

# The Allard Register

No. 57

SPRING, 2011

www.AllardRegister.org

## Amelia Island Concours d'Elegance – 2011

Allard, Kurtis and Duesenberg were honored as featured marques for the 16th annual Amelia Island Concours d'Elegance.

Friday morning's 45 mile road tour served as the kick-off for the weekend, when about 30 classic cars departed from the Ritz-Carlton under police escort. They followed a route that wound its way through the Amelia Island Plantation's scenery, with stops along the way that included a visit and guided tour of the historic, 19th century Fort Clinch. The tour concluded with all the cars lining up on display in historic downtown Fernandina Beach.

A broad array of 15 Allards completed the tour. There were six J2's, three J2X's, two K1's, a K2, an L-Type and two Palm Beaches. They included two freshly restored dark green J2's – one owned by Martin Stickley (with period-correct Ford Cobra power), and the other by Don Marsh. Steve Schuler drove his veteran of the 1950 Le Mans race, followed by Bob Francis' entrant in the 1950 Mille Miglia (read this car's history in issue #36 archived in [www.allardregister.org](http://www.allardregister.org)). It was good to again see Jerry Lettieri's J2 Ardun-powered prototype that Dr. Tom Turner found and restored back in the 1980's, along with David Hans' unique full-fendered J2.

Bill Wilmer led the pack of three J2X's with his period-correct supercharged Corvette powered Allard. For many, this was our first opportunity to admire Colin Comer's white J2X – veteran of the vintage movie "Written on the Wind", and Lindsey Parsons had his green J2X back on the road after its three year absence.

Pete McManus drove his red, supercharged flathead-powered K1 – partly to enjoy the tour, and also as a final shakedown before racing it at Sebring the following week. Tom Kayuha was again out exercising his authentically restored K1. Bob Lane was at the wheel of his Mercury powered, white-walled K2.

I welcomed Terrell Underwood's invitation to again ride in the relative comfort of his L-type on that chilly morning. This also gave Terrell an opportunity to demonstrate the flexibility of his car's Columbia overdrive.

Robert Hartson drove his original and un-restored Palm Beach Mk II with its factory installed Jaguar 'C-Type' power.



**See Page 4 for information on our next Gathering of the Clan,  
November 4-6, 2011 at the Texas World Speedway in College Station, TX!**

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Our gracious hosts for the weekend, Axel and Hanko Rosenblad, were in period costume as they toured their red Ford Consul-powered 21C Palm Beach.

Upon completion of the tour several of us went over to Gooding & Company's auction at the Amelia Island Racquet Park for a close look at the 1950 Allard K1/2 that subsequently crossed the block at \$165K. No, it is not a 'half'. The Allard factory did produce a few early K2 chassis (with coil springs) that were clothed in K1 bodies.

While there, we also had an opportunity to see a beautiful and un-restored 1935 Packard that was of particular interest. This car was originally owned by the Silverman family in New York, and was the very vehicle in which young Syd learned to drive back in the 1940's.

Roger Allard of Allard Motor Works was showcasing and demonstrating a bright red Chrysler-powered J2X Mk II throughout the weekend. A 'select few' had an opportunity to take it for a brief test drive Saturday morning, and experience the manner in which a modern car is able to capture and transmit the sensations of a vintage Allard.

RM Auctions were at the Ritz-Carlton, which gave us a chance to view the red, Olds-powered K2 that went for \$121K in Saturday's sale. Several of the show cars were beginning to arrive on the grounds in late afternoon, which presented a relaxed setting to admire unique cars, meet old friends and make new acquaintances.

We were all looking forward to the Saturday night gathering at Rosenblad's beautiful coastal home just a few miles north of Amelia Island. This allowed us to visit their 'car barn' and admire the rest of the Axel and Hanko's fleet – including their recently acquired Allard K2, an ultra-rare Kellison kit car from the early 1950's, and a beautiful AC Aceca.

Aside from the sumptuous spread of food, this laid-back setting provided an ideal venue to get some serious visiting done. Visitors from the UK included David Hooper and Pat Lee, and Darell Allard with his wife Jenny. Darell is a nephew of Sydney Allard, and Treasurer/Membership Secretary of the Allard Owners Club. We also enjoyed the opportunity to visit with a few other Allard folks including Dick Myers, Merrill Yeager, Peter Bowman and Tom Moore.

