

# The Allard Register

No. 69

SUMMER, 2021

[www.AllardRegister.org](http://www.AllardRegister.org)

## A Note from the Allard Register “Staff”

Some you may not be aware that the Allard Register is run entirely by volunteers, basically the father & son duo of Chuck and Colin Warnes. We are quite embarrassed by the fact that it’s been over two years since the last issue of this newsletter and we apologize. However, we haven’t just been sitting around doing nothing. The reality is that life has been quite busy the past two years with work, family, other hobbies ([www.firstinspires.org/robotics/frc](http://www.firstinspires.org/robotics/frc)) and the restoration of our J2X Le Mans 3149. With the restoration nearing completion (no, we aren’t going to paint it), we hope to begin publishing again on a more regular basis, with the ambitious goal of three issues per year!? However, to do so, we need stories from YOU. Please tell us about your race, rally, and concourse outings...or about your restoration project or how you became interested in Allards. If you have something interesting to share, please email it to us at [allardregister@outlook.com](mailto:allardregister@outlook.com). For now, here are a few stories that we’ve published on our web site [www.allardregister.org](http://www.allardregister.org) over the past two years...

**3149 Two Years Ago:**



**3149 Today:**



## COVID-19: The 2020 Allard Global Online Concours

*-Colin Warnes*

Our biggest project of 2020 was the very successful Allard Global Online Concours (AGOC). With pretty much every in-person car event from March onwards shut down due to COVID, I figured that I’d try to put together an online concours for Allard owners from around the world to show off their cars regardless of condition – there would be a spot for every Allard that wanted to enter. The AGOC would feature five classes:

1. L, M, and P-types
2. K-series
3. J-Series
4. Specials
5. Restoration Class

Awards would be given out for first through third places in each class. The winners from each class would then be eligible to win the Best of Show trophy. People’s Choice and a Judges trophy would also be awarded. Allard owners were invited through Facebook, our email newsletter, the AOC, and our various online forums. I was blown away that we received 73 entries from all over the world – there must have been a lot of bored Allard owners out there! After some work, I figured out how to post the entries on our web site in a professional and easy to navigate manner.

Once the site was online, our diverse team of top-notch team of judges got to work evaluating each entry. Our judges included:

# The Allard Register

- Alan Allard: Son of Sydney Allard and co-owner of Allard Sportscars
- Tony Adriaensens: Head of Corsa Research & author of many fine books like “Weekend Heroes 1 & 2”
- Chris Campbell: Head of The Vintage Connection, Allard Restoration Specialist
- Colin Comer: Author, Shelby Expert, Car Nerd
- Mike Dicola: Retired Allard Restoration Specialist
- Mel Herman: Allard Owners Club Member, Allard Showman
- David Hooper: Retired Draughtsman for Allard Motor Cars
- Chris Lowth: Mr. Allard, Australia
- Stefan Marjoram: Automotive Artist

Our judges did an excellent job and, in the end, decided that Todd Coady’s J2X-2221 was the Best of Show and Rick Newman won the People’s Choice trophy with his L-837. Each award winner received a custom 3D printed trophy with their chassis number engraved at the base.

After a lot of positive feedback, we attempted to do the Concours again in 2021, but sadly there were not enough entrants to host another show...I guess everyone was busy getting back to living life again post-lockdown...Stay healthy!

Best of Show & 1<sup>st</sup> in J-Series: J2X-2221



People’s Choice & 1<sup>st</sup> in L, M, & P-Series: L-837



1<sup>st</sup> in K-Series: K2-1844



1<sup>st</sup> in the Specials Class: J2-1911 ‘Farrallac’



1<sup>st</sup> in the Restoration Class: J2X-LM-3149



Judges Choice: K1-239



# The Allard Register

## Phil Hill, Pikes Peak and the 'Allard Myth'

-Chuck Warnes

1950 was a pivotal year in 23-year-old Phil Hill's budding racing career. Phil, at the wheel of his MGTC, had become a 'rising star' in the Southern California racing scene over the past two years. This helped open the door for his apprenticeship with Jaguar, where he spent six months in Coventry refining his engineering and mechanical skills. He returned to California as proud owner of one of the first Jaguar XK120's in the US. His sights were set on preparing himself and his new Jag for the inaugural Pebble Beach races in November, so he proceeded by boring the engine out to 3.8 liters, and ripping out all non-essential suspension components and body parts.

