



The Allard Register

No. 42

FALL 2005

FREE

A 'Special' Monterey Historics

THIS YEAR'S Monterey Historic Automobile Races was a salute to the Great American Specials – a fascinating array of innovative “home grown” sport racing cars conceived and built by Yankee privateers to compete against Europe’s best. They ranged from crudely concocted hybrids developed by a few privileged young men



Bernard Dervieux in his beautiful J2, restored by the late Duncan Emmons

just before WWII, to the cutting-edge Chaparral 2's that successfully pioneered innovations in race car construction and aerodynamics.

This event offered a once-in-a-lifetime opportunity to witness several of these pioneers doing their thing out on Laguna Seca Raceway. The grid for Saturday's Group 2A race included the three pre-WWII stars:

- Miles Collier's Ardent Alligator, a '29 Riley Brooklands fitted with a flathead Mercury, and currently owned and raced by Allard owner, Pete McManus.
- Briggs Cunningham's BuMerc Special, a modified '39 Buick Century chassis clothed in bodywork adapted from a wrecked Mercedes SSK.
- The recently resurrected 1935 “Old Gray Mare,” a Ford flathead-powered special that won the Mount Washington Hillclimb three times and performed respectably in several ARCA (pre-war predecessor to SCCA) events on the East Coast.

Several parallels can be drawn between American Specials and the Allard marque during the decades before and after The War. So it came as no surprise to see the race program devote a paragraph about Allards in its narrative about those special vehicles and times.

FIVE ALLARDS ran in Group 3A among

several C-Type Jaguars, a couple of Mercedes 300SL's, and a gaggle of post-war Speed. Allard participants included Peter Booth, Bob Lytle, and Alan Patterson in their J2X's, Bernard Dervieux at the wheel of his J2, and Jim Degnan running his K2. All five Allards were placed mid-pack on the grid, and maintained their positions to take the checkered flag of the eleven lap race.

ORGANIZED EVENTS during the Monterey Peninsula's “Concours Weekend” have continued to grow well beyond the Pebble Beach Concours and the Historic Races. They now include at least two classic car tours around the local region, two special interest car shows, and several classic car auctions.

One event is “THE QUAIL, A MOTORSPORTS GATHERING,” a one-day event at the exclusive Quail Lodge, located in the Carmel Valley, “just” over the Laureles Grade from Laguna Seca.



Ben Bragg in the Old Gray Mare drag races Steve Earle in the old Briggs Cunningham Bu-Merc, while fellow Allard owner Pete McManus in the Ardent Alligator tries to catch Sam Mann's Maserati 6CM.

One of THE QUAIL's highlight's is an invitation to select cars from one Monterey Historic Race Group to make a California Highway Patrol-escorted "Historics to Quail Run" over public roads (bearing in mind that many of the race cars don't even come close to being "street legal") to pay a visit to this sedate setting. The 2004 "Run" consisted of twenty Ferrari 250 GTO's. This years "Chosen" was from Group 3A. So, mid-day on Friday a raucous assemblage consisting of several Great American Specials and all five Allards departed Laguna Seca to receive a grand welcome and red carpet treatment in the posh and otherwise serene setting of the Quail Lodge.

OTHER SPECIAL TREATS in store for historic race fans included static displays and track demonstrations of some of the true icons of the sport. Such as ...

- Jim Hall brought all six of the world-famous Chapparral 2's out from The Petroleum Museum in Midland,



A rowdy bunch of Allards invaded the posh environs of The Quail.

Texas. They were on display all weekend, with parade and demonstration laps at the hands of Jim Hall, Phil Hill, and Vic Elford.

- Sir Stirling Moss did demonstration laps at the wheel of the same Mercedes 300 SLR that he drove to victory in the 1955 Mille Miglia. Jay Leno, riding shotgun, made a valiant effort to maintain a composure befitting of Dennis Jenkinson.
- Briggs Cunningham's "Le Monstre," the bizarre, custom-bodied Cadillac from the short-lived "Normandy Landing Craft" school of race car design. (Maybe that's why the French fell in love with it). Cunningham built it especially for the 1950 LeMans. It finished in 11th place, one spot behind his stock-bodied Cadillac coupe, and 8 places behind Sydney Allard and Tommy Cole.

