



The Allard Register

No. 49

Spring 2008

FREE

Allards Down Under, 2008

'NZ 08' was birthed at the conclusion of the highly successful 2006 USA Northwest Tour reunion, and was to be an opportunity for the world-wide Allard community to show their wares to the Allard-deprived natives 'Downunder.' The plan was for the Allards to participate in the Southern Festival of Speed (SFOS), a series of race meetings held over four consecutive weekends (at four

different race tracks) and to tour New Zealand's South Island as a group between meetings. However, even though there had been a great deal of enthusiasm shown for the venture (initial indications were 20 cars and a dozen more couples attending without cars) this was not to be. Only Bill and Barbara Boone of Oklahoma were accompanied by a race car (J2X) to sit along side Rob Boults J2, while a further 15 owners/enthusiasts arrived from overseas. Apart from Rob's car, the New Zealanders Jim and Kate Phillips had their J2 replica in the pits at Christchurch, whilst Rob and Shona Williams trailed their K2-bodied K1 down from Auckland in time for the Timaru meeting. The SFOS organizers had been willing to give us 'featured marque' status but Rob called that off in time to save embarrassing us.



*Gathering for the BBQ at Boults home overlooking Lake Wakatipu.
Back row: Rob Boults, Bob Lytle, David Hooper, Rob Williams, Charles Warnes,
Barry Ellison, Bill Boone, Bill Wilmer, Judy Picariello, Andy Picariello.
Front row: Shona Williams, Marjorie Boults, Mary Ellison, Julie Warnes, Elaine
Duden, Annabelle Wilmer, Margaret Fearn, Barbara Boone, Pat Lee*

- one of which was a McLaren M6B, belonging to Andy Boone, brother of Bill. To say they stole the show would be an understatement - the Kiwis loved them!

At Christchurch's Ruapuna track the two Allards were keenly watched, as the name does have history in NZ. A couple of the specials were faster (one having an air-cooled, flat-four Lycoming aircraft engine) but our boys circulated in better than mid-field. Bill's car was sounding off-tune in the second event and that turned out to be caused by two bent valve rods. Luckily, Rob and his brother Jim (driving a somewhat famous JPS BMW 635csi) had a mechanic along. He drove down to Queenstown to retrieve some spare push rods, and was able to get Bill's car ready for the next meet at Timaru.

With the first weekend of racing over, our tour group

-Barry Ellison

The NZ historics certainly provide for an eclectic mix in the fields. There are a lot of specials and NZ-produced racers that qualify for such events, as they have been raced over many years down there. There are also many Porsche, Lotus, Jags, BMW and Fords to fill the events. The CAN-AM boys from the USA and Canada brought down seven cars for this year's SFOS

New Zealand Continued...



← Bill Boone and Rob Boulton at The Levels Raceway - Timaru



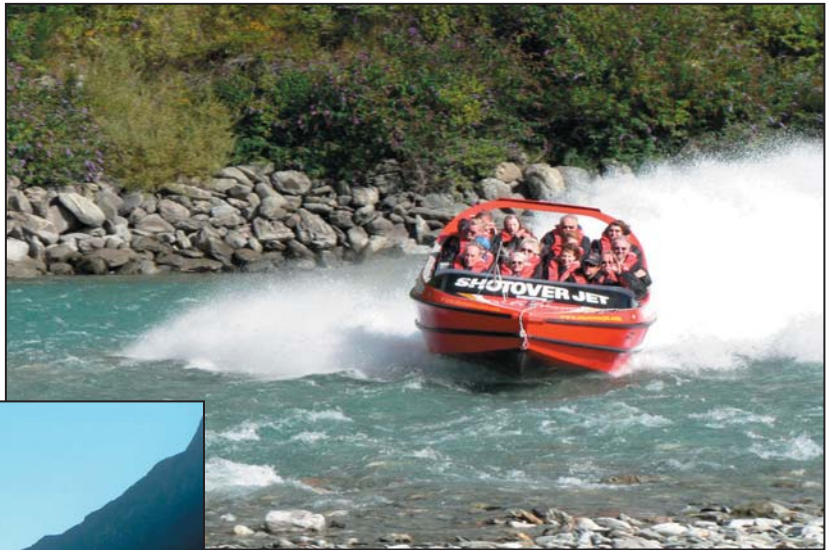
Allard Central pits at Ruapuna- Bill Boone's J2X, Jim Phillips' J2 replica, Rob Boulton's J2 →

