

ALLARD

The Allard Register

No. 33

WINTER 2002

Free

The *STEYR-ALLARD* Runs Again! - Shelsley Walsh 2001

By Kerry Horan

Sydney Allard's Steyr-Allard emerged from its restoration in August 2001 to complete a few demonstration runs at Shelsley Walsh. The event was to celebrate the UK Midlands Auto Club 100th year at that historic venue. It was also significant that this car competed at the 50th Anniversary event at Shelsley Walsh in 1951, with Sydney Allard driving.

The usual frantic last minute tasks were completed on the Thursday before the event, with the engine being started and the car running under its own power for the first time in 37 years. The car was originally built in six weeks in 1947, and Sydney Allard used it to achieve an enviable record in the British Hill Climb Championship for 5 years - finishing 3rd in 1947, 3rd in 1948, 1st in 1949, 2nd in 1950 and 3rd in 1951. The car held the outright record at all of the different hill climb courses at different times over this period.

The car was built using a set of altered production Allard J1 chassis rails fitted with tube and channel cross-members. The layout was determined by having "the guv'ner" sit on a soapbox on the workshop floor. The engine and gearbox were propped on a wooden box to give the right height, with broomsticks used to act as axles to mark the 100 inch wheel-base. The positions of these components were duly marked, along with the dimensions, on the concrete shop floor.

Front suspension was the standard Allard Bellamy split axle with a transverse leaf spring. The radius rods were behind the axle, pivoting in line with the

front axle pivot points (this was later reproduced on the J2X models, but with the radius rods in front of the axle). Hartford friction shock absorbers were used at the front and the rear. Initially, a standard Allard rear axle was mounted on coil springs, and standard Allard 12" brakes were fitted all round. Twin wheels of 18" diameter using 5.00 x 18" tires were fitted at the rear. Woodward of Putney fabricated the unpainted aluminium body on a light



Shelsley Walsh 2001

tubular framework to match up with the shortened K1 radiator grille. The top curvature of the scuttle was determined by the shape of the standard household garbage bin lid!

The unique engine was a 3600 cc German air-cooled Steyr V8 that was used in WWII armored cars, half-track crawlers and as stationary engines. Obtained
(Continued on Page 2)

The Allard Register

THE STEYR-ALLARD RUNS AGAIN

from a captured German ship, the 60 degree V8 had 8 separate cast iron cylinder barrels topped by eight alloy heads with hemispherical combustion chambers, a five bearing crankshaft, and a 5:1 compression ratio producing 40 bhp.

To convert it for competition use, the cooling fan and cowlings were removed, the cast iron barrels were replaced with alloy versions, and the compression ratio was changed to 12:1 to run on methanol. A Scintilla Vertex magneto replaced the distributor, and eight Amal motorcycle carburetors were fitted. In this guise, the engine developed 150 bhp at 4000rpm, and the finished car weighed about 1600 lbs.

The car was first run at the Prescott hill climb in May 1947, and established fastest time of the day and a new record for un-supercharged cars.

Over the years, many changes were made to the car. The first was in 1948 when the first Allard deDion rear-end with inboard brakes and telescopic dampers was designed and fitted. The cylinder heads were further modified in 1949, and in 1951 Alfin cylinder barrels were installed to increase engine capacity to 4479cc. Midway through the 1951 season, a modified Jeep front axle with coil springs and telescopic shock absorbers were used to convert the car to four wheel drive. In later years, it was converted back to rear wheel drive and the body modified.

As one might expect when restoring a retired racer, we identified numerous problems when we dis-

mantled the car in 1996. The left-hand frame rail was found to be "banana shaped" being bent 2" upwards and 2" inwards, probably never having being straightened properly from Sydney's accident when the steering failed at Prescott in 1947. The rest of the car was in a similar tired condition, with the rear shock absorbers being mounted 2" differently from side to side. Both engines that came with the car had cracked blocks, which were beyond repair.