The first real test came in at the Santa Ana blimp base in June. Roy Richter started in 1<sup>st</sup> place with his Cad Allard, with Phil Hill in 2<sup>nd</sup> spot. Things went well when the flag dropped – until Phil spun out on the first turn and was forced to wait as the rest of the field filed past. Phil, however, was undaunted. Once he got back on the track, he worked his way up through the pack to a 2<sup>nd</sup> place finish, right on Richter's tail. This race included two other Allards - Basil Panzer running his Mercury powered J2, and Tom Frisbee driving the Cad powered K2 that Al Moss (Allard's West Coast distributor) had recently driven cross country from New York.

Next came the Pikes Peak International Hill Climb which, with the exception of WWI and WWII, has run continuously since 1916. The 12.4-mile course was originally little more than a wagon trail, and has had various upgrades over the past century. Even so, it remained un-paved until a 10-year paving project started in 2002.

The start is at 9400 ft above sea level, and it climbs 4700 ft through 156 turns to its 14,115 ft terminus. Road conditions were quite varied and dicey, with virtually no guardrails. A 1000+ vertical ft off-road excursion would be quite unforgiving. One could expect a fickle variety of weather and visibility conditions along the way. Air density was an issue for both the cars and drivers, as normally-aspirated engines became progressively more asthmatic throughout the climb. These conditions could lead to hypoxia for drivers who are not acclimated to those altitudes, with related physical stamina and mental comprehension issues.

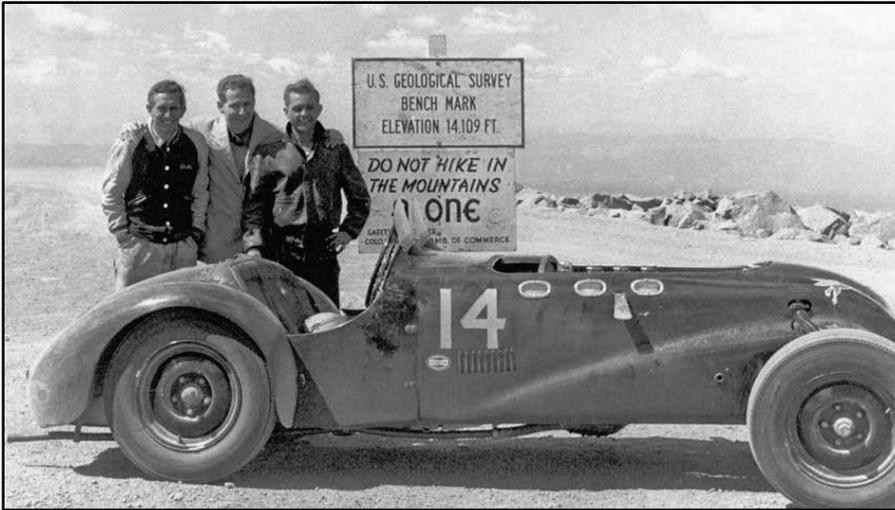
It has been a common belief among Allard folks that Phil Hill categorically denied ever driving or racing an Allard – despite race reports that he finished the September 1950 Pikes Peak Hill Climb 21<sup>st</sup> of 23 of finishers, with a time of 18:34 (winner was 15:23). Phil's mount for this endeavor was Basil Panzer's Allard J2.

Panzer ordered this J2 in February, and it was delivered to Moss Motors on April 24, whereupon Alan Moss installed the engine. Aside from its June race at Santa Ana, the next we see of this car is on a two-wheel flatbed trailer, hitched behind a rented '50 Ford, at the start of the 1200 road trip from Los Angeles to Colorado Springs and Pikes Peak.

