

The Allard Register

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Allards Two Fastest Sports Cars on Mount Equinox Hillclimb

-Jim Donick

Finishing 2nd and 3rd behind a single-seat Lotus 18 Formula Junior, the Whimsey Racing Team of Allard K2 and J2 proved the fastest two-seat sports cars on the slopes of the fabled Mount Equinox in 2014. Run on the 9th and 10th of the August, the annual jewel in the crown of the VSCCA calendar had 39 entries this year ranging from E-Type Jaguar, Aston Martin and Maserati to MGs of all shapes up through the MGA, a pair of SAAB Quantums (highly strange, even for an Allard guy), God-knows-how-many Lotuses (Lotii?) several prewar specials, and a Hillman Minx of all things.

Allards have always done pretty well at Equinox from the earliest days. For a number of years, the event was chaired by Bob Girvin who always managed a spectacular climb in his Chrysler-powered Allard GT. Back in '51 or '52 the large engine class was won by an Allard K2 and lately yrs trly has done pretty well in the K2, and then in the J2.

For 2014 the road surface was as bad as anyone had ever seen it. Remember, this is a road in the mountains of Vermont with logging trucks rolling up and down it through the ice and snows of the winter. For those of a certain age, it's not unlike the Ho Chi Minh Trail after the B-52s were done. Over the years I've suffered stress cracks to the body as well as broken gearboxes, engine mounts and such. The road is about 5.3 miles long with over 3000 ft of elevation change. There are eleven or more hairpins and countless turns and curves of lesser radius. It's a tough challenge.

Even with that all taken into account, this weekend was special. Mike Donick at the wheel of the K2 managed to break the magic five minute mark with a 4:59.18, and beat my best time (set a few years ago) in that car by nearly a

second. He was second overall behind a magnificently driven Lotus 18. The K2 has proven a great vintage racer for over thirty years. A couple of seasons ago I beat a pretty serious Aston DB3S in a road race at Lime Rock Park

Yrs trly took a while to get dialed in this year (he's not getting any younger), but by end of weekend was third behind Mike and a second and a half ahead of the next car, a Lotus VII. The next car was a pretty impressive E-Type.

This is being written a couple of days after the event and the two of us are still smiling.



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Monterey Car Week

-Chuck Warnes

Carmel's Concours on the Avenue, the first of no fewer than seven car shows, serves to kick off the frenzy of 'Classic Car Week' activities around the Monterey Peninsula. This year's Concours was graced by the presence of Martin Allard's green K3 and David Rossiter's red K2 along Ocean Avenue.

This Concours, despite its growth over the years, continues to be a relatively laid back event, with a continuous stream of car owners getting invited to drive on to the podium to share their car's story with the public. Martin did a great job of sharing the history of his K3, while also trying to explain that he was not Sydney Allard's son, and that his Rhodesian dialect was not an 'English' accent.

While most of the cars were competing, Martin's car was on 'display only'. Thus, it was much to Martin's surprise – and to the dismay of many Jag, MG, Triumph and Sunbeam owners – when Martin was invited to make a second trip to the podium to accept "THE CHRISTIE L MILLER BRITISH CUP for the automobile that best represents post World War II British excellence".

On behalf of the Allard Register, we were privileged to receive a 'pit pass' for Wednesday's premier showing of RACING THROUGH THE FOREST, an 80-minute film documentary of the Pebble Beach Road Races from 1950 – 1956 (racingthrutheforest.com). It was a well done professional production that included interviews with several race veterans and lots of never-before-seen footage.



The show's poster is focused on Tom Carsten's iconic black Allard J2, a car that gets considerable footage throughout the movie. Bill Pollack, together with Derek Hill (Phil's son) and other PBRR veterans, did a great job of sharing their insight and experiences after the screening. This is a 'must see' film for all vintage racing fans. We'll share more when information about distribution comes available.