A long and difficult restoration process was completed with the original chassis and body being straightened and repaired, and a new engine block was cast and machined. Repair of each of the eight cylinder barrels and heads required over 100 hours *per set*. This involved repair all of the broken fins, making sure each cylinder barrel was exactly the same height and size, welding and repairing the heads, making new valves and guides, repairing the rockers, and machining each head to be exactly the same. All of the suspension, brakes and steering components were crack-checked and repaired together with the gearbox and instruments.

The car was restored to its 1949 Hill Climb championship winning configuration with the coil sprung, deDion rear end and rear wheel drive.

We plan to run the Steyr-Allard at a series of different vintage British hill climb events in 2002, such as Shelsley Walsh and Prescott, where the car originally held various records. This will form a part of the celebrations planned to commemorate the 50th anniversary of Sydney Allard winning the Monte Carlo Rally in 1952 in a P1 Sedan.

A Message from our President

Abbotsdene 29th Nov 2001

Here with copies of all the articles I wrote for the [Allard Owners] Club newsletter over the years which I thought might be helpful, particularly for new members.

They could of course be filed under the various system headings and readily copied when required.

There are two or three items by other contributors which I have included because of the valuable and helpful info they contain.

I also enclose an additional item on tracking the front suspension which I prepared for a South African owner who contacted Mike Knapman recently. The owner reported back that it had enabled him to solve his problem completely.

We are hoping to move to Spain in the near future and I will let you have our new address when we have found a place. I am taking all the Allard drawings with me, and I propose to get on the 'net' as soon as possible.

Regards, Dudley Hume

Publisher's Note: This is the cover letter of a 91 page packet of informative and intriguing material on a wide variety of technical topics including suspension and handling, drivetrain, and cooling.

2001 Allard Get Together At The *Pittsburgh Vintage Grand Prix*

What happens when you invite Allard folks to participate at an event known as "the course to run for a vintage car?" Special enticements included two tours of the track, a welcoming party with a sumptuous buffet, and an opportunity to display your car in an Allard-only paddock overlooking the start/finish line.

This kind of an offer was too much to resist for 14 Allard owners who brought their cars to the Pittsburgh Vintage Grand Prix this past summer. Participants included Tom Kayuha (black K1), Emil Loeffler (silver 1950 J2), Jim Netterstrom (red 1954 J2X), George Needham (silver 1949 K1), Andy Picariello (maroon 1950 J2), Bill Wilmer (black 1952 J2X), Terrill Underwood (blue 1948 L Type), and Larry Young (silver 1951 K2). In addition, the racing Allards included Bob Girvin (red 1958 GT coupe), Bob Lucurell (maroon 1947 K1), Pete McManus (red 1948 K1), Alan Patterson (red 1953 J2X), and David Watson (green 1952 J2X). David had planned to race his newly restored car, but it suffered cooling problems on Friday evening and was relegated to display status.

The PVGP is in its 19th year at Schenley Park in downtown Pittsburgh. The 2.33 mile course boasts five hairpins and nine other turns, plus a quarter mile straight. A hay bale chicane, about as wide as an Allard's stance, encouraged drivers to slow down at the end of this straight. It is very easy to clip the hay bales on both sides, which doesn't do much to compliment an Allard's appearance. The cambered road surface of the narrow park roads - coupled with curbstones, abutments, and hills - presents a true test for both the car and driver.

Over 1,100 volunteers work to coordinate the event for over 100,000 spectators. While the vintage sports car grand prix is the highlight of the weeklong

event, other attractions include a British Car Day, manufacturer's row, parades and skydivers.

This year's Honorary Race Director was our own Alan Patterson who has been racing his J2X at venues like Watkins Glen since 1953. He was one of the PVGP event founders in 1983. Since then, this event has donated over \$1.3 mil to charity. All participant entry fees are designated to the Allegheny Valley School and the Autism Society of Pittsburgh.

