

ALLARD

The Allard Register

No. 7

SUMMER '90

Free

39 Allards to Race at Monterey

By Syd Silverman

As this issue of the Register goes to press, some 39 Allards have been accepted to race, in four classes, at Monterey, August 16 - 19. A preliminary weekend schedule and race entry list are on pages 4-5.

Additionally, a list of those responding to our back page questionnaire includes a who's who of those atten-

ding as of now plus the car they are bringing (non-race types) will be found on page 6.

Monterey promises to be the all-time best Allard reunion. Almost 40 Allards will be racing, an equal number of street cars are expected, and enthusiasts from both coasts, plus a half-dozen from Britian will make this a super gala. The factory never had so many cars in one place at one time.

Race Cars: Your entry acceptances are in the mail. If you have any questions, call General Racing in Santa Barbara (805) 966-9151.

Street Cars: Bring them. There will be an Allard Corral where non-racing Allards will be on display. Drive the parade laps at Monterey and Pebble Beach and be part of the fun. You don't have to race to have a good time. We have advance parking stickers for the Allard Corral. Write to Jim Donick at 4 Historic Drive, Monroe, CT 06468 to get your windshield sticker by mail before you go.

Saturday Banquet: Since this is really the first national Allard gathering, we must rely on you to tell us who's coming to dinner on Saturday night. Right now, we expect about 170, but bigger is better if you let us know your plans *as soon as possible*. The dinner follows the Allard races on Saturday so everyone should be relaxed. Please use the back page form to let us know your needs. The gathering will feature a cash bar, there will be a dinner, lots of stories, few speeches, numerous prizes and more lies about white knuckle Allard rides then told over the past 40 years.

It's not too late to reserve, but please use the back page coupon to notify us *now* about your plans.

Come to Monterey - It will be an Allard extravaganza - it's also extraordinaire.

Parade Laps of Pebble Beach Race Circuit

DATE: Thursday, Aug. 16

TIME: 2 P.M. to 5 P.M.

PLACE: Start/Finish Line Pebble Beach Road Race Circuit (Polo Grounds/Equestrian Area)

EVENT: 40th Anniversary of the first running of the Pebble Beach Road Races (1950)

BENEFITTING: The Pebble Beach Foundation

This is to be a non speed/event consisting of the following:

- 1) 2 P.M. interviews with key personalities involved in early road racing in the U.S.
- 2) 3 P.M. Honored Marque will be Allard. Other race cars from the 1950-56 era may be accepted on a specific merit basis. Parade laps of the original (1950) 1.9 mile race circuit at Pebble Beach will be run at the posted speed limits.
- 3) 4 P.M. following the parade laps, a social/hospitality hour will conclude the event.

A more specific schedule of information is to follow.

CONTACT: ROBERT T. DEVLIN
3331 Jackson Street
San Francisco, CA 94118
Tel: (415) 563-0393

Heroes & History—Early Times At Bridgehampton

By Candy Klein

Let's go back in time to Saturday, Aug. 2, 1958. Did you know that NASCAR ran a Grand National Championship race at Bridgehampton? It was the first time in the history of NASCAR that a Grand National was held on Long Island. It was a 100-mile race, sponsored by BRRC and promoter Edwin Hawkins of Coram.

NASCAR drivers included Buck Baker, Speedy Thompson, Cotton Owens, Frankie Schneider, Jack Smith, Lee Petty, Jimmy Reed, Fireball Roberts and dozens of others.

Grand National racing had begun in 1949 with nine races in five states. That first year, Red Byron of Atlanta emerged as the National Champion, with Lee Petty of Randleman, N.C., as runner-up. The series blossomed to 14 events in 1950, then mushroomed to 41 events the following year. By 1953, NASCAR ran 58 events at 48 tracks, with a total purse of \$270,127.25 for the series. Bridgehampton was added to the schedule less than one year after its opening on September 28, 1957. Already it had earned the reputation as "one of the most picturesque, as well as one of the toughest, closed-circuit courses in the United States." Bridgehampton's sports car history dates back to 1915, when the contests were held on village roads.

