

ALLARD

The Allard Register

No. 35

WINTER 2002

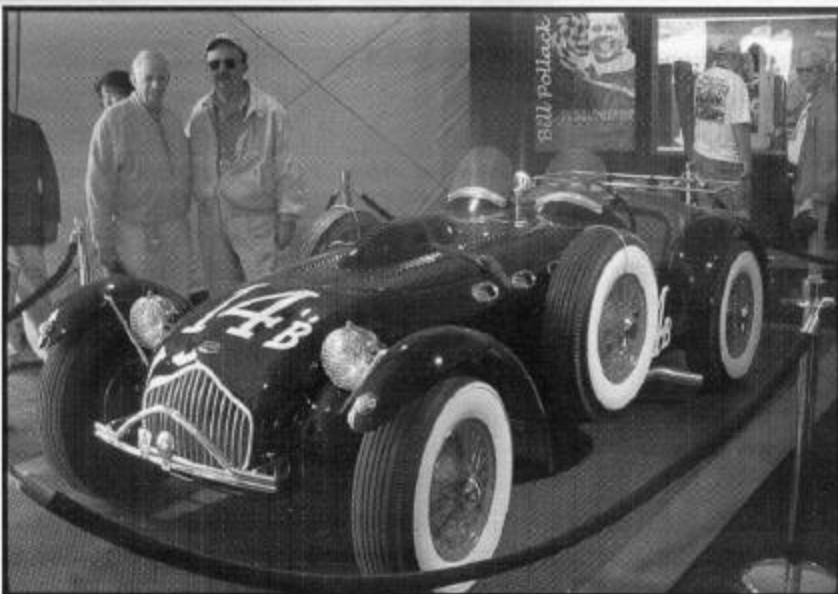
Free

Monterey Couldn't Be Better

By Bill Pollack

Steve and Debbie Earle outdid themselves. This year marked the fiftieth anniversary of my win in the Carstens Allard at Pebble Beach. Bill Marriott, the current owner of the big black number fourteen car, agreed to bring the Allard to Laguna Seca if I would give him a ride around the track. This did not require a lot of thought. I sent some pictures to Steve Earle, for what I assumed would be a small display tripod with a couple of photos. Well, it wasn't quite the Sistine Chapel, but I am now definitely walking a foot off the ground.

Michael Lynch wrote an elaborate and extensive story for the program with pictures. By now, my hat size has increased to XXXL. Saturday, at noon, I met Bill Marriott and along with a crew from SCRAMP we pushed the Allard off the dais and squeezed our selves into the tight cockpit of the J2. Then, came the moment of truth. I turned the key and pushed the big black button and the engine gave a couple of loud pops, and nothing happened but deadly silence. I thought, that after all this pomp and circumstance and we would have to push the car around the track, while waving to the crowd. Then, with a loud roar, and a cloud of flying dust from the exhaust, six liters burst into life. A squad of motorcycles escorted us to the track where we stopped for pictures and a radio interview. Finally, it was time.



Bill Marriott and Pollack, with #14 - August 2002

like a roller coaster and headed down the chute towards to the final turn.

After finishing two laps, we both had enough adrenaline to light up a small village. The ride was great, and I realized that I have now driven the car for all three owners, Tom Carstens, Dave Brodsky and Bill Marriott. I can't say enough about how the car felt to me. That big Cadillac still has the ability to bring a small prayer to your lips. I had forgotten how easy it was to get into a drift with the skinny tires. There is nothing like having that long black hood charging out in front of you.

Sunday, I repeated the noon drive, only this time we video taped the trip around this wonderful circuit. Steve Luckman was in the right seat and it was his first time in a racecar or on a track. It took ten minutes to get the camera out of his hands.

