

The Allard Register

No. 67

FALL, 2017

Editors Note: This season the Allard community unfortunately had to say goodbye to three people that had been instrumental to promoting the Allard marque. Please join us in remembering them.

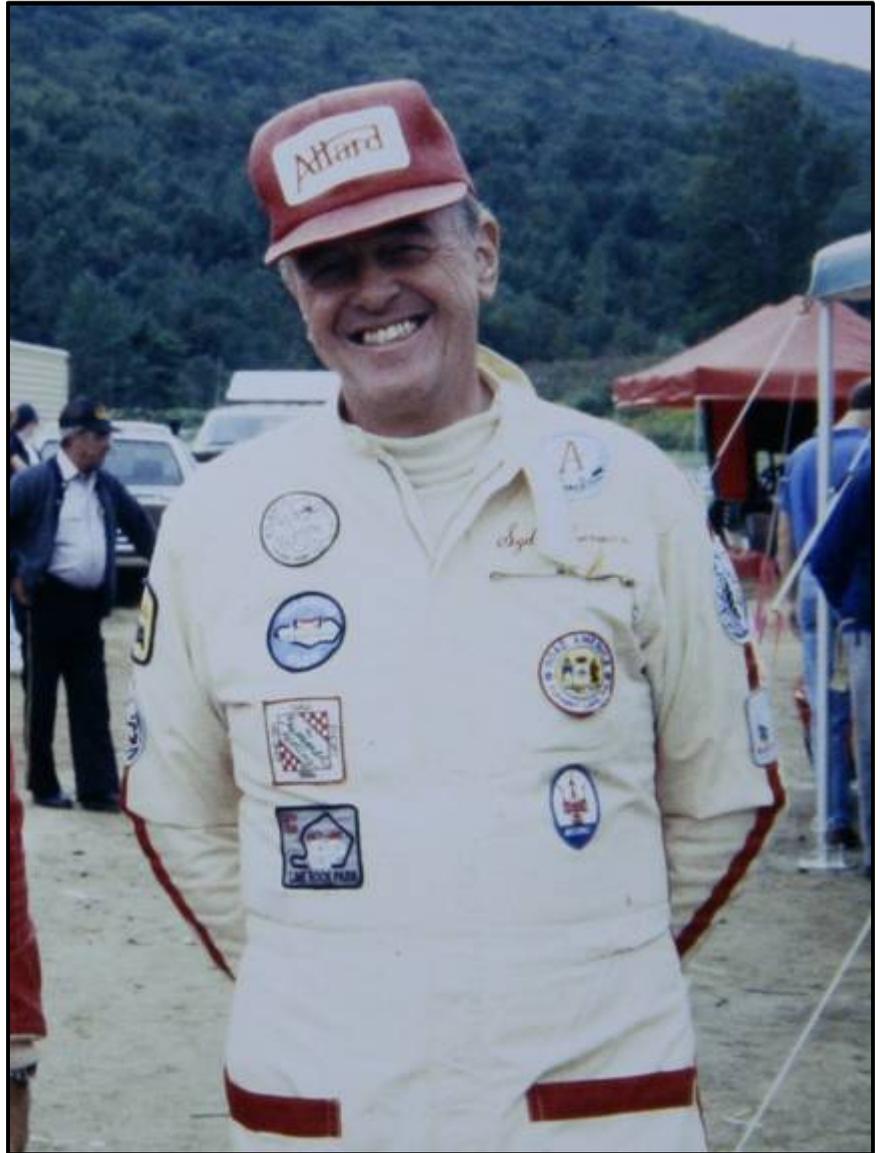
The Last Checkered Flag: Syd Silverman

-Chuck Warnes

Syd Silverman, owner and chairman of Vintage Motorsport magazine from 1990 – 2012, died on August 27 in Boca Raton FL. He had been a staunch supporter and active participant in the preservation, presentation and celebration of motorsports and its history for nearly four decades.

Syd's profession was publishing, but his passion was automobile racing. His life after the sale of Variety Inc. was focused on collector cars, historic auto racing and Vintage Motorsport magazine. During that time he also assumed role as publisher of the Allard Register for number of years, and continued to serve as sponsor for our newsletters (Syd was the reason there are no dues required to join the Allard Register!).

