

# The Allard Register

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## The Monte Shelton CLASSIC NORTHWEST RALLY XXV

-Kevin Blount

Kevin Blount and Bob Lucurell are both veterans of the Classic Northwest Rally. This four-day event (July 25 – 28, 2013), sponsored by Monte Shelton Jaguar, commences in Portland with registration and opening celebrations on Thursday evening. On Friday morning the 100 car field embarks on two days of rallying in and about the Cascade Mountain Range of the Pacific Northwest.



Each year the time and distance rally visits a particular resort where the participants end Friday's and Saturday's rallying with social

activities, special refreshments, tire-kicking and banquet dinners. They conclude the event on Sunday morning with the Awards Brunch. This was the maiden voyage for Kevin's recently finished Allard J2X. Kevin's report is as follows:

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This was my friend Paul Brewer's and my 7th time running this rally, and our first time in the Allard. Last year we won the vintage class (also known as the "seat of the pants" class) in my Mercedes and got 4th overall – beating many serious rallyists who were using calculators, stopwatches, etc. We were as surprised as anyone, and chalked it up to dumb luck rather than great skill. Time will tell.

This year we didn't do nearly as well, finishing mid-pack for a number of different reasons, all of which of course illustrate the 'dumb luck' comment above.

I took the J2X to a local speedometer shop to have the speedo and odo calibrated to be spot on, but I realized about 1/2 way through the first day that they were off by about 8%. As a result we were consistently early, earning us many unwanted penalty points. Also, the rally master caught us with a "trap" that earned us a significant penalty. We should have known better too, since they caught us with the exact same trap about 3 years ago.

The Allard was more difficult to TSD rally than my other cars for a number of reasons. First off, it's LOUD. We had a set of voice-activated headphones so we could communicate. Except that Paul's mic went out right at the start line, so we spent the next two days yelling at each other.

Secondly, having the odometer in front of the navigator really threw us off. Many navigators love to have it there, but over the years Paul and I have developed the routine where watching the odometer is the driver's job. So its location over in front of Paul really messed us up.

Lastly, I found it tougher to keep a constant speed with the speedometer out of my line of sight – especially so with 400 HP and a 3.25 rear end. As a result, a few extra rpm translates to quite a bit of speed. Even a one or two MPH error can add significant points. Anyway, so much for my litany of excuses...

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The Allard ran brilliantly, and was great fun. It was a crowd favorite and I got lots of favorable comments from folks (as an aside, the week earlier I showed the car at the Forest Grove *Concours d'Elegance* placing 3rd in class. On the *Concours* tour the day before, I was at the back of the pack and a bicyclist who was watching the cars go by said "I don't know what it is, but that's by far the coolest car that's come by!"). What I've found is that everyone loves the Allard. Hot Rodders love it. Muscle car guys love it. The European sporty car crowd loves it. Ok, maybe one or two snooty CCCA Packard or Rolls Royce folks turned up their noses, but that seems to be the exception.

One checkpoint worker said he listened to us for about 5 minutes as we roared through the switchbacks up the hill, and that it was a symphony. We also got a fair number of comments about how uncomfortable we looked. Neither Paul nor I are small guys, and in some of the photos it appears that we are almost comically stuffed in, and overflowing out of the car. We were happy to play the martyr so we didn't dispute the comments. However the car is more comfortable than it looks. While we were tired at the end of a full day of driving, we weren't completely used up either.

In two weeks my girlfriend and I are taking the J2X to central Oregon for the Oregon Festival of Cars. We'll put up to 1000 miles on it over about 3 days of very quick driving chasing Ferrari's, Lamborghini's, Porsche GT3 RS's, Audi R8's etc. I'm really looking forward to a weekend of spirited Allard driving on great roads – weather permitting of course. With the Allard having no weather protection what-so-ever, I'll probably take a car with a top and windshield wipers if it looks like stormy weather.

So, in conclusion, the J2X is fantastic and I plan on keeping it and using it for a long time. While it's not the ideal TSD rally car for me, and I won't be taking it on the Monte Shelton Rally every year, I love driving the car and everyone loved having it there -- so much so that the Allard won "people's choice", the vote of all the rally participants for their favorite car on the rally!

## “Never Again!” – Confessions of a ‘Barn Find’ Junkie

-Chuck Warnes

Back in my childhood days, the groves surrounding many Minnesota farmyards shielded cannibalized relics of ancient vehicles that had escaped the WWII scrap drives. The raw simplicity of the Model ‘T’ Fords intrigued my pre-pubescent mind, and I was determined to find and restore one of those icons of automotive history.

