



The Allard Register

No. 46

Winter 2007

FREE

2006 CORONADO SPEED FESTIVAL

Well, it's been nine years since the US Navy, City of San Diego, City of Coronado, and the Chrysler Corporation began hosting the vintage sportscar racers to the North Island Naval Aviation base for Fleet Week. The Navy throws open it's doors the first week in October for a week of celebration. Civilians are allowed on this base - the home and beginning of Naval Aviation - to see the latest in the Navy's arsenal, and to see some very special races.

For the 350 plus people who brought a myriad of old cars, their weekend started with check-in and paddock setup on Thursday.

Friday was warm-up day for testing, and each of the nine groups got 25 miles of friendly laps. Allard representation was a tad down this year as the usual two K-2s of Myers and Degnan were no-shows. However, Steve Schuler was there with his J-2, the same car that finished third overall in the 1950 Le Mans race. Also, Bernard Dervieux with his J-2, the car that won the first race in Santa Ana back in '50. "Always there" Bob Lytle, brought his black J2X.

That evening we all met at the Base Commander's backyard for a big welcoming party. As in past years there was a theme. This year it was "As it was in the



Lytle, Dervieux, and Schuler testing the limits of the tarmac.

50s." Lots of poodle skirts and saddle shoes in evidence. The boys wore Levis with six inch cuffs, white T-shirts and socks, penny loafers (remember those?), and black leather jackets. Shades of my old hot rod days!!!!

Music was, of course, all the old favorites of that era. Did I mention food? That too was in keeping.

Fresh made hamburgers, fries, coleslaw - washed down with root beer or two kinds of wine, if you preferred. Who among you can still dance the Swim, Hand Jive or Twist. Whew!!! All this followed by banana splits or chocolate ice cream sodas. Does the Admiral know how to get it on, or what??

Saturday: Breakfast in the hospitality tent for drivers and crew, followed by a warm up session of another 25 miles before lunch. All three Allards, having been on this course last year and fresh from the Seattle and Portland races just a few months prior, really didn't need the practice - but came out to give the spectators a thrill!!

After it got quiet, the Navy gave us a fly-by by the latest in their carrier-based planes which zipped by at low altitude, just short of sonic concussion. Makes a person's shirt tails roll up like a window shade. In contrast, six T-19s left over from WWII lumbered past in tight formation just at the conclusion of the Star Spangled

William Yates



Bernard Dervieux at speed in his J2

Banner. Very, very impressive.

The afternoon had all the drivers doing their best to post fast times to determine their starting positions in the big race on Sunday.

Sunday: Again, breakfast for all hands followed by another 25 miles of warm-ups. Noon time ceremony included hot laps by the “Serious racing for money” old tyme race cars. Midgets, dirt sprinters, and Indy cars. More fly-bys and a demonstration of a giant amphibious tank carrier. This thingy is a really big hovercraft able to carry six HumVees and 180 troops over the water at 50 mph and zip right up on the beach to disgorge its load.

Afternoon’s Group Two saw the Allards and some other cars (of which I failed to make note) - 30 in all - take up the chase. Bernard and Lytle found their own race about eight cars from the leaders. Meanwhile, Steve Schuler was long gone up with the front runners. Highlight of the race, from my position, was the usual fine demonstration of Lytle in trying to impress the audience with his barely under control style of driving. Not to disappoint the crowd, he got really sideways one way and then the other, but with a masterful save which brought the crowd to its

feet. Bernard, who was only inches back, said later he had his hands full just trying not to T-Bone that black car.

That evening all participants reported on board the USS Ronald Reagan for the award festivities, plus dinner provided by the cooks and bakers assigned to this immense ship and its 5,000 crew members. Highlight of the evening - at least for the Allard contingent - was the awarding of a very large crystal bowl on a plinth to Bob Lytle. Lytle thought at first there must have been a mistake, but Steve Earle assured him it was for the most outstanding performance in the second race...or, something like that?

After all the pots were given out, the Navy raised us up from the hanger deck to the flight deck on the world’s fastest plane elevator. We were warned to bend our knees as this thing rose so fast as to produce spinal compression!!!

What a beautiful view, from 244 feet above the water, of the skyline and lights of San Diego just across the bay. A fitting end to a marvelous weekend.

And, we get to do it again next year. Seeee yaaaaa,

-Spur Gear



Lytle makes it to the checkered flag one more time...

