

ALLARD

The Allard Register

No. 32

SUMMER 2001

Free

Joy Ridin' with "Barnyard Auto" Jack Anderson

Jack Anderson was a tinkerer at heart throughout his years as a cotton farmer near Madera, CA. This manifested itself in back in the early '50's in the form of the "Swiss Cheese Special" - a wrecked MGTD that he and his brother Pete modified into a sports racing special. The car's nickname was most apropos, for the notoriously

automatic transmission and hand controls, and enough room to stow his *Quicke* wheelchair.

Jack commenced his quest in the summer of '99. After considerable research and inquiry, he located and purchased Peter Booth's Cad-powered *Colorado Grand* veteran - K3-3174. With the help of Kenneth Rogers, who at the time was the current owner and racer of the aforementioned "Swiss Cheese Special," they transported the K3 from Colorado Springs back to Jack's home in Fresno.

He wasted no time putting his considerable farm shop experience and ingenuity to work by pulling the engine and drivetrain, and aggressively tackling the myriad challenges attendant to such a conversion. These challenges included:

- Converting to an open driveline, which involved engineering a system to secure the differential for the deDion rear end.
- Locating a suitable Hydramatic

transmission, and designing and installing proper mounts.

- Reworking the pedals, and installing a remote brake booster and vacuum pump.

As one might expect whenever one tears into a 47 year-old vehicle, Jack also found and addressed a multitude of other minor items that could conceivably cause problems down the road.

Jack has now put his K3 back together and on the road. He and his wife, Nancy are looking forward to touring it around the state to take advantage of our beautiful fall weather in the upcoming months. Jack has also amassed a considerable body of practical insight from his hands-on experience of making this conversion, and he would be happy to share this insight for the asking. He can be reached at Barnyardauto@worldnet.att.net.



Getting ready to role - July 29, 2001

- By Colin Warnes

"whippy" TD frame - and virtually every other flat surface - was radically drilled out as a part of their weight-saving effort. Despite the car's fragile appearance, Jack and Pete entered and raced it at Pebble Beach, Golden Gate Park, and Santa Barbara during the '53 and '54 seasons. He subsequently modified a '55 MGTF into a pickup truck which is now a part of Don Martine's fascinating MG museum at the Martine Inn at Pacific Grove, CA.

While Jack's auto interests have taken him on varied pursuits over the years, he confesses that his witnessing Bill Pollock racing Tom Carstens' J2 at Pebble Beach and the Madera Road Races left an indelible impression on his psyche. In short, he knew that at some point in his life, he *had* to have an Allard. But not just *any* Allard, for he now needed one suitable for conversion an

"Plug" and Its Stablemates - A J1 Allard Story

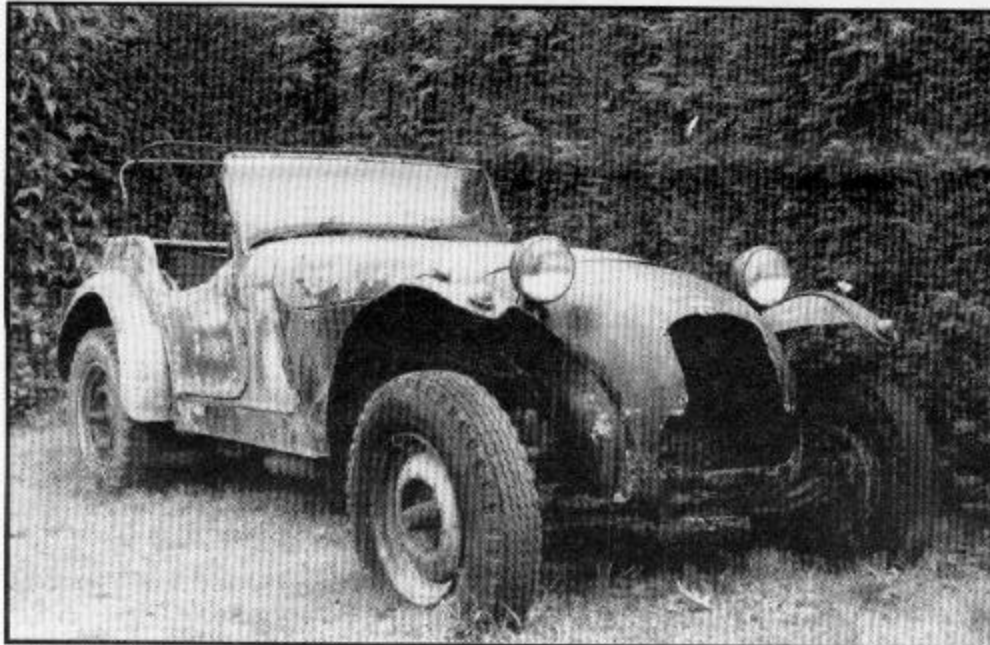
It is April 1999 - fifty years after Sydney Allard introduced the J2 competition car, successor to the J1, which earned considerable distinction in the immediate post war years.