I punched the starter button one more time and slipped the three-speed gearbox into low. The wind tore at us as we accelerated up the main straight into Turn One and around the downhill curve. I let the car run out in second as we started up the hill towards blind summits and the dreaded downhill Corkscrew. Marriott let out a whoop as we came over the top,

MONTEREY COULDN'T BE BETTER

The *Fabulous Fifties* party Friday night at the classic Martine Inn was great, with a goodly crowd of folk who trekked North for the festivities. Ed Hugus, with a big smile, was hosting along with Don Martine's son, Gordon. The Inn is such a wonderful collection of beautiful antiques, with a fantastic view of otters and seals in the wonderful kelp forests and the incredible Monterey Bay in the background.

I am just finishing my book called *AUTO biography*. Yes it is about cars, and also the people I raced with - as well as the places and parties. Sort of my view of what went on back in the good old days. If you would like to be on my mailing list for the release date and all that's sort of stuff, drop me line at <togobill@adelphia.net> Thank you.

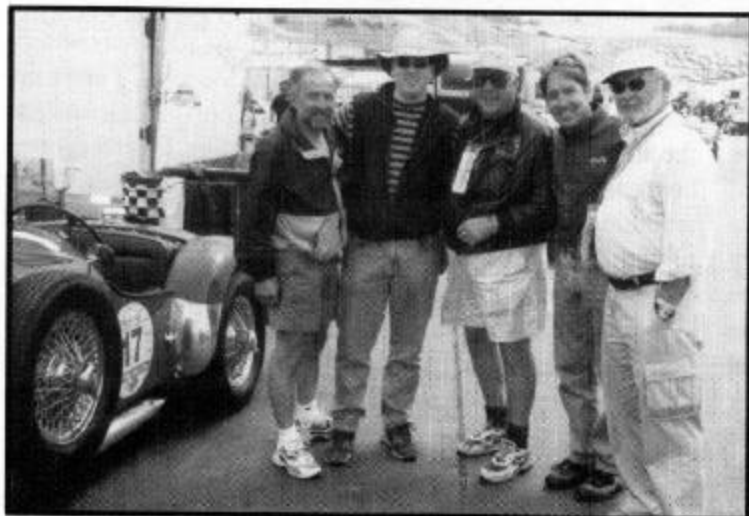


Lamont Cochran in his flathead powered J2.

- Colin Warnes



Booth and Lytle doin' their THING. -Colin Warnes



Chuck & Colin Warnes, Alan Patterson, Brian Dietz, John Harden

2002 Monterey Notes....

Bill and the Carstens Allard

Tom's reference to the article in the 2002 *Monterey Historics* program ran seven pages detailing his ten-year racing career. The program also had a two-page spreadsheet of Bill's racing results from August '49 to November '58 compiled by Michael Lynch and Jim Sitz. This includes the five first-place finishes at the wheel of #14 in '51 and '52 (two at Pebble Beach, one each at Reno, Golden Gate, and Madera).

This particular car was featured as the *Salon Car* in the August '90 issue of *Road & Track*, and has also been the subject of several *Allard Register* articles over the years (AR3, 6, 10, 13, 22, 25, and 26).

2002 Monterey Roll Call

Four Allards ran in this year's Monterey Historics - Cordell Bahn and Lamont Cochran in J2's, Peter Booth and Bob Lytle with their J2X's. Jim Degnan was entered with his K2, but mechanical gremlins reared their ugly head during practice. The Allard paddock area was also graced by three visiting Allards during the weekend - the J2X's of Lindsey Parsons and Brian Dietz, and Bernard Dervieux's freshly restored J2.

A 6000 mile Allard Trip - By Lindsey Parsons

I have always wanted to drive across the entire country in an Allard. Back in the summer of 1953 I had gotten as far as New Mexico in my then new J2X (#3158), but there I ran short of funds and time to venture further. When the possibility of making a California trip arose again this summer, I jumped at the chance. I had again acquired a J2X, this time a 1952 edition (#3077). As I had successfully driven the car from New Jersey to Florida and back in March, I had good reason to believe the round trip to California was feasible.

