



# The Allard Register

No. 37

FALL 2003

Free

Monterey 2003, From the Drivers Seat...

-By George Meyers

This reflects my impressions of The 2003 Monterey Historic Races and Laguna Seca Raceway, returning after a 9-year absence. Some things have changed but the excitement is still at an all time high.

It is now Friday morning and things are really humming in the paddock. Today we have 20-minute practice sessions for each race group. I

can feel the excitement in the air. We do a lot of tuning, checking tires, brakes and wheels and looking for potential problems that could end up in a DNF.

The 4 Allards are pitted together. There is my Allard K2 with an early small block Chevy, Jim Degnan's K2 with a 331 Cadillac, Lamont Cochran's J2 with a Ford flat head, and Bob Lytle's Buick. Tomorrow, thousands of spectators will be in the paddocks where the Allards usually draw a big crowd of car enthusiasts, especially the older car buffs. This year I set up a 3' by 4' easel with Allard articles and memorabilia, which I have collected over the last 50 years. It was a big hit, not only with the spectators, but also other participants.

Our session is scheduled for 9:45 a.m. and we have to be ready to go to the pre-grid by 9:30. My strategy is to start slowly and get a feel for what the Dunlop racing tires will do on the track surface. I don't want to embarrass myself by performing a 180 or 360 my first time out. Also, it's a time for renewing my memory of all the turns on the



*The author accelerating down the main straight at Laguna Seca*

course. I did notice that all the turns now had about two feet of white pavement on the run-out areas on the opposite side from the apex red and white curb. Also, Turn 2, which is the "Andretti Hairpin," now has 2 apex curbs. My one big mistake was to take the Allard out to the pre-grid too soon. This should have been a no-brainer for me. All the fast cars, including Phil Hill and his Alfa Romeo, started behind me. Instead of concen-

trating on apexes and what those Dunlop tires would do, I spent more time courteously waving the faster cars by. Little did I know that our lap times would be used to determine our grid position for our Saturday's race.

Some of the turns felt a little slick to me but with a little torque applied, the Allard quickly straightened out. Turn 11, just before the start/finish straight, seemed especially slippery. My son, John, said that the Allard was smoking the rear tires as I went through it. Apparently someone had left an oil slick there. I could feel the rear of the car wiggle as I accelerated down the straight. My lap times were next to last, and only faster than a 1954 Corvette 6 cylinder. My fault, I should have been more astute.

Saturday is the Big Day for our racing group, and me personally. First, all the participants and spouses are invited to a Chrysler-sponsored breakfast at the Driver's Lounge. We will have a "Warm Up Session" in the morning and our "Historic Race" at 2 PM. I added 5 gallons of 110 Octane racing gasoline to top off the fuel cell. The track length is



*Lamont Cochran in his beautiful J2*

2.238 miles so I figure to get approximately 2 laps per gallon. Since I didn't get the proper feel for the track in Friday's practice session, I am determined to make a real effort to find the racing groove this time out. With a little planning, I managed to get to the pre-grid after all the faster cars were assembled.

We merge onto the track after Turn 2 and get one full lap before the green flag. At the green flag, I accelerate past the flag station and barely touch the Turn 1 line that is just a slight bend to the left. I start to pump the brakes a couple of times as I approach Turn 2. I need to down shift, reduce speed, and run on the far right side of the track around the turn. Then I just nip the second apex and use the maximum run out strip while in the same gear.

I quickly get to the left side of the track ready to dive at the apex of Turn 3. This turn spooks me for some reason. My Jim Russell notes from 1989 have an ominous entry that just says "Danger Point", whatever that means. I hug the left side and am on the throttle headed for Turn 4, a sweeping right-hander. The Dunlops are working just fine now that they are warmed up. I run right down to the apex and get into high gear and on the gas. No need to go out to the run off curbing here. I can get very fast down this straight.

Approaching Turn 5, I move to the extreme right edge and tap the brakes a couple of times and downshift. Turn 5 is banked and tends to hold my car to the middle, where I shift up for the fast uphill run to Turn 6.

