

# ALLARD

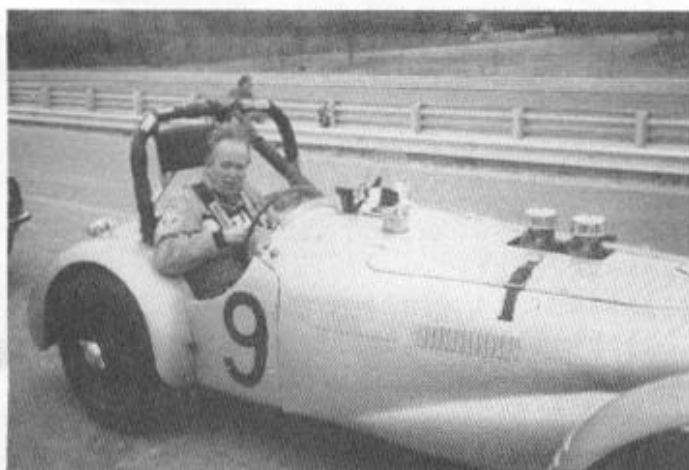
## The Allard Register

No. 9

WINTER-SPRING

Free

### Pre-'59 British Racers At Lime Rock 35th Anni



#### Allard Transatlantic Trophy to Valpey

At the Lime Rock BMW Fall Vintage Festival the annual Allard Transatlantic Trophy was awarded to Bob Valpey. Bob has been a stalwart in Allard affairs for many years and is known for his two immaculate Allards. The J2X is a beautiful streetable example in black and is always immaculately presented.

More significant is his restoration of the ex-Tom Cole J2 that won Bridghampton in 1950. Bob literally rescued the remains from a Chicken coop and its surrounding fields. We understand that a few bits were incorporated into a fence. After a great deal of work and research the car reappeared a number of years ago in as close to original condition as can be imagined.

Bob is dedicated to preservation of historic machinery, sympathetic in its restoration and generous in his willingness to share them with the rest of us at events and displays.

Vintage racing in the East has featured two back-to-back events in the Fall that are now almost a decade old. The BMW Fall Vintage Festival is a four-day program over the Labor Day Weekend (September 4-7) at Lime Rock in Connecticut. It's followed by the SVRA Fall gathering at Watkins Glen, New York (the next weekend September 11-13) this year, as last, featuring a salute to Formula I.

This year's theme for the BMW Festival is "Pre-'59 British Racing Specials." Racing Allards qualify so start planning to attend at least one of these great, historic events.

An extra added attraction at both Lime Rock and the Glen will be the first U.S. Lister Reunion (a 2-parter) with Brian Lister himself as the guest of honor both weekends. It also happens to be the 35th anniversary of Lime Rock so the "Pre-59 British Racing Specials" theme and the Lister gathering are more than appropriate.

These are two of the most historic tracks in the country so come and bring your car. You don't have to race to have fun, but you can't share the fun if you're not there.

#### BMW Vintage Fall Festival

(Aug. 30-Sept. 2, 1991 Lime Rock, CT)

GROUP D - VINTAGE PRODUCTION, LARGE BORE

POS	OA	CL	Num	Driver	Make	Model	Yr	CL	LP	Fast Lap
1	1		555	Randy Lenz	Fitch Whitmo	Special	51	D2	12	1:10.662
2	2		06	Nicholas Jones	Jaguar	XK120	51	D2	12	1:11.213
3	3		57	James Foley	Jaguar	XK140MC	56	D2	12	1:12.500
4	4		66	Robert Girvin	Allard	GT Coupe	58	D2	12	1:12.026
5	5		88	Don Natrass	Jaguar	XK120	51	D2	12	1:14.256
6	6		130	Tivvy Shenton	Jaguar	XK140	55	D2	12	1:13.116
7	7		5	John Harden	Allard	JR	53	D2	12	1:13.743
19	3		89	Jack McGregor	Allard	J2X LeMans	53	D1	11	1:19.843
24	6		313	Buddy Cooperberg	Allard	K2	51	D1	11	1:20.156
26	7		10	Syd Silverman	Allard	J2X	52	D2	10	1:24.416

## Willow Springs, Calif.

By Bob Lytle

The first weekend of March ushered in the first Vintage Race of 91 here on the left coast. One hundred and forty two gentleman and lady racers trekked up to the high desert to tear up the Willow Springs 2.5 mile hillside racecourse. The weather was kind, lots of sun, what else ya expect in California? However, it was a tad cold on Saturday — never got above 70 all day.

