

# The Allard Register

No. 53

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## AllardRegister.org

We announced some major changes to the **Allard Register** in our last issue (# 52 – Spring 2009). These were in conjunction with an overhaul of our website [www.allardregister.org](http://www.allardregister.org). Our goals were to publish articles to our website on a more current basis, and to have greater flexibility with the layout and photos.

We again invite you to visit our website to see the recent articles, photos, and comments. You might also want to scroll down to “Links” in the right side, and click on “**You Tube Allard Videos.**” Recent posting includes a 9.46 minute segment of all 61 Allards (you count ‘em) lining up, posing, and departing from the group photo shots at the 1990 Monterey Historics. We look forward to posting more segments of 1988, 1989, and 1990 *MHAR* footage over the next few months.

The layout of this current issue of the **Allard Register** is different from what you have been getting over the past 20 years. This is because we are now using different software to make publishing the print version easier and less time consuming.

We send the **Allard Register** newsletter out to 350 Allard owners and enthusiasts around the world. Currently about half of you also receive this newsletter via e-mail, and we are working toward the goal of e-mail being the sole means of distribution to computer-savvy readers. However, since about half our readers do *not* use e-mail, and we are committed to making sure that ‘hard copies’ of the **Allard Register** continue to be sent to you at least three times each year.

## A LOVE STORY

*By Bill Bauder*

All true car enthusiasts have had a love affair with a car at some time in their life. When I say “love,” I don’t mean the kind of love you have for your mother or children – but the kind of love that’s foot-stomping passionate, obsessive, secretive and suicidal. The ‘I can’t live without’ kind of love. Well this story is about my love affair for one automobile, how it was obtained, why it was so named and how it was restored. Hope you enjoy it.

### THE FIRST AFFAIR

I have always had a great love for the automobile. I was a true hot-rodder in high school and was into my second car when the war came along and snatched me up. The Navy put me in the turret of a torpedo bomber in 1944, and Jeeps were the only cars I saw for the next two years.

Strange things happen to me after the war. I got married, so I did not have a chance to again become a serious car nut until 1950 when I joined a sports car group, the SCCA in Dallas, and bought a Crosley Hotshot. I told my wife it was for transportation to and from the office. I lied,

I knew all along that I was going to race the little bugger. During that winter I modified the car and installed an expensive Italian crankshaft in the engine. I lightened it by drilling holes all over the frame to the point that I worried about its structural integrity. I could see it collapsing in a heap, leaving me sitting in the middle of the road with an expensive engine and no car. Actually, it turned out to be a little bomb and would do an honest 100mph.

I finished the car in time for the 1951 season and entered my first race at an airfield in Okmulgee, Okla. I raced in the smallest class, 750cc modified. No one showed up in my class and I had to race with the larger cars. I was exiting the hairpin on to a long straight when I heard a thunderous roar as three big machines passed me – almost blowing me off

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the course. Those cars were J2 Allards and from that moment on I fell in love, totally and completely. I knew then that somehow, someday, someday I would own an Allard.

In 1957 I sold my construction firm and decided to go back to school and complete my architectural degree. With a wife and three kids, I forced myself to put cars in the back of my mind again and totally concentrated on school.

## **THE GIFT**

Joann and I were sitting on the patio sipping “Sundowners” one warm evening in August 1960 when out of the blue, she suddenly asked me what I wanted for a graduation present. I was 34 years old, not thinking of presents – only of graduation. So I said “How about a party?”

“No,” she said. “I mean, what would you want if you could have anything in the world?”

“First, that diploma” I replied. Then said laughingly “Perhaps a million dollars, or maybe a J2X Allard.”

She sat quietly for a moment, the wheels turning, and then she quickly changed the subject. All thoughts forgotten about graduation presents were forgotten

One Sunday afternoon, about two months before my graduation, I was in my living room studying when I heard a low rumble in my drive. “One of the kids’ friends,” I thought, and continued to study.

At that moment Joann came into the room and said, “It’s here, it’s here”!!

“What’s here?” I said, not looking up from my book.

