



The Allard Register

No. 48

Fall 2007

FREE

The Monterey Week, 2007

The featured marque for the 2007 Monterey Historic Auto Races was Indy 'Roadsters.' This category of racing cars is, in the minds of some, the antithesis of the traditional sports car and road racing focus of the Monterey Historics. Indy 'Roadsters' were, however, the pinnacle of the motorsports interest in the US during the first two post-WWII decades.

These very conventional, front-engined, purpose-built racers dominated the Indianapolis 500 for a dozen years during the 50's and early 60's until they finally yielded to the "British invasion" of mid-engined racers in 1965. More than a dozen Indy 500 veterans from the 'roadster' era were on display in the paddocks, and most of them went out to treat the spectators to demonstration laps on Saturday and Sunday. It was intriguing to see how cars with two-speed gearboxes and minimal brakes - whose primary purpose was to hold together at sustained high speed and turn left - were able to negotiate Laguna Seca's hilly, eleven turn (four of which are *right turns*) terrain.

Seven Allards were set to compete against a broad array of American 'specials,' Jaguars, and Austin-Healeys in Sunday's Race 2B. The Allard contingency was honorably represented by the J2's of Steve Schuler,



A rare sight, Indy Roadsters turning right. Allard owner Bill Boone drives his 1960 Meskowski "Schmidt Special" into the Corkscrew.

-Chuck Warnes

Bernard Dervieux, and Brad Hoyt running amongst the J2X's of Peter Booth and Bob Lytle; and the set of twin K2's of Jim Degnan and John Wilkins. John has taken over driving duties from his father, George Myers, the long-time Allard racer who retired from vintage racing last year. John, a veteran racer, is now in the process of acclimating him-

self to the torque, bulk, and brakes endemic to the world of Allards.

All seven Allards took the checkered flag in basically the same order in which they started this ten lap race. Dervieux and Booth ran nose-to-tail for the first seven laps until Bernard's brakes began to fade, allowing Peter to get past as they navigated around the Andretti Hairpin. Meanwhile, Lytle, Degnan, and Wilkins ran in a tight pack for the duration.

One oddity among this class was the massive bulk of a six-cylinder, flathead engined Hudson Hornet ("Doc Hudson" to the younger set) which was able to hold its own among this group of open bodied sports cars. This should come as no big surprise, considering Hudson's impressive track record on the NASCAR and AAA circuits in the early 50's.

Incidentally, one of the Indy 500 veterans was owned and driven by Allard owner, Bill Boone from

Monterey Continued...



← Bernard Dervieux and his J2 ran a great race until his brakes began to fade on lap 8.



John Wilkins, Bob Lytle, and Jim Degnan (l to r) enjoyed a close race. →

Oklahoma. You may recall that Bill was an active participant in the 2006 Allard Northwest Tour. Not only did Bill aggressively race his bright yellow J2X in Seattle and Portland, but he also drove that same car on the entire 450 mile tour during the intervening week.

Bill added to his car collection during this weekend when he was the successful bidder on the Allard JR that was on the block at the RM Auction (www.rmauctions.com) on Saturday night. This JR was one of Allard's two LeMans contestants for 1953. It was beautifully restored by the Vintage Connection for Syd Silverman prior to 1990, when Allard was the featured marquee at the Monterey Historics. Knowing Bill's passion for using his cars as they were intended, we look forward to seeing a JR back on the vintage racing scene in the upcoming years. That same auction house helped a beautiful Allard K2 find a new owner the previous night.

At the same time two other Allards were up for sale by Bonhams & Butterfields (www.bonhams.com/quail) over at the Quail Lodge. One was the very intriguing 1952 J2X LeMans – one of the two participants of the 1952 LeMans race, and the other was a very nicely finished K2.

Thus, three of the eight Allard LeMans veterans were present in the Monterey area – Steve Schuler's 3rd place finisher of the 1950 race, one of the LeMans bodied J2X's from 1952 and one of the 1953 JR's.

One other Allard was periodically sighted around the MHAR paddock areas during the weekend – the immaculate blue, Cad-powered K3 that recently changed ownership in recent months. Several observers were intrigued by the previous owner's innovative approach to bring the top of the windscreen above eye level.