I still have vivid memories of a certain day twelve years earlier, when I was drafted to help pull a derelict J1 and an equally forlorn L-type out of a hedge in

sitting with the Hayes' in the garden of our local pub (the White Horse in Theltham, for anyone who wants excellent beer and a publican who loves all things automotive). It was the day before the Allard club run to Stoke Bruene. We subsequently migrated to the Hayes' home where a good dose of red wine and plenty of cajoling from PJ and Sylvia led to a deal being struck. So it was

on St. Georges day, 1999, that Roger helped us load the J1 (MPG250) on to a trailer for transport to its new home in Suffolk.

In the fledgling days of the Allard Motor Company, Sydney had envisaged building twelve competition cars with a 100 inch wheelbase (designated J type) alongside the production sports/competition two-seater (the K type) and the four-seat tourer (L type). Between July 1946 and January 1948 seven complete cars, having bodies very similar to the K type, but with a shorter rear end and predominantly aluminium construction; and



MPG250 in 1999.

a back garden, and load it on to a transporter. The task also involved moving several wheelbarrow loads of engines, gearboxes, and spares on to the truck. That back garden belonged to Don Batchelor, a long time Allard enthusiast, and the new owners of this collection were Roger and Sylvia Hayes.

Whilst I enjoyed this event tremendously, the experience was also somewhat galling. For two weeks earlier I had missed a current copy of the *Exchange and Mart* where I would have seen Don Batchelor's advert for not one, but two Allards! Ironically, he received no responses during the ensuing fortnight, and so called Roger, who had purchased the red J1 KPB242 from him a couple of years earlier. Roger bought the two cars without hesitation.

Roger started the rebuild on the J1, but then got side-tracked by a rather nice Cadillac-engined J2. Thus, the J1 took up the role of potential barn find, sitting quietly in a corner under a tarpaulin, piled high with various oddments of accumulated junk, paint pots and lots of dust.

Easter weekend twelve years henceforth, we are

five chassis were built. Customers included names renown for competition success: Imhoff, Burgess, Appleton, Mansell, Wick, Potter and Roberts.

The engines were based on the Mercury block, usually bored and stroked to 4.3 litres. Most had the Marshall Nordec supercharger fitted alongside the engine, fed by a single SU carburettor that was piped to the single carb inlet manifold. Rear axles had 4.11 ratio for trials, and 3.5 for sprints/racing. A number of the cars had the Columbia two-speed axle, but these proved too weak. The first five chassis were built up as trials specials, with cut-away rear wings and cycle-type front wings. By 1950, Imhoff's and Burgess' cars had their original bodies modified this way as well.

Roger's KPB242 was the last of the intended dozen. However, MGP250, ended up being the *thirteenth* J1, as it was done as a special favour for Sydney's friend, Ted Frost. Frost was a well-known international motorcycle scrambler and trials rider, and he got to know Sydney and his brothers through the Streatham MC Club of which they were members prior to the War. While it

"Plug" and Its Stablemates

had Mercury power similar to the other J1's, it was fitted with an overhead exhaust valve conversion and *eight* Amal carburettors. Another subtle difference is the lighter cruciform frame, no chassis boxing, and everything drilled for lightness. It's very much like a leaf spring J2, having many of the elements that appeared the following year in Imhoff's prototype special.

Ted Frost used the car in competitions for the next couple of years, often with Ian MacKenzie as passenger, and won the *Hunt Trophy* in one of his early outings.

Journalist Bill Boddy accompanied him on the Gloucester trial in December 1948 and did an entertaining story of that experience in *Motor Sport*. Ted sold the car to Ralph Venables for £250 in March 1950, following the Southsea M.C. Presidents Trophy Trial. Sadly Ted Frost was to die, aged about forty, from a heart attack only a couple of years later.

