



The Allard Register

No. 47

Summer 2007

FREE

ALLARDS AT AMELIA ISLAND 2007

It's not often this writer reports on either an Auction or a Concours d'Elegance. But, if 2007 appears to be shaping up into a year of new experiences, this wasn't a bad way to start it.

It was great to see a bunch of the Allard Folks at the Amelia Island Concours and Auction this year. Lots happened.

Andy and Judy Picariello won a prize in the Concours and looked most contented driving up the fairway to receive the prize in a car they've had since the sixties. It's a pity we didn't get a photo of Andy's smile. He appeared to be one very pleased Allard man.

Jim Taylor from up near Saratoga, NY, had a beautiful LeMans bodied J2-X with a perfect patina. We don't have much recollection of the car prior to his ownership. It's red with some evidence of a carb fire once upon a time and a strange looking (but pleasant) windscreen that is rumoured to be original to the car. I'd wager a good bottle of Claret that it isn't or else it was put on by a dealer in this country. I think we've got a photo here someplace. Maybe someone will know a bit more about its history. Jim Taylor, by the way, has a few Allards including a K3, a J2, and, I think, the only left hand drive JR.

The ex-Jim Dobbs Von Dutch painted and George



Jim Taylor's LeMans-bodied J2-X shows a great patina. It's beautiful and not at all over restored. Does anyone recognize that windscreen?

Barris customized K2 was on the field as well. It's currently owned by Dennis Machul and is as wild looking as ever. Jim Dobbs was also to be seen wandering around the field with his lovely wife, Lisa.

We got to talk to a bunch of other Allard folks and everyone was most gracious and hospitable.

Thank you, Hanko, particularly.

The other side of the weekend was the auction. It was a new experience as I'd never sold a car at auction nor even attended one. It's a different sort of world.

Our K3 was said to be the most popular car at the Auction. There was not another car with as much "buzz" on the field at all. It presented very nicely and certainly looked every inch a "movie star" kind of car. That's an odd description for ANY Allard and certainly for a K3. One can only attribute that to the magnificent Mike Di-Cola restoration and to Les Koltvelt's original efforts in beginning the restoration and keeping it as it should have been. I think another major piece of the equation was the presentation, itself. The dark blue exterior with a perfect new Claret coloured leather interior and chrome wire wheels with wide white walls made for a striking combination. I had a knowledgeable friend remark to me that he was astounded at how beautiful the lines of the car were. I'd never noticed that on any of the red ones and,

Amelia Island Continued...

The wildest of the wild! This K2 was customized by George Barris and painted by the legendary Von Dutch. Imagine driving it to the A&P for a loaf of bread. →



Photos: Donick Family

← *Mike Donick taking the K3 across the auction block. He looks to be pleased with the result!*

forgive me K3 Owners, I always sort of thought of them as rather slab-sided. The blue, though shows off the rear fender line nicely and overall the impression was almost of a French car of the period. It didn't hurt that we were sitting on the field next to a million dollar Delahaye in similar or complimentary colours. The Hemi must have helped a bit, too.

My son, Mike, and I stayed with the car the whole time to be able to answer questions and share the history. It felt like we were talking to people almost the whole time we were there. I noticed only one other car that was being 'shown' by its owners, a beautiful E-Type Jag. They managed the highest price there for a Jag and, as noted below, we did quite well. The conclusion might be that there may be some advantage to taking your car to the auction rather than just sending it. The Auction firm's response, by the way, is that it depends a bit on the owners but that in our case and in the case of the Jag-folks it was of value.

People couldn't get over how gorgeous the K3 was and, even though the early part of the auction seemed a

bit slow there were well over a dozen folks vying for the chance to be the next owner of DiCola's handiwork. The result was a new World's Record for Allard K3's as far as we can tell. Oddly it would appear it was purchased by a dealer for resale and one can only imagine how much he must be asking. We'll find out soon enough.

The experience with RM Auctions of Canada was superb and we can't recommend them highly enough. They were wonderfully supportive and helped us display the car to its best advantage. We all know about some folks' successes at Barrett-Jackson but I'd argue that there are risks involved there for a number of reasons, not least of which is that your success is tied tightly to the day they assign you for your sale. Their catalogue is also nothing more than a photo and an identifier. A big auction like Amelia, with a marvelous catalogue gives one the chance to show a number of photos and to describe the car pretty thoroughly.

Anyway, it made for a nice weekend.