Aside from the previous weekend's Monterey

Pre-Historics, car festivities for the general public got a jump start on Tuesday, with the first annual Concours on the Avenue on Ocean Avenue in downtown Carmel. This free event was free of charge, and featured a collection of more than 100 historic and sports cars from

1946 – 1971 including Tom LaMoreaux’s Allard K2, and Steve Schuler’s J2. Steve drove his Allard, together with a pack of other street *illegal* racers, the 12 miles from Laguna Seca under escort by a very benevolent and tolerant California Highway Patrol officer.

The J2X LeMans J-3055 was raced in the 1952 LeMans by Sydney and Jack Fairman. The car did not sell at the Bonhams & Butterfields auction and it is currently for sale at www.1952allard.com. Behind it is a red K2 that also did not sell. →



MHAR fixture George Myers handed over the driving reins of his K2 to son John Wilkins. →

← *Allard JR J-3403 was raced by Zora in the 1953 LeMans. The car was sold at the RM Auction on Saturday to Allard Owner Bill Boone who plans to race the car.*



← *Of the LeMans Allards present in Monterey this year was Steve Schuler’s J2, which was raced by Sydney and Tom Cole to 3rd place in the 1950 race. Steve was racing the car in Monterey for the second year.*

Carmel by the Sea - Concours on the Avenue *-Tom LaMoreaux*



Having owned my Allard for over 30 years means 30 years of car shows, mostly local and casual in nature. My Allard, a 1950 K2 Roadster, while in good shape, is not concours quality. So I considered an invitation to the first Carmel Concours on the Avenue a compliment, and one that I couldn't turn down. After several days of preparation, the Allard was loaded on the trailer for the predawn drive of several hours north to Carmel. Most of you are aware that this particular week in August is gearhead heaven in Monterey and the surrounding area. There are auctions, car shows, and auto related events throughout the week leading up to the vintage races at Laguna Seca and the Pebble Beach Concours D'Elegance.

We arrived in Carmel with plenty of time to find the parking lot for trailers, unload the Allard, and cruise through town to the staging area. For a first year event, it was well organized. We staged on a side street, then were led one-by-one to the main street in Carmel to park. After parking, we were given two director's chairs by our class host as our reward for the hours of cleaning and preparing for the show.

One of the highlights of the day happened soon after we parked. The organizers wisely decided to bring in all the race cars last, since race cars generally don't like idling on side streets. We heard the cars before we saw them, a deep rumble of engines, then around the corner appeared a beautiful 1952 Cunningham C4R Roadster and a J2 Allard, followed by Corvettes, Porsches, and various other cars that would be racing that weekend at Laguna Seca.

This was an unusual concours, since the classes were varied and wide ranging. They included everything

from micro cars such as an Isetta and a Messerschmidt, to American trucks from the fifties. You could admire a Chevy Nomad station wagon on the main street, wander over to a side street to check out classic British sports cars, then back to the main street to see a 1949 Austin Healey Silverstone or a 1964 Porsche Cabriolet. My Allard was in the Historic Race class, which meant we were parked between the Healey Silverstone, and the Cunningham.

When I've shown the Allard in the past, I have always allowed people to sit behind the wheel of my car. Because the Allard is such a basic sports car, there just isn't anything they can hurt. Kids in particular will jump at the opportunity, especially when they get to wear the vintage racing helmet I have on display with the car. This event was no exception, and kids were jumping in and out of the car all day long-not the usual activity they would expect at a concours!

The day wound to a close, leaving my wife and me with a dilemma – how do we get all our stuff in the Allard and over to our truck and trailer? We now had two director's chairs, a large canvas and leather goodie bag full of stuff, and no trunk space, since our trunk was full of tools and spare parts. Finally the gentleman who owned the Cunningham came to our rescue. After my wife settled herself in the passenger's seat, he propped the folded up chairs on her lap and tucked the goodie bag beneath her feet on the floor. It must have been an interesting sight, a Cad Allard cruising through the streets of Carmel with my wife holding the chairs in her lap, barely able to see through the chairs!

