



# The Allard Register

No. 43

Spring 2006

FREE

## J2X LM #3153 Goes Full Circle

-Chuck Warnes

Back in 1988 we received a letter from Barry Smoger of Pennsylvania. Barry was on a parts quest, and his letter included a photo of his recent “find” – the remnants of a vehicle that was barely recognizable as an Allard. In his letter he said “... I have a J2X Le Mans full envelope bodied car, a picture of which I have enclosed. The car has been much



#3153, AKA the “Lo-Test” Special as purchased by Barry Smoger

modified, and I will have to do some body and chassis work to return it to original. The Buick engine with the Hillborn tore hell out of the original deDion rear, and they replaced it with an XK-120 solid axle, two trailings and Panhard rods. Sydney would have had a fit!!!

“PS. The picture shows the car supported by a temporary rear ‘dolly’ welded up from Subaru wheels. The XK-120 rear I spoke about is out of the car now.”

Barry had been in search of an Allard for some time. He eventually purchased 3153 - sight-unseen - from Steve Hendrickson, a Corvette enthusiast and collector from Minnetonka, MN.

Hendrickson, in the course of his never-ending search for derelict Corvettes, had stumbled across this brutalized carcass out behind Dunwoody Institute, a vocational school in Minneapolis, where it had languished through a couple Minnesota winters as a potential class project.

Barry’s new acquisition proved to be more than

he had bargained for – in more ways than one. First, of course, was the badly butchered and incomplete state of the car’s remains. Second was the strong evidence that this was not just “any Allard.” It was, in fact, the Lo-Test Engineering Special, one of the more famous and notorious SCCA Class B-modified racers from the

early 60’s. Over the next few months Barry was able to gather considerable detail about the car’s original owner and its race history. Enough to realize that he now faced a dilemma – whether to restore as it as an original Allard J2X LeMans, or as the famous Lo-Test Special.

Barry learned that #3153 was originally purchased in the spring of 1953 by Don Patton of Woodstock IL. Patton had it fitted with a Chrysler hemi and a “Full Cunningham Setup” - a special pair of cast aluminum manifolds fed by four single down-draft Zeniths, a Vertex Magneto, and a Halibrand quick-change rear end. An Offenhauser adapter mated it to a three-speed Cad-LaSalle transmission.

Patton later decided to sell it, and in October 1954 ran a “for sale” ad in Motor Trend magazine. The listing indicated that the car had 3000 miles, and his asking price was \$3950. There were apparently no takers, for that next spring some racers from the Minneapolis area were driving through a small town in Wisconsin where they saw it



#3153, as Beckett's daily driver in 1957

in a Ford dealer's showroom.

Don Skogmo of Minneapolis ended up purchasing it, with plans to race it along with the J2X that he had been campaigning in the SCCA's Land O' Lakes Region racing venue in 1954. Skogmo entered both Allards in the Elkhart 500 at Road America, where 3153 retired after two laps with a broken rocker arm. Skogmo parked 3153 and continued to race his other Allard for the 1955 season before moving up to a D-Type Jag. In subsequent years he progressively graduated up to faster iron until the summer of 1966, when he lost control of his new Lola T70 during practice at Road America.

Skogmo sold 3153 to his friend, Scotty Beckett for \$1250. Beckett used it for some club racing, and also for commuting to classes at the University of Minnesota in 1957. The following excerpts from Scotty Beckett's article published in the SCCA newsletter tell a story that was not uncommon with obsolescent race cars in those days:

*The LoTest Engineering Special is somewhat unique as road racing Backyard Bombs go, for it has not been constructed completely from scratch, nor is it a convert from passenger car use to that of a screamer. Its unique feature is that it has been a race car since leaving the foundry. The project's starting point is a race car with a remarkable record some 8 years ago.*

*Having completed what could be said*

*mildly a rather uneventful premier season in 1958, I found myself in the position of wanting a competitive overall car and unfortunately owning a J2X "LeMans" Allard and possessing a shortage in the checking account. So the most logical course to follow, that of making the Allard competitive once again, was started in the winter of 1959.*