William Yates

2006 MONTEREY HISTORICS

-Chuck Warnes



Colin Warnes

The Monterey “Car Weekend” is popularly known as a three day, Friday - Sunday series of shows, races and auctions. However – not counting the previous weekend’s Monterey “Pre-Historic” races - the kickoff actually occurs on Thursday morning, with the Pebble Beach *Tour d’Elegance*. That is when about 100 entrants in Sunday’s Pebble Beach *Concours d’Elegance* shed their ‘trailer queen’ stigma and depart on an extended tour of the Monterey Peninsula.

This year’s *Tour* went south, down Highway 1 to the famous Bixby Creek Bridge before returning to downtown Carmel where it stops for an extended luncheon. That interlude gives an ever-growing mass of locals and other classic car enthusiasts a chance to get ‘up close and personal’ with the very same cars that the *Concours* visitors will be paying \$150 to admire on Sunday.

The cover for this year’s list of Participants was an artistic Barry Rowe portrayal of the famous “Red Wheel and Whitewalls” Allard J2 with its driver (and co-driver??) racing through the forests of Pebble Beach. That very same car, with its current owner Bill Marriott as passenger, was one of the cars leading off this year’s *Tour*, directly behind a Mercedes 300SL with John Fitch at the wheel. This trip down Highway 1 was, incidentally, the very same stretch of road that Bill Pollack used for his initial test drive of 14, just prior to its inaugural 1951 win at the Pebble Beach Road Races.

The auction scene saw two Allards on the block at

RM Auctions (www.rmuctions.com). An immaculate BRG K2 equipped with Halibrand knock-off wheels and a deDion rear end was sold on Friday night. Saturday night’s offering was Glen Shaffer’s beautifully prepared and preserved J2 which went for a slightly more modest price compared with its previous sale at Barrett-Jackson in 2005.

The Cooper Car Company was this year’s featured marque. Cooper, like Allard, got its commercial start shortly after WWII in Charles and John Cooper’s small garage in Surrey. Cooper, however, limited their focus on building race cars. Special guests included Michael Cooper, son of founder John Cooper, and Sir Jack Brabham – the first driver in history to be knighted for his service to motorsports. As a member of the Cooper team, Brabham drove a Coventry Climax-engined Cooper to World Champion victories in 1959 and 1960, and revolutionized the Indy 500 in 1961 when he raced a mid-engined Cooper-Climax at the Brickyard.

This year’s Monterey Historics (www.montereyhistoric.com) race program listed seven Allards entered in Sunday morning’s 2B race. However two owners had to scratch in the preceding weeks. The five Allards present were Jim Degnan’s K2, Bob Lytle’s J2X, and the Cad-powered J2’s of Bernard Dervieux, Steve Schuler, and Brad Hoyt. This was the debut of Schuler’s and Hoyt’s Allards at the Historic’s; however, back in 1990 Steve did bring this car to Laguna Seca. At that time it was a

trailer load of burned out parts that comprised his recently discovered “basket case.”

Bob Lytle reported that his J2X developed a disturbing vibration as he was drove back to the paddock area after tech inspection. Thus only four of the Allards were able to start that Sunday morning race. Bob subsequently reports that he found a broken clutch finger when he tore it down a week later. However, there are also rumors floating around that Bob’s report is merely a “smokescreen” - and he actually flunked the tech inspection due to his obstructed windshield.

Toyota is now the primary sponsor of the Monterey Historics, and they made an all-out effort to make this weekend a special experience for all present. This included a chance to take a close look at Toyota’s current Formula 1 racer, and demonstration laps with that same car at the hands of Ricardo Zonta. His goal was to beat last year’s effort by a F1 Ferrari by setting a new lap record of 1 minute, 6.309 seconds around the 2.238 mile, eleven turn Laguna Seca course.

Just to put this in some perspective, Skip Barber



Racing School students feel good if they break 2 minutes. This year we timed a single cylinder, 500cc Cooper Norton at 2 minutes, 1 second. We also caught Steve Schuler doing one race lap in 1 minute 56 seconds, a very respectable time for a 56 year old Allard.

Steve Schuler’s Allard was the 3rd place finisher at LeMans in 1950 –and actually the only Allard to ever finish at LeMans. Steve has done a commendable job in the restoration of his J2 – which 15 years earlier was not just a basket case – but a burned out basket case.

