

The Allard Register

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FREE

BREAKING NEWS!!!

Allard to be Showcased at 2011 Amelia Island

This just in from Bill Warner, Founder of the Amelia Island Concourse d'Elegance...

"Every year at the Amelia Island Concours d'Elegance, we feature various significant marques to showcase the heritage of the cars and the successes experienced. Andy Picariello and I have been working in concert for the past few years to assemble a definitive display of Allards to put on the fairways at the concourse. I am pleased to announce that for the 16th Anniversary of The Amelia Island Concours d'Elegance; March 11, 12, 13, 2011, Allard will be one of three featured marques, the other two being Duesenberg and Kurtis.

We look forward to working with you to ensure an outstanding display of significant Allards and tell the story of Sydney Allard and his accomplishments."

Andy Picariello & Bill Warner will be working to field at least one group of Allards, but preferably two; one each for road and race cars. Please feel free to contact Andy (afpic@cape.com) should you have any suggestions or comments. Please visit our web site, www.AllardRegister.org for more information as it becomes available.

Allard J1 – The 'Frost' Allard.

By Paul Harvey



Ted Frost was a successful international motocross scrambler, trials rider and Norton works rider in the period immediately before and after WW2. He owned the Drift Bridge Garage in Reigate Road, just outside Epsom, England. He had become friends with Sydney and his brothers through the Streatham Motorcycle Club, of which they were all members prior to the war.

He persuaded Sydney to build him a J1 for his use. Hence 79J415, the 'Frost' Allard, registration number MPG 250, was built and delivered on the 23rd September 1948. It was the thirteenth and last J1 to be made. It was also the only Allard to initially run with the bored and stroked Mercury engine, fitted with an over-head exhaust valve conversion and eight Amal carburetors.

MPG250 left the Allard works as a chassis with bodywork forward of the scuttle. A simple and lightweight body of aluminum on tubular steel was then added. In accordance with the sports-car racing regulations of the day the body only has one door on the driver's side. This makes entry and exit quite interesting for the passenger - particularly if the hood (soft top) is up! The cockpit area could best be described as minimalist. Purchase cost in 1948 was £800.

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Ted Frost used the car in competitions for the next couple of years. He won the Hunt Trophy in one of his early outings followed by many 1st class awards and best individual performances. He was accompanied by famed motor journalist, Bill Boddy on the Gloucester trial in December 1948, which was entertainingly written up in **Motor Sport**. This car was the winner of the May 1949 Quick Starting and Acceleration Test at the Lancia Motor Club Competition, much to the dismay of the Italian car owners present.

In March 1950, following the Southsea M.C. President's Trophy Trial, Ted sold the car to Ralph Venables for £250. Sadly Ted Frost died, aged about forty, from a heart attack only a couple of years later.

Venables was a well known motorcycle writer in the UK, and the J1 was one of his favorite cars. He kept MPG 250 for eleven years and the Allard became an equally well known car at all the motorcycle events at which he was reporting. Ralph had the distinction of owning nothing but open sports cars for 65 years.

Ralph sold MPG 250 to Joe Gardner in 1961 for £100. Joe immediately entered the car into the MCC Lands End Trial. Having survived with the modified engine for some 13 years, Joe managed an engine blow-up of major proportions – including destroying the car grille by putting a couple of rods through it! MPG 250 then passed through the hands of Hugh Gledhill, Don Batchelor and Roger Hayes before it came into my possession eleven years ago.

MPG 250 now shares the garage with two other J1s (chassis nos. 275 and 273, which are two of the three team cars built by Potter for the 1948 Alpine Rally) and an L type, belonging to my wife, affectionately known as Beauty.

MPG 250 is in remarkably original condition for a 62 year old competition car. It still has its original bodywork. Only the wings have been replaced over the years, and the engine is now a 275ci bored and stroked Mercury originally built by Tom Hutchinson in La Puente, Ca – and subsequently rebuilt a few times since.

“Never Raced or Rallied” - would be an inaccurate statement. From early rallying and trials, the Frost Allard was competing at Prescott Hillclimb when Sydney first aired the new J2 in 1949, and it was at Blackbush Dragfest in 1964. It has been regularly at Prescott and Shelsley Walsh in recent times, and can still pull 15 seconds at the Brighton Speed Trials. The J1 is a delight to handle - just like a J2 on leaf springs - and regularly embarrasses younger tin! MPG 250 will be competing again this year and for some more yet to come.



