



# The Allard Register

No. 38

WINTER 2004

Free

We began to get e-mail rumblings in mid-2002 from Andy Picariello that something was afoot. Andy is US Membership Secretary of the **Allard Owner's Club**, and he reported negotiations to broker a deal with Art Summerville of the Corinthian Vintage Auto Racing Corp from the Dallas, TX area. They were holding their 2003 Championship meet at Texas World Speedway over the weekend of October 31 - November 2, 2003, and the idea was for a group of Allard folks to co-op with that group. Andy already had some experience at such ventures. He, together with Jon Lee and Pete McManus, organized a similar event together with VSCCA at New Hampshire International Speedway in August 2000.

Texas World Speedway was originally built as a two-mile "D"-shaped oval. It is located just outside College Station TX, a town that Yanks associate with the Texas



-By Chuck Warnes

A&M University "Aggies" football team, situated about 100 miles northwest of Houston. Built for NASCAR and "Indy" cars, the front stretch has 8 degrees of banking, with 22 degrees of banking at each end."

TWS has gone through a number of changes in its 34 years of operation. The original oval is still used, but the facilities have been augmented with a series of challenging road courses - such as the 2.9 mile course in use this weekend. That course utilizes about 1/2 mile of the front stretch before making a left turn into the infield. It then snakes its way toward, and across, the mildly banked backstretch. That crossing has just enough lip to get some of the hotter cars airborne - if one chooses to keep his foot in it. The course then continues another mile through an array of entertaining twisties before crossing back into the infield to rejoin the oval, just at the start of the main straight.



## Gathering of the Clan, *continued...*



Seventeen Allards were present and running throughout the weekend. They included eight J2X's, one J2X LeMans, one J2, two K1's, a K2, a K3, an L, one Palm Beach, and the GT. That is not counting the two Palm Beach restoration projects that track owner, Richard Conole, has underway in his shops located in the track infield.

It was especially nice to see several recently restored Allards make their debut among the Allard set this weekend. Bill Boone brought his J2X directly from the *Vintage Connection* shops in Oklahoma City. The restoration was so fresh, in fact, that the bright yellow paint job was still awaiting its final rub down.

John Reeves came down from Tulsa to show off his immaculate, hemi-powered J2X LM – a car that attracted considerable attention throughout the weekend. Herman Groezinger had completed a ten-year, body-off restoration of his Lincoln-powered K3, and this setting provided the ideal forum to display the fruits of those efforts. Herman combined this outing with a visit to his daughter and son-in-law, Jan and Larry Marriott of the Houston area, where he left this labor of love in their care. Herman's father originally purchased this car 47 years ago, and all plans are to keep it in the family. This gathering also provided a chance to make comparisons of the three K models (Tom & Dee Kayaha's K1, Larry Young's K2, and Herman's K3) parked in a row.

This venue was the first outing for Andy Picariello's J2, which had been in the shop for re-wiring and repainting for much of the past year. The workmanship was beautiful, giving Andy good reason to proudly show it off. Andy graciously gave us a chance to "ride shotgun" (a stagecoach term of Texas origin?) during Sunday morning's parade laps. His car is Cad-powered, with a

Ford three-speed. As the pace was rather modest, the Cad's torque allowed Andy to comfortably negotiate the entire course in third gear – which brought to mind Sydney Allard's third place finish at LeMans in 1950. Sydney Allard and Tom Cole were driving a similarly equipped J2, and gearbox problems forced them use only third gear for the last twelve hours of the race.

Lindsey "Marathon Man" Parsons drove his freshly repainted J2X out from New Jersey. In addition to that trek, Lindsey drove his Allard in the following week's *Texas 1000 Rally* through the Texas Hill Country before driving the beast back home again.

Four of the Allards raced in Group Four (1961 & older). Saturday's qualifications had Bob Girvin's hemi-powered GT starting fourth with a time of 2:15, followed by the J2X's of David Mundy and Bob Lytle starting in 14<sup>th</sup> and 19<sup>th</sup> spots, and Bob Lucurell holding down 22<sup>nd</sup> slot with his K1.

Bob Lytle had his fair share of excitement during the Friday practice session. In Bob's own words "Took the old Allard, 50 years and 9 months old, to the Texas World Speedway to terrorize the natives.... During practice, coming up on Turn 6, an off-camber diminishing radius, 45 degree turn, when all of a sudden out of the corner of my right eye I see this fleeting shadow thingy zip in front of me. Before I have a chance to say 'What the (*bleep*) was that?' the car went BLUMMP-BLUMMP' and I'm out in the weeds. I knew I had some kinda damage, but wasn't prepared to find the right front fender rolled up on top of the tire. The critter musta got caught between the right front fender and the tire. Rumpiled up the bottom of the fender and broke off the lower mounting bracket. I looked back to see this corner worker holding up a *dead armadillo* by the tail!!!!