Ralph Venables was a well-known motorcycle writer, and the Allard became an equally eminent car at the motorcycle trials on which he was reporting. Ralph is now 85, and has the record for having owned nothing but open sports cars for the past 65 years! When I asked him for his memories of the car, his comment was simply "There was some question as to where you were going – and some question as to where you had been!" The J1 Allard was one of Ralph's favourite cars and he kept it for eleven years.

He sold MPG250 to Joe Gardner in 1961 for £100, who immediately entered the car into the MCC Lands End Trial. The car had survived with the modified

J1 - MPG250 at present.

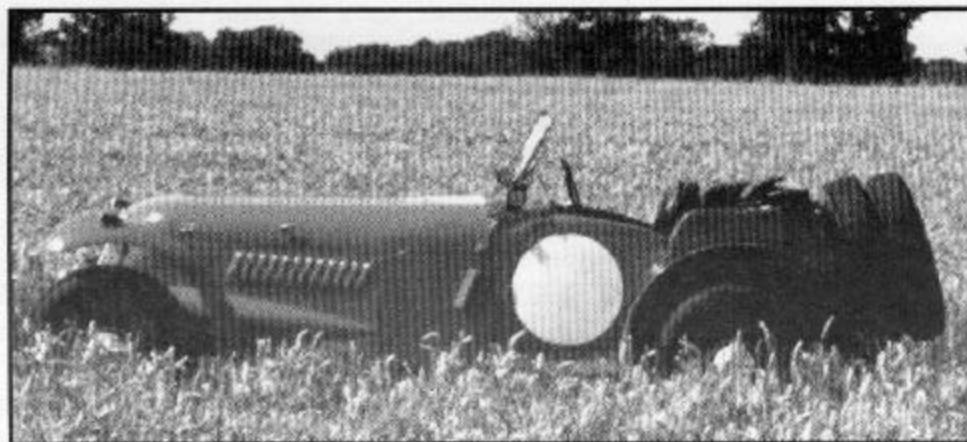


engine for some 13 years, until Joe managed an engine blow-up of major proportions (including destroying the car's grille by putting a couple of rods through it!). He then sold the car to his friend Hugh Gledhill.

Gledhill had the engine rebuilt at a cost of over £60 – which was not an inconsiderable amount of money in October 1961, and kept the car until the end of 1962, at which time it passed to Don Batchelor. Don and Stella used the car for many years – everyday for work, as well as holidays with the family and competitive events. They were true Allard enthusiasts – even naming their eldest son Allard Ford Batchelor. They also owned the McAlpine (Potter) J1 KPB242, as well as an L type and several Ps. The Frost J1 was eventually relegated to retirement in Don's back garden – which is where the story started.

As per the photos, the restoration of the Frost car (MPG250) is now nearly done. In 2000, PJ (my wife) swapped our K type (which we had owned and raced for many years) to Sylvia Hayes for the McAlpine (KPB242) car. We continue to run it in hill climbs and sprints, and it deserves restoration upon completion of the Frost car.

- Paul Harvey



J1 - KPB242

Why an Allard? (Part II - Continued from AR No. 28) By Al Reynolds

Once the I had made the trip to England to purchase Allard L-type special, I had to face the problem (or joy) of getting the little lady home to Bad Aibling, Germany. The next available weekend, I took off for Crothorn to pick up my dream purchase. Meanwhile Paul Cowan, my good friend in Iver (Bucks) had replaced the battery and assured me that the beast was ready for the big jaunt back to the mainland.