formed-up and headed north. It consisted of Bob Lytle and Elaine Duden (AZ), Bill and Annabelle Wilmer (NJ), Bill and Barbara Boone (OK), Andy and Judy Picariello (MA), accompanied by daughter Margaret Fearn who resides in AUS, David Hooper and Pat Hill (UK), Barry and Mary Ellison (AUS) – and Rob and Marjorie Boulton who toured in their J2. Inclement weather at our first stop, Kaikoura, washed out a lot of the planned activities. But the next three days were full of interest as we circled the north through Blenheim, Nelson, Greymouth and on to Timaru via Arthur's Pass. Highlights included the Peter Jackson's (Lord of the Rings) Aviation museum at Blenheim, Marlborough Sound, the Pancake Rocks

at Punakaiki and a brewery tour followed by a hilarious "genuine NZ BBQ" at Greymouth. The Railway hotel will not be easily forgotten!

The Levels race course at Timaru was somewhat similar to Ruapuna in that they are both club tracks, and wanting a little in the way of facilities. But that is the NZ way. Here we were joined by Charles and Julie Warnes (CA) and the Williams (NZ). The field included many of the cars seen previously – particularly a couple of Mistrals, (sporty little machines powered by the Ford 1500cc motor), that hung like limpets to the rear end of the Allards. Unfortunately a starting line foul-up at the front of the grid saw Rob's J2 getting rammed from the rear

The Allard crew aboard one of the Shotover Jet boats – learning a new dimension to the turn “oversteer” in 6 inches of water. Note the width of the river at this point. Lytle was impressed with the fact that each boat was powered by a pair of 3.8 liter, turbocharged BUICK engines.



← The folks touring Milford Sound.



Bill Boone in the front cockpit → of a Tiger Moth.



← Rob Boulton getting ready to assess the damage after the aborted start at Timaru.



More From New Zealand...



Bob Lytle, Bill Boone, and David Hooper performing an intense diagnosis of Bill's car

- tearing off the bumper, breaking tail lights, and shifting the fuel tank forward onto the chassis. One ruined tyre and wheel didn't impress either. In the meantime, Bill Boone limited his engine to 4,000 rpm in order to preserve it for the complete series, and he was circulating back towards the end of the fields. Rob's car was patched with tape etc and he got out again to join Bill. The two Allards running together gave some good photo opportunities. The Allards got loaded on to trailers for the run to Invercargill, the third, and as it turned out, the final meeting.

The expanded tour group then made its way to Queenstown, the Boults' home town. Queenstown is a beautiful spot and is both a summer and winter playground. The visitors from overseas took a jet boat adventure on the Shotover River, an experience that was rated most highly. The afternoon was given to a ride on the vintage steamer that plies Lake Wakatipu. Later, Rob and Marjorie hosted a dinner at their home perched high above the lake. All were most impressed by the magnificent views, and the 'proper' NZ BBQ that included NZ lamb at last! Bill Boone was presented with a trophy for being the most dedicated Allard owner, and as a surprise the group presented the Boults and the Ellisons with books for their efforts in organizing the tour. The Picarellos and the Wilmers were out of time and departed for

the US the following day. The Williams also left us here.

Invercargill saw the return of unpleasant weather. It rained most of Saturday, and races were delayed or drivers chose to sit them out. The CAN-AM boys had little choice where the wet track was concerned. Sunday opened to a near blizzard blowing up from Antarctica, with tents blown over and general confusion. However, racing did get underway that morning with Bill and Rob going out to run four wet laps at a prudent pace. Bill decided not to join the afternoon fray. Rob went out for what turned out to be the last campaign for his Allard, as it is going to be repaired and retired from general racing. Rob does, however, have other race cars and will continue to compete around NZ.