The Weak Link – Gearboxes

-David Hooper

One of the weaknesses of the Allard marque was the use of the vulnerable Ford three-speed gearbox. Allard's commitment to the enclosed prop-shaft and torque tube made it difficult to use any of the other commercially available gearboxes. The Ford three-speed was only 'just about adequate' when gently used in conjunction with the Ford 3662 cc and Mercury 3917 cc engines. However, when linked to either the Cadillac or Chrysler engines, this was a seriously weak link.

Alternative Ford ratios came via Lincoln Zephyr, and the Allard Company experimented with its own version, essentially for Sydney's own cars. Today it is still possible to get close-ratio conversion gears from the US.

It would have been more logical if the Company produced a purpose-built gearbox. However the development costs ruled that solution out. Commercially available alternative gearboxes were investigated over the years. But apart from experiments with a Cotal/Clerk electric type box, a modified form of the Ford commercial four-speed box, and the Hobbs automatic gearbox - no alternative was ever available.

Once open prop-shafts were used on the P2 and JR chassis, it did make it easier to use some of the US manual and automatic gearboxes. The Mk I Palm Beach used the standard Ford 204E three-speed gearbox. The stillborn Bridgehampton (the name given to the provisional 1953 Le Mans entry, being a modified version of the 1508cc Ford Consul powered Palm Beach) was to have been fitted with a four-speed Moss gearbox. A cast aluminium adapter housing had already been made prior to the cancellation of the project. A commercially made overdrive had been made for the Ford Zephyr and Consul models, and this was retrofitted to a number of Palm Beach's. The Mk 2 Palm Beach used the Moss four-speed gearbox and overdrive in conjunction with the 3.4 C-Type Jaguar engine.

The first gearbox to be investigated was one based on the Cotal electric unit which was a redesigned version by Robert Clerk. The Clerk gearbox was dimensionally the same size as the Ford box, and an experimental unit was fitted and tested in Sydney's M-type coupe. The results were not encouraging, but it might have been more successful if today's alternators and batteries had been available. Furthermore, its capacity was marginal. The only production car to be ever fitted with a Cotal gearbox was, I believe, the Ardun-powered Essex Aero magnesium bodied J2X. One Clerk-designed gearbox was tested in

Sydney's hillclimb Steyr single-seater. However its reliability was questionable, and it was never used in anger.

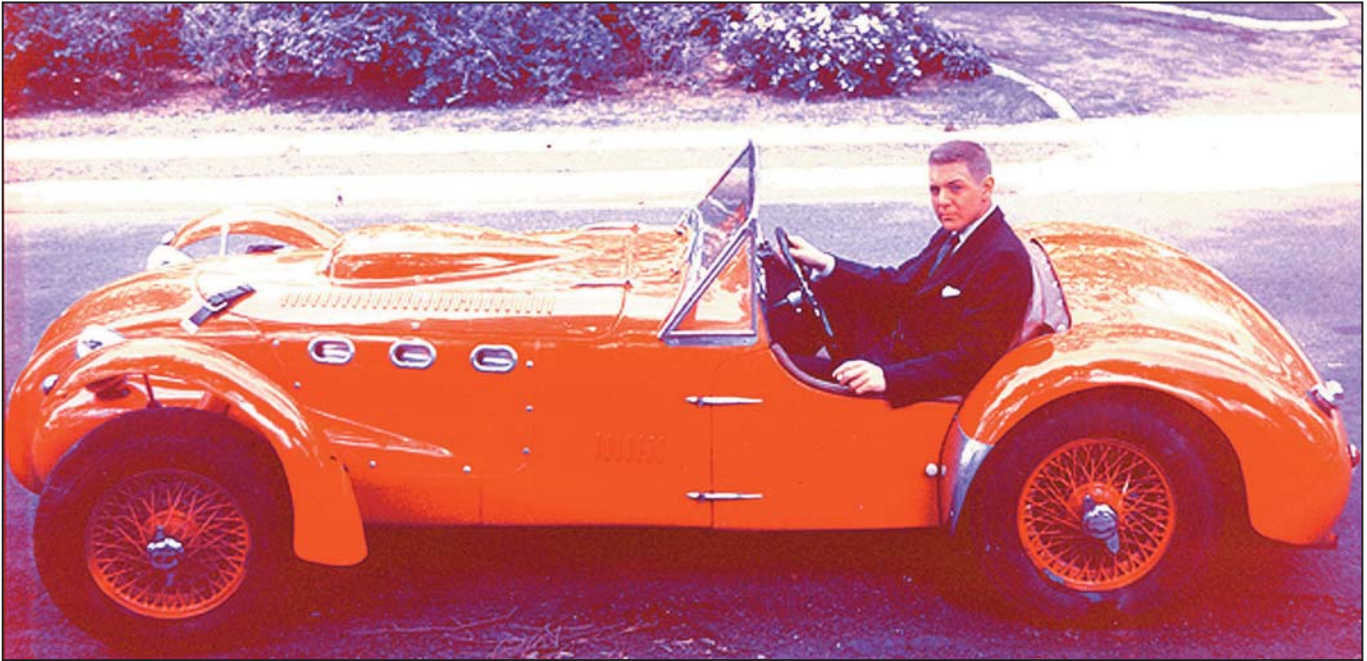
The gearbox destined for use in the 1952 LeMans Chrysler-powered J2X's (chassis number 3049 and 3055) was based on the four-speed Ford commercial box. Once again, the design was carried out by Robert Clerk. Its close-ratio gear train was based on what was felt to be advantageous for use at the LeMans circuit. A major disadvantage was the weight of the casing, plus the need to use very large diameter gears. A report in Motor Sport of the time noted that Sydney's J2X running at a Goodwood race meeting was producing a gear whine similar to that produced by the old racing Bentleys. A purpose-made case aluminium remote gear change unit bolted to the top of the casing being was fitted with a latch to stop reverse gear from being inadvertently engaged. Apart from the failure of the rather spindly short gearchange lever, both boxes performed well at LeMans. However it was decided that because of the lack of a synchromesh, excessive weight, and high cost; it would not be a viable solution. There were numerous requests for its use in the UK for J2 and J2X's, but only two LeMans gearboxes were ever made.