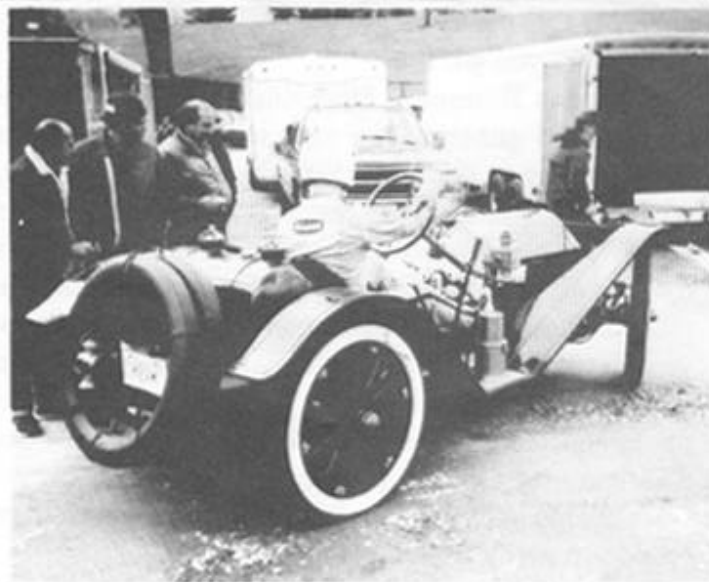
Needless to say, the Board members of the Bridgehampton Road Races Corp. nearly had a collec-

tive heart attack when the promoter took it upon himself to issue the following as part of the press release: "Promoter Hawkins has announced that the 100-mile classic is open to any driver in the East, but those entering must sign up with NASCAR before competing," and "Grand National cars are not sports cars, and for that reason, Corvettes and Thunderbirds are not eligible...Jeeps, Suburbans and station wagons are also excluded." Thankfully, he did go on to state NASCAR safety regulations, which would have discouraged most of the Sunday racers from taking the family sedan out against the top drivers in the country.

That same year, BRRC held an SCCA National in September. Were you there? Did you see George Arents (for whom Arents Corner was named—you might know it better now as Station 13) driving his Ferrari 250GT in Race One? Or Briggs Cunningham (Porsche 550 RS) and Bob Holbert in Race Three? Walt Hansgen (Jag XK150S) and our favorite neighbor Bob Grossman (Jag XK120M) raced in Race Four. Bob also drove an Alfa 1300V in Race Five. Vincent Sardi drove an Austin-Healy 100 in race Seven, and John Weitz drove his Allard LeMans against Hansgen's Lister Jag and Briggs Cunningham's D-Jag in race Eight. In all, there were 115 pre-registered entries in those eight classes.

Funny thing was that the total expense to run the SCCA National was \$13,176.80, as opposed to \$5,292.10 to run the NASCAR event! The gate and sale of bleacher seats for the National totaled \$13,715.55, so BRRC netted a whopping \$538.75. Costs paid by BRRC to SCCA in those days included trophies and transportation costs for SCCA stewards and officials.

Also from 1958, I came across the following, taken from a letter to one of the BRRC Board members: "In the long run, the Corp. hopes to establish its property as not merely the site of an occasional sporting event, but also as a day-to-day tourist attraction from which a small but steady revenue can be realized, and which will be an asset to the entire Hamptons. In other words, we are building for the future and for long-term success, rather than for a quick profit." Thirty years later, after innumerable ups and downs—from the spectacular Can-Am Series to the near-sale for residential development



Allard drivers can drive ANYTHING. . . . Dean Butler in the Regal, Lime Rock '89.

(Continued on page 6)

Perhaps the greatest Allard adventure of them all...

We've all devoured Tom Lush's wonderful tome, **Allard: The Inside Story**. I've no doubt that most of us concluded that the real glory days of the marque died with Sidney. Possible exceptions being a few of the more glorious drives of John Harden or a few of the others, but in short races and with the advantage of modern technology in some part.

WE WERE WRONG! The most glorious adventure of them all is going on right now and it isn't in a J2X. Sidney made some great race cars but is best noted in the history books for his exploits on various rallies. It is this great tradition that is being topped today by Kate and John Manley-Tucker in their L-type. The "Bulletin" of 2Q-88 carried a letter from Kate reporting success in the Monte Carlo Historic Rally and the Alpine Rally of that year. Not bad for an old Allard, but these days just a jaunt on the continent to some. W-E-L-L...a postcard arrived the other day from Kate and John, postmarked in Samarkand, Soviet Union! Our intrepid pair are in the

Allard en route from London to Peking!!!! Kate offers the following:

"Poor Allard being shaken to bits, but many cars, old and new, suffering quite severely from horrendous roads best described as exaggerated washboard with rut holes and broken surfaces; have hit temps from freezing to 45 degrees Centigrade with worse to come. Car has been mobbed and needed police escorts on several occasions—only four more weeks to Peking!"