*One of two Palm Beach's under restoration by Richard Conole*

“After limping back to the paddock I get a message from the chief steward, wanting to know if the corner guys should bring in the remains so I can have Bar-B-Que’d armadillo that night? I declined. After some judicious application of a rawhide hammer and welding the fender brace back together, I was ready to return to the fray...the next day. BUGGA!”

Bob Girvin, driving his fuel injected 392 cube hemi-powered GT, finished Saturday’s race in second place, just behind John Harden running a Lister-Corvette. David Mundy and Bob Lytle charged on to finish 12<sup>th</sup> and 13<sup>th</sup>, with Bob Lucurell rounding out the field with a respectable 24<sup>th</sup> place finish.

Track time, however, was not restricted just to the racing Allards. Race schedules on both Saturday and Sunday allowed for two parade lap sessions, where all Allard owners were invited to participate for several tours around the road course.

And if that were not enough, the race organizers invited a broad array of street Allards to serve as pace cars for each of the 18 races throughout the weekend. Allards serving in this capacity included Terrell Underwood in his flathead-powered L, Andy Picariello at the wheel of his Cad-powered J2, Bill Bauder’s J2X, Axel & Hanko Rosenblad in their Cortina-powered Palm Beach, and Herman Groezinger/Jan & Larry Marriott exercising their Lincoln-powered K3.

Three other beautiful Allards were proudly displayed by their owners – Syd and Mike Silverman’s hemi-powered J2X, Andrew Simpson’s red J2X, and David Watson’s unique and historically accurate J2X. It was a special pleasure to have, Jim Tiller, Captain of the *Allard Owner’s Club* from England, present throughout the weekend. For many of us, this was our first opportunity to meet him after all these years. It was a genuine pleasure to hear his stories about Allard antics in the “Mother Country,” along with first-hand accounts of his attempt to achieve 200 MPH with his *slightly* modified J2 at Bonneville three years earlier.

During this visit, one of the track’s instructors treated Jim to a rather brisk ride around the racecourse with in a Porsche 911, a car which, according to conventional wisdom, is not supposed to handle that well. Jim was quite impressed her smoothness while she showed him the entire track in just a hair over two minutes and three seconds.

Throughout the weekend Allard folks and new enthusiasts alike welcomed the opportunity to stock up



*John Reeves and his beautifully restored J2X LM*

on a wide selection of Allard-related merchandise and memorabilia that Gary Peacock and John Allard had available.

Texas World Speedway was an ideal setting for a venue such as this. The track layout was very well suited for Allard drivers to exercise their mounts, and the Corinthian Vintage Auto Racing folks proved to be as friendly and unpretentious as one could hope to find. While well organized, and conscientious about safety issues, they were not guilty of taking either themselves or their fun too seriously. Many of them were genuinely interested in our breed of sporty cars, and gladly welcomed us as co-participants throughout the weekend.

TWS track owner and sponsor, Richard Conole, rolled out the red carpet for all the Allard owners. His confidence in his track manager’s ability to “mind the store” was quite obvious, as Dick spent most of the weekend relaxing and visiting with the racers and rest of the Allard folks. We expect that this experience has also given Dick greater impetus to get his own Allard restoration projects finished and on the road.

Special Kudos go to Andy Picariello, whose planning and efforts were critical to putting this weekend together. In appreciation to Andy for his efforts, the *Allard Owners Club* “Transatlantic Trophy” was presented to Andy by its prior recipient, Bob Lucurell, for a job well done. Andy is the first non-active Allard racer to be recipient of this honor.

This event was a great experience in its own right, and served to whet everyone’s appetite for a reprise in the next year or two. Andy, you deserve to feel proud for a job well done!

## Greetings from Jim Tiller



I know that we English are getting a great deal of credit for standing alongside you Americans in the present Iraq crisis, but nothing compares with the warmth of welcome I received from *Allard Register* members at the Texas Speedway in November.

I admit that I do enjoy talking. I had a really great time chatting to Allard owners and their friends from the moment we hit College Station on the Thursday to the time we set out for Cape Cod on the Sunday. I have a special thank you to Judy and Andy Picariello for taking me. Special thanks to Louise and David Watson for their hospitality on the way out and on the return route. Thanks to all those warm friendly people who love Allards for showing me superb attention to detail in the preparation of their cars. Thanks to Lindsay Parsons for showing me how the Americans drive their Allards. He must have driven several thousand miles in his fine J2X during that week. Thanks to Syd Silverman for his hospitality – I know how much he has done for Allards over the years and how much he does for the *Register*.

