

# The Allard Register

No. 58

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www.AllardRegister.org

## Allards at Silverstone Classic 2011

By Mike Knapman



The organizers of the Silverstone Classic set out to make 2011's Classic the biggest and best ever. "Rocking & Racing" were the two keywords. They succeeded. Over 1100 entrants ensured full 52-car grids for the historic races that went on from dawn to after dusk. 120 classic car clubs and 7,000 thousand classic cars were on display. A staggering 800 E-Types paraded on Saturday. 80,000 members of the classic car public paid to come in. The weather was not bad either, cloudy with sunny periods or vice-versa. This was "the biggest race meeting ever staged in international motor racing history".

The Allard Owners Club has been a small but regular part of the three-day long Silverstone Classic since 2007. This year the event provided an ideal platform on which to celebrate the 60th Anniversary of the club's foundation by Sydney and his fellow enthusiasts. The hope was to persuade sixty owners to bring their cars. Although Club Captain Dave Loveys brought his two cars, this target proved overly optimistic. However, Allard turnout was better than previous years, especially on Sunday. The feeling of enjoyment and conviviality prevailed throughout, stimulated no doubt by relief at finding the stand after some frustratingly long periods in queues. No reports of any breakdowns or boil-ups. Things must be improving!

The location of the Club's site in the infield had been moved at short notice, as someone forgot to remove the Brooklands grandstand. So it stayed where it was and it was the Allards which moved! The new site lay between one "street" of the "Shopping Village" and the Wellington straight. It was noisy as everything from Formula Junior to F1, big and small-engined saloons and sports cars – not to mention E Type Jaguars – fought out their battles a few feet away. The site was on grass with plenty of room, and the attraction of the shopping village and the good track-side view brought lots of people to the area.

The Club's Concours on the Saturday was the main attraction for Allard owners and 20 cars turned out. Examples of J1, L, M, K1, K2, P1 and J2 lined up to entice the voters. The Concours is decided by members' votes with classes for best two seat open, best four seat open, best saloon, best replica/modified, best other make and longest distance travelled.

Allard Owners were joined by Brian Taylor and representatives of the Allard Chrysler Dragster Action Group (ACAG) who, with the National Motor Museum's permission, had brought Sydney's Chrysler Hemi-powered

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dragster along. It was celebrating its 50th anniversary to the day of its first showing at Silverstone. The ACAG objective is to restore the dragster to running order for display at "Cracklefests" in Europe and perhaps in the USA. It was the first opportunity for most to study Sydney's creation close up and in the flesh.

As Saturday afternoon drew to a close, members and friends gathered to watch Club Patron, Alan Allard present the Concours awards, drink a toast to the Club, and enjoy a piece of birthday cake.

No cake or sparkling wine for Sunday, but the prospect of parade laps around the Grand Prix Circuit made up for that. 19 cars were present to savor it. Instructions were to line up four abreast, but there was room for ten abreast. Once on the track there was a certain amount of speeding up and slowing down. Twice the group passed by the new Wing complex and pits where the British Grand Prix had taken place only a few weeks before.

By five o'clock on Sunday the gazebos were down and the site empty. Allard owners made their way homewards, some for quite long distance, others not so far – but all enjoying the buzz that comes from having a truly classic car at a great event. It is early days but the Allard theme next year could be the Monte Carlo Rally and the P1. Perhaps ten of them at Silverstone Classic 2012? That is a realistic possibility.

Visit [www.AllardRegister.org](http://www.AllardRegister.org) for more photos and a list of the Concours winners!



*Brian Taylor (middle) President of the ACAG points something out to Alan Allard, Patron of the Allard Owners Club (maybe the nearest toilet block, but probably the new Wing complex).*

*Photo by Mike Knapman*

## H&H Tackle the Mille Miglia Storica– May 2011

*By Simon Hope*

My 1950 Allard J2 was one of several cars that Colonel Rupert Larrinaga, an amateur racing driver and personal friend of Sydney Allard, campaigned during his four decades of stewardship. By the time I got it, it had been unregistered for several years and was in need of re-commissioning.

Some American friends invited me to join them on this year's Mille Miglia as part of 'Scuderia Sports'. Once we submitted our entry, we sent the car off to be 'gone through' from stem to stern.