- JPD

Reflections on My Time With the Allard Motor Company

By David Hooper

I spent some fifteen years working for the Allard company, starting as an apprentice at the Park Hill workshop in Clapham. This works site was since turned over to housing many years ago. However the word "Allard" still exists in the name for this group of houses. The workshop produced the majority of complete chassis which were usually driven to the body builders as 'chassis runners,' – a bare chassis with wooden driver's seat, plywood wings, no lights, and a set of trade plates.

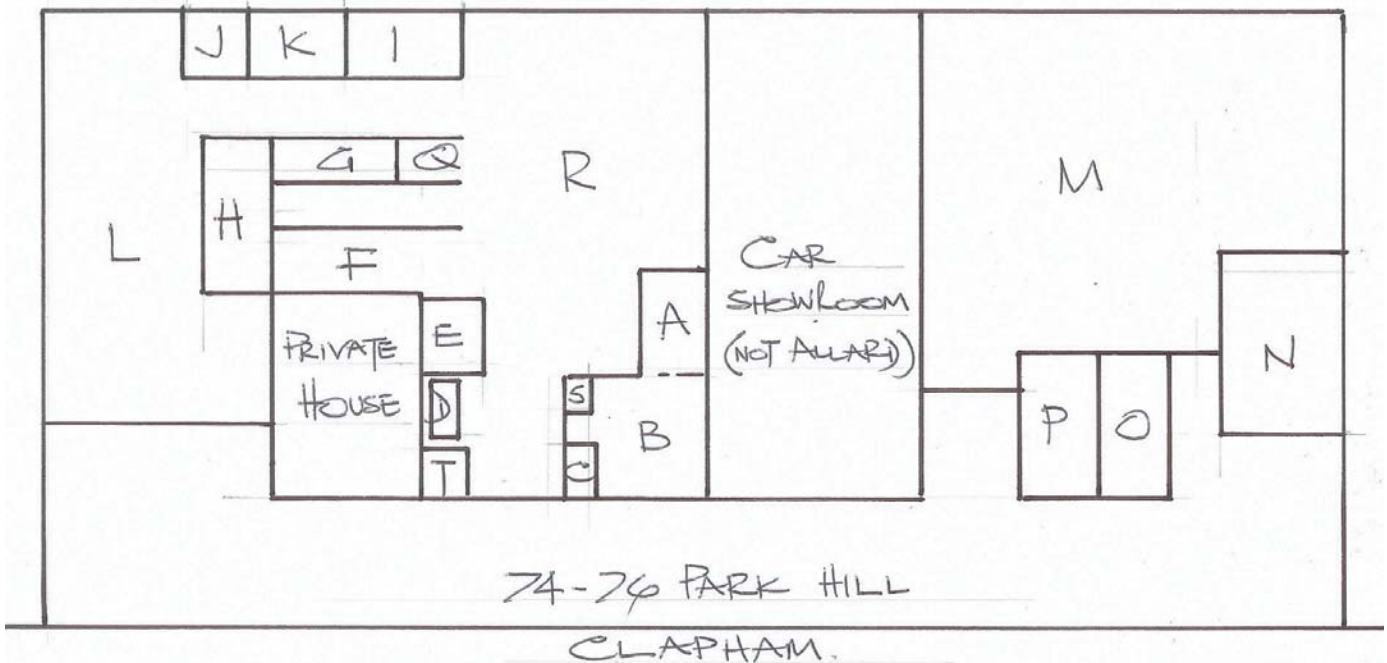
The Park Hill workshop (see drawing) was divided up into several sections – the major element of chassis construction being supported by all the various sub-assemblies such as front and rear axles, and the deDion axle. The frame side members for the earlier cars were made by Thompson Pressings. At some point the dies needed to be replaced and the cost was such that the Allard company could not afford new dies. Thus, Dud-

ley Hume designed the replacement twin tubular chassis which was totally built in-house. These served as the chassis for the P2, Safari, K3, JR, and Palm Beach models.

The introduction of a British Oxygen profile cutter around 1948 made it possible to produce quite complex shaped bracket profiles which were then drilled, bent, and welded. Virtually all the chassis parts were made in-house, but the limiting factor was for some time the supply of steel. Once the company started to export cars the allocation was greatly improved. However, steel was sometimes poor. Sheet steel suffered from being delaminated, which became evident when being flame cut, which caused serious delays. Most of the tubing – including bulkhead roll tubes, and exhaust systems - were made in-house using a manually operated tubing bender.

The chassis frame along with all its brackets was

Continued Page 6...