My preparations for the trip were quite extensive. I removed the Cadillac engine, the transmission, and the Ford "banjo" differential. While the engine and transmission were freshened-up, the 3:78 ratio ring and pinion was replaced with a 3:54 to reduce high-speed cruising revs. I really would have liked a 3:27, but this proved to be impossible to find in that 4-month time frame before my departure for the West Coast. All but about 10 days of this were consumed in these mechanical activities, which really cut short the time I had planned for road testing.

I did get in some 800 miles in local trips to check out the car and my own personal equipment. The car appeared to be in first class condition mechanically. This was my first real opportunity to check the engine coolant temperatures in summer conditions, and I was delighted to find that the old Caddy ran at a modest 170 degrees all day long. I later discovered that, even in several world-class traffic jams in scorchingly hot days, the Caddy coolant temperature never exceeded 195 degrees! Everything seemed in order mechanically.

My car is entirely open with a tonneau cover over the passenger's seat, and a small windscreen on the driver's side. I knew from past experience that sunburn would be a major danger. The problem here is head wear, as either long sleeves or sun screen would handle everything else. The solution was a tennis visor, over which I wore a light cloth aviator's helmet. This rig, along with ear plugs, worked fine. I substituted a heavy leather-lined aviator's helmet for early morning runs in colder temperatures. A lightly lined Gore-Tex jacket was also useful in early morning conditions. For rain protection, I used a really neat Gore-Tex "duster" which had a foldable hood attached. I had tried it out in my shower at home for several minutes without detecting a single leak! With this garment on, and the hood up with goggles employed, I managed to stay comfortably dry even through the nastiest Midwest thunderstorms.

Unfortunately, those few test days before departure were quite mild, so I was not prepared to experience *real* heat of my first day out. Crossing Pennsylvania and on into Ohio, the temperature was in the high 90's with correspondingly high humidity. In my 70 years of living, the only other time I was ever so hot was in an F-100 fighter when the cockpit temperature control malfunctioned into full heat mode, causing cockpit temperatures to soar to 160 degrees!

It wasn't just the ambient temperature - the hot air pouring in through various holes from the engine compartment was terribly hot and the bare metal floor was almost untouchable. I never had time to fit a decent insulating carpet!

Within the first few hours, I had worked out a regimen, which carried forth for the entire trip in hot conditions. I would purchase two large water bottles and store them in the emergency brake well. One would be for drinking, the other for periodically drenching my helmet and shirt for it's cooling effect. All in all, I found that nine hours or so in these conditions was a very tiring experience. I never thought I would be wishing for rain but I certainly did that first day. I drove most of the trip at my usual "5 over" the speed limit, which produced speeds somewhere between 70 and 75 most of the way. With the 3:54 rear end ratio, 3200 rpm translates to 71mph. I tried not to exceed 3500 rpm (78 mph) for any appreciable time, although I hit 4000 (88 mph) during some passing situations out West. As the speedo was covered by the tonneau cover and the odometer was not the paragon of accuracy, I never really did get a good reading on gas mileage. My best guess is that the car was averaging something between 12 and 15 mpg on the Interstates.

I tried to cover 500 miles more or less each day. The trip therefore took six days each way. To do this, I would get a good early start by running for a few hours before the sun came up. This way, I could get the most benefit from the cooler weather, and park the car in the early afternoon when the temperatures were hottest.

The morning I departed from Winnemucca, NV, the outside temperature was 36 degrees! A heavy shirt, cashmere sweater, Gore-Tex jacket, and the aviator's helmet made that morning one of the most comfortable I encountered throughout the entire trip. I might add that witnessing a wonderful sunrise while driving completely alone across that Nevada high desert is an unforgettable experience.

Allard JR at LeMans

- by Dean Butler

LeMans was a great time. We loved it, although we were all dead tired afterward. We spent a straight 40 hours at the track — from dawn Saturday until late evening Sunday. First was practice and then the 24 hours of racing, which turned out to be about 26 hours of racing.

