



The Allard Register

No. 12

WINTER, 1992

Free

Mount Equinox - 1992

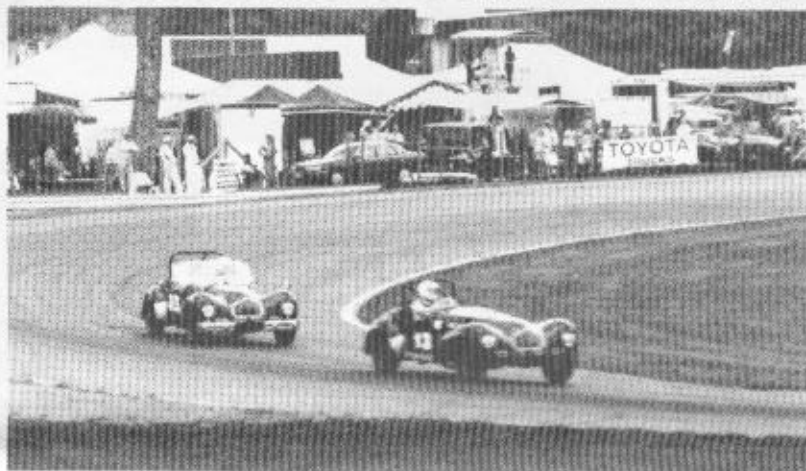
Allards still running the course after 41 years

Mount Equinox in Vermont has been attracting Allard drivers almost since the very beginning. It was first run in the spring of 1950 with no Allards present. But, by the second year, Allard was well represented and doing creditably. Bob Wilder drove the ex-Zora Duntov J-2 there and set a record. Pres Grey won his class one year in a Caddie-powered K-2, while Stu Rutherford did all kinds of unspeakable, but very fast, acts on the hill in his J-2. There were many others as well.

The story of Allard involvement on the hill has continued down to the present day. Aside from the facts that five and a half miles of pavement to the top makes Mt. Equinox the longest paved hill climb in the world and that it's also the oldest continuously run, Allards can put the power down quite effectively and have done so with good result. Last year Bob Valpey finished second to the Hansgen Special, but the lads didn't do quite as well this year. Still, we were well represented.

Bob Girvin was again the event chairman for the VSCCA, and he also drove the GT Coupe up the mountain, leaving the start in glorious great clouds of tyre smoke each time. John Schieffelin had his usual
More on MT. EQUINOX on Page 2

LIME ROCK FALL FESTIVAL (Story on Page 4)



13 leading 313. Donick ahead of Cooperberg in newly identical (mechanically) K-2's. Buddy and the editor are closely matched and had some great runs. (m.donick)

For Sale - \$350: Chevrolet Suburban, Enclosed Trailer and Allard Race Car - "If I can't sell it, I'll torch it"

by Tom Turner

This is a problem that my wife and I encountered on our way to the Fall Vintage Races at Lime Rock in early September - and the reason we didn't make it to Lime Rock.

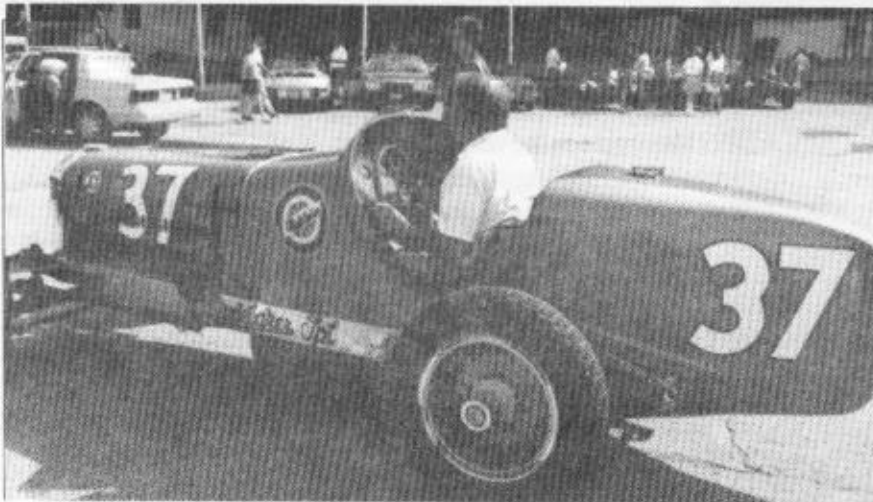
After one day of traveling, we checked into a hotel in Jackson, Tennessee, and blissfully went to bed after locking up everything. The following morning, after a nice breakfast, we went out to the parking lot and discovered that everything was gone! Of course, I reported the theft to the