The J1 Allard

Sydney Allard's first post-war competition car was produced solely for accomplished competitors of the time - hence the first owners were people such as Imhof, Burgess, Appleton, Wick, Mansell and Potter. Immediately successful in international rallies, hillclimbs and trials, the car quickly gained Allard a formidable reputation.

All the cars started with the Mercury V8 which was bored and stroked to 4.3 litres (265ci), as Allard were unable to import other engines at that time. Several were supercharged and several had early ohv conversions fitted. In time, just as with the later J2, some subsequently ran with Chevy and Oldsmobile Rocket units.

Twelve cars were initially envisaged. In the end some thirteen were produced from 1946 to 1948. In addition, the J1 chassis was also used in Sydney's own competition special (JGP 473) and in the championship winning single seat Steyr special.

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The Allard Atom

By David Hooper



The 'Atom' project originated from Ronnie Green the promoter of Wimbledon Speedway who placed an order with the Company to build a prototype 500cc JAP powered small 'dirt track' style car. In the 50's speedway was beginning to lose its appeal due to rather processional racing with little overtaking, and the winner usually being the leader after the first corner – nothing new!

Ronnie Greene supplied us with a methanol tuned JAP speedway engine, along with a bike clutch assembly, and the requirement that the car should use 13" diameter Ford 100E wheels and tires. He held the view that midget car racing should look like the real thing rather than fair ground dodgem car. Sydney produced one of his ball point pen sketches along with a requirement that the wheelbase should be as small as possible which resulted in 64 inches.

Construction of the car was carried out at the Encon Motors workshop at Fulham with the chassis based around a lightweight channel section which had previously been used for the Allard Clipper. The engine and clutch assembly mountings were part of the left hand side member. The rear axle was a solid shaft (Go cart style) with a removable hub on left hand side, so that sprocket size could be changed, both front and rear axles were offset from the cars centre line by approximately 2 inches to aid its cornering characteristics. The front axle was a fabricated beam axle (Frazer Nash style) with $\frac{1}{4}$ elliptic leaf springs and radius rods. The smallest Ford stub axles (E93A) were used, with specially made lightweight hubs with the steering being a shortened Ford Burman type steering box. No brakes were fitted, with the controls being accelerator and clutch pedals along with an engine 'kill switch'.

Before the body was made the car was taken to the Wimbledon Speedway track for Ronnie Moore to test. Once unloaded in car park it was given a brief run on the tarmac surface to do some basic checks before being tried on the track. After one explanatory lap on the cinders the speed was increased for a few laps, however due to ruts being left on the bends by the earlier practicing bikes the 'Atom' caught a rut and rolled. Ronnie Moore suffered a broken collar bone! One lesson learnt from the accident was that the cinder surface, of that time, needed to be prepared for car racing.

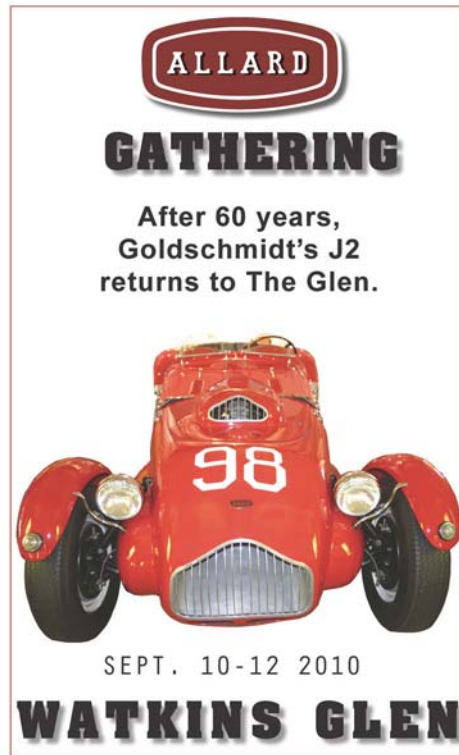
Ronnie Moore went on to become the Speedway World Champion of 1955 even though he had barely recovered from his shoulder injury. My involvement in the project finished at this point in order that I completed my 2 years National Service in the Royal Air Force. A second car was build and after strenuous efforts to develop Midget Car racing in the UK, it did not prove a success and the idea was dropped.