*At this time about 50% of the modifications were made. First the wheelbase of the car was reduced from 100 inches to 94 inches by removing 6 inches from the frame and body amid ship. Next the obsolete Allard steering with its 10 pivot points was replaced with a simpler and considerably lighter rack and pinion unit from a Morris Minor with the ratio reduced greatly. All unnecessary weight was removed from body and chassis along with a countless number of holes drilled. The hood was also re-worked, being opened up to gather more air to the front brakes and radiator.*

*Next the stock '56 Buick engine and three speed transmission (this engine was installed in the middle of the '58 season replacing the original Chrysler engine) were replaced with a much modified version of the '56 Buick centered around a short block purchased from Max "Old Yeller" Balchowsky and a Corvette 4 speed gearbox.*

*The transmission change required that an open drive-shaft be fabricated and installed, replacing the original torque tube type. My choice of engine centers around*



Leading the pack at the 1962 Mankato, MN Airport races



its tremendous power potential equal to, if not greater than the Chevy, at about half the price.

This new engine and transmission were then installed 3 ½ inches farther forward than the previous unit resulting in a 47/53 weight distribution. The '59 season must have been a DNF record for the SCCA Land O' Lakes Region, major trouble being two engine failures which were later diagnosed as being caused by carelessness on my part in assembly.

The winter of 1960 produced the car raced this past season, the final modifications to the J2X being completed, except for a change made in August of this year. More on this later.

These changes included installation of '54 Cad brakes and Buick Bi-Metallic drums replacing the original Jag brake system and the 128 fin iron drums cast for the car by John Staver in 1957. This change resulted in a gain of 120 square inches of brake lining area and 20 pounds less weight. This too is a combination that has proven itself capable of beating the exotic stuff with a low investment. Steering also received a change being reduced to two turns.

The body then received its face lifting resulting in less frontal area, better visibility, and in my opinion a better looking car. The only engine change for 1960 was to replace the six carburetors with a Hilborn fuel injection unit. Leftovers being the rear body section, 75% of the frame, front wheels, and the deDion rear end.

Ah, yes, the deDion rear end, just the thing that all exotic specials need with its inboard brakes, low unsprung weight, and this one with those quick change gears. I just couldn't miss. Well, this was the '60's problem. Sioux Falls – ring and pinion out. Elkhart USAC – axle shaft out. Mankato – ring and pinion again. The answer was a locked solid Jag rear axle. Not fancy but it resulted in 100% better handling due to the locked rear end, 85 pounds less weight, and greater reliability.

Final change took place two hours before the Elkhart "500" when I replaced the radiator with one from a 1950 Olds at a cost of \$10. Reason being a bout with a tree stump encountered while taking the car from Skog's cabin to the race track. All turned out well, for it ran 5 degrees cooler and weighed 20 pounds less.

For 1961 concentration will be on improving the one



#3153 (right) with its stable mate #3141 in Germany

thing that is most often forgotten by special builders, the DRIVER. [Scotty and the "Lo-Test Special" did much better that season, which culminated with winning the B-modified class at 1961 Road America 500].

Barry chose to go the original Allard restoration route. Hence his correspondence to various other Allard owners, which resulted in his collecting a considerable inventory of appropriate parts – including a set of Hilborn fuel injectors, a deDion rear end with a Halibrand quick change, and a Cad-LaSalle 3 transmission.