police department, and, since they thought it might be connected with two or three other automobile thefts in the area that same night, the organized crime unit became involved. After waiting around part of the day, we were told we might as well go back home to Fort Worth, Texas, and that we would be called if any information were received. While we were at the Jackson airport waiting for our plane departure, the police paged us, telling us to hurry over to
More on THEFT on Page 7

Mount Equinox (continued from Page 1)

mount, the K-3. It was running impeccably and was driven to the event and home again afterwards. It took John to a personal best time on the hill. The editorial K-2 suffered from a fuel problem which got sorted out by Mike DiCola, much to the editorial delight. The car was driven rather quickly by VSCCA Secretary, Tony Carroll, for one run. We believe this marked Tony's debut as an Allard driver in competition. Congratulations are in order. We note that his time was quick enough to cause the editor to zip his Nomex up one more time so as to lower his E.T. to something under Tony's. (Yes, competition does spur on one's performances.)

Syd Silverman was there with a beautiful Healey 100 and J-2X owner Jerry Rosenstock competed in a Morgan. A great, great weekend! —jpd



Left: Bob Valpey didn't drive an Allard this year, but his Indianapolis Studebaker made all the right sounds.

Below: Schieffelin's K3 cuts in for a late apex part way up the mountain.

Bottom: The editor, pen in hand, taking notes on the event. The editorial K-2 can be seen in the background.



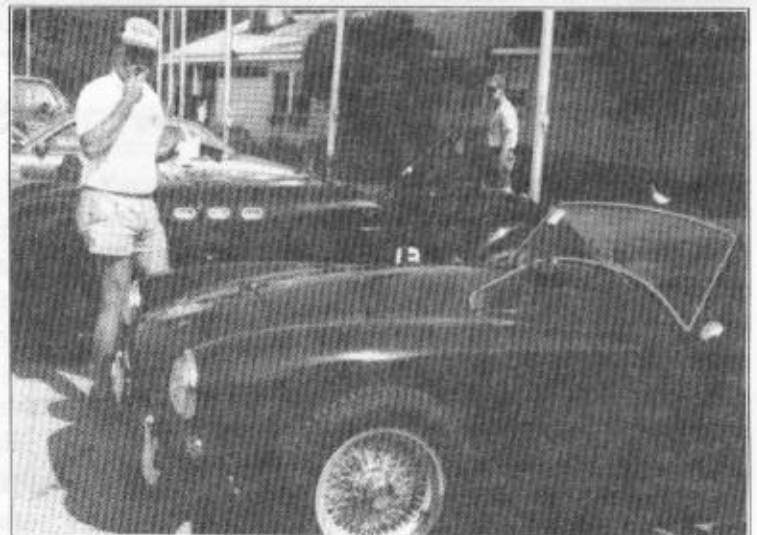
The Monte Carlo Rally

All of us realize that forty years ago Sidney Allard and Tom Lush won the 1952 Monte Carlo Rally. Few of us are aware that this involved more than one prize. The following is a list of the awards involved with that win:

- Coupe de S.A.S. le Prince Souverain de Monte Carlo
- Silver Challenge the Barclays Bank Ltd.
- Challenge Hotchkiss
- The Late Public Schools Motor Challenge Trophy
- Stuart Trophy
- Challenge de la British Trial Drivers Association
- Challenge de la Vielle Cure
- Coupe du Royal Scottish Automobile Club
- Coupes Cibie
- Prix Courvoisier

I wonder if the last prize involved a bottle of some type of liquid refreshment. Congratulations to the remaining winner, Tom Lush.