With this limited information, we were poised to speculate about reasons why Phil Hill had reputedly denied ever racing Allard ... until we happened across the following excerpt from Hill's recent autobiography **Inside Track** which is available in an array of editions at [phil-hill-book.com/the-book](http://phil-hill-book.com/the-book):



# The Allard Register



*"Then, in September 1950, I went to Pikes Peak in Colorado with Arnold Stubbs and Basil Panzer, where I would drive Basil's Mercury-Allard in the hill climb – another of that remarkable year's great experiences. The Peak rises to just over 14,000 feet. The dirt road used for the climb measured 12.42 miles from start to finish, the air was thin and despite the sunshine it was bitterly cold unless you found cover out of the wind. Then there was the road itself: on the outside of almost every turn was either a huge drop or a crushingly solid rock face.*

*We spent all day trying to sneak in bits of practice, driving up one climb section,*

*then another. It was fun driving the Allard, but we had a comical time trying to keep it cool. Flathead Ford V8s were always overheating when overworked because of the crazy exhaust ports inside the water jacket. On race day we came up with a solution to ward off the inevitable overheating by placing dry ice in front of the radiator, much like one can see in Formula 1 on hot pre-race grids today. Unfortunately, we were freezing the radiator solid before the water could circulate, so to solve this we ended up taking the thermostat out – after realizing it shouldn't have been there in the first place.*

*It was all a rather amateur approach but finally I took off against the clock only to go off halfway-up at a curvy section called Glenn Cove. A good-size rock had come tumbling down from above and having to dodge it put me off. I didn't hit anything but I went down into a ditch. I trundled along trying to keep it going and find a way back onto the road, but instead the Allard ground to a halt and a bunch of fans had to come scurrying down and help me back onto the track. I lost something like a minute and a half, and finished 22nd."*

This Pikes Peak adventure, in many respects, set the stage for Phil running his Jag at Pebble Beach in November where he finished well in the 3<sup>rd</sup> event (Monterey Unlimited Class). He was primed for the main event when the Jag's clutch went out. This forced him to start at the back of the field, and get the Jag going with a series of bump starts before the engine finally caught. Despite the late start, he quickly worked his way through the field and finished 1<sup>st</sup> – earning the highly coveted Pebble Beach Cup.

## Allard Apparel via Lands' End

-Colin Warnes

Any Allard enthusiast can relate that there's little to no Allard apparel for sale. Frankly the Allard community just isn't big enough to support much Allard clothing. I'd love for the Register to sell clothing, but frankly I don't have the time to process & mail orders.

However, one of our members Jay Franklin recommended that we check out Land's End. His local MG car club set up an E-store with Lands' End that lets anyone order clothes with their club logo.

I happen to know someone that works at Lands' End so I looked into it. The service is pretty neat. For a small fee, I uploaded two Allard logos (the script and shield) to their embroidery system. With logos uploaded, I created a Lands' End E-store that will enable anyone to order Land's End clothes with their choice of Allard logos embroidered on them for an additional \$6.95. Each logo is 3" wide and you can change the stitch color/s to suit your preference. The best thing is, I don't have to do a thing! Granted, the Register won't make any money from the sales, but we're not here to get rich...we just want to spread the Allard word and help you look good while doing it. Pro Tip: Sign up for their email newsletter and you'll get notified when Lands' End has business embroidery sales (25% off, etc).

To buy some Allard gear, go to: [business.landsend.com/store/allardregister/](https://business.landsend.com/store/allardregister/) (there's also a link on our web site). If you buy something from the site, send us a photo!

# The Allard Register

## Book Review: Allard, The Complete Story

-Chuck Warnes

My automotive library, as such, includes the two previous Allard books – ALLARD the INSIDE story by Tom Lush, and ALLARD by David Kinsella. Both authors do an excellent job of portraying the history of the Allard marque, and I have found them to be invaluable references over my 37 years of Allard ownership. Both books were published in 1977, and both are out of print.

As one might expect, Alan Allard's (with co-author Lance Cole) newly published ALLARD – THE COMPLETE STORY details his father Sydney Allard's motorsports passion, endeavors, and successes. The authors also provide detailed descriptions of the array of Allard models – ranging from the home-built 'prototypes' of the early 1930's, up through Allard's dragsters in the 1960's.

This book shares insight from Alan's intimate perspective of being born and raised in the Allard family. It provides more insight into how Sydney, with his strong automotive interests, was able to get his father Arthur Allard to support his pursuit in the automotive field, rather than in the family's thriving construction business. This included Arthur's financial and managerial support to the Adlard Motor Company, a conveniently named Ford dealership the family purchased in 1930.

The close Allard/Adlard affiliation provided a degree of financial security during the Great Depression that supported Sydney's motorsport interests and endeavors, and played a foundational role that morphed into the Allard marque over the next 20 years. This affiliation helped Allard establish the Ford truck repair facility for the duration of World War II. This, in turn, provided Sydney Allard and his associates with practical experience in setting up a successful auto manufacturing operation in the post war years.