Some of the most coveted awards presented to Monterey Historics participants are the two Monterey Historic Awards for Excellence – which are presented for two categories – Pre-war and Post-war cars and drivers. This year Steve’s justifiable pride was further reinforced at the Sunday evening awards ceremony when he received the Monterey Historic Award for Excellence for Post-war racers.

The 2006 Pebble Beach *Concours d'Elegance* Tour Poster is available online for \$30 + shipping at www.theconcoursestore.com. Artist: Barry Rowe



Schuler lining up for the dive down the Corkscrew.



No, it's a Cooper !!!

Poster reprinted with the permission of the Pebble Beach Concours d'Elegance

Photos: Colin Warnes

2006 Mille Miglia & LeMans Classic

-Peter Reichle

Note: The feature article of the Spring 2006 issue of The Allard Register was A J2X LeMans Goes Full-Circle. It was about a LeMans-bodied J2X that had gone through a radical metamorphosis back in the 1960's in an effort to keep it a competitive racer. Barry Smoger found it about 20 years ago and restored it to its original J2X LM specs. Barry then sold it to an Allard enthusiast in Germany, who subsequently sold it to Peter Reichle. The following are reports of Mr. Reichle's adventures with this car during this past year. CW

Mille Miglia – 11 – 14 May: We left our home for Brescia on Tuesday, with the J2X LeMans on a trailer. We had a nice 750 KM journey through Switzerland with nice weather all the way.

Our first highlight was on Thursday, when the car went through check-in, which included technical and competition checks. In this, some of the cars that do not meet the standards for originality are rejected from participation.

The sights in downtown Brescia are quite spectacular, with about 370 of the most beautiful sports and racing cars from all over the world. It was a super day that was topped off with a dinner in the Mille Miglia Museum where one can see all the cars together.

The first cars are flagged off for the Brescia – Ferrara lap at 8 o'clock. As our place was number 311, our starting time was around 10 o'clock. The weather was dry, and thousands of spectators lined the course all the way to our destination in Ferrara, which we reached without any problem around 2 PM.

The Friday leg from Ferrara started around 9 o'clock – again with warm and sunny weather with thousands of spectators along the way. The route took us through Gambettola, Republic of San Marino (where Michael Schumacher was consul grand marshal) before stopping for lunch in Montefiore Conca. The Allard was running fine, but started to cough when we resumed the drive after lunch. We suspected spark plug failure. The Audi team stopped to help us, but unfortunately, it was only a temporary fix.

The Allard was running rough and ready until Furlo Pass, when the motor died. We again checked the ignition, but could not immediately identify the cause. After further investigation, we found that the base plate for the magneto was loose. It seems the technician who helped us with the magneto tightened the cover of the distributor too hard, which contributed to the problem.



Peter's J2X LM awaiting the start of the 2006 Mille Miglia

Peter Reichle

In the meantime, it became dark, and the motor would not re-start. Thus, the Mille Miglia was over for us at just a little more than 350 KM. It was ironic that the problem could have been avoided if we had only tightened the screw on the holding plate for the magneto. Small problem, big damage.

LeMans – 7 – 9 July 2006: Every two years the crème de la crème of historic racing cars meet in LeMans and stages an exciting 24 hours of racing. This year we were privileged to take our 1952 Allard J2X LeMans, chassis number 3153. This involves about 400 racing cars from all over the world – all of them built between 1922 and 1979. The event is divided into six classes, with each class running 45 minutes. After the first part of six rounds, the race is repeated three times – lasting from 4 PM on Saturday to 4 PM on Sunday.

We arrived at LeMans on Friday. Once we completed scrutineering, we were placed in Plateau 2 – cars from 1949 – 1956. There were 65 cars our Plateau – including an Aston DB3S, several Ferraris, a Talbot Lago, a Maserati, and Jaguar C and D-Types. There were three other Allards – a J2 belonging to Albert Otten (Germany), a J2 belonging to Bardinon (France), and a JR belonging to Dean Butler (UK).

Training and qualifying began on Friday at 3 PM. I was driving the first round, and had to drop out early when I noticed that the water temperature was up in the red area. When I came in we removed the radiator and found that some dirt from the engine was obstructing some of the cores. We went back out for the second train-



J2X LM 3153 on the grid at the 2005 LeMans Classic
ing run at 10 PM. It was running a little better, but still not really OK.

