



The Allard Register

No. 15

WINTER, 1993

Free

THE 20TH ANNUAL MONTEREY HISTORIC AUTO RACES

by Chuck Warnes

Miller was the featured marque for the 1993 MHAR. The designation served to give well-deserved honor to Harry Miller and to educate the post-Baby Boomer masses about the historical significance of his genius.

Eighteen examples of Miller's engineering skill were present for closeup examination, and several entertained the crowds during a few parade laps on Saturday. The 1917 Golden Submarine that Miller created for Barney Oldfield was of particular interest. The re-creation was authentic, right down to the single compression-ringed engine. The archaic streamliner evoked visions of a Dr. Seuss caricature, as it popped its way around the track, coughing puffs of white smoke from the

point of its elliptical tail.

Allard was represented by 13 entries, consisting of six J2s, four J2X's, two K2s and a JR; powered by nine Cads, three hemi's, and Cottonwood Bob Lytle's token Buick. Bob was sans his trademark straw hat, and rumor has it that

Helen fed it to one of the antelope that often graze in their backyard.

The Allard pits continued to draw a healthy share of spectator interest, with Dave Brodsky's white-walled J2 serving as center stage. More than few Allard fans were taken

aback by the fresh paint job on Jack McGregor's ex-Perona/Cole car with its authentic El Morocco blue zebra markings and Ferrari emblem.

"Jack McGregor and Peter Booth ran like they were connected by a bungee cord. Their contest easily prompted images of a fantasy match between the two legends who had piloted those cars 40-some years earlier."

— More on MHAR on page 2

ALLARDS AT LIME ROCK PARK - SEPT. 1993

by Jim Donick

The eleventh annual BWM Vintage Festival at Lime Rock Park in Connecticut was held over the first weekend in September. As is usually the case, the Allard team was out in some force and exercising the wee beasts more or less as they were intended. Syd Silverman had entered the Red J2-X for himself to drive and the JR for the legendary Mr. Harden to pilot. Both cars ran magnificently for the weekend and John used the opportunity to show the local Jaguar talent the backside of an Allard for all of his sessions.

Now that the JR's Cadillac engine is breathing through the aid of period Hillborn Fuel Injection, it is making

phenomenal amounts of horsepower and the estimable Mr. Harden is showing himself to be master at putting it to effective use.

The Red J2-X didn't miss a beat all weekend, and Syd drove with his usual smoothness and style. The editor started the weekend with the Cadillac-powered K-2. In practice on Friday it was keeping the Silverman J2-X in sight but suffering from gearbox maladies. It was jumping out of third on the over-run, leaving the editor in neutral at some exceedingly inopportune moments. Wisdom prevailed, and he withdrew the car at the end of the day and

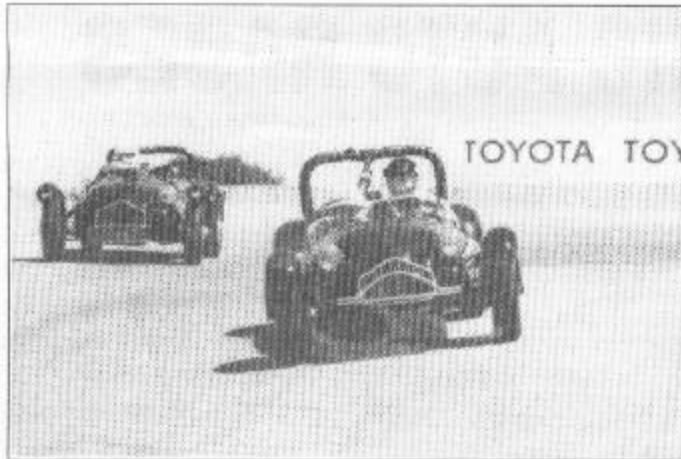
— More on LIME ROCK on Page 4

Allards Well Represented at the 1993 MHAR (continued from Page 1)

A few pit area visitors of interest included:

- a graffiti artist who scrawled a signature on the shining red paint of Peter Booth's J2X. However, the culprit was so naive as to sign his own name, so Peter had little trouble apprehending him. The "Carroll Shelby" autograph across the rear deck does add a unique touch;

- Sam Posey and a TV production crew interviewing Tom Carstens and Syd Silverman as a part of a Prime Ticket Network presentation of "A Legacy of Champions". Airing is scheduled for November 4.



Tom Carstens leads Wayne Adams at Laguna Seca
— Photo by Alfred Manley

And deserving of honorable mention is former Allard dealer, Alan Moss, with his Morgan trike that he towed up from Santa Barbara — behind his immaculate '48 MGTC.

