

# The Allard Register

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## Bill Pollack Presides as Grand Marshall at Sonoma

By Charles Warnes

More than 340 historic cars ran in 15 racing groups at the 3rd annual Sonoma Historic Motorsports Festival at Infineon Raceway on the first weekend of June. This year's theme was "Moments in Time: a Celebration of the History of Motorsports". Bill Pollack, winner of the 1952 Golden Gate Park Road Races driving a Cadillac-Allard J2, was honored as Grand Marshal.

Bill's Grand Marshal duties included signing copies of his book, *Red Wheels and White Sidewalls: Confessions of an Allard Racer*, riding in a historic-car parade from the track to the Sonoma Plaza, and waving the checkered flag for Sunday's Group 9 Race (1946-1955 Sports Racing & Production Cars). The grid for that



race included the 1949 Jaguar Parkinson Special and 1949 Baldwin Special – cars that Bill competed against in the Golden Gate Park Road Races. Our friend Cordell Bahn of Tacoma represented the Allard marque in Group 9 with his immaculate Cad-powered Allard J2.

On Saturday Bill, together with four other legendary California race drivers, led a racing seminar discussing the early days of racing in California. This turned out to be an enthusiastic standing-room only crowd. Bill shared his experiences of racing a wide array of cars, but emphasized how Tom Carstens' and Dave Fogg's high level of preparation played a key role in his and the Allard's racing success.

Bill also enjoyed the opportunity to ride 'shotgun' with Steve Earle around Infineon Raceway in Bruce McCaw's 1952 Mercedes-Benz W194 (Bruce MaCaw also owns a number of Allards – including a JR, a J2X LM, and the Steyr). This unique and priceless icon was the only Mercedes-Benz to score an overall win in the 24 Hours of LeMans.

"We had great weather, safe conditions and everyone had a good time, and that is always our goal," said Steve Earle, president of General Racing, Ltd., who has organized premier historic car events for four decades. "We are adding new elements to the event each year, as we get familiar with our new home here at the Raceway in Sonoma. This is such an ideal area for car enthusiasts."

## Glenmoore Gathering

By the time you are reading this, registration to display your Allard in the Glenmoor Gathering Concours has been closed. However, it's not too late to make plans to attend. In case you didn't hear, Allard will be one of the featured marques, along with Tucker cars and Early Supercharged Automobiles. The event will be held September 14-16 at the Glenmoor Country Club in Canton, Ohio. Currently, at least 20 Allards are expected to attend. To learn more about the Glenmoor Gathering, please visit their web site, [www.glenmoorgathering.com](http://www.glenmoorgathering.com). We hope to see you there!

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## Cadillac 331 Rebuild (UK – 1985)

By Roger Murray-Evans

*[Jim Degnan has owned and raced his Cad-powered Allard K2 for the past 25+ years. He recently forwarded this article from the June 1985 Allard Owners Club newsletter. Roger includes a postscript at the end of the article.]*

It's never an easy task rebuilding old engines, especially when they've been obsolete for 30 years with the added complication of being of American origin. However in my humble opinion, an Allard should have a Cadillac engine, and as Jackie's K-Type developed incontinence this winter, in its extremely loose flathead, and I had a similarly afflicted Caddy 331 lying around it seemed madness not to join the twain together, especially as the total rebuild of either engine would cost pretty much the same. That's my excuse anyway!

First job was to get the 23 inches of cracks, both internal and external repaired. This was carried out by Metalok, whose cold casting repaired the block to the point where you can just see the stitching. Having already acquired a set of 365 Caddy pistons the block was bored the necessary 3/16 inch oversize and Ford 351 rings fitted.

The crank and rods were the next problem. The rods were twisted in all directions as well as the big-end eyes being out of round. The crank was already .030 undersize on the big-end journals, and Caddy .040 under bearings not being available; BLMC 2.2 litre diesel items (2 sets) were acquired. These are about .040 inch greater in diameter than the Caddy item and the rods were re-worked to allow for this. Also, .010 has to come off the side of the bearings due to their greater width, and a small notch filed in to match the rod/cylinder feed hole. The rods were also re-notched for the bearing tabs, which are to be in a different position. The crank was then re-ground to the BLMC relevant undersize, which is virtually identical to the Caddy to all intents, but the bearings are available up to .080 under. Everything was then balanced.