—Tom Turner



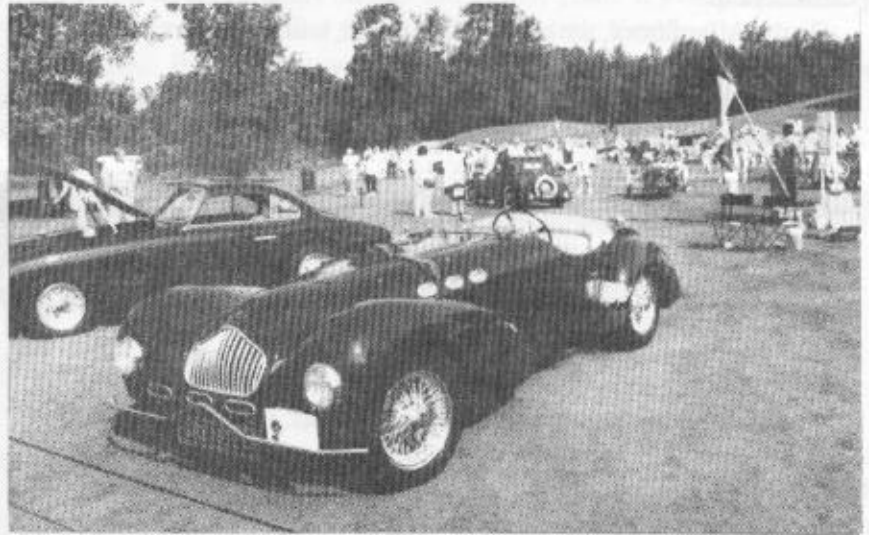
Slevin Allard wins at Meadowbrook

Yes, I know we mostly seem to cover races, but we try to make exceptions whenever we get something else to write about. In this case, it's the Meadowbrook Concours d'Elegance, and a most unlikely place to expect ANY Allard success.

Meadowbrook Hall is on the grounds of Oakland University outside of Detroit and is home to what is likely the second most prestigious Concours in the country, after Pebble Beach. It's by invitation only and the judging is unique among serious US car shows. The cars aren't judged on cleanliness, absolute originality or on having all the screw heads lined up. They are judged strictly on "elegance". In other words, what kind of an impression does the car make on the judges. Those of you with a bent for history will recall the Belgian Concours at Ostend, right after the war, where Goff Imhof made a stir with the J-1 and prompted onlooker Maurice Chevalier to utter his famous (and only recorded) Allard description, "Quelle Jolie Voiture". That show would have been judged on the same criteria.

Anyway, invited this year was Pat Slevin with his nicely restored K-2. It was in a class with the odd Jag and Healey. It looked great and won a much coveted "Meadowbrook Lion". We trust the editor, a K-2 owner himself, will be forgiven for having had any doubts about the wisdom of judging Allards on such criteria... (and for having brought a Delahaye!)

Congratulations to Pat. It was great to meet you and Janet and to see such enthusiasm for the Marque. —jpd



Pat Slevin's beautiful "Grendel", soaking up the Meadowbrook sunshine.

News of Members

- **Dean Butler** reports that he ran the Colorado Grand in his J2 Ardun Allard - a total of 1300 miles. The car required no oil replacement. Congratulations, Dean.
- **John Weitz**, ex-owner of a J-2, was featured in *People Magazine* (10/26/92). It outlined his interesting career and announced the publication of another of his fascinating books. This one is entitled *Hitler's Diplomat*, a biography of von Ribbentrop. Included are some of the details of the way Mercedes were used for publicity for Hitler's Third Reich. A previous novel, called *Friends in High Places*, involved an automobile story that closely followed a car very similar to a 300SL. John is a very interesting person with an intimate knowledge of the OSS and the Nazi Party, as well as being an outstanding fashion designer.
- **Clive Cussler**, another best-selling novelist and vintage automobile collector, was also featured (along with his Allard J2X) in *People Magazine* (9/21/92). His novels are "a cram course in rip-roaring action that is also rich in history, geography, and science. The books' appeal is as old-fashioned as their hero, Dirk Pitt." While Cussler says that his books have no literary merit, he has furnished entertainment for many millions of readers. The following is an excerpt from one of his recent books, entitled *Dragon*:

A race Steward informed Pitt that he and the Stutz were due on the starting line. With his friends going along for the ride, he drove along the grass aisle between the rows of cars and through a gate onto the asphalt one-mile oval track.

Giordino raised the hood and gave a final check of the engine while Mancuso observed. Loren gave Pitt a long good-luck kiss and then jogged to the side of the track, where she sat on a low wall.

When the Hispano-Suiza pulled alongside, Pitt walked over and introduced himself as the driver stepped from behind the wheel to recheck his hood latches.