This also gave us the opportunity to attend Sunday's Pebble Beach Concours d'Elegance. Colin, Jake and I got out there in the predawn hours to witness the procession of exotic machinery as they made their way from the Polo Grounds to their designated spots on Pebble Beach's 18th fairway. While there were no Allards in this year's Concours, the field included a plethora of sports and racing cars from the early 50's, including 20 Ferrari Testa Rosas. Best of Show honors went to an immaculate one-off '54 Ferrari 375 MM Scaglietti Coupe.

Nine Allard owners were able to get together at Stravaganza restaurant for a Saturday morning breakfast to reconnect, and swap stories and experiences. After breakfast we congregated for a group photo around the two K3's that Martin Allard drove over from his home

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in Carmel, and the P1-based Jurassic Allard J2XXX that Tony Martinis drove down from his home in Sacramento.

Doug Schultz's hemi-powered K2 was the sole Allard participant at the Rolex Monterey Motorsports Reunion. He started mid-pack in Sunday's race that included an eclectic array of 'Specials' from the early 50's, along with several 'breathed upon' MGs and Morgans. Doug's Allard was obviously running fine until a broken oil line put him out of action near the end of the 6th lap.



Martin Allard, Colin & Chuck, Matt Grebe, Lyndsey Parsons, Bob Weiner, Peter Bowman, Tony Martinis, and Bernard Dervieux

Pittsburgh 2014

-Andy Picariello



On Thursday, Judy and I traveled the 700 or so miles to Pittsburgh, accompanied by David Hooper and companion Pat, towing the 22 foot enclosed trailer with my K2 inside. 13 1/2 hours and 80 gallons of gasoline later, we arrived at our destination. There, we were greeted by Bill and Annabelle Wilmer, who arrived earlier in the day.

Friday was an open day, with only the race driver's dinner scheduled. We caught up with Richard and Judy Stilwell that morning. We Allard attendees were invited to the driver's dinner, and this gave us a chance to view some of the cars that were to race on Sunday.

What a change from our last visit to the Pittsburgh Vintage Grand Prix, several years ago! What we saw were small displacement vintage race cars, and later on, we discovered that there were no Allards racing. Originally, Alan Patterson was to race his recently acquired Allard GT, and nephew Peter was to race his J2. As it turned out, they both intended to race, but not driving their Allards. The Pittsburgh course is a very tight one, so perhaps this was the reason. The first of many disappointments that weekend. Saturday dawned with the promised rain, very heavy at times. Discussions took place between Bill Wilmer, Tom Kayhua and me, as to hold out during the day, or to scrub the event. The weather forecast predicted rain showers throughout the day. We received a report that the show cars would not be allowed onto the show field until a determination was made of the field condition. This was not done until we were all on our way home, Bill with his J2X and Tom with his K1.

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We later heard that the car show went off, albeit with only Tom Shelton's recently restored J2 representing the Allard marque. Tom's crew is to be commended for taking the chance, and availing themselves of a moderately dry period of the day. The rain returned at the close of the show. Sunday's race went off as scheduled. We three made it home, disappointed, but with clean cars and even cleaner purses.

John Negley and his Allard J2X Le Mans

-Chuck Warnes



Fred Wacker and Curtis LeMay found themselves in a tight spot in the summer of '52. Wacker, an avid and successful Allard racer, was president of the Sports Car Club of America (SCCA). The SCCA was facing a growing public outcry about the safety of sports car racing on public streets and roads – particularly as respects crowd control.

LeMay, also an Allard owner and enthusiast, was in charge of the United States Air Force Strategic Air Command (SAC). Most of the SAC bases were WWII era facilities located in remote rural areas – factors that were contributing to staff morale and turnover problems. He needed to generate revenue to upgrade living and recreational facilities as a means to address those problems.

SCCA and SAC had begun discussions during the summer months, and had mutually agreed on their 'maiden voyage' race at Turner Air Force Base for October 26, 1952. SCCA was initially lukewarm about the idea of racing on straight and level strips of concrete, but a tragic racing accident at Watkins Glen five weeks earlier created a real sense of urgency. Ironically, the accident involved Fred Wacker himself who, earlier that day, had urged caution during the drivers' meeting due to the density of the spectators through downtown Watkins Glen.