Around 1953 the Hobbs Gearbox Company developed a purpose-built gearbox of Australian-based design, with a capacity claimed to be in excess of 300 foot pounds of torque. This box could be operated as a full automatic, but retain the ability to manually over-ride gear selection. It was claimed to be more efficient than the current Borg Warner of that time, and there appeared to be a real possibility of being able to supply an alternative to the vulnerable Ford three-speed box. As a part of adapting the case to fit the Allard chassis mountings, the Company agreed to assist in the work related to supplying a Hobbs gearbox to fit a Bristol engine-powered car which was to be raced by a handicapped driver. In addition to this, I was involved in producing drawings for mating the Hobbs gearbox to a Ford Zephyr.

Hobbs were hopeful of getting Ford Motor Company to use their gearbox rather than Borg Warner. The Ford dealership part of the Company – Adlards – loaned Hobbs a Ford Zephyr for these tests. However Ford opted for the Borg Warner, and Hobbs hopes to become a major supplier failed. While a "dummy" Hobbs box was fitted to the 1953 Motor Show P2 Monte Carlo saloon, the project was disappointingly never completed.

Purchasing A New J2X IN 1953

-Lindsey Parsons



I can tell you the instant that my life long love of Allard automobiles began. It was in June of 1951, and I was standing several hundred yards short of the final turn on the old Bridgehampton road course waiting for the field to appear on the first lap of the feature race. Suddenly, at astonishing speed, there appeared a pea green Allard J2 with a very determined looking Tom Cole at the wheel obviously taking charge of the afternoon. As Allards go, it wasn't a particular beauty with its pastel color, and that odd zebra skin patch painted on the engine bonnet. Some of the metal on the bonnet was cut away revealing the four carburetors on the Chrysler Fire Power engine. This broke up the lines of the machine a bit and gave the car a somewhat unfinished look. Whatever it may have looked like, the machine sure did fly. I was won over in that moment and have never retreated from that first impression.

My interest was hardened the following spring at the 1952 New York motor show where I first met and had a rather long talk with Major Richard Seddon who was the representative of Allard Motors in USA at the time doing business under the name "Sports Car Inc., USA". He kept offices at Perry Fina's "R/P Imported Motorcars Co" shop on Manhattan's West Side where the cars were prepared for delivery. It was Major Sedden alone manning the Allard stand at the NY show, certainly a modest display when compared to the massive ones mounted by Jaguar and MG that year. Major Seddon was just about what one might expect a retired military officer from a fine British regiment to be. He was charming, articulate,

quite elegant, and extremely well informed on all matters relating to the European racing scene and Sydney Allard's products - both here and abroad. After an informative half hour discussion, I left with an even greater interest in the marque.