Regards, Kate and John Manley-Tucker

Monterey Maybe

There is a possibility that the Manley-Tuckers will join us in Monterey on the way home. They might even have the car. More news as it arrives, but meanwhile look forward to meeting some wonderful adventurers who drive their Allard the way God and the chief engineers had in mind. *jpd*



Who Needs Handles For Allard M - P - K1?

- Hood.....How many? _____
 - Outside Door.....How many? _____
 - Inside Door.....How many? _____
 - Window Cranks.....How many? _____
- Cost will be about \$40 each; we will get these made if there is enough interest.

—Tom Turner (817) 737-9700

Show Your Colors

Register member and racer, Fred Aibel, has produced a white golf shirt with a red Allard emblem.

These shirts are in stock and available for \$13 via UPS post paid. Specify size. Wear your colors at Monterey. Contact Fred at: French Textiles Co., 835 Bloomfield Ave., Clifton, N.J. 07012.

Allard Entries 1990 Monterey Historics

August 16 - 19

(By Entrant, Driver and Group)

Car	Disp.	Chassis	Driver/Entrant	City	State	Grp
1939 Allard	3916cc	AM8	Jim Donick/Pete McManus	Thornton,	PA	2A
1947 Allard K1	4588cc	158	Jim Dobbs	Memphis,	TN	3A
1948 Allard K1	3916cc	577	Peter McManus	Thornton,	PA	3A
1948 Allard K1	5424cc	770	Bob Lucurell	Seattle,	WA	3A
1949 Allard J2	3917cc	1515	Tom Turner	Ft. Worth,	TX	5A
1950 Allard J2	5425cc	1514	Robert Valpey	Center Harbor,	NH	5A
1950 Allard J2	5424cc	1556	Byron Sanborn/Bruce McCaw	Bellevue,	WA	5A
1950 Allard J2	4800cc	1575	Dwayne Gramer/Tom Turner	Ft. Worth,	TX	5A
1950 Allard J2	4545cc	1693	E. Dean Butler	Cincinnati,	OH	5A
1950 Allard J2	5424cc	1736	John Carlson	Belcarra,	B.C.	5A
1950 Allard J2	6030cc	1851	Tom Carstens	Tacoma,	WA	5A
1950 Allard J2	5420cc	2090	Cordell Bahn	Bend,	OR	5A
1950 Allard K2	5426cc	774	Rich Taylor	Sharon,	CT	3A
1951 Allard J2	5899cc	1850	Bill Pollack/Dave Brodsky	San Jose,	CA	5A
1951 Allard J2	5500cc	2179	Ray Holtzaple	Houston,	TX	5A
1951 Allard J2X	5424cc	2223	Glenn Shaffer, Jr.	El Dorado,	CA	5A
1951 Allard K2	5835cc	1977	Gordon Keller/Dewey Dellinger	Palo Alto,	CA	3A
1951 Allard K2	5424cc	3035	James Degnan	Glendale,	CA	3A
1952 Allard J2X			Fred Aibel	Clifton,	NJ	5A
1952 Allard J2X	5420cc	3042	Robert Dunn	Phoenix,	AZ	5A
1952 Allard J2X	3300c	3046	Don Queen	Westlake Village,	CA	5A
1952 Allard J2X	5400cc	3051	Syd Silverman	White Plains,	NY	5A
1952 Allard J2X	5900cc	3053	Sue Halkyard/Josh Sadler	Mr. Iring, Herts.	UK	5A
1952 Allard J2X	6651cc	3059	Bill Bauder	Manor,	TX	5A
1952 Allard J2X	6081cc	3211	Norb Schaefer, Jr.	Indianapolis,	IN	5A
1952 Allard K2	4785cc	3017	Randy Lenz	Fairfield,	CT	3A
1952 Allard K2	5424cc	3028	George Myers	La Crescenta,	CA	3A
1953 Allard J2X	5735cc		Duncan Emmons	Rancho Mirage,	CA	5A
1953 Allard J2X	5424cc	3032	Alan Patterson	Sausalito,	CA	5A
1953 Allard J2X	5500cc	3146	Peter Booth	Colorado Springs,	CO	5A
1953 Allard J2X	5200cc	3148	Richard Myers	Voorhees,	NJ	5A
1953 Allard J2X	5966cc	3162	Bob Lytle	Los Angeles,	CA	5A
1953 Allard J2X-LM	5780cc	3155	Jack McGregor	Springfield,	OH	5A
1953 Allard J2X-LM	5424cc	3202	Bruce McCaw	Bellevue,	WA	5A
1953 Allard JR	5400cc	3403	John Harden/Syd Silverman	White Plains,	NY	5A
1953 Allard Palm Beach	1500cc	5081	Jimmy Dobbs	Memphis,	TN	3A
1953 Allard Palm Beach	2267cc	5148	Tom Turner	Ft. Worth,	TX	3A
1954 Allard Palm Beach	2450cc	5149	Paul Woudenberg/Joseph Parshall	Seaside,	CA	3A
1958 Allard GT Coupe	6426cc	7105	Bob Girvin	Holliston,	MA	6A

