

The Allard Register

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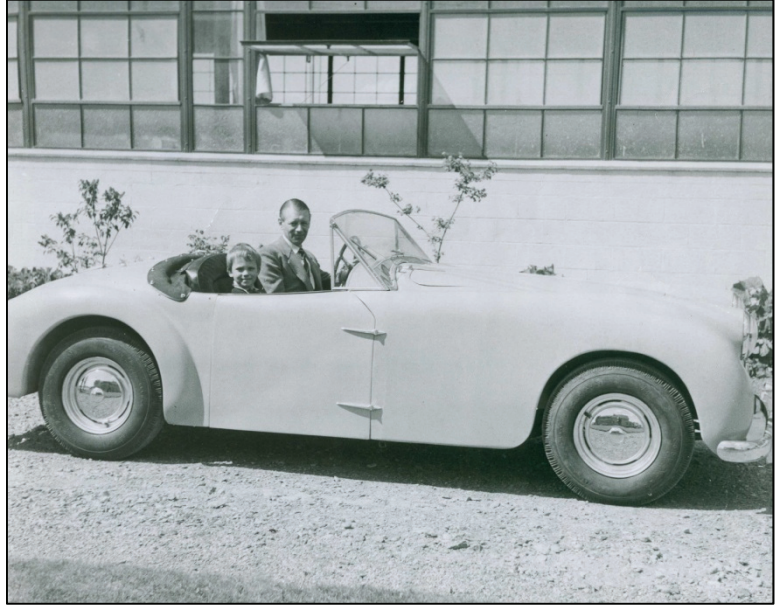
Fiberglass Palm Beach

-Dyer Jones

My brother passed along your email about "Forgotten Fiberglass". Here is what I know of the story of the fiberglass Allards. Hope you have a moment.

The story is as I learned it from our grandmother, our father, and from some of the 'old timers' who worked for our grandfather at his two companies – The Anchorage Inc. (boat builders) and Anchorage Plastics Corp. (fiberglass moldings).

In late 1944, our grandfather Bill Dyer, decided to experiment with building his dinghies out of fiberglass. Experiments were conducted with different methods of construction using the 9 foot Dyer Dhow, which he was building in plywood for the US Navy at The Anchorage Inc. (www.dyerboats.com) – which my brother runs.



The result was that in 1947, My grandfather formed a company called Anchorage Plastics Corp. to build fiberglass boat hulls. By about 1954 APC had converted all of their models to fiberglass hull construction. He quickly discovered that he could build more fiberglass boat hulls than he could readily finish and sell each year, so APC looked at producing other products in fiberglass. My father, who had recently retired from the US Army, was brought in as General Manager. He was successful in finding other applications for fiberglass construction including church steeples, museum diorama shells, coffins, bassinets, military landing craft, electrical switch covers, and automobile bodies.

This last application came about because we summered in Newport, RI and one of our neighbors was Verner Z. Reed, a venture capitalist who was a shareholder in APC. Another Newport neighbor was Joseph W. Frazer (of Kaiser-Frazer fame). Frazer knew that Sydney Allard was trying to break into the US sports car market, especially with his Palm Beach roadster. One deterrent was the high import duty levied on a fully assembled car. So the idea evolved for Allard to send the chassis and engine to their agent in the US (I think located in Long Island City, NY), and for APC fiberglass body components to be fitted.

From the research I have done in the APC production records, I believe that parts of at least seven (7) fiberglass bodies were made. I do not know exactly how many of them actually made it onto an Allard chassis. I was told that one body was fitted onto a Willys Jeep chassis (not very successfully), and another body was given to a shop employee who was going to make a hot rod from it. The body molds were destroyed when the shops were flooded in the September 1954 hurricanes.

I do know that at least one car was completed because I own it. This is chassis # 21 Z 5000, the prototype six-cylinder Palm Beach.

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I think the body molds were made over a standard Allard Palm Beach body. It is not entirely symmetrical - one side is a little bigger than the other measured from the centerline of the car. The body is made up of several principal components including a body pan, front body, hood, rear body, trunk lid, and doors - all mounted on the tubular steel Allard chassis.