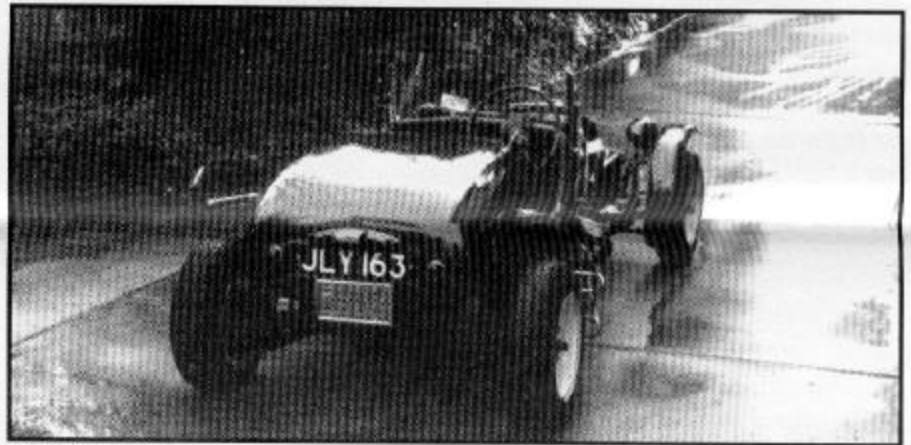
I decided to go Dover-Calais-Paris-Stuttgart-Munich to get home with an overnight in Paris. Thus, I drove to Dover and loaded the "L" onto the ferry. While plying the 20 miles to Calais I made the acquaintance to an Italian with backpack named Imo. He asked me if he might ride with me to Paris and I agreed. Imo was at least six-feet-six, which caused him to stick out of my door-less Allard by at least three feet. It must have been quite a sight as we pulled off the boat.

So off to Paris we roared, the sideboard exhausts mellow in our ears. I'll never forget those two-lane, tree-lined roads, and how the yellow headlights flickered on the road and the tree trunks. One could hear us coming from afar, and the homeward bound field workers would step down off the roadway to watch us pass in grand style. The picture will never fade from my Allard memories.

Once we got to Paris and I got Imo delivered to his destination, I set out to find a room for the night. Little did I know that this was the week of the Salon de Paris, and not a room was to be found anywhere. A couple in a Peugeot began to follow me in my quest for lodging, and they soon beckoned me to pull over. I had no idea why. However, the man in his yellow glasses and his frantic wife finally prevailed so I stopped to talk with them. They explained that with this being Salon week in Paris, they wanted to buy my Allard on the spot. All I had to do was name my price! Alas, I declined their offers, and motored on in search of a room. My childhood dream was too deeply imbedded in my heart.

I finally did find a room, but learned that it would not be available until after 4 AM, since it was still in use! Thus, I left town and found a deserted gas station where I could park and sleep - no mean feat, considering the Allard's two narrow seats. However, by setting my second suitcase on the ground and resting my head on the muffler shield, I did manage to doze off.

After a few hours of fitful sleep, I woke up to the rising sun and commenced to leave. While driving out of the gas station I just happened to glance back in my rear view mirror, and caught the sight of my suitcase standing all alone in the gas station's service bay. With a quick backtrack, I grabbed the valise and continued on to



Al's L-Type Special

Germany where Fords are foreign cars, and new adventures awaited.

After France, the Allard and I headed home to the land of the GO-GO Mobile and the tandem seated Messerschmidt, and Bad Aibling where I was assigned to keep tabs on the whereabouts of the East German armies. As soon as we arrived at the ASA Kaserne, I became known as the Allard man. To this day, the first question I get asked from old time friends is "ya still got that Allard?"

There were a few exotic machines on base, like a '37 BMW roadster, and a '50's Alu V8 Fiat coupe. But for the most part, people wheeled around in old clunky BMW and Mercedes four-door sleds. Oh, and of course, the Beetles!

The greatest joy at Bad Aibling was to work the Autobahn for thrills and tons of attention. Not that my '48 L-type was any blitz on the Autobahn, but it could brush up against 100 mph. Just about as fast as my '52 NSU Max, and light years faster than my 25 hp VW bus. For starters, every overpass had ready made sections of arm waving fans just waiting for something exciting like an Allard to come along and make their day. After playing to the overpass, I loved to seek out an old Gasthaus in one of the alpine villages, park in front, and wait the five minutes it took to gather a crowd. They were full of

questions, and often had wonderful stories of their own to tell. All this was a bid photo op for the Germans and anyone on the Autobahn.

The most memorable was a passing Opel with the passenger leaning out the window to his waist to get a picture of the Allard and me. Hope it came out for him.