The Allard was spectacular in its first race. (Every car had two races—two day, two night.) The grid was literally a lineup of the greatest sport cars of the fifties—several D-Jags, several C-Jags, 450S Masers, 300S Masers, DB3S Astons, all manner of Ferraris, Lotus sports racers, etc. — many driven by professional drivers, some with ten or fifteen stints at LeMans. The first race was won by ex-LeMans driver Win Percy in what is acknowledged to be the fastest D-type in the world, still sponsored by the Jag factory and running with a special factory experimental engine.

Martin Walford was second in the Allard! He started fifth but was soon second. He was hitting 167 mph on the Mulsanne straight with no trouble. In fact, he was backing off on the straight. The car was a real screamer. You should have heard it at full throttle on the grandstand straight, with the sound echoing between the grandstands.

In the second race for the Allard, Martin was again running second when the differential broke half way around on the last lap. As a result, Martin was classified something like eleventh. So - the potential of the Allard was clearly demonstrated to the world. A lot of people were surprised and really impressed. The 80 year old guy who designed the car, Dudley Hume, was there, and he was really pleased.



At rest in the LeMans paddocks



A friendly visit with the Calif. Highway Patrol

California Mille Report

- by Dick Hansen

Joanne and I had a great time in the Allard in the hills and curves of Northern California. Although the J2X is a many times veteran of the Colorado Grand, this was our first California Mille. We thoroughly enjoyed the event, the great people and, of course, beautiful Northern California. On top of that, the weather was superb, from the time on the cool morning coastal highways to the warm days inland.

My J2X #3050 had just recently had the 331 freshened with a 3/4 race cam grind and two 4 barrel carburetors. The result was improved torque by 40%, as well as increased static symphony of the almost straight-through exhaust. The performance around the tight, winding back roads - and especially pulling up the hills - was most exciting, and greatly impressed all the participants. Joanne and I did the rally with the appropriate worn leather coats, soft helmets, and RAF goggles - so we looked quite the part.

Marvin Swig ran a superb event, and the evenings were resplendent with great food and wonderful "gearhead" conversation. The J2X performed well until the very end, when I broke the old vintage rear axle. The machine locked up tight - fortunately on a straight-away - and had to be flat-bedded the last 40 miles. In addition, the rough roads and increased torque served to turn a half-used set of tires into a set of slicks by the end of the event.

Ending the rally short in that fashion was not entirely negative, as we were picked up by one of the sponsors in a new Aston Martin Vantage. Thus, I got to drive the last 30 miles on a serpentine road with great gusto, experiencing the torque of that 12 cylinder engine. It was not quite as much fun as the Allard, but at the end of a long day the quiet power plant and air conditioning made up for the difference.

K3 Odyssey - Part Two

By Rudyard Quisling

Next stop - the LA County Museum warehouse, where he managed to BS the curator into allowing him examine and photograph their complete and unrestored Cad-powered K3.

While some folks' calendars pivot around key holidays such as Christmas or opening day of deer season, the high point of Jock's calendar was the Monterey Historic Auto Races. Especially this year, for he anxiously anticipated the chance to witness several Allards - maybe even a few K3's - running in anger. Two J2X's were present - John Harden's Hilborn-injected Olds, and Bob Lytle's Buick. Both men were friendly and helpful. John mentioned that he had once owned a K3, but had parted it out a few years ago. He then gave Jock a dose of déjà vu by asking "why would anyone in their right mind would ever want to restore a K3?"

Jock was beginning to learn one of the harsh realities of K3 ownership. Despite their tubular chassis, and having the same suspension and drive train as the J2X's, K3's are essentially the Rodney Dangerfields ("Hey! I don't get no respect!") of the Allard family.