That summer of 1952, I absorbed as much as I could about Allards. In club racing my supercharged MG TC I came into contact with several Allards and always tried to get as much information about the car as possible. I became particularly fond of the beautiful dark red J2 of Preston Gray who was most helpful in answering my persistent questions about the machine. In the Fall that year, while attending the Watkins Glen Grand Prix, I ran into Major Seddon again. We had a long talk and naturally he was very persuasive in indicating that the new J2X would be very suited to my needs.

I'll never forget the Watkins Glen race that year. As the fateful Sunday approached, the village took on more and more the look of a small European Grand Prix venue. The night before the race there was an electricity in the air and the excitement and anticipation was almost palpable. All those beautiful cars parked around the small village presented a spectacle that would truly warm the heart of any enthusiast. It's so sad that it ended tragically the next day. Regardless of the fact that no real competition was experienced in Allard class cars due to the race cancellation, their plentiful presence on the grid was very impressive and I definitely promised myself to seriously think about acquiring an Allard at some point

in the future.

That point came with the September 22, 1952 edition of Life Magazine. In it was a beautiful full page color photo of Erwin Goldschmidt's new J2X and that pulled the trigger for me. When I had last spoken to the Major at the Glen, he mentioned that a down payment of approximately 10 percent of the car's cost was necessary in order to proceed with manufacture and I arranged to meet Seddon at his New York office to place an order.

The Perry Fina shop was a wonderful place to anyone who enjoyed interesting cars. In those days there was always an Allard or two present in the shop but not "displayed" as one might expect in an ordinary car dealer's showroom. Indeed, I don't recall any showroom at all. There was an office where I actually signed the sales agreement with Seddon but the environment was far more that of a busy car repair shop than the facility of a typical car dealer. I recall no salesmen whatsoever present. The Allard sales force seemed to be entirely made up of Major Seddon. There were also other marquees present on the shop floor every time I was there. Perry and his son were campaigning a Nardi in SCCA events at that time and this machine was there along with a verity of British and European cars there for repairs and service. Fina's shop had a reputation for excellent work at the time and I believe he serviced many different exotic cars for his customers.

I ordered the car without the side posts, unusual for a J2X. It was to be my only car and I felt that it would be a bit more conventional looking without the side mounted spares and therefore perhaps draw less undesired attention. The single spare tire was to be housed in the rear compartment adjacent to the fuel tank as on the earlier J2's. I requested dark red paint with light brown leather upholstery and also full weather equipment. The car was to be powered by a Cadillac 331 with the Ford three-speed transmission which was a standard arrangement at the time for these cars. Seddon indicated that the car would be delivered in approximately six months as ordered and sometime around May of 1953 the car arrived in New York. Although I have no records today of the serial number, it's my belief now that it was # 3147.

On the day I came to pick up the car, the weather was a perfectly beautiful. I arrived by train that morning and took a cab directly to Perry Fina's shop. I was delighted when I got there to see my car had been brought to the garage door and sat there glistening in the bright sunlight. It was the first time I had seen it and, after drooling over the car for a quite a few minutes, I was persuaded

to go into the office and settled all the paperwork with Major Seddon. Perry Fina then briefed me on the various features of the machine and offered a few comments about it's road handling characteristics. I simply don't recall if a orientation ride was offered or not. I'm sure he would have complied had I asked for one but I was very anxious to get under way and was full of the self confidence one has in youth. Off I went....directly into heavy West Side Manhattan morning traffic heading for the Holland Tunnel.

The engine made a sweet song in the old tunnel and once underway outside, I could hardly believe the performance. Even from the perspective of modern sports cars the Allard remains a fast car. It is little wonder that this machine back in 1953 was truly awesome....think of a typical 1953 American car. Needless to say, I had a ball driving it home. I could hardly believe the power and speed the car possessed. I definitely felt I was king of the road. Numerous adventures with Allards have followed, and some left strong memories, but none fonder than that very first drive in my brand new J2X.