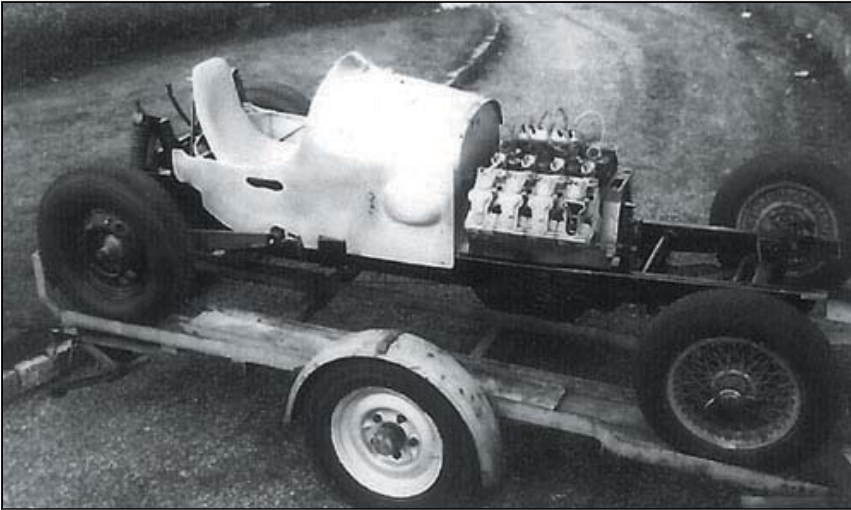
One of his major restoration hurdles was the body, which had to virtually be fabricated from scratch. Furthermore, neither Barry nor Tivvy Shenton, the restoration shop in Vermont, had access to any other LeMans-bodied cars "in the flesh." Thus, much of that fabrication was based on various photos that were available.

So it is not surprising that the end result has some subtle variances from the geometry of most other LeMans-bodied bonnets. However, one only needs to take a comparative look at various LeMans-bodied cars (for example: Allard ads, and the three LeMans-bodied cars group photo of 60 plus Allards at Monterey) to appreciate the disparity of these bonnets.

Barry had a number of enjoyable seasons of showing and racing the freshly restored J2X, but eventually had to make a tough decision. He advertised it "for sale" in Hemmings Motor News and sold it to Axel Anders where it shared garage space with Axel's other J2X LeMans in Germany. 3153 has recently become a part of Peter Reichle's collection.

## Resurrecting the Steyr

-David Hopper



*The Steyr, stripped down, ready for its first restoration*

The Steyr-powered Allard, which won the 1949 Hill-Climb Championship was the car which led to the development of the production deDion rear axle. The Steyr, in its original form, had the rather heavy Ford rear axle and torque tube which did not perform well on the tight and uneven hill-climb courses. At the end of the 1948 season Sydney, along with the staff spent some time exploring the best way to fit some form of independent suspension to the rear. They considered two options - an independent rear end, or a deDion axle. The later was chosen because it used Ford parts, plus it was seen to be more robust than the independent system. With the deDion, the Steyr achieved numerous FTD's, plus the Hill-Climb championship. It was not long before Sydney's thoughts on a replacement for his own J-type special were being planned using this type of deDion rear axle.

The Steyr went through numerous modifications, some of which had applications on future production cars. They included close ratio gears for the three-speed Ford gearbox, and an electric gearbox of the Cotal type, and a ZF limited differential. In its last season, a four-wheel drive system was fitted which had a Clerk electromagnetic clutch, driven off the front of the crankshaft. The drive ran through a modified Jeep differential to the front wheels, which also incorporated Rover type free-wheel units. The aim was to improve performance off the start line and out of corners, plus provide more grip under wet or damp conditions. In this form only one FTD was achieved, at Craigantlet. With the introduction of the J2, Sydney concentrated on the more major circuit races rather than hill-climbs. So in 1952 the Steyr was sold, as a replacement was already being built.

The replacement was the design of Robert Clerk who had already produced his own version of the Cotal electrically-controlled gearbox, and who was involved in the application of lightweight aluminium alloys in place of steel. In theory, if all the systems had worked, it might have been competitive. However a major problem became evident when it was found impossible to weld the specially drawn high specification oval section chassis tubes, including pickup points for suspension and differential units. The hill-climb scene had now begun to change from the ERA, Alfa Romeo and Steyr Allard cars to the more nimble 1100cc Coopers, and it was likely that the new car would not be competitive.

