



AUSTRALASIAN ALLARD REGISTER

November 2002

Quarterly (Well most of the time)

No.2 Vol.2



ALLARD J2 088

J2-088 was purchased in Christchurch NZ in late 1979 by Rob Boulton. The car was in a dismantled condition without an engine. The rolling chassis, body & parts were trailed back to Invercargill for assessment, refurbishment and a ground up rebuild.

The professional restoration of the car involved 12 months of specialist work. The body work, interior and final finishing/painting was contracted to an aluminium panel shop specialist Ray Larsen Ltd. Mechanical work by the late Brian Middlemass engineer/curator of Queenstown Motor Museum.

Rob visited the USA just prior to the restoration work starting and contacted the late Tom Carstens of Tecoma. Carstens together with a close friend Dave Fogg owned and raced successfully two J2's (discussed at length in the Allard book by David Kinsella). Carstens arranged for a period Cadillac engine (plus the necessary engine parts to bring the motor up to a close specification of his number 15 car) to be shipped to NZ for installation in J2-088.

A number of changes to the suspension were also discussed and subsequently some modifications similar to the Carstens/Fogg car have been incorporated into J2-088. Some of the changes included, moving the engine forward some 6 inches, disc brakes, twin rear radius rods, special rear axles, Watts linkage rear suspension.

Like Carstens/Fogg car J2-088 runs a Moss gearbox, but with later model gears and overdrive, which gives the car excellent low rpm/fast cruise ability whilst retaining the exhilarating acceleration that J2 Allards are renowned for.

Following the rebuild of the car and by co-incidence the original Allard engine was located, this was set up for display and remains as part of the cars provenance.

J2-088 has a long history of prominent NZ racing personalities as owners. The old ownership records record that, it was originally purchased new by the legendary George Smith, Smith raced the car extensively around NZ. culminating in winning the NZ Hillclimb Championship in 1952. The next owner was Frank Shuter (3rd place in the 1952 Ohakea Trophy race). Plus many more racing personalities in the 50 & 60's.

Over the last 20 years 088 has raced at most historic events and circuits in NZ these include Admore Grand Prix retro, Pukekohe circuit, Hamilton street race, Manfeild circuit, Wigram airfield circuit, Ruapuna circuit, Levels raceway, Waimate street race, Old Dunedin wharf circuit, Dunedin Festival of Speed series and Queenstown road races, plus many social motoring events, displays, rallies and hill climbs. The car also ran in the inaugural Targa NZ with faultless performance and recorded a class win.

In 1983 the car was shipped to Australia to race at Amaroo Park near Sydney. Following the races the car was displayed at the Australian Motor show and subsequently featured in the magazine Australian Sports Car World. In 1994 the car again returned to Australia this time entered in the Australian Cannon Ball run (Darwin to Ayres Rock and return, some 4000 km) winning its class, 12th overall and the oldest car of 140 competing.

J2-088 is extremely reliable and often driven to race meetings, then used by the owners for an extended motoring holiday, it is road registered with full windscreen + race screens, fold down hood, side curtains, luggage rack, roll bar and two 5 point harness seat belts.

The car is maintained in race ready condition by engineer Martin Strain of Queenstown.

Thanks to Rob Boulton

From your Editors:

Sorry for the delay with this issue, however Barry Ellison and I have done a bit of travelling, in the last month to Adelaide, Sydney and Canberra meeting Allard owners. It was great putting faces to names.

In Canberra we met up with Tom Fisk, whom, for those that don't know, was Sydney Allard's navigator for six years, and we spent a good couple of hours taking notes of his exploits. Barry will (he assures me!) have a good story about this, when he can sift through all the information. His photo albums

were a real “gold mine” with unpublished photos of Sydney and his cars and I hope to get back there soon to copy some.

From there we travelled to Sydney and met up with Tom Morrison (P1) and Nick Bolton K2, took a ride in Tom’s P1, first trip in an Allard P for Barry, and I found out how cramped back seats are in a P1. At least I will never have to travel in the back seat of mine, I hope!. Tom is writing a story on his for a future issue, and being a complete rebuild with a “Caddy” motor, should be interesting.