No need to do much braking for Turn 6, for the up hill eats up your speed fast. I hit the apex and drift right out to the run off curbing. This turn is a lot of fun for me and the K2. I accelerate up the hill touching the slight right hand bend of Turn 7 just before braking and down shifting for that most heralded "Corkscrew".

Moving over to the right side of the track, I start to

brake and downshift. I can see Turn 8's red and white curb on my left. At this point, the hood of my Allard blocks my vision of the extreme drop off and quick right hand Turn 8A. I try to guess where the curbing is and usually get a piece of it. This part of the course requires a lot of practice, for I certainly don't want to perform a do-se-do for the crowd.

The track coming out of 8A is off camber, and the Allard wants to drift left. I must get to the right side of the track to get set up to take Turn 9 which is on a down hill slope and very fast. While the Allard wants to run off right, I have to keep left to negotiate Turn 10, a right hander at the bottom of the hill. The Allard sometimes has a mind of its own here, and runs clear out to the run-off strip despite my grip on the wheel. I muscle it back to the extreme right side in order to set up for Turn 11 which is a

sharp 110 degree turn coming back on the start/finish straight. I then accelerate down the straight, shifting into high gear at 5500 rpm and about 100 mph before having to brake for Turn 2. Hey! This is fun and I get to do it over and over again today. Each time I hope to improve on my lap times.

1:30 PM is "Show Time" as our group is called to the pre-grid. My Friday lap times put the Allard and me in next to last grid position. What makes this race especially exciting for me is that former World Driving Champion, Phil Hill is on the starting grid driving his 1953 Alpha Romeo 6C. I will always cherish this moment in my vintage-racing career. Who would have thought?

The pace car leads all 31 cars out to the track in pairs. We take one pace lap, and we get the green shortly after we have all rounded Turn 11 on to the main straight. The cars in front of me are slower than my Allard, and are 3 and 4 abreast, roaring by Turn 1 and into Turn 2. I have to brake to keep from over running them. No chance for me to get through at this point. I must be patient. Even the Corvette is in front of me, but not for long.

After rounding Turn 3, the cars start to spread out. Between Turn 4 and 5, I get into high gear and blast by the Corvette. The 1949 Ingalls Special breaks down on the first lap. I soon pass the 1948 Nardi-Danese Corsica. The Tatum Special limped along for 5 laps before quitting. I saw one Jag XK 120 miss that apex on Turn 2 and end up in a cloud of dust. Now I feel that I can run respectable lap times. I noticed another XK 120 on the side of the track and obviously finished, and a C-type Jaguar retired on lap 6.

About lap 6 or 7, I can see the front-runners, including Phil Hill, approaching in my mirrors. I am going to get lapped, and I make sure that I don't impede them. I think they all wanted to get by me before the tricky Corkscrew. It will be an honor to wave Phil Hill around me. Somehow, I

managed to get by a Jaguar XK 120, but I don't remember that because my concentration was on those 11 turns. Then I pass Pete McManus in his 1949 Ardent Alligator Special.

Now I can see my old buddy, Jim Degnan, in front of me in his K2. I owe a lot to Jim, for it was he who got me started into vintage racing. John Miller is between us driving his Cad-powered Nash Healey. I keep pulling up to them both on the turns, but can't out drag the Nash Healey. Lamont Cochran and his J2 are in front of Degnan. Bob Lytle has already lapped us and is about 10 out of the lead. We are now running out of laps, so I figure that I must make a full throttle effort to catch up to Jim.

On the last lap, we round Turn 11, and start a drag race to the checkered flag. The Nash Healey pulls along side Degnan, right out of the turn, and then passes. I follow within seconds. The Nash Healey has over heated, and I can see steam droplets hitting my windshield. I pray that John doesn't slow down. All three of us are at full throttle headed for the checkered flag. By some miracle, I managed to pass the finish line just a nose in front of Jim Degnan.

The official result sheet placed me at 22nd out of 31 starters. Degnan was 23rd, Lytle was in 13th and Cochran finished 2 places in front of me. The winner was John Buddenbaum in his 1949 Jaguar-Parkinson Special. Phil Hill



*Jim Degnan leads a trio of Allard owners out of Turn 2*

finished in 6th place, just behind the 1949 Baldwin Special. Had I been more aware of lap times on Friday, I feel that I could have finished a little higher on the list. Oh well, there is always next year to try again.