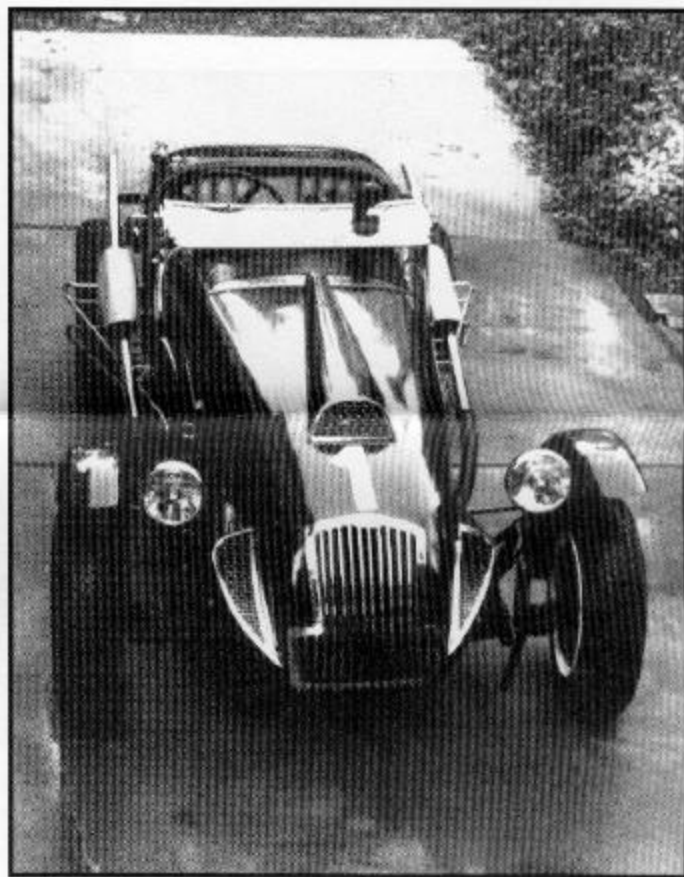
One of my passions in Europe was attending hill climbs ... as a spectator. The Allard was never in good enough shape to enter, nor did the Army ASA approve of such wild activities. However, that did not stop us from scooting up a few mountain passes like the Rossfeld, Schau-ins-Land, or the Wendelstein. I thought I was fairly fast until a German competitor drove me up the Sudenfeld course in his Porsche. It was only then that I realized the benefit of wide racing seat belts and tires that cling.

That ride also introduced me to the members of the sports car club of Munich. The Germans loved to autocross, and they talked us into having one at one of the old landing strips and bunkers of the Luftwaffe base where we lived and kept our eyes on the Communist movements. It was a great day for racing (no rain), and even had the likes of a '37 Topolino and a 300 SLR. However, the day went to a four door Alfa that screamed to the top time.

What would a stay in Germany be without visiting the Porsche and Mercedes museums of Stuttgart. Both museums were nothing more than rooms stuffed with dusty great machines of the past – nothing like the beautiful showcases they are today. But remember, this was 1960.

That pilgrimage to Zuffenhausen and Sindelfingen was marred by problems with the Allard's three-speed transmission. Investigation found that some British mechanical whiz had wrapped brass foil around the transmission shaft to quiet it down while some Yank headed off into the sunset. Since I could not find a replacement on the spot, I left the Allard in Stuttgart and headed back to Bad Aibling to see what I could do.

Fortunately, I learned of a monster junkyard behind the Café Milano in Bad Aibling that contained the remains of a '42 Ford sedan. I was told that the transmission would fit, but the column shift was a problem. However, I hoped that by leaving my floorboards out, I could reach down and grab the correct lever to shift the beast. Thus, we loaded the transmission in my friend's Porsche roadster and blasted off for Stuttgart at 106 mph. The gearbox fit, so with the floorboard tied to the