The Steyr now passed through a number of hands, achieving one more FTD driven by Dr. Pinkerton at a very wet Prescott. Some years later (1960?) the Steyr was advertised for sale again. This time Sydney decided to buy it back, with the intention of rebuilding it to its original form so that it could be displayed at the Beaulieu Museum. The Steyr languished under a sheet in the car park at the rear of Clapham High Street for several years until I suggested to Sydney that I would rebuild it in exchange for running it at a few events. This agreed, I took the car away and evaluated what needed to be done to:

- (a) Rebuild the body to have the distinctive Allard cowl and grille.
- (b) Remove the fabricated front cross-member along with its Palm Beach front axles, 9 inch diameter brakes, wire wheels and splined hubs - plus the coil-over damper units.
- (c) Remove the twin radius rods that located the rear axle and replace them with single radius rods.
- (d) Strip and examine the engine and gearbox.
- (e) Make new exhaust system, replacing the short stub pipes.

Having started in March, my aim was to get the Steyr running for the AOC sprint meeting at Eelmore Plain in September of that year - complete with the Allard style cowl and grille. Having access to numerous spares stored at Clapham High Street, the grille in itself was not a major problem, since I was able to use an existing P type grille. This grille was narrowed, removing two of the slats and then using its profile plus a wire buck - a new nose cowl was made.

*Continued Page 7...*



## The Allard Motor Works @ Barrett Jackson

-Roger Allard



*A group of admirers check out the J2X Mk I*

My admiration for Lindsey Parsons, the consummate J2X cross-country driver, has increased substantially, for I have just returned from the famed Barrett-Jackson event. I launched my first cross-continent drive from Montreal to Arizona with a great sense of anticipation and adventure - not in my J2X Mk1, but towing it in a cargo trailer and, in the comfort of my GMC Suburban.

The 6,000 mile journey began in a raging snow storm and nearly ended in a mat of black ice just west of Oklahoma City. It was on a busy stretch of highway where the buffeting created by a passing semi truck triggered an oscillation that resulted in an ugly incident which totaled my Suburban, and damaged my trailer. Fortunately, there were no injuries and the J2X was still in 'showable' condition. As luck would have it, the accident occurred a mere 50 miles north of my sister's home. With the loan of her farm 'dually' and a quick repair of the trailer hitch, I was back on my way - albeit 2 days late.

This was my first time at the B-J, and I was struck by the sheer size of the facility and the amount of equipment required for such an event - from huge generators and fork-lifts, to giant video screens, and acres of awnings that harbored over 1,000 cars that were up for auction.

The Allard Motor Works booth, home to my J2X Mk1 for the week, paled in comparison to the other elaborate displays. And this was only the outside venue. So how did the J2X do? The final tally is not in yet, as a number of interested buyers have yet to commit to a Spring '06 delivery. This said, I feel that the 98 hours of booth time were

quite worthwhile. Thousands of people dropped by to chat, gawk, sit inside and marvel over the offerings.

The event provided us with ample opportunities to demonstrate first-hand the key features of our new J2X. We took great pleasure in inviting skeptical six-footers to see if their feet could reach the firewall. Our 5.7 litre Hemi option was a big hit. As a matter of fact, all current orders are fuel injected Hemis. We still stand behind our standard GM RamJet 350 as a powerful, responsive, reliable and efficient power plant.

Unfortunately, we were not allowed to respond to the many requests to fire up the engine. B-J rules are very strict. These included posting a 'Not for Sale' sign on the car, and not initiating a deal of any sort. A few vendors' cars were towed off the site for these infractions.

The adjoining Bob Bondurant Racing School booth invited me to take my potential customers down to their track for a test drive. However, few people were up to waiting for the show tear-down on Monday. Actually, after 8 long days, I was ready for the quiet trip back to my sister's. I will take Bondurant up on the offer next year.

It was heart-warming to see that a number of individuals flew down to see (and buy) our J2X. Likewise for others (including dealers) who drove in from California and Texas to see what the buzz was about. The word certainly got around. I was invited to do a live broadcast on the Car & Driver radio network, was interviewed by a number of automobile journalists, and was visited by 'Pinks', the host of the popular muscle car challenge on SPEED television. Unfortunately, Carroll Shelby was only able to throw a thumbs-up and a smile my way, as his access to my booth was blocked by a wall of autograph-seeking followers.