Jock's car had stubs of an amputated roll bar, a crudely fabricated scatter shield, and missing bumpers (including ample body damage that they might have prevented) which hinted at some previous low-budget racing endeavors. However research in this area proved fruitless. Thus, little is known of the car's history from the time it was delivered to a dealer in Oakland CA, until someone found it reposing in the weeds of a vacant lot in Reno back in the early 60's. Subsequent owners have been justifiably reluctant to confess details of restoration attempts in the ensuing 20 years. Lack of evidence, however, has done nothing to counter Jock's allegations that his K3's original owner was none other than Clark Gable himself.

The next phase was devoted to the hit and miss tasks of dismantling, scraping crud, and assessing damage - while also considering options for rebuilding the derelict 331 hemi. But then he lucked upon a complete 392 (identical external dimensions to the later 331's) that had been harvested from the battered carcass of a demolition derby gladiator. It ran, didn't smoke, had good oil pressure, and the price was right. In short, good enough reason to skip past an expensive engine rebuild ... for the present, anyway.

This engine was to play a minor part in one of this project's bizarre tangents. It was about this time that Jock became pen pals with Brian Golder - an avid Allard collector who worked as chief engineer on a freighter based out of Papua New Guinea. Brian had a number of K3 parts in storage at his home in England, and was willing to trade for a running hemi engine, GMC 6-71 blower, and Potvin adapter for the Allard dragster that he had stored in the museum at Beaulieu. International mail was slow in those pre-FAX days, so the complex negotiation process approached the gestation period of elephants. While the deal did not work out as originally planned, Jock did manage to find a blower and adapter for Brian in exchange for some critical K3 parts - including complete windshield, steering system, and springs.

Jock has since spent some time pondering how a splash of red paint residue on the steering wheel seemed to closely match remnants of one of the many paint layers on his K3, and the remote possibility that these parts could have originated from Jock's car at some time in the distant past.

A bright note on Jock's meeting with John Harden was getting plugged into the guy from Vermont who bought the chassis of Harden's parted-out K3. As a result, the deDion tube and rear axles of that car now serve as the foundation for the rear end of Jock's car.

While this was a good start, the rest of the rear end was to consume the best part of another two years of hit-and-miss research and aborted efforts toward a solution. A rust-encrusted Jag rear was soon added to the clutter of Jock's garage, but this proved to be a dead end, as he could not figure out a way to retrofit a set of brake drums. He was venting his frustrations to an old hot rodder one day, when the guy pointed out that 'rodders quite routinely narrow their rear axles. And if they can be narrowed a few inches, it should not be much more difficult to narrow them right up to the center section.

The net result, is that Jock's car now has an early Ford pumpkin with inboard drum brakes. However, Jock would prefer that one not look at it too closely, as he fears that the Mustang brake drums might give some hint to the Ford eight-inch innards that have been surgically implanted therein.

ToBeContinued.....

6000 Miles.....continued from page 3

During the entire trip to Monterey the car's drive train functioned perfectly. It was easy to start either hot or cold, ran cool, and developed as much power as even the most demanding driver could possibly wish for. When passing, one had to be careful not to throttle too aggressively so as not to appear to be "racing" and offend the other driver. I felt a certain responsibility to the marque not to disgrace it by juvenile over exuberance.

However, the trip was taking its toll on the old aluminum bodywork. This manifested itself rather drastically in Nebraska. The fuel filler neck broke off at the tank, due to constant movement of the rear bodywork from road roughness. From this point thereafter, I had to fuel the car through the rear removable hatch and then stop up the gapping hole in the top of the fuel tank with a child's soft rubber ball. Apart from drawing some curious stares at fuel stops, this proved to be an acceptable procedure for the rest of the trip. No other adverse events occurred Westbound.

Anyone who has taken in the various car events on the Monterey Peninsula during the week leading up to the Pebble Beach Concours will surely agree that this is truly a world-class car experience. Suffice to say that I felt the effort in driving the Allard out there was well rewarded by having the use of it while there. I was particularly delighted by the reception I received by the Allard racing community at the Laguna Seca Historic races. Watching the various Allards at speed on the track certainly brought back many fond memories of past days at Bridgehampton and the Glen in the early Fifties! I only wish I could have run my own car on the track. But, even if I had been accepted, thoughts of the 3000 mile return trip would certainly have mitigated my enthusiasm.

