

The Allard Register

No. 68

SUMMER, 2019

www.AllardRegister.org

Four Responses to the Siren Call of #14

-Chuck Warnes

The presence and performance of Tom Carstens' Allard J2 left an indelible impression on a number of young car guys in the early '50's. Its immaculate black finish, offset by the red wheels and whitewalls, set it off from the competition even before it left the paddock. Spectators also noted that its bonnet remained closed – a mute statement of Tom Carstens' and Dave Fogg's confidence of how well the car was prepared. The taped-over gauges were clear message to the driver, Bill Pollack, that he was not to be distracted by such incidentals as fuel level, water temperature and oil pressure. Dave Fogg was prepared to address those mechanical issues when he rebuilt the engine after each race. Bill's focus was to drive and win.

The real drama commenced when the highly modified, 360-inch, roller cam Caddy engine fired up. That set the stage for Bill Pollack taking it out and dominating the field of the Pebble Beach Cup in '51 and '52 – before the car was tragically wrecked in a post-race accident in 1953.

This story is about four of those young car guys and how, in their later years, they were seduced by #14's siren call:

Bob Lytle had owned and raced a Riley around Southern California, and he came up to Pebble Beach as a spectator. One of Bob's favorite stories was standing near the starting line waiting for the green flag, and witnessing one #14's exhaust pipes blow a hole in the pavement. Bob fulfilled his long-term dream of Allard ownership in the winter of 82 when he made a one-way trip to Tampa FL to pick up a J2X – sight unseen – and drive it back to his home in Los Angeles. After restoring it, and equipped it with Buick 'nail head' engine. Over the next 25 years Bob went through four engines as he put more than 10,000 race miles at vintage race venues all around the country.

Jack Anderson was a cotton farmer and 'shade tree' mechanic from Madera CA. He and his brother Pete were 'bitten' by the sports car bug, and entered their MG TD's as novices in several central California venues. This included Pebble Beach, where Jack was smitten by #14. Some 40 years passed before Jack was able to pursue his dream to own an Allard – despite one complicating factor. He had become paraplegic – so needed a car that could accommodate his immobile legs and have



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space to carry his wheelchair. Fortunately, he met up with a local Allard K3 owner, and he determined that a K3 would serve his needs. He henceforth searched for and found a Cad powered K3, and soon converted it over to a Hydramatic and hand controls. He owned and used his K3 extensively over the next ten years – driving it on trips to Willow Springs, Yosemite Valley and around the Sierra Nevada mountains. Jack, at the wheel of his K3, was one of the six Allards to complete the 500-mile Allard Northwest Tour in 2006.

Bill Marriott was truly bitten by the sports car ‘bug’ – to the extent that he and his friends endured the 13-hour, 850-mile trip from Salt Lake City to Pebble Beach to attend the races. Like a lot of race fans, Bill was enthralled by #14, and saddened when it was wrecked and seemed to have disappeared. However, Dave Brodsky found the remains of #14, and faithfully restored in the 80’s. Its first appearance was at Monterey in 1989, with Bill Pollack at the wheel. Furthermore, #14 was pitted right next to Tom Carstens and Dave Fogg, who were running #14’s sister car #15, that was now owned and driven by Tom Carstens. Pollack raced it in ‘89, and also in the 1990, when Allard was the featured marque at Monterey Historics.

In 1998, Dave Brodsky sold it at the Christie’s Pebble Beach auction, and Marriott was the successful bidder. Bill Marriott brought it back to show at Pebble Beach *Concours d’Elegance* and drive in the *Tour d’Elegance* in 2006. Also, in 2017 for show at The Quail – A Motorsports Gathering, and subsequently on the Pollack family’s front lawn for Bill Pollack’s memorial service.



Tony Martinis owned and raced an MGTD in the early 50’s, and loves to tell of his experience of being pitted right next to #14 at Pebble Beach. He likewise had abiding dreams of someday owning an Allard – a dream that came into fruition when he discovered a P1 chassis and a partial body (with a number plate) in a junkyard not too far from his home in Sacramento CA. Tony was not aware of any other Allard owners – nor any Allards – in northern California, but after some research came across the Allard Owner’s Club in England. He soon embarked on a trip to the UK to meet the AOC folks, and to explore options for resurrecting his collection of parts into a functioning vehicle.