Syd caught the car bug at an early age, from working as a gas jockey and grease monkey at a local garage in his hometown of Harrison NY. His affinity for British sports and racing cars was spurred by his first sight of a yellow & black Allard J2X in a New York showroom. He rekindled his love of sports cars and road racing in the mid-1970's at Ferrari club track days at Lime Rock and Watkins Glen, and he purchased his first vintage race car, a Hemi-powered Allard J2X in 1978.



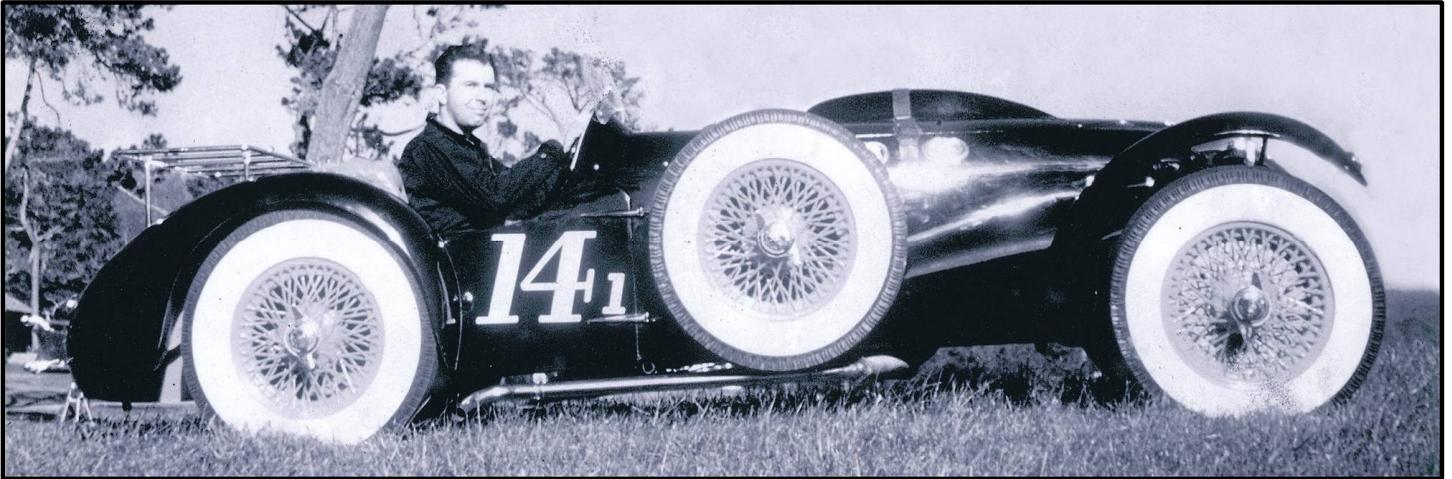
After selling Variety in 1987, he turned his attention to expanding and utilizing his growing collection of vintage racecars, which he campaigned in vintage race venues across the US. He organized two Allard reunions in 1982 and 1985, and played a key role in supporting the Allard gathering at Laguna Seca in 1990.

Syd continued to actively participate in vintage racing until 2007, and sold controlling interest in Vintage Motorsport to his son, Michael – also a longtime vintage racer – in 2012. He is survived by his second wife, Dr. Joan Hoffman; four children, daughter Marie Silverman Marich and sons Michael, Mark and Matthew.

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The Last Checkered Flag: Bill Pollack

-Colin Warnes



It's with a heavy heart that we say goodbye to the last of the great Allard racers. Bill Pollack took his last checkered flag in July 16 at the age of 92. Bill was born on July 7, 1925 in New York to Lew and Helen Pollack. The family moved out west when Bill was ten, as his father became a noted Hollywood songwriter.

Bill lived a life of adventure throughout his youth – riding his horse all over San Fernando Valley, joy riding in bulldozers, and getting into all sorts of mischief. He joined the Army Air Corps at the age of 18 where he learned to fly in an AT-10, and then graduated to B-24, B-26, and B-29 bombers. Bill never made it overseas and he was sent home after the atom bombs were dropped on Japan. He had hoped to turn his flying experience into a job with TWA, but that was not to be. Bill's father fell ill and he went back to Los Angeles to be with him. During that time, Bill started courting the love of his life, Bobbi Jean Yoder and he started college at Loyola.