The Los Angeles based V.A.R.A. club put on the event with the Long Beach M.G. Car Club handling the flagging chores. Now there's a winning combination. About 50 members of the M.G. Club specialize in running races from San Francisco to Yuma, and I'm here to tell you they are all professionals.

Cars seen and enjoyed at speed ranged from a 1927 Amilcar to a Lola T-460.

Allard was represented by Bob Lucurell (K1) and Bob Lytle (J2X). Lytle's Bolide only completed practice before dumping all it's differential oil, pinion seal couldn't stand the pressure of all that gravity compressing acceleration.

Lucurell, down from Seattle, upheld the marque by finishing all practice sessions and *four* races. He must have driven 150 miles over the weekend. The only time he was seen afoot he was on his way to buy more gasoline. Fun? You bet.

### Formula Ford for Degnan

Fellow Allard owner Jim Degnan, (K2), couldn't get his car running in time to make the gig but he brought his Lotus F.F. instead. And he flat tore up the competition in the open wheel cars race, winning by a large margin. The winner of each race was awarded a check.

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### The Allard Register

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## WHO OR WHAT ARE WE?

The lateness of the Register-Bulletin has been a cause of concern to many. Apologies are truly in order. Excuses range from fatigue after the organization of the Monterey event to business and personal commitments on the part of those concerned. We are truly sorry.

The various delays, though have brought to the fore some confusion over the identity of the Allard Register and the beginnings of what one might call "organizational ethos."

Heard have been comments like "We have to capitalize on Monterey so we can grow."

"We really need to put something in front of the public every month."

"We have to keep our name in front of the public to keep the car prices up."

Forgive this writer, dear friends, but I must ask the question, "why?"

Is the answer to get more people to come to our events? We had a great turnout at Monterey and have done very nicely at earlier events. Is it to get more people to buy Allards? Well, if Sidney were still alive and selling cars we could conclude to the affirmative. Unfortunately he's not. To sell OUR cars then? That rather defeats the argument that we are Allard enthusiasts. Enthusiasts are likely to be less anxious to part with the object of their enthusiasm. Unless, of course, it is to trade up to a more desirable model.

This last thought brings up the question "is it to raise the price of the cars?"

Well, if your Allard is the object of speculative investment then that's a good reason, I suppose. But it's not for me.

I'd like a J-2 or a J-2X one day. So would most Allard enthusiasts. Fueling the prices excessively isn't in my best interest or that of the majority of other enthusiasts.

The Allard is a motorcar. It is a glorious, hairy-chested, rip roaring handful of a motorcar. But, it's still just that. It's not designed as a gilt-edged investment. It's to be driven and enjoyed.

To the editor of the Register, then, this is the heart of our purpose. We support enthusiasm for the Marque and encourage an informal organization of friends with a common interest. It's a hobby, it's not a business.

This writer, for one, would like to keep it that way.

jpd

# Miscellaneous Information

By Tom Turner

Allard production increasing. For those of you who thought the company went out of business in '58, this will be news. Neal Hardy, who is making the reproduction J2X car in California, reports he is now working on number 28, and is sending 10 per year to Japan. Other reproductions are thought to number approximately three from Canada, although that company is out of business.

Neal Hardy is also producing mudguards for the rear fenders, and these will fit J2, J2X & K2's. Contact him directly for information.

Dudley Hume is making bits and pieces, as we all know, but he will be setting up in the near future to make fenders for K's, L's, M's and P's.

The 1992 Motor Sports International Vintage Racing Calendar shows a great picture of Jim Degnan in his K2 at Palm Springs.

Paul Kosma is continuing to stock the bronze casting for the double-jointed shift mechanism for early Allards. (Ford Toploading Trans.)