TWO ALLARDS were on the block for the RM's Monterey Sports & Classic Car Auction.

The first was an intriguing, unrestored Olds-powered, LeMans-bodied J2X (3201). According to the bidder's guide, it was "Discovered in a northern New Jersey barn in 2004 ..." and had a documented race history on the East Coast back in the '50's. Even though it had been in storage for 40 years, it did cross to stage under its own power. The top bid of \$160,000 did not meet the reserve.

The other Allard was the beautiful Zephyr-powered Palm Beach that the late Dr. Tom Turner restored and raced. The car brought a respectable price, despite the fact it was well past midnight before it went on the auction block.

*Text: Chuck Warnes
Photos: Colin Warnes*

Allard at LeMans, and the Allard J2X LeMans



#3152 Set the high water mark for Allards in 2005

The classic car auction scene has seen a surge of interest in the Allard marque over the past couple years. Particularly, it seems, when the name Allard is tied with the magic word “LeMans.”

The high water mark for Allard prices was reached at the 2005 Barrett-Jackson Auction in Scottsdale AZ (www.barrett-jackson.com) by #3152, a beautifully restored, hemi-powered J2X LeMans. The second highest price recorded for an Allard sale was at the 2004 Barrett-Jackson with the sale of #1910, Glen Shaffer’s Cad-powered ’51 J2 “LeMans racer.” And this past August we witnessed some lively bidding on a recently-discovered, un-restored J2X LM at the Monterey Sports & Classic Car Auction (www.rmauctions.com).

The “LeMans” word associations are appropriate for all three of these cars. Sound confusing? Well, don’t feel alone. So, we’ll try to offer a brief primer on the Allard and LeMans tie-in.

ALLARDS AT LeMANS: The Twenty-Hours of LeMans had a strong draw on Sydney Allard, who ran two-car teams at LeMans in four consecutive years from 1950 – 53. The first effort in 1950 proved to be the most successful, when a Cad-powered J2 driven by Sydney Allard and Tom Cole finished in third place. Allard entered another pair of Cad-powered J2’s in 1951.

They ran a pair of LeMans-bodied J2X’s in 1952. One dropped out with engine failure at 13 hours, the second one with axle failure at 14 hours. Both cars were running Ford 4-speed boxes fashioned from

modified truck transmissions.

The 1953 entrants were two Allard JR’s – which bore some visual similarities to the LeMans bodied J2X’s, but are radically different cars.

FEATURES OF A LeMANS-BODIED J2X: According to Tom Lush (Allard, The Inside Story p143). “... a new ruling by FIA made a new design essential. In effect, separate mudguards, or wings, would now be banned in international racing, and if an all-enveloping body was not fitted the wings had to be joined to the main structure with a covering or apron. Accordingly, a design for a semi-streamlined body was drawn up, and the prototype was built at Encons. Although the J2X chassis remained unaltered, the new model was given the name Le Mans and listed at a higher price than the J2X.”

NUMBER OF LeMANS-BODIED J2X’S: Tom Lush’ book does not specify which, or how many of the 83 J2X’s had LeMans bodies. He was reported to have speculated in one conversation that there could have been as many as twenty.

However, May 1988 correspondence from Lush lists eleven. This includes the two 1952 LeMans racers (#3049 was subsequently converted to the “Hinton Special,” and remains in England. #3055 was shipped to the US). Overall, ten of J2X LM’s were shipped to the US, but #3141 and #3153 are now in Germany. The November 2005 Allard Owner’s Club newsletter includes a photo of Tom Walker’s J2X LM (no serial #) entered in this year’s Freddie March Memorial Trophy race at Goodwood.

-Chuck Warnes



No J2X LM was alike, #3153 now resides in Germany

The 2005 Colorado Grand in a J2X



The Parsons' J2X taking a quick breather in the high country of Colorado.

I have long wanted to participate in the Colorado Grand which, as many know, is one of the premier tours dedicated to vintage cars in the world. What has held me back up to now was the absence of a willing co-driver with the time available and the inclination to ignore the physical discomforts accompanying 1000 mountainous miles in a topless car with only racing screens for protection. When my old friend Merrill Yeager offered to accompany me and even to trailer the car out to there and back with his truck, an immediate application was made. Actually very little preparation for the event was necessary as the car is in continuous use. All that was done was to completely service the machine and carefully check all its vital systems, then pack it up.