'55 heads were to be used (a) because of their greater valve area and (b) their greater exhaust port size. Those on the 49/50 heads are miniscule. Before fitting the heads they were placed on the block deck and using a scribe from the bottom of the bores each cylinder was outlined to each chamber. The chambers were then ground away to remove the resultant overlap from the over-boring operation and their capacities equalized using a burette. The heads themselves were not skimmed as, in the future it seems, we are all to be treated to lead free fuel.

The engine was then built using an Isky solid lifter camshaft and 2 X 2661 Carters on a Detroit manifold. With the engine installed and the exhaust manifolds made the engine fired up the first time. Initial tests proved the Scintilla mag to be unreliable, and this was replaced by a distributor. It was also discovered that the valve rockers were lifting the valve covers off the heads, so the covers were dimpled with a large ball peen hammer to give clearance!

For those contemplating this swap you will require the following: - (1) Caddy engine/Ford gearbox adapter plate (2) Caddy manual flywheel adapted for Ford spigot shaft (3) engine mountings (will have to be made) (4) exhaust manifolds tailor made (the original items will not clear the steering box) (5) Dynamo mounts for siting same between left hand head and oil filler pipe. (6) Brackets for the engine bell housing to accept the tie rods (absolutely essential for smooth take offs) (7) Percy Vearance.

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Hi Chuck,

*How nice to hear from you! Yes, I have no problems with you re-printing the article.*

*I would say that, nowadays, the situation has completely turned around. With eBay providing a market place for the old speed equipment - not to mention the fact that unlimited supplies of engine rebuild kits are available at the press of a button. Also the discovery that, no matter how bad your rod journals may be worn on your Caddy, forged big block Chevy rods are cheap and easily available. They start with a standard journal diameter .050 smaller than the Cad, and can extend the life of your crank for many thousands of miles.*

*Regarding the engine that I originally rebuilt in the article, I still have it. I did do a lot of road miles and a lot of race meetings without the slightest trouble. In fact, I freshened it up last year with some NOS Austin FX4 diesel bearings and a set of rings, and it's now my spare. It's worth noting that the early 331 rod journals are wider than the later items, which share the same dimensions as the 365/390/429. It's the later cranks that share a common rod journal width as the BLMC.*

*Keep up the good work. I check in to the Register website at least twice a week and there's always something of interest!*

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## The Allard of the Future

By Bill Pollack

*The following is an imaginative look at what an Allard might be like today. This concept is brought to us by none other than famed Allard racer Bill Pollack. You can imagine the impact that racing these beasts has had on Mr. Pollack...where he still imagines them tearing up the tracks and turning the automotive world inside out. Thank you Bill!*

I have often wondered what prompted Sydney Allard, to build a sports car. In the late 30s and 40s he was involved in a sport known as "Trials". It was very popular in Great Britain. The trials consisted of 2 men, in a small car trying to negotiate deep mud. Often, the participants would find themselves heavily mired in an endless sea of the sticky stuff. Mostly, the cars were Austin 7's or the like, with tiny engines, low power and little to say for themselves. The enthusiasts, would strip the fenders, lights, windshields etc. to lighten the cars as much as possible. I am sure, that Allard quickly noticed that those cars with the somewhat larger engines probably did better.

So, if he were alive today, I think he would probably have some sort of research operation running in Mojave, California. My reason for this is just 2 words... Bert Rutan. Rutan designed some aircraft that went beyond belief and astounded the entire world. He devised some new type of material called composites that were light and very strong. This is precisely the kind of material that would've inspired our friend, Mr. Allard.