I believe this work was done over the winter of 1951/52. 21Z5000 was sent to Warren where the molds were made and the body pieces fabricated and fitted. The photo on the front page is from May 1952 of me as a very young boy sitting in the car in front of the APC building on Warren, RI. The other guy is Larry Richards, who I think was the Sales Manager for the company importing Allards into New York. He would later go on to become Sales Manager for Mercedes Benz USA. I remember my father driving me down Bellevue Avenue in this car to Sunnylea, our Newport home.



The second photo taken at the same time shows Tony Cardosa and Luiz deBarros standing next to the car. Tony worked in the plastics shop. His brother Joe was the company shipping clerk, and another brother, Manny, was the chief pattern and mold maker. Manny and Luiz, who was the construction shop foreman, both had worked for my grandfather since he started building boats in the late 1920's.

The third is a publicity photo of the car in New York City in front of the offices of Owens-Corning Fiberglas. This photo was taken about July 1952 with Larry Richards and Sydney Allard (behind the wheel). Note that by then the car had acquired a different windshield and an air scoop on the hood (which it still has). I have no idea how Sydney Allard or my father fit into the car. I'm 6'2" and I don't fit, and both of them were considerably taller.

I lost track of 21Z5000 after 1952. However in the mid 70's a friend of mine was at the classic car meet at Hershey, PA negotiating the purchase of a Ferrari (a real Testarossa!) with a man from Canton, OH. This man pulled out pictures of his car collection and my friend noticed something in the background of one of them. He asked about the picture and



the man said it was a strange fiberglass car he had taken in trade and given to his son to work on. His son had disassembled it, but promptly lost interest, along with most of the small parts. A couple of days later I was on a plane to Canton with checkbook in hand.

I have worked on the car - off and on, mostly off - for a number of years. I have been living overseas for the last 15 years, so not much recent progress. My daughter has said she now wants to adopt the project and get it finished. I hope she will.

As an aside, The Anchorage Inc. and Anchorage Plastics were involved in another fiberglass car body project in the mid 60's. This time for Bill Ruger (of Ruger firearms fame) and his Ruger Special, a replica of a 4.5 liter blower Bentley.

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Monterey Car Week, 2012

-Chuck Warnes

Allards have been conspicuous by their absence at Laguna Seca for the past two years. So it was great to again see two veteran Allards from the Monterey Historic days running in the 2012 Rolex Monterey Motorsports Reunion (RMMR). Steve Schuler brought his beautiful and famous J2 1578 – the 3rd place finisher of the 1950 LeMans. He was joined in the Group 5B (1947-1955 Sports Racing and GT Cars) by Jim Degnan's friend, Jon Le Carner at the wheel of Jim's red 1952 K2 3035. Both cars attracted a good amount of attention from vintage racing fans throughout the weekend.

Group 5B's nine-lap race was on Sunday afternoon. Steve Schuler sat in 4th place on the starting grid, and the LeCarner started in 24th slot in the 35-car field. This group included a broad array of equipment from that era, with engine displacements ranging from the Allard J2's 5900cc down to a 697cc 1961 BMW 700S.

Four years had passed since Schuler had driven his J2 in a race, so he was quite pleased with his starting position, and even more pleased to finish in second place behind the famous Monsterati Special. Jon LeCarner is a veteran *La Carrera Panamerica* racer, and this was his first time driving an Allard in anger. During the race he worked his way up to a 20th place finish. Steve's fastest lap time around the 2.238-mile course was 1:53.626, while Jon's fastest was 2:06.231.

This year's RMMR celebrated fifty years since the inception of Carroll Shelby's AC Cobra, and no fewer than 41 Cobras were on the grid for Saturday's race. The Rolex Moments of Time tent gave homage to several more Cobras of special historical significance – including CSX2001 – the first production Cobra that Carroll Shelby used for promotion. It is currently painted bright blue (Shelby had it painted several different colors during its first few weeks in '62 to create the impression that he had several copies in stock) and still has the original tattered leather seats. This car is both smaller and lighter than a Mazda Miata, and is the only Cobra with inboard rear brakes.

The climax to Monterey's Car Week is Sunday's Pebble Beach *Concours d'Elegance*, the Holy Grail of the classic car scene which perennially strives to out-do itself. We were again privileged to get out there in the pre-dawn hours to witness the magnificent field of entrants make their way from the Polo Grounds to their assigned spots on Pebble Beach's 18th Fairway.

