



# The Allard Register

No. 50

Summer 2008

FREE

## The Road to Pebble Beach

Last October at a fraternity reunion, I got a tip from a fraternity brother as to how I might explore getting my 1951 K2 Allard into the *Pebble Beach Concours d'Elegance*. He knew the past Chief Judge and volunteered to contact him about this. Months went by and finally I heard from my friend. He gave me the phone number for PB (831-622-1700) and said I might contact Sean

– even though my car did not seem well aligned with the list of classes, and his friend, the judge, told him that he would not try to pull any strings for me.

So I called Sean and had a brief discussion with him. He then faxed me the application forms to study and complete if I was interested in going ahead with this. First, the list of classes did not seem to include one that the Allard would fit into. Second, I had to answer two important questions in the negative: Is it painted the original paint color? Does it have the original engine? So I called Sean again, but he said to not be put off by these issues and go ahead and send in the forms. I put the car into the 'Open Wheel Racer' class, knowing full well it was not that kind of car. But it seemed to be the only option at the time.

I got the forms in on the last day before the application process was to close (i.e. March 7, 2008) and was



*Martin standing by as the judges pour over his beautiful K2*

*-Martin Stickley* told that I should hear from them within six or so weeks. Finally, sometime in May, I got a phone call from Sean that my car had been accepted!!! I was amazed at this, and was told that it was put into the 'GM-Powered Sports Car Class.' I told him that it was not powered by a Cadillac engine, but he seemed to just disregard this.

Meanwhile, I had to scurry to make arrangements to attend the Concours, which consisted mainly of trying to find a place to stay as the hotel rooms seemed to be very full. Finally, a friendly person told me to contact 'Resort 2 Me' at 800-757-5646 and they might be able to find us a room. Sure enough, they did, and right in the middle of Carmel – a great location – for about \$350 per night, the going rate for rooms during the PB Concours.

As for the Allard, it was in excellent mechanical shape, having just had its major restoration completed in November 2007. So little preparation was needed for it.

It was picked up from our home in Winter Park, FL by an Orlando-based commercial car hauler about 10 days before the Concours, and delivered to the Polo Field of the Pebble Beach property about a week later. But when I turned the key to start it and remove it from the truck, I heard a dreadful grinding/clanking sound

## Pebble Beach Continued...

that was totally unexpected. It was an agonizing sound, for it sounded like the engine was coming apart! At this point, the Allard was pushed off the truck, and upon examining the starter, it was found to be loose and even some bolts were missing.

We removed the starter and then discovered to my amazement that a piece of metal the shape of a 1" diameter collar in the Bendix unit was broken. How could that have happened?! But putting that aside, a quick call was made to a NAPA store in Monterey that said that they would have a replacement starter/Bendix unit at that store by 8 AM the next morning. Time was of the essence to get it fixed, as my wife and I were slated to drive it on the 60 mile *Tour d'Elegance* the next morning starting at 9:30 AM, and it was already 3 PM on the day before.

When we arrived at the NAPA store at 7:45 AM, we found that they had shipped the starter without the Bendix unit. Foiled again! So, what to do? We asked the NAPA salesman if there was a shop nearby that fixed starters, and sure enough there was. When we went there and explained our situation, the owner went into the back room and emerged with exactly what we needed: a starter/Bendix unit for a flathead engine! He had had it for 2 years on the shelf as the owner of it had left it for him to repair but had never come back to pick it up. So, we bought it, along with a new battery, and got these installed in the Allard by 9:15 – thus making it possible for us to join the others on the Tour.



*Martin's K2 being swarmed at the Tour d'Elegance lunch stop on Ocean Avenue in Carmel*

The Tour was 60 miles long and included part of 17 Mile Drive, some back roads east of Carmel, and then 25 miles down the road to Big Sur to a turn-around point at a former military housing base. The weather was cloudy and cool, making it difficult to see the ocean. But the drive itself was a pleasure, especially being in the company of so many wonderful classic cars, all of which were completing the tour. We returned to Carmel and parked our cars in the middle of the street, as Ocean Avenue was blocked off for this occasion. While the participants were being served a delicious buffet lunch, the public was pushing and shoving to get close to the cars. It was quite a scene with so many people packing into so little sidewalk space. After being there two hours, all the cars departed back to the Pebble Beach area for a champagne reception.

