



# The Allard Register

No. 40

FALL 2004

FREE

## The Gathering at Watkins Glenn

I usually don't rely on weather forecasts for the Watkins Glen area. Many years of attending at the U. S. Grand Prix, taught me this. This time, the forecast was right-on. "Friday through Sunday, warm and sunny." What glorious weather, what an enjoyable weekend! What a welcome change from the weather experienced on the drive down from Cape Cod the day before.

The Allard program started off with Friday breakfast, 6:45 AM, at the Inn at Glenora. During the breakfast, Dave Watson asked for a moment of silent reflection on the recent passing of John Allard.

Several Allards were there. Dave and Louise Watson's J2X, Terrell Underwood's L-Type, Bill and Annabelle Wilmer's J2X, Bill Boone's J2X, Bill Magavern's K1, Lindsey Parson's J2X and Roger Allard's J2X MkI. My J2 was still in its trailer, back at the track. Besides the excellent full breakfast, we were further entertained by the presence of Bill Pollack, who raced Allards in the early 50's; and Dean Butler, with his driver, Martin Wolford. Dean and Martin recently back from Europe, following an impressive race performance with the Curtis LeMay JR Allard. Other Allard owners there were Peter and Betty Bland, Jere Krieg, Tom and Dee Kayuha, Don and Bobbie Milligan, Roger and Deloryes Hicks, Richard and Judy Stilwell, and Bill and MJ Peden. Also attending were Bud Link, who restored Bill Magavern's Allard, and Jim Bierly, who accompanied Bill Boone on the trip out from Tulsa. Barry Parker, who had restored both my and Dave Watson's Allards, was



*Car show at the track. L-R. Underwood's L-Type, Boone's J2X, Dave W's J2X, Wilmer's J2X, Magavern's K1, and Andy P's J2*

there with his wife, Louise.

After breakfast, I drove back to the track, unloaded my Allard, and drove it to Smalley's Garage in downtown Watkins Glen. Smalley's was where the technical inspection of the race cars was done when the race was run on the public roads in the late 40's and early 50's. These days, a recreation of this inspection was held for many cars of the appropriate type and vintage

Afterwards, I drove my J2 to the site of the Concours, which was held at the state park. Dave and Louise Watson, and their J2X; and Bill Magavern, with his K1 joined us in the Concours display.

Meanwhile, Lindsay Parsons, Bill Wilmer and Terrell Underwood set off on one of the 100 mile road tour scheduled as part of the Festival, and they returned in the afternoon to take laps of the Old Course with their tour group.

About 50 cars were invited to the Concours event. Included with the Concours package was a tour of the old course. The Old Course was laid out on public roads, so I experienced some oncoming traffic. One can only imagine what it was to race this course back in the post-War days. At that time, a significant portion of the course was unpaved. A memorial to the Collier brothers can be seen while driving the course. Another memorable view is that of Seneca Lake, while going down grade to the town. Crowds lined both sides of the road through town, recalling what it might have been like during the actual racing there, 50 some years ago.

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## Watkins Glen, *continued...*

That evening, we met again at the Inn at Glenora, for dinner. Again, an excellent meal was had. David and Louise Watson did an outstanding job in setting up the agenda. The attendees all received commemorative engraved glass mugs, and a personalized license plate for their Allard.

Saturday saw all of the non-racing Allards gather at the infield of the track for an auto show. There must have been over 400 cars being exhibited. Allards there were those that were at the Inn at Glenora, plus my J2. This venue provided a good opportunity to observe the races.

Four Allards were listed on the weekend racing schedule. Bob Lucurell had his J2X and K3. Bob took turns driving his two Allards with his son and daughter-in-law in the enduro and the Group 4 races. Martin Wolford drove Dean Butler's JR. Michael Silverman had a J2X. All of the participants in the auto show got a chance to make a two lap tour of the track during a break in the racing. What a difference from the Old Course!

Sunday was a continuation of the auto show, and the conclusion of the racing events. Some of the Allards had already departed for home. Roger Allard was often engaged in giving interested parties a drive in his J2X MkI.