"I guess we'll be competing against each other. My name is Dirk Pitt."

The driver of the Hispano, a big man with graying hair, a white beard, and blue-green eyes, stuck out a hand. "Clive Cussler."

Pitt looked at him strangely. "Do we know each other?" "It's possible," replied Cussler, smiling. "Your name is familiar, but I can't place your face."

"Perhaps we met at a party or a car club meet."

"Perhaps."

"Good luck," Pitt wished him graciously.

Cussler beamed back. "The same to you."

Just think what adventures are in store for Dirk Pitts in a future book when he is driving that red Allard J2X!

Lime Rock Fall Festival hosts

This year's Lime Rock Fall Vintage Festival, with its theme of honouring British Specials, saw the largest collection of Listers assembled in the US of A in a very long time, along with a healthy turnout of our favorite Marque. Allard Register Publisher, Syd Silverman, was the moving force behind the Lister reunion, while at the same time supporting the Allard contingent with his two racing Allards. Present also was Brian Lister himself, who was most complimentary about the level of enthusiasm on this side of the pond, as well as the general standard of preparation and the high degree of sportsmanship.

On the Allard front, we had a great turnout, with eight cars present and seven racing. The list looked like this:

Syd Silverman	J2X
	JR (John Harden driving)
Jack McGregor	J2X-LM
Barry Smoger	J2X-LM
Bob Girvin	K2
Buddy Cooperberg	K2
jpd	K2
	L-Type Special

(concours only)

Conspicuously absent was the good Dr. Turner, who had managed to get his entire towing rig, along with the prototype J2, stolen in Tennessee, while enroute. That story, along with its happy ending, is told elsewhere in these pages.

There were a number of other members present, though without their Allards. Member Lonny O'Meara, from Granby, Ct., didn't have the Palm Beach with him but seemed to be driving a shiny new police car. (He was on duty representing the Connecticut Department of Motor Vehicles.) Bob Valpey was there with the Studebaker Indianapolis Car. K3 driver John Schieffelin had the Bentley, the Arnolt and a Ford Model-B powered Sprinter. We saw Don Milligan on Saturday with the boys and also spotted member John Howard, from Westminster, Mass., whom we hadn't had the pleasure of seeing in several years. Neal Hardy was there from California, and... well, we have, no doubt, missed a few. We beg your indulgence for any oversights.

Track conditions were quite good on Friday and Saturday, and the lads were seen to be lowering their lap times consistently. Saturday's qualifying race saw the Allards finish in the order of:

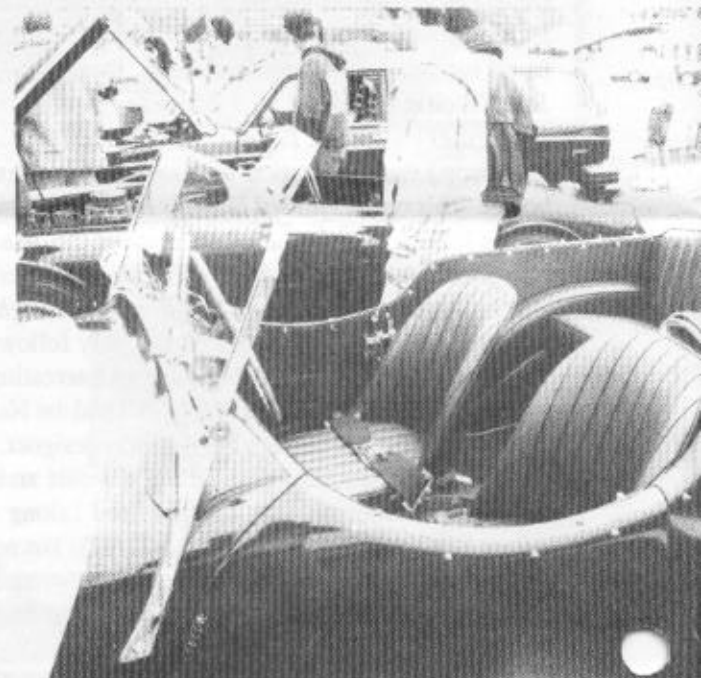
Girvin	GT
McGregor	J2X-LM
Donick	K2
Silverman	J2X
Cooperberg	K2
Smoger	J2X-LM
Harden	JR*