This was one of perhaps a dozen receptions held that week on the occasion of the event. These were sponsored mostly by auction houses to show off the cars to be auctioned, as well as the Pebble Beach Concours itself in appreciation of all those 200 cars that were brought there for the Concours.

The day of the Concours began with a mist so heavy that it seemed as if it were raining. With me during the four days of this Concours was Mike Gassman of Waynesboro, VA who restored the Allard. He and I, plus my wife Dottie and his friend Glinda, drove to the private home where I was able to store the Allard (arranged for me by PB Concours) and got there at 6 AM. We gave it





## The Monterey Week in Review

-Chuck Warnes



*John Wilkins about to hit the gas as he exits Laguna Seca's 'Corkscrew.'*

The Monterey Historic Auto Races\* is essentially a four day happening. Most of the race cars arrive on Thursday, with the day's activities focused on registration, orientation, scrutineering, and rekindling old friendships. Friday's practice sessions for all 15 groups serves as a tool for the organizers to establish the starting grids for the Saturday and Sunday races. The weekend track action consists of 'warm-up' sessions for each group in the morning, and the ten-lap races during the afternoons – interspersed with a variety of celebrity demonstration laps, celebrity races, and parades by featured marques

Steve Schuler had a great time dicing with a very strong C-Type Jag during Friday's practice. In fact, Steve did well enough that his 1950 LeMans finisher was placed in 3rd spot on the starting grid for Sunday morning's Group 1B – 1947-1955 Sport Racing and Production Cars. Establishing race groups to fit the nearly 450 race entrants can be a real challenge, and this sometimes results in some 'strange bedfellows.' As a case in point, this year's Group 1B included cars with engine sizes ranging from a 750cc Crosley and a couple of two-cylinder 850cc Panhards, on up to a couple of 6000 cc V8's. However, when weight and other subjective factors are considered, this disparity of engine sizes was not that significant for this particular venue.

The coastal fog still lay heavily over most of the Laguna Seca track during Sunday morning's warm-up session. Despite the marginal visibility, all six Allards were out on the track, getting things sorted

out in preparation for the 1 PM race. Unfortunately, the two Cadillac engines of Steve Schuler's and Bernard Dervieux's J2's made some unpleasant internal sounds that relegated them to the paddock for the rest of the day.

Peter Booth was placed 14th on the 27-car starting grid, and in the course of the race, worked his way up to a 9th place finish. John Wilkins' Chevy-powered K2 and Bob Lytle's Buick J2X started mid-pack, and stayed together throughout the race to finish in 14th and 15th spots. Meanwhile, Jim Degnan, driving his Cad-powered K2 worked his way up to finish in 20th place.

MHAR's organizers wisely place the Allard pits at one of the higher traffic intersections in the paddocks, where the collective Allard charisma draws in a steady stream of spectators to admire and photograph the old beasts. We had a great time chatting with Tom Horan, the enthusiastic new owner of Syd Silverman's J2X, along with Phil Shires - both visiting from Colorado. Tom and Phil, together with Peter Booth, are planning to run their three J2X's in next month's Colorado Grand 1000 mile tour.

In recent years the Monterey 'pre-Historics' have served as the unofficial start of the Monterey Peninsula's 'car week'. This year, however, that event coincided with the Ferrari Challenge, where a reduced number of vintage race cars shared track time with a group of very aggressive Ferrari F430 racers of significant means. Thus, Steve Schuler had the only Allard running in that event this year.

Carmel's *Concours on the Avenue* serves as the



*Steve Schuler coming out of Turn 11 during Friday's practice.*

## More From Monterey

‘car week’s’ official kick-off, with vintage Ferraris and Porsches featured on Monday, and a wide array of pre-1991 iron serving as the focus of Tuesday’s show along Ocean Avenue. The Allard marque was well represented by Al Reynolds’ L-Special. Al has been regularly showing his car at local shows around the Sacramento area. He has also completed racing school at Thunder Hill in Northern California, and is actively working on plans to do some vintage racing with his very unique Allard.

