

ALLARD

The Allard Register

No. 25

SPRING, 1999

Free

Special Coverage: Watkins Glen's 50th Anniversary—See Pages 3-5

TOM LUSH: 1914 - 1998

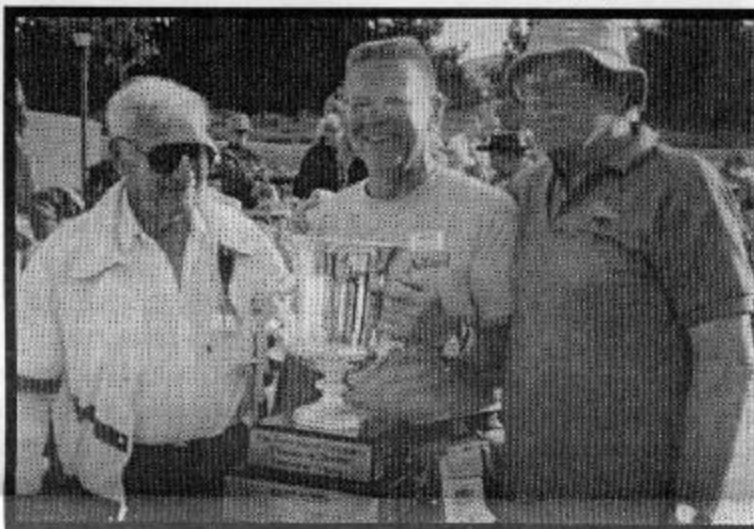
Allard Authority, Historian, and Friend Will Be Missed . . .

Tom Lush, Sydney Allard's "right hand man," president of *The Allard Register*, and respected ambassador to Allard enthusiasts around the world died last November after a lengthy illness.

Tom was born in Peterborough in 1914, and after completing his formal education at Holy Trinity School in Chelsea, became an apprentice in the automotive field. As his employers were prone to dabble in various forms of competition, it was not surprising that he got involved with running his own Austin Seven in "trials" competitions during the pre-War years—which served

as the foundation for his long-term association with a fellow competitor, Sydney Allard.

Tom's WWII days were spent in civilian service, where he trained Army personnel on auto mechanics. That endeavor continued to pre-



Tom Lush, right, with Zora Arkus-Duntov and Tom Turner, Monterey, 1990.

pare him for his post-War role as competitions manager for the Allard Motor Company where his technical knowledge, patience, and people skills were fundamental to Allard racing successes for both factory and private entries. Tom's meticulous preparation, attention to detail, and tenacity played a key role in Allard's historic Monte Carlo Rallye victory in 1952.

(Turn to LUSH on p. 3)

In Memorium

We have lost our president, Tom Lush. Tom went to his reward this past November—peacefully and without pain. He is survived by his wife Pat and their four boys. He will be missed by all the Allard people worldwide. He was 85.

Tom was a very methodical person who loved making notes and keeping figures, no matter how trivial. Little wonder Sydney Allard won the Monte Carlo Rallye with Tom as his navigator.

Did you know he was an honorary United States

citizen? Yes, that's right, as attested to by a large plaque hanging on his wall and signed by the President of the United States, Ronald Reagan.

We Allard folks are indebted to Tom for writing the definitive book on Allard history. And, since his retirement, for providing Allard history and documentation to all who wrote him.

He was a grand gentleman, loved by family and admired by all who knew him personally.

We will miss you, Tom.

—Bob Lytle

No. 14's First Race

by Dave Fogg

In 1950 the car magazines were publishing articles about hybrid English sports cars powered by large American OHV V-8 engines—the Allard J2's.

It was only natural that Tom Carstens and I would be very interested. We both had a long time interest in high performance cars and what is now referred to as "hot rods."