Alfred Manley of California has more photographs of cars and people at Monterey. He would need your car number or a photograph of your car to see if he has a corresponding picture. (880 Adams Ave., Livermore,



We note with great pleasure that the editor has spent a number of evenings of late with the Honorable Secretary and his wife. It is a deep pleasure to report that both Ray and Win are in super shape and extremely active. Ray is now motoring into his 82d year and continuing to provide leadership and guidance to the Register in his role as Hon. Sec.

CA 94550 415-455-1168).

Patterns are available now from me for upholstery for the M, K1 and K2. Bonnet handles are still in the works for early cars, and interior handles for M's and P's are also still in the early stages. The metal seat frames for K1's are being reproduced, and more can be made if you need them. Please contact me direct. (Patterns for K1 things, thanks to the loan from Pete McManus of parts and old upholstery.) An original J2-X interior is availa-

(Continued on page 6)

## 1991 Monterey Historic Automobile Races

GROUP: 5A			DISTANCE: 22.14 mi			
TIME: 19:23.29 AVERAGE: 68.51 mph			WINNING MARGIN: 22.14 mi.			
Grp	Finish	Laps	Car# Car	Driver	City	State
5A	1	10	3 1949 Jaguar Parkinson	John Buddenbaum	Sunnyvale,	CA
	2	10	77 149 Baldwin Mercury	Jim Herlinger	Portola Valley,	CA
	3	10	13 1954 Ferrari Monza	Mike Sheehan	Costa Mesa,	CA
	4	10	53 1953 Kurtis 500S	John Harden	Oklahoma City,	OK
	5	10	43 1954 OSCA 2000S	William McKinley	Sacramento,	CA
	6	10	62 1952 Jaguar C-Type	David McCarthy	Pleasant Hill,	CA
	7	10	65 1953 Allard J2X	Bob Lytle	Los Angeles,	CA
	8	10	250 1953 Tatum	Bruce Treemey	Martinez,	CA
	9	10	20 1953 Kurtis 500S	Duncan Emmons	Rancho Mirage,	CA
	10	10	189 1952 Allard K2	George Myers	La Crescenta,	CA
	11	10	100 1951 Jaguar C-Type	Terry Larson	Mesa,	AZ
	12	10	40 1951 Allard J2	Glenn Shaffer, Jr.	El Dorado,	CA
	13	10	11 1953 Allard J2X	Peter Booth	Colorado Springs,	CO
	14	9	67 1953 Jaguar C-Type	Murray Smith	New York,	NY
	15	9	21 1955 Maserati ASGCS	Thomas Mittler	Mishawaka,	IN
	16	9	75 1948 Allard K1	Robert Lucurell	Seattle,	WA
	17	9	30 1951 Nash Healey	Grant Larson	Belmont,	CA
	18	9	14 1951 Allard J2	Bill Pollak	Sherman Oaks,	CA
	19	9	55 1954 Aston Martin			
			DB3S	George Newell	Alameda,	CA
	20	9	18 1950 Allard J2	Tom Turner	Fort Worth,	TX
	21	9	28 1955 Manning Special	John Streets	Redwood City,	CA
	22	8	181 1950 Allard J2	Cordell Bahn	Bend,	OR
	23	8	93 1950 Ingalls Special	Robert MacGregor	Chester,	CA
	24	7	84 1954 Cannon Mk IV	Rick Cannon	San Jose,	CA
	25	3	102 1953 Pegaso Z-102BS	Stephen Block	Moraga,	CA
	26	3	16 1949 Healey Silverstone	Nate Johnson	Mountain View,	CA
	27	0	15 1950 Allard J2	Tom Carstens	Tacoma,	WA
	29	DNS	88 1951 Allard K2	James Degnan	Glendale,	CA

### Willow Springs

(Continued from page 2)

quer flag, but poor Jim didn't receive one as the sponsors had run out, so he was given an I.O.U. in lieu of.

Next race "out here" is the LA Carrera event in Baja California. Six mile hillclimb on Friday then on Saturday a 120 mile race through the mountains starting and finishing in the seaport city of Ensenada. Watch these pages, film at 11.