*(only 3 laps, but F-A-S-T ones)

There is no racing on Sundays at Lime Rock, so this day is traditionally given over to the Concours d'Elegance. This year's event was the largest ever and saw several of the racing Allards entered, along with the editorial L-Type Special. The latter was sporting a brand new



Buddy Cooperberg's K-2 ran flawlessly all weekend and many thanks to the remarkably improving driving of the pilot. (m. donick)



With fresh interior and recent cosmetic restoration, the editorial L-Type Special was in its class in the Lime Rock Park Concours d'Elegance.

s British Specials

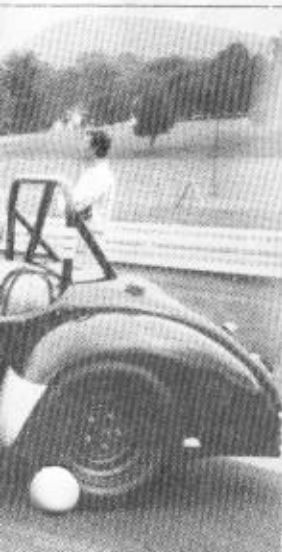
interior, and it took 3rd place in its class. Syd Silverman also won his class with one of the Listers.

Monday dawned rainy, and the warm-up session was slippery enough to be quite spooky. Dunlop L-Series tyres do not seem to like the wet! Times were off by a fair bit, but, fortunately, none of the cars were.

The track dried off nicely for the feature race, and our heroes went out to play. At this writing, the results aren't available, but we know that the editor retired with fuel feed problems after one lap, and Jack McGregor had the engine die on the last lap. (We hear a rumour that he accidentally hit the "kill switch", but...it's only a rumour.

The award ceremony saw Jack McGregor awarded the AOC Transatlantic Trophy for contributions to the Marque, Allard, in the USA. Bob Valpey was awarded the Paine Webber Cup for his performance in the Pre-war class, and Syd Silverman awarded the most prestigious trophy of the event, the BMW-sponsored Jim Patterson Award in recognition of all his many, many contributions to the sport.

—jpd



ere heard to remark



L-Type Special was third
(jpd)

Other Lime Rock news:

Jack McGregor awarded AOC Transatlantic Trophy

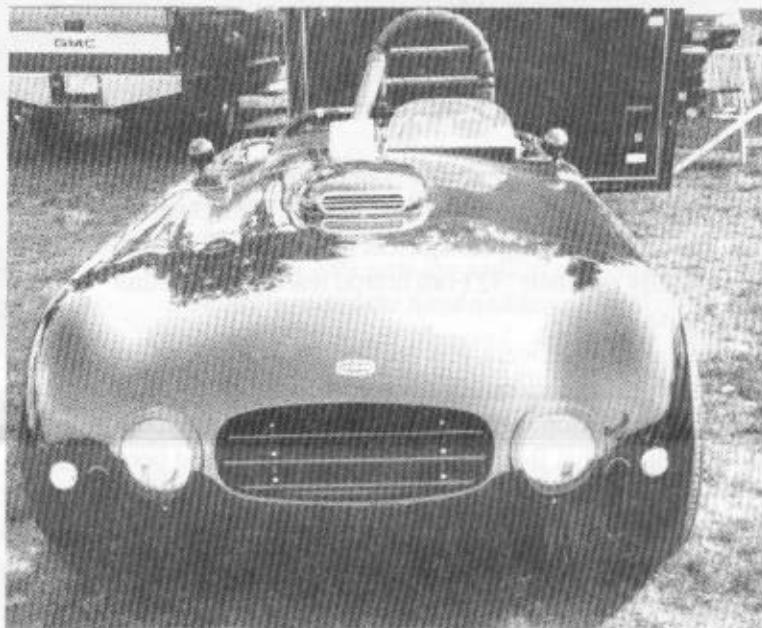
This year's awarding of the Annual AOC Transatlantic Trophy was, once again, held at the BMW Fall Vintage Festival at Lime Rock Park. Joining the list of American Allard luminaries so honoured is Jack McGregor, of Springfield, Ohio.