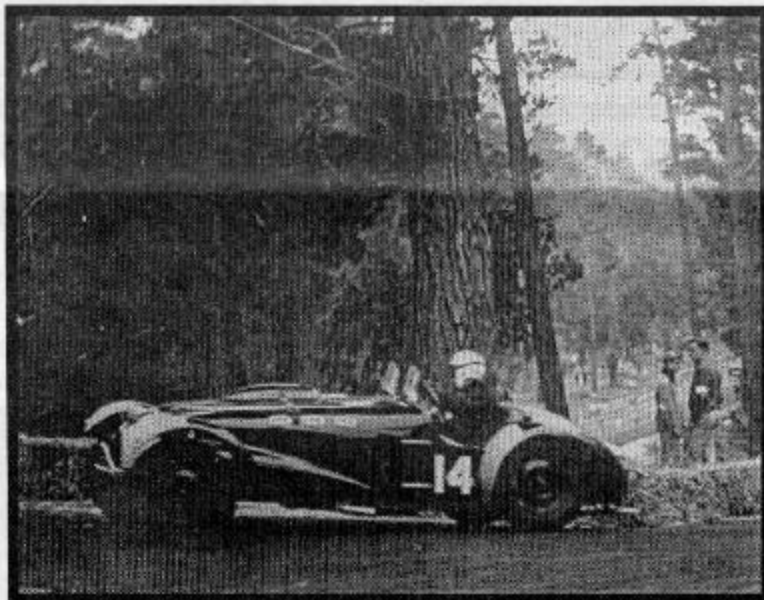
Tom had been a champion outboard racer. During 1946 and '47 he owned the Northwest Champion midget race car, the No. 44 Kurtis. I had also been involved with midgets and we both had been included in the crew of a locally owned Indy car at the Brickyard. To make a long story short we each ordered Allard J2's, less engines. Flathead Ford transmissions were included. The cost was \$2600 each plus crating and shipping. They were 1951 models #1850 and #1851. Tom

had #1850 shipped to Los Angeles and took it to Vic Edelbrock's shop for final assembly. The 1950 Cad engine was bored out to four inches and fitted with JE pistons, solid tappets, Winfield cam, and a Detroit Racing dual carb manifold. The exhaust headers were connected to twin Smitty mufflers that could be bypassed with "Lakes Plugs." Mine was shipped to Tacoma, WA. I installed a '49 Cad engine modified with solid tappets and Detroit Racing dual manifold. I used it as daily transportation—on nice days. [By the way, the Cadillac (Carter) carbs used with these manifolds caused the engine to stumble in hard turns due to gas spilling over into the air horn from the bowl vents.]

Tom had been a spectator at the first race at Pebble Beach. When the San Francisco region of SCCA scheduled another race there for May 27, 1951, Tom sent in his entry. He requested to be assigned No. 44. That was not available so he accepted No. 14 as substitute for the car number. Tom invited me to come along as part of the crew. So began a long association and friendship that continued until Tom's death in November of 1996. A very promising young driver, Bill Pollack, had been recommended to Tom. Bill was contacted

and was interested. The Allard was trucked to Monterey so that Bill could drive it around on local roads and get familiar with it.

Some drivers engaged in little unofficial practice, which was upsetting to the local security people, as the course was part of the Del Monte Forest Seventeen Mile Drive and was



No. 14 in the Del Monte Forest Seventeen Mile Drive

—Julien Graham

open to the public, even though the hay bales were in place. I rode with Bill on one of these practices on part of the course. I was not familiar with the performance capabilities of these cars, as my J2 was not yet running. After that ride, I believe I could calmly sit in the front seat of the world's highest and

fastest roller coaster and read a two-day-old Wall Street Journal. When the course opened for practice, Bill was pleased with the performance of the car. Time

trials were held. Bill set third fastest time. From the standing start those skinny little 600x16 Dunlop tires left black tracks for about 250 feet. We found lots of items that needed correcting, such as flexing shift linkage, brake problems, marginal cooling and other things I have forgotten after 47 years. We also did not realize until after practice the large amount of fuel consumed by the car at high speed, about half gallon per lap. By then it was too late to do anything about it. We boiled five gallons of cooling water in a Carmel restaurant kitchen to remove as much air as possible, took out the radiator grill, installed a higher pressure radiator cap, and hoped for the best.