“Bill,” she said. “Just please get up and go outside and see.”

After a couple more urgings I finally got up and went to the front door. To my astonishment there was a smoking black J2X Allard sitting in my drive. The grinning fellow behind the wheel asked “Is this Joann Bauder’s house?”

With that, Joann popped out the door and asked me if I liked it. “Of course!” I said. I had forgotten our conversation about graduation presents so my mind was not in gear. I thought she simply wanted me to see the car.

The driver introduced himself as Jon Doyle from San Antonio as he got out of the car and handed me the keys. I guess I must have looked stupid because he grinned and said, “It’s the keys to your car”. The light finally came on and I knew that Joann had somehow bought this car as my graduation present.

“How the hell did you swing this?” I asked.

“It’s all taken care of.” she said. “You just have to sign the note.”

Mind you, at that time it was almost impossible for a UT student – much less a woman – to make a loan without a parent or some wealthy person co-signing his life away. It seemed impossible that Joann could have done this on her own. However if you knew Joann, you would know that nothing to her seemed impossible. She did what she thought proper. She put on her best suit, hat and a pair of gloves and headed for the bank. Once there she charmed the Vice President into making a loan on a car he had never heard of – a car that cost as much as a new car, that was not even listed in the Blue Book. That was almost unheard of at that time, but to Joann it was just another mountain she had climbed. Yes, the note was made and the Allard became my graduation gift from my wonderfully thoughtful wife.

## **THE NAME**

This J2X #3059 was first purchased by a San Antonio oilman for his wife as a daily driver. The wife hated the car. The seats were not adjustable, she could not drive it without burning rubber, it had no weather protection, and the engine heat was unbearable. So it was for sale two months later. Jon Doyle, the second owner, traded his wife’s new XK 120

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Jaguar and a few more bucks for it. He admitted that she was not happy either. But on the bright side, he was a happy racecar driver who raced it successfully throughout the Southwest winning many races. It held the record for the Mansville Dam hill climb for years.

By 1960 the car it was completely used up. I tried to drive it in events without success. It broke down so much that I decided that the maximum distance for driving it was about two blocks from home, an easy towing and walking distance. The wiring would spark and short out at every bump, the engine burned as much oil as gasoline, and every rubber bearing in the chassis was shot. I found myself continually uttering very foul language at it.

Now all women know that men often name their cars after women. I've often wondered what system women use to name their cars. Anyway – one day it broke down at the grocery store, so I phoned my wife for assistance. I started the conversation with "Well 'The Old Black Bitch' has broken down again." The name stuck because it was more than appropriate. Years later, after we restored the Allard to its original green color, the name should be changed to 'The Old Green Bitch,' but that just didn't sound right. So we shortened it to 'The Bitch.' This is the car's official name and is noted as such in both the *Allard Owners Club* and the *Allard Register* records.

## **THE FIRST RESTORATION**

It was quite evident early on that this car needed a total restoration. The years of hard racing had taken its toll. At only 9 years old it was completely worn out.

#3059 was shipped without engine or transmission to a dealer in Wisconsin in 1952. The original color was British Racing Green with cream colored leather upholstery. The dealer installed a full-race Chrysler Hemi and a 1937 Cad-LaSalle transmission. The car was raced in this configuration until the late 50's when SCCA changed the rules to prohibit cycle fenders. Thus 'The Bitch' was retired. The engine was removed and placed in a dirt track car where it expired by exploding. When we bought the car, the owner had replaced the Chrysler with a junkyard Cadillac. After a careful inspection I found the engine had three cracked main bearing webs, so decided to scrap it and a search for a replacement.

The tear-down started in late 1961 and a list of needed parts was prepared. Allard Motors was no longer in business but parts were readily available from Allard's subsidiary Adlards, the Ford dealership for England. Many other parts are from 37-48 Fords and were available locally. I did not want to rent an engine hoist, so I left the engine in the car until it was stripped. I then jacked the engine to the floor and – with the help of a friend – the two of us lifted the frame up and over the engine, and placed it on two sawhorses.