Presentation of the drivers and the teams was at 2 PM on Saturday, and Plateau 1 went out at 4 PM. The LeMans start for Plateau 2 at 5:45 PM went fine, and we pressed forward until lap 4, when the engine temperature started to climb. We came back in at the end of Lap 5, and again removed, cleaned, and rinsed the radiator.

Our second round started at 2 AM. Again, the radiator problems recurred after a few laps, at which point we decided to pull out of the race.

Despite our frustrations in our first LeMans effort, we enjoyed the event very much, and we are looking forward to getting prepared for 2008. We have since found that the radiator core was severely blocked. We now have a new radiator, and the Allard is now running perfect! This Allard is a super race car that you can also drive on normal roads.



Photos: Peter Reichle

Peter preparing to leave the pits of LeMans at night

Letters

Is the Allard Register available for subscription from a non-Allard owner who always wanted one but could never get it together to get one? I'd like to support the effort.

*I'm a 70 year old lifelong enthusiast and retired sales and marketing employee of Triumph, Honda, Shelby American and Nissan. The Allard J2 blew me away as a kid of 13 when I read Tom MCahill's road test of a Cad Allard in an issue of the old *Mechanix Illustrated* in 1949 or 1950. I grew up in southern California and saw my first J2 in the flesh at Carrell Speedway, a dirt half mile in my home town of Gardena where the Cal Club had a number of meetings. I was at the pit entrance when Al Moss came driving in in his brand new appearing red J2. Finest looking car I'd ever seen. Imagine my horror when I saw him flip it and what it--and he--looked like afterward. I've heard it described as an end over end but my fading memory tells me it was a simple roll after digging into the soft, moist clay of the track.*

The closest I was ever able to get a J2 was long after their heyday when I saw Tom Bamford in Jim Chapman's old heavily modified car at a Pomona- I think- race. He gave it a hell of a drive to no avail because it had terminal understeer and it looked like he was on lock before he ever got to the corner. I discovered after the race that it was for sale for a measly \$2500, I believe it was. I tried hard to convince my new bride that the car was far more important than mere furniture for our apartment. Didn't fly. That amount of money then might as well have been a million bucks to us and WAY out of reach.

*To this day I still think the J2 is one of the most elemental, purposeful looking cars ever. I don't dislike J2X's but something just doesn't look as mean, but I suppose they do handle better. If I could find a J2 I could afford that would still be the number one car on my wish list. Sorry for running on but I just happened to find your website due to seeing the letter from you in the new *Road and Track* that arrived yesterday and the enthusiasm is reignited.*

*John Borgen
Grand Junction, CO*

*PS. To show my Allard sickness I've, of course, got Bill Pollack's book but a few years ago I found Tom Lush's book and had to pay dearly for it. I think I also have at least one issue of *Automobile Quarterly* with an Allard featured. A 57 year unrequited romance is either a sad thing or really stupid.*

Allard Down Under 2008 - A Gathering



Note: In early December 2006, an e-mail message went out on the AllardGroups, and also to the Allard Register e-mail recipients announcing preliminary plans for an Allard gathering in New Zealand during February 2008. The organizers requested responses from those interested in attending and/or participating. To date, thirty couples have expressed plans for attending. We are optimistic that the organizers will be able to find room for a few additional attendees – provided you let them know in the near future. CW

Following the success of the recent US Allard Reunion, Rob Boulton in New Zealand has commenced initial planning of a return event for February 2008 in New Zealand. It is planned to incorporate the four consecutive weekends Southern Festival of Speed race series, and a road tour through the scenic South Island of New Zealand.

The Southern Festival of Speed is an annual invitation series of 4 consecutive weekends of race meetings for classic, historic and vintage racing cars.

The New Zealand Vintage Car Club will provide special arrangements covering, race license, short-term club membership, vehicle identity cards, roll bar dispensation etc. Steve Schuler, Bob Lytle, and Rob Boulton have all had recent experience with shipping cars between the US and “down under,” and would be happy to share practical tips on the logistics of overseas transport of your Allards.

For those Allard owners planning to race, the dates are:

- February 1,2,3. Christchurch (Ruapuna circuit)
- February 8,9,10, Timaru (Levels raceway circuit)
- February 15,16,17 Invercargill (Teretonga circuit)
- February 23,24 Dunedin (Festival road race, street circuit)

Race entrants can expect to get about four races, plus ample practice time at each meeting. It is likely that transport for race cars (those not road registered) will be ar-

anged. Road registered cars will allowed to drive on their current registrations.