When we arrived at Vail, Colorado for the initial stage of the event and began to unload the Allard, numerous other participants were buzzing about. Within minutes of arriving we spotted a Bugatti Type 51, an Alfa 8C2300 Monza, two 250 SWB Ferraris, several D Type Jags (four of these machines along with a single C Type participated) and a Jag XKSS, one of two which were there. Eventually, the participating cars having all arrived, the group made up one of the finest collections of varied sports machines I have ever seen assembled. It was obvious the Allard was in good company!

As we had arrived a day before the tour actually was scheduled to begin, Merrill and I took a trial drive in the J2X up to Aspen from the hotel at Vail. This involves

about two hours of negotiating wonderful mountain roads each way. Right there and then we discovered the delightful fact that the Allard is just about the perfect machine for this type of driving. The machine can pull so hard in each gear, and has so much torque that it simply dominates these steep curving roads both uphill and down. Even the famous "uncertainty" of the front suspension was of little concern here. Astonishingly, these Colorado back roads were generally quite smooth and this definitely minimizes Allard front end geometry mischief. The car is a total joy to drive in these conditions requiring only very rare visits to second gear (mostly downhill) and almost no wheel braking whatsoever. The car pulls wonderfully even in fourth gear on

steep climbs. (My J2X has a Muncie M-20 transmission with the Allard original 354 Ford "banjo" differential). Straights are scarce here in the mountain country, so passing zones are very short in length when they are found. This condition is tailor made for Allard drivers as the car's passing events can be explosively quick, requiring little distance to accomplish. The fact was however, that on this day and the four event days that followed, some 1100 miles in total, few cars were ever seen and most of them were from our own group.

The actual Grand begins in Vail and lays over at Telluride, Tamarron, and Crested Butte on subsequent nights before returning to Vail. The entire four day tour is conducted at elevations well in excess of 5000 feet. Even the hotel at Crested Butte, for example, was at an elevation of over 8800 feet. I simply couldn't keep track of the numerous mountain passes we traversed. Several were over 11,000 feet, and at least one was over 12,000 feet. The Allard never even hesitated. It started and idled normally, ran coolly and, as far as I could determine, lost little performance to the rarefied air. Not so ourselves however, with shortness of breath and wicked sun and wind burning the rule of the day. I have numerous wonderful memories of the drive. Up to this point in time I never thought one could actually become so fatigued on a recreational drive. Hours and hours of spirited driving over these incredible mountain passes - almost all of

Continued Page 7...



Allard Northwest Tour 2006

MAIL: 305 East Pine Street
 Seattle, WA 98122 USA
 PHONE: 206-682-0595
 FAX: 206-343-5173
 E-MAIL: blucurell@aol.com

CHAIRMAN: Bob Lucurell
 CO-CHAIRMAN: Bill Peden

There is a chill in the Northwest air – the summer racing season is finished. Bill and MJ Peden report from Portland that their Allard K2 is in the upholstery shop, almost ready for next summer’s debut. Lucurell raced Lime Rock and Watkins Glen, and has now returned his J2X to Seattle so that all three of his Allards are shined and bedded down for the winter. We’re ready to tell you about the next stage of planning for the Allard Northwest Tour 2006.

HOTELS:

Each participant will be responsible for making their own hotel reservations. Following are the dates you want to reserve, the hotel name, address, phone info and the rates. All reservation blocks are under the name: ALLARD REUNION 2006. We don’t need to tell you, these are race dates so reservations need to be made now. This is the height of the tourist season and our room blocks have an expiration date. Please do not delay!