I had no problem obtaining parts until I tore down the Marles steering gear box and found the worm gear completely cracked from top to bottom. I ordered a worm gear and sector shaft from Allard/Adlards, only to find that they did not have them for left hand drive. I wrote several times requesting that they query the factory for one, but got nowhere with the Adlards staff.

In desperation I wrote Sydney Allard and told him of my plight. I felt like I was writing to Henry Ford about one of his cars, and I really did not expect an answer. Surprise, surprise, a few weeks later I received a reply from Sydney stating he was thrilled that I was restoring one of his cars, and that he would look into the matter himself. A few weeks later I received a letter from him telling me that he was lunching with the chairman of Marles, the maker of the steering unit, and would ask him to make a set for me. A cable followed stating that a set was being made special in the Marles machine shop and would arrive in two weeks without cost. Try to get that service from any other automobile manufacturing company much less from the owner himself. But then--- that was Sydney Allard!!!

I was about 14 months into the restoration and it was time for the engine. I had been looking for a Chrysler or Cadillac engine without much luck when a friend told me that Holmann-Moody, through a dealer in San Antonio, was

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getting rid of 25 new big-block Ford engines that had been built for super stock racing. They were Ford 406ci engines built in 1959, preceding later blocks with cross-bolted mains. I bought one and installed it with ease, requiring only the fabrication of front motor mounts and an adapter to hook up the Cad-LaSalle gearbox to the Ford bell housing. The adapter was purchased from old 'Honest Charley.' I ordered air cleaners, starter or alternator through the local Ford dealership.

At this time I was Vice President of the 'Spokes,' a sport car club in Austin. The club was having a show at the auditorium for Aqua Festival and wanted the Allard for show. The body had been stripped and cleaned to the raw aluminum, but had not been assembled or painted. At first I refused, but with pressure from everyone I agreed to clean and polish the aluminum, assemble the bodywork and show the car that way. It remained in that condition until 2004.



*Aqua Festival Races, 1969*

I had installed new 4:11 gears in the rear end to get better acceleration. To my surprise I found that I too could not start from stop without burning rubber or performing fishtails all over the road. Needless to say I re-installed the old 3:27 gears before I killed myself. This ratio has proven the best for both acceleration and top speed.

I vintage raced 'The Bitch' all through the 60's and some in the 70's and 80's. I took her to the Monterey Historics in 1990 when Allard was the honored marque. Once I got home I set her up in storage as my wife had become gravely ill and required my full attention. To my sorrow, Joann died the day before 9/11. She would never get to see her gift fully restored.

## ***THE SECOND RESTORATION***

The Texas World Speedway at Bryan, Texas was chosen as the site for the 2004 '*Gathering of the Clan*' reunion for Allard owners. In 1969 I had opened the then-named Texas International Speedway with my Allard, the only one there. So I felt it imperative that I attend this **Gathering**. The car was not in shape for show, so in December 2003 I started a clean up that grew into another frame-off restoration. The completion date had to be no later than October 31, 2004.

The 13 years in storage had done considerable damage to the car. A mysterious little black wasp had plastered every hole in the car with a white cement so hard that you had to use a jack hammer to get it out. I found paint peeling from the frame and the car was simply shoddy. There was no way I was going to take it to an Allard reunion in this condition. So, I decided to do another full restoration.

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*'The Bitch' before restoration.*

I stripped the body off, leaving only the center cowl section where all the electrical is located. The wiring was in good shape, but the brake tubing was in poor shape. At this point I decided to do all the work that I had previously intended to do on the car. This included new door hardware, replacing the touring wind screen with racing screens, installing stainless steel brake lines, installing a pair of Marcel driving lights that I had put in storage years ago, installing an electric cooling fan, and replacing the Cad-LaSalle transmission with a new special made Ford "toploader" 4 speed transmission. I also decided to have all the chrome work re-done.