Tom Moore shared some Maston Gregory/Allard stories from his youth in Kansas City, along with an anecdote of how he got bitten by the Allard bug while attending a race at Offutt Air Force Base in Nebraska in the early 1950's. It turns out that one of the Allards in those races was none other than young Lindsey Parsons – who drove his new J2X to Nebraska from his home in New Jersey, ran the race, and drove it back to NJ.

As the evening drew to a close, we had chance for a brief phone visit with Andy Picariello who was conspicuous by his absence. He had hoped to make it, but as the most able coordinator of the Allard contingency, Andy was committed to participate in the Concours banquet that same evening.

While north Florida's March weather can be notoriously fickle, Sunday proved to be a warm and sunny day – ideal weather for a world-class Concours. The arrival of 5 additional cars brought the Allard contingency to a total of 20. The five Allards that did not run in Friday's tour included a beautiful two-tone P1 that Olivier Cerf drove over from the Tampa Bay Automobile Museum, and Alan Rosenblum's veteran of the 1951 Le Mans.



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The Allard field was filled out by three cars from Bruce McCaw's Bellevue, WA collection. They included the green Chrysler-powered J2X LM that Bruce has owned for the past 20+ years, one of the two JR's that ran in the 1953 Le Mans, and the famous Steyr hill climb and sprint car.

Incidentally, Kerry Horan, the Steyr's previous owner, was showing two of his Kurtis race cars at Amelia. Kerry still has an abiding interest in Allards, and he had a wonderful time comparing notes with David Hooper, who had previously been custodian of this historic icon. Allard owner Bill Boone was also a Kurtis exhibitor who, as owner of the other veteran of the 1953 Le Mans, took an abiding interest in the JR, and period-authentic details of the historic JR's.

Darell Allard and David Hooper, together with retired race driver Brian Redman, served as judges for the Allard classes on Sunday. The following is a summary of the awards presented to the Allards:

- Allard Street: Bob Hartson's PB Mk II (First in Class), Don Marsh's J2 (Second in Class)
- Allard Race: Steve Schuler's J2 (First in Class), Alan Rosenblum's J2 (Second in Class)
- Cars of Florida: Axel & Hanko Rosenblad's PB (Second in Class)
- Pete McManus' K1: The Joe Pendergast Award, "Best Historical Race Car Still Actively Raced" trophy
- Bill Wilmer' J2X: "Spirit of the Mille Miglia" trophy
- The Steyr, owned by Bruce McCaw: The Heacock Classic Insurance Award, "The Most Historically Significant Allard"



*Bob Hartson and his son picking up their First in Class Trophy in the last production Allard, Chassis 7107*



*Pete & Joanne McManus receiving a special trophy for their supercharged 1948 K1*



*Alan Rosenblum (J2-1910), Steve Schuler (J2-1578), Bruce McCaw's Steyr preparing to receive their awards*

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## The Gathering of the Clan – November 2011

With last September's Gathering at the Glen, closely followed by Allard being honored as a featured marque at Amelia Island in March - one might think that things can't get much better than this. But they can.

Many of us have fond memories of the first Gathering of the Clan in November 2003. (The Winter 2004 issue of the Allard Register No. 38 was devoted to reports on the 2003 event. Check it out in the Archive section of [www.allardregister.org](http://www.allardregister.org)) That was when 17 Allards and upwards of 50 Allard owners and enthusiasts responded to Corinthian Vintage Auto Racing's (CVAR) invitation for a weekend of racing and camaraderie at Texas World Speedway - about 100 miles northwest of Houston.

CVAR and Texas World Speedway have again invited Allard folks to join them at Bryan TX for a reprise this coming November. For those of us who hearken back to the 'good old, affordable, laid-back' days of vintage racing – this event should prove to be a fulfillment of our dreams.

So, mark your calendars for the weekend of November 4, 5, and 6. CVAR has blocked rooms at the Manor House in nearby College Station TX for approximately \$59 per night. Several nationwide lodging chains also operate properties in the local area.

Texas A&M University does not have a 'home' football game that weekend, so lodging should not be a problem. In the remote chance that some folks just might have interests beyond the world of Allards, Texas A&M is home for the President George Bush Presidential Library and Museum.

Planned festivities at the track are beer and camaraderie on Friday evening, and a catered Bar-B-Q with ample supplies of beer for the Saturday night awards ceremony. The cost is \$25 per person – payable at the track. However for planning purposes, we need to notify Bill Bauder before October 15. Track entrance and parking for non-racers is free.