On the www.britishpathe.com web site there is color film of the car complete with body being tested at Wimbledon Stadium by Cyril Brine. Both Sydney Allard and Ronnie Greene are also seen in this short film. During the early 80's one of the two Atom cars could be seen outside a lockup garage in the Earlsfield area of London, however the owner was neither interested in the car or prepared to sell. John Pitney rebuilt one of the two cars, probably the one from Earlsfield and Ronnie Moore drove it an event at Wembley in 2000. The front axle of the John's rebuild bears no relationship to the original design.

Do you know where either of the Allard Atom's are today? If you do, please email Colin at cwarnes@sbcglobal.net

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The Glen Again in Ten! – Latest Update



In our last issue we announced the upcoming Allard Gathering at Watkins Glen to celebrate Erwin Goldschmidt's win in 1950. This event is concurrent with SVRA's US Vintage Grand Prix Festival this September 10 – 13. Many Allard special activities will take place throughout the weekend, including a drive on the Old Course through the town of Watkins Glen, and a special display at the track. All Allard owners are encouraged to attend with their cars – whether racing or not. Here is a tentative "Glen Again in Ten" run-down:

- **Wednesday**, Sept 8. Gates open at 2 PM. Registration and tech inspection starts for racers.
- **Thursday**, Sept 9. Gates open at 7 AM. Registration, tech inspection & orientation.
- **Friday**, Sept 10.
 - Gates open at 7 AM. Reg. & tech inspection. Qualification runs.
 - Old Course Re-enactment through downtown at 4 PM. Allards invited to participate.
 - Allard reception and dinner at the track at 7:30 PM.
- **Saturday**, Sept 11.
 - Gates open at 7 AM. Racing all day.
 - SVRA/US Vintage Grand Prix reception at the track. Allards folks are invited to participate.
- **Sunday**, Sept 12. Track opens at 8 AM. Racing all day.

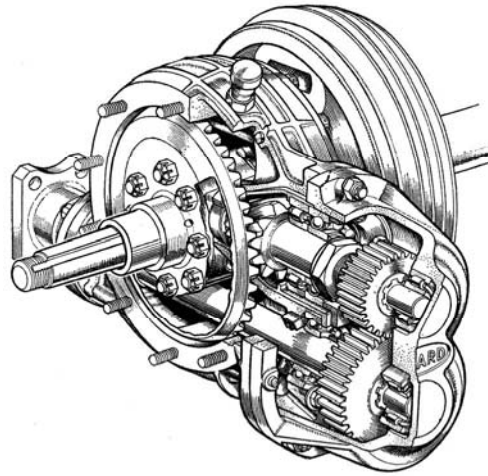
Bill Pollack will be our guest. He will share some of his Allard racing stories, and will be autographing copies of his book *Red Wheels and Whitewalls*. Fred Wacker, Jr. will also be on hand. In addition, there will also be two car shows – one downtown, and the other at the track on Saturday.

By the time you are reading this, the June 30 registration deadline has passed. You are still welcome to attend, however some events will be closed. If you have further questions please contact Andy at 508/420-2914 or afpic@cape.com.

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Allard Quick Change Axle

By David Hooper



In 1952, the Allard Motor Company offered a modified dead axle assembly for the J2X complete with removable center section to allow the Halibrand to be easily retrofitted to the USA cars. Due to high import costs, it was not cost effective to import Quick Change axles from the USA. However, due to interest from existing Allard owners plus HWM, it was decided to make an Allard version.

The Allard Quick Change axle was produced in 1952-3, with at least 15 units being manufactured on site and by Jack Knight Engineering. The design was based on the Halibrand axle, however we were unable to find a UK foundry that was able to cast steel inserts for the bearings in a process similar to the steel liners bonded into the Alfin type brake drum. Without these inserts the pinion bearing housing was achieved by a machined insert which bolted onto aluminum casting. The standard Ford based side steel covers were replaced by Aluminum castings.

