The Allard Register

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Chasing Classic Cars

-Colin Warnes

The season finale of “Chasing Classic Cars” aired last week, which featured Bill Bauder's J2X (affectionately known as "the Bitch"). Bill's not shy about admitting that he's getting older and that it's been getting harder for him to drive the car, especially for longer periods. Well, Bill's son-in-law decided to contact Wayne Carini from the TV show "Chasing Classic Cars" and told him that Bill was interested in selling his J2X. Wayne jumped at the chance to buy a J2X before it came on the market and flew out to Bill's house in Texas. Wayne went for a drive in the car and was hooked...the only problem? Bill wasn't ready to sell. I spoke with Bill the other day and he recounted that he and "the Bitch" had been together for over 50 years...he just couldn't bear to part with her yet. After agonizing over it for a few weeks, Bill realized the J2X needed to go to a new home. Bill called Wayne and the deal was done (last December!).

While talking with Bill, I asked his impression of the episode and how accurate the meeting at his house was presented. He said the episode accurately represented their meeting, but it was obviously shorter than the few hours they spent together. They gave him one weeks’ notice before Wayne and the crew came out – but Bill had no idea that Wayne was coming out to hopefully buy his car! A few interesting 'behind the scenes' notes from the show...

- The car has a "the Bitch" decal on the driver's side of the car...the decal was blurred out during the show and no reference was given to the nickname...it is a family show.
- The engine was referred to as a Ford V8, but no specifics were given. In reality it's a surplus Holman Moody V8 that was sold after NASCAR changed the regulations. Bill doesn't have official proof that it's an HM engine, but he said that it came in a Holman Moody crate! I'm sure Wayne can find out if the engine is authentic by tracking the serial number.
- When Wayne took delivery of the car, there was two feet of snow on the ground...clearly the segment below was filmed a few months after delivery!

If you get a chance, check your TV listings on the Velocity Channel to catch a rerun of the episode. If you can't find it on TV, you can watch a short clip from the show on YouTube (*https://youtu.be/1ETLcjupAV0*). I'm sure the full episode will show up on YouTube soon. You should take some time to watch the full episode, it's an emotional show and you really get a sense for how much Bill loved his J2X. Bill said that Wayne told him he intends to keep the car as part of his collection, we hope he does! However, Wayne does sell cars for a living, so you never know...

The Tire Story…

-Colin Warnes

One of the most common questions we get asked is, "what tires should I buy for my Allard?" Unfortunately you're going to have to answer that question yourself, but we'll try to give you some guidance. There are two main options when it comes to selecting a set of tires for your Allard...bias-ply (aka cross-ply) tires or radial tires. Once you've selected which type of tire you want, then there are a variety of brands and tread types you can select from. This article attempts to summarize the differences between the two types of tires, outline the various tires available, and share recommendations that we've received from various Allard owners over the years. Through this information, we hope to help you make an informed decision when it comes time to buy your next set of tires.

Before delving into the exciting world of tire types, sizes, and ratings; we recommend that you check the age of your tires. The US Department of Transportation (DOT) recommends that you should not drive on tires more than 10 years old, less if they are stored in a hot and dry environment. The DOT has mandated that all tires have the date they were manufactured stamped into the sidewall. For tires made after 2000, the date will be the last four digits of the 11-digit code stamped on your tires. The first two digits are the week of the year and the last two represent the year; for example "3208" means the tires were made in the 32nd week of 2008. For tires older than 2000, the date will be the last three digits of the 10-digit code. The first two digits are again the week of the year and the last digit represents the year (yes a '5' could be 1995, 1985, or even 1985. If you have tires with a 3-digit date code, you should buy new tires NOW. If you buy new tires and they are more than 2 years old, you should ask for a replacement set or a generous discount. If possible, ask the tire shop what the age of your new tires is before you buy them.

	
POST 2000 TIRE: 5107 = 51ST WEEK OF 2007	PRE 2000 TIRE: 408 = 40TH WEEK OF 1998? 1988? 1978?