Was the investment worthwhile? From a business perspective, I feel that the B-J event was an important stepping stone towards my business objectives, as was the J2X Mk1 inaugural Watkins Glen test drive by AutoWeek Magazine and the SPEED / Dream Car Garage track test feature.

My final word on B-J: Treat yourself! This is another planet. Outrageous prices paid by people who have more money than knowledge of car values. Friendly people, an electrified environment, and absolutely wonderful cars.

To learn more, visit [www.AllardJ2X.com](http://www.AllardJ2X.com)

## Gathering The Clan, 2005 - Five Allards Slay 'The Dragon'



*The Tennessee Allard Tour in the twilight*

It seems that every year some loyal Allard owner steps up and offers to sponsor an event. 2005 was Jere Krieg's year. Jere broached the idea of having an Allard tour at Watkins Glen in 2004. He said it would fun to drive a group of Allards through the Great Smokey Mountains National Park on US Route 129. The portion of this route which joins Tennessee and North Carolina is known as The Dragon with its 111 sharp curves and bends in 18 miles of two-lane road. The Dragon is primarily a motorcycle run, but Allards are sometimes called four-wheel motorcycles. So go figure. A challenge is a challenge.

Jere and Julie lined up accommodations, meals, a cocktail party at their home and entertainment for us, so why not go? Eight of us did. And along with Jere's J2X2, we had five cars to do the course. Tom and Dee Kayuha were there with their K1, so was Bill Magavern, accompanied by his friend and mechanic Bud Link, with another K1. Judy and I accompanied Bill and Annabelle Wilmer on the trip there, each towing our J2 and J2X Allards, respectively.

The designated day became sunny after a foggy start. The local weather forecast predicted rain, but much later in the day. We were met by some of Jere's local car buddies. They were John Hallstrand, with his Porche, Bill and Barb Spate in their 1957 Chevrolet, and Bill and Donna Long in their Thunderbird. These good folks were to prove valuable as Allard herders and first-aid providers.

The Dragon lived up to its reputation. While driving it was a full time job, given the reverse curves and the unfenced verges, the passengers could enjoy the spectacular scenery, punctuated with occasional moments of terror.

Frequent encounters with motorcycles, some going quite rapidly, added to the interest. We were later told that each year yielded at least one cycle fatality. Apparently statistics are not kept on automobile deaths or trucks leaving the road unexpectedly.

A lunch stop was made at the Dragon's Den Grille. This stop, along with some of the previous ones, had me retightening the engine valve covers of my J2. Two weeks previously I broke a push-rod. I replaced the faulty parts, but not the valve cover gaskets. The leaking oil, dripping on the hot exhaust manifold, added to the ambiance.

Shortly after the lunch stop, the engine of my Allard started to misfire, and then quit. Luckily, this happened at a turn-out. Judy hitched a ride with one of the support folks and I stayed with my car until Bud Link and Bill Spate finished the tour and came back with Bud's truck and trailer. This was four hours and three thunderstorms later. My Allard umbrella kept me dry, and a newspaper left by some good person kept me occupied. An encounter with some bear hunters allowed me to learn all that I ever want to know about "Bhar Huntin".

Jere and Julie Krieg were good and gracious hosts. They kept us busy, fed and occupied for the entire weekend including a history lesson from the American Museum of Science and Energy.

Along with my learning that bear meat is considered edible, I also discovered that valve cover gaskets and ignition condensers do not last for more than twenty years or so, regardless of how few the miles that are driven.

*-Andy Picariello*

# Allard Register.org

The AllardRegister.org web site needs your help! If you've been to our web site lately, you'll notice that we are missing pictures on a number of Allard models. If you own a *K1*, *JR*, *Palm Beach MkII*, *Safari*, *M2X Coupe*, *Clipper*, *Allardette (Anglia)*, or any *Pre-War Car* - we'd love to get pictures.

Also if you have any original Allard brochures, we would be grateful if we could borrow them for a short time. We would like to scan them to post on the web site.

If you can help, please contact Colin at 559-709-9611 or [cwarnes@sbcglobal.net](mailto:cwarnes@sbcglobal.net) Thank you!