Sad News About Lindsey's Latest Allard...

..."On the last day of a great rally down in the Blue Ridge area of Virginia we were forced off the road by another car. The Allard hit a steep embankment and a tree stump, stopped abruptly, then rolled a few feet down to a sign post where it came to rest. Both my accompanying friend and I suffered only VERY sore backs and stiff necks. With great difficulty, we extracted the car and had it placed back on our trailer where it now reposes here at home awaiting the insurance adjuster's assessment. The car can be repaired but it is definitely badly damaged."

ALLARD NEWS

Origin of the JR Designation*-Dudley Hume*

The JR came about as a result of a meeting that Sydney Allard, Reg Canham (General Manager), and I had one evening in Sydney's office - when it would be quiet and there would be no interruptions. We discussed the various aspects for about an hour, and the broad specification was outlined. Sydney repeated his original statement that the car would be known as the JR, as it would be an entirely new concept owing nothing to any previous model.

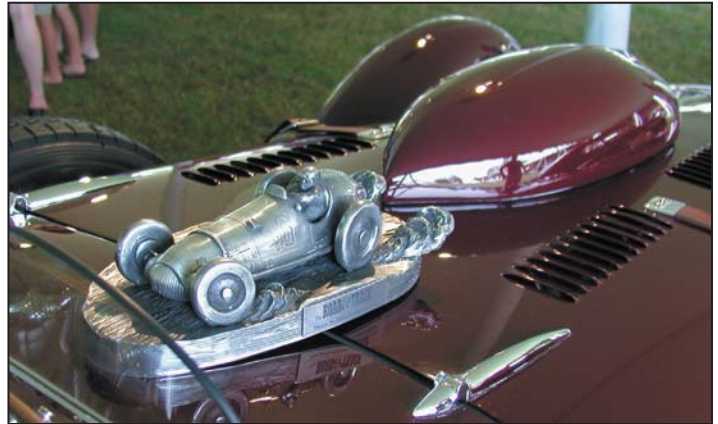
It was decided that I would produce an initial layout, as per our discussion, in the course of the next few weeks. Sydney gave it the OK to go ahead and produce drawings, all of which carried the definition JR.

The first publicity details were sent to the Autocar magazine, and this was published showing the correct description JR. The incorrect description "J2R" came about because of a mistake in the publicity leaflets which were being printed for the next show. When Sydney learned about it he demanded that they be reprinted, but when he learned the cost of doing this he decided to let it ride. Reg Canham told me about this later when I met him to discuss some consulting work.

The whole point of the JR was a lighter car with a considerably lower drag coefficient, and the performance proved this.

**News From Dean Butler**

We ran my JR at Goodwood this past weekend. We qualified third in the Freddie March Memorial Trophy Race and were running in third place on the last lap when the oil pressure disappeared and the driver judiciously shut the car off before there was a big bang. We had second fastest lap in the race. Dudley Hume, who designed the JR, was there and was delighted to see the JR perform so well - ahead of ALL the Jags and Ferraris. Too bad we did not finish third for him, but he was pleased anyway and said he felt quite vindicated about his design, as it has not been generally regarded over the years as good a car as it really is.

Picariello Wins Road&Track Award

I have been showing my J2, and more recently my K2, at various concours. I figure that this is the best way to let people who are interested in cars see an Allard. The most common comment is "I've heard of Allards, but have never seen one". I signed up for the W. K. Vanderbilt, Jr. Concours in response to a mailing they sent me.

The people from **Road & Track** had a booth nearby, and came over to chat several times. Besides being impressed with the J2, they were also taken in by the fact that I had advertised in their magazine in 1963 for a J2 Allard, and had purchased it due to a response to the ad. Additionally, I had a 1951 copy of **R&T**, giving the Pebble Beach race results showing my J2 in the race. When the awards were announced, my J2 won a class award. Then came an announcement that the best award was being given last. I was most surprised and astounded that my J2 was given the **R&T** "The Car We Would Most Like to Drive" award. Of all of the awards that the J2 has won, this one has special significance, as **Road & Track** played a key part in my acquiring the car.