While the engine had been in the car since 1961 and only had about 5000 miles on it, most were hard racing miles. Also the car had been stored for long periods of time. For these reasons I thought it best to freshen the engine with new rings and bearings, etc. I usually do this work myself, but time was short. So I took the engine to my friend, Dennis Murray at Precision Engine Service for rebuilding. The crank was polished, the cylinders were lightly honed and the block cleaned. The cam was inspected for wear and identified as  $\frac{3}{4}$  race. New hardened valve seats were installed to compensate for un-leaded gas and new rings, inserts, cam bearings and push rods were installed. Then the whole thing was balanced to perfection.

The suspension, the steering gear unit, and brake lines were removed, leaving the bare frame. The frame was cleaned to bare metal, and then acid cleaned. The frame was then washed down with solvent and spray painted with epoxy primer and two coats of silver enamel – matching the original color. In the mean time I was working on the front end and front brakes. The silent block bushings were still good but cracking. Inexpensive replacements are available in England, so they were ordered. I had Precision Engine Service press the old bushings out, and the new bushings pressed in.

Installing the front suspension is a real challenge! It requires the use of a jack, a crow bar, a rawhide hammer, a large drift and considerable patience to get it into the position for installing the through-bolts. Installing the coil springs is another problem, as you cannot use a spring compressor! You must place the spring into its seats, then place a compression jack around the frame and under the axle to compress the spring by jacking the axle up in place. The spring is held in place by a U shaped fabric strap that passes under the axle and is then bolted to the frame. This strap actually becomes a limit strap. For racing safety, all bolts in the front end are safety wired or cotter keyed.

***[Bill's story will be continued in our next issue. Meanwhile, the full story is available on [www.allardregister.org](http://www.allardregister.org)]***

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## Yvonne Turner (1930 - 2009)

We recently learned of the January 13 passing of Yvonne Turner in Grafton, WI shortly after her 79<sup>th</sup> birthday. Among her many accomplishments, Yvonne – together with her husband, Dr. Tom Turner – played a key role in promoting the Allard marque during the 1980's and 90's.

We first met them at the 1989 **Monterey Historics**, and we were immediately impressed with their charm and enthusiasm, both for the Allard marque, and life in general. Little did we know that, in addition to Tom racing his flathead Ford J2 "8-Ball" (used with Fred Wacker's personal blessings), Tom and Yvonne were laying the groundwork for Allard being the featured marque for the 1990 **Monterey Historic Auto Races**.

Tom and Yvonne worked tirelessly over the next year to assure that the Allard marque was properly presented at Monterey. This included arranging travel to assure the presence of Tom Lush, Zora Arkus-Duntov, and Dudley Hume – along with more than 60 Allards representing virtually all post-WWII models. In addition to their organizing and promotional efforts, Tom and Yvonne brought no fewer than four of their own Allards to this historic event.

Yvonne's interest and dedication to the Allard marque continued long after Tom's sudden passing in the fall of 1994. She was guest of honor at the August 1995 **Tom Turner Memorial Allard Reunion** at Pocono, NJ (AR #20), and a year later decided to try her own hand at vintage racing. She still owned Tom's beloved "8-Ball" and enrolled in Bob Bondurant's School of High Performance Driving where she completed the course (in her words) "above average." Yvonne detailed this experience in AR #21, and subsequently ran in several vintage races before deciding to "hang up her helmet."

She continued to serve as publisher of the **Allard Register** through 1998. We still hold fond memories of her gentle patience as she worked to give us a basic understanding of the *Adobe* programs, and the techniques she and Tom had developed to bring the **Allard Register** into the computer age.

Yvonne had a master's degree in art history from the University of Iowa and TCU. She worked as an art appraiser and operated Turner Art Associates. She was an accomplished pilot and an excellent marksman. Yvonne was a member of St. Monica's Guild and St. Andrew's Episcopal Church. Most important of all her accomplishments, she was a loving wife, a proud mother and doting grandmother.

*Chuck Warnes*

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## Monterey Historics – 2009

*By Chuck Warnes*

This year marked the 36<sup>th</sup> running of the Monterey Historic Auto Races, and the 3<sup>rd</sup> time that Porsche was honored as the featured marque. The 'Monterey Historics' [www.montereyhistoric.com](http://www.montereyhistoric.com) are a special part of many of our lives.