- June 29, 2006 – July 4, 2006 Val-U-Inn Motel 9-14th Avenue NW Auburn, WA 98001
Tel: 253-735-9600; \$70 for a double or a king; \$65 for a single
- July 4, 2006 – July 5, 2006 Marriott Courtyard 480 Columbia Point Drive Richland, WA 99352
Tel: 509-942-9400; \$109 for a double
- July 5, 2006 – July 6, 2006 Timberline Lodge Mount Hood, OR
Tel: 503-622-0277; \$190 queen & 2 twins; \$140 for twin beds; \$245 w/fireplace.
- July 6, 2006 – July 10, 2006 Residence Inn 1231 North Anchor Way Portland, OR 97217
Tel: 503-735-1818; \$105

REGISTRATION FEES:

- \$375 Participant with or without a car
- \$125 each Guest of a Participant (wife/travel companion/crew/etc.)

Registration fee includes:

Hospitality Tents and Lunches all 6 track days. Dinners at the Lucurell’s Home, Peden’s Home, Hedges Family Estate Winery, and Salmon Dinner at Seattle Track. Also included is Mechanic & Tow Vehicle Support and Special Gifts for Participants.

REGISTRATION FORM: *Please use a separate sheet for each car you are registering*

Mail to: Bob Lucurell 305 E Pine St Seattle, WA 98122 Fax to: 206/343-5173

Name _____ Participant’s Fee # _____ x \$375.00 = \$ _____

Guest’s Name: _____ Guest of Participant Fee # _____ x \$125.00 = \$ _____

(Please list additional guests names on a separate form)

Make checks payable to: M & P, Inc.

Total Enclosed \$ _____

Your check confirms your Registration for the Allard Reunion 2006. Cancellations made with Lucurell by June 1, 2006 are fully refundable. You are responsible for canceling any hotel reservations that you have made.

Mailing Address: _____

Phone: _____ E-mail _____ FAX _____

Car: Year _____ Type _____ Color _____ Touring? YES NO Racing? YES NO

Race Car # _____

Do you need a race application form from: SOVREN in Seattle _____ HMSA in Portland _____

Race entry fees are additional and payable directly to: SOVREN and/or HMSA.

- Have you made all your hotel reservations? YES NO
- Total number of people registering on this form _____

Allard News

J2 1578 Races in Coronado



The 2005 Coronado Festival of Speed featured the North American race debut of Steve Schuler's J2 #1578. This is one of the more historic Allards having placed 3rd overall at LeMans in 1950. We hope to feature a story on the history of this car in an upcoming issue.

Help! Looking for the Family J2

Neil Keyzers is looking for the current owner of his late fathers J2. The blue J2, equipped with a Mercury-Ardun engine was originally purchased by his father, John Johantgen of Denver, CO - unfortunately the serial number is not known. Neil is doing research for a book he is writing. If you have any information regarding this car, please email Neil at: muncleneil@yahoo.com.

Car Museum in Tampa Bay

There's a new automonile museum open in Tampa Bay, FL. The museum features rare and unique front wheel drive & rear engined automobiles - along with an Allard P1! For more information, please call 727-579-8226 or visit their web site at www.TBAUTO.org.



Allard hats are now available for \$15 +shipping. The only color is tan, but others could be available depending on demand. If you are interested, please email info@allardregister.org.

Allard, 70 Years Young in 2006

The year 2006 will be the 70th Anniversary of the first appearance of a car bearing the name "Allard". It was actually an Allard Special CLK 5 built by Sydney Allard under the auspices of Adlard Motors. Its first competitive outing was the North West London Motor Club's Coventry Cup Trial held on 14th March 1936.

Other Allard related anniversaries occurring in 2006 include the 60th anniversary of laying down in January 1946 of the first production chassis at the Allard Motor Co, and the 55th anniversary of the founding of The Allard Owners Club.

Allard owners in UK will be organizing several events to celebrate this special year. The first will be held during March and feature a Nostalgia Congregation Run centered on Bridgewater and perhaps following the route of the 1936 Coventry Trial.

Towards the end of July owners of Allards will be encouraged to join together at a Coy's Silverstone Classic Car Gathering and Race Meeting. It's the hope to gather 70 Allard cars together on one day and investigations are taking place into the feasibility of setting up an Allard Class within the Drum Brake Challenge Races that will be run over the weekend with perhaps a separate trophy. On paper there are enough race driven Allards available to make a significant presence on the grid.

All owners of Allards world-wide will be welcome to participate in these events. If you would like more information regarding any of these events, please contact Mike Knapman at mikeknapman@saqnet.co.uk.