I can see a car that would be made up of composites and complete monocoque construction. The Allard car would also be totally powered by electric motors. One of the things that has intrigued me from the very beginning of the electric car, the battery container should be part of the cars construction. I would like to believe that Allard and Rutan together would design a frame out of some incredible material. The entire car could be the battery. Also, the fact that in most cases with electric cars, the generator was a big heavy gas motor. I would like to see a very small high-speed turbine that would generate enormous amounts of electric energy and be very, very light.

Allard would also be interested in some really different type of suspension and I do believe that the magnetic suspension of H wheel would probably be the kind of device that would be the most efficient in the future. This car would be a four-wheel-drive electric vehicle and the wheels themselves could be the motors.

Something else that is intrigued me is four-wheel steering. I know that companies have experimented with it, and FWS is used by earthmovers and other large industrial vehicles. But what about a racecar? The electric Allard in motion would have a computer system on board that would calculate exactly how much rear wheel and front wheel steering would have to be used to get around any given corner. This type of control would mean that the driver would simply aim for the apex and the throttle would be us also controlled by the computer and would calculate the absolute max speed with the four-wheel steering to get through the apex of the corner and pleat the curve without leaving the road. Yes, I have probably reduced the activity of the driver to a bare minimum.

The final item on the menu would be the driver's helmet. I am sure that Mr. Allard would use the same kind of a system that fighter pilots have today. What this means is that, where they look is where they shoot. The driver's helmet, would allow the driver to visually see what was going on in the turn and avoid bumps and oil slicks and things that might prevent a maximum speed through the turn. Information would be automatically transferred to the computer which would make adjustments to the amount of power set in motion, the proper angles for the four-wheel steering, the amount of slippage and so forth. The net result would be that the driver would be capable with these various computer assists, to achieve the maximum speed through a given turn.

Something that only Juan Manuel Fangio was ever able to do.

Alas, Mr. Allard is no longer with us, but the memories he has sewn, will be with us for a very long time.

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## Two Green K3's on a Play Date

By Charles Warnes



To the casual observer these two 'British racing green' Allard K3's might seem identical. However, in many respects, they are at opposite ends of the Allard K3 spectrum.

3192 left the Allard factory set up for Cadillac power, and was delivered to Noel Kirk Motors in Los Angeles in July 1953. The original owner put 23,000 miles on it before knee problems forced him to park it in 1962. It spent the next 17 years in hibernation until Dr. Martin Allard purchased it in 1979. The only work required to get it roadworthy was some minor tweaking to free up the stuck Lincoln Zephyr gearbox. The 59 year-old Caddie, along with entire drive train and suspension, are original and virtually untouched.

This beautifully preserved K3 looks just as handsome today as it did 31 years ago when it was featured on the Allard Owners Club Christmas card. It has the original top, bench seating, and side shifter in the well next to the left door. Aside from routine maintenance, Martin freshened up the paint and had the original seats re-stitched prior to driving it from his home in Southern CA up to Monterey in 1990. Martin has driven #3192 on a regular basis, putting about 26,000 miles on it over the past 32 years.

Incidentally, Martin also owns another K3, which is currently in Southern CA. As he plans to drive that car on a more regular basis, it has been converted to a Hydramatic with an open driveline – and disk brakes.

3191 was set up for a Chrysler hemi before delivery to Sports Cars, Inc. of Oakland CA in March 1953. It passed through several owners over the years, and had obviously lived a rough life before Chuck Warnes purchased its battered remains in the form of a bastardized 'basket case' in 1984. Key missing parts included the entire drive train and rear suspension – and sundries such as the windshield and top. The front brakes, steering gear, parking brake and hood latch came as a part of the package – but were beyond salvage.

Chuck decided early on to rebuild his K3 as a 'driver'. Over the next 22 years he obtained the deDion tube and splined rear hubs from another K3 that had been 'parted out', and found a craftsman who inserted a set of Ford eight-inch gears into a Ford banjo differential housing. Dudley Hume provided a set of splined front hubs to replace 3191's original bolt-ons, and Bob Lytle kindly sold Chuck his J2X's front brakes when he converted over to Buick drums. Brian Golder supplied his collection of spare K3 parts from his home in the UK – including windshield frames, steering gear with wheel and coil springs.