A Carmel Chevron station manager let us use his shop where we worked for several nights. The night before the race at about 2:30 AM, we needed a welding torch. Nothing else would do, and we had to have it to repair the shift linkage. There was one locked in a screened-in area. After much discussion, we cut off the lock. Tom pacified the station owner the next day, and that took some doing.

Practically everyone involved with this race were Cali-

(Continued next page)

No. 14 (continued from page 2)

fornians, and, as everyone knows, California is the center of car culture. Some people considered us noncompetitive hicks from the northwest. I must say the Allard did not appear very impressive. It had the original steel disk wheels less hub caps, no radiator grill, and it was liberally plastered with masking tape to protect the new black paint job. We did become good friends with some fine people from the San Francisco Region SCCA, including Jay Jones, Ted Rothermel, and that great flagman, Al Torres.

Tom tried to make reservations for the awards dinner and was told that it was sold out.

Race day came and Al swung the green flag as only Al could do for the main event. The cars took off roaring and screeching in a cloud of smoke, dust, and assorted debris, and quickly disappeared around Turn One. The sounds of the cars could be heard echoing through the pine trees. Allards, Jaguars, Phil Hill's Alfa, and various modified MG's and specials. When the cars emerged from the forest onto the pit straight, Bill was the leader.

(Bill Pollack takes over the narration from here.)

I had arrived a day early to check out the Allard. My only experience had been a brief neighborhood drive in a J2 with a stock flathead Ford. The Carstens car was a different story.

There is a big difference between driving a new car in practice and driving in a race. I had taken the Allard for a swift trip down the coast highway and managed to scare myself. Then again in practice on a closed circuit with the other rapid machines and a bit of adrenaline flowing, I knew that we had a fast car. But there is absolutely nothing to compare to the start of a race with big torque, sitting on the front row with thirty screaming machines behind you.

Your blood pressure has got to be in the two hundred something, and all of your glands are at max. Your vision narrows down to a tunnel, and you try to keep your left leg from jumping off the clutch. We got the signal to start our engines, and my six liters exploded into life with such force that the exhaust picked up a piece of pavement and threw it onto the car next to me. The starter, Al Torres, gave me a look and a point with the furled flag and started his rundown between the cars. I followed him in the rear vision mirror. It seemed like an eternity. Finally, Al started his run to the front. When he reached the front row he veered off to the side of the course, turned, gave us one last look and leaped into the air.

My left foot came off the clutch while my right mashed the throttle to the floor. Second gear was quick, and the car leaped in front of the other Allards and the Alfa of Phil's. The first turn came much too soon, and I almost didn't get stopped for this right angle corner. Leaving the big car in second, I

(Continued on page 6)

**Watkins Glen Celebrates
50th Anniversary . . .**

by Chuck Warnes

By 1948, much of the world was recovering from the trauma of the Great Depression and WWII well enough to allow some flights of fancy—such as sports cars, and competitive venues involving such toys. Consequently, a number of famous marques and events harken back to 1948 as their seminal year, making '98 stand out as the year of Golden Anniversaries.

SVRA's Zippo US Vintage Gran Prix served as a fitting culmination for that Golden Year of motorsports festivities. That event celebrated the passage of fifty years since some local enthusiasts teamed with the SCCA to race an eclectic mix of Pre-War sports cars, MGTC's, and sundry hybrids through the street of the small resort community of Watkins Glen, NY.

It is reported that upwards of thirty Allards, and many more Allard aficionados, including Alan Allard and his son, Gavin, were present to help celebrate the beautiful weekend of September 11-13, 1998.

A highlight of the weekend's activities occurred on Saturday afternoon, when two hundred vintage sports and racing cars lined up chronologically behind sixteen Watkins Glen veterans for parade laps of the original 6.6 mile course through the town and countryside. Members of this latter group included two Allards from the 1950 race: Bob Valpey's ex-Tommy Cole J2 that sat on the pole, and Bruce McCaw's ex-Irwin Goldschmidt J2 that was the race winner. Despite the police escort that kept overall parade lap speeds in check, some "lag back and catch up" techniques gave a few Allard owners opportunities to use their spurs, much to the delight of the crowds standing along the streets behind the nominal protection of the hay bale barricades.