Monterey Memories: The group shot from the 1990 Allard



Allard Reunion at the Monterey Historic Automobile Races.

### Miscellaneous Information

(Continued from page 3)

ble for patterns from the AOC in London. Jack Queen in L.A. last had custody.

William Borden sent the photograph of the JR with the Cunningham type oil cooler on the cowl. Does anybody remember which car this could be? (Yes, its #3403 now owned by the publisher and raced by John Harden.

As an identification project for the Register, I'm attempting to correlate race car numbers and programs from the late '40s or early '50s. If you have copies of any race programs listing Allards, please send me a Xerox as this will help us identify some of the old photographs of race cars we have. Also, any donations of old photographs to the Register archives would also be appreciated.

Sovren Club has sent us information on vintage races. This sounds like a very good, fun type program. Let's see how many members we can get to participate. Information from the secretary.

If you have a K1, K2, L, M, P1 that you can get to and measure the front and rear fenders, we would like you to participate in our parts program. We need to measure these fenders to see for sure which ones are interchangeable. The information will be forwarded to Dudley Hume for his use in reproducing new fenders. Contact me for the measurement form, and then I will forward the results to Dudley.

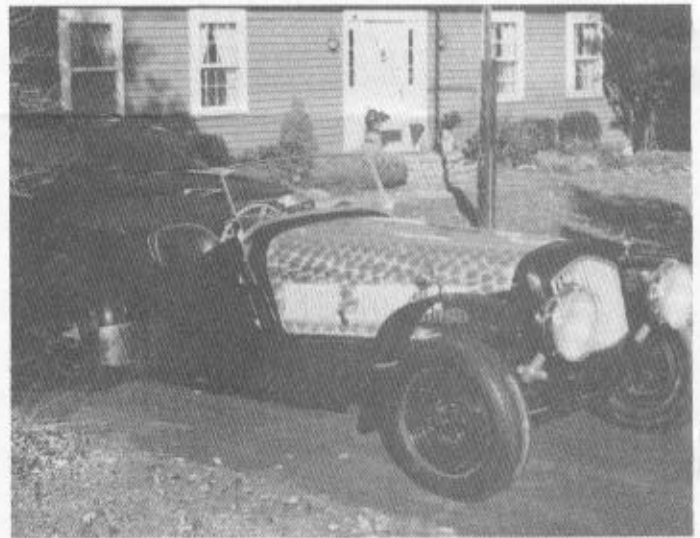
Provenance. Where do you get it and is it catching? Provenance is establishing the history and proving that it is what you say it is, particularly for some of our historic cars. The art world has been dealing with problems with this for many years, as many bronze statues are recast and the recastings are sold as original. I believe a very famous racing car company beginning with "B" is having some problems at this time in establishing the history of some of its cars, as all the factory records were lost. In fact, I recall seeing in England a few cars of this make that apparently were being built up from one or two bits and pieces of an original car and the rest completely fabricated. This is going to be more of a problem as our cars become more valuable. Now is the time to really check our cars out and establish their true history.

I'm working on some projects on this with Tom Lush for the future, but owners need to obtain all the data on their cars they possibly can. This mainly means old receipts mentioning the car, any newspaper or magazine article mentioning the car and showing photographs, any old photographs, and of course bills of sale and other le-

gal papers pertaining to the car.

Many times an old photograph will show a detail which absolutely proves that it is your car and no other. Recently, Don Milligan showed me two small openings in a hood scoop on his J2 which show in an old photograph with Rutherford driving the car. Great history and very good provenance.

As many of you have found out in the past, a racing history is fascinating but also is worth many dollars when it comes time to sell the car.



The editor is pleased (heck, he's ecstatic) to report that his L-type special is out of the shop and that, after a mere 10 years of ownership he is DRIVING it. The observant reader will, no doubt, note that it doesn't look like any L-type he or she has seen in the past. That's where the "special" part comes in. A previous owner had pranged it in the UK in the late '50s. He probably couldn't afford to bring it back to where it had been originally so had the nose modified for a little less money.