- A: Workshop Storage
- B: Main Material Storage
- C: Inspection Department
- D: Dunlop Wheel Balancer
- E: Axle Assemblies
- F: Arc Welding Section
- G: Fabrication Section
- H: Dynamometer
- I: Lathe & Power Saw
- J: Profile Cutter

- K: Pipe Bender
- L: Experimental Section
- M: Chassis Assembly Shop
- N: Drawing Office (2nd Floor)
- O: General Office
- P: Reg Canham Office
- Q: Fly Press
- R: Chassis Assembly Section
- S: Works Foreman Office
- T: Tire/Wheel Storage

Gathering of the Clan - 2007

Virginia Int'l Raceway Gold Cup Races

-Jere Krieg



Photo: Krieg Family

← L to R: Terrell Underwood of Atlanta, GA, Tom Kuyaha of Cleveland, OH, Jere Krieg of Knoxville, TN, Bob Lane of Charleston, SC, and V. Pastore of NY, NY

Bob Girvin in his Chrysler powered GT Coupe blast up the Climbing Esses on his way to finishing 5th in Group D, just ahead of Michael Silverman's Jaguar Lister "Knobbly" →



Photo: Victor Newman

Connie Nyholm has joined the Clan by purchasing a J2X Allard, and has kept the spirit of racing alive along with Bob Girvin in his 1958 GT coupe at VIR's 50th Anniversary weekend.

Connie, Ken May and Sandie Marshall at VIR made the weekend one of the highlights for the Allard Club. The event began with the six couples arriving on Thursday and settling in at "The Woodside House" a historic home from the 1830's complete with six bedrooms, two sitting rooms and a commercial kitchen.

Friday morning all arrived at the track to set up the corral along with a Maserati 450S, Jaguar XK120, Porsche and a 1957 Scarab before proceeding to the Go-Kart track where Bob Lane, Jere Krieg and Richard Stillwell played "Le Mans"(results are unpublished). After the contest, all went through the paddock checking out the competitors and vendors, and stopping to have lunch while observing the ongoing races. Friday evening Connie Nyholm was kind to include the Allard Group in the Black and White Dinner and presentations that honored Carroll Shelby, Chris

Economaki and Dr. Dick Thompson for their contributions to both racing and VIR.

Festivities continued on Saturday with parade laps on the long course, lunch and time spent at our hospitality suite overlooking the racing on the track (complete with hors d'oeuvres) followed by dinner at the Oak Tree Tavern. The food was great, the atmosphere terrific, the B&B luxurious and the camaraderie delightful. All in all, those who missed this event missed a fantastic time.

The Allard club was well represented by Bob and Jackie Lane of Charleston, S.C., Jere and Julie Krieg of Knoxville, TN., Tom and Dee Kayhua of Monroe Falls, OH, Terrell and Gloria Underwood of Atlanta and Victor Pastore of New York.

Sunday completed our stay with a breakfast at the Bed and Breakfast, more parade laps and souvenirs. This year might host a second meeting in Charlston, SC in late October in conjunction with the British Sports Car Club.

VSCCA 2007 Season Begins in the Cold at Pocono

The VSCCA's 2007 season began on the 14th of April at Pocono International Speedway and it saw the racing debut of Gary Dreyer in his great looking Cadillac-powered K2. Gary has been driving Allards for years, mostly, we seem to recall, in his Lincoln-powered K2. He's never taken one racing before, though, and he says he figured he'd better get started on that part of the adventure while he still can. It proved a good decision.

The event was to be a two day affair but the great storm of mid-April cut it to but one. When the morning started the local temperature was twenty-five degrees Fahrenheit which meant it took a degree of enthusiasm or foolishness to suit up, strap in, and go racing. The morning drivers meeting included the admonition to be wary of "black ice" on the south side of the circuit. We

don't recall that advice at a previous race though we do have a recollection of having a session blackflagged due to snow some years ago.

Anyway, the K2 ran well and Gary comported himself like the gentleman that he is so the Drivers School went easily for him. We noticed him running smoothly on track and saw what appeared to be a pretty big smile when he was off the track.

Yrs trly was also present but with J2 and running with the old veterans. The J2 was having some trouble getting hooked up as the track was very cold and the rear tyres a bit worn. The result, while still pretty good times, was a tail end that seemed to get light anytime the driver got near the loud pedal. Good fun.

