

The Allard Register

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Six Allards Race at Laguna Seca

-Chuck Warnes

Eight years have passed since vintage racing enthusiasts have been able to witness as many as six Allards gracing the field of the Monterey Historics/Rolux Monterey Motorsports Reunion. Five of the six Allards that made up this year's field have been Laguna Seca veterans over the years – and the sixth was recently imported from England.



All fifteen groups' Practice & Qualifying sessions were on Friday, and the Group 1B (Sports Racing and GT Cars 1947-1955) race took place on Sunday. Sunday morning's practice session was delayed by heavy fog, which left the field stranded on the grid for almost an hour while the pace cars made reconnaissance laps before practice could commence.

This caused some minor disruption to the starting grid where Steve Schuler found himself bumped down from third to eleventh spot for the afternoon race. However, once the green flag fell, Steve steadily worked his Cad-powered J2 up through the field to a third place finish. We still have vivid recollections of the first time we saw Steve's J2 in 1990 – essentially a burned out and drilled out hulk sitting on a trailer in the Laguna Seca paddock. A true inspiration to folks who might feel their 'basket case' is too far gone to rebuild. On a side note, Steve and his J2 were featured prominently on a wall-sized graphic inside the Rolex Drivers Lounge.

Eleventh place finisher in Group 1B was Jon LeCarner at the wheel of his Cad-powered K2 – the very same red K2 that Jim Degnan raced at Laguna Seca and other west coast venues for 20+ years. Jim, incidentally, was a part of Jon's 'pit crew' during the previous week's 'Pre-reunion'. It was great to get together and swap stories about the 'good old days' with our old friend.

Vince Vento was at the wheel of his ex-Fred Warner Cad-powered J2X that he brought all the way from Florida. Vince acquired this historic Allard a few years ago, and has been having fun with it ever since; running the Colorado Grand, showing at Amelia Island and racing at Road America.

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A familiar looking blue K2 caught our eye as we were walking through the paddock area on Friday. This provided an opportunity to meet John Mote, the car's new owner, who explained that he bought his Buick-powered K2 out of its 19 years of hibernation. This was John's 'maiden voyage' – both at Monterey, and in the field of vintage sports car racing. This K2's previous owner, Paul James was a regular participant in the Monterey Historics back in the 1990's. Allard's west coast distributor, Alan Moss, originally purchased this K2 in New York in 1950, and drove it out to Los Angeles (making it one of the first Allard's on the west coast).



Bernard Dervieux reports that he has sold his two-cylinder Deutsch-Bonnet, and is now focusing on his Allard, which is at the opposite end of the vintage racing spectrum. It was good to see Bernard again exercising his silver Cad-powered J2 (also one of the first Allard's on the west coast) after a seven-year hiatus.

Last year Alan Patterson shared news about his two recent acquisitions – one of the few quaint, three-wheeled Allard



Clipper 'mini cars', and the 'other' 1958 Allard GT coupe. Many vintage racing fans in the US are familiar with Bob Girvin's Chrysler-powered Allard GT, which incidentally, now resides in Europe. The 'other' GT coupe (right hand drive and powered with a Jaguar C-type engine) was built specifically for Sydney Allard who used it for his personal transport for several years. It went through subsequent owners until Alan Patterson imported it to Pennsylvania where he embarked on a major rebuild. This event at Laguna Seca was the car's maiden voyage.

Roger Allard was present in the vendor zone with a silver J2X MkII. Roger had a prime spot at the foot of the Dunlop bridge and reported very good interest in the car. Roger graciously gave us an opportunity to test drive the car on the back roads around Laguna Seca...a full report is coming soon.

Two Allard's were represented in the auctions. First up was Bonhams, which was selling the Ford Cobra powered J2-2121. Unfortunately, the car failed to sell. Next up was K2-3017 that was offered by RM-Sotheby's. This immaculate and

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unique deDion equipped, hemi-powered (factory modification) K2 was a steal at \$137,000 (it was unfortunately the first car to cross the block, before the buyers have a chance to get 'warmed up'.).

All in all, the 2016 Monterey car week solidified its reputation as the premiere destination car gathering in the world. Nowhere else do this many historic, unique, and exotic cars gather in one place. If you've never been...you should go...and hopefully we'll be giving you a great reason to come with your Allard in 2017.