Old 'Registers?'

Do you have any copies of the Ray May era 'Allard Registers?' If so, would you be willing to loan them for a short time so they can be scanned and put on the web site and/or CD. If you can help, please email info@allardregister.org. Thanks, Colin



If you aren't already receiving The Allard Register via email, please send us your email address. *This information will be kept confidential.* The electronic 'Register' features color pictures and additional content. International subscribers are encourage to subscribe to help save shipping. Please send your email address to info@allardregister.com

Bauder Wins Texas Concours



A proud Bill Bauder with the "Best in Show" trophy for his gorgeous J2X

"Thought you would like to know that I entered the '15th Annual Texas British Car Day' car show Sunday. Could not do the rally on Saturday as my leg was not in shape to do so. Even had to have my Son drive the car up to the show at Round Rock, Texas as it was too painful to get into the old darling. Sent you pictures separately of the show. There were approx. 150 cars there of all makes; all were great cars. I'm happy to report that Allard out shone them all. J2X Allard #3059, she won "First in Class" but most Important won "Best of Show". Really made my day. I was told by everyone that it was the first time any car won both the participants vote as well as the popular vote. Made my day again."

-Bill Bauder

Colorado Grand, *Continued...*

them without any guard rails (to facilitate snow removal in winter months) - does require a diligence which takes its toll in time. I certainly can say that I worked up a fine two beer thirst every day.

I'll leave you with one favorite memory. One day as we motored down through North Pass (10,149') and rode along more or less flat country for about 15 minutes, we found ourselves completely alone on a road with continuous long radius bends for miles and miles with those majestic mountains on both sides. The weather was magnificent, the car in fine tune, and we were in high sprits. It definitely took great willpower to hold the machine down to a prudent 4000 rpm as it loaded up on those sweepers. (On my machine, 1000 rpm in fourth gear equals approximately 23 mph) Occasional bursts up to 5500 rpm simply couldn't be resisted.

Motoring just doesn't get much better than this!

-Lindsey Parsons



What a view!

(and a self portrait in the mirror of the photographer)

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

-Jim and Chuck

The Allard Register

Sponsor:

Syd Silverman
White Plains NY

Editor:

J P Donick
28 Traver Road
Pleasant Valley NY 12569
Tel: 845/635-2373

Publisher/Advertising

Chuck Warnes
8345 N Del Mar
Fresno CA 93711
Tel: 559/436-1588
warnes@qnis.net

Layout/Graphics

Colin Warnes
cwarnes@adcomfg.com

President:

Dudley Hume
24 Churchill Avenue
Bourne, UK
PE10 9QB
Tel: 01778 425321

Honourable Secretary:

R W May

Tech Advisor/Archives

Bob Lytle
1679 Broken Rock Rd
Cottonwood AZ 86326
cottonwoodbob@wildapache.net

Committee

Cyril Wick
Yvonne Turner
John Harden

The Last Checkered Flag



Ray May

July 30, 1910 - November 20, 2005

The Honorable Secretary of the Allard Register, Ray May, passed away quietly in Horsham, West Sussex on November the 20th. He was 95 years old.

Ray was the quintessential enthusiast and a very dear friend of this writer for the last twenty-nine years. He helped found the Allard Owners Club in the early fifties at the behest of Sydney Allard, himself. In the early seventies he left that organization and, along with Tom Lush, founded the Allard Register and served as Honorable Secretary until his death.

In his younger days, Ray raced Norton Motorcycles. He discovered Allards after the war. He ran a P-type for a number of years and then the last Palm Beach Mk. II, a beautiful car with a Jaguar engine. He drove it in a few competitions and enjoyed it immensely.

Ray is survived by his wife, Win. They married in 1957 and, fittingly, were driven away from the wedding in an Allard.

A longer appreciation of Ray will appear in the next issue. He will be well and truly missed.

-jp donick, editor

DUNCAN EMMONS

February 19, 1935 -
October 8, 2005



Duncan Emmons, a long time Allard owner and Vintage Racing Icon, passed away while participating in the Coronado Speed Festival in San Diego during a Qualifying Race. Duncan raced down the back straight toward the checkered flag, that only he could see being waved in the hereafter. He died of a heart attack before coming to a full stop off course.