Prior to that I took my Allard to the Bay to Birdwood Rally (1,500 vehicles), along with some friends driving my 1946 Pontiac. The weather was good, and the car performed faultlessly, causing a lot of interest, with the usual questions “What’s that an Allard?”, “Is it a French car?”, “Never heard of a motor called an Allard!”. Must admit the twin exhausts sounded great in the Adelaide hills, and the handling was better than I had imagined. Great to see Michael Finnis waving us on, but no encouragement was needed, whilst the speed limit on the roads discouraged use of the V8 to its full potential, we managed to give a few modern cars a surprise!

Also made a quick visit to Graham Sharley’s place. And salivated over his J2, that is until we saw his W196 Benz a real “eye opener”. Hopefully we can get him to give us a story about these cars.



Graham Sharley’s J2

SYDNEY’S BEAST:::::::::: THE STEYR
(From information in Vintage Motorsport 4/1/1990)



Luton Hoo 1949

During the closing months of WW2, Allard made plans for recommencing production. Included in the plans was a resumption of motor sport activities (always close to Sydney’s heart). Amongst the records that survived was a

plan for a single seat race car, showing the favoured Ford V8 as power plant.

In the first year of peace Sydney competed using a J1 with an experimental Ford V8 with an overhead exhaust valve conversion. This proved prone to overheating and showed little power gain.

During 1946 a war surplus equipment sale, brought a phone call from a friend who had bought sight unseen two Steyr engines, which had to be removed from the auction centre immediately. They were duly removed to the Allard works, where they were unpacked from the crates and test run and showed a lowly 40bhp and this from 3.5 litre engine! Ultimately the owner lost interest and sold them to Sydney.

The engines were part of a captured cargo of a German ship and like all such items were examined by British Intelligence. The engines were used by the Wehrmacht (German Army) in the desert to power generators and were also used in some trucks. Intelligence handed the engines to the Standard Motor Co who did a full report (but obviously took the matter no further).

The units were fully cowled, fan cooled and stood 5 feet high when unpacked. When the cowling was removed they were left with an air cooled V8 engine 60 degree banks having separate finned iron cylinders, with heavily finned alloy heads containing hemispherical combustion chambers.

The engine was 100 lb lighter than the Ford and did require a radiator, nor water pump. It was however well down on power. The engine had a bore of 79mm and a stroke of 92mm which compares favourably with the Ford at 95.25mm. A single carburettor was fitted and the compression ratio a low 5:1. The crankcase was cast iron with a crankshaft with 5 shell bearings, this in turn operated a chain driven camshaft with short pushrods and rockers.

Work commenced on improving the power output by carrying out the following work:

- Replacing the single carburettor with 8(!) semi down draught Amal 289 instruments.
- Coil ignition replaced with Scintilla Vertex magneto
- Cooling fans and oil coolers removed.
- Compression ratio increased to 11:1 by use of high domed 80mm pistons. Capacity increased to 3699cc as a result.
- Valve seats enlarged and double springs fitted

The result?

Power increased to 150bhp at 4000rpm on the original camshaft.

What did they use to harness all this new found power?

You guessed it a Ford Pilot gearbox mated to a specially constructed alloy bell housing with a standard Ford clutch., with Pilot torque tube and rear axle.

What did they put it in? Steyr Two seater? Steyr twin engined car?

See next issue.

Edited by Chris Lowth

SPEED ON TWEED

Mary & I visited the "Sped on Tweed" at Murwillumbah on the second day, Sunday 22nd September.. The pit area was centred in the showgrounds so we drove over the border gate and arrived there through the cane fields and drove straight in no delay.

The event was a CAMS sanctioned Lap Dash Sprint, the course ran from the showgrounds to the top of town, around the TAFE and churches and back down the hill on Mooball Street, definitely not for the faint hearted. A couple of drivers I spoke to said they would be very conservative out there, and probably had an eye on the Ferrari Dino damaged on Saturday (we were later in the day to see a couple of expensive "offs" at the top of the hill). So it was drivers against the clock and each got 4 runs.

One hundred and fifty of the cars were more than 25 years old, the oldest being a 1927 Salmson GS8, Others included 1928Lea Francis Sports, a Monster Dehavilland Rapide, 31 Fraser Nash, "36 Alvis speed 25. Post war there was the 1946 Maybach (I watched this as a kid), 2 Lister Jaguar Knobbly replicas, '59 Mildren Cooper Type 51, GT40 DRB's and on. The main drawcard for the weekend was the presence of Sir Jack Brabham and the BT19 in which he won the 1966 World Championship. Leo Geoghegan was there signing autographs. And tucked away in the pits was the old speedway No.1 of Ray Recell another driver I followed on Saturday Night at the Brisbane exhibition grounds (Showing your age Barry?-Ed). A greta collection of cars.