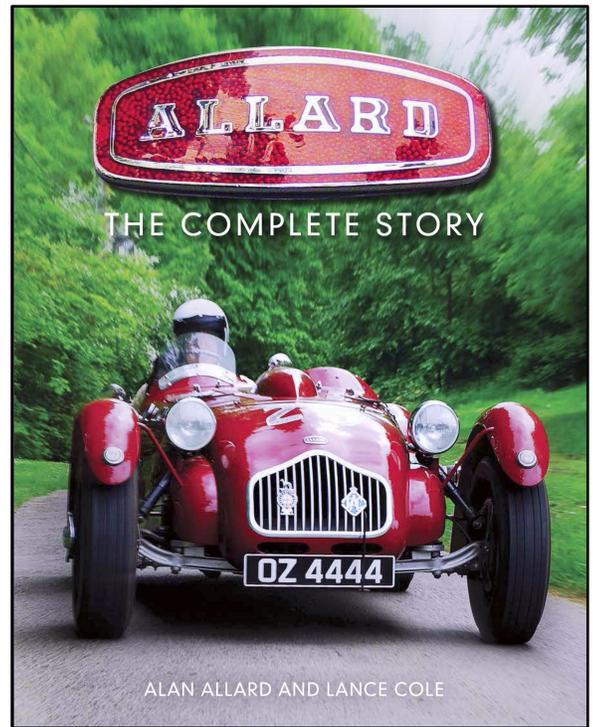
By the early 1950's, Allard found themselves facing and dealing with the reality that limited capital and obsolescent shop facilities were not compatible with the need to develop and mass produce cars in that new era. As a result, Sydney Allard made a practical business decision to withdraw from automobile production. However, his role with the thriving Adlards Ford dealership still provided him with the resources to continue pursuing his 'first love' of developing and competing race cars in hill climbs and rallies – and to begin exploring the intriguing world of dragsters.

Tom Lush's and David Kinsella's books stop some 45 years ago, so Alan Allard's book does a good job of bringing Allard

enthusiasts up to date with chapter's devoted to Allards in the USA, the Allard Owner's Club, Allard diversification and Allard sports cars.

When two authors work on a collaboration it is not unusual for some minor typos and editorial issues 'slip through the cracks', and that is the case with this book. Despite that, I found ALLARD – THE COMPLETE STORY, to be an interesting and insightful work that will be an integral part of my automotive library.

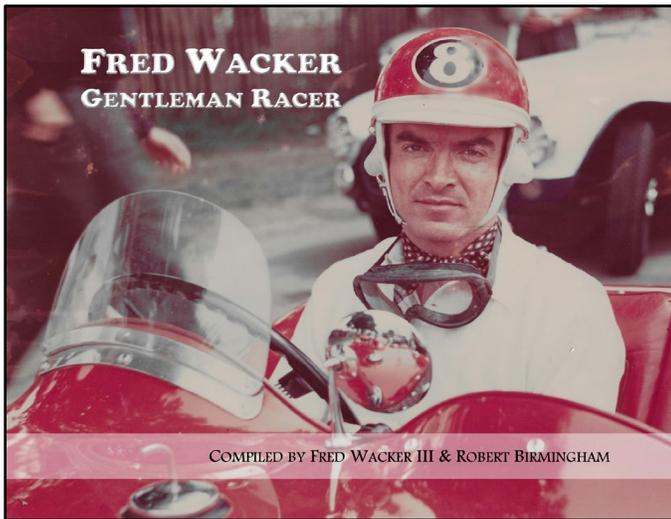
The book can be purchased online at [Amazon.com](https://www.amazon.com) for around \$40.



# The Allard Register

## Book Review: FRED WACKER, GENTLEMAN RACER

-Chuck Warnes



This 177-page book is based on Wacker family archives, with the main focus on the six-year span of Fred Wacker Jr's racing years. Like many racers from the post-WWII renaissance, Fred Wacker got his racing start in 1949 with an MG TC. He soon graduated up to larger steeds – including his black J2-1577 in 1950 and his infamous red J2-2086 from '51 through '53 (the authors call it a J2X). He sometimes competed with and against Jim Kimberly and Briggs Cunningham and this led to a partnership (both financially and behind the wheel) with Gordini's Formula One efforts in Europe in '53 and '54.