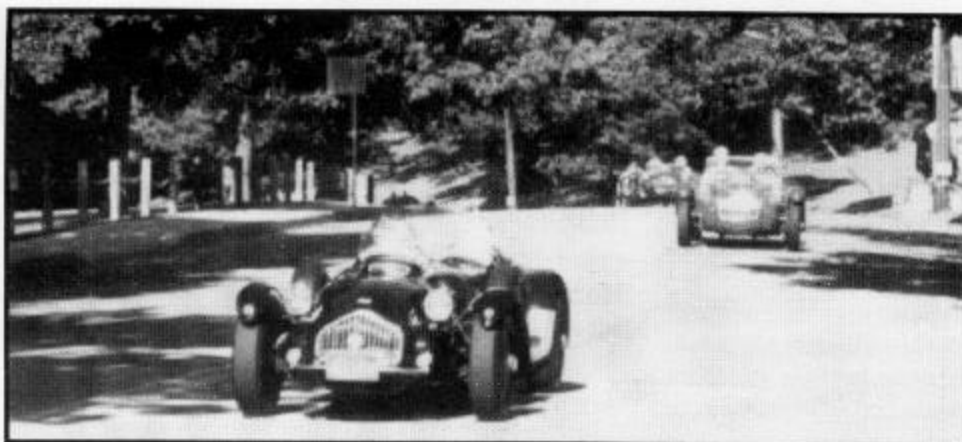
Allard activities began on Friday afternoon when we were able to tour the racecourse in our Allards, and experience first-hand the narrow twisty streets and infamous hay bale chicane. This was followed by the Driver's Reception at a nearby hotel. Visiting with old and new friends, scrumptious foods, and liquid refreshments made for a great evening.

Saturday and Sunday saw spectators galore admiring and asking questions about the Allards. We had another Allard tour of the track on Saturday, much to the delight of drivers and spectators alike. Throughout the weekend, the track announcer described the Allards, and interviewed Alan Patterson and Andy Picariello. On both days, we were treated to continental breakfast, lunch and an end-of-the-day party at the hospitality tent near the course.

The racing Allards put on quite a show for the crowd both days. Your author experienced a water pump failure in his supercharged flathead Ford K1 during Saturday morning's practice session. However, thanks to a paddock curbstone serving as a workbench - along with a jackstand, hammer, punches and a bit of ingenuity - the pump was rebuilt for the afternoon qualifying session. Sunday's Pittsburgh paper featured a large picture of Bob & Lynn Lucurell with their K1 on the false grid waiting

to go out for a qualifying session. In Sunday's race, the Allards were gridded together in the "over two-liter" group with the fastest of our cars at the back. It didn't take long for Bob Girvin's hemi Allard to move toward the front of the pack. While not finishing first, he was a crowd favorite. All four participating Allards finished the race in respectable fashion.

On Saturday evening, we held a buffet dinner in a



B. Wilmer and J. Netterstrom

The Allard Register

private dining room at a local restaurant. Forty Allard enthusiasts attended, and from comments received everyone was having a great weekend. Special award presentations consisted of a bottle of wine commemorating Erwin Goldschmidt's J2 win at Watkins Glen in 1950. Longest distance award went to Larry Young from Oklahoma, and David Watson received the award for the beautiful restoration job done in such a short period of time since the previous summer's Allard event at Loudon, NH. This award was aptly named the "Lazarus Award." A similar award was presented to Alan Patterson during pre-race ceremonies at the start/finish line on Sunday.

This event at Pittsburgh was organized by Andy Picariello and myself along with the assistance of our spouses, Judy and Joanne. We cannot personally do an Allard activity like this annually, but we hope that

other Allard enthusiasts will pick up the ball and organize some kind of an Allard Get-Together for 2002. Andy and I would be glad to help, and would like to participate, too. Hopefully we'll have some volunteers among the *Allard Register* group.

- Pete McMamus



Pittsburgh - Pete McMamus and his K1



Graeme
P.B.
Project

A Note from New Zealand.

Dear Bob, Thank you for the Summer *Allard Register*. I have enclosed a few photos of my Palm Beach - as I bought it, and as it is now. You can see it was in a very sorry state.

I started my apprenticeship at the local Ford garage in 1953, the same year my PB was built. So you could say I cut my teeth in the motor trade on Ford Zephyrs and V8.