The week’s auction scene saw one Allard on the block. *Gooding and Company’s* exclusive auction at Pebble Beach included Brad Hoyt’s Cad-powered J2. This car’s original owners were Sydney Allard’s close

friends, Maurice and Cyril Wick, who used it extensively for racing events around the UK. Brad bought the car about three years ago, and raced it in the 2006 and 2007 Monterey Historics.

Finally, the Allard marque was proudly represented at the prestigious *Pebble Beach Concours d’Elegance*, and Thursday’s *Tour d’Elegance* by Martin Stickley, showing his beautifully restored K2. We could go on and on about this – but Martin tells it best.

*\*Officially, the 35th Rolex Monterey Historic Auto Races presented by Toyota, at Mazda Raceway Laguna Seca. Where would we be without corporate sponsorship these days?*

Photo: Colin Warnes



← The ex-Cyril Wick J2 on display at the Goodings’ auction

→ Al Reynolds’ race-prepped L-Special at Tuesday’s ‘Concours on the Avenue’ in Carmel.



Photo: Julie Warnes



# Mille Miglia & Monte Carlo Historic Gran Prix



← Mille Miglia 2008: Starting in the morning in Ferrara after night leg. A nice day without rain.

J2X LM #3153 in the pits at the → Monte Carlo Historic Gran Prix



← Entering the famous 'Swimming Pool' turn at the Monte Carlo Historic Gran Prix



From Peter Reichle, Germany



## The First Allard Replicar?

- John & Betty Hunholz



his neighbors – Dale Duncan and Maston Gregory – were working on. The second was a new Allard on display at the local Cadillac dealer. John, having read the English magazine “**The Motor**,” was enamored with the Allard that was displayed on the dealer’s showroom floor. From that point, John knew he had to have an Allard. However his budget as a student simply would not permit it. After reading John Bolster’s book “**Specials**” cover-to-cover three times, John decided he could make his hot rod look like an Allard.

Look in Dr. John Hunholz’s garage and you will find two Allards – a ‘51 K2 that he has owned since the mid-seventies, and a ‘52 Chrysler Hemi-powered J2X that he has owned and driven for the past forty years. But what’s that sitting along side his J2X? It kind of looks like an Allard – but it can’t be. On questioning John, you will discover that the car is a home-built “John Hunholz Special” – which he purposely made to look like an Allard J2 when he constructed it some sixty years ago.

The GIs returning from World War II sparked an interest in auto racing. New cars were hard to come by, but well-worn pre-war cars were cheap and plentiful. The hot rod flame was largely kindled in southern California, and **Hot Rod Magazine** served to spread that flame across the country with its first issues in 1948. Chopped and channeled Model A and Model T Fords, running with hopped up Ford flathead engines and Ford running gear were soon seen in cities all over the country – including Kansas City.

John Hunholz had just graduated from high school, and was totally taken in by this car craze. Being the ‘hands-on, take charge’ person that he is, John soon embarked upon scavenging used parts to build his own hot rod. This turned out to be a three year project due to budget limitations, educational priorities, and a late-stage plan change.

This plan change was triggered by two factors. The first was a rather unusual looking, Cad-powered British sports car that a couple of

John’s car started out with ‘31 Ford Model ‘A’ frame rails. The body was made from ‘39 Buick fenders, the Allard-shaped grill was the shelf from a refrigerator, and the seats came from a Cessna Bobcat. The ‘cycle fenders’ were fabricated from ‘Continental kit’ spare-tire covers from pre-war cars. Under the skin it had a Franklin steering box, with brakes and transmission (Lincoln Zephyr gears) from a ‘39 Ford. John topped it off with racing slicks, Guide headlights, and an aluminum dash that served to make it a stunning – albeit low budget – copy of an Allard J2.

True to hot rods of the time, the engine, a modified Ford flathead served as motive power for the car’s first twenty years. John fitted it with Arden heads during the mid-sixties.

What a sound is heard from the hand-built headers with megaphone exhaust when the engine is running. Onlookers do not soon forget the experience of seeing these two cars together – especially when John fires up both engines.





## Pebble Beach Continued...

a short final cleaning, and then headed off in the heavy mist to the 18th fairway of the Pebble Beach golf course.