We supplied a number of these axles to HWM and Coopers for use in their larger sports cars - the Wick brothers had one fitted to their front engined Cooper-Jaguar. Unfortunately, the units were not very reliable due to manufacturing compromises that were required. An updated version was made replacing the counter shaft composite front bearing with a standard ball race, and this model is the differential unit fitted to the Chrysler dragster and Steyr sports car. After the Clapham High Street fire, a number of un-machined casting were rescued from the ashes, which are no doubt gathering dust somewhere. Unfortunately only a couple of complete units are known to exist today.

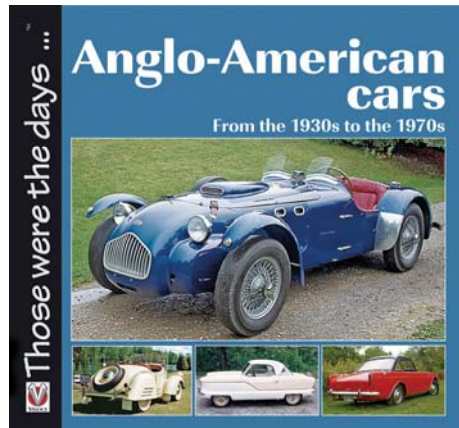


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Anglo-American Cars, From the 1930's to the 1970's

Review by Colin Warnes

Veloce Publishing, 2009, 96 Pages. ISBN: 978-1-845842-33-8



Anglo-American Cars, From the 1930s to 1970s is the latest book from Norm Mort from the “Those were the days...” book series by Veloce Publishing. The book is broken down by decade, and then alphabetically by manufacturer. **Anglo-American Cars ...** presents a summary of each manufacturer, their principals, the cars they made, and the reason for their demise. The book is printed on heavy weight paper and features many interesting photos, most of which are in color.

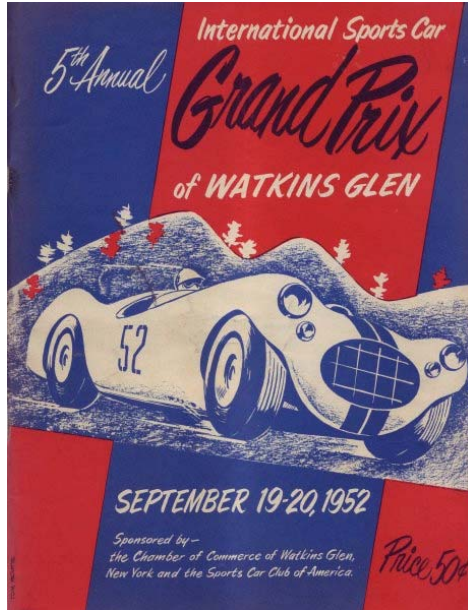
Norm Mort was raised in Toronto Canada where his life was focused on cars from age 10. Norm has been accumulating photos & literature on Anglo-American manufacturers for almost 50 years, and much of that content was used in the creation of this book. Norm is also an Allard enthusiast, having restored a 1949 M type (chassis #M-1051). Several excellent photos by Norm’s son Andrew are also featured in this book.

Not surprisingly, Allards feature prominently in over 25% of this book, but many other interesting manufacturers are outlined. They include Jensen, AC, Bristol, Jensen, Sunbeam, and TVR...along with lesser known companies like Atalanta, Batten, JBM, De Bruyne, and Trident. This book likely could have been much longer if it weren’t for the outset of WWII, which shuttered most of the small auto makers permanently. After reading the technical details and seeing photos of a Brough-Superior 6 or Railton Terraplane, one can only speculate what they might have been capable of if they had continued.

The common thread binding most of the cars through the 30’s to 50’s is the use of Ford V8 power and chassis components. It’s this feature, and close relationship with the Ford Motor Company that allowed Allard to be the only Anglo-American builder to make it through WWII. In the 50’s however, engines from other American auto makers started to make their way across the Atlantic and under the hoods of Bristols, De Bruyne’s, and Gordon-Keeble’s. The final portion of the book highlights British automotive technology that made its way to America. With the success of the Austin Seven in Europe, it was assumed that the same would be true in America, but sadly the small car never caught on with Americans’ big car tastes. One well known American entrepreneur, Stanley Harold “Wacky” Arnolt II was impressed by the post-war British sports cars so much that he licensed the MG TD chassis & engine, and mated them with an Italian alloy-body. He did the same with a Bristol a few years later.