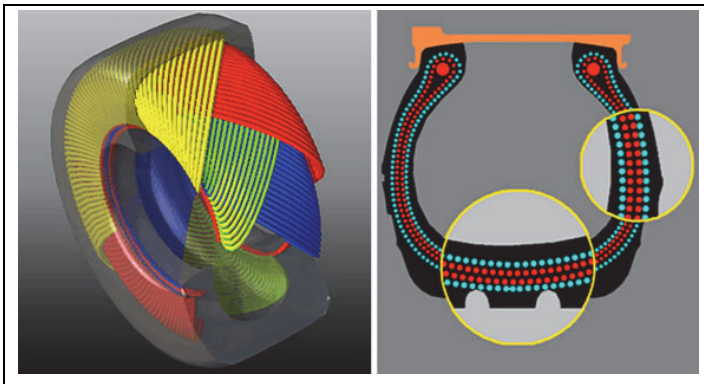
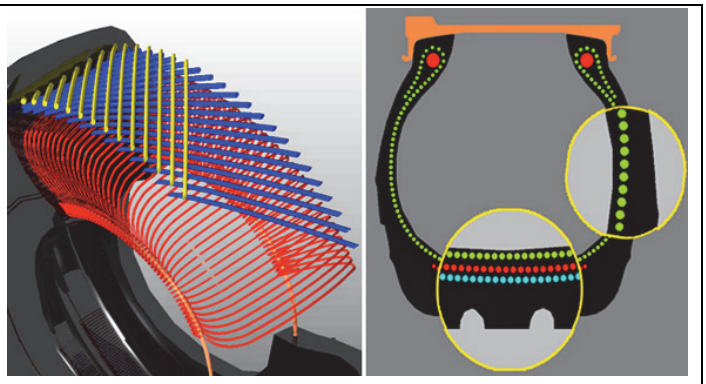
When starting your search for tires, you need to know what size you need. The standard tire size for most Allards is based on a 16" diameter wheel with a rim width of 4.5". For bias-ply tires, the size is listed as either 600-16 or 600H16, where 600 (or 6") is the tire cross section width, '16' is the rim diameter, and 'H' is the speed rating. Radial tire sizes can get a bit more confusing; they are often called out as 185R-16, where '185' means width in mm, 'R' means Radial, and '16' is the rim diameter. Sometimes, you will see the tire size listed 165/80R16, where the '80' is the aspect ratio meaning that the tire height is 80% of the tire width (165 x 80% = 132mm). When not listed, it is assumed the aspect ratio is 100% (tire width = tire height).

Speed ratings are the maximum speed that the tire is rated for. Common speed ratings for Allard tires include P = 93 mph, S = 112 mph, H = 130 mph, V = 149, and W = 168. Unless you are Jim Tiller, you really don't need anything rated higher than an H, but it won't hurt. A higher speed rating doesn't mean that a tire is better or worse, it just means that it has been tested to safely withstand that particular maximum speed. Some tires don't include a speed rating, which means their manufacturer hasn't tested them for maximum speed (likely not DOT rated). These tires may be fine for the street but should not be raced.

You should also pay attention to whether or not your tires are DOT rated. Many bias-ply tires do not have a DOT rating. This doesn't mean that the tire is unsafe; it just means that they were not required to pass the DOT's stringent road tests that modern radials are subjected to. The tires listed in this article have been on the market for a while and

have been proven safe. However if you were involved in an accident that's tire related, you shouldn't be surprised if your insurance company looks into what tires are on your car. Please note that the tire info on our table is based on what we could glean from various web sites, which don't always note if a tire is DOT rated.

Bias-Ply vs. Radial Tires:

	
Bias-Ply Tire Construction	**Radial Tire Construction**

Bias-ply tires were invented back in 1898 by the Goodyear tire company. The tire is given strength by layers of plies (belts) that are embedded into the rubber. The plies are laid at an alternating diagonal pattern on the bias of the bead cord, creating a crisscross pattern. In bias-ply tires, the tread and sidewalls share the same plies or casing, which mean the sidewalls are relatively thick when compared to radial tires. The strong sidewalls of bias-ply tires require less air pressure than radials.