Charles and Julie Warnes used this day to head to Milford Sound ahead of the group, as they too were running out of holiday time.

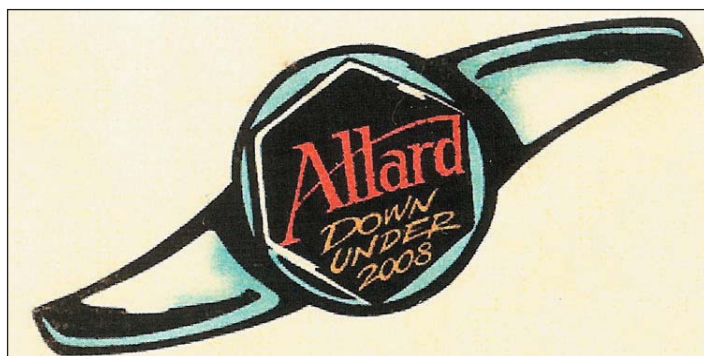
Before heading for Milford, Rob took us ('the survivors') down to Bluff, New Zealand's most southern city, so we really have seen the four points of the South Island. The trip to Milford Sound via Te Anau was through magnificent scenery, but much more awaits the visitor in the Sound itself. The cruise out to the open water and back provides scenery all travel brochures wish they could print - definitely another highlight of our tour. And then it was on to Dunedin via Alexandra. That meant old gold towns and old pubs, and flights in a Tiger Moth, too, for five of the group. The young pilot enjoyed throwing the aircraft around, but all our intrepid flyers handled it with ease.

The SFOS weekend at Dunedin had been cancelled - the Saturday 'around the houses' put off until later in the year. Then the Sunday hill climb mysteriously disappeared also. The group, minus David and Pat who had to start back to Christchurch, put the Friday to good use by taking the train trip through the Taieri Gorge to Middlemarch. The line was completed in 1891 and has a dozen viaducts and ten tunnels, but now a modern diesel motor pulls the period carriages. It was a pleasant way to spend the day. The Saturday saw the group disperse

New Zealand...

– the Ellisons flying out, the Boones heading back to Christchurch, and Bob and Elaine accompanying Rob and Marjorie back to Queenstown for a few more days. NZ 08 was no more!

Despite the lack of Allard cars arriving for the tour, everybody who participated at some point enjoyed it all, so it was well worth doing. However, the experience has proved that it was probably unrealistic to expect many people to be able to afford the time or expense to ship a car 'Downunder'. An international Allard reunion in Australia would presumably suffer a similar fate, even though the Aussies themselves might participate in reasonable numbers.



SYDNEY'S PEENOWA

THE LITTLE KNOWN STORY OF SYDNEY'S SECRET BREW.

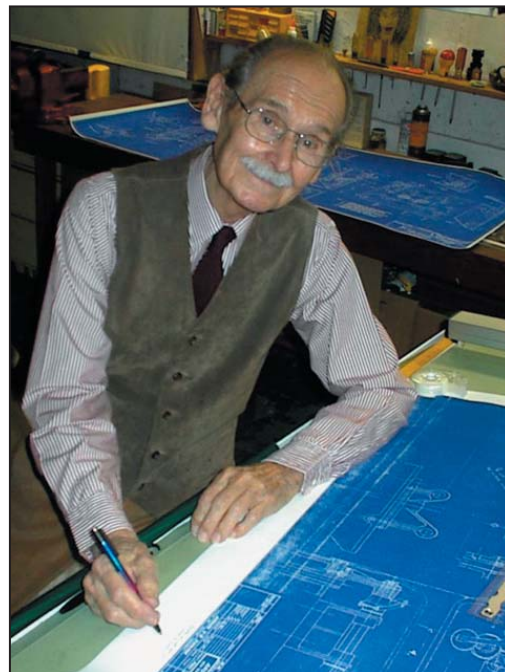
DURING AND FOLLOWING WORLD WAR 2 MOTOR FUEL WAS RATIONED SYDNEY HAD HEARD OF A FUEL DEVELOPED BY FERMENTATION. AMONGST THE TESTS HE FOLLOWED UP ON WAS FERMENTED GRAPES. THE ALLARD SHOP HACK WAS USED AS A TEST VEHICLE BUT IT FAILED TO RUN EVENLY, HOWEVER SYDNEY WAS INSPIRED BY THE EXHAUST AROMA. HE DECIDED ON A TEST BREW AS A POSSIBLE TABLE BEVERAGE. WAR SURPLUS FUEL DRUMS WERE USED FOR THE FERMENTATION PROCESS EMPHASIZING THE RICH COLOUR AND VISCOSITY. CRUSHING THE GRAPES WAS BY THE TIME HONOURED PROCESS OF STOMPING (ALL FACTORY STAFF TOOK PART AT THE END OF THEIR WORK SHIFT). THE WINE WAS INSTANTLY MATURED IN X ARMY TRUCK LEATHER SEAT MATERIAL CLEVERLY STITCHED TOGETHER INTO BAG SHAPES THUS PRODUCING A SLIGHTLY EFFERVESCENT POUR. THE NOSE HAS A DEFINITE PIT FLOOR CHARACTER, WHILE IN THE MOUTH IT RETAINS THE SUBTLENESS OF A WELL WORN SADDLE.