While each of the weekend's 14 races offered up its own unique form of nostalgia and excitement, our primary interest was Saturday's Race 4A, which had 12 Allards starting and 11 passing the checkered flag. (Engine problems sidelined Don Queen's J2X, and Bob Lytle gave heed to broad hint from his temperature gauge and retired after four laps).

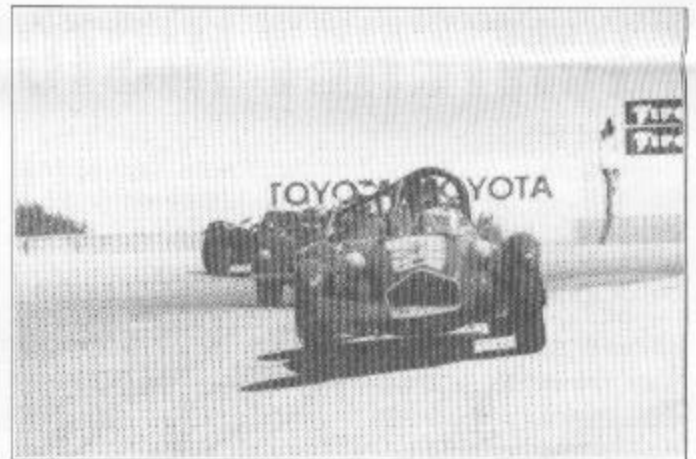
John Harden, running the injected Cad JR, started out in 9th position. But thanks to a little NASCAR style conspiracy with Glenn Shaffer, he and Glenn gained several places in the opening seconds.

John continued with a pace reminiscent of the old days when he ran his injected 'killer Olds', lapping several more conservative drivers, including Cordell Bahn, Tom Carstens, and Syd Silverman. He gave the first and second place cars a merry chase right up to the finish. The overall winner, incidentally, was the flathead-powered (hear that, Tom Turner?) Baldwin Mercury Special.

Several crowd pleasing races-within-a-race soon developed among six of the Allards. Glenn Shaffer, Bruce McCaw, Jack McGregor, and Peter Booth essentially ran as

one ominous pack for the first five laps before splitting into a pair of duels. Shaffer and McCaw exchanged positions several times during the race. Glenn was leading Bruce into the final laps, confident that he had his position secured only to get a sudden surprise when Bruce hid in his blind spot and snuck past on the final lap.

Jack McGregor and Peter Booth ran like they were connected by a bungie cord. Their contest easily prompted images of a fantasy match between the two legends who had piloted those cars 40-some years earlier. Meanwhile, George



Jack McGregor followed by #189 and #11
— Photo by Alfred Manley

Myers and Jim Degnan again gave each other a challenging run with their matched set of K2 Caddy's.

A vintage racing bug often ends the weekend with a bag full of mixed feelings: satisfaction, fascination, envy, and the numbing effect of three solid days of sensory overload. And yes, even a little disappointment at not having the time and mental capacity to experience more of what The Weekend had to offer. But then, there's always next year... ■

Monterey Notes:

- With regret, the following ad has been entered:

My ALLARD J2, Chassis #1851, Highly modified before 1960. New Engine. Ready to go. Many overall wins. \$125K. TOM CARSTENS 206-471-1344/d; 588-2431/e.

We really are sad to see Tom Carstens giving up this famous piece of history. Let's see that it gets a good home and keeps on racing - perhaps with Tom as driver, at least occasionally.

- Alan Moss (Ex-Moss Motors "Largest Allard dealer on the West Coast") was honored by *Automobile Magazine's* "The Way It Was" Trophy at the 1993 Monterey Historic Automobile Races. Moss bought his MG-TC new in 1948. He drove it to the race in 1993 - then raced it. (The TC is actually his tow car for his 3-wheel Morgan.)

CAREY KENDALL FINDS A DREAM CAR

by Carey Kendall

Once in a great while us car "nuts" come along a real find.

I received a call from the son of my partner in the spring of 1992. He had gone to Santa Paula to look at an Aston Martin for me. For reasons which later were apparent, he was very disappointed in the Aston but was very excited over this fellow's extraordinarily original Allard K3. At the time I had only a vague idea of what a K3 looked like, being much more familiar of course with the J2 Allards and readily admitting much ignorance to all other models of this marque.

Upon some investigation I found out that there had been a total world production of only 61 cars, of which 53 had

"It was one of those cars which somehow had made it through the past 35 years or so virtually untouched. It wore the original red paint, a bit oxidized, to be sure, but showing a wonderful patina."

been shipped to the U.S. No wonder I did not know very much about this particular model! After collecting cars for 20 years, I have developed an appreciation for originality, knowing it is difficult to beat a low-mile well cared for example. I was intrigued.