The AOC transatlantic Trophy is given yearly by the committee to an American Allard enthusiast, who has contributed much to the success of the Marque on this side of the pond. As such, Jack McGregor could not be a more fitting candidate. He is best known for his restoration of the ex-Bob Wilder J2X-LM, which we often see at races and shows. Beyond that, in the McGregor pipeline are a J2 and a K1 in progress. The latter is going to have a full-race flathead!

Jack, along with colleague Chris Buttler, is often to be found offering restoration data and assistance to the rest of us, along with answers to technical and metallurgical questions. Many of the successful Allards on the tracks today are wearing Jack McGregor's re-

designed and newly manufactured Alfin Brake Drums. This includes the editorial K2! The editor is also in Jack's debt most recently for *schlepping* a 331 Cadi with LaSalle gearbox from Ohio back to Lime Rock Park. We also understand that our arch-rival, Mr. Cooperberg, will soon have a LaSalle gearbox in his K2 that Jack and Chris have "laid hands on".

It's a truly well deserved award. Congratulations, Jack!



AOC Transatlantic Trophy Winner Jack McGregor's spectacular J2X-LM. Beautifully prepared, it performed well on the weekend after curing weak shock mounts in the bow.

—jpd

Watkins Glen '92: Listers and Arduns honored

The Allard contingent this year was sharply divided into two groups. The J2X driven by Syd Silverman, the Silverman JR driven by John Harden, and the Shaffer J2X piloted by Scott Brown put on their usual competent racing show. But most of Syd Silverman's attention this year was occupied with the Listers and Formula I. The guest of honor, of course, was Brian Lister, and the Listers proved to be just as popular now as they were back in the fifties and sixties.

For me, the real action was taking place in the exhibition class. We had persuaded Ardu engine designer Zora Arkus Duntov and his wife Elfi to be with us to celebrate the Ardu Allard engine, and to be reunited with his 1949 Allard J2 Ardu prototype, which he had raced at the Glen in 1949. This was joined by three other J2 Ardu Allards:

- Jimmy Dobb's car has a long history of racing in Australia, having been driven there by Reggie Hunt and others before it was returned to the United States.
- Dean Butler's J2 Ardu had its racing history in England, as well as being a well known rally car.
- George Chilberg's J2 Ardu came into this country in New York, but, following racing various places there, ended up in California for an outstanding racing history.

While the Ardu Allards were out playing on the track, Zora and Elfi Duntov, as well as our families, were cheering us on, and additional support was lent by Ron San Giovanni and his family and their '32 Ford hotrod featuring an Ardu Ford engine.

And, last but not least, just waiting for a chance to get on the track, but unfortunately not able to, was the dirt track racer of Lynn Paxton, again with an Ardu Ford engine.

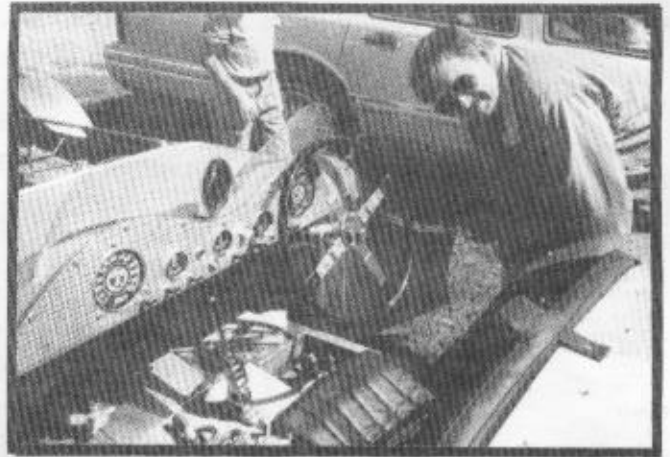
We believe that this was the first time there had been any type of an Ardu reunion, and we were delighted to have the designer, Zora Duntov, and his wife with us. All of us attended the wonderful party given by Don Narde at his automobile museum in Watkins Glen. Then the following night a superb dinner was held at the Glen Club at Watkins Glen race track, where Betty Hill, Graham Hill's widow, was the guest of honor, with Zora telling us additional stories, along with a special appearance of the legendary Oscar Koveleski, the founder of the Polish Racing Drivers of America Club.

Betty Hill was presented with a beautiful glass trophy from the Corning Glass Works, and Zora received a massive glass slab commemorating the Ardu engine and Watkins Glen - 1992. This was a really historic event for Allards and for Arduns.