Rather than shorten the P1 wheelbase from 112 down to 100 inches, Tony had Pitney stretch and tailor a J2X-style body to fit his P1 chassis. He then shipped his ‘Jurassic P1’ back to Sacramento for a multi-year project of marrying it to a contemporary high-performance Ford engine and power train, along with myriad upgrades – including air conditioning.

Tony has had his gleaming silver Allard on the road for past 5 years, and has gotten mixed responses. While Tony truly enjoys his car, along with all the attention and kudo’s, he is not guilty of taking himself too seriously – and willingly shares his story. It IS an Allard (genuine frame, valid # plate, expanded body that reflects the lines of a J-type Allard). In past year Tony, as he approaches 91st birthday, and his loyal co-pilot/navigator Kelly have visited 35+ car events, and have driven 16,000 miles around California.

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A Family Allard P1 Effort

-Lisa Stec & Anna Brownell



My husband Jim and I consider ourselves to be 'normal people' who associate past years with family events such as births, marriages, deaths and historical events. For example, my husband and I got married shortly after moving to Madison WI to start our new jobs. We put an addition to our house shortly after our son was born, and I gave birth to our daughter six hours after the Green Bay Packers won Super Bowl XXXI in 1997.

My parents and uncle Paul, on the other hand, have measured time by the cars they owned, raced, traded with each other, or wrecked. For example, my mom

bought groceries home in an Allard J2X Le Mans when she lived in Ohio where my sister was born. My parents bought the '68 Mustang after my brother was born so we could have a family car. My dad subsequently sold the J2X LM to my confirmed bachelor uncle Paul for 'pocket change'.

Uncle Paul truly enjoyed his unencumbered family status which allowed him to buy and KEEP a wide array of vehicles that piqued his interest. They included a Corvette that was his daily driver for several years, a miniscule Berkeley roadster that his friends helped him carry down to the 'drive-in' movie theater he had set up in his basement, and the *Zephyr Land Yacht* tractor. He was truly intrigued by the Allard Company and the cars they manufactured and raced. He owned three Allards during my lifetime – Fred Wacker's second J2 '8-Ball', the J2X LeMans that he bought from my parents, and my personal favorite – a green 1950 P1 saloon.

The P1's original owner was Sir Paul Pechell, who sold it to John Desmond Cropper in 1959. Colin Frank Bridle owned it from 1962 until 1966, before selling it to Erwin Zimmerman who shipped it from South Hampton to his home in New York. Uncle Paul purchased it from Mr. Zimmerman a year later and drove it about 900 miles back to his home in Milwaukee. He drove the car quite a bit those first few years, and even raced it a few times. In the spring of 1969 he drove the P1 down to Florida for the 12 Hours of Sebring, and took it for other lengthy trips in 1970.

However, the most important trips were Uncle Paul taking my sister, brother and me to the local frozen custard shop on a regular basis. My sister and I would sit in the back seat where our feet would not touch the floor. We peeked out the back windows and proudly waved to the neighbors, with Uncle Paul hanging his right elbow out the window, always grinning as we went for dessert.

Time marched on as my brother, sister and I went to school, got jobs and started buying our own cars. The P1's brakes stopped working, so Uncle Paul parked it in his garage. No one started the car for a number of years, and it eventually languished on for 30+ years. Paul took some teasing about owning three non-functioning Allards, but he remained ambivalent about that. As the proud owner of three Allards – he admitted to being more of an aficionado than a mechanic.

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Over the years Uncle Paul accumulated many car enthusiast friends. One local collector in particular, Ron Schneider, convinced and helped him get the J2 '8-Ball' running. He enjoyed driving it for a while, and even had it on display at an Elkhart Lake event. However, his failing health made working the pedals difficult. Then he traded his J2X LeMans to Chuck and Colin Warnes for a beautiful, hemi-powered K3 that had enough power to make an experienced driver squeal with delight. At this point he had two of his three Allard running. But as he got older, he was more interested in riding in the comfort of a coupe than a roadster.