I came by my PB when a customer came into my small garage looking for a Ford Ten engine for his old beach racer which he was restoring. He could not find an engine, but I was able to sell him a complete car for \$250 NZ. He was thrilled, so we towed it out to his place at the Glen. Among all the bits and pieces in his shed included a Rolls Royce convertible (1948 about) with a ceased up engine. I noticed a tubular chassis leaning up against the wall of

his shed, so I asked him what it was off of. He said it was a Palm Beach Allard, an remembering the one that used to beach race in Nelson. I said "Jeez, I would give my eye teeth for one of those." He said the rest of it is in the other shed. I thought the matter had ended there, but three months later when he came in to pay up his account he said he would sell it to me for an arm and a leg plus my eye teeth. Knowing the full value of a restored PB, I gave them to him. This was in May 1999. She is now on the way to being restored.

When the PB is finished I hope to do a few classic car runs. The Nelson club has many MG's, Jag's, etc. I will send progress photos in the future.

Yours, Graeme Gibbons

JUST THIRTY MILES AWAY - by Richard Harris

Growing up in Southern California, I was subjected to the sounds and sights of hotrods from an early age. Words like "deuce," "Carson top" and "Muroc Dry Lake" were all too familiar. When the imports started arriving in the late forties there was great interest in "them foreign cars." Getting rid of my 1936 Ford 3 window coupe for a 1948 MG TC was a bold move, especially for a kid that filled his gas tank with available change.

Sports car racing was happening and I wanted to be a part of the scene. I could hardly wait to get those Brooklands racing windscreens from Al Moss, put a few more horsepower in the engine and go racing. Courses like Torrey Pines, March Field, Santa Barbara and the tree lined Pebble Beach were a thrill a minute for a young man entering his twenties.

On Sunset Boulevard, just two blocks from the market where I worked to put myself through USC, was an Allard dealer and a salesman named Noel Kirk. I do not know how many times I stopped and looked at that shiny red J2X on the floor that had a price tag of about \$5,000. It looked so fast just sitting there in the showroom. Also on the floor was a Palm Beach as I remember, and an older Morgan 3 wheeler.

I had a friend just as crazy about cars as me. One day he told me that Noel had a used J2 with a Merc engine for sale. The asking price was \$1500 and he was thinking of buying it. Where he would get the money I don't know, but he called soon after and said "come on over and help me start my new purchase."

He had managed to get the car to limp home into his parking area and there it sat. The car was very cool looking. It was red with cycle fenders on the front, and a very snug cockpit. We got some fresh plugs from Pep Boys, wiggled some wires, and finally got it fired up. I immediately gave notice to my friend that the car belonged on the track and I should be the jockey. Looking back, no one should have been driving that car. It was undependable, rattled like hell, and handled just awful. I think we left a trail of parts everywhere we went. But we loved the car and driving it around town set you apart from other, more common imports. Unfortunately, serial numbers and pictures of the J2 have gone missing.

Cut to almost fifty years later. The MG TC is long gone - replaced by a '55 T'Bird and later a '78

Ferrari 308 GTB. They went to new homes with new caretakers. An unexpected invitation comes to co-drive a Mercedes 300SL roadster in the California Mille. In that run was an Allard. The wheels started turning. "Richard," I said to myself, "let's find an Allard to drive in the Vintage rallies." Thus I got hooked on the Allard website where my call went out for a K2. I really wanted a J model, but the six figures were not covered by my Social Security payment.

All of a sudden I'm buying *Hemmings* and other vintage



-Bob Dunsmore Photography

publications. Most of the Allards were located back east or in Canada. Then Chuck Warnes called me out of the blue. He'd received a letter from a woman whose husband had just passed away and she wanted to sell his 1952 K2. Imagining airfare and expensive shipping bills, I asked Chuck where the car was. "Santa Maria," he said. Just thirty miles away.

Mr. Gillogly had owned the car since the late 50's and had restored it for the Allard event at Monterey in 1990. I remember seeing the car at the Santa Barbara *Concours D'Elegance* in 1991. It was listed in the program under "European Sports Cars Below \$3500." His widow said that he had trailered it to some events, and had hardly ever driven it. He had done a complete frame-off restoration and rebuilt the 360ci Cad engine. The car looked great. I purchased #3136, loaded it on a trailer, and began the process of emptying my wallet for a better K2.