Monterey Historic Automobile Races

August 16 - 19

(Preliminary Schedule)

THURSDAY, AUGUST 16, 1990

7:00AM - 5:00PM Registration - Laguna Seca Raceway - Main Entrance (Hwy. 68)
 8:30AM - 4:00PM Tech Inspection - At Laguna Seca Raceway (Turn 3 Area)
 10:00AM - 3:00PM Jim Russell Drivers Familiarization Course (New Participants)
 5:00PM - 7:00PM WELCOME COCKTAIL PARTY

FRIDAY, AUGUST 17, 1990

7:00AM Raceway Gates Open
 7:00AM - 5:00PM Registration - Laguna Seca Raceway - Main Entrance (Hwy. 68)
 8:00AM Driver Meeting
 8:45AM - 4:30PM Practice Session (1/2 Hr.) for each Race Group
 5:00PM - 8:00PM TRACK B.B.Q.

SATURDAY, AUGUST 18, 1990

7:00AM - 5:00PM Registration - Laguna Seca Raceway - Main Entrance (Hwy. 68)
 7:30AM - 9:30AM FORD PARTICIPANTS BREAKFAST AT TRACK
 9:00AM - 11:30AM Warm-Up Sessions By Group
 11:35AM - 12:35PM Allard Parade
 1:00PM Race 1 (8 Laps) Group 1A PRE-1940 Sports & Touring Cars
 1:30PM Race 2 (8 Laps) Group 2A PRE-1948 Racing & Sports Racing Cars
 2:00PM Race 3 (10 Laps) Group 3A 1948-1955 Sports Cars
 2:35PM Race 4 (10 Laps) Group 4A 1948-1954 Sports Racing Cars Under 2000cc
 3:05PM Race 5 (10 Laps) Group 5A 1948-1954 Sports Racing Cars Over 2000cc
 3:30PM Race 6 (10 Laps) Group 6A 1955-1959 Sports Racing Cars Over 2000cc
 4:15PM Race 7 (10 Laps) Group 7A 1966-1973 FIA (Can-Am Cars)

SUNDAY, AUGUST 19, 1990 RACE DAY FOR GROUPS 1B - 7B

7:00AM - 10:00AM Registration at Laguna Seca Raceway - Main Entrance (Hwy. 68)
 9:00AM - 11:40AM Warm-Up Sessions By Group
 11:45AM - 12:30PM LUNCH BREAK - PARADE
 1:00PM Race 1 (10 Laps) Group 1B 1955-1959 Sports Racing Cars Under 2000cc
 1:30PM Race 2 (10 Laps) Group 2B 1956-1963 Formula Cars
 2:00PM Race 3 (10 Laps) Group 3B 1956-1962 GT Cars Under 2000cc
 2:30PM Race 4 (10 Laps) Group 4B 1956-1962 GT Cars Over 2000cc
 2:55PM Race 5 (10 Laps) Group 5B 1962-1965 GT Cars Under 2500cc
 3:20PM Race 6 (10 Laps) Group 6B 1962-1965 GT Cars Over 2500cc
 3:45PM Race 7 (10 Laps) Group 7B 1966-1983 "FORD Formula One Retrospective" Cars
 5:00PM - AWARDS CEREMONY

Heroes & History - Early Times At Bridgehampton

(Continued from page 2)

—the current management finds itself holding that same principle.