While Fred Wacker had quit racing before Fred III was born, he did foster an ongoing motorsports interest in his son. This book is written and edited in a partnership between Fred Wacker III

and Robert Birmingham – a Wisconsin native who became a fan of Fred Wacker in 1952, and whose credentials include racing at Elkhart Lake and extensive Milwaukee Region SCCA involvement over the years.

The book is well-illustrated with ample photographs and insightful sidebars, and three pages summarizing Fred Wacker's racing history. While the content is heavily focused on his Allard racing – it also describes his friendships with other race drivers – a virtual list of 'who's who' of the sportscar racing world around the US and Europe back in the day. All this, while serving in a variety of official capacities in the SCCA, continuing to manage the Wacker family business and serving as band leader and drummer of *Freddie Wacker's Windy City Seven*.

It is very well written and edited book. However, I did notice a couple items that only an Allard-phyle might catch – such as Allard's production of 2500 cars, and a reference to "Sir Sydney". Sydney Allard was not officially knighted by British royalty, but we have it on record that some US-based Allard owners from the early '50's were not bashful about bestowing that informal honor on him.

I found *Fred Wacker, Gentleman Racer* to be an insightful, well written and enjoyable read. It is a valued addition to our automotive library.

The book can be purchased online at [henschelhausbooks.com/product/fred-wacker-gentleman-racer/](https://henschelhausbooks.com/product/fred-wacker-gentleman-racer/) for \$50 +shipping.

## Allard JR-3408

-Colin Warnes

The list of car companies offering continuation cars seems to be growing every month. So far Bentley, Lister, Cobra, Jaguar, Aston Martin, and even Alvis are offering turn key 'continuation' versions of their iconic cars from years ago. The continuation cars from these companies all share a common trait that affects their authenticity...they have nothing to do with the original companies or founders that built those cars. However, there is one company that is different.

In 1929, Sydney Allard built his first special – a Morgan 3-wheeler converted to 4-wheels and started racing it. Sydney went on to create the Allard Motor Company which built a number of significant cars and helped transform the automotive market around the world. From there, son Alan joined his father in drag racing and went on to publish an early guide to turbo-charging in 1982. In 2005, Sydney's Grandson and Alan's son, Lloyd joined the family business offering a range of custom fabricated aluminum radiators, fuel tanks, and other components for a range of vintage and modern cars.

# The Allard Register

Alan and Lloyd stayed in close contact with the Allard community and through that, Lloyds fabrication skills were sought out in 2013 to help bring a variety of tired Allards back to new. Along this time, Alan and Lloyd were urged to bring one of the rarest and sought out Allards back to the market. The car below was been built in part, to test the market for the revival of Allard as a specialist car manufacturer once again, after a gap of some 60 years

What you see here, is JR chassis #3408, the result of over 90 years of automotive experience from a family that has history of building some of the most unique automobiles to ever turn a wheel. The bulk of the car was fabricated personally by grandson Lloyd while son (and father) Alan handled the fine details like panel fitment, trim, and dash assembly. Sydney was a very hands-on car builder and would have



be very pleased to see what his progeny have created. The body was the only major fabricated assembly that was outsourced; with that work being trusted to Sean at Historical Motor Works using the original JR bucks.

Sadly, the JR designer, Dudley Hume passed away on May 31, 2019 unable to see the finished product. However, he was instrumental in helping Lloyd and Alan as he had assisted Sydney some 65 years ago. Dudley retained virtually all of the original build drawings which the family used in recreating the JR. JR 3408 was not built from 3D scans or CAD models of donor cars like other 'continuation' cars utilize. This car was built from the original velum paper drawings that guided the construction of chassis' 3401-3407.

The car utilizes as many original components as possible including the spindles, brake back plates, Lockheed brake parts with Alfin drums, Marles steering box, Bluemels steering wheel, Smith's gauges, and even the spare wheel spigot in the boot. The only modern upgrade is a 'Period E' bolt in roll cage to meet FIA regulations.

3408 is powered by a Cadillac 331 V8 producing 300 bhp at 4500 rpm. The engine breathes through two 4-throat Carter carburetors. Drive is transferred through a stout LaSalle 3-speed transmission to a Halibrand quick change differential. The car rides on 600 x 16" wire wheels with Allard knock-offs. 3408 is equipped with only a driver side door, matching the build of the 1953 Le Mans cars (if you want your own JR, it can be equipped with a passenger door as non-Le Mans cars were similarly built).