We were directed to the location for 'Post-War Sports Cars' (Class O1) as the PB Concours organizers had discovered on Monday of that week that the engine in our Allard was not a GM engine, but was a Mercury flathead! So we were put in this class that I deduce was a 'miscellaneous' class, as it was not in the original list of classes that I examined in March. In this class was a 1952 Glockler-Porsche Weidenhauser Roadster, a 1955 Maserati 200 si Roadster, a 1959 Abarth 750 Zagato Coupe', a 1962 Alfa Romeo SZ2 Zagato Coupe', a 1964 Alfa Romeo TZ Zagato Coupe', a 1967 Ghia 450SS Cabriolet, and a 1952 Cisitalia Ford 808XF Vignale Roadster. I have to say with some pride that our Allard was the best looking car of the bunch (in fact, Judge David Brown told me that he was going to nominate it for the Lord Montague of Beaulieu Award), but beauty does not necessarily win Pebble Beach Concours prizes. The

judges spent about 15 minutes per car, and I realized that we were probably sunk when then they asked me if the deep blue was the original paint color, and if this was the original engine block – both of which I had to say 'No' to. But in my defense, I had never intended to restore it for the Pebble Beach Concours – I just wanted a great looking Allard that ran well (and, of course, the original block was gone long, long ago).

Needless to say, attending this Concours was the highlight of my car show life. What an amazing array of gorgeous, unusual cars! Allard owners Bill Marriott, Jim Taylor, and Lindsay Parsons were there as well as Jay Leno with his 21' long, V12 monster! And as for a prize, for me, the prize was just being accepted into this great event. So even if your car does not seem to fit into the classes Pebble Beach has, and does not have original paint or engine block – go ahead and apply. For if you are accepted, it will be an experience that will be long remembered.



← *Carmel's Concours on the Avenue. A 1954 International Harvester 4 WD truck chassis, with a 'woody' body built specifically for **National Geographic Magazine***

Jay Leno's "Blastolene Special" a hand → made hot rod featuring a twin turbo 28.4L V-12 Chrysler Hemi that used to power a M47 Patton Tank. It produces 1,600 HP and 1,590 pound-feet of torque.

It is a Beast!





## ALLARD NEWS

## Nice Belt Buckle...



While relaxing in the Allard pits at the 2008 MHAR, an unassuming British gent stopped by wearing the unique Allard belt buckle shown above. He introduced himself as none other than Tony Dron, racer and writer for **Vintage Motorsport Magazine**. It turns out Tony has had a fondness for Allards.

When asked about the belt buckle, he responded, "Syd Silverman gave me the buckle at Allard Reunion II, Road Atlanta, 1984. I did not race there but I had a test drive in his J2X.

Syd invited me over as a result of articles I wrote in *Thoroughbred & Classic Cars* magazine, March and April issues, 1983. These comprised 'The Davis File - Allard Papers' and my road test of Ian Grant's J2X.

I wrote about that Reunion II in the same magazine, February issue, 1985. Article was called: 'Dangerous Games' - Allards at Road Atlanta.

The inscription on the back of the buckle reads:

'To Tony Dron  
Honored guest at Allard Reunion II  
Road Atlanta, USA  
November 2-4, 1984'

I have worn it pretty well every day since."

Over the years, Tony has been invited to drive Syd's cars mainly a Lister-Jaguar but also the Allard JR on one trip (including a race at Watkins Glen, 1996).

### Request for Submissions!

We'd love to hear what you did with your Allard this summer! Whether it was a race, rally, or just a nice drive in the hills. Drop us an email with a few pictures. Please send submissions to [chas.warnes@gmail.com](mailto:chas.warnes@gmail.com)

### Allards For Sale 1950 K2 Roadster, #1741

Grey K2 roadster, chassis # K2 1741 with Cadillac engine and Ford 3-speed (Zephyr gears). The car is in excellent structural and mechanical condition and runs very well. The car is located in Tulsa, OK. Contact Larry Young at [cartravel@pobox.com](mailto:cartravel@pobox.com). \$59,000.



### 1955 Monte Carlo Saloon, #4510

White Monte Carlo Saloon, chassis# P2 4510. Engine and transmission (auto) are Cadillac. Includes all original works files on the car. The car is very original but needs a total restoration. The car is located in Cincinnati, OH. Contact Dean Butler at [edeanbutler@yahoo.com](mailto:edeanbutler@yahoo.com). \$25,000.