Much of this year's attention was focused on 15 exquisite classic Rolls-Royce and similar prestige marques that were commissioned for Indian Maharajas during the 1920's and 30's. Several of them are still owned, and were proudly displayed by descendants of the original owners.

The Allard marque was honorably represented by Dana Mecum's Allard J2, which took 3rd place in the Postwar Sports Open class. This particular J2 was the last J2 built, and served as Carroll Shelby's primary weapon of choice during the 1952 racing season. The oldest car in the field was a 1901 DeDion-Bouton Motorette. Colin took a few detailed rear chassis shots of the car which served as the original prototype for Allard's deDion rear-end concept.

This year's Concours also gave us a chance to visit with old friends, including Bill Pollack and his daughter Mellette, Bob Weiner, Lindsey Parsons and his daughter Kate and grandson Charlie. Bill enjoyed this opportunity to share stories about his racing the unique Mameco-Ardun Glasspar G2 during the 1953 racing season.

Two Allards also graced the field at The Quail – A Motorsports Gathering. They included the blue Hemi-powered J2X 3065 that was originally owned and raced by Maston Gregory, and a recently restored gray K3 3266.

This year's auction block featured a K2 that brought \$100,000 and an exquisite K3 that did not meet its reserve at Mecum's. Al Reynolds had some mixed emotions when he sold his unique 1947 L-Special at Russo & Steele for \$66,000. Al purchased his Allard while he was stationed in the US Army 50+ years ago. The previous owner had customized it in the course of some post-collision repairs back in 1955.

Even though we have seen Monterey's Car Week evolve over the years, it never loses its magical appeal. We are already looking toward savoring what 2013 has to offer.

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Glenmoor Gathering, 2012

-David Hooper

Allard was the featured marque for this year's Gathering, with 19 Allards on display, and seven running in Saturday's Glenmoor Passport Country Tour. Allards present included five J2's, three J2X's, three K1's, three K2's, a JR, an L-Type, a special coupe bodied M-Type, a Palm Beach Mk I and a Palm Beach Mk II.

The Gathering was spread over three days at the Glenmoor Country Club at Canton, Ohio, and included a mouth watering assortment of over 200 cars. Friday saw the first of the Allards arrive, which were displayed on the lawn in front of the clubhouse with Bruce McCaw's J2 – winner at Watkins Glen at the hand of Erwin Goldschmidt. Also on display were Andy Picariello's J2 and K2, Tom Kayuha's K1, Bill Magavern's K1, the K2 and PB Mk I of Axel & Hanko Rosenblad, Mike Fisher's K1, Bill Wilmer's J2X, Bill Boone's J2X, Paul Schoonmaker's J2X, Terrell Underwood's L-Type, Tom Shelton's J2 and Emil Loeffler's J2.

Friday's events included an interesting seminar on the trials and tribulations of the Studebaker Car Company, plus the start of the silent auction. A heavy rain shower caused a rush to fit tonneau covers. However it soon cleared and for the rest of the two days the weather was perfect.

The Glenmoor Passport Country Tour commenced at 8 AM on Saturday morning. A total of 40 cars took part in this truly unforgettable 90-mile tour through the rolling hills of northeast Ohio, over two lane country roads shared with Amish horse-drawn buggies. The seven Allards participating were Tom Kayuha and Mike Fisher in their K1's, Axel & Hanko Rosenblad and Peter Bowman in their K2's, Tom Sheldon driving his J2, Paul Schoonmaker in his J2X and Terrell Underwood piloting his L-Type. The first stop was at Carl Maxwell's Sinclair Service Station in Berlin, with lunch being taken at the recently restored Canal Tavern in the quaint historic village of Zoar. The Tour included a special slalom section where drivers had to dodge Amish Buggy 'debris'.

Sunday was Concours day. Being the featured marque, the Allards were not a part of the main Concours. However all 19 Allards were subject to their owner's voting for the best 'road car' and 'competition car'. Judging was to be completed by 10:30 am, and before the awards were made the Allard exhibitors attended lunch on the patio. During that morning, Palm Beach Mk II owner Robert Hartson gave a demonstration of how to ride a 'penny farthing bike' – very impressive when ridden in a relatively small area!