Overall, this book provides a very interesting read, and I suspect that it contains at least a few companies or cars that you never seen or heard of. The photography is first rate, and the brochures combine to give a helpful insight into each manufacturer. If you are an Allard enthusiast, you should pick this book up...not just for the Allard content. It helps one appreciate how lucky it was for the Allard Motor Company was to make it past WWII, and also helps us to speculate about what Allard could have been if they had not ceased vehicle production in 1959.

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Recollections from the 1952 Watkins Glen Grand Prix

By Ed Reed

Reading about the plans underway for an Allard Gathering at Watkins Glen this September, in the **Allard Register**, brought back memories of the first time I attended the Grand Prix back in 1952, as a spectator. Little did I realize it would be the last year of the original road course.

Driving my 1951 Cad-Allard K2 (#1844) and accompanied by a good friend Arny Carlson, we left from Massachusetts for Watkins Glen late at night for the 340 mile trip. This was before the interstate highway system, so the road west for the most part was Rt. 20 – a two, three and four-lane undivided roadway winding through town centers and rural countryside. Looking back, it was a route ideally suited for an Allard. We arrived early in the morning. In the village we saw Fred Wacker's pit along Franklin Street. The Start/Finish line was further down the street, and beyond that the sharp right turn which climbs the hill out of town – and which would play prominently later in the day. We drove the race course before the race.

Among the cars there for the race was Fred Wacker's famous red 8-Ball Cad-Allard J2, Briggs Cunningham's white Chrysler Hemi powered Cunningham, MG's, Jag XK 120's and many special (homemade) cars. At the start, Wacker's Allard J2 accelerated away from the other cars, followed closely by Briggs Cunningham. Both of those cars pulled way ahead of the others. I was standing at the end of the Franklin Street straightaway on the inside of the climbing right turn out of town. The Allard J2 led the Cunningham for a couple of laps. At some point the Cunningham got ahead of the Allard J2. The cars were in that position as they roared down Franklin Street approaching the right turn. The Cunningham sped around, followed closely by the Allard J2 which slid sideways and brushed into a crowd of people standing on the edge of the outside of the turn along the sidewalk. Many people were knocked down, and tragically a young boy killed. I remember noticing the Allard J2's left passenger door was open as the car roared up the hill.

The race was halted and people began walking on the race course. I walked past Briggs Cunningham, who had parked his Cunningham at the side of the road. He asked me what had happened. I told him the Allard J2 slid into some spectators at the turn out of the town. This marked the end of the race run over the original road circuit at Watkins Glen.

Sports cars have changed a lot since that infamous day, but I still enjoy the thrill of driving the same Allard K2 taken to Watkins Glen, fifty-eight years ago!

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Come visit us on the internet at www.allardregister.org. New stories are added weekly along with lots of downloadable Allard resources including technical manuals, Year Books, Allard Register Archives (1970 – present), and links to other interesting Allard related web sites. If you have anything that you'd like to share, please email cwarnes@sbcglobal.net. Cheers!

Featured Web Site – www.etceterini.com

By Colin Warnes

The internet is full of interesting web sites that can be helpful to Allard owners. One of my favorite web sites is the www.Etceterini.com from Cliff Reuter. This site has two purposes. The first is devoted to presenting the history of the “Etceterini” class of small displacement sports racing cars which were built between the 1940's and 60's by several Italian manufacturers. The secondary purpose is to display of tons of scanned race results, programs, and photos from the 50's & 60's. The results are arranged by year, but take note; the pages can take a long time to load. If you love reading about racing from the 50's & early 60's, you will love this site!

Allard Magazine Covers!

A recurring feature on the web site is displaying old magazine covers that featured Allards on their cover. Sadly, most of the actual magazines didn't carry any Allard specific content, but the cover art is amazing. Most of these old magazines can still be found on www.ebay.com for anywhere from \$10 to \$25. Enjoy!

