories are added weekly along with lots of downloadable Allard resources including technical manuals, Year Books, 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!

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Bill Pollack & Rob Boulton (Rob came from NZ!); and David Hooper in the Goldschmidt J2 (Photos Pollack & Hooper)



David Han's rare full fendered J2; and Bruce McCaw's Goldschmidt J2 in the Paddock (Photos Hooper & Bowman)



Peter Patterson's solid front axle J2; and the K3 of Don Baron and the K1 of Victor Pastore (Photos Bowman)

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Allard Group Photo at Watkins Glen

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Season's Greetings!