However, I must remember that this event is to honor our automobiles and not the drivers. The motto here is: "The cars are the stars and the driver's are not important." My K2 is now being prepared for the Coronado Speed Festival at the North Island Naval Air Station in San Diego in October. I hope to see you all there!

**Over 30 Allard owners and friends were in attendance at this years Historics!**

- Cordell Bahn
- Alan Beall
- Mike Blackie
- Peter Booth
- Rob Boulton
- John Carlson
- George Chilberg
- Lamont Cochran
- Jim Degnan
- Bernard Dervieux
- Mike Grannis
- Matt Grebe
- Ron Hale
- John Harden
- Roger Hayes
- Kerry Horan
- Richard Losee



- Bob Lytle
- Anthony Martinis
- Pete McManus
- Al Moss
- George Myers
- Lindsey Parsons
- Alan Patterson
- Andy Picariello
- Al Reynolds
- Steve Schuler
- Camilo Steuer
- Jim Stickley
- Mike Stott
- Alan Tiley
- Chuck Warnes
- Colin Warnes

*Bob Lytle dropping into the infamous Corkscrew*

## Tony Martinis' *Jurassic J2XXX*

-By Andy Picariello



*The bodywork on the Martinis P2/J2X is absolutely flawless*

Anthony F. J. Martinis got introduced to motor racing in those innocent days right after WWII. His first racer was a '27 T-bucket that he stripped down, and fitted with a Ford four cylinder Model "B" block and an Alexander OHV head. He had a lot of inexpensive fun running it on circle tracks around northern California.

Tony and his friend, Mike Simpson, then pooled their limited resources and got an MGTD in '51. It was basically stock, and served as Tony's daily driver. However, whenever they could scrape together enough spare cash for an entry fee, they would remove the hubcaps, tape over the headlights, don a leather helmet, and go racing. While their racing record did not set any records, they survived, and had a lot of fun in the process. Tony relates one DNF experience when he got run off the road into a heavy patch of iceplant while racing at Tory Pines, near San Diego. He recently learned that one competitor in that race was some kid from LA named Bob Lytle, who was running a Riley. There is good reason to speculate that Lytle was the culprit who sent Tony off into the weeds.

Tony and Mike also raced at Pebble Beach that year, where they ended up being pitted right next to Tom Carstens' team that was running their famous #14 Allard. Members of the two teams did get to know each other quite well in the course of the weekend. However, Tony admits that once on the track, he only got a few glimpses

of the Allard as it blew past him every couple laps during the race. Once they returned to the pits, Tom Carstens and Bill Pollack were called to get the trophy before they were able to park the Allard back in its slot, so Carstens asked Tony if he would do them a favor. Thus, Tony's introduction to an Allard was limited to moving the monster about 20 feet in reverse. But that experience was enough to make him vow that - once he could afford it, he *would* own an Allard.

By the early '90's, Tony found that he could afford an Allard. But, how does one begin a search for one of those rare beasts? Shortly thereafter, he happened to stumble across a wrecked P1 in a Sacramento area junkyard. Not just any wreck, but one that had been virtually pounded into the mud. It seems that the fairly complete car had been reposing next to a dump truck for a few

years, until one day someone wanted the dump truck's chassis. In the process, the employee assigned to the task rather unceremoniously set the truck's box atop the Allard, where it remained for a few more years - or at least long enough for the junkyard's owner to forget that he even owned it. It was not until he was forced to move to another location that he discovered the squashed remains of the P1, at a point in time that roughly coincided with Tony's Allard quest. Tony ended up buying the remains of the P1 for little more than pocket change.

Once Tony found himself to be a bona fide Allard owner, he began his research in earnest. One of Tony's Internet-savvy friends plugged him into John Allard, who referred him to Michelle Wilson of the Allard Owner's Club in the UK. She, in turn, referred him to Roger Hayes, Bob Lytle, and Andy Picariello.