Owner of Duncan Emmons Body and Muffler Shop in Rancho Mirage, Calif., Duncan started his business in 1950 at the age of 19. Over the years his body shop business became one of the most respected and sought after in the U. S. Duncan became a major auto restoration expert who acquired and restored classic vintage autos and racecars of all types. Duncan, over a period of time, bought and restored eight rare 1957 and 1958 Cadillac Broughams. Several of Duncan's Hot Rod restorations were displayed at the Peterson Auto Museum and the NHRA Museum.

The Kurtis 500S was his racecar but Duncan also loved the Allard. He bought, restored and raced many of them.

I, for one, will sorely miss a dear friend, his infectious laugh, and his very generous help offered me, just because he wanted to keep me and my Allard K2 entered at Monterey.

-George Myers



Bob Lytle and Mike Sharp getting ready to drive over to the Quail.



Group 3A was treated to a high speed escort by the CHP as we drove to and from the Quail.



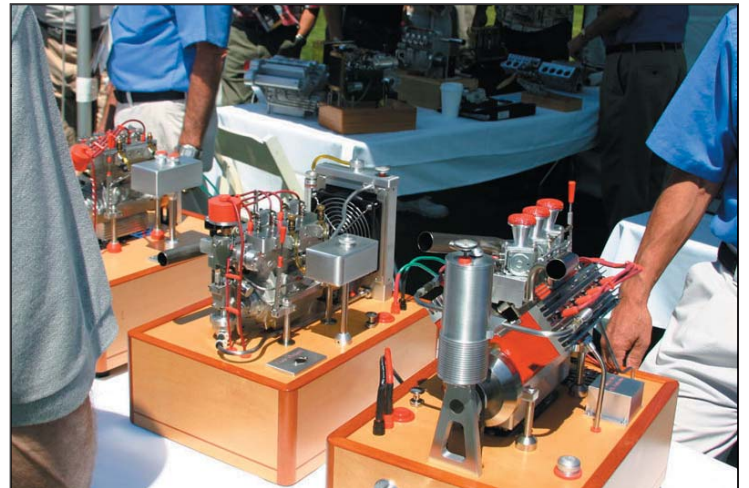
Brian Dietz's J2X was actually a part of the formal Quail event and Rally



Bernard Dervieux's J2 on display at the Quail



Gravity racers from the Goodwood Festival of Speed were on display after competing for the first time in America



The Bay Area model engine club displayed a variety of model 4, 6, & 8 cylinder engines that really worked!

2005 Monterey Weekend Pictures



From Left to Right: Phil Hill with '2E', Vic Elford with '2J', and Jim Hall with '2' and the rest of the Chaparell's posing for the photographers



The infamous Chaprel 2J, aka "Sucker Car" in action



The late Tom Turner's Palm Beach sold at the RM Auction



Alain Decadenet admires an unrestored J2X LeMans at the RM Auction, the car did not sell

2005 Monterey Weekend Pictures



Bernard Deverieux practicing in the Saturday morning fog



Alan Patterson in his beautiful J2X



Monterey regular Jim Degnan in his K2



Bob Lytle waves to his adoring fans after the 3A race



Peter Booth in his J2X leads Ted Stroscher's Mercedes 300SL into the 'Cork Screw'



The Allard Register

More 2005 Monterey Weekend Pictures



Stirling Moss and the luckiest co-driver ever, Jay Leno in the Mille Miglia winning Mercedes 300SLR .



Allard owner Pete McManus in the Watkins Glen winning "Ardent Alligator" Special



Allard owner Steve Schuler posing with his Hagemann-Chrysler Special



Bernard Dervieux trying to catch a number of cars in the Group 3A race.



John Harden at speed in Syd Silverman's Lister-Chevy



Allard owners (L-R) Bob Lytle, George Myers, Jim Degnan, Alan Patterson, Steve Schuler, ?, and Bernard Dervieux created this memorial to Duncan Emmons: long time Allard owner; vintage racer; restorer, and friend - who took his last checkered flag at the 2005 Coronado Festival of Speed