The old girl is now British Racing Green with a polished Ali bonnet and is running well. She had a race outing at Lime Rock in late October and proved to be marginal in the handling arena and anemic in the power department. Sounds like every other L-type, doesn't it? In other words it was a delight to drive and a joy, if an acquired taste, to look at. The editor is in search of a set of convertible top bows for the car, either to buy or to copy. Assistance would be appreciated.

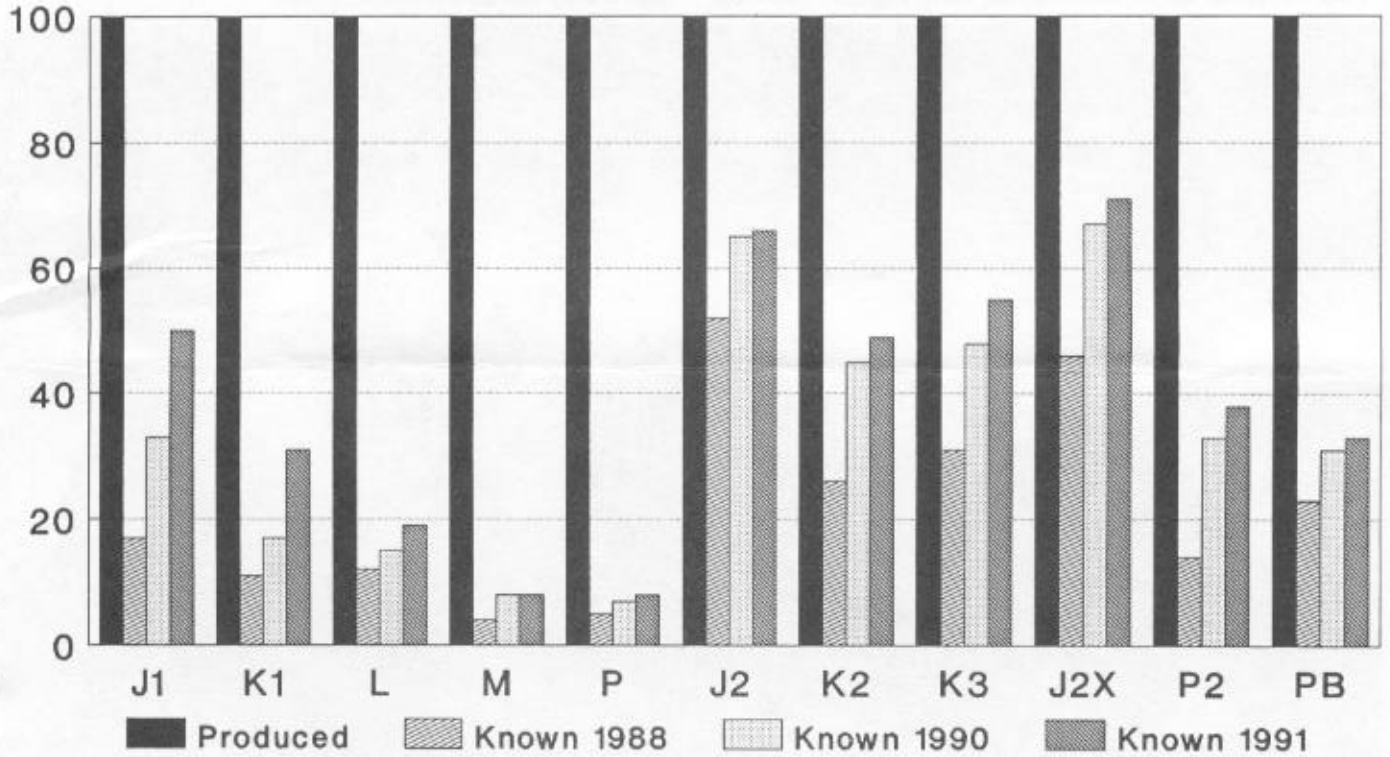
News of your restoration projects and progress of same is also sought for future issues.