My partner, George Beale and I duly collected the car – sadly too late to do any testing with it – and headed off to prepare for the event. The first time I actually drove the car was from the harbor in Sirmione up to the hotel.

The Allard had been difficult to start the day before scrutineering, and whilst we were in the hotel's car park I decided to let it run for a moment. So I leant over and flicked all of the switches ready to fire it up, without checking whether it was in gear, and pressed the starter button. It caught immediately and jumped straight back into a wall. George only just avoided being pinned to the masonry. With me feeling extraordinarily foolish, we headed to scrutineering with one rear light missing and a very crumpled back end. Luckily all of the signing on went without a hitch.

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One disadvantage of making the Mille Miglia Storica the J2's first outing is having no idea about the size fuel tank, or the J2's projected fuel mileage. Having brimmed the fuel tank and taken an odometer reading, we went on a short tour to calculate the J2's consumption. Our best guess was the tank held fifteen gallons and thus estimated car's range was circa 250 miles. How wrong we were!

We met Bob Francis who had the other Allard J2. He has run the Mille Miglia for the last three years, and his ex-works Allard was beautifully prepared and very stable. It was actually Bob's car that got us in, because the Mille Miglia had never previously accepted a non-Cadillac powered Allard. Bob's car was entered for the Giro di Sicilia on April 1st 1951 and the Mille Miglia just four weeks later. However, the Allard blew its Ardun engine in Sicily, and was rushed back to the UK to be fitted with a Cadillac engine. So the original paperwork for the 1951 Mille Miglia listed the Ardun engine – even though Allard and Lush ran with Cadillac power.



*Bob Francis and Simon Hope prepare to start the Mille. The Allards turned heads wherever they went!*



*Simon enjoying one of the perks of driving the Mille...*

Since my car is still powered by a Mercury-Ardun V8, the eligibility committee was happy to accept it once they had learned about the eleventh-hour engine transplant in 1951.

We left the rostrum in Brescia at 7:44, and spent the night driving down to Bologna. We arrived at 2:30 am, so got about 2½ hours sleep. However the organizers were very good at ferrying us from the car parks to the hotels in the early hours.

George was heroic with the route book from the very start – taking to it like a duck to water. We divided up the driving duties very amicably with the proviso that I would be at the helm for the special timed stages.

We only covered 250 km during that first stint and became somewhat alarmed at the indicated fuel consumption. After running dry once and stuttering along on fumes twice, we realized that a tank was only lasting 100km – or about one liter every 1.5 to 2 clicks. This was becoming a very expensive trip! The J2's prodigious thirst was also putting us behind schedule.

Being able to drive through towns at speed, ignore red lights and overtake with impunity are all enormous thrills – thanks to the police's full cooperation. But even when the 'boys in blue' are egging you on, pressing the pedal to the metal still feels deliciously naughty. One highlight was driving through Rome on the balmy Friday night surrounded by a police escort. The police also help competitors by providing motorcycle guides while they shepherd other traffic out of the way. Even so, a few chose to abuse such opportunities and there were a number of accidents during the event that need not have happened.



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From Rome we were in the car from 6:30 am and we did not arrive at our next hotel until 1am. Strangely enough we seemed to be less tired that day than we had been before. The scenery on the route back to Brescia was spectacular, as was the driving.

The Mercury-Ardun engine combines bountiful low-down torque with an addictively potent top end. Regardless of the gear, the Allard pulls cleanly from 600 revs and accelerates so ferociously that few cars – old or modern – can live with her. Not bad for a sixty-year old. She was admired everywhere she went and does look particularly striking in the new color scheme.

If you include the celebratory Ferrari cavalcade, there were 500 or so cars on this year's event. That does not include the 'unofficial participants' who follow the route and join in where they can. At times the magic of the Mille Miglia Storica dissipates and you are left nose-to-tail in a traffic jam, or confronted by a piece of driving that makes you question another motorist's depth perception.

We suffered a mysterious breakdown on Day 2 as we were journeying to Rome. One of our 'Scuderia Sports' teammates flagged down a mechanic who, ably assisted by George, had a good rummage under the bonnet but found nothing obviously wrong. I pushed the starter button again and presto! The engine barked back into life. Perhaps it was a loose ignition wire.