Al's L-Type Special

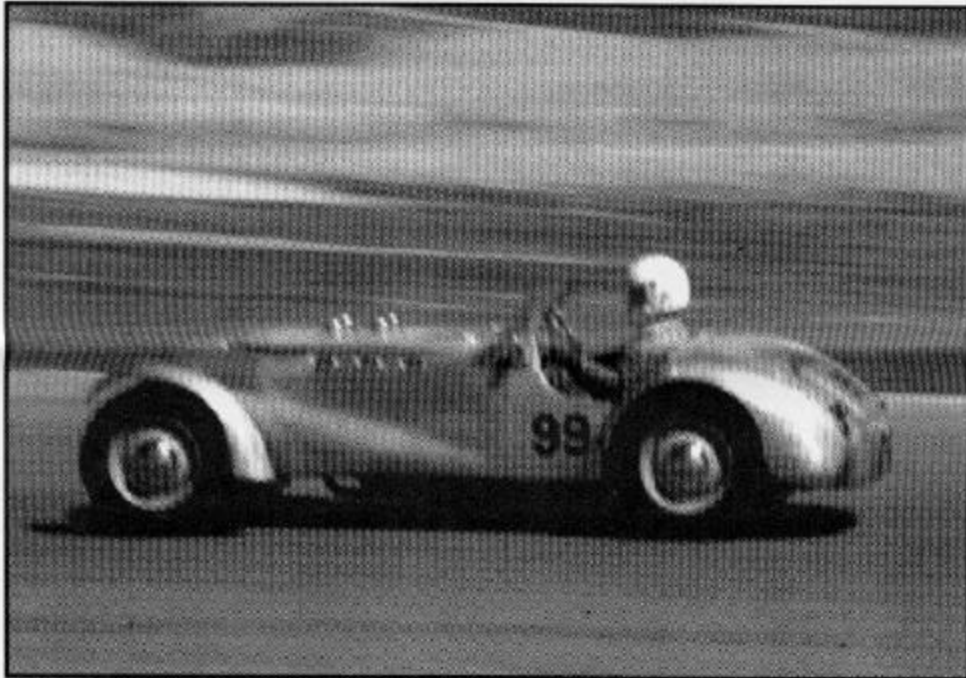
luggage rack, I headed back to BA.

The fun eventually came to an end, and it was time to ship the L-type back to California. This required a drive to Bremerhaven which came off without a hitch. After getting the Allard aboard the boat, I started to hitch hike back to the base. At one point I got dropped off at the bottom of a deep dark swale in the middle of the night, and there I sat with my thumb out and my hopes for a ride sinking with each passing vehicle.

Finally and 18-wheeler topped the hill and I was gratified to hear the brakes come on. I climbed into the cab, and was greeted by the friendly "Brummi" driver who handed me a 1/2 liter can of the best beer I have ever tasted.

It would be six months until I would see the Allard in San Francisco. But that's another story.

Willow Springs, CA - March 13 & 14



George Chilberg's J2

- Colin Warnes

This mid-week *Historic Motor Sports Association* event was intended as an opportunity for vintage car owners to gather, play, and get their cars sorted out for the upcoming season. Thus, the on-track time was essentially a series of scheduled practices, as opposed to actual races.

This also gave drivers and hangers-on a chance to renew old friendships, make new acquaintances, and spy on each other's development efforts. More specifically, it served as a catalyst to bring a whopping seven Allards out from their winter abodes. Those present and running were the evil twin K2's of Jim Degnan and George Myers, and Bob Lytle with his ever-menacing J2X. Glenn Shaffer brought his immaculate BRG J2, and George Chilberg's was present with his intriguing Ardun powered, straight axeled J2.

Also present were Bernard Deivieux's newly restored J2 which stayed on the trailer due to some unsorted brake issues, and enigma of the day - a dusty and seemingly abandoned (at least all day Tuesday) red P1, with the words "For Sale" written in the dust on the windshield. Closer inspection showed it to be very complete and in quite good shape. Cottonwood Bob's sleuthing identified the owner as Mr. Andy Leonard of Topanga, CA who had been keeping it stored in his garage for the past 10 years or so.

Other Allard folks present on Tuesday included a plethora of seemingly perennial K3 restorers (Warnes Sr. and

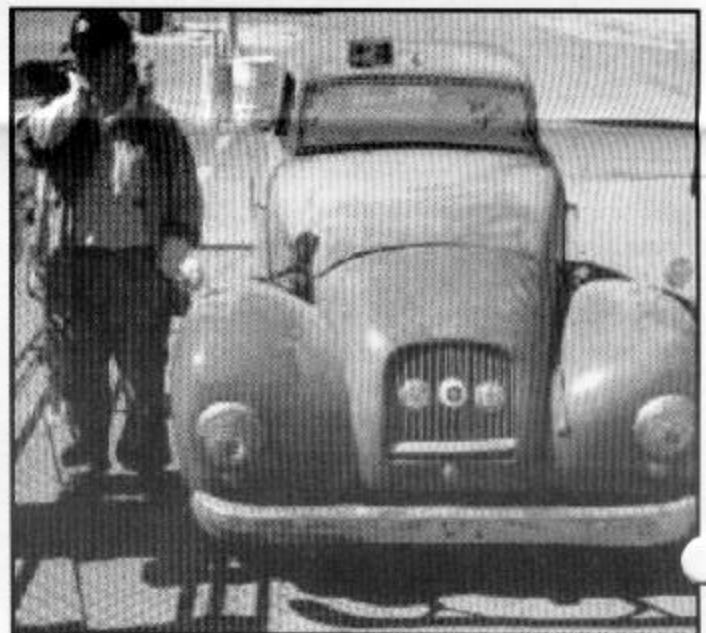
Jr., Jack Anderson, and Leigh Rayner). Richard Harris, who used to own and race a J2 back in the early '50's, traveled over from Santa Ynez on Wednesday to meet a few of his new e-mail friends first hand and get some pointers about his newly acquired K2.