The event was well run and we will return if it does. Howver shade was at a premium for spectators and many vantage points were crowded, but these problems can be overcome by organisers next time around.

Mary & Barry Ellison



Sir Jack Brabham's World Championship winning BT 19

WANTED

Your stories and photos, please send stories on disc where able to save the Editors typing fingers.

Allard Register into the future?

Your favourable comments about the past issues are appreciated. With the growing list of owners over 20 now, we have to consider where we take the Newsletter from here. We have a good supply of quality photos with a couple of members promising to write articles about their cars, but we must now consider the future. A couple of owners have suggested a formal Club, but because of the dispersed nature of owners this would probably not be practical. However, they stated that they felt there was merit in us continuing the newsletter on an annual subscription (no-profit) basis.

If there is enough interest, we will revert to full colour issues in either printed or CD-ROM format (the CD is cheaper and produces better quality photos) with each owner paying \$10 pa towards the cost of production/mailing. (same for NZ owners). This issue in Black & White due to technical problems,

If a generous owner wishes to sponsor the newsletter for the year just contact Barry or Chris (Cost A\$200).

Please let us know by returning enclosed slip:

AUSTRALASIAN ALLARD REGISTER

Return to:

Chris Lowth
28 Granite Drive
Langwarrin 3910
AUSTRALIA

Yes I want to see the Newsletter continue here is my \$10.00

Name.....

Address.....

.....Postcode

Please forward by CD-ROM when available Yes/No

Remember no response no newsletter.

If there are insufficient responses all monies will be returned

AUSTRALIAN ALLARD DELIVERIES

CHASSIS	OWNER	COMMENTS
110 J1	Peter Briggs	Ex-UK. (In museum.)
* 230 M	Ken Robb	
* 237 K	Viv Bick	Info requires checking
239 K	Charles Wilkins	Ex-UK
* 255 L	Viv Bick	Info requires checking
436 K	Michael Finnis	Ex-UK
* 569 M		Unknown
* 598 M	Barry Winter	
* 1698 J2	James Firth	
* 1699 J2	Phillip Stanton	
* 1731 J2	Graham Smith	
* 1745 K2		Unknown
* 1781 J2	USA	To the USA Register
* 1782 J2	USA	To the USA Register
1783 J2	Graham Sharley	Ex-UK
1877 P	Derek Maude	Ex-UK, Ex-USA
* 1937 P	Tom Morrison	
1976 K2	Charles Wilkins	Ex-USA
* 2000 M2X		Unknown
* 2023 P		Unknown
* 2047 P		Unknown
* 2049 P		Unknown
* 2052 P		Unknown
* 2059 J2	Shown delivery Aust but ??	Museum car Auckland NZ
* 2094 P		Unknown
* 2108 K2	Stefan Jarnason	This car is for sale
* 2136 P		Unknown
2137 P	Jim Peters	Ex-Peru

2149 K2	Nick Bolton	Ex-UK
* 2152 K2		Unknown
* 2163 P		Suspected write-off
* 2164 P		Unknown
* 2166 P	Barry Ellison	
* 2168 P		Unknown
* 2170 P		Unknown
* 2172 P		Unknown
3088 P	Chris Lowth	Ex-UK
21Z5104 PB	Noel Standfast	Ex-UK (ex-factory demonstrator). This car is for sale.

The cars marked * are shown in Lush's record as being delivered to Australia (28 shown). I don't know which K1 belongs to Cath Morrow. I am not sure whether Viv Bick owns the cars shown. Did Jim Peter's car actually come in from Peru?? The chassis number of the K3 currently up for sale at Brooklands in Melbourne?

Barry Ellison

**PLEASE COMPLETE THE RENEWAL SLIP AND SEND THE
SUBSCRIPTION (CASH, CHEQUE OR STAMPS TO THE VALUE OF \$10.00)
IF YOU WANT FUTURE ISSUES (NEXT DUE JANUARY 2003)**