Whilst driving we stopped for food when we could. The juicy strawberries, ripe bananas and parmesan-topped cherry tomatoes served to us by two lovely ladies towards the end of a day – which had included a blast around Ferrari's private Fiorano test track and a visit to the Maserati factory – proved particularly memorable.

We then returned to Brescia without any problems, took our plaudits on the rostrum and got a Lambretta motorcycle to show us the way to our hotel where we got to bed by 3 am. We got up the next day just after lunch only to find that the weather had turned. It was now raining cats and dogs. After one of our friends had a flat tire replaced with something decidedly beyond current MOT regulations, we eased our way back to the hotel in Sirmione.

All in all, the 2011 Mille Miglia Storica was a tremendous few days. Like most similar affairs it provided some angst-filled moments. But generally speaking, the sense of fun prevailed and it remains among the greatest driving events on the planet.

## **When Colleen's away .... Allard J2 – 1513**

*By Art Tidisco*

*Recently, the British blog "Gettin' a lil' psycho on tires!" ([www.psychoontyres.blogspot.com](http://www.psychoontyres.blogspot.com)) posted the story below about Roy Richter. We assisted with the research and thought you might enjoy the story. Cheers!*

Today's story begins in the sun fried podunk called Bell on the west side of an arid ditch called the Los Angeles River in California, where 'Okie' George Wright drifted in 1919 and started a wrecking business that transformed over time to become the world first speed shop called Bell's Auto Parts for competitors running Model T's.

Just before the Second World War a lanky redheaded kid named Roy Richter from Maywood, a perfectionist with a genius for pattern making and fabrication started building a reputation at Cragar, a company owned by George White and at Bell Auto Parts where Roy built his first Saxon midget, then raced it successfully.

During the War Roy worked in the aircraft industry and his former employer George Wright of Bell Auto Parts passed away. Roy took the opportunity to lease Bell Auto Parts, raising the money by selling his Model T.

Bell Auto Parts took full advantage of its position as a distributor of performance parts and diversified with a mail order catalogue. Roy, with an eclectic taste in vehicles; became the California distributor for Allard cars and imported this vehicle, the 3rd J2 built (4th imported to the USA). Allard J2 1513 was shipped to the USA without a motor, as was customary, and Roy installed a Cadillac 331 cui V8.

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On one occasion when Roy's wife Colleen was away he took his #1 Allard J2 down to the US Navy airship base at Santa Ana and entered a race against a couple of XK120's driven by Phil Hill and Jack McAfee, Sterling Edwards in R26 special, Tom Frisbey's K2, and Basil Panzer in his J2. Roy won the race and when his wife came home he is said to have confessed all and promised never to race again.

In 1953 Richter diversified his interests into the manufacture of safety helmets hoping to capture the market occupied by English Cromwell leather head gear which he distributed. The success of the Bell 500 was followed by the first helmet to meet Snell standards - the Bell 500 TX helmet in 1957.

Roy followed the diversification into safety equipment with a response to the 'strength and style deficiency' in after-market performance wheel market sold under the Cragar brand name he had acquired from the White estate.

In 1954 William 'Bill' Leach acquired Roy's J2, now painted white, from a third party. Bill raced the car without much success and sold it in 1956 to pursue his interest in horse racing.

*In 2000, Bernard Dervieux acquired J2 1513 and had it restored by the late Allard enthusiast Duncan Emmons. It should be noted that Duncan was good friends with Bill Leach and helped him buy and fix the J2 back in 1954. If you're ever in Palm Desert, CA, stop by Bernard's 5 Star restaurant, Cuistot ([www.cuistotrestaurant.com](http://www.cuistotrestaurant.com)).*



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## The Gathering of the Clan – November 2011

CVAR and Texas World Speedway have again invited Allard folks to join them at Bryan TX for a reprise this coming November. 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. In the remote chance that some folks just might have interests beyond the world of Allards, Texas A&M is home to the President George Bush Presidential Library.

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 for \$100 (to cover insurance costs). We hope to see you there!

Please visit [www.AllardRegister.org](http://www.AllardRegister.org) to download the Registration Form!

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## Allards Running in the 'Wet' at Sonoma

*By Steve Schuler and Cordell Bahn*

Two Allard J2's ran in the 2nd annual Sonoma Historic Motorsports Festival at Infineon Raceway (formerly Sears Point) on the weekend of June 4 - 5.