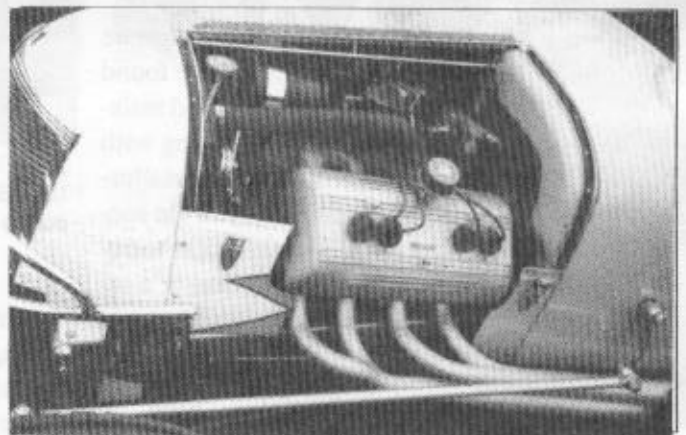
—Tom Turner



Allard Ardu mechanic Charlie Bang at work on Dean Butler's car.



Syd Silverman's mechanic Scott Murphy consulting on some electrical problems with Tom Turner's Ardu Allard J2 prototype.

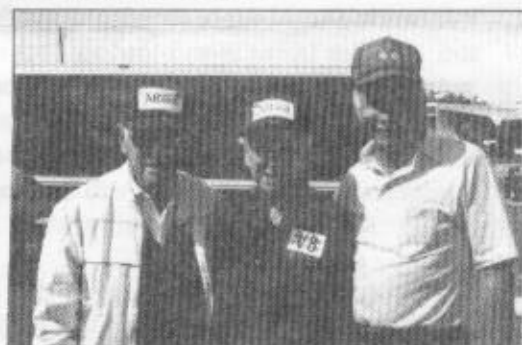


Lynn Paxton's Ardu Ford dirt track race car.

Zora and Elfi Duntov are reunited with their J2 Ardun Allard at the Glen after 43 years...

In the 1940's, Zora Arkus-Duntov, best known as the father of the Corvette, designed the overhead valve conversion of the Ford V8 flathead engine. To test and develop these engines, Duntov ordered a prototype Allard J2 sports car from England, put his Ardun overhead valve conversion engine into the car, and went racing. Duntov and his car appeared at Watkins Glen in 1949, and then raced at Palm Beach and elsewhere on the East Coast. When he went to England to continue his career as a racing driver for the Allard Company, he passed on his car to Bob Wilder, who was in the top five in the SCCA point standings. A native of Belgium, Duntov was raised in Russia, where he learned to drive as a chauffeur's assistant. Before joining General Motors he worked and drove for Porsche, scoring class victories in the 24 Hours of LeMans in 1954 and 1955.

During the weekend of Sept. 11-13, 1992, Duntov, as a special guest of the Watkins Glen Vintage Grand Prix, was reunited with his prototype J2 Ardun Allard, now owned by Tom Turner of Fort Worth, Texas.



Above: Zora and Elfi Duntov with Oscar Kovalesski.
Left: Zora seated in the Allard Ardun J2 Prototype, now owned by Tom Turner. —Art Eastman

Theft (continued from Page 1)

Memphis, eighty miles away, and be available. Later that evening, the Jackson police reported to me that our vehicles had been recovered and were in the police auto pound. When I got to the pound the following morning and was checking out the damage, the officers involved told me what had happened the previous day. They had received a report that somebody was trying to sell a Suburban, trailer, and a funny race car (the Allard Ardun J2 Prototype pictured above) for \$350, so one of the undercover officers put on a tape recorder and arranged an attempted purchase of the vehicles. When the thieves were located, they were arrested and jailed. One of the culprits involved was a juvenile. The other was a nineteen-year-old and considered a semi-pro. They were offering the entire rig for \$350. If they did not make the sale that night, they planned to burn everything the next day to destroy the evidence.

Prior to the recovery, Jimmy Dobbs, Paul Kosma, and other friends had been out cruising all over Memphis, trying to locate the vehicles and help out the police, and then, after the arrests were made, all of their friends on the police force were very helpful to us in the safe recovery of the rig.