In our case, we just 'stumbled upon' them during a 1979 visit to the Monterey Peninsula – the year when Bentley was the featured marque. The image of Phil Hill kicking the tail out on his 4.5 liter blower Bentley as he drifted that behemoth around [what is now] Turn 10 is forever imbedded in my mind. I thought I'd died and gone to Heaven, and this vintage motorsports 'happening' has been a focal point of the Warnes family calendar ever since.

Our enthusiasm for this event got some added impetus when we found ourselves trying to resurrect the decayed and mutilated remains of a basket-case K3. We were getting quite frustrated in our efforts to connect with *anyone* who might know *something* about Allards. So were most gratified to meet up with a two unique characters at the 1984 'Historics' – Bob Lytle who was running his Buick powered J2X, and John Harden who was terrorizing the track with his fuel-injected 'killer' Olds J2X. Both of those gentlemen were most helpful in guiding us – and often helping us mitigate our myriad mistakes – in the course of our 22 year Allard project.

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Many of us have especially fond memories of 1990 when Allard was the featured marque at that year's MHAR. That event led to a gathering of more than 60 Allards at Laguna Seca, and gave several of us a once-in-a-lifetime opportunity to meet and rub shoulders with a broad array of Allard celebrities – including Tom Lush, Zora Arkus-Duntov, Dudley Hume, Alan Tiley, Cyril Wick, Tom Carstens and Bill Pollack. We are forever grateful to Tom and Yvonne Turner and other Allard friends whose enthusiasm, dedication, and hard work served to bring this about.

Each running of the MHAR provided special opportunity to share the Allard mystique with a growing number of motorsports fans – both on the track and in the paddocks. We continue to marvel at the charismatic draw that the Allard marque has on race fans stopping by the Allard pits to admire, photograph, and inquire about these works of mechanized testosterone from the post-WWII renaissance of motorsports.

Four Allards were accepted to run in Sunday's 24 car field of *1947-1955 Sport Racing and GT Cars over 1500cc*. These were the J2's of Steve Schuler, Bernard Dervieux, and Alan Patterson, along with Jim Degnan's K2 – all running with Cad power. Since Steve was driving his Hagemann Chrysler Special entered in this same race, he delegated driving duties of his J2 to Graham Smith of Bellbrae, Australia, who is no stranger to Allards by any means. Graham handled the restoration of Steve's veteran of the 1950 *Le Mans* race, and he races his own J2 'daiwn unda'.

Graham started from 5<sup>th</sup> place on the grid and worked his way up to 4<sup>th</sup> before moving back one spot while performing a neatly executed "Danny Sullivan pirouette" at the top of the Corkscrew. He ended up crossing the finish line in 7<sup>th</sup> place. Bernard started his J2 mid-pack, and held his position throughout the 10 lap race, finishing just ahead of a surprisingly nimble Hudson Hornet (with all due respect, Hudson Hornets were some formidable NASCAR competitors in the early '50's). Alan Patterson had another great day piloting the same Allard J2 that he bought brand new in 1952, and which he has raced continuously over the past 56 years. Jim Degnan had a good start, but decided to call it a day mid-race when he began to encounter fuel problems.

At the conclusion of Sunday evening's awards presentation Steve Earle confirmed the recent rumors that he is stepping aside from his role as the man in charge of the Monterey Historic Auto Races. He will continue to have a limited role in 2010 as SCRAMP (Sports Car Racing Association of the Monterey Peninsula) takes over the reins.

We truly appreciate the passion, dedication, and expertise that Steve Earle and his team have contributed to vintage and historic motorsports over the past 36 years. We sincerely hope that SCRAMP carries on with that tradition and dedication.



*Alan Patterson and Graham Smith navigate the Corkscrew*

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*Steve Schuler, Yvonne and Graham Smith*



*Jim & Karen Degnan*



*Bernard and Jim at pre-grid*



*Bernard taking a short cut  
on the Corkscrew*

## The Allard Register

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