A few days later I went down to look at both the Allard and the Aston, and I could see why he had been so enthusiastic. The Allard was stored in the old Steve McQueen hanger at the Santa Paula airport, which in itself is a Mecca for vintage and experimental aircraft. Inside the hanger surrounded by other interesting old cars and packed with memorabilia was the Allard. It was one of those cars which somehow had made it through the past 35 years or so virtually untouched. It wore the original red paint, a bit oxidized, to be sure, but showing a wonderful patina. There were a couple of small dents or dings in the body and the typical indentations in the soft aluminum over various parts of the body. But it was great and wonderful and original.

The car had been purchased by a Mr. Jack Fisher in 1954 while he resided in New York. In 1955 he moved to California — driving his new K3 Allard out from the East Coast — and there he kept it until 1990 when he sold it to the fellow who was showing us K3-3277. Along the way it had only accumulated very few miles, showing only 49,000 on the odometer. Obviously, Mr. Fisher had been a very meticulous, enthusiastic owner.

The interior was mostly original, having only had a few leather panels replaced in the bench seat. The rest of the

interior showed almost no wear! The soft top was wrapped in plastic, beautifully preserved.

There were three boxes near the car. Inside were some spares and some older, used parts. Evidently, anything which had been replaced/serviced was saved. There was a copy of the original bill of sale (showing an original purchase price of \$3,650), correspondence relating to the Allard in communication with the Allard Company, the dealer, (see **LETTER OUT OF THE PAST**, p. 6) other owners, copies of old classified ads on Allards, etc., etc. Articles, manuals, etc. etc. You can get a picture... This was the type of find an Allard collector would perhaps dream of.

In May of last year we entered the car and ran the "La Carrera", which is a 1,000-mile tour of vintage cars through New Mexico. It ran flawlessly, often cruising at 90 mph (with full state police escort!). However, on the run the odometer went 'wacky', and we racked up an additional 30,000 miles on this 1,000-mile tour.

Then this past fall my wife used the Allard to take Kirk Douglas on a short parade to assist in the premier of his son Michael Douglas' gala opening of the movie "Falling Down". It has been used and enjoyed over this past year and has proven to be a reliable and fun source of vintage motoring.

Along with the paperwork is a wonderful letter that Mr. Fisher wrote to the general manager of the selling dealership in New York upon his arrival in Los Angeles (see attached). There is also a quarter-mile time sheet notation — evidently Mr. Fisher had some fun with his Allard.

My impression and assessment is that this would be eligible for any of these vintage car tours, such as the "La Carrera", "The Colorado Grand", "Copperstate 1000", or the "California Mile" at a relatively inexpensive price. What one would be owning is an extremely limited production, alloy bodied sport/tourer, and as I drive it I keep thinking that this must have been the Cobra of the Fifties.

If interested, please call me.