Looks are deceiving. Although seemingly correct, the wiring was not automotive quality. The engine ran but did not sound good, and it overheated. The block had some flaws and cracks as did one head. I decided to have the work done professionally, and ended up with a blueprinted

JUST THIRTY MILES AWAY

and balanced 390 ci engine. I replaced the dual manifold with two Carters for a single Holley carb. It goes like hell. The transmission, brakes, radiator - you name it - are all redone better than Sydney ever dreamed of. I put 600x16 radials on and she drives smooth and straight. Let's do a rally!

I had never been through the pains and delays of a restoration, so I had no idea how long it would take. Of course the shop always assures you all is going well. We filed an entry for the Colorado Grand in coming up in September and were accepted. Oh boy, I'm on my way. The work on the Allard continued right up to the deadline for any Grand refunds. Now the problem was shaking the car down and putting some miles on the engine. We managed about a hundred miles before we had to leave for Colorado. I borrowed an enclosed trailer from a friend and began the journey to Beaver Creek.

Exotic cars were everywhere, and my wife and I were proud to be the only Allard representative. The proper jetting for altitude had been done before we left and we thought all was in order. On arrival, the car would not start, and when it did, I had barely enough power to back off the trailer and limp over to the volunteer mechanics. I had to wait most of the day for their services, but they found that the distributor had somehow slipped. Timing was redone and #3136 roared.

Day One. Just thirty miles out the car stopped. Out of gas? No, the coil has gone south. Here come the follow-up mechanics with spare parts, but no coil. They loaded us onto a trailer, took it a short distance to the next town where a coil was purchased, installed, and we are off again. We were the last car to arrive at Estes Park where our night would be spent in the historic Stanley Hotel.

Day Two. The run was from Estes Park to Steamboat Springs through mountain passes that reached 12,183 feet on the highest continuous paved road in the United States. It was smooth running except for fouling a couple of plugs that were easily replaced.

Day Three. Steamboat Springs to Grand Junction. The day was going well, and we were just cooking. Possible rain was in the forecast and the clouds in the sky were threatening. We came to some road construction and had to wait for people coming in the opposite direction to pass. About a minute after we stopped and shut the engine down, it

began to rain, which turned into hailstones as big as golf balls. At this point my wife was wondering what it was I saw in the open air Allard. We carried on to Grand Junction.

The last day went from Grand Junction to Beaver Creek. All is going well and we can taste the thrill of crossing the finish line when *thunk, clank, clunk* - we're dead in the water ... just thirty miles away. Both trailing arms had broken. One of the motor officers stopped and called the trusty mechanics. We were told all three trailers were already full of broken cars. We called the Auto Club and a terrific guy arrived with his flatbed and the know-how to load a vintage automobile. It was returned to base camp, loaded into our trailer and we headed off to dress for the Finish Line Awards dinner. That night, my wife and I got the honor and surprise of receiving the "rookie" award license plate which is given to the rookie who has encountered their share of problems, but carried on in a grand spirit.

And so the car is returned to a specialist in Santa Barbara for repair. Turns out the trailing arms had been attached to the frame forming a box instead of to the cross member forming a wishbone. I think it was done because of the exhaust system setup. New and stronger arms have been installed so that each wheel tracks properly, and the exhaust rerouted to come out by each door.

What's next, I don't know. Number 3136 is loved by us, admired by others. Every once in a while that rare person will see her and recognize that she is an Allard. She gets her weekly drive and is looking for the next event.



At rest among the Santa Ynes vineyard

Saga of the Event!

Excerpt from Tom Lush' book - **ALLARD, The Inside Story.**

However, Sydney was not happy with his car's engine performance, so he decided to return the Steyr to Clapham, instead of leaving it in Scotland for two weeks until the first meeting at the new Rest and Be Thankful hill. This strange title was then name of the old military road winding up the hillside from Arrochar, and for which the Royal Scottish Automobile Club had been negotiating for a considerable time. Over a mile in length, it was by far the longest of any British hill, and the nearest approach to the long Continental events that most competitors had seen.