Bill found his next love in 1949 – in the form of a brand new red MG TC. However, his family's limited budget forced him to be satisfied with of a used TC. This car awakened the racer in Bill, and he was in the right place at the right time. The Southern California racing scene was in its infancy and the early drivers became fast friends who would later become legends – Roger Barlow, John Edgar, Johnny von Neumann, Jack Early, Al Moss, and Phil Hill. Much like the AT-10, the MG served as Bill's trainer before he transitioned into some faster wheels.

Bill heard through Al Moss that a guy named Tom Carstens from Tacoma, Washington had bought an Allard and was looking for a race driver. Bill called Tom and somehow convinced him that he would be the perfect driver for his J2. In reality Bill had never actually driven an Allard, but he had ridden in an Allard, for a test drive around the block with Allard distributor Noel Kirk. Bill was lucky to connect with Tom, as he and his team really knew how to prepare a thoroughbred sports racing car.

On May 27, 1951, the world was introduced to Tom Carstens' gleaming black Allard J2 #14 – and driver Bill Pollack – at the Pebble Beach Road Races. Ironically, Bill was only introduced to #14 the day before during the test drive when he punched it and almost drove it off of HWY 1 into the Pacific Ocean. What power! Bill easily won the race and continued winning at Reno, Pebble Beach again, Golden Gate, and Madera.

Bill and #14 finally lost to Phil Hill at Pebble Beach in 1953. The car was experiencing trouble with the left front brake which limited Bill to third place. After the race, Bill and mechanic Charles Drucker took the car out to diagnose the problem when an axle snapped, sending #14 and its occupants into a pine tree. Bill and Charles survived, but #14 was a 'goner'. From there Bill moved on to successfully race Jaguars, Ferraris, Alfas, Corvettes, and Maseratis – along with a variety of specials. Bill was good and he could have been great, but he had a family that he loved, and he enjoyed his life as an amateur racer.

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While #14 was deemed a 'goner' – this part of the story does have a postscript. David Brodsky found #14's remains sometime in the 1980's, and gave the car an accurate and painstaking restoration. He thus proceeded to re-introduce it at the 1989 Monterey Historics with none other than Bill Pollack at the wheel. Bill also given the honor to serve as pilot for this iconic Allard at the 1990 Monterey Historics, when Allard was the featured marque.

As a child, Bill used to build elaborate racetracks for his toy cars in the dirt of the family ranch. Bill later got to live out one of his childhood fantasies when he was asked to design the new Willow Springs Raceway just north of LA in 1952. Bill's family revealed that he later admitted he didn't really know what he was doing. The course was basically limited to where they could get the bulldozer onto the various hills around the track. Willow Springs may not have the prestige of Laguna Seca or Watkins Glen, but it's believed by many to be one of the best tracks in America – and its layout has never been altered.

Bill worked a variety of jobs relating to advertising and marketing. He actually got his start in advertising with the legendary Pete Peterson who hired Bill to do advertising for the new magazine Auto Speed and Sport. One of Bill's racing connections liked what he had done for the Cal Club and other media, so his old racing buddy Jack Nethercutt hired Bill as Vice President of Marketing at Merle Norman Cosmetics.

Bill's advertising experience must have led to a passion for writing. Over the years, Bill has written numerous short stories and two books. The first book was the self-published novel, "Tanager" – about a whale and a man fighting to save the world. You would be forgiven if you have never heard of this masterpiece – when asked about the book, Bill's daughters laughed for a good minute. The second book, Bill's autobiography "Red Wheels and White Sidewalls: Confessions of an Allard Racer" is a must read. This book is an absolute joy to read and it gives a lot of insight into Bill's amazing life, his humor, 50's sports car racing, and of course #14.

Sometime in the 80's Bill, along with Art Evans and Phil Hill, created a non-club called the "Fabulous Fifties". This unofficial group brought together the racers, mechanics, owners, and enthusiasts from the 1950's Southern California sports car racing scene and beyond. They would gather periodically at a variety of interesting automotive locations around the LA area and Monterey to bench race and tell tall tales. Allard Register historian Bob Lytle allowed my dad and me to attend some of these events "as long as we didn't make damn fools of ourselves". As a 20 year-old, mechanical engineering student with aspirations of becoming an automotive engineer and Allard racer – I was in heaven!