My husband and I offered to help him with the P1, as it was my sentimental favorite and I wanted to repeat those trips to get frozen custard with him. My daughter and I took out the gas tank and Rob relined it, and my husband and son freed up the wheels so it would move around. The P1 was then moved to Ron's shop, but unfortunately Uncle Paul passed away before we could continue to work with him on the project.

There were many cars and possessions that needed to find a good home after Paul passed away in 2015. My brother was to be the steward of the J2 '8-Ball', and the K3 was sold at the Bonham auction in Monterey. Meanwhile, the P1 ice cream shuttle was still sitting with brakes that didn't work and the gas tank in the trunk.

My husband and I discussed taking on the project. It was potentially within our budget and experience, and we were on the cusp of being 'empty nesters' with need of something to do. So, we took on the project with the invaluable experience of my father, and assistance from my mom, brother, our kids and friends. How hard could it be?

Uncle Paul had said it just needed the brakes looked at and the leaky gas tank repaired. Well, not exactly. The engine had green mush in it, some of the wooden floor boards were rotted and the engine had a cracked block and the shift linkage was a vague mystery.

So – we replaced the engine with a re-built Ford flathead, and replaced the column shift with a Ford three-speed floor-shift transmission. Brake work included a new master cylinder and wheel cylinders, along with a new parking brake. Once the gas tank was re-installed, the tie rod ends were replaced, the wheel bearings were packed, and a new exhaust system was installed. Just short of two years later the P1 drove out of our garage under its own power!

Test runs were soon made to get dessert around Madison. But the trip I was *really* looking forward to was to take the P1 back to Milwaukee, and take my parents to Leon's, the best frozen custard shop in town to meet up with Ron Schneider for a trip down memory lane.

For me, this car represents a happy childhood memory that I was able to relive with my husband and family, as well as special friends. So now I have started making my family history in terms of the cars we own.



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Allards at Sonoma

-Colin Warnes

The 2019 Sonoma Speed Festival took place May 31 to June 2 at Sonoma Raceway (aka Sears Point). The last weekend in May has been reserved for vintage racing in Sonoma with events like the Wine Country Classic and Sonoma Historic Motorsports Festival; both under the guidance of vintage racing legend Steve Earle. In 2019, vintage racer Jeff O'Neill took over the event and renamed it the Sonoma Speed Festival. The rebranded event targeted a more premium feel (including covered pits!) and focused on bringing an impressive array of vintage and modern race cars. Mercedes brought some impressive machinery including their 2016 F1 car and another car from a few years earlier, the 1938 W154 – the modern F1 car setting a new lap record of 1:15.43. However, the real stars of the show were the Allards of John Mote and Joe Calleja. The Allards raced in Group 1 along with a variety of Jaguars, Ferraris, Kurtis', and California specials. Here are Joe and John's thoughts on the weekend:



Joe Calleja:

“What a privilege to drive the mighty Allard J2X 3146 at Sonoma. It was my first official race outing in the car since we purchased it from my good friend Augie Grasis. We've done a fair amount of work on the car over the last year to obtain HTP FIA papers as we want to take it to Europe and compete in some of their major events. Anyway, back to Sonoma, I qualified 11th and found it a handful around the tight track.

First up race Saturday morning 8.30am, still foggy and damp, I had a good race finishing 5th. On Sunday I thought I might be able to bring it forward but fell for looking in the rear-view mirrors and never progressed, but I had a ball.

We did a manage to get a Car Star ribbon for the car, one of 10 that were issued over the meeting out of 250 cars, which was quite an honour.



