



The Allard Register

No. 52

Spring 2009

FREE

Frank Burrell and the Allards

-Barry Burrell

My earliest memory of an Allard was sitting in the cockpit of Fred Warner's J2X (chassis #2192, now owned by David Mundy) as we loaded it onto the trailer to go to some race in 1954. The sound and vibrations of the open exhaust left a lasting impression in me. My father, Frank Burrell, often spoke about the incredible acceleration of the Al-

lards with the Hydramatic transmissions. Zero to sixty in 4 ½ seconds in the early 50's was quite impressive.

How did this mechanical engineer from the University of Wisconsin end up working in Detroit on Allards? Let's back track for a moment. Frank's interest in cars began at an early age. He built his first "car" at age 13. He worked in a salvage yard to help fund his way through college, but also found time to race Model 'T' Fords on dirt tracks. He landed a job at Cadillac in 1942, where he worked in their dynamometer lab as a test engineer on the Cadillac military tank engines. During that time he worked under Harry Barr and Ed



Fred Wacker on his way to 8th place Sam Collier Memorial Grand Prix of Endurance at Sebring in 1950.

Cole, who are credited for developing the Cadillac OHV and Chevy "small block" V-8's. Frank's first assignment was to develop more horsepower for the Cadillac-powered tanks. To accomplish this, he designed a 2 x 2 intake manifold and high compression heads.

In 1946, with the support of Cadillac management, he started making

performance packages for the post-war Cadillacs. He also started working on the new OHV Cadillac engine that was being developed as a replacement for the flathead design. Sometime in the late 40's, he designed and built a 2 x 2 intake manifold for the OHV engines. He began selling these on the open market in 1949, again with assistance from Cadillac. One such manifold ended up on the *Petit Pataud*, the stock-bodied Cadillac that Briggs Cunningham raced at the 1950 LeMans. My father also provided the 5 carburetor intake for Cunningham's second LeMans entry - *Le Monstre*. It was at this race that he met Sydney Allard

Frank Burrell Continued...



*1950 Watkins Glen Wacker J2 with crew Wacker in car,
Frank Burrell is next to him*

and Zora Arkus-Duntov.

Cadillac's Experimental Garage was conducting a lot of high performance engine development during this time period. Special grind roller cams by Dunn, and multi carb intakes by Detroit Racing Equipment were routinely being tested. Reports indicated 7,000 rpm capabilities. Remember we are talking 1950! Frank's experience had elevated him to head of the Engineering Garage, and he became the official liaison to anyone using Cadillac engines for high performance use. Cadillac even published spec sheets for modifying Hydramatic transmissions and building high performance engines.

Letters to Cadillac about using the new V-8's would put many people in touch with my father. The list of people who corresponded with him included; A.E. Goldschmidt, Major Seddon, "Ted Tappet" (aka Phil Walters), Bill Frick, Reade Tilley, Tom Lush, Reg Canham, Frank Griswold, Zora Arkus-Duntov, Curtis LeMay and Sydney Allard.

Frank was an organizing member of the Detroit Region SCCA, and that brought him in contact with Fred Wacker. Fred had purchased his first

Allard J2 # 1577 (Emil Loeffler now owns), and he wanted to put a Cadillac engine in the car for the 1950 Watkins Glen race. My father modified the chassis to accept a Hydramatic transmission and built an engine using the manifold off of the LeMans Cadillac. These transmissions were beefed up using tank internals, and they could be manually shifted. After finishing third at Watkins Glen, the car was refreshed and taken to Sebring for The Sam Collier Memorial Grand Prix of Endurance. There, the Wacker & Burrell entry finished 2 laps ahead of the rest of the field, and finished 8th overall using an index of performance system of scoring.

During the same time he was involved with Wacker's J2, he was also working on Fred Warner's J2X. Fred Warner was a pilot for GM and a "car

guy" who's Allard was being used as a test bed to prove out the engine and transmission modifications that Cadillac was promoting. Weekends were spent traveling to the major races across the USA to assist the Cadillac-powered Allards.