Geelong 2016

-Graham Smith

Allard J2s were again successful with a class win and a 3rd place finish in the 60th Anniversary Geelong Speed Trials in Australia. The 2016 Geelong Australia Speed Trials (Revival) was held over November 25-27 weekend along the original Geelong Waterfront Speed Trials course as set out in 1956. This year, two Allards were on the podium for the quickest 1/4 mile times for the Sports, Specials and Racing Cars 1941-1960 over 1500cc. It is noteworthy that the two 1950 J2 Allards of Graham Smith (1st place) and Ian McDonald (3rd place) are both circuit racing cars, and street driven, which competed against the specially constructed sprint (drag race) cars of the period.

Besides being a spectacular venue for a classic vintage event, the 1/4 mile Geelong Speed Trials course has always had a slight "right bend" mid-course to contend with at speed which has proven over the years to be very interesting for the drivers. This year the racing was single car passes, as opposed to the two-car side-by-side races of previous years, in the interest of safety for the aging cars and spirited drivers.

The Allard Heroes of the Weekend:



Graham Smith (#606) of Bellbrae AU. 2016 Geelong Speed Sprints Revival Vintage Class Winner; 1950 Allard J2, 13.00 sec/160 kph (99.4 mph) 1/4 Mile. Ex-Hawkes/Stam Jones Chassis #1731, Australian GP Contestant. One of the Original Entrant Cars in the 1956 Geelong Speed Trials invited to return for the 60th Anniversary Celebration.

Ian McDonald (#22) of Melbourne AU. 2016 Geelong Speed Sprints Revival Vintage Class 3rd Place; 1950 Allard J2, 13.35 sec/154 kph (95.7 mph) 1/4 Mile. Ex-Murray/Firth, Chassis #1698, Bathurst and Australian GP entrant.

Geelong Speed Trials Overview

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The Geelong Speed Trials was one of the rare occasions in Australia where you could see an array of awe-inspiring vehicles in action, hear and smell their roaring engines while experiencing the carnival atmosphere of classic sprinting, held in a spectacular temporary venue along the waterfront in Geelong's redeveloped district.

If cars and motorcycles aren't enough to get you excited, classic boats and vintage aircrafts will also be on display, so make sure you look to the seas and sky! Take a step back in time into our vintage lifestyle zone featuring live music, trade stalls, delicious food and entertainment. The lifestyle zone wouldn't be complete without our Vintage Caravan Display and of course the National Vintage Fashion Awards, a crowd favorite! Motoring enthusiasts can top off their weekend in our trade expo zone, featuring great displays, sales and unique demonstrations.

Not only were there some of the most amazing vehicles, many of the world's best drivers including Sir Jack Brabham, Stirling Moss, Dick Johnstone, Jim Richards, Glen Seton, Craig Lownes and Formula One greats Alan Jones and Mika Hakkinen also competed at the event.

The Geelong Speed Trials were based around the popular Brighton Speed Trials held in the UK. This event began back in 1905 and is regarded as the longest running motor event in the world. Like Geelong, Brighton is also a seaside town and offers spectacular vistas of the seaside; a perfect setting for such an event.

The Geelong Speed Trials are held along Richie Boulevard and take advantage of the heavily sloping amphitheater overlooking the track below. Each year the event attracts thousands to the palm shaded lush lawns in a family atmosphere to watch an incredible and quiet unique day of motorsport. In some of the later years crowd numbers in excess of 30,000 were reported, and the event is regarded as the largest historical motor sporting event of its type in Australia.

Born Again

-Andy Leach



The folks in Australia and New Zealand are an enterprising lot. What do you do when the roof of an Allard P1 gets chopped off? You turn it into K1 special...of course!! Below is the story of my P1-K1 special.

Chassis P1 1956 was exported on March 22, 1951 and sold to Tom Collett in Dunedin. It was the first P1 to arrive in New Zealand. The car was painted black with a maroon interior.

The car was presumed lost, but was actually parked up in a barn in Cargills Castle in Dunedin. The Colletts owned Cargills Castle and the farm surrounding it. The car would've been stored in one of the barns, for 50 years plus. The story of the decapitation comes from Tom Collett's great grandson (the last owner of the Castle) who tells the story that back in 1960, some teenagers approached a railway track crossing with the arms down and drove over at high speed. It broke the pillars on the left and right side holding the roof to the body. So the roof was removed. Must of given them a bloody good scare...I wonder what they told dad!?