The opportunity presented itself in the winter of '57, when my father told me





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about a Model 'T' truck partially buried in the depths of a ramshackle barn. Poor lighting and piles of junk hampered any chance for a close inspection, but the sight of the cab's back panel, the worm gear rear-end and wooden spoke rear wheels told me all I wanted to know. For \$25, how could I go wrong?

A few weeks later, enough snow had melted for us to drag my prize out into daylight. Bummer! It was only the rear half of a Model 'T' truck that had been grafted to 1928 Model 'A' sedan. A 'poor man's' farm pickup truck from the Great Depression era. But – my first hybrid, if you will.

OK, so much for my first restoration project. But thanks to the local network of unpatrolled rural roads and a set of tolerant parents – the contraption was a great source of illicit fun for the next two years before I could legally drive.

My next project car came some ten years later. Not actually a 'barn find', but yet a Wisconsin-based Porsche 356 that turned into a major rust repair project. Upon completion, I declared my resolve to avoid such projects in the future. But really, I was just kidding myself.

This came to a head in the spring of '84, when I saw an ad for a "53 Chrysler Allard K3 basket case" in our local newspaper. It was essentially a pile of parts amongst piles of other parts buried at the back of an unlighted garage. Well, the price was right, my wife was out of town so a deal was struck. Despite everything, she eventually forgave me.

Thus commenced what is arguably the longest, most drawn out rebuild project in Allard history\*. This K3 project was finally declared 'completed' 22 years later and I again declared "Never again". We had a nice driver that earned us a lot of respect from friends and family members – especially from those who had been witness to this project over the years. OK, it wasn't a J2X, but basically the same chassis and running gear, with a sturdier frame and a lot more creature comforts.

A key missing part from the basket case K3 was the deDion rear end and hubs. About a year into the project I met a guy who had 'parted out' a K3, and he helped put me in touch with that car's rear end components. He also gave me a lead on the guy in Wisconsin who bought the K3's body. I was able to strike a deal for the needed chassis components, but the body's owner was not interested in selling. In the course of our discussions I learned that he also owned Fred Wacker's infamous '8 Ball' J2.

My wife and I moved from Wisconsin to Fresno CA forty years ago, and were elated when our daughter moved from New York to Madison, WI in 2007. As a result we began making regular trips back to our old 'stomping grounds' – which gave me a chance to reconnect with the '8 Ball's' current owner.

Paul owns an eclectic array of unrestored vehicles that he had accumulated over the past 50 years, and a couple years ago he invited me out to the shop where preservation work was underway on the '8 Ball'. The remains of a J2X LM stored back in one of the corners of the shop caught my eye. Despite the fact that it was *sans* engine and transmission, I

whimsically asked if he'd be willing to take a running, refurbished K3 in trade. Paul's response was noncommittal. But he didn't laugh at me either.

We kept in touch, and this past spring we came to an agreement where Paul now has the pleasure of driving a hemi powered K3 – and we are commencing *another* rebuild of a 'barn find'. Hope we can keep to our two-year time line for getting the J2X LM back on the road.



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## Monterey 2013

-Chuck Warnes

For me, the 2013 Monterey 'Car Week' commenced on Thursday morning, when I took up my post to watch the Pebble Beach Tour d'Elegance participants turn into Ocean Avenue in downtown Carmel. There, they take a two hour lunch break, which gives a few thousand 'folks like us' a rare chance to get up close and personal with about 200 of the PB Concours entrants.

The Tour presents the chance to witness a broad spectrum of the world's most elegant and exotic vehicles running on the road. I truly respect the courage of the participants who are willing to expose their prize autos to the rigors of an 88 mile road trip – a mere three days before show time. We were somewhat surprised to see our friend, Martin Allard, at the wheel of his green K3 approaching the corner and get directed into the lineup on Ocean Avenue!



Martin and his family are Carmel residents, and that morning he decided to take a little run down Hwy 1 to watch the Tour. His plan was to turn around at Bixby Bridge and return to Carmel in time to take his wife out for brunch. However, he suddenly found himself as a part of the lineup. Those directing traffic presumed that he was a part of the Tour, and summarily directed him to Ocean Avenue. While Martin and his Allard were not official entrants, it is our opinion that his extremely original K3 could qualify for PB's Postwar Preservation class.

Two very nice Allards sold Mecum Auctions – an L Type that went for \$44K, and an immaculate K2 for \$95K.