PRO	CON
Lower cost than radial	Higher friction compared to radials (resulting in higher fuel consumption)
Cushioned, smoother ride than radials	Faster wear compared to radials
All sidewall flexing is transmitted to the tread	More sensitive to overheating
"Lighter" steering feel than radials	Will flat-spot after sitting for a while (goes away after a mile or two)
Progressive break-away during cornering	Prone to wandering

Radial tires were pioneered by Michelin with their X tires in 1948. In radial tires, the ply cords radiate at a 90° angle from the bead cord, while the tread casing is strengthened by belts of steel fabric that run around the circumference of the tire. Generally radial tires require higher air pressure because the sidewalls are comparatively thinner than with bias-ply tires.

PRO	CON
Improved traction due to flat stable crown & larger footprint	Higher cost than bias-ply
Lower friction due to better distribution of pressure in footprint (resulting in lower fuel consumption)	Faster break-away during cornering
Longer tread life	"Heavier" steering feel
Comfort & handling on the road	Firm ride
Less wandering, straighter tracking	

We were surprised to find that the DOT has weighed in on the topic of bias-ply vs radial tires…"Radial tires provide better tread contact with the pavement since their sidewalls are more flexible in the lateral direction than bias ply tires. Accordingly, radial tires can generate about twice the lateral force as bias ply tires. However, drivers get feedback from their tires and drive vehicles with different types of tires in different ways around corners. [Bias-ply] tires provide more feedback to the driver by feel and noise that the vehicle might not negotiate a curve, and the driver can sometimes slow down and correct the situation before going off the road. While radial tires generate more lateral forces, they do not provide progressive feedback to the driver and tend to lose traction without as much warning. In essence, drivers have learned how to go around entrance and exit ramps, and other curves, on highways at a higher rate of speed with radial tires. However, if the road is wet and their tire pressure is low, then they might have problems taking that curve at the same speed." http://www.nhtsa.dot.gov/cars/rules/rulings/TirePresFinal/FEA/TPMS4.html

So what's our recommendation? As you've read, there's no clear cut winner when it comes to comparing bias-ply vs. radial tires. It all comes down to what you want to do with your car. If you are going to vintage race, you'll likely be required to use bias-ply tires. If you are going to drive the car on the road a lot, then radials are likely the best choice. Finally, if you are going to do car shows and originality is your aim, then you should probably have a set of bias-plies on your Allard.

Supplier	Name	Tire Size	DOT	Type	Rating	Tread Width	Section Width	OD	Price (US)
Various	Avon Turbosteel CR6D	165/80R16		Radial	V	?	6.89"	26.73"	$ 400
Various	Avon Turbospeed MK4	600H16		Bias-Ply	H	4.90"	7.24"	27.95"	$ 266
Various	Dunlop RS5 Blackwall	600H16		Bias-Ply	H	?	6.90"	27.92"	$ 291
Various	Dunlop RS5 Blackwall	670H16		Bias-Ply	H	?	7.40"	28.6"	$ 316
Coker	Firestone Cavallino Blackwall	185R16		Radial		4.75"	7.44"	27.56"	$ 281
Coker	Firestone Blackwall	600-16	Yes	Bias-Ply	-	4.63"	6.26"	28.56"	$ 165
Coker	Firestone Blackwall	650-16	Yes	Bias-Ply	-	5.00"	7.00"	29.38"	$ 177
Coker	Excelsior Vintage European	600-16		Bias-Ply	P	4.12"	5.00"	28.00"	$ 149
Coker	Excelsior Vintage European	650-16		Bias-Ply	P	4.6"	6.70"	28.50"	$ 157
Coker	Excelsior Stahl Sport	600R16		Radial	H	4.6"	6.50"	28.00"	$ 269
Coker	Excelsior Stahl Sport	650R16		Radial	H	4.90"	6.90"	28.80"	$ 289
Coker	Classic Bias Ply Blackwall	600-16	Yes	Bias-Ply	-	4.13"	6.25"	28.30"	$ 136
Various	Michelin Pilote Sport	600-16		Bias-Ply	W	6.0"	7.10"	27.80"	$ 455
Various	Michelin X	185R-16		Radial	S	?	7.13"	27.75"	$ 295
Blockley	Blockley 5 Block Tread BW	6.00 x 16	Yes	Bias-Ply	H	5.01"	7.52"	28.00"	$ 356
Blockley	Blockley Radial	185VR16	Yes	Radial	V		7.40"	27.40"	$ 359
Various	Vredestein Sprint Classic	185/HR16	Yes	Radial	H	?	7.40"	27.5"	$ 392
Various	Pirelli Cinturato CA67 (hard to find)	185VR16		Radial	V		7.01"	27.76"	$ 399