## The Allard Register

**Sponsor:**  
Syd Silverman  
White Plains NY

**Editor:**  
J P Donick  
Tel: 845/635-2373

**Publisher/Advertising**  
Chuck Warnes  
Tel: 559/436-1588  
[chas.warnes@gmail.com](mailto:chas.warnes@gmail.com)

**President:**  
Dudley Hume  
[dudleyhume2006@yahoo.com](mailto:dudleyhume2006@yahoo.com)

**Tech Advisor/Archives**  
Bob Lytle  
[cottonwoodbob@wildapache.net](mailto:cottonwoodbob@wildapache.net)

**Layout/Graphics**  
Colin Warnes  
[cwarnes@sbcglobal.net](mailto:cwarnes@sbcglobal.net)





## The Allard Register



## THE LAST CHECKERED FLAG PHIL HILL 1927 - 2008

---

On August 28, we lost one of the most legendary car enthusiasts that ever lived, Phil Hill. Phil was a champion in Sports Cars, Formula One and Can-Am...he even won the Pebble Beach Concours! Phil's only known race in an Allard took place when he raced up Pikes Peak in 1950. Phil Hill will be remembered as one of the most skilled and perhaps luckiest race car drivers ever, after retiring from professional racing in 1967 without a major incident.



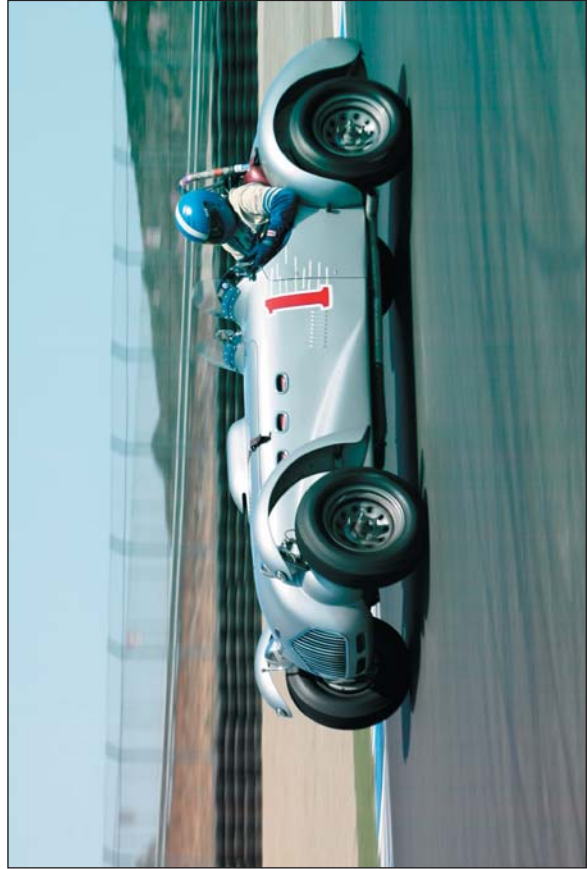


The Allard Register

More Photos From Monterey



Jim Degnan



Bernard Dervieux



Bob Lytle



Peter Booth



More Photos From Monterey



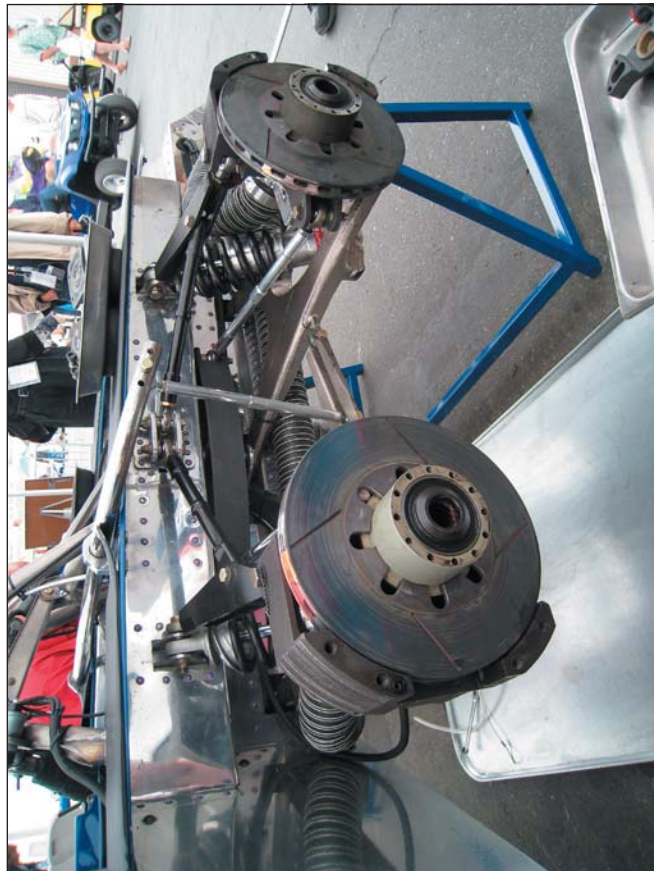
Mario Andretti is reunited with his championship winning Lotus 79