Wacker's mount for that race day's climax, the International Grand Prix, was his heavily modified Cad-powered '8-Ball' Allard J2. He was running just behind John Fitch's Cunningham as the cars began their second lap down the Franklin Street straightaway. According to eyewitness reports, the Allard was passing the Cunningham as both cars braked to make the right turn on to Old Corning Road. Some witnesses said that Wacker was in Fitch's blind spot as the Cunningham swung left to make the turn, so his only option was to move left to avoid contact. Other reports say that a slight rise in the road surface threw both cars off balance. Photos show Wacker in the lead as the cars made the right turn, with the wake of carnage in the background. The Allard's left rear wheel had raked the front row of spectators who were pushing against the rope barrier, resulting in the death of seven year old Frank Fazzari and injuries to a dozen others. The race was immediately halted and cancelled, and this tragic event precipitated the end of sports car racing on public streets in the US.

SAC base race courses were largely dictated by the layout of runways, taxiways and tarmac. Turner AFB's 4½ mile course consisted of only six corners – two 90 degree turns, two acute angle 135 degree turns, and two 180 degree 'hairpins'. Turn 1 was a left hand sweeper going into a ¾ mile straight that commenced with the decreasing radius Turn 2 that exited on to a 1¼ mile straight to Turn 3 – a sharp right hander. One can only imagine the speeds that cars reached on these two 30 foot wide stretches of runway.

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The USAF would not allow General LeMay to participate in the race himself, but he and his wife made the 1200 mile trip from Omaha Nebraska to Albany Georgia in his Allard K2 to inaugurate and witness the event. The course layout and placement of the grandstands served to facilitate crowd control, and the event netted almost \$48,000 (1952 dollars) for the Airman's Living Improvement Fund (ALIF).

The result was a measure of teamwork that would play a significant role in sports car racing in the US over two critical years when SCCA and SAC would cooperate in seven races in 1953 (generating over \$250,000 for the ALIF) and eight races in 1954 before a conservative congressman from Kansas successfully led a drive put a 'kibosh' to this wild nonsense.



The J2X Le Mans models were an anomaly in the world of Allards. A 1952 FIA ruling banned 'cycle fenders' from international racing. Accordingly, Allard found themselves with a tight time window to design an envelope body, and build a prototype in preparation for the *24 Hours of Le Mans*. The J2X Le Mans models had the standard J2X ladder framed chassis, suspension and rear body section. The front 2/3 of the body unique to the J2X LM models and bore a striking resemblance to the C-Type Jaguars, both in appearance and structure.

Tom Lush' book ALLARD – The Inside Story does not specify which, or how many of the eighty-three J2X's had Le Mans bodies. However, our records indicate that 14 Le Mans bodied J2X's were built out of the 85 J2X's built. [Our list includes chassis #777, a 1948 M-Type that was wrecked in the early 1950's, and was sent back to the Allard factory to be reincarnated as a J2X LM in an effort to dodge the tax man.]

Two J2X LM's ran at *Le Mans* in 1952, two more were built in late 1952, and at least seven in 1953. Lush reported that #3140 (shipped December 24, 1952) was the only one of the series of 'production' J2X LM's specifically built for competition. The specs for that car included a "special rev counter and speedo, and quick change rear axle" – and deleted the windscreen, top and side curtains that were included equipment for the standard models. #3140 was delivered to Speed Craft Enterprises of Exton, Pennsylvania on December 24, 1952.

John Negley Jr. of New Cumberland PA cut his Allard racing teeth during July and August 1952, with one 1st and three 3rd place finishes in his J2 #2020. He appreciated the Allard's massive torque and power; along with the unorthodox chassis' ability to transmit that power to the track. John was also intrigued by reports of Allard's *Le Mans* effort a few months earlier – along with the perceived aerodynamic advances of the envelope bodies and the potential of the Chrysler hemi power. John soon placed a special order for a new J2X Le Mans through his friend Otto Linton, owner of Speed Craft; that car would be chassis #3140.