Every car event has provided some indelible memories for me. This one was no exception. While touring the racetrack on Saturday, with 400 or so other cars, I ended up behind a bronze colored Porsche. There were two young ladies as rear-seat passengers. When we passed the grandstand the first time, one of the young ladies dumped a large cup full of white powder on to the track. I was about 100 feet behind, at that point. Barry Parker, who was my passenger, commented that doing this was most unusual, and probably hazardous.



*Allard owner Pete McManus and the Ardent Alligator, sans wheel*



*David & Louise Watson in their J2X followed by Andy*

The next pass of the grandstand saw the second young lady do the same thing. This time we were much closer, so that Barry and I got a face full of the powder. I shook my fist at the driver of the Porsche. Then we stopped, prior to exiting the track. The driver of the Porsche got out, and walked over to us. He apologized for the two dumping incidents. He explained that a racer friend of his, recently deceased, had requested that his ashes be spread on the track. I'll think of this every time I brush my teeth or wash my Allard.

*Words: Andy Picariello and Dave Watson  
Photos: Andy Picariello and Roger Allard*



*Terrill Underwood's L-Type and Bill Magavern's unique K1*

Editor's Note - Andy Picariello's 1950 J2 won the Best of Class for Post WWII Foreign Cars, at the track car show on Saturday. His recently refreshed Allard was one of 130 cars exhibited in this class. He was awarded a trophy and a piece of Steuben crystal.



## The 31st Annual Monterey Historics



*Bernard Dervieux at speed in his gorgeous J2*

Sunday can be a “down” time at the Monterey Historic Auto Races. But “down” in a positive sense. The previous three days had been a steadily growing flurry of activities and anticipation, climaxing with the running of Race 3A on Saturday afternoon. So, with many of the spectators attending other weekend attractions, Sunday offers a more relaxed setting for folks to kick back, visit friends, and reflect on the special experiences of the weekend.

The Allard pits were again grouped down “Allard Alley,” flagged by Bob Lytle’s bright green street sign near one of the busiest intersections of the paddock area. This, coupled with the Allard marque’s charisma, led to a steady stream of spectators and friends stopping by throughout the weekend.

Special visitors included Jerry Lettieri, who updated us on the mechanical progress of his Duntov J2, and Mr. Masato Kitajima, an Allard owner visiting from Kanagawa, Japan. Bill Pollack took a break from autographing his new book *Red Wheels and White Sidewalls – Confessions of an Allard Racer* to stop by for a visit. Richard Saunders, who owned and raced a J2 back in the 50’s came to share a satchel full of Allard-related archives that he had gathered over the years. Alan and Celia Tiley made their annual trek over from the Mother Country to be with us again this year, and it was again nice to have a chat with Lindsey Parsons – who opted to travel via airline, and limit the 2004 road trips in his J2X to Pittsburgh and Watkins Glen.

Matt Grebe and Steve Schuler were proudly sharing photos of the recently fabricated J2 bodies (Matt’s from England, Steve’s in Australia), and both expressed optimism that their cars would be up and running by this time next year. It was especially good to have Margaret Shaffer

and Tim Hardy back with us again. Tim soon found himself back at work, making good use of his vast Allard experience and technical knowledge to help various Allard racers diagnose and sort out a variety of mechanical issues that arose.

Eight Allards (three J2’s, three J2X’s, and two K2’s) were entered in this year’s MHAR – all in Group 3A (1947 – 1957 Sports Racing Cars over 2500 cc.). They were running against some pretty stiff competition this year, including three D-Type Jaguars. So it should not come as a surprise that two of the D-Types filled the first two positions on the starting grid, one of which finished in first place. Phil Hill also raced in Group 3A, driving a very well-sorted 3.5 liter Alfa-Romeo.

Peter Booth was running with the best of them in Friday’s practice until his timing chain called it a day. Fortunately, collateral damage was limited, but enough for Peter to opt for the role of spectator for the rest of the event.

Saturday’s starting grid saw the seven remaining Allards spread out from 16th to 30th slots, and every one of

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*Lamont Cochran dropping through the “Cork Screw”*

## Monterey, continued...



*Alan Tiley, Bob Lytle, Ron Hale, Chuck Warnes, Jerry Lettieri, and Bill Pollack (left to right)*

the six finishers held their own throughout the 10 lap race. This was Bernard Dervieux's first year at the MHAR. Despite his struggles with some finicky brakes, he worked his way from starting at 24th to finish 17th. Meanwhile, Jim Degnan's K2 moved up eight spaces to take the checkered flag in 19th spot.