Chuck found a complete and running 392 hemi that had been harvested from the carcass of a '58 Imperial demolition derby gladiator. This engine was matched with a 4-speed Muncie and conversion to an open driveline. That meant major re-engineering the differential mountings – thanks to Jack Anderson's ingenuity. Other 'enhancements' included a dual master cylinder, Cobra 'Classic' bucket seats, 'nerf bar' bumpers, a 22-gallon fuel cell and elimination of the side windows.



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Martin now lives in Carmel, CA and both Martin and Chuck were intrigued with the idea of getting these two green K3's together for some side-by-side comparisons. That finally worked out this past March. Chuck made a brief stop on the way to pick up his 'evil twin', Chuck Olsen, who served as official photographer and fellow beer taster for this memorable event. Martin must have heard our raucous approach through the tranquil streets of Carmel, for he already had 3192 out on the street and warming up by the time we arrived.

Our plan was to take a run down Highway 1 to Big Sur for a chance to play around the hills and curves, and take advantage of some unique photo ops. However, the sea fog a few miles south of Garrapata Beach triggered 'Plan B' – the Rocky Point Restaurant's parking lot with its panoramic view overlooking the Pacific Ocean. This reprise also provided the opportunity to swap mounts for the trek back to Carmel.

Chuck found 3192's original bench seat to be surprisingly comfortable, despite its rather upright backrest to accommodate the car's top (bonnet) stowed behind the seat. This was Chuck's first time using a K3's original shift linkage. Despite Martin's instructions to use only 2nd and 3rd gears, he found his double clutching skills had gotten rusty since his old farm truck driving days. His general impression is that Martin's K3, with its full upholstery and tailpipes routed over the rear axle to the rear of the car, is the more 'civilized' of the two cars.

Martin's impression of 3191 is that the Chrysler hemi, coupled with the 4-speed box, was definitely more 'torquey'. The large diameter exhaust pipes barking just outside each door added to the sensations. He remarked that this car evoked memories of the Neal Hardy replica that he used as his daily driver for several years back in the '90's.

Our return leg of this 350-mile round trip headed east through Carmel Valley. We then turned left, up over the Laureles Grade where that picturesque stretch of road intersects Highway 68 at the entrance to Laguna Seca Raceway. The Grade is a beautiful and fun route – especially so for two Medicare card-holders playing with their green Allard K3's.

## The Other Moss...

*By Charles Warnes*

I've just finished reading Alan Moss' delightful, light-hearted autobiography entitled "The Other Moss – My Life With Cars and Horses."

E. Alan Moss (he refuses to divulge what the "E" stands for) opened a foreign car repair shop Los Angeles in the late 1940's, and also tried his hand at a couple of import car dealerships. One such venture was his role as the West Coast distributor for Allard in the early 1950's. The Allard Register #39 (Summer 2004) issue is largely devoted to abstracts of insightful, and often frank correspondence between Moss and Allard in The Moss Files.

Over the next few years Moss Motors segued into after-market parts sales when he published his first MG parts catalogue in 1962. Moss Motors had become an industry leader in that field by 1977, when Al sold out to a friend and went into a semi-retirement. Many of us have had occasion to use Moss Motors' services for our Allard and British car projects.

In this book Alan also shares his sports car racing experiences from the early 50's, along with his role in helping to organize and officiate sports car competitions in the early days of the sport on the West Coast.

He has since moved to Sedona AZ, which has served as his base for vintage racing his 1948 MGTC that he has owned since new, along with a stint of rebuilding and racing a Morgan trike.