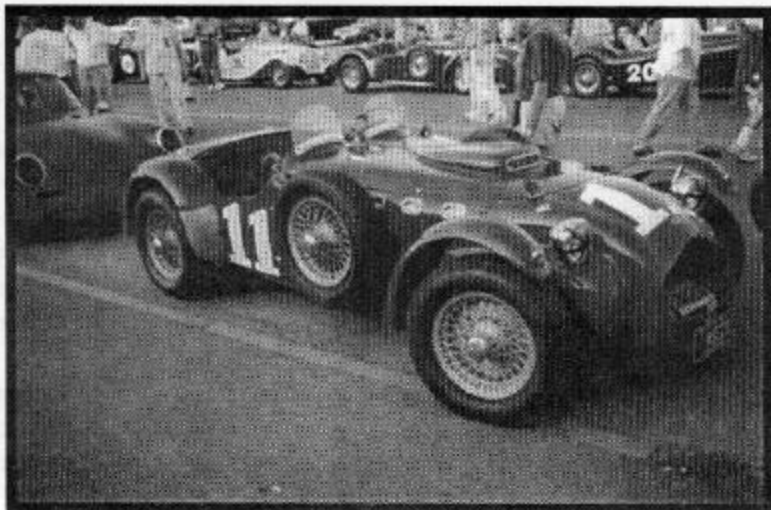
This, coupled with Saturday evening banquet and Sunday's first feature race where Allards were gridded with a variety of Pre-War cars, presented a fine opportunity for Allard folks to share experiences and renew old friendships.

LUSH (continued from page 1)

One of Tom's greatest services to the world of Allard enthusiasts was his book, *Allard, The Inside Story*, which authentically and clearly documents the history of the marque from his first hand perspective.

Throughout his retirement years, Tom continued to be a gracious and articulate emissary of Allard history and technical information. All who have had the pleasure of meeting him—whether in person or through correspondence—will continue to cherish our fond memories of this fine gentleman.

—Chuck Warnes



Peter Booth's Ex-Shelby J2X.



Pat Slevin with his beautiful K2 "Grendel."

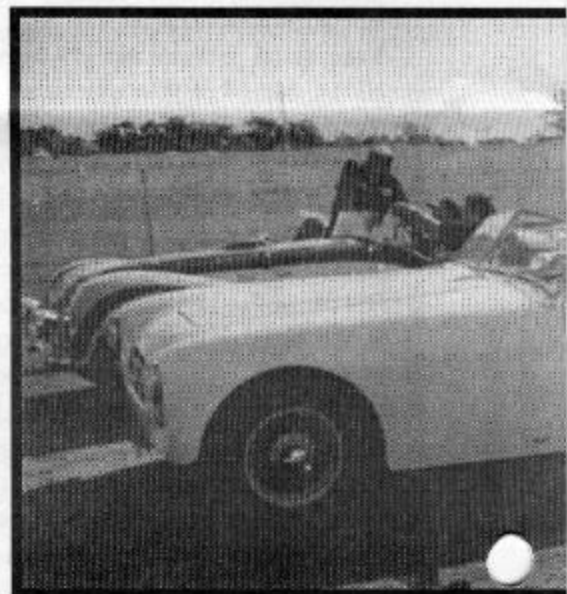


Can you identify the owner of this wire-wheeled J2?

ALLARD &
Watkins C



HOW MANY Allards are in this photo?



Janet Kinzinger in her Allard K3 "Beowulf", along with several

REUNION Glen - 1998



A new Allard enthusiast, Gary Dreyer of Williamsville, NY, in his newly restored K2.



Alan Patterson, Sausalito, CA, in his Allard J2X.



Friends in their Allards.



AND Jimmy Dobbs' Allard K2!