So there it sat, in one of the castle barns, until Andrew McDonald of Sumner Christchurch learned about it 5 - 6 years ago and arranged to purchase it. Sadly, Andrew passed away two-thirds into the restoration. He'd also consumed a lot of monetary resources. Surprisingly, the car survived the Christchurch earthquakes, where the Sumner district was hit very hard and a lot of homes had to be abandoned and demolished.

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Now we come to the point where I learned of the car. I was trolling an online auction site 2 ½ years back in search of a 1962 TVR, and spied an unusual car. Truth be known, I was looking for a project, something like an early MG, Jags XK 120, 140 or 150's series, etc., etc.

Beth McDonald, Andrew's widow, came back to me and shared that it was an Allard. She shared some pictures. After eight months of waffling and negotiating with Mrs. McDonald, I took ownership of the project. It's a horrible feeling negotiating such things, because you want to do business with a social responsibility, but you still need to get it for the right price to finish it. We met in the middle.

Andrew McDonald had died of cancer at age 52. I made a promise to myself that I would finish it with my boy Luke, and now the car is nearly done.

It's helped to have a terrific old hot rodder and flathead mechanic down here in Auckland, New Zealand too – Chris Piaggi of C & R automotive. I thought I could handle the old flattie, but once again, those old-world trade skills and knowledge are priceless.

I feel it is a very good Interpretation of a K1, using all Allard running gear end to end. It's come out terrifically. A real eye catcher.

Today I drove mine legally on the road for its very first time in 55 years. As I shifted it down and gunned it in second down the motorway at 90+ miles an hour, I thought about Andrew McDonald and applauded him to have the insight to save this terrific car. It's a real eye catcher and I get an awful lot of stares.

My panel beater is fitting the side vents and doing a fine cut and shine as I type before sexy picture time. Watch NZ Classic car magazine, full feature and sexy pin up photos coming. Looking forward to a wonderful spring and summer of driving and clubbing. It's going to be tremendous fun...

Maybe this should be known as Andy's Allard, given it's had two careful owners called Andy?

For Sale: J2-1851 #15

-Colin Warnes

A very special racing Allard has come on to the market. J2-1851, aka #15 is probably best known as the sister car to the famous West Coast racing J2-1850, aka #14 of owner Tom Carstens. You may recall that #14, as driven by Bill Pollack, dominated pretty much every race it entered until it was nearly destroyed in a post-race demonstration lap at Pebble Beach in 1953. #15 was owned by Carstens' racing partner Dave Fogg. You could say that Carstens drove for Fogg, just as Pollack raced for Carstens. In fact, Carsten's raced and won in 1851 (original configuration) at the Pebble Beach Novice Race in 1951.



Things changed a bit for 1851 after the demise of 1850. Fogg and Carstens had learned a lot about the challenges brought about by front & rear suspensions of the J2, so they set about improving things with 1851. First off was the front suspension, which was converted to upper & lower transverse leaf springs, which eliminated the unfortunate variable wheelbase design of the J2. In the rear, the diagonal trailing arms were replaced with dual parallel trailing arms. The transmission was replaced with a nearly indestructible mid-30's Cadillac LaSalle 3-speed...and then with a more competitive Jaguar 4-speed. The wheels were changed to Hallibrands. Finally, the most visible change was routing the exhausts out of the right-side body cowl. These modifications allowed #15 (at the hands of Carstens) to dominate club

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racetracks and hill climbs in the Pacific Northwest until 1958 when the car was sold. 1851 maintains all its unique features that made it so competitive, which isn't surprising since it was restored by Tom Carstens and Dave Fogg in the late 1980's!

In case you were wondering, #1851 was ordered on December 19, 1950 and shipped on January 30, 1951. It was delivered to British Motor Car Sales in Washington. It was originally painted black with a red interior. 1851 was equipped with Cadillac engine mods, wire wheels, windshield, and top.

The historic Allard is being offered for \$495,000, which we believe is reasonable for a racing Allard with this pedigree. The original engine, complete documentation and comprehensive spares package are included. If you'd like to learn more about this car, contact Dobson Motorsports at 206-743-8525 or dominic@dobsonmotorsport.com. You can also visit their web site at <http://dobsonmotorsport.com/car/1950-cadillac-allard-j2/>. We hope the car finds a new owner with someone who exercises the car regularly on the racetrack...where it belongs!

If you'd like to see more photos of this car and read more about its unique history, please visit our web site at <http://www.allardregister.org/blog/2016/10/9/allard-for-sale-j2-1851-15>.