The iconic Tyrrell P34 6-wheeled Formula One car



1938 Alfa Romeo 8C-2900B Mille Miglia Spyder that Phil Hill drove to first place in the Del Monte Trophy Race in 1951 at Pebble Beach, which is currently part of fashion designer Ralph Lauren's collection.



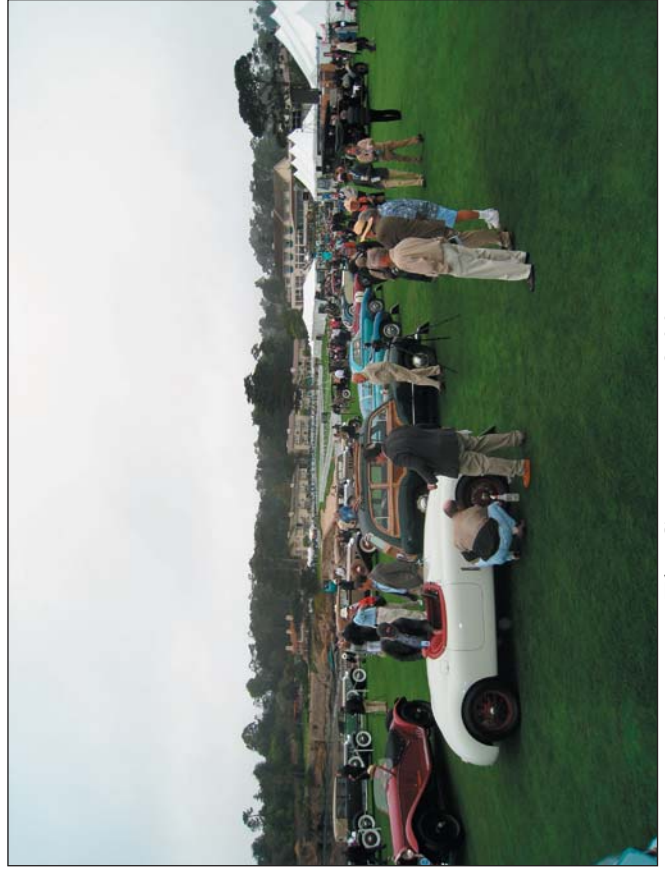
Close inspection of the P34's front suspension revealed a surprisingly simple linkage for steering the four front wheels, while still allowing independent wheel travel. Tyrrell abandoned the concept in 1978