John Mote:

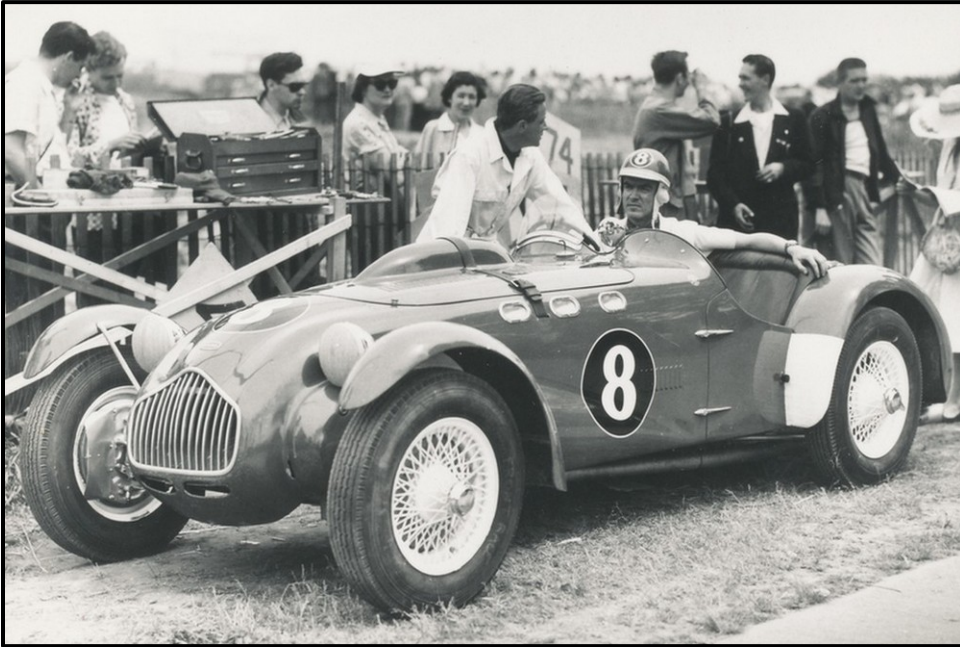
Jon Le Carne had a last-minute issue with a brake supplier and had to pull out but showed up with his wife to support the two Allards. Our group totaling 14 cars was pitted under the same tent with mostly Ferraris including two \$50 million Ferrari GTO's.

After mechanical attrition, 12 cars finished our group's Sunday race with Joe in the J2X in 5th (best time 2:15.633) and my K2 finishing 8th (best time 2:15.777). I had a nice dice with Alex Curtis In the Gullwing who finished 9th as it was both our first time on track.

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Behind the “8-Ball”

-Chuck Warnes



Fred Wacker, Jr. served in the Navy during WWII. After his discharge he returned to Chicago to commence his career in the family business – Ammco Tools, a supplier of tooling equipment for auto manufacturers. One of the fringe benefits included a company car - in this case a gray Pontiac 4-door sedan, which he despised. He soon decided to risk his father’s wrath by trading it for an MG TC.

One of his first trips in the TC was to attend the Indy 500, where he met up with some guys from the east coast, and was introduced to the fledgling

Sports Car Club of America. This led to Fred’s role in establishing the Chicago chapter of the SCCA, and his entering the stripped down and mildly modified TC at Watkins Glen in the fall of '49. The MG sported “8” as the racing number – the same number of his father’s racing yacht.

Fred’s maiden voyage in the field of sports car racing got him a 3rd in class finish, and gave him a chance to make a lot of contacts. He was racing a Healey Silverstone at Bridgehampton in 1950 when Tommy Cole introduced him to the Allards. Fred decided to go that route, ordered #1577 and commenced work with Frank Burrell to install Cad power in front of a highly modified Hydramatic. Fred likewise gave this car the number “8” which, with the artistic touch of Karl Brocken, morphed into the iconic “8-Ball” roundel.

Fred drove his Allard to a 3rd place finish at Watkins Glen in 1950, and then on to Florida for the inaugural Sebring 6 hour race. He and Frank Burrell finished two laps ahead of the field, but officially finished in 8th spot behind the ‘index of performance’ winner – a .724 liter, 27 horsepower Crosley Hotshot.