The Dragster runs again...

Big news from the Allard Dragster team! On July 6, they celebrated the first powered test run of the Dragster since 1964 at Beaulieu. The next week, the team took the Dragster to Dragstalgia at Santa Pod where they did a few powered runs for the public. Granted, they were slow speed runs, but this car is too historic to make high-speed ¼ mile runs. The team would like to extend a big thank you to all those involved since this project started back in 2007. The next step is to raise the funds to bring the car over to the United States so it can be reunited with the cars that Dante Duce, Dean Moon, Mickey Thompson, Don Garlits, TV Tommy Ivo and the others that made the trip to the UK in 1964.

J&G Brake Drum Relining

If your Alfin drums are warped, have damaged fins, or thin/separating linings, then you should contact J&G Brake Drum Relining in McHenry, IL. They specialize in aluminum drum relining and they do all welding & machining in house. They also offer 3 different compounds for brake pads depending on your application. Turnaround time in the winter is 4 to 6 weeks, while summer repairs take a bit longer. Rates are typically \$550 per drum, but mention that you are a member of the Allard club for their discounted rate of \$430/ea. For more information, visit their web site at www.jgrelining.com or call Don Booker at 815-276-2578.

Congrats to the AOC!

Congrats to the AOC for recently winning the Best Small Club Stand at the Lancaster Insurance Classic Motor Show. This is one of the biggest car shows in the UK and the AOC always works hard to put together a nice display. Well, this year their hard work was rewarded! Mel Herman sent us a few quick photos of the stand, along with the promise to send more once things have settled down. In the attached photos, you'll see a K1, J1, J2, M, and P-type. Good job guys!

Knock-Off Hubs – When Right Means Left

- Bob Girvin and Chuck Warnes

Knock-off hubs (or 'knock-on' if you're from 'that side' of the pond) were developed for racers – to simplify and expedite wheel changes when time was of the essence. The key components are the male hub, the female wheel, and the knock-off hubcap (spinner).

The male hub has three distinct segments. First is the inner conical surface, which serves as the foundation to support and center the wheel. The adjacent splined segment transmits rotational engine and braking power between the hub and the wheel. Finally, the hub's threaded outer end receives the spinner, which centers and secures the wheel in place.

The wheel's female center section also has three compatible segments – the inner conical surface that engages the hub's inner cone, the splines, and the outer edge that has a male conical surface that fits into the spinner.

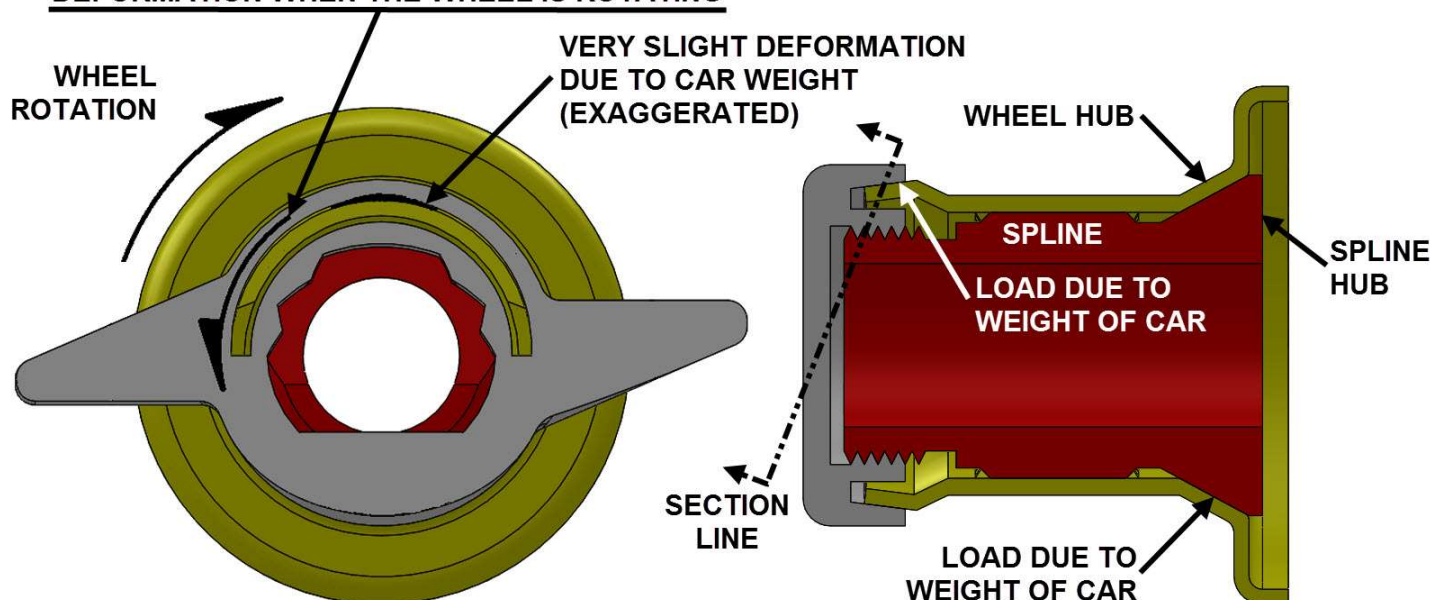
Once we place the wheel on the hub and hammer the spinner tight between the two conical surfaces, all forces are evenly distributed. That is, until we set the car down off the jack and the weight increases the force on a portion of the hub's cone. As hard as steel seems, steel is actually an elastic material (think steel springs and torsion bars), and this uneven weight causes a very subtle deformation effect on the spinner's female conical surface.