In this process, Tony formulated a vision of his Allard project in his mind, and commenced his pursuit of that vision. Since the P1 body was, for all practical purposes, "history," he decided upon going the J2X route. And this is where one thing led to another. Tony likes to use the analogy of the ultimate costs and complexities that result from a seemingly simple \$2.50 investment in a marriage license.

First off, he decided to retain the P1 frame's basic dimensions and configuration. Next, after considerable fabrication, he installed a live rear axle on coil springs

.....Continued on Page 6

## Allards at Lime Rock - Labor Day 2003

As is often the case, the annual Labor Day extravaganza at Lime Rock Park in Connecticut brought out a healthy number of Allards and Allard folk. We'll not bore you with too many of the details, as that might take more space than is available but . . . we had four Allards competing, at least two spectating, and even more of the Allard crowd in attendance. Even a guest from the UK. It was pretty nice, indeed.

Present and competing were all three models of K-types, as well as the ever-impressive Allard GT of Bob Girvin. The good doctor Marc Perlman was racing in his Caddie-powered K1, jpd in the Caddie-powered K2, and Bob Lucurell in Chrysler-powered K3. All four were running in the early postwar Over Two-liter group. Girvin was certainly the fastest of the four, and did a magnificent job at the front in continuing his years-long rivalry with the XK-140 Coupe of Tivvy Shenton. The two usually provide a memorable show and 2003 proved no exception.

Next fastest was yrs truly, who had a couple of delightful runs including an epic drive (*well, it felt that way to me*) from 10th to 5th in the rainstorm that accompanied Monday's feature race. Both Bob and Marc had great weekends as well, though the latter wisely opted to forgo the dubious pleasures of racing in the rain in Monday. Lucurell's car ran beautifully all weekend and appears to have a very healthy engine, indeed.

Not racing but present as pure transportation were two other Allards. The most historic was Jon Savage's beautifully patina-ed ex-Jean Davidson J2. It's not currently got a Caddie in it like it did back when Jean and George Weaver



*JPD followed closely by Bob Lucurell in his K3*

drove it at Sebring, but it looks pretty much like it must have at the time. It even still has the modified grill that was installed as part of the repairs after he had inadvertently rearranged the nose on a tree trunk at Watkins Glen in '51(?). Also present most days was this writer's L-type Special. It was driven to the circuit from home on several mornings, and provided yeoman-like service as well as a pleasant motor through the hills of the New York/Connecticut border. I think it's gotten over 600 miles in the past couple of months.

Syd Silverman had the team there. He and John Harden were working hard in the Listers, and Syd was also having quite a go in his ex-Carroll Shelby MG-TC. The MG ranks were home to at least one other Allard man as ex-K3 steward, with John Schieffelin motoring briskly in his TC. Mike Stott was running hard in his Cobra.

This weekend had a focus on Bugattis. You may have heard the story about a derelict Bugatti providing a few of the body bits and, maybe, a steering box to Sydney Allard when he built that first Allard Special. The Bugattis had a very active season in USA so there were a few visitors from overseas there to take part. Attached to Tim Dutton's team from the UK was noted Allard man Roger Hayes, who was accompanied on this part of the excursion by his lovely wife, Sylvia. We had a great visit, and they were able to join the rest of the Allard crowd in celebrating the other major event of the weekend - our ace Allard wrench and J2X owner, Mike DiCola's 50<sup>th</sup> birthday! Needless to say, cake was consumed, good wishes were extended, and copious advice was offered to poor Mike on coping with the onset of geriatric life.

All in all, a great weekend.

-jpd



*You can't miss the unmistakable grill on the Savage J2*

## *The Jurassic J2XXX - Continued from Page 4*

in the rear, and modified latter day components for a split front axle. Concurrently, Tony made several sketches and drawings of the J2X-type body that he envisioned for his project. Once he had basically a "rolling chassis," Tony loaded it into a container for shipment to John Pitney in the UK to have an appropriate aluminum body fabricated. While things began progressing, the limitations of phone and letter communications soon became apparent. Extensive visits with Roger and Sylvia Hayes helped considerably during their visit to Tony's home in Sacramento, but Tony eventually decided that a personal visit was necessary. So he flew to England, where he had an opportunity to attend an Allard Owners Club meeting, visit Brooklands, and also make a trip up to observe the project in Pitney's shops.