The touring event will take in some of the best sights of the South island of New Zealand. Our tentative agenda is as follows:

February 1st: Race meeting Ruapuna.

February 4th: Following the Ruapuna meeting on the Sunday: Monday morning leave Christchurch and travel north to Kaikoura, the whale-watching capital of NZ. Tuesday go to Nelson (via Queen Charlotte sound road). Wednesday travel to West Port. Thursday and Friday motor over the Arthurs Pass, arriving at Levels Raceway in time for the Glory Days race meeting.

February 11th: Following this meeting on Monday travel to Queenstown, overnighing at Mt Cook on the way. Tuesday, Wednesday, and Thursday nights in Queenstown - the adventure capital of the world! Also our hometown, we plan to take the lake steamer across Lake Wakatipu to Walter Peak high country station for a memorable BBQ on the Wednesday night. Friday early start to Invercargill for another round of the Southern Festival of Speed series at Teretonga race track (February 15,16, & 17).

February 18th: Following Teretonga the tour continues to Te Anau (after visiting Bluff - Southern most town in NZ). Overnight at Lake Te Anau and visiting Milford Sound the following day, returning to Te Anau that night. Wednesday head to Dunedin via Central Otago, checking out a number of interesting places on the way. Arrive Dunedin Friday in preparation for the Dunedin Festival Road Race on the Sunday. There could be a hill climb on the Saturday. The reunion finishes following racing on the Sunday night February 24th.

We will plan the touring along the lines that those wanting to travel in a group can do so. Those who prefer to travel individually will also be provided with maps of the route, and a final check-in time at the reserved accommodation places. For Allard owners who might not be able to attend the complete 24-day program, you will be able to join the touring party and leave at a point, which suits you.

This is not a complete program - but is a thumbprint of what we plan, subject to numbers. At this stage we need to ascertain likely numbers attending. To register for inclusion on the mailing list and to help us with planning, we would appreciate if you could let us know if you are planning to attend any of these activities.

Send e-mail response to: Rob Boulton design4@xtra.co.nz



ALLARD NEWS

HELP!!!

European Allard racers need your help! Although it was common to run Allards in the US with Cadillac engines bored out to 390 cubic inches, there is little to no documentation of them running in FIA sanctioned races with displacements of larger than 331 c.i.d. This means that Cad-Allards with engines larger than 331 c.i.d. will not be allowed to run FIA historic events. In the FIA's attempt to be historically accurate, they are cheating manufacturers like Allard that rarely listed engine displacement since most cars were shipped without engines. Please note that few American races were sanctioned by the FIA – we believe that Sebring was the first (Watkins Glen & Pebble Beach were not).

If you have ANY physical evidence of a Cad-Allard racing with an engine larger than 331 c.i.d. in a FIA sanctioned race, please contact Dean Butler at edeanbutler@zakiras.com.

Allard Items For Sale

Roger Allard of the Allard Motor Works has a number of unique Allard items for sale. All leather items are embossed with the Allard logo and are made from the highest quality leather. Photos of these items can be found on the extra pages of the electronic edition of this Allard Register. Prices are in US Dollars

Leather Bomber Jacket	\$395
Leather Aviator helmet	\$125
Leather Gauntlets	\$128
Leather Gloves	\$105
Cotton Grill t-shirt	\$22

To purchase, please contact Roger at jazz@sympatico.ca or toll free at 1-877-J2X-1953. For more info on the Allard Motor Works, please visit www.allardj2x.com.

Allard Kingpins

If you are interested in new Allard kingpins, please contact John Harden at johnharden@coxinet.net. Kingpins would be made of heat-treated 8600 series alloy steel and the shock mount would be machined rather than welded to the kingpin.

Request For Submissions

If you live in the UK, Midwest or East Coast, we want to hear from you! Whether you have an interesting Allard story or race/concours report - we would appreciate your report. Send submissions to chas.warnes@gmail.com.

The Last Checkered Flag

Eileen Hume

We are very sad to relate that Eileen, wife of our President, Dudley Hume, passed away on February 3rd. She had been ill for some time. Eileen was always a fun person to be around, always smiling and laughing, the hit of any gathering. She will be missed by all who knew her. Remembrances can be sent to Dudley at dudleyhume2006@yahoo.com.