To read the whole story, including Allard owner recommendations, photos of the tires above, and a list of tire suppliers, please visit this link: *http://www.allardregister.org/blog/2015/4/24/the-tire-story*

Whimsey Racing Team's Season Opener

-Jim Donick

The Whimsey Racing Allard team has only fielded one car so far this season, as team driver Mike Donick has yet to be available. He's been otherwise occupied leading a two car Toyota Scion team in left coast endurance racing. He and the team have done exceptionally well, including a first overall, and new lap record in a recent outing at Buttonwillow CA. That's wonderful and his father is proud – but it doesn't do much for his Allard team, does it?

With the "young gun" not available, the old guy has been on his own with the J2 while the K2 has sat in reserve.

The opening race of our season was the annual VSCCA/Jaguar Club event at Lime Rock Park in early June. The weather was pretty close to perfect, and the entry list was nicely filled out. Yrs Trly hadn't been out in a wheel-to-wheel event in over a year, as weather last season failed to cooperate on the appropriate weekends. There have been a number of hillclimbs with reasonable success in the interim.

The J2 was assigned to Group 4, a gaggle of mostly early to mid-fifties sporty cars that included MGAs, a couple of Alfas and Porsches, the usual Healey contingent, and several well prepared Morgans.

Mike DiCola had hoped to freshen the heads on the J2's Cadillac, but time wasn't available so we gave the rest of the car the once over and off we went. Practice went better than expected, and we managed to lower our lap times pretty consistently throughout the two practice sessions. The tyres seemed to be working pretty well by the time we had warmed them – and our self – up. There is currently a shortage of Dunlop L-series racing tyres, so we are running on a set that have a couple seasons on them. That would come back to haunt us at the next event – but more on that anon…

Practice showed that we'd have to find a way to fairly quickly deal with a very hot little Bug-eye Sprite that was all over the Allard in the corners, and might prove difficult to get by unless I can hold him in a corner that leads to one of the straights. A well-driven Morgan looked like he could be a problem as well.

The first race saw the Allard gridded seventh, but that wasn't a great worry. For reasons I can't explain, I'm usually faster in a race than I am in practice. With the green flag, we worked our way through the pack after holding back from the first corner scrum. No reason to finish my first race in over a year with an accident in the first turn. Holding back cost some time, but by the end of the race the J2 was in third place behind a Frazer-Nash LeMans Replica and the Sprite. One more lap and the Sprite would have been mine. Still, third wasn't too bad.

The second race found the J2 on the outside of the front row for the pace lap (the guy with the Frash had suffered an accident at the wheel of another car and was out). The inside, or pole position, was taken by the Sprite. The start would depend entirely on when the starter showed the green flag. The earlier he shows it as the pack comes down the main straight, the more time there is for the Allard's horsepower to make itself known before the first turn. As fate

would have it, he held it as long as he dared because he has known me for years and knew what the Allard would do in the drag race to the turn. There was still enough time for the Caddie's horses to make themselves known. Leading through the first turn, we let the lads behind us sort themselves out. The rest of the race was watching the mirrors, and keeping the speed fast enough to hold off the Morgan that had gotten past the Sprite in the first turn – and then hold off the other chargers while Yrs Trly and the Allard disappeared through the second turn. First overall was a welcome result. Mike DiCola builds a good car and a great engine.