Other Allards were Bob Lytle finishing 13th, Lamont Cochran whose flathead J2 finished 20th, Cordell Bahn in 22nd, and George Myers in 23rd. It was good to see Alan Patterson running his freshly restored J2X out here in California again. Friday's practice earned him a well-deserved 18th place on the starting grid, and he continued to run strong in Saturday's race until mechanical issues sidelined him midway through the run.

So, it was another great time for Allard racers, owners, and enthusiasts to play with the toys and socialize with old friends. Hope to see you next year!

*Words: Chuck Warnes Photos: Colin Warnes*



*Alan Patterson demonstrating a little J2X body roll*

## Milligan's J2 Sees the Light of Day

Don Milligan rescued the ex-Stu Rutherford J2 nearly forty years ago. In all that time it's been a "work in progress," or NOT in progress - depending. It was mostly a pile of parts that could one day again become an Allard J2. Furthermore, many of the parts had gone walk-about, and were assumed to have been lost when Rutherford scrapped the car to build his later race car, the "Rutherford Special." Stu Rutherford was an early SCCA racer in the northeast USA, as well as active in the hot rod and drag racing scene. He began racing Cad-powered K2. While at a hillclimb in '51, he traded it for a J2 - which he converted to Hemi-power, and ultimately broke the chassis with his drag racing exploits. So, he scrapped the Allard, built himself a special, and sold the remains to Don Milligan.

The parts remained in Don's barn for the next forty years, with odd spurts of effort to get it put together. Much of the time was spent in searching for bits, engineering repairs to the chassis, and getting some body parts fabricated. Fast forward to the Spring of 2004 - Stu Rutherford had been quite a hillclimb exponent, and had done well in venues including Mt. Equinox and Mt. Washington. This year was to mark the Centennial of the first Mt. Washington Hillclimb, and a celebration of major proportion was being planned. This included locating as many veterans from the old days as possible.

Yrs trly was asked if anyone knew the whereabouts of Rutherford's J2, and Don was duly contacted this past spring. Don hemmed and hawed, and allowed as how he might be able to bring out the pieces, but that was about it. Subsequently, Mike DiCola got him a new steering box, and attached one of his spare steering wheels. He fabricated

*Continued Page 7...*



*Don Milligans pieced together J2 on display*

© Autophotos, Ed Hymn



## Cumberland



*The three J2X's of Jim Netterton, Dave Watson, and Lindsey Parsons (left to right)*

Cumberland, Maryland was the site of big time sports car races in the 50's, 60's and on into the 70's. During the last few years there has been an increasingly successful effort by local organizations and sports car groups to have a "revival" of these good times.

For 2004, a 3 day event was organized with shows, rallies, and timed events at the original race site at the airport.

Three J2X Allards responded to the organizers call to appear in the show. Dave and Louise Watson brought their Cadillac engined car as did Lindsey Parsons; and Jim Netterstrom had his Chrysler engined car on hand for the day. The Watson and Netterstrom cars had raced at Cumberland in 1956 and 1957.

Lindsay arrived first, driving up through the threatening weather and twisting hill roads, without a care, and got much attention in the hotel parking lot.

On show day, the Allards were positioned on center stage and drew much attention all day long, even with the light drizzle that bathed cars and spectators during the first few hours. Interest and discussion peaked toward the end of the show as participants at the activities at the airport returned to town to view the show.

At the award banquet on Saturday night, the Watsons received the Skitarelic Trophy Heritage Award for best embodying the spirit of the original races. Photos and a story about the 3 Allards appeared on the front page Cumberland Times-News on Sunday.

A fine time was had by all and it continues to be a wonderful experience to see these cars continue to be so thoroughly appreciated!

*Lindsey Parsons*

## Amelia Island

The Amelia Island Concours d'Elegance, with its special emphasis on vintage race cars, has become a major US automotive event under the leadership of Bill Warner. The ninth concours was held at the Ritz Carlton Resort and Country Club on Amelia Island, just outside Jacksonville, Florida, on March 14, 2004.