After a delightful week at Monterey, I began the trip home. Again, the car ran flawlessly, although this time I did have some difficulties - from both the weather and tires. The tire trouble occurred one bright morning just outside Elko, NV, when I was making a very hard run on several large trucks. Foolishly, I had allowed the car to creep up to something like 4200 rpm (93 mph) for quite a few minutes to distance myself from any traffic, and resume my solitary run across the desert. Suddenly, the right rear tire broke up badly. About two feet of tread dislocated from the carcass, and began to lash the lower inside fender guard. The car began to vibrate so viciously that I truly feared that the entire rear end of the body would break off before I could stop! Happily this wasn't the case, and the only damage was a badly bent up inside fender guard and a totally destroyed tire. Right there I decided I would also do as several other Allard owners

I have talked to, and switch to a smaller radius wire wheel with a modern radial tire. As it was, I had no trouble replacing the torn tire with one of my spares and resuming the trip. I did however try not to exceed 3500 rpm (78mph) for the duration.

The weather troubles became evident the last two days on the road, when early morning driving was hindered by very thick fogs. This is really a very nasty condition in a J2X. One must look around the moistened windscreen for any reasonable visibility, and the old Lucas headlights are of little help in these conditions. I found the best procedure was to tuck in behind a truck, and simply drive in close formation with him. Nevertheless, these pre-dawn fogs do present miserable driving conditions. As for heavy rain, it only was a problem while slowing down and accelerating away from fuel stops. At road speed, the little wind screen deflects most of it over one's head.

It is not possible to relate just how many pleasant experiences I had along the way. The sight of this car motoring along brings smiles to many faces. Probably a dozen times I was photographed while being passed. Most fuel and rest stops produced enjoyable experiences talking to people. Although few knew what the car was, they all seemed interested in my explanation. Having been asked several occasions whether my Allard was a "kit car" resulted in my stock answer (delivered politely with a smile) that "no, mine isn't.....is yours?" This often resulted in an astonished denial followed by friendly and amused conversation.

I had some very pleasant conversations at the various motels where I stayed. Some of my friends at home had expressed some fears that the Allard would be the object of undesirable attention while parked all night at these places. This was never the case. On the contrary, what attention the car received while parked for the night was universally pleasant. There was never any evidence of the car being tampered with.

With the Florida trip and this recent California one, I have put some 10,000 miles on the car in the last six months! Although it's still running flawlessly, the old body certainly needs some attention. The car is now in the capable hands of Hibernia Auto Restorations here in New Jersey for some needed body repairs and a fresh paint job. I will probably never have the very highest point car from a concours standpoint, but I do intend to have the finest and most original "distance driver" around. My future plans are to return to California next year in the car and, possibly, do a European trip sometime thereafter.

The News

Gathering of The Clan - Texas 2003

In recent months we have had discussions with the management of the Corinthian Vintage Auto Racing Corp, and have begun making arrangements to participate in their Corinthian Classics event at Texas Motor Speedway - College Station, TX (Home of Texas A&M University) during October 31 - November 2, 2003.

Their Group 4 is for 1961 and older cars and informed sources indicate that they will have an Allard race if we have six or more race entrants.

Roger Allard, manufacturer of the magnificent J2X replicas, will provide the pace car for the track events. We are also planning an Allard car show and Saturday night banquet. There will be plenty of opportunities for parade laps for the racers and non-racers alike.

We currently have over a dozen responses so it looks like the 2003 Allard event in Texas is a go. Please contact Andy Picariello for more details (contact info can be found on page 8).

The Allard Register Via Email

We are now offering the Allard Register via email! The email version of the Allard Register will appear exactly the same as what you receive in the mail except that there will be color and a few extra photographs that we are not able to fit in the standard 8-page format.