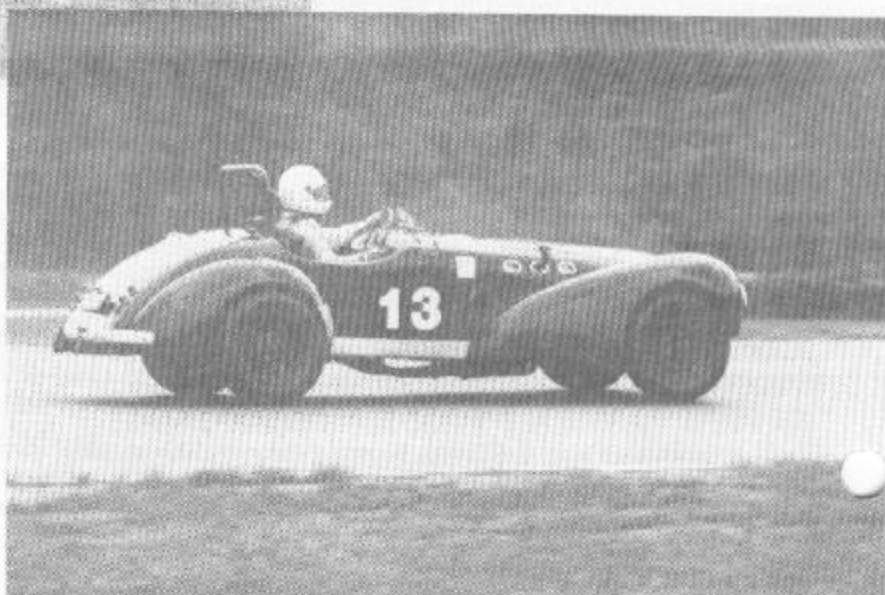
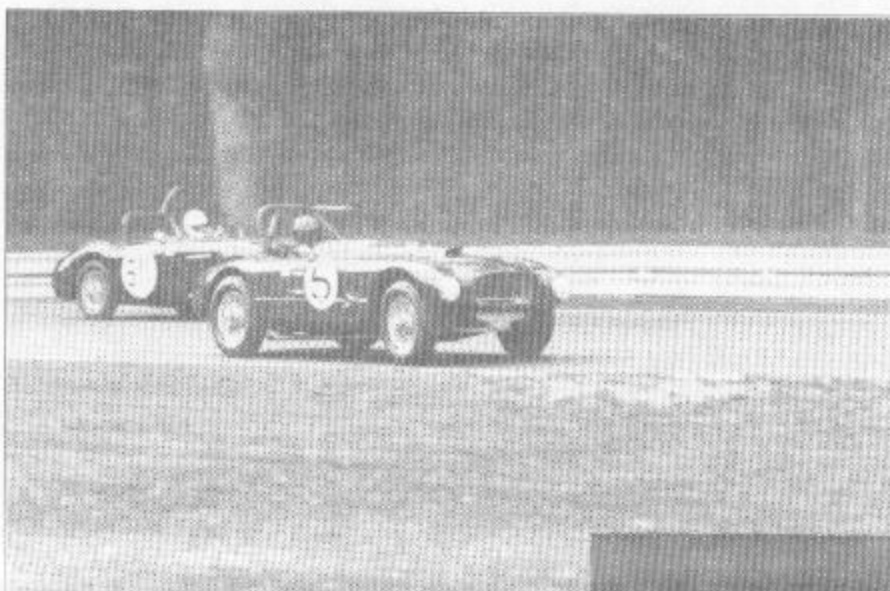
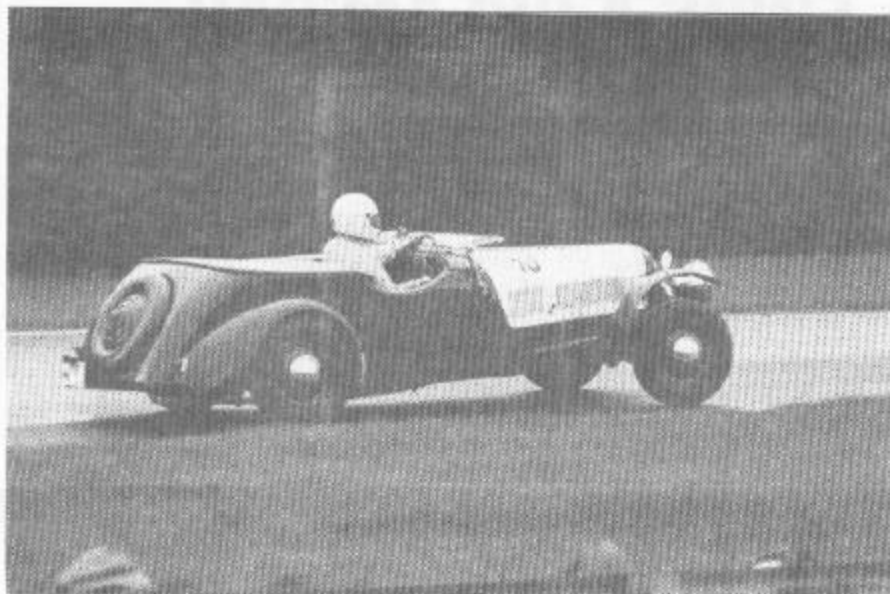
Carey L. Kendall
CLK LTD.

715 Kimball St., Santa Barbara, CA 93103
(805) 966-7724; FAX (805) 966-1905

Note: Video tape wanted!

At the 1993 Monterey Historic Automobile Races, a 90 minute TV program was done, and it apparently is showing on Prime Ticket Network, a cable channel which broadcasts in some areas of the U.S. If anyone has access to this channel, please try to get a tape of it. Syd Silverman is featured, and he hasn't even seen it. Title of the program is *A Legacy of Champions*.

Contact Tom Turner, Technical Editor, (817)737-9700.



Allards Race at AOC Transatlantic Trophy

(Story continued from Page 1)

entered the L-Type special in the prewar class.