The entry to the Suburban had been gained by jerking out the door lock on one door, and then breaking the steering

column to allow the shift and ignition mechanism to be operated. This was accomplished, even though there was a steel guard on the column, along with other theft proofing provisions. If any of you are driving Chevrolets and are interested, give me a call. I can offer some ideas for theft proofing your car. Luckily the Suburban was not badly damaged, and it was immediately repaired by Jimmy Dobbs and his body shop people. The race car was only scratched, but all the tools and small supplies were missing from the trailer.

In addition to the theft, I was having some mechanical problems with the Allard, once I got to the track, and being without my tools sure didn't help. Frank Cappa, who is rebuilding his own J2, and his friend Bob Wildermuth, came by and pitched in as mechanics, along with the regular mechanics, Charlie Bang and Scott Murphy. Furthermore, Leo Goff, Jimmy Dobbs, and both of Bob Fergus' mechanics were lending me help, advice, and any of the tools that I wanted. We all know how protective the mechanics are about their race tools, but I think the new definition of a true friend is a mechanic who says, "There's the tool box. Take whatever you need." Yvonne and I will remember these good deeds from Watkins Glen, rather than our problems on our way there.

—Tom Turner

Ray May provides humorous advice for novice Allard drivers

(Reprinted from "The Bulletin," Nov./Dec. '75)

Elsewhere in the Bulletin, technical notes and advice are aimed at the technological whiz kids. These few hints are strictly for the owner who wouldn't know a differential from an oil can. So let us begin at the beginning.

First of all (and this is not essential) you must own a car. If not, either nip out and buy one, or stop reading this article.

Having obtained your car, go round to the garage and fish it out. If you do not possess a garage, get one of those as well, and stop cluttering up the Queen's Highway. Now follow this step-by-step, easy-to-understand plan.

1. **Paintwork:** Should this be showing signs of age, scratches and more than fair wear-and-tear, nip back into the house and dig out those old paint tins left over from your house decorating efforts. Take paint out to car, slosh in some paraffin, and mix thoroughly. Now apply to car. Brush in vigorously, and soon you will be surprised at the results. Not delighted. Just surprised. You are now ready for the next step.
2. **Engine:** Open the engine lid and look at engine. Is it still there? Good. Now close lid and forget all about it.
3. **Tyres:** Rap each one with a heavy boot. If your foot doesn't go through the rubber, it's all right.
4. **Windscreen:** This can be cleaned with alcohol. Obtain this from your off-license. Place small drop of light ale on clean cloth and rub glass. Then drink remainder of bottle yourself. Whoever heard of wasting good beer on a windscreen?
5. **Bulbs:** Plant these in the early spring. Water frequently.
6. **Gearbox:** You should have one of these somewhere. Have a look for it.
7. **Wipers:** If there is still some rubber left on them, forget it!

8. **Interior:** Swab the seats with a wet floorcloth. If any stains stubbornly refuse to shift, cut round them with nail scissors and throw away.
9. **Carpets:** Plutocrat!
10. **Seat Belts:** Give these a sharp tug, and if the rusty anchorages snap, consign the lot to the garbage can. They only clutter up the inside of the car.



Still going strong, the Honorable Secretary recently entertained the editor in Horsham. The lovely young lady on the left is neighbor Marian Cottrell.

11. **Mirror:** Ignore this at all times. Anyway, who wants to look back? Ahead, man ahead. That's where it's all happening.

And now, thanks to easy-to-follow car care plan, you can trundle off to Wagga Wagga without a qualm. You just know you'll never make it. —Ray May, Horsham, W. Sussex, UK

The Allard Register

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"Thanks, but I don't have time to exhibit at Pebble Beach..."

Randy Lenz, a K2 owner, was sitting in his 1951 Fitch-Whitmore Jaguar Special on the pre-grid for Saturday's Monterey Historic Races when a representative from the Pebble Beach Concours d'Elegance approached and invited him to display the race car at Sunday's concours, a much-coveted honor. "Thanks, but I don't think so," Lenz replied, explaining that he'd brought along his McKee Mk. 7 to race on Sunday. After some coaxing, he agreed to display the Fitch-Whitmore, and the next morning went to check out the scene. But a concours isn't his sort of thing, Lenz told us at the track later. "Some guy — another car owner — came up and said, 'Excuse me, you have grass in your tire tread,' and I thought 'Hell, I've gotta get outta here.'" —AutoWeek