This recipe has only just been rediscovered. It was found during the restoration of a P1 saloon, located under the door trim. It would appear that industrial espionage was the motivating factor in the concealment of this document. The wine has been meticulously duplicated, blending both NEW ZEALAND and

Label from the wine served at Boults BBQ party. Note to folks from the Northern Hemisphere: The message becomes more clear after one consumes the contents, and is also fluent in 'Kiwi.'

George Kudasch,
Designer of Ardun Heads

-Gary Tefft



Services were held on Monday, March 24, 2008 for George Kudasch, 91, who passed away after being hospitalized following a stroke the previous week.

In July of 1947, George immigrated to New York City and took an engineering job with Ardun Mechanical Corporation which was run by Zora Arkus-Duntov and his brother, Yura, both of whom George had known for several years prior to WWII in Berlin.

George was put to work designing and drafting a set of cylinder heads that Zora had conceived to convert the venerable Ford flathead V8 into an overhead valve configuration with hemispherical combustion chambers.

The Ardun heads gained a mythic reputation as the ultimate evolution in speed equipment for the Ford flathead engine. Ardun equipped racers set many records at the Bonneville Salt Flats, in sprint cars and on early drag strips.

Until only a few years ago, George had been completely unaware of the impact his early design work had made.

Fewer than 300 of the regular Ardun sets had been made and possibly not even two-dozen of the V8-60 version, yet their legend loomed so large that, beginning nearly ten years ago, reproductions of the original conversion kit have been produced for sale at a price of \$13,950. Original sets have traded for twice that amount.

From the President's Desk...

-Dudley Hume

David Hooper's article on gearboxes jogged my memory on several points. I spent some time when I first joined the company on investigating the matter of beefing up the gears in the Ford 3-speed transmission by increasing the tooth width - where space permitted. But there was not much room to play with, as you would expect, with a gearbox designed down to a price.

We did, however, achieve a gain by using a much higher grade alloy steel that gave us a 30% gain in strength. However, to save time and cost, it was decided to use the hub of each existing gear (incorporating the synchro cones) by grinding off the Ford gear and then brazing our new gear to the hub with pegs for positive drive. This often proved to be the weak point, unfortunately.

As David said, it would have been more logical to have produced our own, purpose-built box. The Hobbs automatic box was quite promising. The arrangement we had with Mr. Hobbs, was that we would design and make the cases and controls, which we would then send to Hobbs at Leamington Spa. They would assemble and test the box and, return it to us to install in a vehicle. This box was installed in Sydney's P2 Safari with a Mercury engine and seemed to work well. However, it subsequently transpired that Hobbs wanted the box back to send to Jaguar, who were quite interested. I learned later that Jaguar fitted it to a test vehicle to do a durability test, but someone forgot to put oil in it. The box was of course ruined.