The L-type proved a bit light in the front end, a bit loose in the tail, and a whole lot underpowered. In other words, it was a delight. It was a handful in the rain on Saturday but didn't miss a beat. Water temp stayed under 180 degrees, and the oil pressure stayed over 25 psi.

On race day the air temperature was over ninety, and the flathead wasn't too pleased. It got in a best lap of a minute and thirty-three seconds for a sixty mile per hour average, but the water got hot enough to dictate slowing the pace. It never boiled, and the car finished creditably, not bad for a war surplus 21 stud sidevalve running on a single carb.

Bob Girvin had the GT Coupe out for the event and drove well when not overheating. He finally withdrew with a blown-out freeze plug.

Top: The editorial L-Type Special is a pretty marginal racing car, but it is an awful lot of fun, even in the wet.

(Ed Hyman)

Above: The legendary Mr. Harden has certainly got Syd's JR going faster than anyone would have imagined a few short years ago.

(Ed Hyman)

Right: The editorial K-2 did fairly well in practice but was withdrawn in favour of the L-Type Special when the gearbox began to misbehave seriously.

(Ed Hyman)

LIME ROCK

is awarded to Jim Donick

The statistics, such as they are, look like this:

Qualifying Times:

Class D

#5	John Harden	JR	1'08.721"
#66	Bob Girvin	GT	1'13.019"
#10	Syd Silverman	J2-X	1'20.601"
#13	Jim Donick	K-2	1'20.749"

Class P1

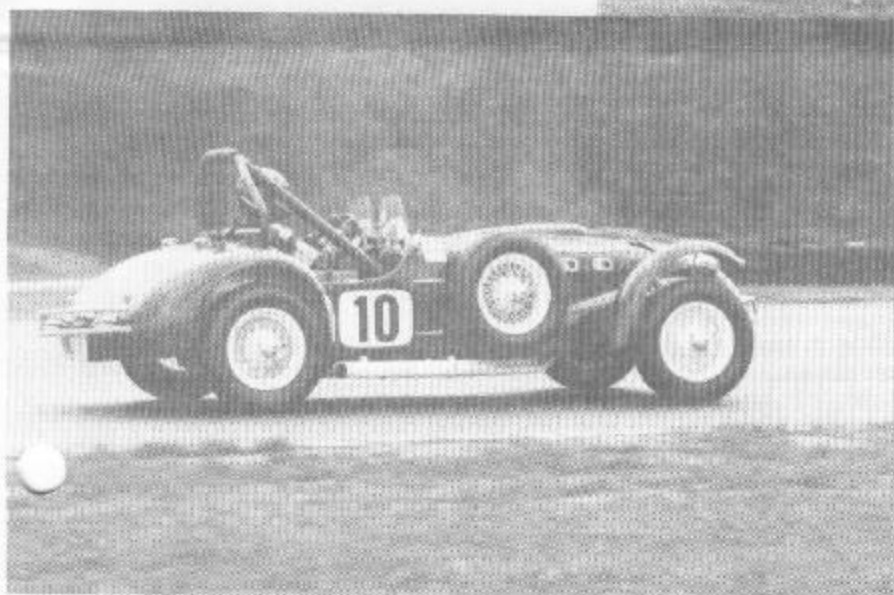
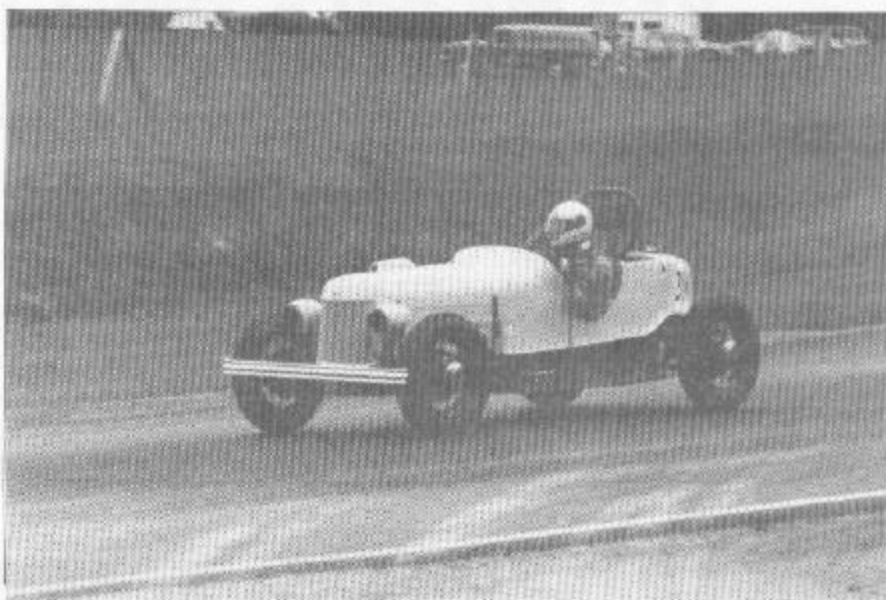
#13	Jim Donick	L-Special	1'40.741"
-----	------------	-----------	-----------

- John Harden won class D outright.
- Syd finished in the middle of the pack.
- Bob Girvin and the editor failed to

The editor finished class P nearer to the back than to the front.