For Sale**1953 K3, #3166**

White 1953 K3 aka "Beowulf" features an Oldsmobile Rocket 324 c.i. V8 and Cad-LaSalle 3-speed transmission. The car is located in Michigan. Contact Janet Kinzinger at jannkinz@prodigy.net. Please contact seller for price.

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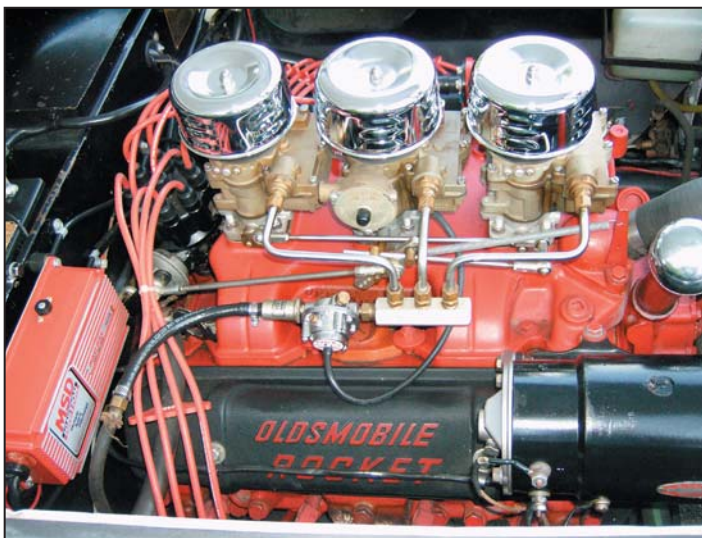


The Allard Register

FOR SALE - 1953 K3, #3166



1953 K3, #3166, aka "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 historical story is that Allard was challenged about that grill style as too similar to that of another auto manufacturer in England. The car is located in Michigan. Contact Janet Kinzinger at jannkinz@prodigy.net. Please contact seller for price.





The Allard Register

More Pictures of Andy Picariello's R&T Award





The Allard Register

Allard Motor Works News



Our J2X #001 will be shipped out the third or fourth week of January 08. It will find a home in Lawrence, KS, for a short while, before the owner takes it down to Sedona, AZ. That is only a few minutes away from that other famous J2X #65 of Cottonwood Bob's. Maybe we can have a shoot-out!

The car is the culmination of many years of design, prototyping and testing. I put over 15,000 miles on the first prototype; made radical changes to prototype 2, which I road and track tested for over 8,000 miles. I am satisfied that we now have a sweet-spot and that our customers will be delighted with the end product. I have 5 chassis that were built in 2003 and 2004. These will be designated as a '50th Anniversary Edition'. Currently, I have 8 vehicles under construction for delivery between now and May 08. I have 23 individuals that are waiting to speak to the new owners, as I have heard everything that I could say about our J2X MkII. 2008 looks like a turning point in what has been a long, and sometimes difficult period. Thanks to the many Allard supporters that I have out there, and the many words of encouragement from credible sports car aficionados and hard-ass track guys.

-Roger Allard



More Photos from Monterey



← A simple K3 modification for taller drivers.

The surprisingly → complex front suspension of a “crude” Indy roadster.



The Shadow MkI Can-Am racer was probably the strangest but most interesting car at the Historics. ←

The Allard Register



THE Napier Railton was brought over from the UK to celebrate the 100th anniversary of Brooklands. The car is a sight to be seen.



THE Blitzen Benz was also on hand to celebrate Brooklands.



"Doc Hudson" getting ready to negotiate Laguna Seca's Corkscrew.



The Allard Register



John Wilkins



Bob Lytle, showing Jim Degnan and John Wilkins the optimal Allard line through the Corkscrew.



Steve Schuler's J2.



Bernard Dervieux's J2



The Allard Register



*Peter Booth and Carroll Shelby's old Argentine racer - the last car
Shelby raced as an amateur.*



Jim Degnan's K2



Brad Hoyt's J2



Lytle in his J2X



Name this car...The oldest car entered in the Pebble Beach Tour d'Elegance



Ocean Avenue in Carmel - lunch break at the Pebble Beach Tour d'Elegance



Ab Jenkins' Duesenberg "Mormon Meteor" won Best of Show at the Pebble Beach Concours d'Elegance