## Resurrecting the Steyr - Continued from Page 4



*David & the Steyr competing at the Valence Hill Climb in Kent*

Prior to the Eelmore meeting the engine had been stripped and examined. Since there was evidence of a 'hard' life. A set of bearings, new big end bolts, plus two valve inserts needed to be replaced to make the engine usable - provided the revs were limited to no more than 4,000rpm. Also replaced were the crankshaft balance weight securing bolts. These balance weights were bolted onto the crankshaft, a design which clearly made the crankshaft forging much cheaper to produce, and was more than adequate for its modest power output of 70 BHP. However they had been known to detach at high revs and destroy the bottom half of the engine. Even in 1960's terms, the engine looked fragile, and if it was to be used in anger it would require major work with at minimum stronger connecting rods of Archie Butterworth design.

A set of Lincoln Zephyr close ratio gears replaced the worn set of the original gears. The Allard modified gears sets had been made by machining and grinding off the standard the input/ layshaft/second gears, and pressing/welding on new gears which gave a second gear ratio of 1.29:1. Sydney ran different rear axle ratios, depending on the event with either 4.4:1 or 4.11:1, allowing most hills to be completed in second and top gear. One nicety I discovered was that gear lever movement was reversed from the norm. Second was pulled back and top pushed forward.

The wire wheels and front brakes were replaced with the original type of 16 inch Ford pressed steel wheels, together with 12 inch diameter 1 3/4 inch Lockheed brakes. It was my intention to fit the original Girling lever-type rear shock absorbers together with coil springs to the De Dion rear axle. However this was never achieved before the Steyr was returned to Allards

The car was up and running for the Eelmore meeting in September and ran well, except the brakes did not impart confidence. Driving the Steyr was an experience I will always cherish, however it did require special attention to be played when starting and shutting down the engine. No fuel pump was fitted, having a manually operated air pump which pressurized the fuel tank. The methanol fuel flow to the eight Amal carburetors was more than adequate. However as a precaution the fuel supply tap inside the cockpit was always turned off and the engine run for a brief period prior to shutting down to minimize the chance flooding.

During the time I had the Steyr, I competed twice at the Valence Hill Climb in Kent, and once at the UK Drag Festival. Now some 35 years on it is so much better to see the car still in action - thanks to Kerry Horan - rather gathering dust in a museum.

*NOTE: The name David Hopper may be new to many of you. Mr. Hopper started work with the Company in 1949 for a five year apprenticeship, covering all sections of the operation, spending six months in each section. He then served 18 months in the drawing office before leaving the company to serve in the National Service - RAF. David returned to the Drawing Office in 1956, being appointed Chief Engineer in 1960. He resigned from the Company in 1965. In coming issues, we hope to gain more insight from Mr. Hopper regarding the the Allard Marque during his tenure.*

### The Allard Register

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## Allard News

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### Cars For Sale

Note: More information and pictures of these cars can be found on our web site, [www.AllardRegister.org](http://www.AllardRegister.org)

#### J2 #1699

One of six J2's originally shipped to Australia. Recently restored. Features a Mercury engine with Ardu heads. Includes removeable roll bar and full widescreen. Color: Bugatti Blue (original). Price: AUS \$200,000 (approximately US \$150,000). Located in Sydney Australia. Contact Philip Stanton at 61(0)2 9331 1004 or [philandbevs@hotmail.com](mailto:philandbevs@hotmail.com)

#### P1 #1931

All original P1, imported into the US in 1980. Features a Ford engine. Needs some work, but in overall good condition. Color: Red (original paint). Price: US \$25,000. Located in San Clemente, CA USA. Contact Dennis Blietz at [dwblietz@sbcglobal.net](mailto:dwblietz@sbcglobal.net)

#### P1 #1951

All original P1. Compete, runs, but needs full restoration. Color: bare aluminum. Price US \$6500. Located near Newman, CA. Contact Dick Snyder at 209/854-1940 or [instanbull@sbcglobal.net](mailto:instanbull@sbcglobal.net)

#### K2 Replica

Hand built K2 'Replica' based on a P1 chassis. Features an aluminum body and Ford Flathead engine with Offenhauser heads. Built by noted Allard body man, John Pitney. Color: Maroon. Price: 25,000 BSP. Located in Berkshire, UK. Contact John & Joyce Pitney at [joyce.pitney1@btinternet.com](mailto:joyce.pitney1@btinternet.com)

#### J2X Hardy Replica

Built in 1988. 383 Chevy engine, auto trans, Posi-traction rear, like new! Color: Black. Price US \$35,000. Contact Parker at 818/341-1158.