At the awards ceremony, the editor was presented with the Allard Owners Club Transatlantic Trophy by Syd Silverman.

—jpd



Top: It's not an Allard, but Bob Valpey's Dreyer doesn't appear to handle much better than the Allard he usually drives. (Ed Hyman)

Above: Bob Girvin's GT Coupe had a tough weekend, finally succumbing to serious overheating.

(Ed Hyman)

Left: Syd Silverman's J2-X never missed a beat, but then again, it never does. Does it? (Ed Hyman)

A LETTER OUT OF THE PAST...

Mr. Max Krumpholz
Packard Holyoke Motors, Inc.
155 Elm Street
Holyoke, Mass.
June 28, 1955

Dear Max:

I'm sorry that I was so late in obtaining the authorization for the payoff form and signing it. However, since it took me over seven days to reach California (I didn't leave until Thursday), I was unable to get over to my brother's until Wednesday, June 8, after staggering into L.A. and chasing around for an apartment.

The bank should have mailed the form Friday. I suggested that they send it airmail. I hope they did.

Do me a favor, Max. Please shoot Hoffman for me.

After leaving your garage that night, 37 miles later it was impossible to get the car out of gear unless the engine was off. I finally made it home and spent all day Wednesday trying to find someone in New York who knew something about the car. No luck, so early Thursday morning I started pulling the rear end and transmission to locate the clutch trouble. I finally found that the clutch disc was locked, corroded to the main transmission shaft. I got it back together and it worked reasonably well.

Shortly after that, before I left Newburgh, the left front brake started locking, but since I was already two days late, I couldn't take time to fix it, so I had to drive clear across the U.S. with a locking brake and grinding gears. Had a hell of a time, including heavy traffic, rain and slippery roads.

Here is some information that might be of some help on your other Allard. The reason the clutch didn't release is because the "top" clutch rod that attaches to the bell housing was adjusted too far forward, too short. The reason for the locking brake, as well as the brakes not stopping the car too well, was because some "kind" mechanic had added graphite grease to the original grease in the front wheels. Mixing greases is bad enough, but when the entire hub is packed full on both front wheels, the grease worked by the grease seals and oiled the left lining and completely soaked the right lining. As a result, both front wheels have to have new brake lining installed. Since Hugh was overseeing this job and he told me time after time, "Don't worry, I'll check everything to its source. It'll be ready to drive to California", I actually feel that he should stand the cost of the relining. I'll be glad to send the old linings along with the bill for him to check if he'd like.

One other thing that I had mentioned to him, the speedometer just isn't right. Trip mileage jumps either 200-300 miles, and the speedometer hand fluctuates between 5-10 mph from 60 on up. Please ask him to send me the other speedometer that apparently should have been in the car from the first, the one with the white hand.

I'll return this one via airmail as soon as I receive the other one. The only other trouble was, Max, as I pointed out to Hugh, that the right hand differential seals leak badly. On the trip I found that I'll lose a pound of grease every 800 or 900 miles. This I expect to fix myself. I'm afraid I'll find this brake lining saturated with grease also, since after checking the brakes on a clay surface, I find that the right rear brake will not slide the tire, even on clay. The adjustment of the sway brace to clear the fender causes the car to dog leg, rear wheels track about five inches to the right. As a result of this, both rear tires are badly worn on the left half of the tread. On this, I'm afraid I'm stuck. Do you have any information on this? The fuel gauge still does not work either.

That's the end of the gripes, Max. As for the rest of the car, I'm satisfied.

In checking my mileage across the U.S., I found a total of 19.3 miles per gallon, and in any driving here in California less the belongings I carried, the car seems to give a very good performance at 22.1 miles per gallon.

Sorry about the gripes, Max, but I feel that they existed only because Hugh refused to get into the job once in a while and check things himself.

The front brake linings being ruined I feel is unexcusable. Any mechanic or lube man knows that you don't put ½-lb. of grease in a front wheel hub, as no grease seal could be expected to retain the weight of that much grease.