All you need is the Adobe Acrobat Reader, which is available online for FREE at: www.typealongaddressheresopeoplecangetthesoftware.com.

If you would like to receive the Allard Register via email, please, contact Colin at 559.244.0774 or <cwarnes@rallyrecon.com>

Allard Showcase

Every Allard is unique and has a story to tell. Starting with the next issue we hope to dedicate a full page to a unique Allard. Featured cars should have an interesting history (racing or not), technical specification, or rare model. If you are interested in showing off your Allard, contact Colin at 559.244.0774 or <cwarnes@rallyrecon.com>

The Allard Register

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PLEASE NOTE

1. Our publishing an issue of the *Allard Register* depends upon our having interesting, original Allard-related stories, articles, and photos. In short, we depend on you to provide us with those items.

2. Allard-focused articles and photos are always welcomed. Please direct submissions to the Publisher, Chuck Warnes. MS Word submissions by disk or E-mail are appreciated. Due to space limitations, we may have to do some editing.

3. Please direct any additions or changes to our Mailing List to Bob Lytle. **NOTE BOB'S NEW e-mail ADDRESS:**
<[cottonwoodbob @wildapache.net](mailto:cottonwoodbob@wildapache.net)>

4. We are again running the **CARS, PARTS, AND SERVICES** listings. Each item will be listed in **TWO ISSUES**. If you want us to continue running your item beyond then, you will need to resubmit. We appreciate notification if an item is no longer for sale.

Jim and Chuck

CARS, PARTS, AND SERVICES**ALLARD PALM BEACH MK 1**

21Z 5104 was registered NYO 66 to the Allard factory in August 1953, and was used as the factory demonstrator and road test car. The car was used by Sydney Allard, Tom Lush, and works manager Reg Canham for photo shots and general publicity to promote the PB model. NYO66 was also used by the factory team for minor club events and sprints including the Goodwood Sprints, and was entered in the 1953 Daily Express Rally by Mrs. Eleanor Allard and her sister.

Originally bronze with brown leather interior, the car was the first Palm Beach to be fitted with wire wheels, overdrive and the Raymond Mays alloy 12 port cylinder head conversion. The car passed through a number of British owners before being exported to Australia in 1972. NYO66 again passed through various owners in Brisbane before being bought as an unfinished project by current owners in 1988. We completed the restoration in 1998, and the car is now in original condition.

\$48000 AUD (APPROX \$27000 USD OR £17000)

Noel and Helen Standfast - Brisbane, Australia

Standfn@hotmail.com

**Splined Hubs For Sale**

One remaining set of new splined hubs to fit any Allard that is now equipped with disk wheels. Designed to fit Jaguar XKE or SJ6 wire wheels. These are machined from billet, ball bearing steel. \$1200 US per set.

Joe Harding - California

e-mail address: bubbrec@aol.com

Allard Gear For Sale

Allard clothing items that I (Andy) have had made up locally. All top quality, US products, with the Allard script logo embroidered in contrasting color.

ALLARD CAP	\$16
ALLARD T-SHIRT	\$18
ALLARD POLO SHIRT	\$40
ALLARD SWEAT SHIRT	\$25
LARGE ALLARD PATCH	\$15
SMALL ALLARD PATCH	\$7.50
BOTH PATCHES	\$20

Shipping charge - \$4 for each item, \$1 for each additional item except Allard patches. Allard patches will be shipped for \$3.50 regardless of the quantity - no additional shipping charge if shipped with other items. Above amounts are in US dollars. Shipping charges for outside the US will be adjusted accordingly.

I have also arranged to have a number of reprints made of the original 30 page Allard Motor Company servicing manual for Post-war Allard automobiles up to 1956, plus an additional thirty pages of service and parts information that I have accumulated in my years of Allard ownership. Current price is \$35/copy (\$28 for AOC members) plus \$4 for Priority mailing. For additional copies, add \$2/copy for mailing. If you are not pleased with it, you can return it to me for a full refund (less mailing costs).

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