There were so many Allard fans, each one an individual, no two enthusiasts are the same. As a competition man I love racing, so it was particularly good to see the enthusiasm for racing in people like John Harden, Bob Girvin, Bob Lytle,

Bob Lucurell, Tom Kayuha and others. I could also appreciate the owners who didn't want to race their cars but got pleasure from owning and caring for their cherished Allards. I admired the J2X of Bill Bauder who, though past his first flush of youth, has produced a wonderful J2X with his own fair hands.

Texas World Speedway owner Richard Conole is also an Allard fan. As we walked around his large collection of classic cars there were two Palm Beach Allards in the throws of rebuild. It was fortunate for him to see the fine example of a Palm Beach in the capable hands of Hanko and Axel Rosenblad, who were kind enough to drive me around the banked track in their gleaming red Palm Beach.

When it rained at College Station it reminded me of what I could expect on my return to England, but for most of the time the glorious sun shone on the righteous. Eighty degrees in Texas, fantastic cars and warm, friendly people I shall remember. My final thank you is to Chuck Warnes who invited me to write a few lines on my impression of the Texas Meet. It was a pleasure to meet him, congratulations on the fine job he does for the *Register*.

I went home rejoicing, weighed down by the gifts from Gary Peacock and the words of John Allard expounding his theory of the origins of the type letters of the Allard Marque ringing in my ears!

I know that Tom Lush would have loved to meet you all again – this time it was my pleasure. Until the next time, *adieu*, and oh such pleasant memories.



*Bob Lucarell and his wife in their K1 prepare for the parade*

## *Bill Bauder - A Retrospective of Texas World Speedway*

During the middle 60's a friend of mine, Rod Kennedy, asked if I would be interested in starting a group of vintage racers. Rod was the equal of Steve Earle and also his friend. He was a promoter and booking agent, and a natural to start up vintage racing in Texas.

There were only 10 or 12 of us - all from the Austin area. We were all SCCA members, so Rod managed to get us exhibition races tagged on to SCCA races in Austin and San Antonio for several years. We road raced in Austin around the Auditorium during the Aqua Festival, and on an airport at Hondo, near San Antonio. We were always in the exhibition class, never as the main attraction. We were treated somewhat as an annoyance by the SCCA, but we managed to approach the question of exhibition racing through back doors. In most cases we worked through sponsors to worm our way into events. We did not have enough members to put on our own show and insurance was prohibitive in cost.

When SCCA lost their tracks in Austin and San Antonio, our group also lost our places to race and finally we disbanded. After our demise, Corinthian Vintage Auto Racing was started in the Dallas area some years later and, is now is the premier group of Vintage racers in Texas.

In 1969, our group was invited (actually we wormed our way in through the race track owners and a sponsor) to put on an exhibition race at the opening of the new Texas International Raceway hosting a National SCCA Can-Am race. When we arrived, we found the stands and infield overcrowded with people and cars.

We were told that our race was to be 10 laps, there would be no practice, and corner workers would not be present. All flagging would be from the starter. One helpful SCCA member told us that if your oil pickup is not



on the right side don't go high on the bank at speed as you could fry your engine due to oil loss. Mine thankfully was on the right side.

We were lined up with the faster cars in front. I remember, as we sat there waiting to start, the announcer really gave us quite a fanfare. At least it made us feel *somewhat* important.

The course was laid out so you dropped off the oval at what is now Turn 1, then went through Turn 2 to a wiggly short run through the infield and back to the oval on the back stretch. This gave us a long run on the banking. When we started through the wiggly part through the infield, we found people crowded around the track - even crossing it. I remember that I almost came to a stop and had to use the horn because there were several people in the middle of the track talking. There simply was no crowd control during our race, so the only place we could really race was on the oval - and race there we did. When I finished I was told that the timing stand clocked the Allard at over 148 MPH.

There is no real comparison between the 1969 race and the 2003 *CVAR Annual Vintage Fall Festival* as far as exhibition racing is concerned. In 1969 we were treated like stepchildren. At the 2003 race we were actually equal to the other vintage racers, and with some safety exceptions, we were treated as such. My car is exactly as it was when it was raced in SCCA events and vintage events. The present racetrack layout is longer, and much more fun and challenging than in 1969. Crowd control was excellent and vintage racers were now the main attraction. Those 1969 Can-Am cars that we took back seat to are now vintage, and race with us. Unfortunately since 1969 I too have become vintage.