Guess that's all for now, Max. Hope that this reaches you soon, if you aren't out for a cruise in your new twin diesel job.

Jack Fisher

UPDATE ON THE 1992 ALLARD J2X IMSA CAR

While I don't follow IMSA racing too closely, I just happened to tape most of the July 25 race at Laguna Seca. Thus, I got the pleasant surprise of seeing the J2X in action, along with a couple minutes exclusively devoted to the car during a rather unorthodox pit stop.

Both the driver, Robs Lamplough, and some members of the crew were also at the MHAR, so we were able to get a little more info about the car from them.

They said the project was started under the direction of Chris Humberstone who was with Benetton at the time, and who is now with Spice. In that endeavor he formed Allard Development, consisting of himself, Mr. Costas Los of Greece, and Mr. Jean-Louis Ricci of France. The project was conceived for a Honda effort to compete in IMSA GTP racing, and the car was thus designed for a Honda V-10 or V-12 engine.

The \$2.5 million project effectively collapsed when Honda pulled out of racing, and the assets of the partnership were liquidated in March 1993. Robs Lamplough and Bob Pond purchased the car and fitted it with a 3.5 liter Cosworth DFR engine and six speed Leyton House gearbox.

During the Laguna Seca race, the car turned one lap of 1:27; however, it was not in contention due to a number of factors including two-year-old tires, LeMans gearing, and the fact that it was stuck in third gear for most of the race. (Wonder how Sydney would have taken that excuse?). Other involved parties called that day's effort as somewhat of a last minute, low budget affair.

The car itself was described as an ultra high-tech laboratory on wheels with a carbon fibre monocoque, featuring very advanced aerodynamics. They said the car weighs 760 Kg, but generates 10,000 pounds of downforce at 150 mph (or 200 mph, according to another source). It was also designed for active suspension, but that feature was never installed due to IMSA rule changes.

Further IMSA rule changes for '94, mandating open cockpits, will likely doom the car's competitive future, although Mr. Lamplough states it could legally run at LeMans next year.

It is currently being offered for sale at Fantasy Junction at Emeryville, CA. The car, including spares, is priced at \$275,000. I suspect this price could drop some within the next year.

Sadly reminiscent of that sorry, ill-fated John Deere SLR project of a few years ago, isn't it?

— Chuck Warnes

Gift Ideas...

Looking for that perfect Allard Gift?

Allards are depicted on the Vintage Auto Poster Silk Tie (a Dennis Simon design) sold by Ralph Marlin & Co. Price: \$35. Tel: 1-800-922-8437



Another gift idea:

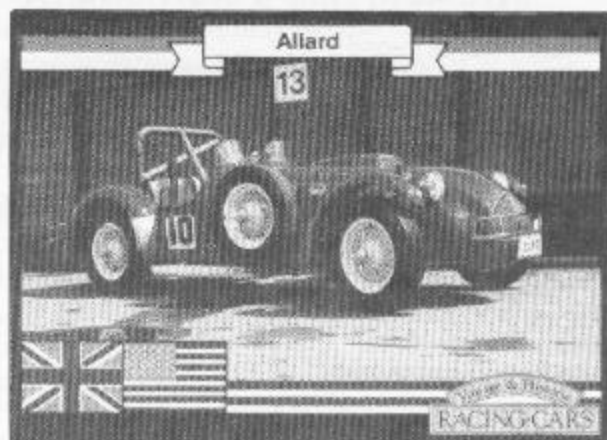
Vintage and Cards. (V-1 series of Syd Silverman's

Historic Racing

- 1991 Ed.) Card

J2X included. It

comes free when you order a copy of *Thunder Road* by Alex Gabbard (autographed, if requested). *Thunder Road* is a history lesson on moonshine liquor - the whys and wherefores and what they drove - a very good book. Price: \$11.95. Tel: (615) 986-4359.



SOURCES: Parts, Services, Whatever...

This column appears twice a year in the *Allard Register*.