Allard winners were:

- The J2X of Annabelle & Bill Wilmer – Best Racing Allard
- The M-Type couple of Dawn & Mike Fisher – Best Street Allard

The Gathering produced a fine field of Allards – thanks to all the hard work of Andy Picariello and Tom Kayuha.

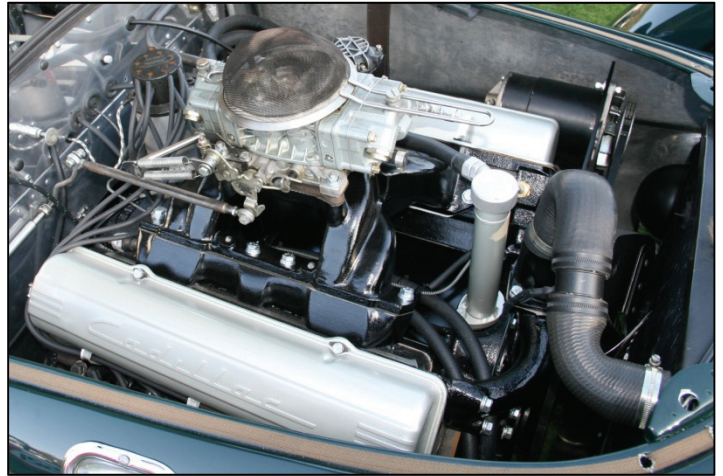


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Cadillac Engine Tuning Tips

-Dean Butler

1. The stock Cadillac ignition is NOT good enough for a tuned engine – or even hard use with a standard engine. You have to change to a high performance points/coil ignition, solid state ignition or use a magneto. Magnetos are period and pass muster for historic racing. This is the first thing you have to do.
2. One of the weak points in the Cadillac 331/365/390 series the fact that the outer ends of the fronts of the rocker shafts are not supported and tend to break under even moderately hard use. The solution is to fabricate stands for the ends of the rocker shafts, especially for the front. Better still; go to a larger diameter rocker shaft. We use 1950's Chrysler shafts and after-market rocker arms. Even these shafts, fully supported, tend to fracture under racing conditions.
3. Camshafts and lifters: You do not need to get fancy to have plenty of power. Solid lifters are a waste of time and money unless you are going for absolute maximum power (which most Allards and drivers cannot use anyway). We have always used rather mild Crane camshafts – and fortunately had enough when Crane went out of business. But, most any mild tune hydraulic camshaft is all you will need.
4. Forged pistons are a necessity. Cast iron pistons will not stand up to hard use.
5. It is very important to use post 1952 heads. The earlier heads have terrible, small exhaust passages. You do not need to use larger valves, even on an out and out racing engine.
6. Carburetion: a single Holley 750 cfm double pumper is as good as it gets. More carburetion results in poorer acceleration. Rochester and Carter carbs are difficult to set up and will never be as good as a Holley, especially in acceleration out of turns.
7. The 390 cast iron single 4bbl intake is the best there is – better than all the aftermarket intakes. This is proven by dyno work. The stock intake is very heavy. You can lighten it by milling off much of the bottom and closing it up with an aluminum plate held in place with lots of small screws.
8. If at all possible use a late 390 block. These have full flow oil filters. The earlier 390's are not full flow. *Note: some racing organizations do not allow the 390 to be raced in Allards, which are visually different from 331/365 blocks.*
9. High compression ratios (such as 12 to 1) make the engine fragile. If you are not looking for the absolute maximum power, go about 10.5 to 1 max.
10. You do not need nor want a lot of spark advance. 32, maybe 34 or so degrees of maximum advance should be plenty. More advance risks engine damage. Set advance on a dyno, if at all possible. Not all engines will be the same. Initial timing is usually best at about 15°. Confirm on a dyno.
11. Valve springs: stick with stock or slightly over stock pressures. If you use solid lifters and heavy valve springs, you will start chasing an endless array of other problems.
12. A well built Cadillac engine will feel like it wants to rev and rev. You do not need the revs, even for racing. Most drivers should not go above 5,200 or so – maybe 5,500. The engine will go a good bit higher – but you will eventually spin bearings and break crankshafts (usually problem will be at the first or second journal). Cad-Allards have always won races on torque, not bhp.
13. Use a modern crankshaft damper. This will head off a lot of potential harmonics breakage problems. Cadillac engines are known for being subject to harmonics problems. These usually show up in strange places and are not recognized



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for what they are. It is my opinion that rocker shaft cracking is primarily a harmonics problem. Chevy V8's experience rocker shaft problems when they do not run a good crank damper.