This JR has been approved by the FIA which means that it is eligible to compete in FIA sanctioned events throughout the world.

We've been thinking a lot lately about what makes a car a 'replica' or a 'continuation' and how JR 3408 should be categorized. Really, this car defies attempts to categorize it as it was physically built by the family whose name it wears on the bonnet with the help of the designer that created it. What is JR 3408? It is an Allard.

If you would like to learn more about this car or enquire about having a JR built to your needs, please visit [allardspportscars.co.uk/allard-jr-for-sale/](http://allardspportscars.co.uk/allard-jr-for-sale/) or email Alan and Lloyd at [info@allardspportscars.com](mailto:info@allardspportscars.com).

# The Allard Register

## The Allard Register

### **Sponsor:**

**Adjusters International**

Drew Lucurell

Seattle, WA

### **Publisher/Advertising**

Chuck Warnes

Tel: 559/269-9923

[chas.warnes@gmail.com](mailto:chas.warnes@gmail.com)

### **President:**

Dean Butler

### **Archives/Online Editor**

Colin Warnes

Tel: 559/709-9611

[allardregister@outlook.com](mailto:allardregister@outlook.com)

## **www.AllardRegister.org**

Don't forget to check out our web site! New stories are added weekly along with lots of downloadable resources including technical manuals, Year Books, Brochures, A.R. Archives (1970 – present), and links to other interesting Allard related web sites. **Help make the Allard Register better by submitting stories about your car (history, technical, etc.), restoration tips, and/or events that you've participated in. Please email them to: [allardregister@outlook.com](mailto:allardregister@outlook.com). Thanks!**



Like us on Facebook! Search for "Allard Register" on Facebook, visit our page and click the 'Like' button

Photo Credits: P1: Warnes • P2: The Owners! • P3: Al Moss • P4: Phil Hill • P7: Matt Howell

## **The Last Checkered Flag: Dudley Hume**

*-David Hooper*

Hudley Hume Passed away on May 31, 2019. Dudley Joined the Company in 1949 as Chief Draughtsman, being based at the drawing office which was next to the Allard main works in Park Hill, Clapham. At the time he joined, the M type was near to being replaced by the PI saloon and the J2 was already in build; Dudley was hard pressed to implement these changes from leaf sprung front suspension to coil spring plus introduction of telescopic shock absorbers. Dudley's knowledge of vehicle suspension design enabled him to draw up coil spring specification to cover the dimensions, spring rates and frequencies.

At this time the works had updated its equipment with a British Oxygen profile cutter, a bending machine and a Dunlop wheel balancer all of which helped increase production of chassis components, along with an increase in quality. The profile cutter enabled Dudley to help introduce patterns from full size dimensioned drawings to balance the workloads.

The supplier of the pressed steel side members, which had been used on all Allard chassis, required new tools at an increase in cost the Company could not fund. This resulted in Dudley's twin tubular design being produced in house. This new design was used on all P2, K3, Palm Beach MK 1&2 and JR models.

For the 1953 Le Mans Dudley convinced Sydney that the only way he could produce a new design was to forgo his Allard works commitments and work from home – this Dudley did and left the Company when the JR design was complete. Dudley had always wanted to design an Allard from scratch – this he achieved.

## **The Last Checkered Flag: Judy Picariello**

*-Chuck Warnes*

Judy Picariello passed away on November 5, 2020. We first met Judy and Andy some 20 or so years ago when they, together with Pete McManus, brought their cars (Andy and Judy's J2, and Pete's Ardent Alligator) out to Monterey. Since then, we have witnessed and appreciated how Andy and Judy worked in partnership to organize several Allard and Allard-related events and activities. This included their strong support in getting the Jim and Sheila Tiller out to the Bonneville Salt Flats in their 200 MPH attempt, and the role they played in putting together the 2006 Allard Northwest Tour.

In retrospect, these activities also gave Judy ample opportunity to get to know – and try to understand – the human sub-species commonly referred to as 'Allard owners'. I vividly recall Judy's wry observation about 'car guys' in general, British 'car guys' in particular - and her opinion that Allard 'car guys' were from a whole 'nuther planet.