MOTOR, SUSPENSION, MECHANICAL:

Aluminum Flywheel:

(& Special Race Parts) Catalog *Paeco* (800-326-6401)

Brakes (& all the little parts):

Catalog (great!) *Pegasus Auto Racing Supplies* (414-782-0880)
Brake linings *TSI Automotive* (419-384-3022)

Allard Parts:

PB Top Frame & Front Bumper *Will de Rothschild* (213-656-5101)

Cadillac Parts:

Cadillac Parts *Bill Bradley* (817-855-4650)
Early Cad Engine Racing Parts *Robert Whitehead* (501-855-0471)

Ford Parts:

Motor, suspension *Antique Auto Supply* (Stacy Brown) 817-275-2381
Cadillac LaSalle Gears *Kenny Tucker* (310-835-2687)
Ford Flathead heads & intake *Edelbrock* (213-781-2222)

Motor, Suspension, Race Parts:

Catalog - \$5.00 *Speedway Motors*
(1" lug nuts & lots of other good stuff!) 300 Van Dorn
Tel: 402-474-4411 Lincoln, NE 68502

Marles Steering Gear (servicing) *Electrocars Ltd.*
Unit 8, Maybrook Ind. Estate
Maybrook Road, Brownhills, West Midlands.
Tel: 0543 371711. Attn: Albert Blackmore.

Shift Lever Mechanism:

K1 & early L & M *Paul Kosma* (601-393-2290)

Wheel Studs:

Catalog *Jegs* (614-294-5050)

Wheels:

Disk & Special (not wire) *Taylor Made Wheels* (213-567-3998)

Wire Wheels (restrung & modified) *BMW of Ft. Worth* (Perry)
(817-429-2182)

Allard Wire Wheel Spinners *British Wire Wheel*
& Wheel Service (408-479-4495)

INTERIOR, TRIM & INSTRUMENT:

Dash Boards (wood):

K1 *Pete McManus* (215-459-8918)

Dash Instruments (speedometer & tachometer):

Smith *NISONGER, Bob Castagnetta* (914-381-1952)

Allard Cooper-Stewart *Tom Turner* (817-737-9700)

Grills:

K1-L-M-P *Colin Daniel*
Well Hill, 42 Lund Lane, Killinghall, Nr. Harrogate
North Yorkshire, England, HG3-2BQ

Grills and Portholes:

J2-J2X-K2, J door catches/handles *Les Newell* (203-237-1457)

Rubber Parts:

Catalog *Metro Moulded* (800-878-2237)

Trim & Lucas Electrics:

MG-TC Austin-Healy 100-4, Jag *Moss Motors*
(Ask for catalogs to order parts) 7200 Hollister Ave., P.O. Box MG
Tel: 800-235-6954 Goleta, CA 93116

Wiring Harness:

J2-J2X-K2-K3 *Ray Holtzapfle* (713-622-4070)

Hint: TR2-3 Steering Wheel Center may fit P.B. *TR Spares*
Palm Beech, Alpine, CA (619-445-8614)

MISCELLANEOUS:

Allard badges (from Allard Owners Club):

Bonnet badge (front) £16 + postage
Scroll badge (rear) £15 + postage (£2 to US)
AOC Membership £25
Contact: *Pat Hulse* ... 1 Dalmeny Ave., Tufnell Park, London N7OLD

Allard Goodies!

..... *Gary Peacock* (602-731-9952)
T-Shirts (\$11), Golf Shirts (\$25), Caps (\$8), 2105 So. Hardy Dr. #7
10" Wall Clocks (\$17), Original Art (\$35-set of 5) Tempe, AZ 85282

Allard Issue:

Vintage Motorsport #4, 1990
Copies available - \$7.50 (Includes postage, USA)
Contact: *Tom Turner* (817-737-9700)

Embroidery & T-Shirts:

Allard Logo - embroidered on ANYTHING; underwear a specialty!
Contact: *Janet Kinzinger* (313-684-5675)

Engines for Sale:

Ardu-Ford *Robert Whitehead* (501-855-0471)
Cadillac (331) *Tom Turner* (817-737-9700)

Photos (Race):

Bob Dunsmore (CA-HMSA) (415-484-4747)
Gordon Jolley (SVRA) (404-368-1503)
Alfred Manley (CA) (415-455-1168)

Reproduction J2X Allard:

..... *Neal Hardy* (704-663-3930)
Small parts may interchange (fender gravel shields fit J2/J2X/K2) with alterations.

— *Tom Turner*, Technical Editor

The Allard Register

Sponsor:
Syd Silverman
White Plains, NY

Editor:
J. P. Donick
4 Historic Drive
Monroe, CT 06468

Committee:
Cyril Wick
Bob Lytle
John Harden

President:
Tom Lush
The Wharf House
Stoke Prior
Bromsgrove, Worcs.
B604LA
England

Honorable Secretary:
R. W. May
8 Paget Close
Horsham, West Sussex
RH13 6HD England

Publisher & Technical Editor:
Tom Turner
1100 Pebble Creek Rd.
Fort Worth, Texas 76107
817/737-9700
Fax 817/737-0623