14. Use an AP or similar multi-plate racing clutch. Standard clutches do not last very long. A good multi-plate clutch is worth its weight in gold – will last and last.
15. Oil pump – use the one with a piston in the relief valve, not the one with a ball. Or – adapt the pump from a 427 Chevy. If you run your engine really hard, you must replace the stock sheet metal oil pump cover with a heavier plate – or the cover will leak and cause oil pressure problems. Do NOT crank up the oil pressure. Forty pounds under load, twenty at idle, is sufficient – really. Remember, what you want is oil flow (plenty of oil). High pressure means less flow in most cases. Think of what happens when you put your thumb over the end of a garden hose. Pressure goes up, flow goes down.
16. For hard use, run plain tap water in the engine. Plain tap water carries away far more heat than water with antifreeze – WAY more. Most people think the opposite – but this is just plain wrong. Do not use distilled water. Distilled water invites corrosion. Average tap water does not. This is another area where most people get it wrong. Add a “water wetter” type of product (lowers surface tension which promotes heat transfer). Surface tension reducers really work.
17. Unless you are going for all out racing, you do not need a billet crankshaft nor aftermarket rods. The stock cranks and rods are darn good. If you want aftermarket rods for safety, that is fine. You still do not need a billet crank.
18. Restrict oil flow to the top of the engine. Plug the passage from block to head and then drill it out to about .040”. If you do not do this, and you run high revs on a long straight, most of the engine oil will wind up in the top of the engine, the pump will suck air, and that will be the end of your engine.

The Allard Register and the Allard Owners Club

-Chuck Warnes

Every now and then someone asks why there are two separate organizations promoting the Allard marque – especially in light of the small number of Allard cars and the ‘graying’ of many of the Allard owners.

It’s a good question, and one that we **Allard Register** folks have also pondered. We understand that some misunderstanding or disagreements may have played a role in establishing the **AR** some 40+ years ago. But we are not sure, nor are we particularly interested in researching that bit of Allard history. The key thing is that the **Allard Owners Club** and the **Allard Register** have enjoyed an amicable relationship and partnership for the past several years.

So, some have asked, why don't the two organizations merge? This point has been considered and discussed, and much of it boils down to organizational structure issues:

- The **Allard Owners Club** is a chartered British entity – with a formal charter, by-laws, officers, budget, dues and the whole enchilada.
- The **Allard Register**, on the other hand, is essentially a non-organization. We have no charter, and the titles of our ‘officers’ may or may not relate our actual duties. Our primary expenses for printing and mailing our newsletter are borne by a generous sponsor. So, in essence, we have no budget and no assets.

Buying or Selling Allards

One of the complimentary services the Allard Register offers is helping Allard enthusiasts around the world buy or sell cars. Recently we helped Mark Moskowitz of NC, purchase K3 #3174 from Jack Anderson. Additionally we helped Cordell Bahn of WA in the sale of his J2 #2090 to Alain Ruede of Switzerland.

M Type Wanted

Jere Krieg is looking for a decent M type that runs. If you are looking to sell or interested in trading for an original '57 Thunderbird, contact him at jere.krieg@yahoo.com.

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Allard Register – Web Link Enhancements

-Chuck Warnes

Colin recently made a concise announcement in www.allardregister.org that we've updated our Web Links. I just spent some time perusing two of those links, and would like to embellish on the wide body of useful and readily accessible information.

As I was doing this, I reflected back to 1984 when I bought an incomplete basket case K3 and embarked on a long, spotty and often frustrating quest for parts and relevant technical information. These links give me a true appreciation for a central list of resources. So – I'd like to direct you to two buttons on the top toolbar on the www.allardregister.org home page.