Back at Clapham, the Steyr engine was removed and checked over, and while the unit was out the standard Ford Pilot gearbox was dismantled and rebuilt with a set of experimental close-ratio gears that had been designed with the works drawing office. These were Ford gears with the teeth machined away, leaving hubs over which toothed rings were shrunk, spot welded and mated together to give the required ratios. At the same time the axle ratio was changed, and then the coach set off for the North again, for what was to prove a busy weekend.

On his second practice run Sydney was left with only first and top gear after the other pair had sheared. Nothing daunted, he went out for another run, and possibly through over-revving he put a connecting rod through the block (again).

One member of the party was dispatched to the hotel to arrange for garage accommodation, as it was now obvious that an all-night stint lay ahead, and to save time in loading up the Steyr it was put on a rope behind the coach.

Arriving at the hotel, we found the only available covered accommodation with electric light was a large shed used for coal storage, so we started work in an atmosphere of coal dust. We soon found that some machining would be required, and inquiries led us late in the evening to a nearby cottage, where the owner was known to have a small engineering workshop in which he indulged in his hobby of modelmaking. Yes, certainly he would help us, but as he did not "have the electric" someone would have to pedal the lathe!

This was done in relays, and eventually the gearbox was reassembled with the loose gears secured by threaded pins. However the engine repairs were impossible without spares, so we decided to blank off the big-end journals and convert the engine to a six-cylinder unit.

It was about 4 AM by the time we had finished the job and were ready to test the engine, so out of concern for the sleeping inhabitants of the hotel we towed the Steyr several hundred yards away before letting in the clutch. It started without trouble, but the noise of the unmuffled exhaust seemed to split the Highland air and echo back from the surrounding hills, so we quickly switched off and crept back to the coal shed and our beds.

Sydney stayed with us until the early hours, then had to be persuaded to get some sleep, but in the morning he seemed quite unaffected by the late hour, and although he finished in fourth place behind Mays, Poore and Walker he was only 1.8 sec behind May's FTD, which we all considered was ample reward for our efforts and the credit of a six-cylinder car!

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. We are again running 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.

-JPD and CAW

The Allard Register

Sponsor:

Syd Silverman
White Plains, NY

Publisher/Advertising:

Chuck Warnes
8345 N. DelMar
Fresno, CA 93711
Tel: (559)436-1588
warnes@qnis.net

Editor:

J. P. Donick
28 Traver Road
Pleasant Valley, NY 12569
Tel: (845)635-2373

Committee:

Cyril Wick
Yvonne Turner
John Harden

President:

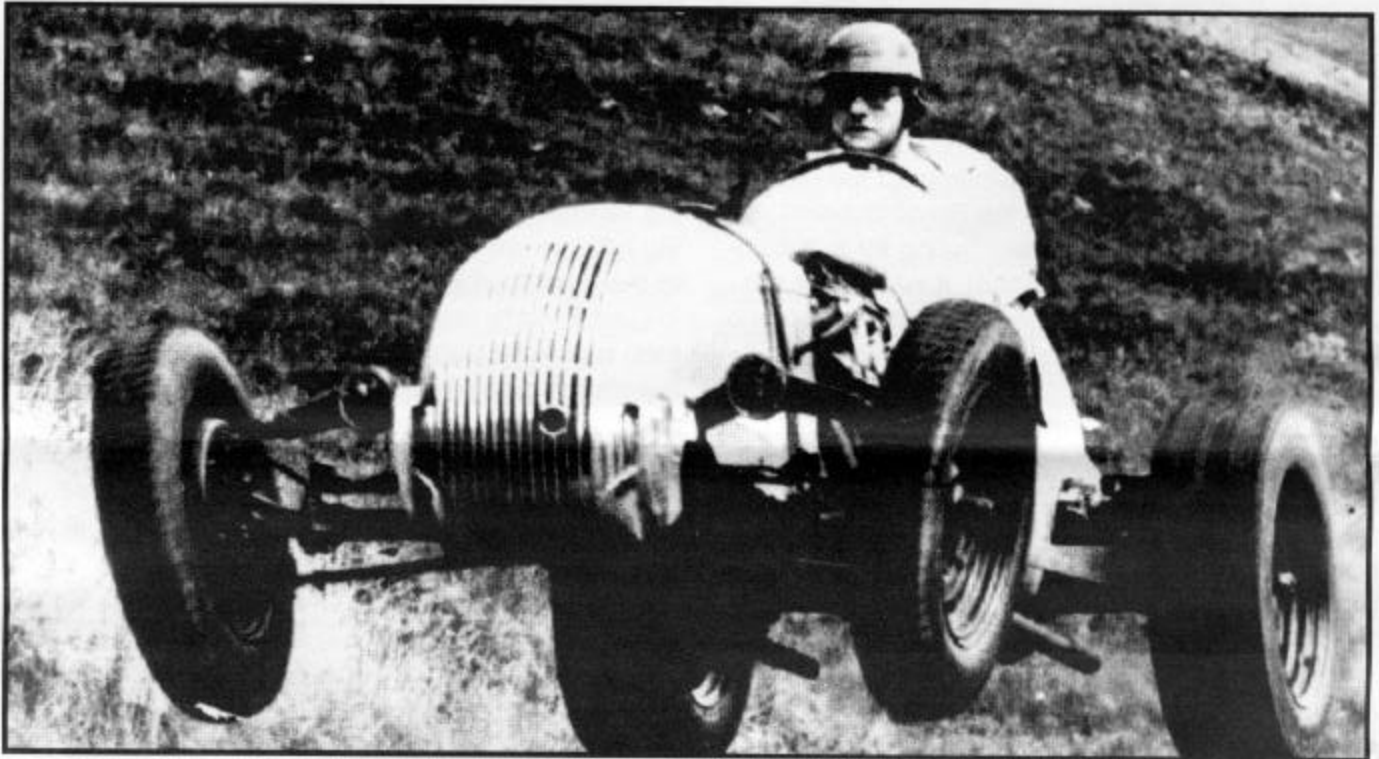
Dudley Hume
'Abbotsdene'
Crook Hill
Braishfield
ROMSEY,
Hampshire SO51 0QB
United Kingdom

Honorable Secretary:

R. W. May
8 Paget Close
Horsham West, Sussex
RH13 6HD England

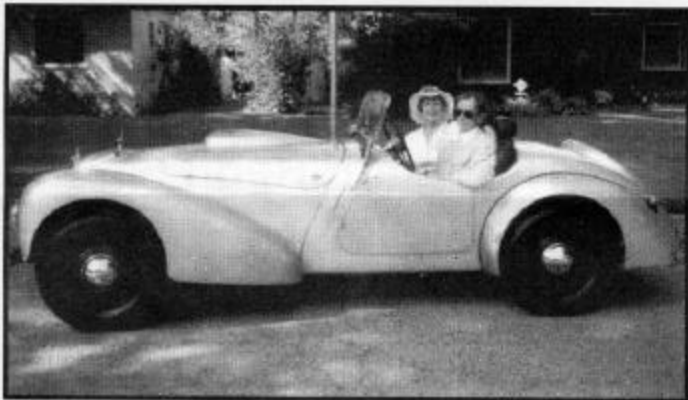
Technical Advisor/Archivist:

Bob Lytle
1679 Broken Rock Rd.
Cottonwood, AZ 86326
Tel: (520)646-6606
cottonwoodbob@sedona.net



Sydney Allard and the Steyr at speed - Rest and Be Thankful July 1949

CARS, PARTS, AND SERVICES



For Sale: '50 Allard K1.#1703. Powered by '48 Mercury built by Dwain Dolan. Bored and stroked to 295 cubic inches. Isky cam, Edelbrock heads and manifold, three Stromberg 97's. Harmon Collins dual ignition, Zephyr gears. This photo was taken last year, just a few months before Thomas passed away.

Eileen W. Selby, M.B.E.
 13429 Tiara Street
 Van Nuys, CA 91401
 818/780-7834

Items for Sale

Cad -

- 4 carb staggered intake manifold
- 3 carb manifold
- Offie & Edelbrock valve covers

Ford flathead parts -

- Used finned heads
- Many different intake manifolds
- Many different supercharger set ups
- Mag ignition
- Aluminum flywheels
- 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