Frank worked closely with General Curtis Le-



*General Curtis LeMay with Frank Burrell (pointing)
admiring FredWarner's J2X*

Burrell, Continued...



Fred Warner at a SCCA race in 1951

May's group. As a reward for supplying Sydney Allard with the engines and transmissions he used in the new JR's, LeMay invited Frank to attend the 1953 LeMans race as his guest. While he was there, he filmed the new Allard JR (which is featured on the Allard Register web site).

My father stayed at this position with Cadillac until 1955, when he left to work with Zora Arkus-Duntov at Chevrolet Research and Development. He worked there for 20 years until his retirement from GM.

Unfortunately for us all, he passed away in 1985. Hopefully, I have been able to give you some insight into my father's experiences with the Allards.



1953 Sebring A.E. Goldschmidt driver, Frank Burrell passenger

Visit our web site to see more pictures and video fom Barry Burrel.

Allard Census

The Allard Register mailing list includes a comprehensive listing of known Allards around the world. However, for reasons you might appreciate, we keep the specifics of that list confidential. None of us enjoy inundations of spam, nor do we want to find ourselves in the middle of a dispute about the identity of a specific car.

We recently perused the mailing list with a self-interested focus on K3's (OK, I own one). Next we supplemented the list with other K3's that we are aware of. As a result, we came up with a surprisingly high total of 37** K3's. 33 were in the US, 2 in the UK, 1 in Australia, and 1 in Canada.

Our latest record/recall indicates that K3's in the US are domiciled in California (8*), New York (4*), Michigan (3**), Colorado (3), Ohio (2), Texas (2*), Washington (2*), Arizona (2), and one apiece for New Hampshire, New Mexico, Oregon, Massachusetts, Maryland, and Wisconsin.

** We are aware that at least six K3's have changed hands in the last couple years. However we do not have information about the names and addresses of the current owners. As we are interested in keeping Allard owners and enthusiasts 'in the loop,' we encourage any updates that you could provide on current Allard ownership.*

***David Hooper is currently working on a separate K3 list that includes one additional K3.*

We have subsequently learned that David Hooper is pursuing a similar census from his base in the UK. The following is a summary of what David has developed to date:

Model	# Made	# Known (%)
J2	90	43 (48%)
J2X	83	39 (47%)
K1	151	17 (11%)
K2	119	33 (27%)
K3	63	37 (58%)

We plan to work with David to continue to update this study and expand it other Allard models. We, together with our friends at the ALLARD OWNERS CLUB, will keep you posted future issues of the Allard Register, the AOC Newsletter, and our respective websites.

– by Chuck Warnes and David Hooper



The Allard Register

An Invitation to Travel...

SECURITY INFORMATION

RESTRICTED



HEADQUARTERS STRATEGIC AIR COMMAND
OFFUTT AIR FORCE BASE
OMAHA, NEBRASKA

DPC 300

6 May 1953

SUBJECT: Invitational Travel

TO: Mr. Frank C. Burrell
Detroit
Michigan

1. The Commanding General of the Strategic Air Command invites you to proceed on or about 1 June 1953 from Detroit, Michigan, to London, England and Paris, France, on temporary duty for approximately twenty-one (21) days, for the purpose of giving technical assistance to this command, and upon completion thereof to return to Detroit, Michigan.

2. Authority is granted for the variance of itinerary to proceed to such additional places in England and France as may be necessary to accomplish mission.

3. Authority is granted for the performance of the above travel by military aircraft on a space available basis.

4. Authority is granted for the use of Government-controlled facilities for subsistence and quarters. Expenses incurred thereby to be borne by the traveler. No per diem or other remuneration for services rendered is authorized under this order.

5. Travel is authorized in accordance with Section 5, Chapter T11, Air Force Manual 40-1, and is necessary in the public service.