-JPD

Rookie racing driver Gary Dreyer → tests the cornering limits of his beautiful K2

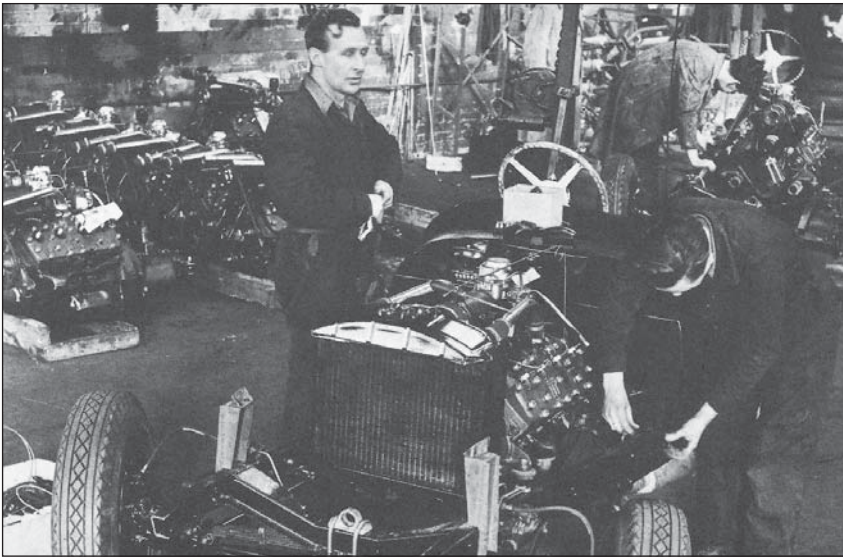


Photos: Hyman



← Jim Donick blasting down the straight at Pocono

Reflections Continued...



No shortage of engines this week...

steering arms, brake and clutch pedals, leaf spring brackets, Panhard rods, deDion rear-end components, adapter plates for Cadillac and Chrysler engines, grilles of all types, and aluminium cylinder heads for Ford engines. Purchased items to Allard specifications included brake assemblies and master cylinders (Lockheed), Marles steering boxes (Adamant Engineering), deDion axle tubes, steering wheels, radiators (Serck), and springs.

Standard Ford parts which we modified included rear axles and shafts, torque tubes and propeller shafts, and king pins used with telescopic shock absorbers.

The above is not a complete list of all the parts used. However, it does give an idea of the content of the original car. (To be continued).

riveted and welded in a jig specifically related to the particular model. From time to time 'odd' brackets were added by the body builders which were eventually added to the chassis build. Contrary to views of some, all chassis were built in a jig – even the two non-standard long wheel-based J-types which had their chassis' length increased by 12-18 inches.

At its peak there were probably 20 staff of varying trades who were managed by Jim Saunders, the Works Foreman. Dick Reed ran the section which would be described as the Development/Experimental section, plus a Mr. Farmer in the Inspection Department. A Central Stores was attached to the workshop, supplying both the Works and Service sections. Often forgotten was the part played by Reg Canham, the Director who coordinated the various sections of the company in producing most of the Allard models.

The machined items were largely made in-house, and only when quantities got too large was work sub-contracted. The Machine Shop was at 51 Upper Richmond Road, Putney – the site now being a wine store. The Machine Shop was quite large - having six lathes, two capstans, millers, slotter, and circular grinder. At least ten machinists were employed, and the it also did some contract work for Vicker Aircraft of Weybridge. The Machine Shop was managed by a dour Scot who seemed to resent having apprentices 'imposed' on him, and he seemed to delight in making sure everyone knew this. Parts manufactured by Allard included axle beams, stub axles, axle beam pivots, radius rods, front and rear hubs,

Bill Bauder's "People's Choice" Award.

I was invited to enter my J2X in the best car show in Texas known as "Keels and Wheels Concours d'Elegance" at the Lakewood Yacht Club in Seabrook, Texas. That's right next to NASA on Clear Lake. This is a high-end show and an auction. There were more that 250 cars, and many antique boats - mostly wooden. The honored marquee was Ferrari. The "Bitch" was entered in the Racing Cars class, which proved not to be the right category as the winners were fairly new Formula 1 cars. We did very well however, and won the "Peoples Choice" award - a much more desirable award than the first place award for racing cars. We have been invited to show again next year.



Bill Bauder's new soup bowl

An Unexpected Hot Rod



Our good friend, Chris Lowth of the *Allard Down Under Newsletter* recently informed us of David Starling from Waikanae Beach NZ. David managed to acquire a P1 in pretty sorry condition and turned into what can only be described as a “Rocket Ship”.