Tailgate Teatime - English Style

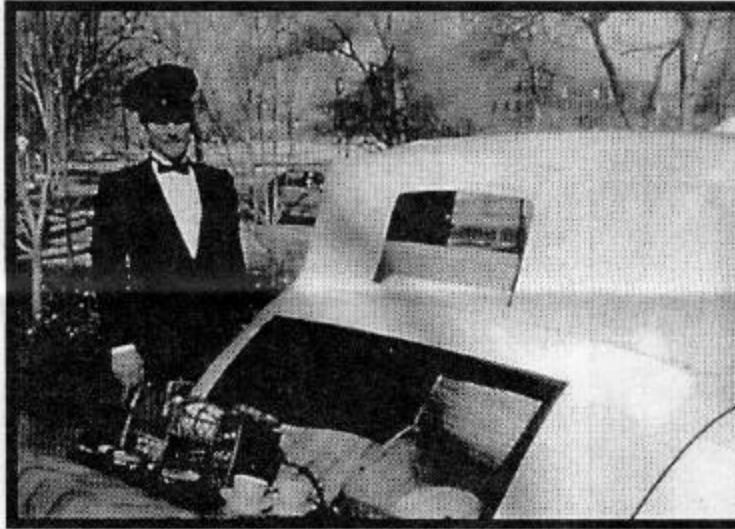
While the Japanese are known for their elaborate tea ceremony, they aren't the only ones. The English have long been known for the importance of tea and their enjoyment

of it, even to the point of combining with it their love for the outdoors. On Friday, February 13, for the Fort Worth (TX) chapter of the Ikebana Society, Yvonne Turner and an English friend, Nob Tringham, hosted a demonstration of afternoon tea off the tailgate of a British-made 1948 Allard drophead coupe, complete with antique wicker basket fitted with all the necessary silver and china accessories to have tea in

style. Yvonne furnished the car and the basket, while Nob provided the tea, a version of Devonshire clotted cream, and fresh baked scones. Dewayne Grammer, Yvonne's auto

mechanic, served as chauffeur.

This elegant antique automobile has an interesting African history: the original purchaser was a planter in Southern Rhodesia near the Mozambique border, who used the car to tour his plantation and also to participate in hill climbs; the next owner, a private school headmaster in Salisbury, S. R., used the car for rallies; next, a BBC war correspondent bought the car to cover the Mau Mau wars in the bush in Kenya. The late Dr. Tom Turner, Yvonne's husband, purchased the Allard in London from the war correspondent and subsequently restored the car



Dewayne Grammer dressed as a chauffeur for the Turner M-1 Allard.

—yt

to its original condition. The antique basket was purchased about ten years ago at the National Motor Museum, Beaulieu Palace, in southern England.

—by Yvonne Turner

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stormed down the short straight to the next right onto the back stretch. This section of gentle curves went by so fast that I felt that the car only touched the ground from time to time. The left hand sweeper up the hill was made for us. Hard breaking for the hairpin with a lot of wheelspin during acceleration to about a hundred and then the bump. I always got airborne on the bump and, if there was a crosswind, I would take off a little into the wind and allow the wind to drift me back to the road. After landing, it was time for a quick downshift and haul everything down for the right angle on the main straight.

There was a drifting left bend before the pits that was a joy to drive. After that first lap, I settled down and started planning my cutoffs a little earlier. As I remember, there was another Allard on my tail, probably Michael Graham, but I could out accelerate him easily. Then Phil Hill in the Alfa got by the Allard and started to chase me. Phil could catch me at the end of the straights, as the Alfa had superior brakes, but coming out of each corner, No. 14 was simply awesome. From the start to the finish, I led with pretty much the same procedure on each corner. I would deliberately come down slower than necessary

on the hairpin and then use our superior torque to gain a good lead on the downhill. The other cars in the race simply could not stay with the combination we had. The car never missed a beat.

The crew had taped up the instruments, so I was never aware of any problems. Tom said, "Just drive the car," and that I did.*

(Back to Dave Fogg's narration.)