FOR THE COMMANDING GENERAL:

EA L. C. MILLER
Lt Col, USAF
Asst Adj Gen

Allard Register.org

We are excited to announce a major change in how the Allard Register brings you Allard related news. We have just completed a complete overhaul of our web site, www.allardregister.org. The new web site allows us to:

- Easily add articles anytime, anywhere with no special software. Our goal is to update the web site weekly so check back often for the latest Allard info!
- Let our readers make comments on individual stories that can be read by all.
- Publish more stories, photos, videos, and news about Allard events.
- Publish content in a more timely manner – rather than publishing an event story 4 months after it happened.
- Expand our archives of back issues and technical resources. The site currently features every back issue of the Allard Register from 1971 to the present.

For those of you without internet access, we will still publish a printed version of the Register, but it will likely be in a different format. The current format requires specialized software and is very time intensive to publish. Our goal is to publish a printed version approximately three (3) times a year.

As always, our goal is to provide quality Allard stories in a professional format. We welcome your feedback as we make this significant change.

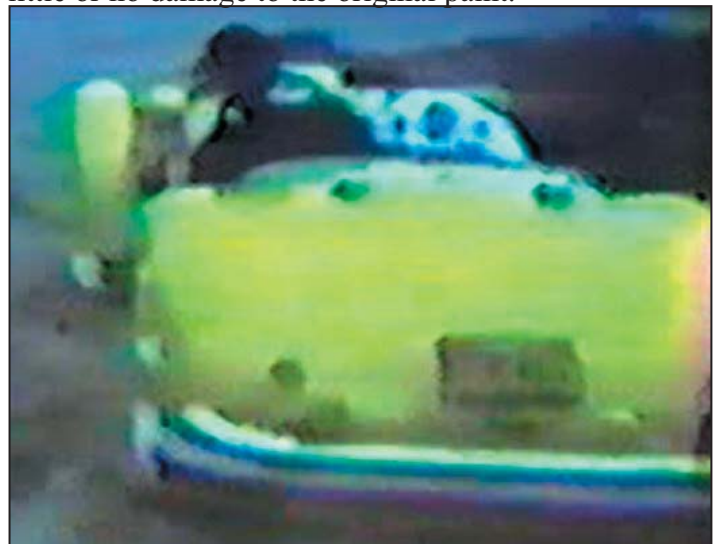
Written on the Wind?

Several folks may remember the classic 1956 Hollywood movie “Written on the Wind” – starring Rock Hudson, Lauren Bacall, Dorothy Malone, and Robert Stack. The basic plot centers on an alcoholic playboy Kyle Hadley (Robert Stack) who marries the woman secretly loved by his poor but hard-working best friend, who in turn is pursued by Kyle’s nymphomaniac sister.

All that aside, a bit player is the bright yellow Allard J2X that serves as Robert Stack’s mount in the movie. There has been broad speculation over the years about whatever happened to that car, and some recent developments might shed some light on this. Colin Comer recently purchased J2X 3144 at auction from the VanKriegen Collection. VanKriegen was reportedly a friend of Howard Hughes, and was known to buy cars from the Hollywood movie guys when they sold them off.”

While in the process of refurbishing it, the found that – even though the body had been stripped during a prior restoration – they found remnants of bright yellow paint on some trim, on the wheels, and on one wheel trim ring.

According to Bob Lytle (who knows all, and has no qualms about making things up if he does not), studios frequently changed the colors on cars they rented for a particular movie. Their practice was to spray the whole car with a water soluble clear coat and then apply the color coat on top of that. After the shooting was over, the new color coat would be washed off with little or no damage to the original paint.



Visit our web site to see more photos of J2X 3144!

The Allard Register

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The Steyr, Revisited

We have welcomed the opportunity to share several excellent articles about Sydney Allard's Steyr-powered racer over the years. The first was Kerry Horan's 2002 article (AR 33 The STEYR-ALLARD Runs Again! – Shelsley Walsh 2001) where he detailed how he painstakingly restored the car to its 1949 hillclimb configuration. This was in preparation for some demonstration runs at Shelsley Walsh, where Sydney Allard drove the car at Shelsley Walsh's 50th Anniversary in 1951.

The second piece was in 2003 (AR 37 The Steyr Wins Again!) where Kerry described their experiences at the Goodwood Festival of Speed, including their winning run up the hill, capped with "a 'Hollywood Finish,' when one of the cylinders failed in a most spectacular manner, just as it crossed the finish line."