Here’s David’s recipe for making an Allard P1 Special:

1. Take one scrap P1, smash off all bodywork and take to tip (dump)..
2. Take out flathead motor, gearbox & back axle; sell to retro hot rod boys.
3. Chop chassis in two at rear of cruciform, cut out one foot.
4. Square and line up, weld together with added fillets & re-weld rear cruciform members to rear-end.
5. Offer up MK10 Jaguar rear suspension cage in position of original axle, make up brackets to pick up Jaguar rear-end mountings and weld these to Allard side rails.
6. Make up mountings to fit in Chevy engine, note rear-end of gearbox mounts on Allard original but make up bracket to drop it three inches.
7. Have Jag prop shaft shortened and fit Chevy splined end to fit gearbox,
8. Job done

For the record, the car is a 1951 P1, chassis No.71 P 2240; originally registered in NZ on April 30, 1952 as AY 1044. The car had been off the road since 1979, and

David purchased the car around four years ago. The body frame was shot and the panels corroded, but the chassis was in good condition. At some time, someone had started a rebuild and fitted a new set of kingpins steering joints, but that was it.

The car was built as a hill climber, which requires lots of power, low weight, and great brakes. A Jaguar Mk10 independent rear suspension with 3.54:1 LSD was installed to handle the power from a Chevy small block. With 300hp and feather-light weight of 2,000 pounds, the car does 0 to 100kph (0 to 62mph) in 3.45 seconds, about the same as the latest Ferrari!

One of the more interesting parts of the ‘restoration’ came after fitting the Jag rear-end, which left David with disc brakes at the rear and drums at the front. This problem was solved by removing the front brakes, leaving just the stub axles. A GM disc conversion for the prewar Ford axle was sourced (as used by the hot rod guys). Four inch diameter spacers were then made to fit the Allard stub axles (slices of an old Lucas dynamo casing are ideal). This conversion yields modern, fade-free vented discs up front. However, David made sure get the hubs supplied with Chevy wheel stud spacing, which are identical to the Jaguar. This enabled David to use Jag wheels all round.

David’s car looks an interesting machine, and it’s fully road registered. Sydney would be proud. David is planning to run the car during the 2008 Allard Reunion.

ALLARD NEWS

FOR SALE

1951 J2

J2059 was originally purchased in the UK and shipped to New Zealand soon after where it was raced. The car changed hands many times until it was finally purchased by the Classic Car Museum in Auckland, New Zealand where it is currently located. This fine J2 features a Mercury 3,900cc Flathead fitted with Edelbrock twin carb manifold, Stromberg carbs and Offy heads. Color: BRG with red interior. Contact Andrew Chaney at andrew.chaney@xtra.co.nz. Price: \$300,000 (NZD)

1948 M COUPE

RHD Chassis No 598 has just completed a 5 year body-off restoration resulting in a perfect daily driver. The drive features a tuned Mercury engine and Toyota 5-speed transmission for trouble free cruising. The interior has been fully replaced and features a new top and back seat tonneau. The M is located in Adelaide, Australia with international shipment easily arranged. Color: Red with black interior. Contact allard@dodo.com. Price: \$65,000-AUS (approx. \$50,000 US).

1949 M COUPE

M1054 was purchased in 2005, previous owner had stored the car since 1967. Recently mechanically restored, body needs some work. This right hand drive M drophead coupe features a Ford flat head and is located in Gloucestershire, UK. Color: BRG with black interior. Contact Geoff Thomas at gt@keyboardco.com. Price: £11,000.

1949 L-Type

757-L has been stored for the past 30 years and has the original title and paperwork. This right hand drive car is all original and features a flathead motor, 3-speed transmission and is located in Centerville, MN. Color: Burgundy. Contact Dave Lindemer at (651) 426-0512. Price: Inquire.

Wanted – J2X Grill

Gary Thompson of Wichita, KS is seeking an actual J2X grill or someone who can fabricate one for his Elite Industries replica. Please contact Gary at (316) 688-1429 or gmilesthompson@sbcglobal.net.

Request For Submissions

If you live in Europe, the East or Midwest, we want to hear from you! Send stories to chas.warnes@gmail.com.

The First Allard Replica?



What a poor teenager in Kansas City does in '49 when he falls in love with those new Allard sporty cars from Europe, but is limited to a Model A Ford budget. It originally had a flathead. The Ardun was installed in the '60's. This unique 'replica' was created by John Hunholz who is currently restoring the car to get it back on the road. *More info to come...*

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More Photo's of David Starling's P1 Hot Rod



More Photo's VIR's Gold Cup Weekend



← Dee Kayuha and Julie Krieg trying to take this MG home unnoticed



Bob and Jackie Lane put the top up on their K2 →



← The Allard Clan preparing to head out for some parade laps at VIR



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