Unfortunately, from day one, there had been very lit-

Who's Coming to Monterey?

The editorial mail box has been filling up with questionnaires, but all are not yet in. We republish the form on the back of this issue for those who haven't yet responded. Meanwhile, we share with you what it looks like so far:

Name	Car?	# For The Banquet
John Queen	J2X	12
Dick Stillwell		2
Jim Degnan	K2	4
Chris Westphal	Palm Beach	2
Alfred H. Curtis III		2
Roger Murray-Evans		2
Dudley Hume		2
John Carlson	J2	4
Robert Lucarell	K1	3
Fred Aibel	J2X	1
John Aibel		1
Bob Valpey	J2	5
Don Marsh	JR	2
	J2X	
Cordell Bahn	J2	2
Cy Yedor		2
Buz Gillogly	K2	4
Jimmy Dobbs III	K1	2
	Palm Beach	
Morris Gardiner	J2X	1
Glen Johnson	J2X (repro)	2
Bob Lytle	J2X	2
Rich Taylor	K2 Coupe	4
David Brodsky	J2	9
Mike Blackie	K2	0
Bob Pass	J2	0
Alan Tiley		4
Al Reynolds	L-special	3
Neal Hardy	J2X (repro)	4
Dewey Dellinger	K2	2
Pete McManus	K1	4-8
	Pre-war Special	
Larry Davis		2
Joe Parshall	Palm Beach	2
Jack McGregor	J2X LeMans	4
Syd Silverman	J2X	9
	Jr	
Louis Laflin		2
Gordon Keller		2
George Chilberg	J2	3
John Sanborn	J2X	
	K2	
Gene Forrette	K2	4
Bud Schaefer	J2X	0
Ray Holtzapple	J2	6
Paul Schoonmaker		2
Bill Wilmer		4
Jim Donick		3
Tom Moore		2
Tom Turner	J2	6
	J2	
	K2	
	M - type	
	Palm Beach	
Cyril Wick		1
Totals so far	40	141

tle in the way of local and political support for the track. It is apparent, from reading the corporation records, that the original Board had very honorable intentions and high expectations for the future of the facility. It seems that none of the politicians were far-sighted enough to see or realize the benefit to the community. Even then, they allowed themselves to be bullied by a very small but vocal minority. Sure, we've missed the track, but the real losers were the local businesses in the Town of Southampton.

History has a way of repeating itself, Maybe we can have the good parts again—and avoid the bad!

Allard Register Database Information

Due to the cooperation of our members, the Allard Register Database now has the following information:

CAR TYPE	NUMBER ORIGINALLY MANUFACTURED	NUMBER KNOWN TO EXIST	PER CENT KNOWN TO EXIST	COMMENTS
J1	12	3	25%	
K1	151	24	16%	
L	191	30	16%	
M	500	28	6%	Rare
P	559	35	6%	Rare
J2	90	52	58%	
K2	119	47	39%	
K3	62	26	42%	
J2X	83	55	66%	Most Common
M2X	25	4	2%	Rarest
P2	22	7	32%	
Palm Beach	74	22	30%	
JR	7	7	100%	
PBMK2	5	5	100%	
Prewar	12	4	33%	
Clippers	?	2		
Replicas	?	5		

Note: Thanks to all those who have contacted the Register with information on these matters. —Tom Turner (817) 737-9700

Spares Listing

Allard Spinners - knockoffs for wire wheel \$55 (delivered)
Dunlop Racing Tires - size: 600L16 £135 each
Dunlop Racing Tires - size: 650L16 £148 each

HCC

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SALINAS MOTEL LIST

(All Area Code 408)

If you would like to come to Monterey, but don't have a hotel reservation, try one of the motels listed below. All are in the Salinas area and convenient to the track. Note all the motels are within the 408 Area Code.