The crew stood in the pits sweating out overheating, the durability of a lot of overstressed parts, and whether or not there was enough gas to reach the finish line. When the checkered flag waved in front of No. 14, we were, of course, elated and also surprised at the realization that Bill had driven No. 14 to a win in our first race as a team. At the completion of the cool off lap, Bill stopped at the start-finish line. A large crowd gathered, and much picture taking and interviewing took place. Mrs. Kjell Quavale presented Bill with the Del Monte Trophy.

As for the Allard, the brakes were completely shot, including cracks in the Alfin drums. The transmission,

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The 1998 Monterey Historic Auto Races

The '98 Monterey Historic Auto Races were dedicated to Porsche, celebrating the fifty years of progress since Dr. Porsche and his son built the first VW-based, aluminum-bodied roadster in a farm shed near Gmund, Austria. Despite the presence of 140 examples of virtually every permutation of Porsche model made, there was still room for an array of other marques to cater to the broad tastes of the record breaking crowds.

Allard was represented by four MHAR veterans - Bob Lytle's Buick/J2X, and the three J2's of Glenn Shaffer (Cad), Cordell Bahn (Cad), and Lamont Cochran (flathead). Friday's practice surfaced

some heating problems with Glenn's freshly rebuilt engine which, in turn, activated some valve train gremlins. Fortunately, Glenn and Tim did their midnight oil thing, and had things back together in time to assume the #2 spot on the grid for Sunday's race, three rows ahead of Lytle.

Steve Schuler, this year's token villain, started his 7.3 liter Hemi-powered Hagemann Special directly behind Shaffer. The two had several laps of spirited dicing in

Friday's practice when Steve simply could not catch Glenn's J2. However, Glenn fell into a rare lapse of naive goodwill, and offered Steve some tips on cornering techniques. Steve

responded in the first race lap by charging past Glenn up to second place where he routinely demonstrated his newly learned cornering skills to the frustrated Shaffer. Once Steve completes the restoration of his own J2, it should be interesting to witness a duel between these to veterans of Allard's glory days at LeMans.

All four Allards again reinforced the

marque's reputation for reliability and charisma by generating a lion's share of interest and entertainment - both in the paddock area, and on the track. Paddock area visitors included Brian Deitz who is currently sorting out his newly restored J2X, Kerry Horan whose fresh Hemi-powered K2 is enroute to the US, Ron Hale who is planning to eventually race his K3, and the ever-charming Tiley family from England.

—Chuck Warnes



MONTEREY '98: Allardites Bob Lytle, Glen Shaffer, Lamont Cochran, Dr. Cordell Bahn.

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including the case, was totally worn out, and many other engine and chassis parts were in need of serious attention. Fortunately the cooling water did not quite boil. There was not enough gas in the tank to complete another lap.

Oh, yes, about the awards dinner. Someone told Tom that in view of the win, they would have room for him and Bill. Tom's reply was, "Find room for our whole crew and their wives, or none of us will be there." We greatly enjoyed the awards dinner and festivities.

*Note: "We did not want Bill to lose concentration by being concerned about overheating or running out of gas."

—Dave Fogg

The Allard Register

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- MG-TC, Austin-Healy 100-4, Jag *Moss Motors* 7200 Hollister Ave., P.O. Box MG, Goleta, CA 93118
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+++++

MISCELLANEOUS:

Allard badges (from Allard Owners Club):

- Bonnet badge (front) £19 + postage
- Scroll badge (rear) £16 + postage
- (£2 to US)

AOO Membership £25

- Contact: *Michelle Wilson* Secretary and Press Rep., AOC
- 10 Brooklyn Ct., Brooklyn Rd., Woking GU22 7TQ
- Tel and Fax 0181 874 1306

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Photos (Race):

- Bob Dunsmore (CA-HMSA) (415-484-4747)
- Gordon Jolley (SVRA) (404-368-1503)
- Alfred Manley (CA) (415-455-1168)
- Bob Harrington Photography, 1270 DeQuincy Crescent Burlington, Ontario L7P 1E4 Canada

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during the 1999 Monterey Historic Auto Races at the Rick Cole Auctions in Monterey, Aug. 27-28.

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