There was a drizzle a few times during the Friday practice sessions, but not enough to slow things down that much. Cordell reported lots of fast cars filling his mirrors – among them Steve Schuler's J2 #4 car driven extremely well and fast by Steve's friend from Australia, Graham Smith. It rained almost all day on Saturday, the first scheduled day of racing. As a result Steve Earle wisely declared the whole day a practice day on the wet course.

Graham Smith won the 2A Race Group trophy for best spirit/performance/etc. This made Graham very happy, but he could not understand – from his aggressive 'down under' racing perspective – why his 5th place finish warranted the award. Schuler explained it was for running three times in the rain on Wednesday practice, and each day thereafter in the wet/slippery conditions in 'true Allard spirit'.

Cordell had a nice run until his #18 car began to develop some handling problems in the third practice session. Despite the fact that Cordell did not race, the two Allards looked wonderful together on the track, and off.



*Graham Smith and Cordell Bahn congratulate each other on making it through a wet racing weekend in one piece.*

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## Allard Register Census

It's been several years since we attempted to take a census of our membership. 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. We hope you will 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. Thank you for your support!

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, <a href="http://www.AllardRegister.org">www.AllardRegister.org</a> ?							
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?							
<b>Allard 1</b>							
Chassis #:		Year Purchased:		Condition:			
Engine:		Transmission:		Carb & Manifold:			
Exterior Color:		Interior Color:		Wheels:			
Unique Features:							
<b>Allard 2</b>							
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](mailto: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](mailto:afpic@cape.com) (USA) or Mike Knapman at [mikeknapman@saqnet.co.uk](mailto:mikeknapman@saqnet.co.uk) (UK).



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## For Sale

Autographed Tom Lush "Allard" Book for sale, \$100. Please email Larry Davis at [larrydavis385@cox.net](mailto:larrydavis385@cox.net)

**Allard J2:** Red J2, Chassis #J2-1698 with a Cadillac engine. This low mileage, 2-owner J2 was delivered to "Gelignite" Jack Murray (Google search!) in Australia on January 26, 1951. Jack actively raced the car in the northern states until 1955. Jack Murray probably best known for his rallying exploits having won the arduous Redex Reliability Trial in 1954. In 1957, John Firth acquired the car and then it went to his brother Jack in 1992 after John passed. A full restoration was undertaken in 1995. The family wishes that this car will go to an Allard enthusiast. Interested parties should contact Dave Firth at (02) 97745769 or [leisa.firth1@three.com.au](mailto:leisa.firth1@three.com.au). The car is located in NSW Australia.



**Allard K2:** The Allard Factory build sheet shows that this burgundy 1952 Allard K2 roadster, chassis #91K3019, was a "special production" for the 1952 New York City Auto Show. The car features a full race Chrysler Hemi engine, DeDion rear suspension, dual spare tire mounts in the front fenders (with covers for when wheels are removed). A full restoration was completed in 1993 by Ron Jenkins and his team at RaceSport International along with a number of specialists including Rod Jolley (body) and Kevin O'Rourke (paint). After restoration, the car has been raced successfully with class wins in both the U.S. and Europe, including Monza, Nurburgring and all the U.K. circuits. It has been invited to participate in the UK Goodwood Revival meeting and has also won a number of concours awards. Interested parties should contact Grand Prix Classis in La Jolla, CA at (858) 459-3500 or via their web site, [www.grandprixclassics.com](http://www.grandprixclassics.com).

**Allard L-Special:** Allard JLY 162 (Chassis# L-390) was born in London on February 13, 1948 and delivered unfinished from the factory to Allard agent, Dagenham Motors (early Allards were often shipped unfinished to bypass the tax man). After an accident in 1955, the car was redone as a 2-seat competition roadster. The car has been with the current owner since 1961 since he acquired it in Europe while in the Service. The car recently raced in the 2010 Monterey Motorsports Reunion. It is equipped with a tuned 24-stud 4-liter flathead. Additionally, the car comes with the original engine and a number of additional parts. This unique Allard L-Special is being offered for \$88,500. Interested parties should contact Al Reynolds at [tpinesal@yahoo.com](mailto:tpinesal@yahoo.com) or 916-961-5160. The car is located just outside of Sacramento, CA.