# More Photos From Pebble Beach



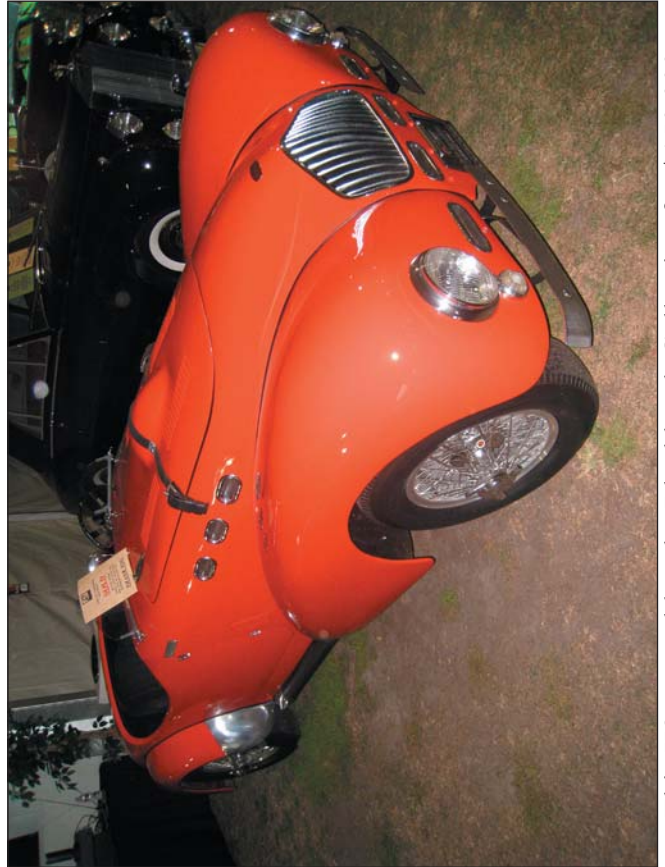
Martin & Dottie Stickley with their K2



The Concourse at 8:00am



3/4 rear view, with tonneau cover



This K2 was sold at the Blackhawk Collection for \$150,000



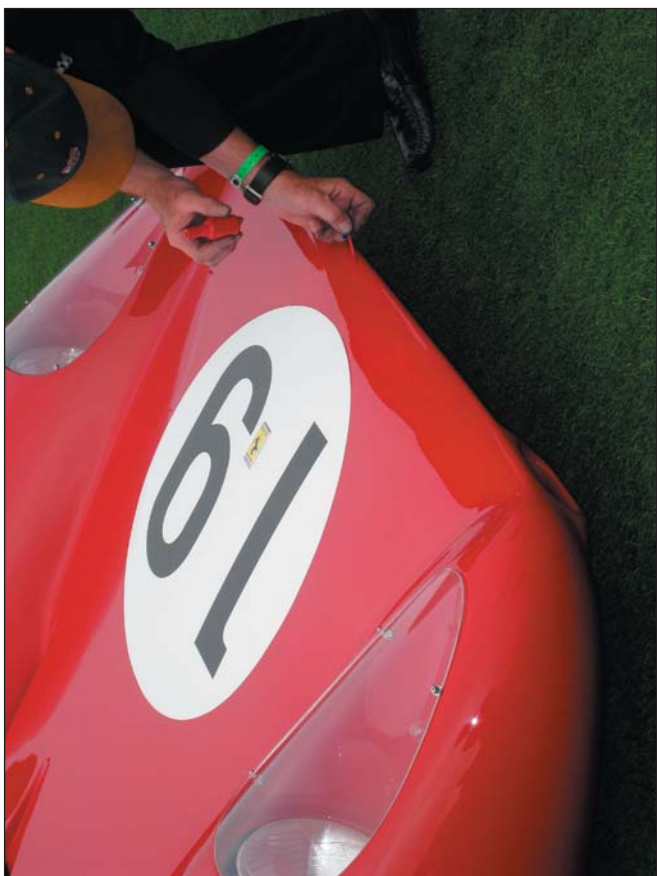
# More Photos From Pebble Beach



Stunning 1937 Rolls Royce Phantom III rebodied in Copper over steel by Freestome & Webb



The GM Motorama cars captivated the crowd



This rare Ferrari 312 P getting a coat of finger nail polish just before judging



Reventlow Scarab 1956 Fiat Transporter





The Allard Register

## FOR SALE

### 1955 Monte Carlo Saloon, #4510

White Monte Carlo Saloon, chassis# P2 4510. Engine and transmission (auto) are Cadillac. Includes all original works files on the car. The car is very original but needs a total restoration. The car is located in Cincinnati, OH. Contact Dean Butler at [edeanbutler@yahoo.com](mailto:edeanbutler@yahoo.com). \$25,000.







The Allard Register

## FOR SALE

### 1950 K2 Roadster, #1741

Grey K2 roadster, chassis # K2 1741 with Cadillac engine and Ford 3-speed (Zephyr gears). The car is in excellent structural and mechanical condition and runs very well. The car is located in Tulsa, OK. Contact Larry Young at [cartravel@pobox.com](mailto:cartravel@pobox.com). \$59,000.