David Hooper provided some great insight in early 2006 (AR 43 Resurrecting The Steyr) when he relates



his first-hand experience with the Steyr's first restoration in when Sydney Allard bought his old racer back in the early 1960's. This includes his personal driving impressions while participating in two hillclimbs, and also the UK Drag Festival.

Later in 2006 Alan Tiley shared his insight (AR 44 Another Look at the Steyr) based on his first hand experiences when David and he were apprentices together at Allard, along with some of his experiences owning the car before he sold it to Kerry Horan.

We truly appreciate the opportunity to share information from these dedicated folks about the history, restoration, and second life of this unique and intriguing vehicle. We hope that the car's new owner continues to enjoy and make use of this car as Sydney intended.

Visit our web site for an extensive gallery of Steyr photos!



Gary Peacock



We are saddened to report the passing of Gary Peacock on March 31. Gary was a great admirer of Allards having owned two Palm Beaches and a K3. We can thank Gary for his Allard web sites, notably www.community-2.webtv.net/raydonggp/peacockblue, which contains many Allard pictures.

He was always ready to lend a hand to anyone who needed help in Allard matters. Those of us who knew Gary will feel the loss of his passing.

Gary was also an avid collector of Allard memorabilia. Gary's friend Bob Lytle has been tasked by his estate to sell his collection, which is listed below. All items are priced without shipping charges which is on the buyer. Items will be sold to the first person who contacts Bob at (928) 646-6606 or cottonwoodbob@wildapache.net

- (1) Original hood badge, discolored, no attaching points, \$5.00.
- (1) Allard scroll badge. \$35.00
- (1) Solid Bronze Allard logo belt buckle \$25.00
- (3) New, embossed tin , old style, Allard badge for badge bar , rare. \$20.00.
- (10) Embroidered Allard logo for sewing on jackets. \$5.00 each or \$ 35 for the lot.
- (12) Embroidered "Arden V-8 Engines" shoulder patches. \$2.00 each or \$20.00 the lot.
- (1) Allard book by Tom Lush. \$100.00
- (1) Allard book by David Kinsella. \$100.00
- (1) Allard book " Gold Portfolio" \$100.00
- (1) Allard book " Red Wheels and White Side walls" by Bill Pollack. \$25.00
- (12) Vintage Motorsports Mags. Featuring Allards cover to cover. \$10.00 each.
- (1) Monterey Historics program Allard featured 1990. \$20.00
- (5) "Dark Horse" comic magazines with dramatic Allard picture on the cover, 1995 rare. \$20.00 ea.
- (1) Tin sign, Allard (script), parking only, all others will be towed. 10" x12". \$10.00
- (2) Special Interest AUTOS mags. Featuring the Tommy Cole Allard and others, 1990. \$20.00
- (2) 11" X14" photos of all the Allards at Monterey 1990 . One with drivers in their cars, one without, 60 plus Allards on the main straight at Laguna Seca raceway. \$25.00 each.
- (1) 1:43 model kit with directions , all Zinc metal, of Sydney's Monte Carlo winning P-1, original box. \$25.00.
- (1) 35" X 54" factory drawing of the J2X frame with dimensions. \$25.00.
- (4) Wiring diagrams of the J-2. \$5.00 ea.
- (4) Wiring diagrams of the K-2. \$5.00 ea.
- (23) Allard fits all base ball caps, White, Green, Grey,Blue,Red, and Black. \$2.00 ea. Grandkids, neighbors ? \$25.00 for all.
- Many new , aluminum , raised letter, painted, Allard License plates to fit: Palm Beach, K-1, K-2, J-2, K-3, Cad J2X, 1953 J2X, Buick J2X, 53 Cad K-3. \$ 10.00 each
- (1) Large, framed Poster of Allards done by Dennis Simon 1990. \$100.00
- (4) Unframed prints of above. \$50.00 each.
- (1) Large, framed Poster, four different Allards racing at Watkins Glen 1990. \$50.00
- (1) Large Poster unmounted, depicting a J2X done in the French Style by The Automotive Fine Arts Society. Number 32 of 450 and Autographed by the Artist. \$100.00.
- (1) 15"x19" poster, 101 of 300, 7 Allard models, Sydney's portrait, signed by Sydney, Tom Lush, and Pat Lush. Very dramatic. \$50.00.
- (2) 34" X 60 " Nylon banners, Red on White, Allard logo from 1990 world Allard gathering.
- (52) Cloisonné Allard lapel pins. \$5.00 or, \$150.00 the lot.
- (1) New Cloisonné hood badge. \$50.00.