If you plan to race, or if you have any further questions, please contact Bill at 210/844-2997 or [bbauder@hotmail.com](mailto:bbauder@hotmail.com). Bill will help you get connected with the CVAR folks for more details. Bill's mailing address is:

Bill Bauder  
12101 New Sweden Church Road  
Manor TX 78653

Racing Allards will run in Group 4 for pre-1961 cars, with practice sessions on Friday morning and afternoon, a qualifying session Saturday morning, and a 20 minute race Saturday afternoon. An Allard-only race is possible if enough Allards are entered. The race fee is \$250, which includes the Awards Dinner. Non-racing Allards will also have ample opportunity to tour the track on Saturday and Sunday.

### CVAR RACE REGISTRATION

**Mail Registration to: Bruce Revenaugh, 6325 Muleshoe Bend, Marble Falls, Texas 78654.**

**Contact Lisette Strandh for questions at [cvar@lstrandh.com](mailto:cvar@lstrandh.com).**

Entry forms with full payment must be post marked no later than 10 days prior to the event. Late entry or payment will be assessed late fees per below. Cancellations received by 10:00 PM Wednesday prior to the event will receive a full refund. No other refunds.

2 days – 1 car/1 driver = \$250	Late fee = \$50 < 10 days before event/ \$100 at the track
Student Entry = \$400	
1 day – 1 car/1 driver = \$150	2 days – 1 car/2 drivers = \$500
1 day – 1 car/2 drivers = \$300	2 days – 2 cars/1 driver = \$500
1 day – 2 cars/1 driver = \$300	2 days – 2 cars/2 drivers = \$500
Entry fee for Friday TEST/TUNE/PRACTICE	
1 Driver/1 Car =\$100, 2 Drivers/1 car = \$150, 1 Driver/2 Cars =\$150	

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## 'Skip' and His K2 Allard

By Richard Saunders – with Chuck Warnes and Otto Meijer

I was living in Bremerton WA back in 1959 when the young guy delivering newspapers noticed my J2 Allard and soon paid me a visit. 'Skip' and I talked a lot about cars, and I gave him a ride. He subsequently announced that if I knew of any Allard for sale, to please let him know – as he decided he had to have an Allard.

A few weeks later we saw an ad for an Allard in the Seattle newspaper. Skip arranged to see the car, and I was recruited as the Allard expert to accompany him to Seattle. As we entered a West End street a bright red K2 Allard caught my eye.



*Richard Saunders and Skip Torbitt's mother  
in the red Allard K2, 1959*



*1985, Kingston, ON, Canada, with Meijer family  
and Floyd the airedale*

The bonnet was off, and six single-barrel carbs set off a fresh Oldsmobile V8. Skip took it for a test drive and was thrilled. He willingly paid the \$1500 asking price and we put the K2's bonnet in the back seat of my sedan before heading off to catch the ferry back to Bremerton. I later talked Skip into having the bonnet modified to accommodate the six carbs.

A few months later he informed me that he and family were moving to Hawaii. They would sail their thirty-foot sloop across the Pacific, and the K2 would be shipped over by freighter. I got one letter letting me know all arrived safely – with the K2 in the parking lot of the yacht club, but didn't hear from my young friend again.

Years later as I watched *Magnum PI* on TV, I often thought about Skip and the roar of his K2 Allard on those same Hawaiian roads. He may not be a 'PI', but I am sure he enjoyed that bright red K2 Allard!

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Fast forward – autumn 2010. Otto Meijer's black K2 was one of the 22 Allards at Watkins Glen this past September. It was one of several Allards that ran on the *Grand Prix Tribute* tour over the original racecourse Friday evening.

Otto contacted the Allard Register a few weeks later inquiring about means to replace his missing number plate. In the course of our discussions he reported that he purchased his K2 in Toronto, Canada in 1985.

Like many an Allard, it had seen service as a dragster, and was in pretty rough shape. However, the 289 Ford engine and three-speed transmission were in good shape. There was evidence of a fire in the bulkhead area, and that sheet metal had been replaced. Hence, no number plate, nor any other information about the car's history.

Otto's restoration included converting to splined hubs and installing 72-spoke wire wheels, new steering wheel, a new hood without the "bubble", all new electrics, extensive wooden frame body work and a fresh paint job – changing the color to black. As he was doing that, he found evidence of the car's original red paint. One thing that Otto did not replace was the 1964 vintage inspection sticker on the side windshield – from Hawaii.