Bobbie Unser, three time Indy winner was the honored guest at this event, with several of his race cars on display. Over 260 automobiles in a variety of classes participated, with Rolls Royce the featured marque. There was an extraordinary range of historic vintage oval and road racing cars on display, including a number of Indy winners. In the racing categories, historical significance, originality and "presence" were included as factors in judging.

The 1952 Allard J2X which Bill and Annabelle Wilmer of Basking Ridge, N.J. have owned for over 30 years was invited to participate in this year's Concours. This vehicle had never before participated in a judged show, and was entered in the category: Race Cars 1946-1959. Class judges included Bobbie Rahal and Peter Egan. At the conclusion of the event, the Wilmer's were both surprised and delighted to have their J2X awarded Best in Class.

Except for repainting over thirty years ago, the Wilmer's J2X remains in 1950's racing configuration, exactly as it was raced almost fifty years ago by Harry Payne Whitney when it received trophies in numerous East Coast SCCA races, hill climbs and time trials. They have over 25 trophies and a variety of racing photographs taken in the 50's which they obtained from the Whitneys during the early 70's. The original SCCA Race Car Registration Plate is still affixed to the dashboard.

This is an unusual J2X in that the original Cadillac engine was replaced by Bill Frick of Studillac and Fordillac fame in 1957 with a McCulloch supercharged 283 C.I. Corvette engine to maintain its competitive edge. David Kinsella's book on the Allard Automobile includes a description and photograph of this vehicle.



## Book Review: Bill Pollack's "Red Wheels and White Sidewalls"

Many Allard enthusiasts got their initial inspiration from Tom Carsten's immaculate white-walled, Cad-powered J2. Bill Pollack had the honor of piloting that imposing mass of adrenalin, testosterone, and charisma to outright victories in each of its five outings in 1951 and 1952. Bill continued his amateur racing activities for another 5 years after that car was destroyed in a post-race accident at Pebble Beach in 1953. During those years, he earned 18 more "podium" (in F1 parlance) finishes in 44 races.

Dave Brodsky discovered the butchered remains of the #14 Allard in the late '80's and painstakingly restored it to the 1953 configuration. The car made its debut in the 1989 Monterey Historics, where it was pitted next to its sister car raced by #14's original owner, Tom Carstens. Brodsky graciously delegated the driving duties to Bill, who also raced it in the 1990 Monterey Historics, when Allard was the featured marque. Number 14's current owner, Bill Marriott, shipped the car back to Laguna Seca for the 2002 commemoration of Bill Pollack's 1952 Pebble Beach victory.

Bill is a driver of proven ability, and he also has considerable journalistic skills with several contributions to *Road & Track* over the years. He has continued to sharpen his literary tools by regularly sharing his experiences and insights in issues of the *Fabulous Fifties* newsletters and the *Allard Register*.

He has been working diligently over the last few years to compile his memoirs, and the fruits of his efforts have just been published under the title RED WHEELS AND WHITE SIDEWALLS: Confessions of an Allard Racer. In this, Bill gives us a personal, first-hand insight into the genesis of the pre-WWII car culture of Southern California, a time when "... there were admirals and generals and actors and kids. All got involved because it was exciting and fun. We were amateurs in the strictest sense of the word, and that was a big part of the charm."

This book contains a wide array of personal stories – not only about Bill, but also other colorful personalities who played a key role in that post WWII renaissance. We especially enjoyed his candor, and his wry, self-deprecating humor. Bill had

done and accomplished a lot, but is not guilty of taking himself too seriously. Moreover, he has a special gift for vividly portraying the excitement of an auto race in a flair that rivals the drama and excitement of a Seabiscuit race.