Once the Allard got back to Sacramento, he began with the mechanicals. For engine and power train, he decided upon a modern drive train and running gear, with power from an 800+ HP Ford Mustang DOHC engine with Whipple supercharger. He is also going with a full complement of comfort items that we have come to expect these days.

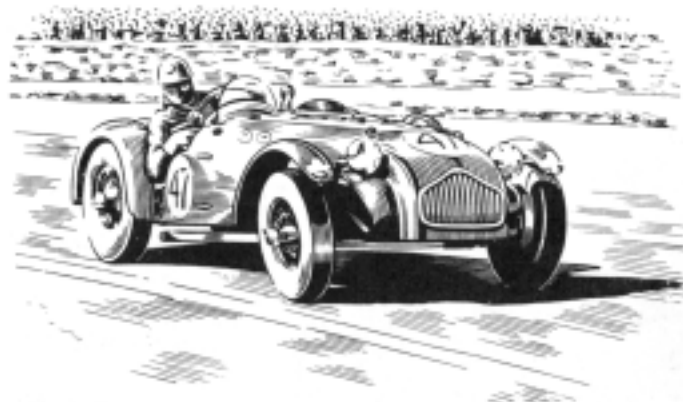
After seeing the pictures of this monster, I dubbed it "The Jurassic J2". Anthony plans to use it as a high speed, long range tourer. He plans to enter in any rallies that will accept a car of this type. I think that Sydney would approve.



*Tony's custom Allard combines the best of both worlds*



*Checkout the dash on Tony's wild creation!*

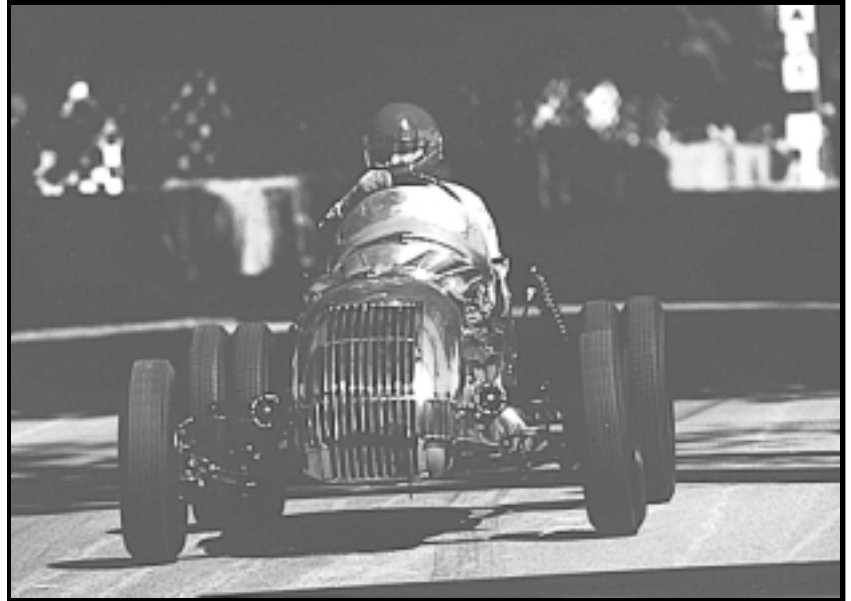


## The Steyr Wins Again!

Kerry Horan has continued to campaign Sydney Allard's '47 Steyr powered hillclimb special since completing its restoration a couple years ago. This year he was honored with the invitation to display and run it in the Tenth Anniversary of the Goodwood Festival of Speed. It continued to hold up its reputation for strong performance and more than a little bit of drama. (See Allard Register #33).

The tension and drama began when they ran it at Shelsley Walsh the previous weekend. While the performance was up to par, one of its eight heads broke with enough force to also damage the adjacent head. They fortunately had two spare heads, so were able to get it repaired and running - just in time to meet Goodwood's entry deadline the following Thursday.