ADAMS MOTEL
2086 North Main Street
Salinas, CA 93906
449-2950

ALOHA MOTEL
235 Kern Street
Salinas, CA 93905
422-5673

APPLING INN
1030 Fairview Avenue
Salinas, CA 93905
422-6486

BEST 5
1080 S. Sandborn Road
Salinas, CA 93905
422-5111

**BEST WESTERN/
HI-WAY CENTER LODGE**
555 Airport Blvd.
Salinas, CA 93901
424-1741

CABANA HOLIDAY
8710 Prunedale North Road
Salinas, CA 93907
663-2886

CALIFORNIA INN
736 North Main Street
Salinas, CA 93906
422-5617

CAPITOL MOTEL
2110 North Main Street
Salinas, CA 93906
449-9110

CONTINENTAL MOTEL
1165 North Main Street
Salinas, CA 93906
424-1459

DOWN TOWNER MOTEL
219 John Street
Salinas, CA 93901
424-8065

EL DORADO MOTEL
1351 North Main Street

Salinas, CA 93906
449-2442

EL LLANO MOTEL
861 Abbott Street
Salinas, CA 93901
422-1642

ELREY MOTEL
443 West Market Street
Salinas, CA 93901
422-0497

EL SOMBRERO MOTEL
210 Abbott Street
Salinas, CA 93901
422-3133

FRONTIER TOWN INN
412 North Main Street
Salinas, CA 93901
424-4404

HI-WAY CENTER LODGE
555 Airport Blvd.
Salinas, CA 93901
424-1741

LAUREL INN MOTEL
801 West Laurel Drive
Salinas, CA 93906
449-2474

MOTEL 6
1257 De La Torre
Salinas, CA 93901
757-3077

MOTEL 6
1010 Fairview Avenue
Salinas, CA 93901
758-2122

RAMADA INN
808 North Main Street
Salinas, CA 93906
424-8661

REX MOTEL
303 Kern Street
Salinas, CA 93905
422-5325

**SALINAS MOTEL LODGE/
NATIONAL 9**
109 John Street
Salinas, CA 93901
424-4801

SALINAS TRAVELODGE
425 Monterey Street
Salinas, CA 93901
422-8834

SALINAS VALLEY MOTEL
2100 North Main Street
Salinas, CA 93906
443-4343

VAGABOND INN
131 Kern Street
Salinas, CA 93905
758-4693

WAGON WHEEL MOTEL
1217 North Main Street
Salinas, CA 93906
449-1549

WESTERN MOTEL
1161 North Main Street
Salinas, CA 93906
422-4738

WESTWIND MOTEL
611 Abbott Street
Salinas, CA 93901
424-8739

WILLOW LODGE
719 South Main Street
Salinas, CA 93901
758-8241

HOW MANY?????

A favorite point of intellectual speculation over the last weeks both in private musing and in conversations with the lads has been "HOW MANY?" How many what? How many Allards will be at the Monterey Historics this season.

Numbers are ranging from forty plus to some highly optimistic (read 'patently ridiculous') estimates. In a spirit of testing the predictive powers of the membership I am declaring with this issue the opening of a contest. Make your guess as to the number of Allards present at the event and the number racing. (That's two guesses.) Write the numbers on postcard and send them to the Editor at his new address: - Jim Donick, 4 Historic Drive, Monroe, CT. 06468.

A prize will be awarded to the person getting both numbers correct or closest to the actual participation.

In case of tie a suitable tie breaker will be found. Decision of the judges (in this case the editor and his children) will be final. *jpd*

Allard Parts Currently Available:

- 1 ea. L464 Tail Light Assembly£55.00
 - 1 ea. New 21 Stud Ford Long Block in original crate£1000.00
Still in greases has been filled with oil
 - 1 ea. 24 Stud Offenhauser Engine, Twin Carb.,
Generator Offset£2500.00
Cintilla magneto approximately 600 miles from new.
- JON SIMON - England, Fax: 0963 - 31168, Phone: 0963 - 33969



ARE YOU COMING TO MONTEREY?

If you're planning to join us, either to race, show a car or just spectate, please help us with the planning by filling out the following and posting it to the editor.

J. P. Donick
4 Historic Drive
Monroe, CT 06468
(203) 261-5260

Name: _____

Number of People Coming: _____

Names _____

How many for the Allard banquet on Saturday night. _____ Sun. Coach Tour _____

Are you bringing a car? Yes _____ No _____

If "yes" Model _____

Year _____ Chassis Number _____

Engine _____ Color _____

Racing? _____ Showing? _____ Parade Laps? _____

Any history or story associated with the car? _____

Hotel Plans? _____

Questions? _____