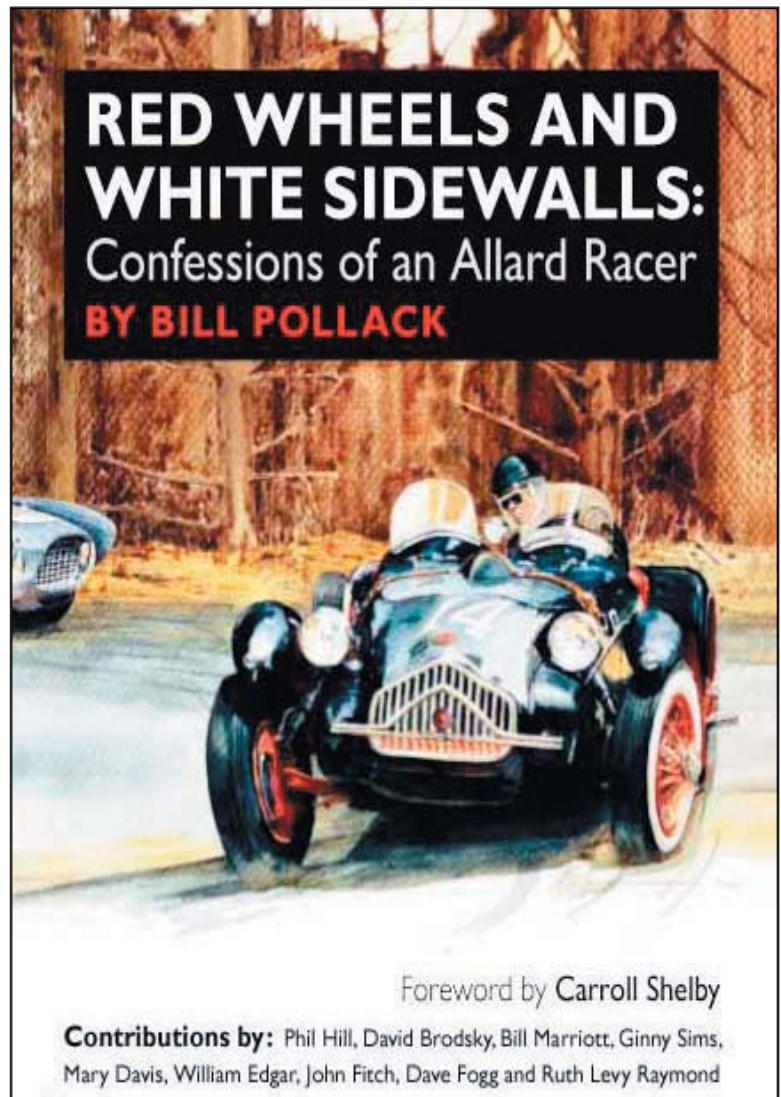
The book includes over 80 photos, including a heart-breaking photo of the wreckage of #14 that makes one marvel how anyone survived. This is highly recommended reading for anyone interested in vintage sports car racing – and Allards in particular. It is published by Brown Fox Books ([www.Brownfoxbooks.com](http://www.Brownfoxbooks.com)).

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## Honourable Secretary Turns 92!

Founder and Honorable Secretary of the Allard Register, Ray May, turned 92 at the end of July. Yrs. Trly managed to see him and enjoy a meal a few weeks prior to the event and is happy to report that Ray is as hale and hearty as ever and is always happy to hear from friends and enthusiasts in the Allard world.

### Milligan J2, Continued...

a dash and populated it with gauges, assembled the body and the suspension, got a coat of primer on it and VOILA! A rolling Allard J2. He even had Rutherford's original Hemi under the hood. It was a heroic effort, and we all applauded when he arrived with the old girl in tow.

But wait, there's more. The "Rutherford Special" - also thought to be lost - was still extant. Stu's son, Malcolm, restored it for the occasion and showed up for the Centennial with "Rutherford Special" in tow. It was better than Old Home Week. The Rutherford's and Milligan had a grand time catching up and comparing notes. Don mentioned that he guessed Stu must have lost the Allard steering box. Mal responded "No, it isn't lost. It's here on the Special. So's the steering wheel, and half the dash board!" Mystery solved.

Milligan was quietly content. Who can blame him? Now we can't wait for him to finish the job.

jpd

## The Last Checkered Flag

### John Allard



We were saddened to learn that fellow Allard owner and enthusiast, John Allard, passed away on July 20, 2004. He had been in poor health for some time, but did manage to travel from his home in Oregon to Texas for *The Gathering of the Clan* last October.

John had a true passion for Allards, and over the years had amassed a large trove of Allard items and information. He was an active participant in the Allard Yahoo Internet Group, where he was most generous in sharing his vast body of Allard-related technical and historical information. He is missed, and we extend our sympathy to his family and friends.