All three runs at Goodwood went quite well, with the vintage warrior taking a well-deserved First in its class – albeit with what Kerry terms a “Hollywood Finish,” when one of the cylinders failed in a most spectacular manner, just as it crossed the finish line. As a sidelight, Kerry reports that Sir Stirling Moss was one of the many



*Kerry Horan blasting up the hill at Goodwood*

visitors to the Steyr's pit. Stirling shared anecdotes about his very first hillclimb at Prescott in 1948 where he was pitted right next to Sydney Allard. He related with considerable emotion how much he appreciated Sydney's advice on tactics for negotiating the challenging Prescott course.

### The Allard Register

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### PLEASE NOTE

1. We appreciate the fine submissions from members of the Allard Register. Just a reminder - our publishing an issue depends heavily upon our having interesting, original Allard-related stories, articles, and photos. We depend on you to provide us with those items.
2. Allard-focused articles and photos are always welcomed. Please direct submissions to the Publisher, Chuck Warnes. MS Word submissions by disk or E-mail are appreciated. Due to space limitations, we may have to do some editing.
3. Please direct any additions or changes to our Mailing List to Bob Lytle. **NOTE BOB'S NEW e-mail ADDRESS: 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*

## Another Allard Back on the Road

My late friend Aubrey bought 'L 837' for £50 in 1974. He removed the body, cleaned up the chassis, and stripped the interior. The car then stood in his garage until 1991 when he asked me if I would like to help him restore it. My reply was 'yes,' as I had always wanted to restore an old car. But I must admit when I first saw the car I thought he was joking. It was just boxes of bits a body shell, and a chassis with all the drive train removed except for the axle.

We started the rebuild and slowly it came along. We did all mechanical work, which I found very easy and interesting, as I am full time technician on Volvos. We also replaced all the woodwork, which included making the wheel arches by steaming thin strips of wood and then gluing them together.

Sadly, Aubrey developed incurable cancer in 1996, and never saw the car completed. But I did manage to bolt the car together the best I could so I could take him for a spin around the village before he died in 1998. His wife Anne asked me if I would complete the car for her, which I did. The car was sent away to have the bodywork and the interior completed by professionals. I then bolted all bits back together.

The car hit the road in 2000, at which point Anne gave me half ownership for which I am very grateful. Sorry if I have gone on a bit, but the car means a lot to me and I could go on forever. But I won't.

-Rick Newman

## PARTS FOR SALE

(4) Chrome wire wheels, bolt on 5 ½" x 16", with Allard inscribed hubcaps – five bolts on a 4 ½" circle. In excellent condition and will fit any Allard with disc wheels - \$500. Purchaser pays UPS charges. *Anthony Martinis - Calif.*  
Tel: (916) 483-1761

Splined Hubs. Four sets of new splined hubs to fit any Allard that is now equipped with disk wheels. NOTE: The rear adapters can be bolted to the original Ford hubs. Not acceptable for serious racing, but OK for everything else. \$800 the four. *Joe Harding - Calif.* E-mail: [Bubbree@aol.com](mailto:Bubbree@aol.com)

Early Cad 3X2 intake manifold. Made from a stock 4 barrel. \$250. *Robert Whitehead - Arkansas.* Tel: 501/855-0471.

## The Allard Register Via Email

If you would like to receive the Allard Register via email (with color pictures), please contact Colin at: [cwarnes@adcomfg.com](mailto:cwarnes@adcomfg.com)



Allard 'L 837' ready for Sunday drive in the English countryside



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*Additional Photos....*

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*The front end of Tony's P2/J2X*



*Tony's engine block on the left, will soon look like the engine on the right...*



*Another view of Rick Newman and Anne's beautiful L-type*

*Additional Monterey Photos....*



*Pete McManus brought the Alligator out West...*



*Cordell Bahn in the Corkscrew*



*John Harden in the Lister*



*George Meyers and Jim Degnan cresting the hill*



*Jim Degnan*



*George Meyers*

## *There Weren't just Allards in Monterey...*



*The new Ferrari Enzo*



*The "new" Tyrrell Team with Sir Jackie Stewart*



*The Bentley that won LeMans*



*The new Morgan Aero 8*



*Lots of old Bugatti's were in attendance....*



*...and one new Bugatti making its American debut.*