The second event came later in the month with the annual Hershey Hillclimb, also called "The Grand Ascent at Hershey". This is a seven tenths of a mile sprint up a very narrow access road to the Hotel Hershey. "Narrow" in this case, means less than twenty feet wide. The course has been run for enough years that it holds a special place in Pennsylvania hill climbing history. I first came there in the fall of 1970.

Snaking through the trees that come right down to the edge of the road is not exactly what an Allard J2 was designed to do. We like wide sweeping turns and an open track for best result. Still the J2 has proven successful here over the last few years. We're always in the top five, and that is ahead of any number of Loti and other nimbler beasties. A couple of seconds short of a minute is a very good time for anybody here at Hershey. We usually do about a 58 second run before all is said and done. This year wasn't meant to be, though. All but uncontrollable wheel spin at the start was quickly traced to having worn most of the last of the tread from the rear tyres at the Lime Rock event. Dropping the pressure to 22 psi back there pretty much solved that problem and all was seeming well with the world. Well on the way to winning class 2, though, we heard what sounded like a very expensive noise from the engine compartment. Fortunately it happened crossing the finish line so it was a no-brainer to shut down quickly and just roll down the back side of the hill. While the very loud "rap, rap, rap" sound suggested a rod had let go, inspection proved that we broke a rocker arm for the rear cylinder on the right hand bank. The noise was that cylinder blowing back through the intake after firing.

As Chester A. Riley once said: "What a revoltin' development dis is". He was right.

The car will be back before the end of the season with freshened heads and two new tyres at the stern. Watch this space.

The Fast and the Furious – The Allard Roots. A Movie Review

- Chuck Warnes

The car chase/action drama movie Furious 7 is currently Hollywood's top box office hit for 2015 – with reports are that it is well on its way to being the 5th largest grossing movie ever.

While the plot and quality of acting is open to some debate, the non-stop barrage of ultra-violent action, high tech intrigue and special effects follow The Fast and the Furious 'over the top' tradition. The array of beautiful and exotic super cars and historic muscle cars that were supposedly destroyed was rivaled only by the elaborate settings that served as backdrop for that mayhem. One must marvel at the characters' miraculous ability to survive myriad car wrecks, explosions, machine gun fire and physical encounters that would put Dirk Pitt to shame.

Furious 7 is (you guessed it) the seventh of current series of The Fast and the Furious car-related thrillers that began in 2001. In spite of the aforementioned action and violence, it is sad – and somewhat ironic – that the series' co-star Paul Walker was killed in a friend's Porsche Carrera GT while filming was underway.

The basic roots for The Fast and the Furious movies dates 60 years back to the 1955 low budget black & white production by Roger Corman starring Dorothy Malone (of Peyton Place fame) and John Ireland – along with a handful of Allards. Coincidentally, a year later Dorothy Malone co-starred in the movie Written on the Wind, which featured an Allard J2X.

The entire Fast and Furious movie is available on YouTube, and the fifteen minute race segment is accessible on the February 28, 2015 posting on *www.allardregister.org*. But – for those Allard folks who simply want to 'cut to the chase' (sorry), the following is a 12 point synopsis of what I perceive to be the movie's highlights:

1. Frank Webster (John Ireland), a fugitive from the law, meets Connie (Dorothy Malone) in a roadside café. He is 'on the run', and she is on her way to Pebble Beach with her Jag XK120 to run in the International Sports Car Race.
2. A complex relationship develops, Connie learns about Frank's legal problems, and she encourages him to turn himself in.
3. Once they get to Pebble Beach they learn that women are not allowed in this race because of danger. Frank agrees to race Connie's Jag under an assumed name of Bill Meyers, and Connie subsequently teaches him how to drive sports cars at speed.
4. Frank and Connie spend the night in a woodshed, and in the morning Frank locks Connie in that woodshed out of concern that she would turn him in to the police. Race starts (a 95 mile race to Mexico) with at least one circuit around the Pebble Beach race course before heading out toward Mexico. [Incidentally, the Google Maps distance from Pebble Beach to Tijuana is 476 miles – running through Los Angeles and San Diego metro areas.]
5. Connie is desperate to escape the confines of the woodshed. Oblivious to her own danger of asphyxiation, she sets the shed on fire to attract attention to her situation.
6. Connie is rescued, calls the police, and reports that the racer Bill Meyers is actually the fugitive Frank Webster. But she also tries to assure the police that Webster is innocent.
7. Connie goes to the paddock area where she meets a friend who was not able to start in the race. She borrows her friend's Allard to pursue and catch up with the racers by 'using the main highway'.
8. In the course of her endeavor, she is seen driving four different J2/J2X Allards. She gets behind the wheel of #45 with light colored rear fenders, but departs the paddocks driving dark colored #7 Allard with modified cowl (both dubbed with 4-cylinder sound effects). She is later driving a light colored Allard with dark wire wheels and side-mounts, and finally a light colored Allard with the grille missing.
9. Frank's opponent loses it in a corner, runs his left hand drive Jag off the road and is knocked unconscious.
10. Frank stops, heroically runs to right side of Jag, reaches over and manhandles him out of car, carries him about 50' away and drops him on ground.
11. Connie arrives on the scene, and Frank does a quick layman's diagnosis of the other driver (apparently without thought to the collateral spinal column damage he may have caused doing his rescue thing), and declares that the driver is OK.
12. Frank agrees to turn himself in to the police, confesses his love for Connie, they embrace in the closing scene. They presumably all live happily ever after.

The car chase/action drama genre has come a long ways since its post-WWII infancy – at least in terms of special effects and intense action. Plot and story line, on the other hand, don't seem to have changed that much. But one thing has remained constant – the means to provide 'car folks' with an ample ration of kick-back entertainment.

The Revs Digital Library

The Internet has done amazing things for the car culture. Need help restoring a car? We now have access to vendors from around the world that can supply all the parts to restore and keep our cars running. Need to research the history of your car? No need to hire a Private Investigator; just go to the Internet. Looking for old photos of your car? Now you can easily find them online at the REVS Digital Library, courtesy of Stanford University. Several notable photographers have donated their archives to REVS and rather than locking them away in a vault forever, the archivists are scanning those images and posting them online in a searchable database. The database already contains several thousand photos, with *at least* a few hundred Allard's in there. We say at least because we've found a number of photos featuring Allards that haven't been tagged "Allard" yet. We even found a few photos of our J2X Le Mans racing at Moffett Field in 1953. You can purchase any of the photos for a nominal fee, which helps to cover the costs of scanning the images, storage, web access, etc. If you've got some time to kill, go here (*https://revslib.stanford.edu/*) to visit their digital archive.

Elkhart Lake Reunion; September 18-20, 2015

Elkhart Lake, WI...home to some of the hottest sports car racing in the Midwest. First on the open roads of Elkhart Lake from 1950 to 1952 and then migrating to Road America, a purpose built race track in 1955. This September 18-20, Allard will be the featured marque at the VSCDA Elkhart Lake Vintage Festival. Andy Picariello from the Allard Owners Club reports that 18 Allard's will be there, with only one racing (where have all the racing Allards gone?). A number of notable cars should be in attendance, including Fred Wacker's 8 Ball and Carroll Shelby's J2X. Unfortunately it's probably too late to register to attend with your car, but if you're interested in attending, please contact Andy at *afpic@cape.net*.

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.

WANTED: J2X's and a K2 Project Car

Interest is really picking up in the J2X market recently. A number of J2X's have recently traded hands for big money and we currently have at least six people on our waiting list of J2X's. If you are considering selling your car, please contact us and we'll help you find a loving home for your car. Additionally, one of our readers is looking for a K2 project car with a chassis number. If you can assist, please email us *allardregister@outlook.com*.

The Allard Register

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