Austin architect Bill Bauder in his 1954 ALLARD JDX at the 1969 Texas International Speedway-Castrol Vintage Exhibition Run. Bauder is among the many businessmen-enthusiasts throughout the nation who are beginning to restore the great post war sports cars for vintage racing.



# FIRST ANNOUNCEMENT - ALLARDS AT THE GLEN - 2004

There is a major vintage sportscar race and show weekend at Watkins Glen for Sept. 10 - 12 2004 with an enormous variety of events scheduled. The event is being put on by the SVRA and the VSCCA. Our own Pete McManus is Chairperson of the Prewar Sportscar Race at the event. Please go to the website [www.grandprixfestival.com](http://www.grandprixfestival.com) to get a full view of the variety of activities that this event affords. There is a page on the site to order a Festival information pack. Also, Bill Pollack, noted Allard pilot, will be attending as guest of the MG Vintage Racers. He should be of considerable interest to all Allard owners when he pays a visit to the Allards at the Festival. We plan to develop special Allard groupings in the events that any of you choose to enter, and hope to organize an Allard breakfast or dinner during the event. Allard attendees will be expected to sign up directly (see web site) for Festival events that they wish to participate in. We will provide attendees with a listing of area accommodations to choose from and deal with directly.

Please reply today by E-MAIL to David Watson at: [DanDee@ptd.net](mailto:DanDee@ptd.net)  
AS TO WHETHER YOU:

- a. DEFINITELY WILL ATTEND
- b. PROBABLY WILL ATTEND
- c. WILL NOT ATTEND



*Axel and Hanko Rosenblad*



*John Allard*



*Richard Conole, Owner of TWS*



*Terrell Underwood's gorgeous "L" type*



*The Rosenblad's trim Palm Beach racer*

## Greetings from Lindsey Parsons

I just wanted to echo Dave Watson's comments on the splendid job done by Andy Picariello in making the Texas *Gathering of the Clan* a really memorable event. Although the cars were great, the Allard people were even better! From what I could observe, everyone seemed to enjoy the event as much as I did. I know we all particularly enjoyed meeting Andy's guest, Jim Tiller, of the British Allard Owner's Club. Jim's charm and abilities as a raconteur made him a total delight to be with. Thanks so much for coming over Jim!

My J2X arrived back home again yesterday after some 4500 miles of hard driving. A thousand miles of that distance was employed in running the five day **Texas 1000 Vintage Rally** immediately following the Speedway events. The Allard certainly held up well in that event that ran on some wonderful roads throughout the Texas Hill Country. Even with such magnificent machines as Enzo Ferrari's personal *Super America* and the prettiest Ferrari *California Spider* I ever have seen, the Allard received the only standing ovation at the final awards night. Everyone seemed to love the car and the spirit of real "sports motoring" it embodies.

The Allard used a total of four quarts of 20/50 on the trip, and most of the fuel available at various Shell stations along the way! Absolutely NO FURTHER ATTENTION was required. I simply got into the machine each day and drove it.



*A group of admirers inspecting Bill Boone's freshly restored, YELLOW J2X*



*Some guy offering Bob Girvin advice on how to get more performance out of his GT.*

## 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. **CARS, PARTS, AND SERVICES** listings 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

## www.AllardRegister.com

The Allard Register is coming to the Internet! We are pleased to announce that we have purchased the domain name [www.AllardRegister.com](http://www.AllardRegister.com), and we hope to have our web site up by May 2004. The web site will feature Allard news, company history, a guide to all of the models, owners' car showcase, cars & parts "for sale", tons of pictures, and *all back issues of "The Allard Register."*

The goal of this web site is to provide the public with an easy to use venue to learn about the cars we love. Additionally, Allard owners from around the world will have a forum to learn more about each other and their cars.

All Allard owners are invited to share the details and pictures of their cars. Please send us three pictures, preferably a ¾ corner view, cockpit view, and engine compartment view. Also include the technical specifications of your car and a brief 500-word review of the cars history. If you would like to exhibit your car, please send your information to Chuck Warnes.

## PARTS FOR SALE

A P1 speedometer with clock. Black face. Does not say "Allard" on it. \$250. 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)

Ford flathead speed parts (manifolds, heads) for sale. Also a T-10 four speed transmission with an adapter to a flathead. *Robert Whitehead - Arkansas.* Tel: 479-855-0471.

## The Allard Register Via Email

Join the growing list of Subscribers that also receive the Allard Register via email (with color pictures), please contact Colin at: [cwarnes@adcomfg.com](mailto:cwarnes@adcomfg.com)



*Andy Picariello's maroon J2 - note the matching "grill" on the hood scoop*