#### PLEASE NOTE

1. We appreciate the fine submissions from members of the Allard Register. Just a reminder - our publishing an issue depends heavily upon our having interesting, original Allard-related stories, articles, and photos. We depend on you to provide us with those items.
2. Allard-focused articles and photos are always welcomed. Please direct submissions to the Publisher, Chuck Warnes. MS Word submissions by disk or E-mail are appreciated. Due to space limitations, we may have to do some editing.
3. Please direct any additions or changes to our Mailing List to Bob Lytle at [cottonwoodbob@wildapache.net](mailto:cottonwoodbob@wildapache.net)
4. **CARS, PARTS, AND SERVICES** listings will be listed in TWO ISSUES. If you want us to continue running your item beyond then, you will need to resubmit. We appreciate notification if an item is no longer for sale.

-JPD and Chuck

## The Allard Register

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## Cars For Sale

1952 K2 #3136



Restored 1952 Allard K2 #3136 with a light grey/blue finish. The car has a 390 ci Cadillac engine with a Holley carb and GM Jetaway automatic transmission. The car is not a garage queen and is driven at least once a week. Restoration photos and correspondence with the previous owner are available. \$50,000. *Richard Harris, Santa Ynez, CA (805) 688-0935.*

1951 K2 #1986



Original condition 1951 K2 #1986 with a light blue finish. The car has a Cadillac engine with a Mallory ignition and 4-speed automatic transmission. The car has been in the family since 1953 and was driven regularly until 1961, logging 36,000 miles. All registrations, including the original bill of sale are available. \$35,900. *John Bien, Fort Lee, NJ (917) 921-0099.*

*Additional pictures and information on these and other cars for sale can be found on our web site, [www.allardregister.org](http://www.allardregister.org)*

1948 M-1 #834 & 1952 P-1 #1932



Original condition 1948 M-1 with a silver and maroon finish. The car has a newly rebuilt Mercury V-8 with a 3-speed transmission. The interior and paint are in good shape. The top needs replacing, but the frame is in good shape. Picture is a publicity shot from a musical piece commissioned as tribute to the late Tom Turner. \$20,000 OBO.

1951 P-1 in a need of a good restoration. The car has a Ford V-8 with a 3-speed transmission. The interior is complete, but needs replacing. \$6,000 OBO.

Garage space is no longer available for these two, which is why I need to sell them. Would consider \$22,000 for both. *Larry Johansen, Redlands, CA (909) 793-0513.*

### [www.AllardRegister.org](http://www.AllardRegister.org)

The Allard Register is pleased to announce that our new web site, [www.allardregister.org](http://www.allardregister.org) is now online! The site features a brief history about the company, the complete Allard Register archives on Acrobat pdf, a review of all the models produced (with pictures), a classifieds section for cars & parts, links, and a resources section featuring technical articles and other interesting items. Please note the web site is a work in progress and many of the pages are not yet complete. We invite you to take some time to visit the web site and let us know what you think!

### We Need Your Email Address!

The Allard Register is in process of updating our records and we need your email addresses - *this information will be kept confidential.* Along with updating our records, you will also be added to the mailing list for the email version of the Allard Register, with color pictures and additional content. Please send your updated information to Bob Lytle at [cottonwoodbob@wildapache.net](mailto:cottonwoodbob@wildapache.net)



## More Pictures From The Glen



*Mr. and Mrs. Picariello out for a spin.*



*Roger Allard's J2X Mk1 in front of the historic Smalley's Garage.*



*Terril Underwoods L-type getting admired during the Concourse.*



*Bill Boone and his Yellow J2X.*



*A cockpit view of 'The Old Course' from Andy Picariello's J2.*



*A few Allards touring the 'The Old Course' on a parade lap.*



*More Pictures From Monterey*



*Peter Booth on Friday practice before his engine blew*



*A unique perspective of George Myers K2 on the pre-grid*



*Cordell Bahn in his J2*



*Jim Degnan in his K2*



*Mr. Masato Kitajima, an Allard J2 owner visiting from Kanagawa, Japan*



*Bob Lytle dropping into the Corkscrew*



*The Allard Register wishes  
you and your family all of the best  
this Holiday Season!*



Special thanks to Harri Sukman, from Finland who sent us this great Allard holiday greeting!