While on-track activities were not racing per se, the track still offered ample opportunity for some spirited driving - enough for George Myers to finally find the limits of his Cad engine, which we presume is now being replaced.

Tuesday afternoon also gave us an impromptu demonstration of the effectiveness of on-board extinguishing systems, when a '60's special suffered an oil line failure on the main straight. The driver man-

aged to slow down and pull off near the pits as flames began shooting from every orifice of the engine bay. As bystanders began running for all available fire extinguishers, the flames were suddenly replaced by a puff of white powder. That was all she wrote - with visible damages limited to some melted wiring and a little scorched paint. It sure made a believer out of me.

- Chuck Warnes



The "mystery" P1

The Australian Allard Register

Barry and Mary Ellison have recently forwarded to following list of Allard owners "down under."

Vic Bic	Brighton VIC	K1 (Restored) L1 (Under restoration)
Nick Bolton	Sydney	K2 (Original)
Peter Briggs	City Beach WA	J1 (See below)
Barry Ellison	Gold Coast	P1 (Under restoration)
Michael Finnis	Adelaide	K1 (Daily driver)
James Firth	Sydney area	J2 (Fully restored)
Chris Lowth	Lanwarrin VIC	P1 (Fully restored)
Derek Maude	Lilydale VIC	P1 (Ex-California car)
Tom Morrison	Sydney	P1 (Fully restored)

J & C Morrow	NS Wales	K1 (Fully restored)
Jim Peters	Sydney	P1 (Convert to roadster!)*
Graham Smith	Bellbrae VIC	J2
Ken Robb	Old-Bar NSW	M1
Noel Standfast	Corinda QLD	PB Mk 1 (Restored)
Barry Winter	Aldinga Beach	M1 (Restoring)
Charles Wilkins	Adelaide	K1 (Owned from new) K2 (From USA)

New Zealand

Ross Parkes	Auckland	PB
George Stutt	Auckland	PB and K2

CARS, PARTS, AND SERVICES



For Sale: Allard J2 Special 1951. Chassis number 1921. New body by John Pitney. Chrysler Firepower Hemi 5.4 litre, Salisbury rear end. Needs gearbox and brakes. Beautiful car (see photo), but I've got too many projects to complete! £20,000 ono.

Paul Harvey, Suffolk, UK.

Tel: 01379 783 883 / Mob: 0787980 4854

Email: paul.harvey@txu-europe.com

Items for Sale

Cad parts-

4 carb staggered intake manifold and 3 carb manifold. Offi and Edelbrock valve covers.

Ford flathead parts -

Used finned heads, Aluminum flywheels, and Mag ignition. Many different intake manifolds & supercharger set ups. New bored/stroked short blocks - 276 - 285 ci.

Trade '61 Daimler SP250 roadster with 2.5 hemi V8 for flathead powered Allard.

Robert Whitehead - Vintage Acquisition
7 Robin Lane
Bella Vista, Arkansas 72715
501/855-0471

PLEASE NOTE

1. Please direct any additions or changes to our Mailing List to Bob Lytle.

2. Allard-focused articles and photos are always welcomed. Please direct submissions to the Publisher, Chuck Warnes. MS Word submissions by disk or E-mail are appreciated. Due to space limitations, we may have to do some editing.

3. In this issue we are resuming the **CARS, PARTS, AND SERVICES** listings. Each item will be listed in TWO ISSUES. If you want us to continue running your item beyond then, you will need to resubmit. We appreciate notification if an item is no longer for sale.

Jim and Chuck

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** Jim Peters' P1 - Roadster project*

Cockpit view of Jack's K3 - Colin Warnes