Richard Conole

Richard Conole, president of Texas World Speedway, passed away on January 3rd in Bryan, Texas. Richard, an owner of two Palm Beach's, hosted the 2003 Gathering of the Clan at his race track in College Station, TX. He will be missed. Remembrances can be sent to contact@texasworldspeedway.com

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 members are encouraged to subscribe to help save shipping. Please email cwarnes@sbcglobal.net

Upcoming Events

March 9-11 2007 Amelia Island Concours d'Elegance
 March 14-17 SVRA 55th Mobil 1 12 Hours of Sebring
 June 1-3 GRL Wine Country Classic, Infineon Raceway
 June 8-10 VIR Gold Cup Historic Races celebrating the 50th anniversary of VIR. - Allard Reunion?

The Allard Register

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The Allard Register

LATE BREAKING NEWS...

TechnoClassica 2007

Last year the Allard-Continental-Group has been on TechnoClassica for the first time with a big club stand with 3 Allard a display as part of the 70th and 60th Anniversary for Allard.

This year we will be back but only with a K3 from 1953 –only one owner from new and unrefurbished- and with a lot of information material about Allard, photos and films.

This is an invitation to meet Continental Allard Owners at TechnoClassica in Essen, Germany, the biggest Classic Car Show in Europe and now might be in the world (without doubt the biggest in the world under roof).

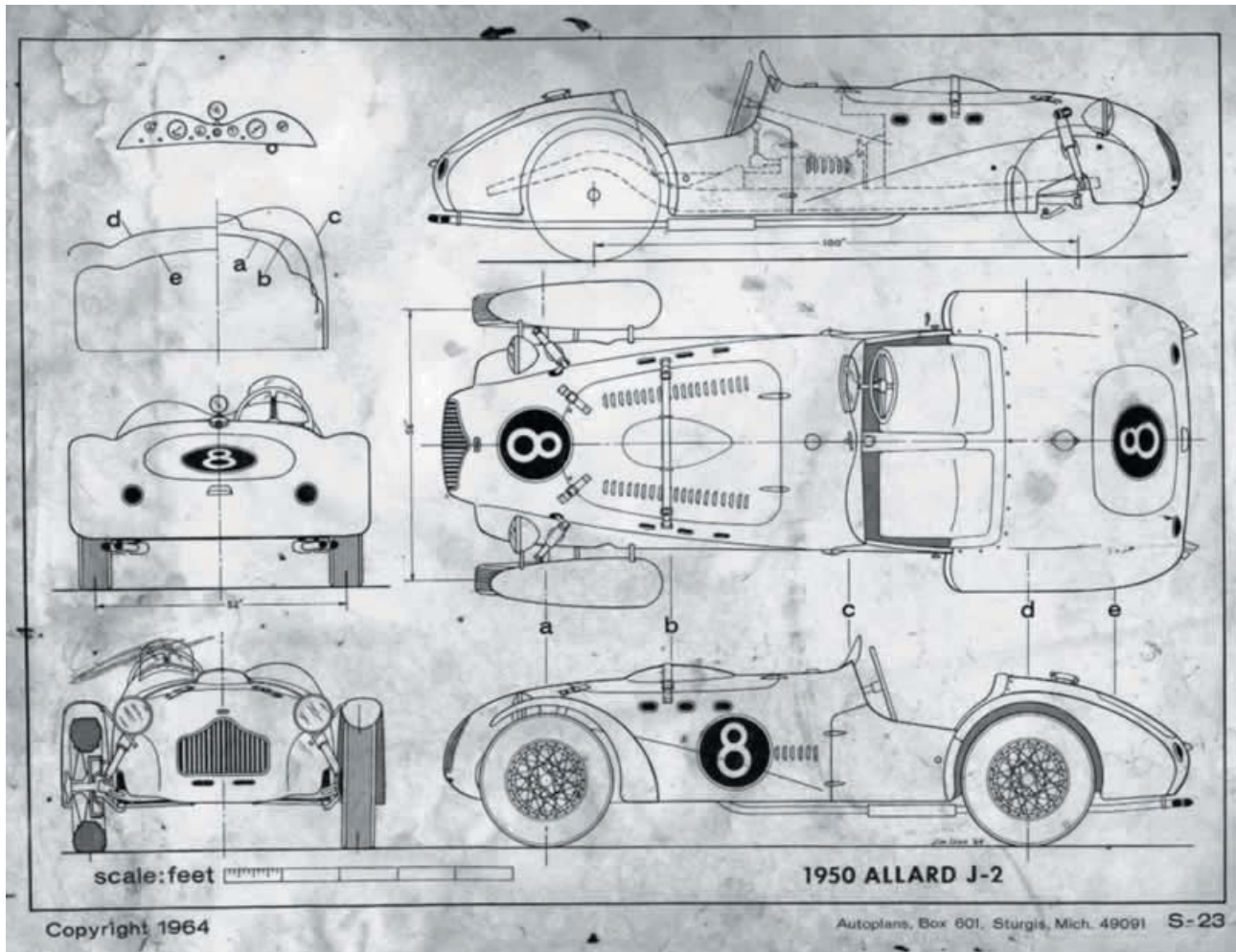
The Allard Club Stand will be located in hall 3 which is commercially booked by classic car activities from Porsche, Ferrari, Maserati, Jaguar and others.