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Things get more complicated when that wheel rotates, because this gravity-induced deformation does *not* rotate. This means that the local deformation progresses around the spinner *opposite* of the direction of the wheel's rotation – causing the spinner on the left side of the car want to tighten, and the spinner on the right side want to loosen.

Therefore, the hub on the car's right side needs to have a left-hand thread so that the gravity-induced deformation will cause the spinner on that side to tighten rather than loosen.

FORCE ON KNOCKOFF CAUSED BY THE DEFORMATION WHEN THE WHEEL IS ROTATING



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The Allard Register Needs your Help!

You've probably noticed that fewer print editions of the Allard Register have been published lately. Truth be told, Colin would rather focus on posting stories on www.AllardRegister.org and our Facebook page than layout the printed Register. If you have an eye for design, are proficient with MS Word and the photo editing software of your choice, and would like to give up 8 to 12 hours of your time a few times a year...the Allard Register would love to add you to our team. We hope you can help us get back to publishing three times a year.



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A Look Back...

- Colin Warnes

If you've read Tom Lush's book, "The INSIDE story...Allard" you may recall a story from 1948 about Reg Canham driving around the US in an M-type towing a caravan (see Page 81). For some reason, this story has always stuck in my head. In Tom's words, here's the story...

"This publicity was also reaching the non-motoring field, and it resulted in many requests from advertising agencies for the loan of a car as a background for some modelling scene or some such purpose, but in February (1948) a more substantial request arrived on Sydney's desk. It was from the manufacturers of Berkeley caravans, who were planning an extensive sales drive in America and wanted a distinctive-looking coupe, fitted with a substantial towing bar and finished in white to match the caravan, was taken to the Berkeley works for testing. No modifications were required, and Reg Canham and a Mr. Panter took the outfit down to Southampton for transport to New York aboard the Queen Mary.*

They drove across the United States to Los Angeles, and with stops in the main towns the journey took some two months. The outfit was sold as a complete unit, but as far as the Allard Motor Company was concerned it was an expensive experiment with no apparent direct results. Only five cars were sent to the United States during the year, and there was no evidence that any of these sales had resulted from the demonstration journey."

I've always kept an eye out for photos of this trip, hoping that someday I'd stumble across an old Midwest newspaper story about two British companies road tripping across America selling their wares. Sadly, I never discovered the elusive newspaper article, but just the other day I received an interesting email from an Allard history buff that grew up in Clapham in the 50's. My friend, George Smith had been in touch with a man named Mark Ballamy. If you're wondering if Mr. Ballamy had any relation to Leslie Ballamy, creator of the split axle front suspension used by Sydney...then you would be correct, Mark's father was Leslie's cousin, although they never met. The Allard link doesn't end there; Mark's sister ended up marrying Reg Canham in 1969. Mark thought we might enjoy seeing some these rare photos Reg's trip to America (we did). Special thanks to Mark Ballamy for sharing these photos and to George Smith for connecting us!



The photo to the left is unique in that in addition to the Berkeley trailer and M Coupe to the right (Reg is by the door), you can also see one of the earliest Airstream trailers. If you look closely, you'll notice that the boy's tricycle is hitched up to the Airstream, no doubt to demonstrate how easy it is to pull.