David Rossiter has done considerable work on his '51 K2 in the ten years that he has owned it, and it gained a fair amount of well deserved attention at The Quail, A Motorsports Gathering. The upcoming Ironstone Concours d'Elegance is featuring David's red K2 on the poster promoting the September 28 event in the California Gold Rush town of Murphys.

On Saturday morning a few Allard folks got together for an impromptu breakfast. They included David Rossiter, Alan & Celia Tiley, Colin & Chuck Warnes, Lindsey Parsons, Mark Moskowitz, Bernard Dervieux, and Martin Allard. Over the weekend we also had a chance to visit with Al & Ursula Reynolds, Bob Weiner, Ron Hale and Alan Patterson.

Alan's J2X, which he has owned and raced for the past 60 years is currently in Pennsylvania. He shared his excitement about his two most recent acquisitions – one of the two Allard GT's, and one of the two remaining three-wheeled Allard Clippers. He reports that they have just arrived at the dock in New Jersey, and he is looking forward to commencing their restorations.



2013 saw one Allard entrant at the Rolex Monterey Motorsports Reunion races. This was Steve Schuler's green J2 – the third place overall, first-in-class finisher of the 1950 24 Hours of LeMans. Steve turned the Allard driving duties over to Graham Smith. Graham owns and races a J2 in Australia, and did much of the restoration on Steve's J2 a few years ago. Graham started race 5B in 29th place, and in 8 laps worked his way up to a 5th place finish. Graham similarly got a 4th place finish in the 'Pre-Reunion' the previous weekend. Graham's great drive in Sunday's race also netted him the prestigious Rolex Award For Excellence in race group 5B.

RMMR's closing celebration on Sunday includes the Rolex Awards of Excellence presentations (see above) to



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individual drivers in each race category, and also the event's 'Spirit of Monterey' honor to the driver who excelled in the spirit of the weekend. This year's 'Spirit of Monterey' award went to John Harden, who drove his 1963 Genie in Group 4A. John's first race was in 1953 when he competed in one of the Pebble Beach Road Races. At age 81, Harden has taken his racing helmet off for good, officially retiring after Saturday's race, where he finished a very respectable eighth out of 33 cars running in



his class.

I first met John at Laguna Seca in 1984, when he was racing his Hilborn injected J2X, and I was a newly hatched Allard owner in search of information and moral support. John, as a part of Vintage Connections in Oklahoma City, has restored and serviced many an Allard over the years, and continues to be a valuable technical resource to Allard owners worldwide. We offer our congratulations to John for this well deserved honor.

## Allard PB MK2 Rebuild

*-Lloyd Allard*



We're now in the final stages of assembly regarding the Palm Beach MK2 build. It'll be exactly one year at the end of August since we took on this project, and if all goes well we should go to paint in the next few weeks.

The whole project has been an awesome experience as well as sheer hard work, however all worthwhile we feel. We've sought to keep this restoration build as original as possible unless there was no alternative but to replace like for like – i.e. rusted panels, etc.

We've made a copy chassis while we had the original one available to us. This ate up the build time and took longer than expected. The chassis jig had to be precise and also took time to construct, but we felt it was essential. This also provided a chance for me to study fully the

construction of such chassis designs.

We're discussing whether the new Palm Beach chassis will be made into a MK2 PB or the MK3 PB, which was proposed by Sydney but never completed in 1958. The most exciting option is to shelve the new PB chassis just for the time being and press on with the JR build. The new chassis jig can also be used for the JR chassis build, of course. We already have in place the base JR chassis parts ready for assembly.

I attach photos of the new PB chassis on its jig, which you're welcome to publish on your site. I've attached photos of the PB MKII build from arrival to this day. I hope your club members will find it interesting. We now have available

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many new parts for Allards, also photos attached of such parts. In the next few weeks I shall add a parts listing to the Allard Sports Cars [www.allardspportscars.co.uk](http://www.allardspportscars.co.uk) website, along with further PB restoration photos on the blog attached.

I hope that your members will find it an exciting time for Allard. My father and I have been discussing these ideas for many years now and it seems with the help of both the Allard Owners Club and the Allard Register we can achieve our goals. As for me, I've been behind the scenes for many years, watching and learning.

I'm still learning each year that passes, but for me the time has come to go out on a limb and ring my bell so to speak. I've fifteen years experience in the automotive fabrication & design industry and feel quite confident that the construction of chassis and, even the build of complete turn-key Allards, is truly possible with the vast majority of work being carried out in house.