It's interesting that Bill really only raced an Allard six times. However those six races had quite the impact on Bill and his life. Bill was a good husband to wife Bobbi, loving father to daughters Mellette and Leslie, friend to many, businessman, author, and story teller. But for most people, he will be known as the guy that raced the black Allard with red wheels and white sidewalls.

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Don't forget to check out our web site! New stories are added weekly along with lots of downloadable resources including technical manuals, Year Books, Brochures, A.R. Archives (1970 – present), and links to other interesting Allard related web sites. **Help make the Allard Register better by submitting stories about your car (history, technical, etc.), restoration tips, and/or events that you've participated in. Please email them to: allardregister@outlook.com. Thanks!**

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The Last Checkered Flag: Alan Patterson

-Colin Warnes

In July we said goodbye to Alan Patterson, an Allard enthusiast of the highest degree. Alan was one of very few Allard owners that could say that they were an original owner. Alan acquired his first Allard, J2X-3072 from Motorsport, Inc. out of Pittsburgh, PA in 1952. He actively raced this car from new, running at Watkins Glen starting in 1954 and then over the years all over the world. Although Alan has owned and raced several other cars over the years; Allard's were always his true love. In addition to 3072, he has also owned another J2X, a J2X Le Mans, and most recently one of the last remaining Clippers and Sydney Allard's GT Coupe which he raced this at Monterey in 2016.



In addition to being an Allard enthusiast, Alan was a great guy. He was always in a good mood and ready with a story. At the races, he was always putting around the pits in his green Mini Moke.

One of Alan's greatest achievements was co-founding the Pittsburgh Vintage Grand Prix in 1983. Over the years, the PVGP has raised over \$4 million since...a fact that brought a lot of joy to his heart. Racing must be a genetic trait in the Patterson Clan. In 2016, the Patterson family boasted six family members racing in the PVGP! Alan was 85 when he passed on June 30.

Keeneland Concours d'Elegance – July 13 – 16, 2017

PART I, By Peter Bowman



Lexington, Kentucky is located in the heart of horse country, and the magnificent Keeneland Race Course is home to thoroughbred racing every spring and fall. But each July Keeneland hosts a different kind of thoroughbred – of the automotive variety. The 14th annual Keeneland Concours upheld this tradition in grand style. This years' show held a special attraction, a class organized by Jere Krieg dedicated entirely to Allards – the first time in Concours' history they have had a single-marque class. The crowd was not disappointed, as 12 Allards were on display to delight the crowd.

After an informal gathering of Allard owners on Friday afternoon, the weekend kicked off in grand style at the 1920's-themed Bourbon Bash at one of the historic distilleries in Lexington's historic district – complete with gangsters, flappers, and even a speak-easy! Everyone had a grand time, but our 'activities' were somewhat tempered by the fact that we had an early call the next morning to get the cars on the show field.

Saturday dawned bright and clear, with heavy dew as the only reminder of the brief storm that rolled through on Friday. The show opened to the public to 9AM, with all twelve Allards arranged in a circle for judging. The

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judges assigned to our class realized the challenge and opportunity presented to them, as they were not familiar with Allards in much detail prior to the announcement of the class at this year's Concours. We appreciate the considerable time and effort studying up on Allards beforehand.

They spent approximately 15 minutes judging each car, checking all aspects from operational gauges and lights, to the ability of the car to actually run, and making special effort to ascertain what features were actually original to each car. Quite an undertaking considering the wide array of Allard models present with cars ranging from



the one-off M-Type coupe to an L, M's, a K1, K2's, a K3, J2's and J2X's. Ted Bernstein's J2X was declared the class winner, with Tom Shelton's J2 the class runner-up. The judges had a challenging task – complicated by the need to choose between fully-restored cars vs. highly original drivers, and also a couple of extremely rare examples.

Saturday evening the Allard contingent was among select invitees to Tom and Connie Jones' auto collection, housed in a lovely warehouse complete with a fully-stocked and staffed bar displaying Tom's wonderful toy collection. We were served what they called 'heavy hors d'oeuvres', which I called a buffet dinner, complete with mason-jar deserts of either strawberry shortcake or banana pudding! Surrounded by fabulous cars, motorcycles, and artwork, and no shortage of whatever chosen beverage anyone desired, we all had a wonderful evening enjoying the Jones' southern hospitality.