The first automatic box which Clerk designed was for the all-aluminium hill climb car, but it was first tested in a standard chassis with an 85hp V8 Ford engine. Unfortunately, the 85hp was not enough to overcome the losses in the transmission and get the chassis moving.

Bob Arthur, the experimental fitter, worked very hard to get it working. He stripped it down several times to replace the friction pads which were destroyed by overheating. In a desperate effort to get it on the road on one occasion, Bob got two or three people from the works to push start the chassis downhill past the works. He disappeared down the road, and about ten minutes later he phoned in for a tow back. He apparently got stopped at a junction and could not restart. The transmission simply overheated. That design was, of course, abandoned.

Dean Butler's comment about the JR is pertinent as my main concern when designing the car was the fact that we were reducing the track to 4 foot, 4 1/2 inches.

This was same as the Palm Beach, but with the 'large' 16 inch wire wheels. I felt that the resultant wheel tilt on bump (or jounce) would result in unacceptable kick-back caused by the gyroscopic processional torque. It tended to be a problem on all our cars of course, but this would be potentially the worst case by far. It worked OK on the Palm Beach because we were using the Ford 13 inch pressed steel wheels with a rotational mass of less than half that we would have with the JR.

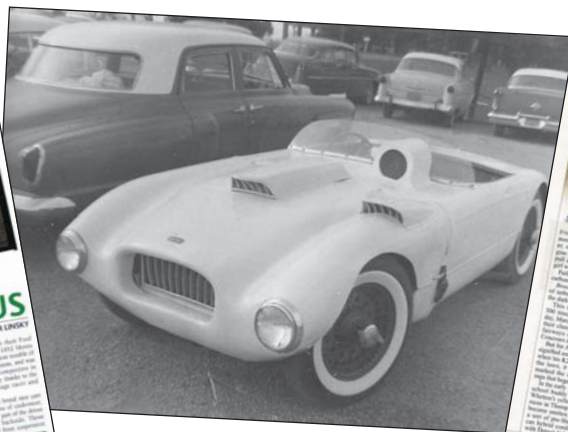
In view of this I tried to persuade Sydney that we should use a double lateral link (or wishbone) front suspension system. I prepared a scheme using standard bushes and ball joints and a basic geometry not dissimilar to the current F1 schemes, in the hope that this would swing the issue. He considered it for some weeks and I felt there was some hope. However, someone at his elbow persuaded him to stay with the divided axle system 'as it was his trademark.' I then pointed out to Sydney that if we fitted Borani light alloy rimmed wire wheels on the front, we might possibly have an acceptable situation. I believe only one car was so fitted - because of the cost.

The other point I would like to mention is the chassis stiffness which has been criticized. I discovered only recently that the chassis side rails had been made with 16swg tube (as the Palm Beach) instead of the 12swg I specified for the JR. Whether this was due to an incorrect assumption on someone's part because the side rail profile is the same as Palm Beach (so that we could use the same jigs), or whether Sydney decided to 'add lightness' - I do not know. But nobody mentioned it to me and I saw the first two cars built before I left the company. And it was never mentioned later when I called at the works concerning some consulting work I did for the company.

So I rather suspect an incorrect assumption was made in the chassis building shop. The foreman of the chassis shop was a delightful fellow named Jim Saunders, a countryman with a deep West Country burr in his speech. He would not knowingly digress from my specification without consulting me (sometimes necessary in a time of material shortage). It was Jim who put David's name forward to come and assist me in the drawing office. Jim reckoned that David was the only apprentice who could read drawings properly, so perhaps it was because David was no longer there to guide them that this error came about.

Allards in the News...

-Chuck Warnes



→Each issue of *Hemmings Sports & Exotic Car* magazine, a publication of *Hemmings Motor News* contains a Lost & Found section where the readers share information or pose questions about recently unusual or noteworthy cars that have recently been discovered. An item in their October 2007 issue caught our eye – a vintage B&W photo of a “customized” white side-walled JR over the caption MYSTERY ALLARD. The photo was submitted by Bill Borden of Hanover, Indiana, who indicated that he took the photo in the late 1950’s. His comments were “I lived near a golf course in Indianapolis and used to see the car pass by my house with the driver’s clubs sitting in the passenger seat. One day I jumped on my bike and followed him to the parking lot where I took this photo. I knew what the car was after being given a complimentary copy of *Road & Track* at the Indianapolis Auto Show at the tender age of 10.... I’m curious to know which JR it is, its history (including how it came to be in Indianapolis), and how and why it acquired the ‘attachments’ on the bonnet.”