#### **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.*

*-Jim and Chuck*

### Northwest Tour Update

As of mid-February, we have 75 people and over 30 Allards signed up, but there is still available space for more participants. If you've been procrastinating about signing up, now is the time to take action and let us know your plans while we are still holding space in our hotel blocks.

If you have contacted me and expressed your interest, you will be receiving a race application in the mail as soon as we get them from the tracks. Let us know if you want any more information. E-mail or phone us and we will respond right away. We are excited about this event and want to share our enthusiasm with you.

The tour requires us to make many arrangements prior to the actual event. We are going to be as flexible as possible, but your registration now really helps us with the commitments we must make to hotels, restaurants, support vehicle personnel and the track management. Circumstances do change however. So if you find you are able to participate (even at the last minute) but did not sign up, do not hesitate to get a hold of us. We'll do everything we can to accommodate you, your vehicle or your guests.

Beautiful scenery every day, wonderful cars, two terrific tracks, vehicle support through the whole event, great food at the private parties, interesting and friendly people, specially prepared track food and plenty of seating in the Allard Only tented areas at the races. . . we're offering it all folks with a healthy dose of good old northwest hospitality. Come join the fun!

*-Bob Lucurell*

[Blucurell@aol.com](mailto:Blucurell@aol.com)

*Phone 206/682-0595*

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### Old 'Registers'...

Special thanks to Andy Picariello & Gary Peacock for loaning us their Allard Register archives, which date back to 1971! They have been scanned and will be posted on the web site soon.

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### Allard Register Via Email

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 encouraged to subscribe to help save shipping. Please email [cwarnes@sbcglobal.net](mailto:cwarnes@sbcglobal.net)





# Allard Northwest Tour 2006

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CHAIRMAN: Bob Lucurell  
CO-CHAIRMAN: Bill Peden

### 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

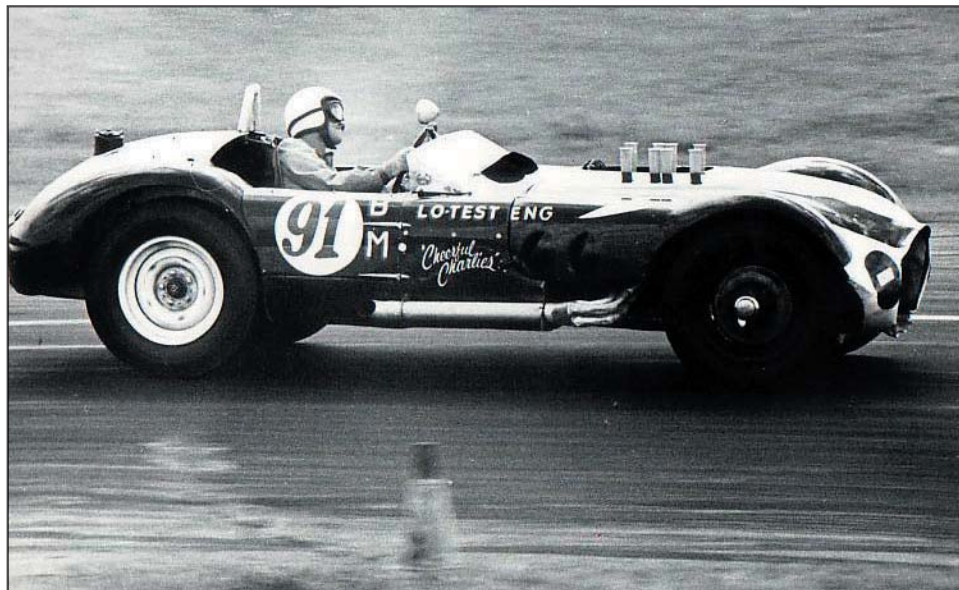
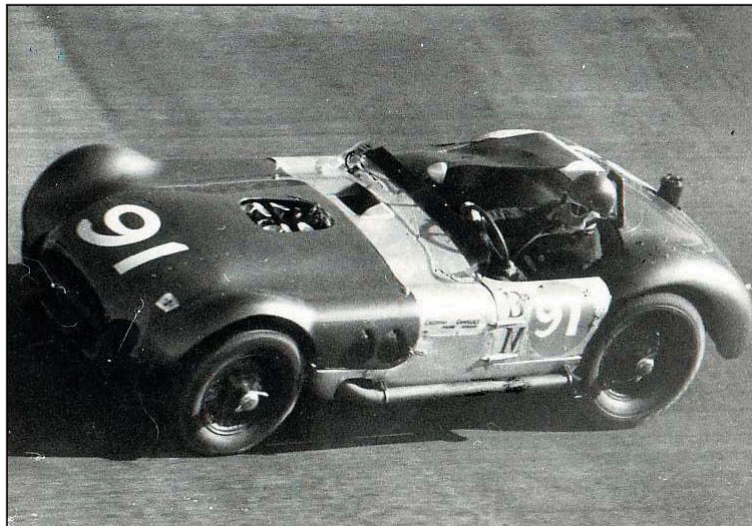
Race Car # \_\_\_\_\_