Otto was a successful racer with extensive experience in tuning and racing small displacement sports cars. While he had gotten a healthy respect for Negley's track record during the 1952 season, he had some concerns that a car like #3140 was too much car for someone of John's level of experience.

However, John, a successful real estate developer in the Harrisburg PA area, was not one to take "no" for an answer. Negley and his J2X LM did, indeed, attain an enviable record during the 1953 season with two 1st places, two 3rds, one 6th

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place finish, and two DNF's in seven events. He then headed down to the *SOWEGA* (South West Georgia) *Sports Car Races* at Turner AFB on October 25 to finish a very successful season.

Unfortunately something went terribly wrong during Saturday practice, when John lost control going into a high speed corner [not sure which corner], "skidded, struck an immovable object off the course and rolled several times". John Negley died in the crash, and the car was totally destroyed. This was the first [and only?] racing fatality recorded at a SAC base.

The cause was officially attributed to wheel failure. However one might to speculate on another factor. It has often been said that automotive aerodynamics was still in its infancy back in the early 1950's. It is doubtful how much aerodynamic study went into the rush to develop the J2X LM bodies for the *24 Hours of Le Mans*, and how they handled at speed.

It is interesting to see the unique cowl vent modification that had been performed on #3140. One can presume it was one of myriad efforts to enhance engine cooling. Considering its wide breadth and forward placement, it is possible that the combination created a high speed condition that Peter Egan once described as "An Unbearable Lightness of Steering" that had dire consequences when braking at the end of a high speed straight.

The Southernmost Allard in the World

-Sabin Perkins

My name is Sabin Perkins and I live in New Zealand. As a young boy during the 1960s-70s I visited the Queenstown Motor Museum in New Zealand on a regular basis. The museum always had an interesting array of old sports cars, race cars, engines including Bruce McLaren's first race car, an Austin 7 Ulster. I also remember a pair of original Arduin Hemi Head Conversions for the Ford V8 and these heads I believe belonged to Rob Boulton's Allard J2 chassis No J.2088.



I became interested in Allards when I watched local Allard J2 owner, Rob Boulton, race in the 1980s and 90s at historic race car meetings here in New Zealand. New Zealand only had two J2s imported down under. A maroon J2 was imported for well-known NZ racing driver George Smith, chassis No J.2088. The other J2 that came to New Zealand was jet black in color and was purchased in the UK in 1951. The owner, Dr. Kenneth Mears, drove the car in the UK while studying at university. Shortly after he exported chassis No J.2059 back to New Zealand. Both cars had the Arduin conversions.

Eventually I was to purchase an Allard J2 replica/special in 2009. The Allard I purchased came with a Leyland P76 engine; a derivative of a Buick 215 engine. My intention from the start was to install a Cadillac engine. The J2 replica was acquired from Jim Phillips who converted the car from a P1 to a J2 replica. Jim is an Allard enthusiast and was also one of the owners of Kenneth Mears J2 Allard (chassis No J.2059) which was later sold at auction in the UK.

My Allard came about as a result of Rob Boulton's J2 receiving damage at a bent sprint in Dunedin, New Zealand. From memory the throttle jammed and it slammed into a native tree. To facilitate the rebuild, a fiberglass mold was taken from Jim Phillips' original J2 chassis No J.2059 and this was to provide a 'buck' for the new aluminum nose cone to be made for Rob Boulton. Jim Phillips at the time had acquired a P1 saloon and in due course used the molds to reproduce a J2 replica on the P1 chassis. This happened after his own original J2 had been sold to Europe. This replica car was

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subsequently sold to Germany. Eventually Jim was to convert one more P1 chassis into an Allard J2 replica. My J2 body was the second car to be molded in fiberglass from his original J2.

We found a 1959 four barrel carbureted engine with a separate oil filter here in New Zealand. Unfortunately the crank was found to be cracked so the search was on for another crank. A 1961 short block was located in the North Island. The 1959 engine was acid dipped, line bored and entirely balanced with an Isky 270H street machine cam. The compression ratio is 10.4 with larger valves having been installed and the heads have been topped with high rise Edelbrock rocker covers. A 4 x 2

Cragar inlet manifold with Stromberg carburetors finishes the engine. The engine is coupled to a 1963 Corvette T10 gearbox via Cragar bell housing. Exhaust headers will weave their way into a pair of 3 inch stock car mufflers. The chassis side rails have been strengthened to accept the Cadillac engine. The transmission cross member has also been replaced to accept the T10.