The responses from several readers were summarized in the December issue, with consensus that this is #3403, one of the cars that ran in the 1953 LeMans, and was subsequently owned and restored by Syd Silverman. Bill Boone purchased it in August 2007 at the R&M Auction at Monterey. Some readers’ comments include:

Don Milligan of Andover MA writes “Interestingly, all of the (seven) JR Allards are survivors. There is a strange thing about Allards that seems to attract acetylene torches and electric welders. Everyone wants to modify them to suit their own idea as to what is best....The aircraft oil cooler ... would appear to be someone’s ‘better idea.’ It

looks very much like a Cunningham knockoff.”

Other persons wrote “... indicate that it was raced by a Joan Ellis, girlfriend of race driver Jack Endsley, and makes reference to a newspaper photo of her sitting in the car which was owned by a Mr. Karl Nessler of Indianapolis – who was presumably the above mentioned golfer.”

→*Vintage Motorsport* 2008.2 (Mar/Apr 2008) has a full seven page article portraying the history, discovery, restoration, and subsequent racing activity of Steve Schuler’s 1950 J2 that Sydney Allard and Tommy Cole drove to a 3rd place finish in the 1950 *24 Hours of LeMans*. It is an very well researched and insightful article about one of the world’s most historic Allards, and a highly recommended part of any Allard enthusiast’s library. If you do not already have a copy, back issues can be purchased via www.vintagemotorsport.com

→The June 2008 issue of *Road & Track* has a 3 page article entitled “An Allard to Amelia. The journey of one man’s K2.” The story is about Andy Picariello and his freshly restored K2 which he showed at this year’s Amelia Island Concours d’Elegance. It is an insightful portrayal of what Andy went through from the time he purchased it as a ‘basket case’ five years ago, to its completion. This article includes a frank and enlightening summary of Andy’s out-of-pocket costs, not including the 2400 hours of his own ‘free’ labor.

Images Courtesy of:

“*Road & Track*” a publication of Hachette Filipacchi Media

“*Vintage Motorsport Magazine*”

“*Hemmings Sports & Exotic Car*” a publication of Hemmings Motor News” Photo: Bill Borden



ALLARD NEWS

Rob Williams' Allard K1.5



I bought my Allard in 1974, in Auckland, New Zealand. It was in original condition having had 25 owners and about 20 coats of paint since first registered in New Zealand in 1953, and was badly in need of restoration. The first step was to get it driveable, as it had no motor. Luckily I had a Mercury side valve in my Ford V8 Coupe Delux, so I pulled it out and used it in the Allard. Much to the horror of Ford owners, I put a 283 OHV Chevrolet motor in my coupe.

I liked driving the K2 so much that I postponed the restoration so I could do some gravel hillclimbs and grass track events. I entered a Tarmac race event at Pukekohe, but the car was not handling too good for close racing. I think I scared a few of my competitors!!! In the last race the clutch flew apart breaking a lump out of the bell housing and putting a huge dent in the bonnet.

I had my own panelbeating business at the time, and the Allard and trailer had been used often to collect new and used parts for jobs in the workshop. I also used the Allard to tow my Arnott Jap Formula 3 to race meetings. The combination turned many heads.

Now with the Allard back on the road, it is enjoyed regularly, and is still used for towing my domestic trailer. I have a letter from Tom Lush written in 1986 saying that he traced my engine no. which is on the original ownership/registration papers in New Zealand to chassis No. 518, so this will explain the transverse spring in the front. It was obviously sold as a rolling K1 chassis and fitted with genuine K2 all alloy body procured from the Allard factory – thus, the unofficial designation of a K1 ½ model.