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 \_\_\_\_\_

# More Photo's of the Lo-Test Special





# Gathering the Clan, More Photos...



*Tending to Picariello's 'Old Smokey' in the Smokey Mountains.*

*From L to R: Bill Spate, Bud Link, Andy's posterior, Bill Wilmer, Bill Magervin, and Tom Kayhua*



*The Allard Tourists, from L to R: Bud Link, Dee Kayuha, Andy Picariello, Tom Kayuha(kneeling), Judy Picariello, Jere Krieg, Julie Krieg, Annabelle Wilmer, Bill Wilmer, and Bill Magavern*





# Roger Allards B-J Auction Road Trip



*The Allard Motor Works Barrett Jackson booth at night*



*Roger and the J2X MkII were very fortunate to survive this frightening accident*







## The Allard Register

# Allards For Sale



### J2 #1699

One of six J2's originally shipped to Australia. Recently restored. Features a Mercury engine with Ardun heads. Includes removeable roll bar and full widescreen. Color: Bugatti Blue (original). Price: AUS \$200,000 (approximately US \$150,000). Located in Sydney Australia. Contact Philip Stanton at 61(0)2 9331 1004 or [philandbevs@hotmail.com](mailto:philandbevs@hotmail.com)



### P1 #1931

All original P1, imported into the US in 1980. Features a Ford engine. Needs some work, but in overall good condition. Color: Red (original paint). Price: US \$25,000. Located in San Clemente, CA USA. Contact Dennis Blietz at [dwblietz@sbcglobal.net](mailto:dwblietz@sbcglobal.net)

### P1 #1951

All original P1. Compete, runs, but needs full restoration. Color: bare aluminum. Price US \$6500. Located near Newman, CA. Contact Dick Snyder at 209/854-1940 or [instanbull@sbcglobal.net](mailto:instanbull@sbcglobal.net)



### K2 Replica

Hand built K2 'Replica' based on a P1 chassis. Features an aluminum body and Ford Flathead engine with Offenhauser heads. Built by noted Allard body man, John Pitney. Color: Maroon. Price: 25,000 BSP. Located in Berkshire, UK. Contact John & Joyce Pitney at [joyce.pitney1@btinternet.com](mailto:joyce.pitney1@btinternet.com)



### J2X Hardy Replica

Built in 1988. 383 Chevy engine, auto trans, Posi-traction rear, like new! Color: Black. Price US \$35,000. Contact Parker at 818/341-1158.