My J2 replica/special had undergone some period modifications such as the previously mentioned 1959 Cadillac engine. I was inspired by the article "Gilding the Caddie" in the March, 1953, issue of Speed Age where it describes how Detroit Racing bored and stroked a 331 to 390 cubic inches. Other modifications are the T10 Borg Warner transmission that originally came out in the 1957 Corvettes. The addition of Jaguar Mk8 Dunlop disc brakes, similar to the brakes on the 1953 Le Mans winning C type Jaguar that the Allards raced against, should help slow it down.

At this point I have included Jim Phillips build notes on the development of the J2 replica. Jim established that a P1 chassis was 12 inches longer in the wheelbase and also had extensions at the rear to take the saloon body. The front suspension was correct but the chassis sloped up from the bulkhead forward thus placing the radius rods under the chassis rather than on the side as in the J2. After positioning the body section it appeared that this variation would not be a problem.

The front cross-member required modification for radiator mountings and the chassis has proved most satisfactory in this area. The width of the chassis was as per J2 and the length was adjusted by removing 12 inches from the door area, enabling the original bracing to be retained. The original axle and steering has been retained. The steering box was missing but after much searching of wrecker's yards a Suzuki 4x4 box was found, overhauled and fitted. To balance out the rear disc brakes the front axles were modified and Jaguar Mk8 discs and hubs were fitted. Splined conversion hubs have been fitted with 16 x 5.5" wire wheels.

How to create a De Dion system. Being aware of the short-comings of the original J2 rear end, this was an opportunity to consider what improvements could be made. After due research a modified Rover 3500 De Dion tube was fitted using the original radius rods combined with a Jaguar XJ6 differential and Jaguar Mk8 disc brakes. The layout was similar to the original J2 and spring over shock absorber units were incorporated. The J2 has retained a typical Allard ride and handling.

The Allard was my first purchase and I like to think of it as the grandfather. Shelby raced the Allard and was obviously influenced by the idea of blending American engines into an English chassis.

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For Sale: Allard K3 #3192

Very nice unmodified Allard K3. Fitted with the 331 Cadillac engine and three-speed transmission that it still retains – along with left hand remote shifter located in the door well. 3192 was ordered with green paint and green interior and it carries that original color combination. The car was repainted and the original seats were re-done in 1990. The asking price is \$180,000. If interested, please visit www.allardregister.org to learn more.

For Sale: Allard P2-Safari Estate #4513

This is the only Safari in North America and the last built. The car was exhibited at the 1955 Earl's Court Motor Show and exported to Canada in 1956. The car was converted from the tilt up hood to a more conventional design. The asking price is \$52,000. If interested, please visit www.allardregister.org to learn more.

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Photos • P1: Jim Donick & Ed Hyman • P2: RMMR • P3: Mike Matune • P4-5: AR Collection • P6-7: Sabin Perkins

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STEFAN MARJORAM 2014



Allard Art

We've always been fans of automotive art, specifically Allard related art. One of our favorite artists is Stefan Marjoram (www.stefanmarjoram.com/art.htm) and we commissioned him to create an Allard sketch, which is shown above. We'll be printing a limited number of t-shirts, note cards, and maybe a few prints – all available for reasonable prices. We'll let you know on the web site when they are available.

SAVE THE DATE! Allard Gathering at the 2015 Sonoma Historics May 29-31

We are pleased to announce that Allard will be the featured Marque at the 2015 Sonoma Historics Motorsports Festival on May 29-31. This will be a full weekend with racing, a tour (possibly a poker run?), wine tasting, Saturday night car show in downtown Sonoma, and a special dinner. We'll be confirming details over the next few months. Please contact us at allardregister@outlook.com or 559-709-9611 if you are interested in attending. We hope to see you there!