Allards for Sale

For Sale

1953 K3, #3166

“Beowulf” has a race built 324 Olds Rocket V8 with a Cad-LaSalle 3-speed transmission and the original DeDion rear end and center pivot front axle. Though not the lowest serial number for a K3, this car is believed to be the “prototype” with construction started prior to the building of the Curtis LeMay K3. This K3 has a two seat interior that appears to be original, without the “step” at the Palm Beach GT Coupe grill). The car is located in Michigan. Contact Janet Kinzinger at jannkinz@prodigy.net. \$Inquire.



For Sale

1956 Palm Beach MkII

Convertible, practically complete, but partially disassembled. The body is in good condition, but needs paint. Includes original Jaguar engine and transmission.

My husband, Robert Forsyth, designed the Mk II for Allard in 1953 and bought this car in 1970 as the 5th owner. The car is located in Southern California. Contact Connie Forsyth at (909) 982-6585. \$Inquire.

The Allard Register

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The Allard Register

Show the MG Racers What a Real Car Is!
Bring your Allard to the Allard-MG Challenge this September 19 - 21
at the Newly Opened New Jersey Motorsports Park



The Vintage Racer Group (www.VRGonline.org) invites all Allard owners to the Thunderbolt Historic Races, and Wheels & Warbirds show at New Jersey Motorsports Park. The "Wheels and Warbirds" show will consist of a vintage air show, featuring WWII fighters and bombers, and a car show encompassing all makes of foreign and domestic classics. There will be a special area set aside for Allards within the overall car show, which will be located right next to the vintage racing paddock.

All race-prepared Allards are invited to enter for a full three days of racing on the "Lightning" Circuit at this terrific new facility in Millville, NJ. With eight sweeping turns in 1.9 miles, "Lightning" will certainly live up to its name! The course features a surprising amount of interesting elevation changes and banking, with a design developed in consultation with legendary (Allard) racer Carroll Shelby. You do not need to be a member of VRG to race. If your Allard meets the safety requirements and you have competition credentials from any recognized vintage racing club.

This will be one of the major events on the NJMP calendar! We're expecting over 150 race entrants, plus several hundred cars for the show. It will also be the MG Vintage Racers east coast "Focus Event" for 2008 with over 50 MG's expected to race. Andy Picariello and his MG counterpart, Chris Meyers, have resurrected the Allard-MG Challenge (the old trophy has been found!). Come out and represent the Clan!

The unique Wheels & War Birds Airshow will feature vintage auto races, combined with over 20 WWII war birds on display and in the air! Get the rare treat of seeing all of these historic planes in one place. Aircraft will include: four P-47 Thunderbolts, two TBM Avengers, a Corsair, a Spitfire, four T-6s, two Stearman, a U.S. Coast Guard Widgeon Amphibian, three B-25s, a L-4 (Liaison Aircraft), a C-47 DC3 Paratrooper Transport, a C-40 Warhawk, and two P-51 Mustangs. Don't miss this truly special event where the sky will be the limit!

A block of hotel rooms has been reserved for the 19th - 21st at the Quality Inn & Suites, 1701 North Second Street, Millville, NJ, Tel: 856-327-3300. The rate is \$110/night. Ask for the rooms reserved for the MG Vintage Racers.

For more information, please contact:

Andy Picariello

PO Box 1378

Marstons Mills, MA 02648

Tel: 508-420-2914

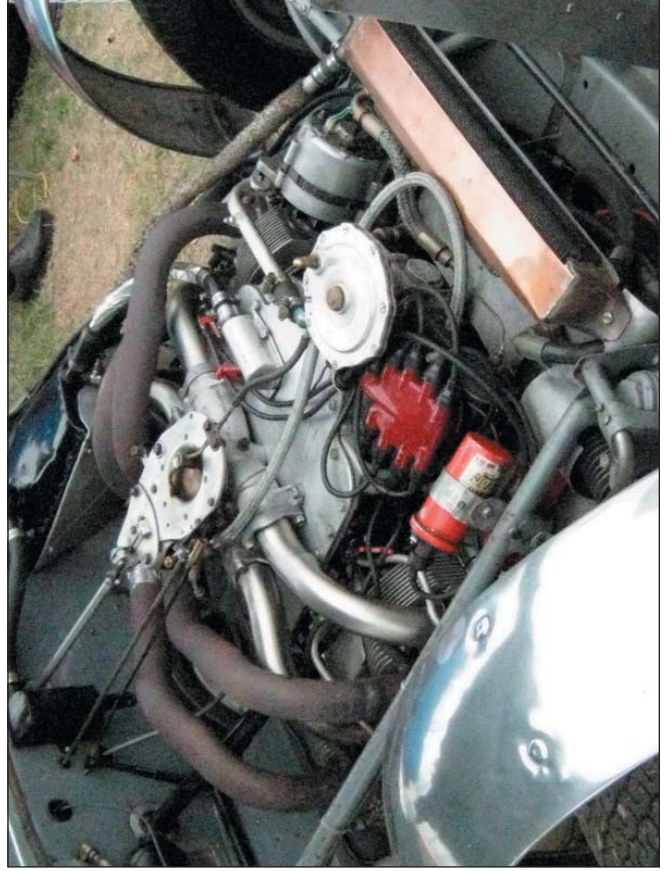
Fax: 508-420-2666

Email: afpic@cape.com

For more info on the new NJ Motorsports Park, please visit: www.njmotorsportspark.com



Sheep shearing demonstration at the west end of Lake Wakatipu, near Queenstown



The Lycoming Special. Incidentally, the gauge of the aluminum skin is about half the thickness of an Allard body's skin.



Peter Jackson's Aviation museum at Blenheim



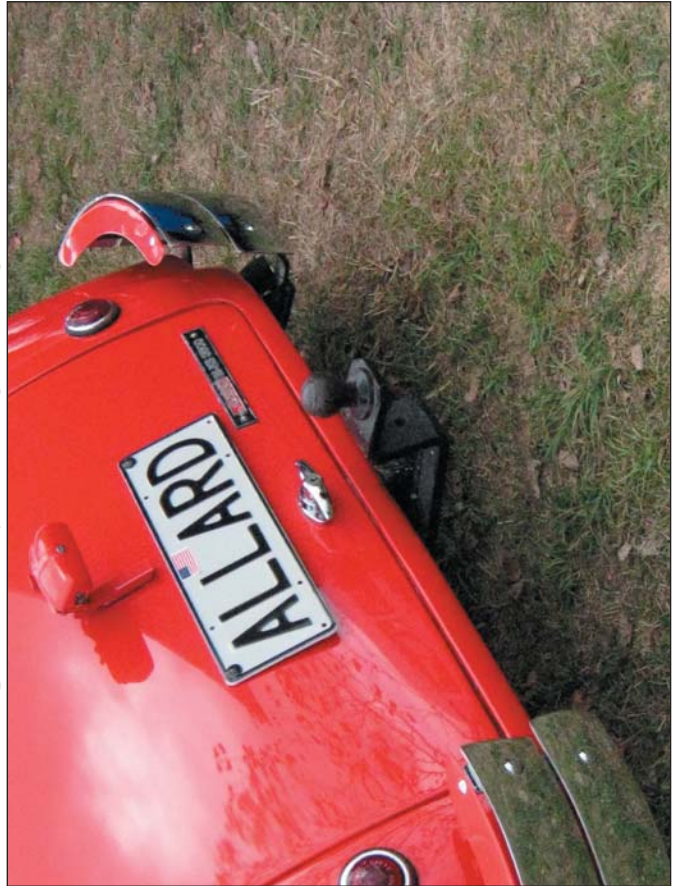
The Lycoming Special. Incidentally, the gauge of the aluminum skin is about half the thickness of an Allard body's skin.



"General Lee – Downunder Style" – One of the 6 cylinder, Hemi-powered Chrysler Chargers racing at Timaru



The Shotover Jet passengers ready for takeoff



Trailer hitch on Rob Williams' K1.5



Pits at Levels

Rob Williams' K1.5, Bill Boone's J2X, and Rob Boults' J2 at Timaru