Sunday morning was the Concours Tour d'Elegance, but only 2 Allards were present – the K1 of Jerry Bensinger, and my K2. The rest of the Allard crowd missed a grand drive, with a mid-point stop to get an amazing demonstration of glass-blowing. Our final stop was at the historic Boone Tavern for a delightful buffet lunch, with time to wander around the tavern before heading back to Lexington on our own schedules (and routes). All-in-all, a wonderful way to wrap up the Allard weekend, and a chance to look forward to our next gathering, wherever it may be!

PART II, By Jere Krieg



"Doc" Doolittle of Tellico Village Vintage Car Club made me aware of this gathering at Keeneland Race Course, and I was impressed. About 4 months ago I decided to travel to Lexington and meet with Tom Jones (no, the other Tom Jones), and came away with what I thought would be a good fit for Allard owners. This was their 14th year of supporting the Children's Hospital in Lexington. Featured automobiles this year were British – so why not Allards?

After sending out an email on our Yahoo account, I began contacting everyone I could this side of Texas and Oklahoma, and I

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received enough interest to continue. As a result, I heard from 15 members who thought of joining this event. I would like to report Tom & Terri Shelton, Terrill & Gloria Underwood, Peter & Gretchen Koch, Peter & Nica Bowman, Roger Allard, Mike & Dawn Fisher, Ted & Luzia Bernstein, Ted Bernstein Jr, Mark Moskowitz, George & Susan Hofer, Jerry Bensinger and – of course Julie & Jere Krieg – were registered for the Concours.

With twelve Allards present we had the largest individual class in Keeneland Concours' history. A lot more people now know what an Allard looks like. We had two M's, two J2X's, two K1's, a J2, a K2, two K3's and a special bodied M-type coupe (it looked like a P1 to me). The twelfth Allard was the new Mark III that Roger Allard brought for inspection.

If eleven Allards had been 'no shows' I would have left with several pieces of silver. However, that was not to be - Ted Bernstein won our class with his J2X Allard and Tom Shelton came in runner up with his J2. Great job.

During the weekend, I was approached by two other gentlemen who inquired about having Allards present at their Concours next year. I will present more details when I visit these locations to see what they have for our club.

Tom and Connie Jones were fantastic hosts. It began Thursday afternoon with a Bourdon tour. Friday evening's focus was a benefit reception with the theme "End of Prohibition". Saturday's Concours included lunch for all contestants, and culminated with a private reception held by our Chairman and his wife. This presented an opportunity for us to enjoy his fantastic car collection, along with all the things a reception needs to have – great company, great food and, of course, great beverages. I truly believe that it will be a real challenge for other Concours' to top the hospitality and organization of this event went.

Car Week, 2017

-Chuck Warnes



In recent years the August conglomeration of automotive events (car shows, races, auctions and tours) on California's Monterey Peninsula has taken on the generic title of Car Week. A 'bucket list' happening for car lovers, but with a derisive tone by some of the locals who are prone to complain – all the way to the bank.

Numerous enthusiasts of vintage racing were gratified to see six Allards running in the 2017 Rolex Monterey Motorsports Reunion. This year's Group 5A of 1947 – 1955 Sports Racing and GT Cars raced on Saturday for the first time in several years (the group usually races in Sunday).

Augie Grassis raced the J2X that was Carroll Shelby's principal mount back in '53 and '54. The car's previous owner, Peter Booth, regularly raced it at Laguna Seca throughout the 1990's. The two red K2's of Jon LeCarner and Doug Klink brought back fond memories of the long-term friendly rivalry at Laguna Seca and other west coast venues between Jim Degan and the late George Myers. John Mote returned this year with his bright blue Buick-powered K2. This car's previous owner, Paul James, was a frequent Laguna Seca participant back in the 1990's.

The Allard pack was filled out by Vince Vento who again demonstrated his mastery of outwitting his J2X's HydraMatic around the hills and turns of Laguna Seca, and Ted Herb who was racing his recently acquired and beautifully refurbished "BRG" K2.