A click on '**Allard Links**' brings up a list of all the Allard and Allard-related organizations including:

- Allard Motor Company
- Allard Owner's Club
- Allard Motor Works
- Allard Yahoo Group
- Allard Register on Facebook
- Access to twenty (20) Allard YouTube videos – including current in-car footage of Allards running in Monte Carlo and Laguna Seca, 1989 and 1990 interviews with Tom Lush and Tom Carstens, and historic footage of Allards at Le Mans.
- A dozen links to resources for Buying and Selling Cars

'**Allard Technical Links**' provides you instant access to half dozen Allard service manuals, and 40+ Allard-related parts suppliers around the world including:

- Eighteen (18) Parts, Body & Trim, and Electrical suppliers
- Two (2) Marles Steering services & suppliers
- Ten (10) Tire & Wheel suppliers
- Multiple sources for vintage Ford, Cadillac and Chrysler engines

Breaking News! New Allard Book in the Works

We just learned that Alan Allard has secured a deal with the Crowood Press to publish a new Allard book, "Allard, The Complete Story" co-authored with Lance Cole. The 75,000 word book will cover the complete history of the Allard Motor Company and will include several owners' stories. If you'd like to contribute your story and/or photos, you can email Alan at sales@allardmotorsport.co.uk. The book will be published in 2014.

The Allard Register

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Don't forget to check out our web site! New stories are added weekly along with lots of downloadable Allard resources including technical manuals, Year Books, Brochures, 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!

Photos • Pages 1 & 2: the Dyer Collection • Page 4: Peter Booth • Page 5: Colin Warnes • Page 8: Al Moss

Don't forget to visit www.AllardRegister.org for all the latest Allard news & information!

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The Last Checkered Flag...

Al Moss, 1927 - 2012

We were saddened to receive the news that Allard distributor Alan 'Al' Moss passed away at the age of 80. Al was a legend in the West Coast sports car scene...ever heard of Moss Motors? It's tough to even start describing Al's amazing life. Not only was he an entrepreneur, but he was an absolute character and jokester. I am honored to have had the brief chance to get to know the man...enjoying several long phone calls reminiscing about Allards and the people that raced them. We'll come back soon with a more fitting tribute to this legend.

PS: The Allard Register was honored when Al passed on all of his Allard correspondence to us. To read some of it, just type 'Moss' into the search bar on our web page, www.allardregister.org.



John Fitch, 1917 - 2012

On Wednesday October 31, automotive legend John Fitch took his last checkered flag. John was born on August 4, 1917 in Indianapolis, Indiana. John was a renaissance man when it came to automobiles...he not only raced them, he was a mechanic, designer, fabricator, inventor, track proprietor, and safety pioneer. John was perhaps best known for his racing career where he raced MG's, Cunninghams, Maserati's, Jaguar's, Corvette's, Formula 1, and an Allard.

In 1951, John was invited to race in the inaugural General Peron Grand Prix in Buenos Aires. There was only one problem...he didn't have a suitable car. John talked his friend Tommy Cole into selling him his wrecked J2 (#1514) for cheap. John straightened the chassis, pounded out the body, bled the brakes, and then kissed his very pregnant wife goodbye as he left for Argentina. Two other Allard owners were entered, Fred Wacker and good friend Tommy Cole in his new J2. John led the race from the start with his only serious competition coming from Wacker who finished a lap down in second. It was John's first win and it earned him a seat at Le Mans with the Cunningham team later that year.

Ted Turner, 1963 - 2012

Ted Turner, son of Tom and Yvonne Turner, passed away unexpectedly on June 6, 2012. Longtime Allard owners will remember Ted's father, Dr. Tom Turner, who was the major Allard cheerleader in the US until he passed away 20 years ago. Ted accompanied his father to racing events and assisted him in the restoration and maintenance of his many cars. Ted was actively involved in working with his father in the collection, restoration and racing of Allards throughout the late 1980's and early '90's.

Ted's interest and enthusiasm for Allards continued after Dr. Tom Turner's sudden passing in 1994, as he supported and assisted his mother, Yvonne as she continued to campaign Tom's beautiful and infamous flathead powered J2. Other Allard owners have since come to appreciate Ted's assistance as he has continued to share items from his father's extensive Allard archives and parts bins.

Ted graduated from Trinity University in San Antonio and University of Illinois at Urbana-Champaign. Ted was an Adjunct Professor of Biology for Dallas County Community College District at El Centro College and Brookhaven College.

Ted is survived by his wife, Elizabeth Hinkle-Turner; 2 sons, Jerry Turner and J.T. Turner; a sister, Anne Turner Rhodes and a brother, Bob Turner.