Fred, along with several other SCCA racers, then accepted the invitation from Argentine strongman Juan Peron for an all-expense-paid trip to Buenos Aires to run their cars in the Sports Car Olympics in March 1951. Fred finished 2nd, just behind John Fitch, before accepting an offer to sell his Allard. However international political issues arose with the sale of #1577, so it was shipped back to the US. Emil Loeffler had the car restored about ten years ago – and displayed it at the Allard gathering in New Jersey in 2009, and at Watkins Glen in 2010.

Fred Wacker had already bought his second Allard J2 #2086 in 1951 before the Argentine sale complications arose, but did not have any problem re-selling 1577 once it got back to the US. He likewise fitted his new Allard with Cad power and a Burrell-modified Hydramatic – along with several other performance and handling enhancements. #2086 is the Allard J2 involved in the tragic Watkins Glen accident in September 1952 that essentially brought an end to racing on public roads in the US.

Fred continued to race #2086 through 1954. The car since passed through several hands before Paul Brownell of Milwaukee WI purchased it in 1986. Paul stored it in the garage behind his home for several years before deciding to go the ‘preservation’ route. About 6 years ago he gave it a rather comprehensive mechanical restoration, and had taken it to

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a number of local car shows – including Elkhart Lake. Paul Brownell has since passed away, and this car remains in the Brownell family.

To complicate matters – there are at least two other “8-Ball” Allards:

Late Allard Register publisher, and renowned Allard ambassador Dr. Tom Turner, raced his immaculate Ford flathead-powered Allard J2 #1575 under the “8-Ball” moniker (with Paul Brownell’s permission) for several years until his passing in 1994. Tom’s widow, Yvonne, subsequently went to racing school and continued to vintage race this J2 for the next couple years before selling it the Rick Cole Auction in Monterey. The car now resides in Europe.

Bob Lucurell owned and raced #3161, his red Hemi-powered J2X for the past several years. That car also displays the “8-Ball” moniker (with Fred Wacker’s blessings). Lucurell sold this car at Bonham’s Auction within the past year.



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For Sale: J2-2123

Chassis 2123 was special ordered by Delvan Lee on June 7, 1951 to be similar to Allard's 1950 Le Mans entrants, including silver wire wheels, left hand spare mount, Lucas lamps with stone guards, and a special metallic blue paint job with bright red interior.

The car has an extensive history, racing at Bridgehampton and Thompson speedway in 1952. In 1953 & 1954 the car was raced at Watkins Glen. In 1953, the car won the Giants Despair Hill Climb. In 1954 Fred Lavell ran the car at Bonneville to a speed of 127 mph. After 1954, the J2 body was removed and a Sorrell streamliner fiberglass body was installed allowing for a top speed of 150.75 mph on gas.

2123 was restored with a 390 Cad engine, Muncie transmission, Harden heavy duty rear hubs, and Halibrand quick-change rear end (for Bonneville). The J2 is located in Naples, Florida and is being offered for \$275,000 OBO. Interested parties should email allardregister@outlook.com. Please visit our web site for several photos and an extended history.



For Sale: K3-3169

Chassis 3169 was exported to Noel Kirk Motors on March 2, 1953. The car was ordered with cream paint with a red interior. The car was fitted with a Cadillac 331 by Moss Motors (there are original photos showing the car at Moss). The current owner purchased the car in 1988 and completed a long term restoration in 2014. The car features a side shift Hydramatic transmission and the front brakes were upgraded to discs. The car is located in Monterey, California and is being offered for \$115,000. Interested parties should visit www.mohrimports.com for more information.



Monterey Auction Preview

Mecum: J2-2179

The last J2 built. This historic Allard was raced by Carroll Shelby and helped serve as the inspiration for the COBRA. The car is in immaculate condition. Lot #R336, no estimate given, but our guess? \$750,000.



Gooding: J2X-3066 Le Mans

The first J2X-LM exported to the US. Extensive race history in California. The car was in a accident at '54 Golden Gate Road Race which resulted in the modified nose. Lot #171, estimate: \$450-600,000.



Gooding K2-3127

One of the last K2's built, delivered October '52. Cadillac V-8 motor with Offenhauser heads and two four-barrel carbs. Lot #132, estimate \$100-130,000.



Visit www.allardregister.org for more information on these cars