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The original 1960's Sunpro tachometer, which gave twice the RPM with the present double points Ford V8, was replaced with the same size retro model where the number of cylinders can be dialed in. Oversized tires were replaced with the correct 6.00 x 16 radials, which greatly improved handling.

The New York registration states that this is a 1952 Allard, VIN: CALDR121658. From this Otto concluded that the car was first registered in California (CA), and that it was a left hand drive (LDR) model.

From Tom Lush's book we know that a total of 22 Allard K2's were shipped to the US in 1952. Knowing that the car's original color was red, that it was a left hand drive model – Otto tried, by way of elimination, to ascertain the chassis number. In his correspondence with Tom Lush in 1991 he was able to offer suggestions regarding the chassis number based on his knowledge the K2 production records. However subsequent search did not lead to a possible plate number.

One of Richard Saunders' photos shows the 1960 Washington license plate as ATX 498. From his photographs, this modified dashboard is quite possibly one and the same.

The 1964 Hawaii inspection sticker number is: Passenger 1C-5680. My inquiry with the Hawaiian MVB was not successful as their records are destroyed after six years.

Otto still has the original hood that was on the car in 1985. He removed the plastic "scoop", so that the Aluminum sheet cutout is visible. The asymmetry to the cutout may have been necessary to accommodate the Olds engine's six carburetors. Also visible are remains of the original red color.



*Allard K2, fall 2010, owner Otto Meijer; Butler, NY Cobblestone Schoolhouse behind*

To share your Allard story, please email Chuck Warnes at [chas.warnes@gmail.com](mailto:chas.warnes@gmail.com)

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## Ardun Powered J2X

By Chuck Warnes



Harold Haase bought this Cad-powered J2X #3147 from a New York City coachbuilder in 1955. Despite a broken transmission and an engine that refused to crank over when warm, the car itself was very original and in beautiful condition.

Car brand loyalties were a 'big thing' back in those post-WWII days. GM men, Ford men, and Chrysler men got endless joy out of bragging about their favorite brands. They missed no opportunity to heap scorn on those perceived to be lesser marques – a phenomenon that helped to enhance interest in our country's car culture of the day.

Harold was, and still is, a Ford man. He grew up with flathead Ford V8's, and was elated when Zora Arkus-Duntov developed the Ardun heads in the late 40's. But he now found himself the owner of a Cadillac engine – a sick one at that. He decided that rather than fix the Caddy, he would put his money and effort into an Ardun.

Around 1960 he located a brand new set of Ardun heads in South Carolina, and had a near new 59A flathead engine custom built locally. He did the initial break-in of the engine as a flathead, before installing the Ardun heads.

He found there were many challenges to deal with from the start. The heads, as sold by Ardun Power Products, were actually incomplete for street-use purposes. Consequently the engine did not run very well. Since aftermarket items were not available at the time, he had to do a lot of work to properly complete the installation. Due to career and family priorities, he chose to put the car in dry storage until he would have the time when he could sort it all out.

That opportunity arose when Harold retired in the 1990's. He systematically addressed the problems one-by-one, and the car has been running well and dependably for the past few years. Harold indicates that he would be happy to share technical details with any other Ardun owners.

He is intrigued by the recent surge of interest in Arduns, with new head assemblies being manufactured in California with new materials, intake manifolds professionally engineered for Arduns, and newly available sundry parts and accessories. He notes that there is even one outfit that casts aluminum blocks specifically for Arduns. Harold did a remarkable job in getting this engine sorted out, to the extent that he drove his beautifully preserved J2X on the 500 mile round trip from his home in Connecticut to Watkins Glen this past September.

For more info on new Ardun heads, please visit: [www.ardun.com/index.html](http://www.ardun.com/index.html) and [www.flatheads-forever.com](http://www.flatheads-forever.com)

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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](mailto:cwarnes@sbcglobal.net). Cheers!

## Allard Brochures

We are pleased to share with you a complete (as far as we know it) set of the Allard Brochures. It took a while, but we've scanned & retouched all of the brochures in our archives. High resolution versions are available upon request. If you have any brochures that are not shown, we hope that you can share them with us. To view the brochures, go to:

[www.allardregister.org/allard-brochures/](http://www.allardregister.org/allard-brochures/)

## Allard Owners Club

If you haven't already joined, we'd like to encourage you to join the Allard Owners Club. Dues are \$40/year and they publish a monthly newsletter. For more information, please contact Andy Picariello at [afpic@cape.com](mailto:afpic@cape.com) (USA) or Mike Knapman at [mikeknapman@saqnet.co.uk](mailto:mikeknapman@saqnet.co.uk) (UK).