Alan's closing line in this book, "Remember, it's never too late to have a happy childhood." is a fitting summary to a life well lived. If you'd like buy a copy of the book you can send Al a check for check for \$22. Postage is included and he would be happy to sign each one if so desired. Al's address is below:

Alan Moss • 1015 Soldier Pass • Sedona, AZ 86336 • [racermoss@esedona.net](mailto:racermoss@esedona.net)

*Note: Al was recently admitted to the Hospital where they discovered a mass in his brain. He had surgery July 13 to remove the mass and he is now home recovering, but there is no word yet from pathology. Please wait until mid August to contact Al if you are interested in a copy his book. However, feel free to email Al with your best wishes!*

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## 2012 Monaco Historique Race Report

*By Massimo Bettati*

It was a sunny weekend for the 8th Gran Prix de Monaco Historique. Our car was one of 3 Allards entered in the 24 car Series C, for pre 1953 sport and sports prototype cars. Our Allard, J2X 3053 is British Racing Green RHD, reg ORL 320. Next up was the always-competitive Patrick Watts (an ex pro driver) in the black J2 1965, reg MTA 635. Finally, the American, Alan Patterson (still racing at 80 years old!) with his red J2X #3072.

For the first practice qualifying session on Saturday, Patrick Watts was very fast and did the 3rd best time in the group with a 2:10.905, but had engine problems and ran only 6 laps.

In the late afternoon the 2nd qualifying practice session was held. Patrick Watts unfortunately missed the practice due to continued engine problems. I made significant progress and recorded a 2.13.101 lap time, good for 7th position on the grid. Alan Patterson made 2:42.364 and was able to qualify his car for the race.

It was a very fast start for the two Allards. Patrick was up to 4th and I was just behind in 5th. Unfortunately Patrick's engine problem returned and he was out of the race. I was overtaken by a fast C-type and a Gordini, but I had a strong battle with another C type. In the end I finished 6th, just 3 seconds behind 5th! Allan also finished the race and had a great time. A very good result for the Allard team!!! My J2X drove very well on the track. The handling was good, now I only have to improve the brakes!

## J2X MkII Enters the Chinese Market

Roger Allard is excited to announce the entry of the J2X MkII into the rapidly growing automobile market in China. The car will be represented in China by Jimmer's Classic Collectibles, Allard Motor Works' (AMW) exclusive Asian importer. "This is a historical event for AMW," commented Roger Allard, company founder and President. "Entry into the Chinese market is not easy, as the luxury segment is quite crowded. However, our roadster is so unique and exclusive that we know we will do very well in this market. While it has become increasingly common in China to see Bentleys, Ferraris, Lambos and other high-end cars, our Allard provides new owners with an exclusive and unique compliment to their collection of vehicles."

The new Allards, entirely built in Canada, will begin shipping in the fourth quarter of 2012. They will be equipped with Euro 5 emission-compliant fuel-injected V8s from GM and be tailored to meet the regulatory standards in China. The iconic bespoke roadster will provide customers with a selection of options tailored to the era of the original Allard, but providing the functionality of a modern car. Among these features are performance disc brakes, fully-adjustable independent suspension, 5-speed manual gearbox, full windshield, all weather kit, heater, bluetooth accessories, to name a few.

Jimmer's Classic Collectibles President, Keith Lomason, adds that "The luxury market has matured in China. While the luxury market is very robust, there is a growing niche for a new generation of luxury sporty vehicles that are even more exclusive. Since the entry of older classics cars is restricted in China, this provides a great opportunity for a 'new classic' to fill the void. We have generated a significant amount of excitement since the arrival of our demonstrator in China. We are well along in the establishment of a dealership and service network and have started to take orders for new Allards." For more information, contact:

Roger Allard - [info@allardj2x.com](mailto:info@allardj2x.com)

514-866-9309

[www.allardj2x.com](http://www.allardj2x.com)

Keith Lomason - [keith@jimmerscollectibles.com](mailto:keith@jimmerscollectibles.com)

+86 1390-171-2880

[www.jimmerscollectibleclassics.com](http://www.jimmerscollectibleclassics.com)

# The Allard Register

## News Briefs...

### The Allard Dragster is back!

We are pleased to announce that the Allard Dragster...Europe's first dragster is back! Brian Taylor and the loyal team from the Allard Chrysler Action Group have completed the restoration and debuted "Ally" at Dragstalgia @ Santa Pod on July 14. The crowd went crazy when the dragster was fired up for its' first "cacklefest", where a bunch of historic dragsters are lined up and fired up and revved one by one. Please visit our web site for photos and video of this historic event.