Allard owner will be present on the club stand from March 28 (the day for completion of the stand up to the early afternoon and later official opening for celebrities and specialists or collectors. We will have our Allard-Continental-Group-Meeting on Saturday March 31 starting with collecting the members at the club stand from 12:15h followed by the Allard Lunch about 12:45.

If you or other Allard Owner will travel to TechnoClassica we would like to meet them and would very much appreciate if they could join us with the Allard Lunch.

For contacts to have more information about and for support please contact us (responsible Hans-Albert Oppenborn) by E-Mail: h.a.oppenborn@onlinehome.de.

For more information on the show, go to: www.cilttd.co.uk/Techno/tcindex.htm





The Allard Register

GATHERING OF THE CLAN 2007

VIRGINIA INTERNATIONAL SPEEDWAY

JUNE 7-10, 2007

ALLARD OWNERS CLUB HAS A MEETING IN CONJUNCTION WITH THE 50TH ANNIVERSARY OF VIR.

We have a chance to meet at a great location in Virginia and central to the East coast and Midwest. Andy has asked me to coordinate the weekend and I have agreed.

We have a package deal that includes lodging, most meals, entrance into the track for the weekend, a corral for our Allards, inclusion in the driver's dinner and parade laps on Saturday and Sunday. Our breakfasts will be available in the mansions Friday, Saturday and Sunday. I have reserved both estate mansions next to the track and they have 10 bedrooms on a first come first serve basis. After that we can overflow into a motel near by.

The inclusions are:

Long weekend Lodging (June 7-10)
Track passes for the weekend (Friday-Sunday)
Track parade runs (Saturday- Sunday)

Friday Breakfast

Dinner
Corral

Saturday Breakfast
Corral
Parade Laps
Dinner

Sunday Breakfast
Corral
Parade Laps

The cost is: \$595.00 per couple \$ 525.00 single

ANY MEMBER WISHING TO ACQUIRE THEIR RESERVATIONS INDEPENDENT OF OUR GROUP, BUT WISHES TO BE PART OF THE FESTIVITIES, MAY DO SO FOR \$275.00 PER PERSON.

RSVP

JERE KRIEG

JEREKRIEG@GMAIL.COM

Payment must be submitted by March 31, 2007 to:

Jere Krieg
127 Santee Way
Loudon, TN. 37774

More Sights from Monterey...