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A well-established Friday tradition plays out when a group of select racers, under the enthusiastic escort of the California Highway Patrol, depart from Laguna Seca to make the 14 mile trek up over Laureles Grade, and westward along pristine Carmel Valley Road to intrude upon the sedate, exclusive and lavish Quail Motorsports Gathering. The Race 5A participants were this year's select group, and Vince Vento graciously allowed Colin to ride 'shotgun'. A few tense moments arose when Vince was informed of a flat tire as they were lining up to depart. However, Chris Campbell of Vintage Connection – with the combination of experience, the right tools and knock-off hubs –

came to the rescue. Vince's return to Laguna Seca also got momentarily delayed (by Colin...a story for another time), and might have missed the group were it not for another enthused CHP officer who made full use of his motorcycle's lights and siren to escort Vince through and around the leisurely homebound traffic of Carmel Valley Road.

Thursday's highlight is the Pebble Beach Tour d'Elegance when 100+ contestants in Sunday's Pebble Beach Concours d'Elegance make a two-hour tour around the Monterey Peninsula, down Highway 1 to Big Sur, and then return to line up on Carmel's Ocean Avenue. This provides a special opportunity for thousands of car lovers to get a close hand look of the Pebble Beach contestants – free of charge.

Seven of the RMMR Group 5A cars at Laguna Seca were California Specials. These unique home-built racers held their own on west coast road courses – including the Pebble Beach Road Races – against a variety of European imports in the early fifties. California Specials were further honored this year by comprising a special class at the Pebble Beach Concours.

Bruce McCaw's faithfully restored 1929 Mercedes-Benz S Barker Tourer was this year's Pebble Beach Concours d'Elegance Best of Show award winner. Bruce has gathered an enviable collection of historic vehicles that includes several significant Allards including the Steyr, Sydney's '53 Le Mans JR, Walt Grey's J2X Le Mans, and Irwin Goldschmidt's Watkins Glen winning J2.

The infamous customized black & yellow Von Dutch Allard K2 crossed the ramp at Gooding & Company for \$242,000.

Finally, Bill Marriott graciously shipped the iconic #14 J2 out from the east coast in honor of the late Bill Pollack. While in California, it was on display at both the McCall Jet Center Party and The Quail. The car was the focus of attention one week later as it took center stage on the front lawn of Bill Pollack's Sherman Oaks home as friends & family celebrated Bill's full life.



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For Sale: Allard J2 2123

J2-2123 was delivered to Mr. Delvan Lee on August 31, 1951 who ordered the car through Wood Motors in Detroit. Mr. Lee worked for Connell Cadillac of Detroit who supplied high performance engines to the marine industry and performed the installation of the Cadillac engine. He entered in some local and regional sporting events including ice racing. In 1953 and 1954 Mr Lee entered events at Watkins Glen, as well as Bridgehampton Long Island. Del Lee won the Giants Despair hill climb with fastest time of the day in 1953. In 1954, the car was sold to Fred Lavell who took the Allard to Bonneville where he drove the car to a speed



of 127 mph. The next two years the stock body was removed and a Sorrell streamliner fiberglass body with a DeSoto engine was installed where it attained a speed of 150 mph. When the current owner acquired the body was not installed in the car and it was equipped with a Chevy small block. The car was restored with a 390 Cadillac and 4-speed transmission. The car was subsequently vintage raced throughout the east coast. The car is currently located in Florida. The asking price is \$350,000 OBO. Interested parties should email us at allardregister@outlook.com and we'll get you in touch with the seller. Photos should be up on www.allardregister.com soon.

For Sale: Allard K1 165

Allard K1-165 was one of the earliest Allards exported to the US. It was one of three cars exported on August 8, 1947 – these were cars 3, 4, and 5 that entered the US. The seller has owned the car for 12 years now, having raced it competitively with the VSCCA for 10 of those years – the owner before had raced it for 7 years prior starting in 2005. The car features a 390 Cadillac that was built The Vintage Connection in Oklahoma City. The seller states that this is a magnificent handling Allard and that you will enjoy it on both the Road and track. The car can be switched over in two hours from road configuration with a full windscreen to track with a roll bar and Brookland windscreens. The car is being offered for \$110,000 and is located in Albany, New York. Interested parties can email the seller at jvmx@aol.com.



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