### Garage Necessity: EZcarlift

Attention home mechanics – if you are looking for a good safe way to lift your Allard (or other cars) and you don't want to invest in a huge, expensive hydraulic lift, you should check out the EZcarlift. My dad just bought one for the K3 and it's great. It lifts the car up to 26" off the ground and allows for plenty of unobstructed access to the undercarriage of your car. All you need to raise and lower the lift is a 7 amp, high rpm drill. The EZcarlift is really well built, it can hold up to 4,400 pounds, it's portable, and it can be stored away when not in use. The basic EZcarlift sells for \$1,995, but if you mention that you are a member of the Allard Register, they will give you a special \$250 discount. For more info, you can call 1-800-392-2754 or visit [www.ezcarlift.com](http://www.ezcarlift.com). Check out [www.AllardRegister.org](http://www.AllardRegister.org) for photos of the K3 on the lift.

### The Allard Story

Larry Davis is selling his signed copy of Tom Lush's definitive book about the Allard Motor Company. The book is available for \$100 + shipping. If interested, please contact Larry at [larrydavis385@cox.net](mailto:larrydavis385@cox.net) or 714-306-6366.

### The Allard Register is on Facebook

Are you a member is Facebook? If not, you should join. Not only is it a great way to keep in touch family and find old friends, but you can also visit us, just type Allard Register in the search field. We post a lot of interesting Allard Videos and news stories that we find on the internet. Additionally, it's a great place to connect with other Allard enthusiasts. When you visit, make sure you "Like" our page – our goal is to get 100 "likes" by the end of the New Year. Check us out!

### Allard Owners Club

You're also invited to join the Allard Owners Club. Dues are \$40/year and they publish a monthly newsletter. For more information, contact Andy Picariello at [afpic@cape.com](mailto:afpic@cape.com) (USA) or Mike Knapman at [mikeknapman@saqnet.co.uk](mailto:mikeknapman@saqnet.co.uk) (UK).

### M Type Wanted

Jere Krieg is looking for a decent M type that runs. If you are looking to sell, contact Jere at [jere\\_krieg@yahoo.com](mailto:jere_krieg@yahoo.com).

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#### Sponsor:

Syd Silverman  
White Plains, NY

#### President:

Dudley Hume  
[dudleyhume2006@yahoo.com](mailto:dudleyhume2006@yahoo.com)

#### Publisher/Advertising

Chuck Warnes  
Tel: 559/436-1588  
[chas.warnes@gmail.com](mailto:chas.warnes@gmail.com)

#### Archives/Online Editor

Colin Warnes  
Tel: 559/244-0774  
[cwarnes@sbcglobal.net](mailto:cwarnes@sbcglobal.net)

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Photos • P1: Dennis Grey & General Racing • P5: Chuck Olsen • P8: Sharon Shelby Collection

# The Allard Register

## The Last Checkered Flag, Carroll Shelby

By Colin Warnes

The car world lost an icon today. Carroll Shelby passed away today at Baylor Hospital in Dallas, TX at the age of 89. Carroll Shelby pretty much did anything that could be done in the automotive world...successful Race Car Driver, Team Manager, Constructor, Consultant, and Philanthropist.