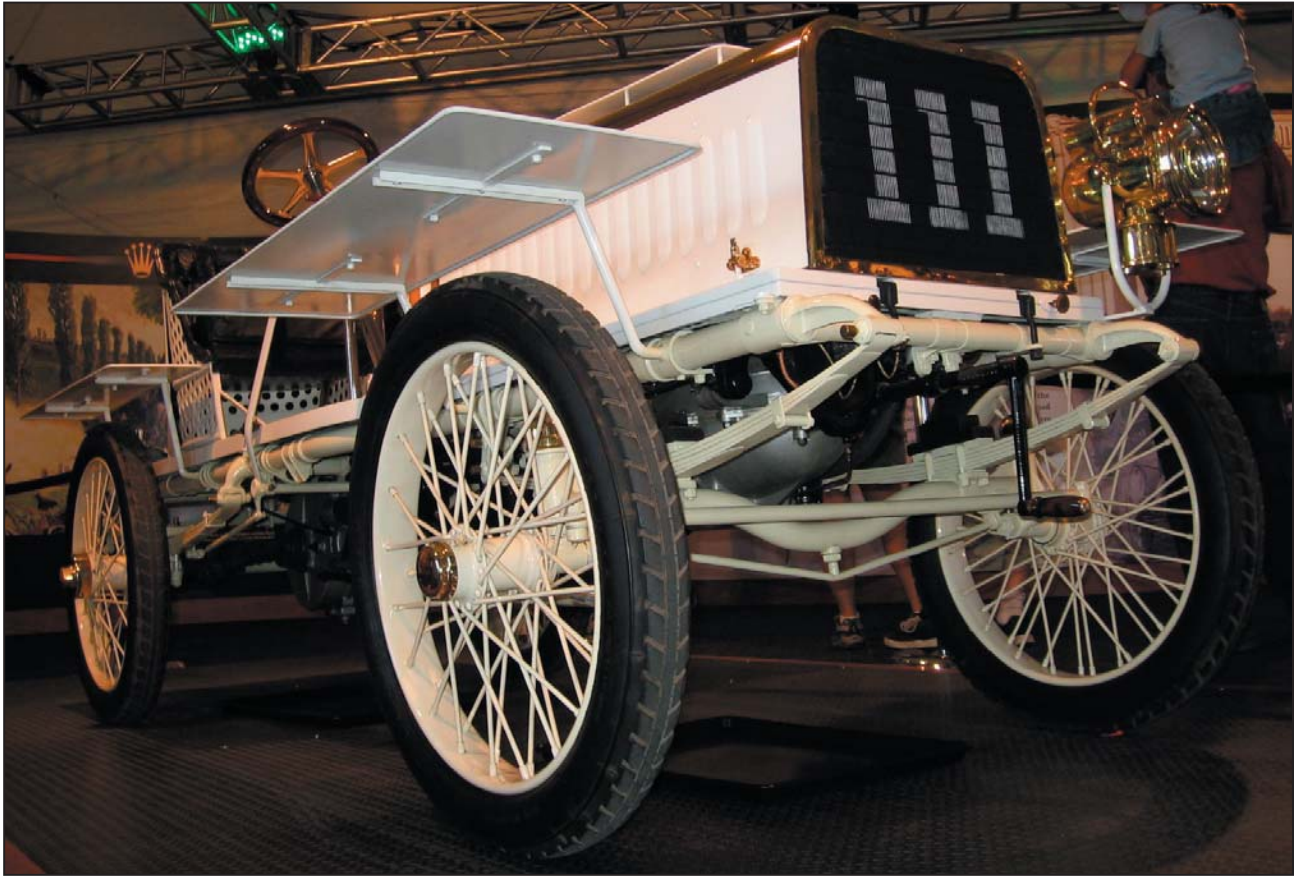
Ricardo Zonta, en route to breaking the Laguna Seca's lap record with a time of 1min 6.309secs in his Panasonic-Toyota TF106 Formula 1 car



TF106 featured a dizzying array of wings. It was a unique treat for fans to view a



The Allard Register



Trivia Questions: 1) What is this car? and 2) Why is it important to Allard owners?



Bernard Dervieux demonstrating his J2's cornering abilities



The Allard Register



← The ex-Hichins and Reece J2 that raced in the 1951 LeMans sold for \$313,500. A K2 also sold for \$107,250.

Monterey marked the west coast → debut of Brad Hoyt's recently restored ex-Cyril Wick J2



← James Degnan at speed in his lovely K2



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Steve Schuler's Allard was the 3rd place finisher at LeMans in 1950 –and actually the only Allard to ever finish at LeMans. Steve has done a commendable job in the restoration of his J2 – which 15 years earlier was not just a basket case – but a burned out basket case.





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Allard Motor Works Items For Sale

Leather
Bomber Jacket
\$395



Leather
Aviator Helmet
\$125



Leather Gauntlets
\$128



Leather Gloves
\$105

- very supple leather
- quality embossing
- brown or black
- lined



Cotton Grill T-Shirt
\$22



To purchase, please contact Roger at jazz@sympatico.ca or toll free at 1-877-J2X-1953. For more info on the Allard Motor Works, please visit www.allardj2x.com.



ALLARD MOTOR WORKS

www.allardj2x.com

information@allardj2x.com