jpd

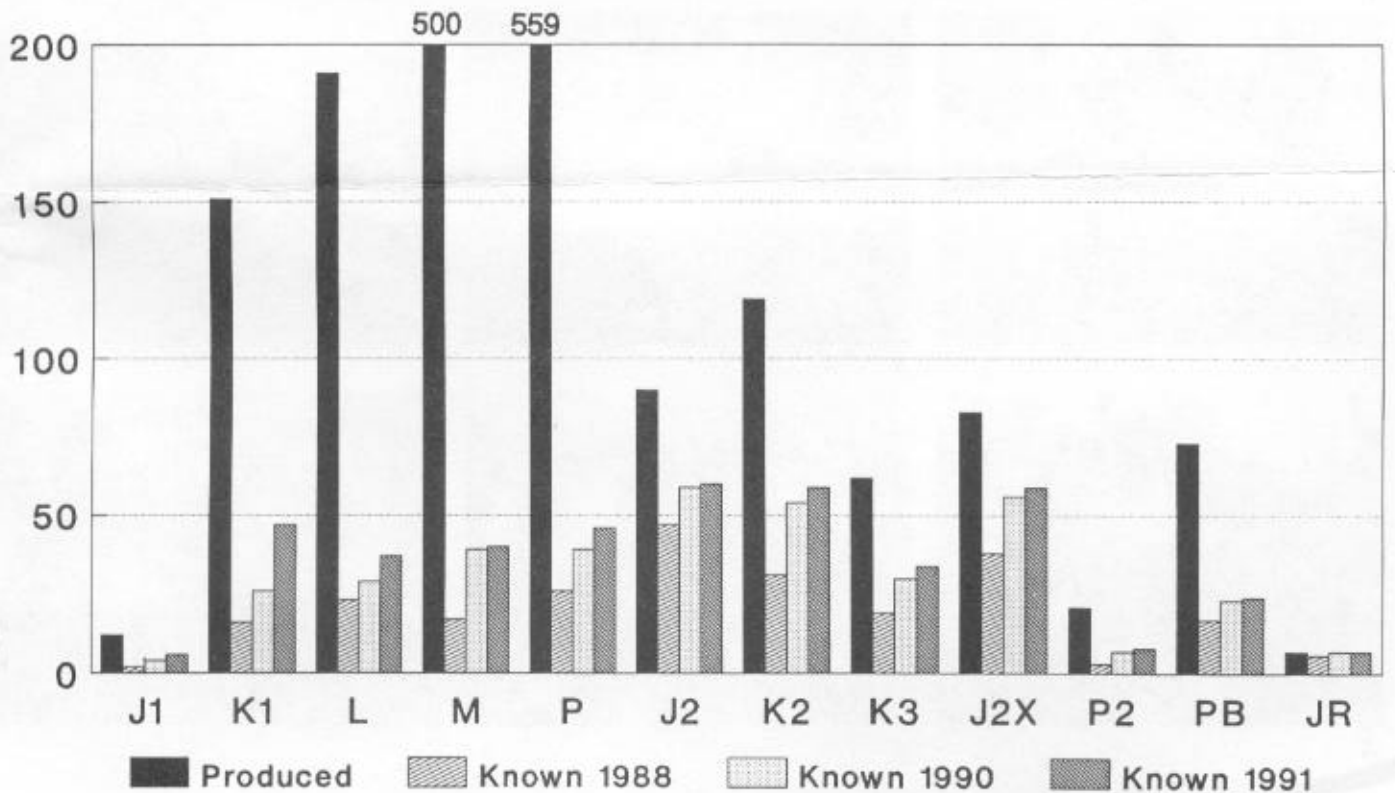


# ALLARD

## MODELS PRODUCED, PERCENTAGES



## Numbers produced and known

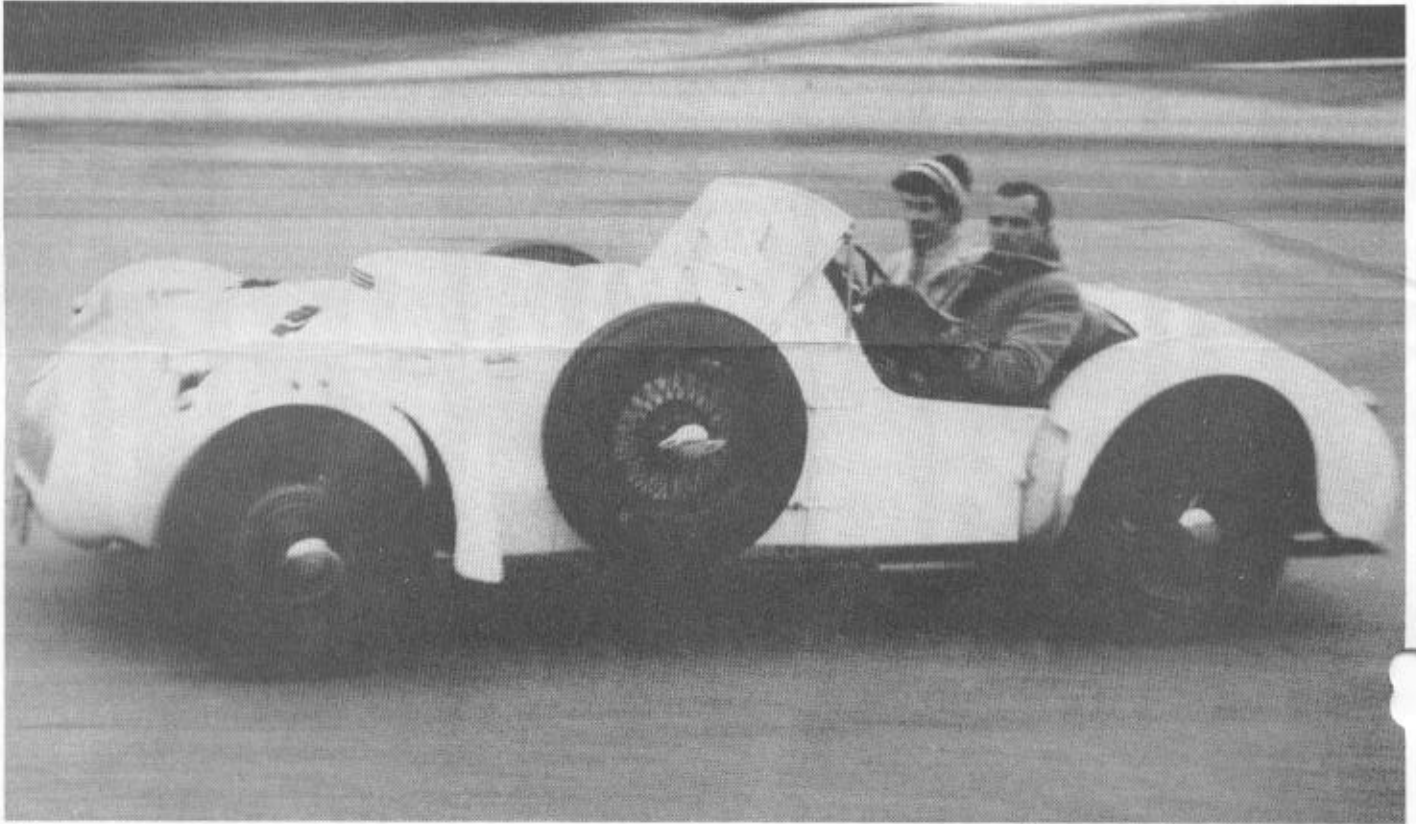


From the Album ...

Thompson, Conn. 1951 and 1952

Thompson, Conn. 1951 and 1952  
 Car number three looks to be Bret Hannaway and

the White J-2X is Pres Gray with wife. Does anyone  
 have any ideas on the others?



1



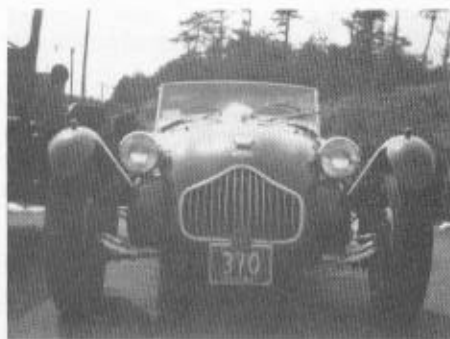
2



3



4



5



6



7