ALLARD NEWS



A tribute to Sydney Allard as painted by Allard owner Richard Saunders of Arizona. Great job!

The Last Checkered Flag, George Meyers



As you may have heard, George Meyers (standing next his son John) died on April 21, 2009. He had suffered from Parkinson's for a few years but he had a melanoma on his face that "got away" and went into the sinus and brain.

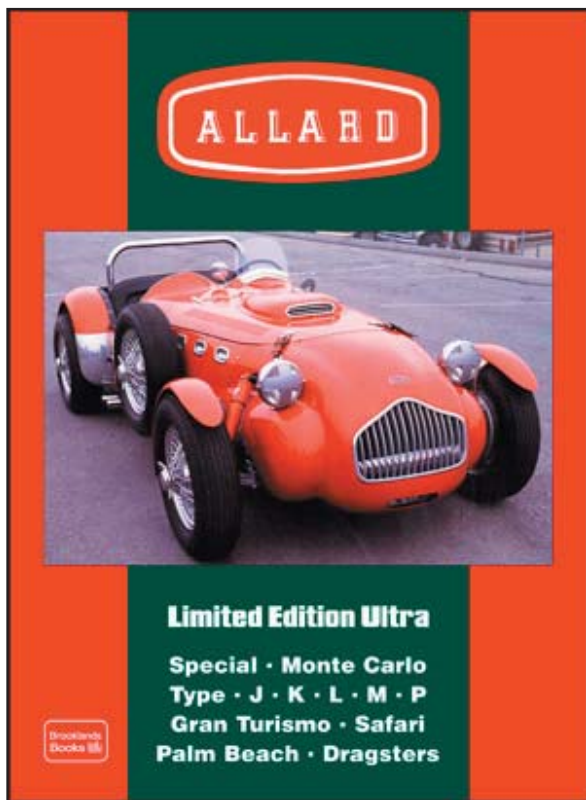
I went to the funeral which was held in LaCrecenta at St. Bede Catholic Church. A good number of people attended along with a few auto enthusiasts that knew him from the Allard Days. I gave a short talk about how I met him in 1987 and got him into vintage racing with his beloved K-2 that he owned since 1960. I figured from my records that he must have participated in about 100 events since 1987. Riverside first and then Palm Springs several times. He loved being invited to the Monterey Historics; especially in 1990 when Allard was featured.

As long as I have known him, I never asked him about his Korean War experience. I knew that he was a Master Sergeant with the Army and that he was in combat, but I never got around to talking to him about it. His son, John said he didn't say much, but had written a few chapters of a book that he wanted to get out. I hope to read it someday.

I found out at the funeral that he was with K Co., 23rd Reg. ,2nd Army during late 1951 to late 1952 (war stopped in May 1953) and was involved in heavy fighting above the 38th. I am reading a book about the Korean War called "the Coldest Winter" and his regiment is mentioned many times. Opportunity passed and I wish I could have asked him about all of this.

Anyway, I am glad to have been a friend and met his wonderful family. His son John, is going to continue to race the K2 and I hope to be able to run with him again.

-Jim Degnan



Brooklands Books has just reissued the "Allard Gold Portfolio" under the new title, "Allard – Limited Edition Ultra". The book is a compilation of Allard related magazine articles, road tests, and advertisements published over the past 60 years. This new edition contains most of the original content from the original "Gold Portfolio", in addition to about a dozen recently published articles. The book is available online at Amazon.com for around \$30.