We propose only to construct a few cars for exclusive, enthusiastic customers – true followers of the marque. The sole idea behind the JR project is an easy one to understand. The JR does not necessarily have to be road registered thus avoiding all IVA processes, which in turn means a much quicker build process. However the JR will still be constructed to HTP FIA level in order to be accepted to race in high profile events such as the Lemans classic in which I intend to do as soon as possible. We simply need to find an investor who wants to achieve the same.

My father has worked tirelessly on this project, and I wish his efforts will be recognized, as he's one of a kind. He brings much experience to the table. I'll keep you updated upon further developments as and when. As soon as the PB has it's paint we shall organize an open day, and perhaps all attendees can come to the workshop and then over to our local racing circuit for some photos.

## M Type Wanted

Jere Krieg is still 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](mailto:jere.krieg@yahoo.com).

## For Sale: Palm Beach Seat

Jere Krieg had this custom seat made for his Palm Beach, but decided to go another direction. He paid \$1,100 for it, but he's willing to part with it for \$800. If interested, Jere's contact info is above.





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Photos • P1-2: Joe Cantrell • P2-4: Warnes • P5: RMMR • P5-6: Allard • P: Krieg • P7: Harding • P8: Annie Lee & Warnes

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### For Sale: Cadillac Engine Parts

West Coast Allard friend and Kurtis racer Joe Harding is clearing out his stock of 50's era Cadillac engine parts. If you are interest in anything, contact him at [Bubbree@aol.com](mailto:Bubbree@aol.com). The parts are located in the LA area.

Heads:	Price:	Core parts:	Price:
Pair of 1461727-8 with valves	\$ 500	Water pumps (5)	\$ 100
Pair of 1454022-3 with valves	\$ 500	Generators (7)	\$ 150
Pair of 1456439-40 bare head	\$ 300	Valve covers (12)	\$ 20
1454253-4 bare head	\$ 300	Push rods (42)	\$ 20
Pair 1459736-7 with valves	\$ 500	Flex plates (5)	\$ 20
1454022-3 bare head	\$ 300	Breather tubes (4)	\$ 10
Some of the heads are 390's, they have rocker shafts with them and will bolt straight to 331 blocks for a lot more power. The rocker shafts go with the 390 heads.		Starters (4) - 331's & 390's	\$ 150
Blocks:		Fuel pumps (4)	\$ 50
1456291 with heads 1454022 standard bore	\$ 2,500	331 adapter bell housing to manual transmission (2)	\$ 750
1456291 with heads 1456439	\$ 2,000	390 adapter bell housing to manual transmission (2)	\$ 750
1456291 short block +030 bore (has pilot bushing in crank for manual box)	\$ 600	Intake manifolds with carbs 1949 – 1956 from \$100 to \$2,000 for a complete original tri-power set up.	
1460704 short block standard bore	\$ 700		



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## THE ALLARD DRAGSTER IS COMPLETE!

-Colin Warnes

Congrats to the Allard Dragster Team who handed over the keys of the now restored Allard Dragster to the staff at the Beaulieu Motor Museum this past weekend at the Custom & Hot Rod Festival. We've been really impressed by the progress of the team over the past few years and it's been a joy to see it all come together.

To the untrained observer, this was just another car restoration. However, the Dragster is owned by the Beaulieu Trust, a wonderful organization, but one that didn't have the resources to restore this historic car. Then a few enthusiast/volunteers (with no money) approached the Trust with a desire to restore the Dragster. Over the process of a few short years, they raised money, scrounged for parts, and spent countless hours working on "Ally."

We'd like to extend our appreciation to the Allard Dragster team of volunteers and donors for making this restoration a reality and for doing such a great job. However, we'd like to extend a special thank you to Brian Taylor who spearheaded the project and never lost the faith. Without Brian, the Dragster likely would have never have been restored.

What's next for Ally? She'll be seen around the UK and Europe at "cackle-fests" where you'll get to hear that glorious supercharged Chrysler Hemi roar to life. Perhaps she'll even make it to the USA? They still need to raise more money, so if you want to help, please visit their site at [www.theaccelerationarchive.co.uk/acag/acag.html](http://www.theaccelerationarchive.co.uk/acag/acag.html).



## THE ALLARD QUICKCHANGE DIFFERENTIAL

-Colin Warnes

I was visiting an Allard friend in Las Vegas a few weeks ago to look at his J2X. After a while, he directed me to the floor beneath his work bench. To my surprise, there was a complete Allard quick-change differential, complete with the box containing all of the available gear-sets. The owner isn't quite sure what the differential came out of, but it's equipped with 8" brakes...perhaps a sprint car or maybe even an ERA formula 1 car?