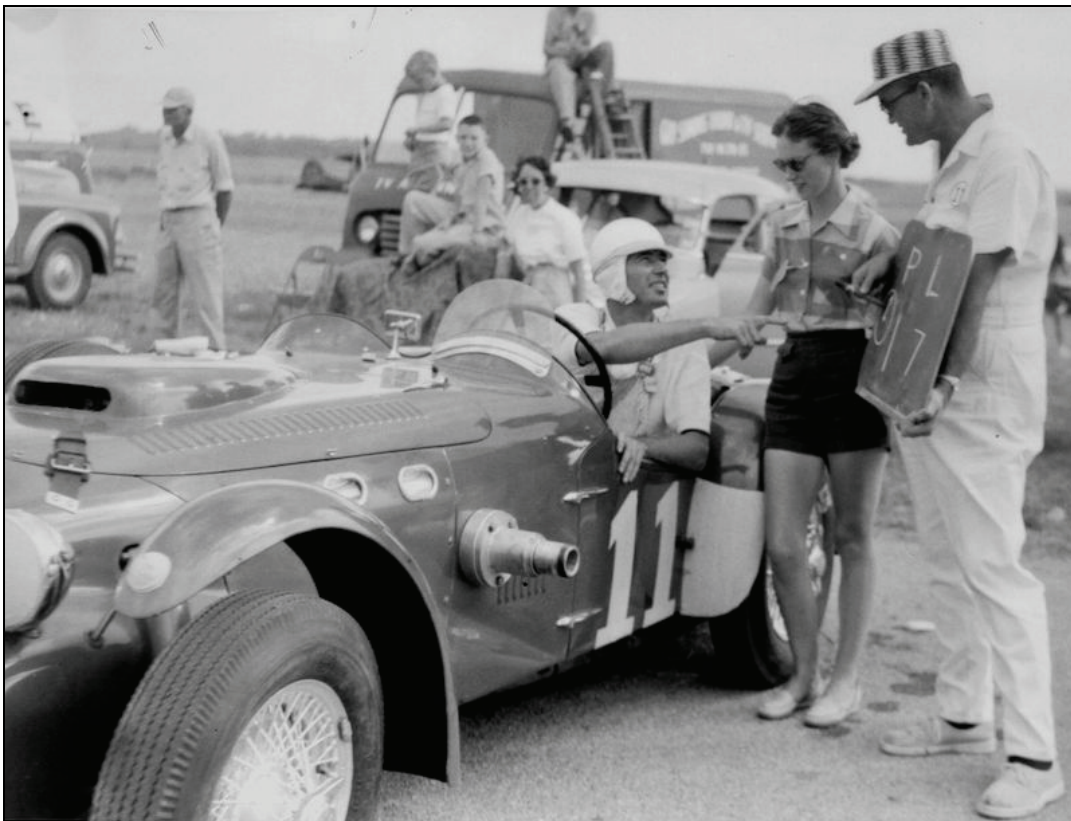
Allard enthusiasts should be aware that Carroll Shelby holds a special place in Allard history. He raced both a J2 (#2179) and J2X (#3146) from 1952 to 1954 with considerable success. Probably his most notable race took place at the 1954 Buenos Aires Kimberly Cup Race. Carroll and Dale Duncan man-handled a J2X to a hard fought tenth place. It was at this race where he caught the attention of Aston Martin's John Dwyer...and the rest is history.

Well not quite...Carroll Shelby's racing career was cut short by heart problems in 1960. Carroll was out of a job and his marriage was on the rocks. He moved out to California and opened a Goodyear Racing Tire Dealership. Carroll also had a stacked Rolodex full of auto industry contacts from his racing years. In 1962, he started a partnership with AC Motors in the UK and Ford in the US to mate their new 221 Ford V8 with the engineless AC that he called the Cobra...and the rest is history.

It's widely documented that Shelby got the inspiration for the Cobra from his time spent racing Allards. He knew that a lightweight English chassis paired with a powerful American V8 would be a formidable foe on the racetrack. One hopes that Sydney Allard looked at Shelby's racing success in the Cobra with admiration.

We could go on and on about Shelby's post-Cobra life, but there are enough books out there that cover that. Instead, we invite you to visit our Carroll Shelby memorial post on the web site to read a story my dad, Charlie Warnes wrote for the January 1997 issue of Vintage Motorsport.

Thanks Carroll, you will be missed.



Don't forget to visit [www.AllardRegister.org](http://www.AllardRegister.org) for all the latest Allard news & information!