## Allard Toys

David Watson (J2X-2222) has written a comprehensive overview of all the known Allard related toys and models. The story features several great photos from his collection. To read the story, go to:

[www.allardregister.org/home/2011/1/1/allard-toys-models.html](http://www.allardregister.org/home/2011/1/1/allard-toys-models.html). If you know of any models or toys that are not shown, please contact David at [dandeetoo@cox.net](mailto:dandeetoo@cox.net).

## How do you save your foreclosed home? Buy an Allard J2.

To read a great Allard comic, go to: [www.allardregister.org/storage/HotRodsRacingCars\\_Cad-Allard\\_LR.pdf](http://www.allardregister.org/storage/HotRodsRacingCars_Cad-Allard_LR.pdf)

## For Sale



Powder blue K3, chassis #K3-3261 with a Cadillac engine and Hydramatic transmission. The car was originally delivered to Noel Kirk Motors on September 16, 1953 and sold to D. Sanderson of Las Cruces, NM. The car was then purchased by Gary Peacock in 1977 who commissioned a complete restoration in the late 80's. Upon Gary's passing in 2009, Bob Lytle purchased the car who started a minor refreshing of the car. Upon Bob's passing, his friends (including Allard GT owner Bob Girvin) helped complete the project. The car is located just outside of Phoenix, AZ. Contact Elaine Duden-Lytle at [elsedu27@msn.com](mailto:elsedu27@msn.com). Asking \$125,000 OBO.



# The Allard Register

## FOR SALE: K2



This K2 is equipped with a 331 Cadillac engine with a 3-carb manifold. The car is in excellent shape and has been in enclosed storage the past few years. The car was originally purchased by a US Naval officer who drove the car around Europe and then had it shipped to San Diego. It was then sold to the shop, Hot Rod Hell and then onto the current owner. The K2 is located in Anaheim, CA. Please contact Jim Lynch at 714-632-8565 or 714-771-3458. Asking \$60,000.

Please note that this K2 has an Allard chassis plate, but the stamped number "DR179467MO 2107" does not match the standard Allard numbering convention. The Allard Register has assigned the chassis #6021 for tracking purposes until the actual chassis # is confirmed.

## FOR SALE: K3-3261



Powder blue K3, chassis #K3-3261 with a Cadillac engine and Hydramatic transmission. The car was originally delivered to Noel Kirk Motors on September 16, 1953 and sold to D. Sanderson of Las Cruces, NM. The car was then purchased by Gary Peacock in 1977 who commissioned a complete restoration in the late 80's. Upon Gary's passing in 2009, Bob Lytle purchased the car who started a minor refreshing of the car. Upon Bob's passing, his friends (including Allard GT owner Bob Girvin) helped complete the project. The car is located just outside of Phoenix, AZ. Contact Elaine Duden-Lytle at [elsedu27@msn.com](mailto:elsedu27@msn.com). Asking \$125,000 OBO.

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*Allards lined up in front of the Ritz Friday morning before the rally*



*Colin & Cana Comer in their J2X*



*Axle & Hanko Rosenblad in their Palm Beach Consul*



*Tom & Dee Kayuha in their K1*



*Jerry Lettieri in his Ardun powered, ex-Duntov J2*

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## Sights from Amelia...



*David and K Hans and their full-fendered J2*



*Bob Lane and his son with their K2*



*The Cerf's drove their P1 from their Tampa Bay Museum*



*Terrell Underwood's L Type*



*The Stickley's with their Ford Cobra powered J2*



*Don Marsh's J2 is ready for a picnic*

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## Sights from Amelia...



*Bruce McCaw's JR and J2X-Le Mans race cars*



*Lindsey Parsons' J2X*



*Bill & Annabelle Wilmer and their J2X racer*



*Bob & Pam Francis and their Mille Miglia/Targa Florio J2*



*Charlie Warnes & Roger Allard take an Allard J2X MkII out for a test drive*

# The Allard Register

*Some of the Trophies...*



*The Allard class judges:  
David Hooper, Brian Redman, and Darell Allard*