

THE ALLARD REGISTER
&
SPORTS CAR ASSOCIATION

THE BULLETIN

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Hon. Secretary: R. W. May, 8, Paget Close, Horsham, Sussex. RH13 6HD.
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The Summer Week-end was held at the Rothley Court Hotel, near Leicester, on Saturday/Sunday, 24th/25th June last. On the Saturday evening, several members and friends gathered in the Lounge bar for a convivial evening.

On Sunday, the impromptu concours d'elegance was held after lunch. The number of Allards to turn up was unfortunately rather small, but several members arrived in their every-day transport, as their Allards were in the process of being rebuilt, or off the road for major overhauls and other modifications. We were hoping that member Jim Peskett would bring his famous 1949 Alpine Rally Gold Cup winning K2 Allard but he could not finish the car in time. Clive Mordaunt arrived in his well-appointed Imhof Special Allard and won the premier award. There was a class for "Other Makes", and Clive Sparrow entered his beautifully prepared M.G.T.D. Tom Drake arrived in his van with his 1922 Sparkbrook motor cycle, which aroused considerable interest.

Amongst those travelling long distances to attend were John Patterson from Hertfordshire, Tony Robbins from Staffordshire and Ken Wilks from London. We were pleased to welcome enthusiast Berry Brooke, who now lives near Leicester, who arrived at tea-time.

After tea, Mrs. Mordaunt kindly consented to present the awards, which were as follows:-

Premier Award:	C. O. Mordaunt.	Imhof Special Allard.
Runner-up:	P. Hemsworth.	Palm Beach Mark I. Allard.
Other Makes:	1st: C. Sparrow.	M.G. T.D.
	Tie for)	Jim Peskett. Austin-Healey 3000
	2nd place:)	Dick White. 'E' Jaguar.

Consolation Award: T. N. Drake. 1922 Sparkbrook Motorcycle.

The Hon. Secretary then read a telegram from member Air Commodore B.W. Parsons which read - "Regret duty prevents attendance. Wishes to all. Have drink for me." His magnificent P2 Saloon would surely have figured among the award winners.

Finally, the Hon. Secretary thanked all those attending for their support, and specially thanked Jim Peskett for finding this delightful venue. Clive Mordaunt then proposed a vote of thanks to the Hon. Secretary for arranging the event.

In a memo from member A. F. Picariello of Massachusetts, U.S.A. enclosing his annual subscription he writes: "Keep up the good work. Each issue of the Bulletin is looked forward to very much..." Thanks very much for your encouragement, Andrew. ED.

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In a letter from member Don B. Clark of California, U.S.A. he writes: "...I fitted a modified Hydramatic transmission arranged for selective shifting, crossflow radiator, and changed the instrument panel to get all the important gauges in front of the driver. The car ran well, and we had some pleasant drives. Quite recently, however, we were hit quite hard in the rear, so the car is now laid up again; at least until we can get around to making the necessary body repairs...." Many thanks for your letter, Don. Hope the damage is not too extensive and that you soon get it back on the road. ED.

We reproduce, by kind permission of "Road and Track" the following article from the issue of October, 1952.

ALLARD CUSTOM TAILORED TRANSPORTATION
by Major Peter D. Sheridan-Young.

Louis Klementaski and I spent a most interesting day at the London factory of the Allard Motor Company. There we learned the real meaning of custom tailoring; how in these days of mass production, there still exists a manufacturer who sets out to produce a high performance car that is fixed just the way the customer likes it -- be it special ratios, particular seating arrangements, oversize gas tank, or his pet shade of blue.

The Allard offers serviceability hitherto unknown (in a European car sold in the States). The components are extensively Ford or made up in special metals to Ford dimensions. Whilst the powerplant (Ford, Cadillac, Lincoln, or Chrysler) can be

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fitted by the dealer in the States, according to the customer's specifications, all the necessary "plumbing" for the customer's engine is done in England - and an engine of the required type is actually fitted for the final inspection, then removed prior to shipping.

Sydney Allard was a "hop up" enthusiast par excellence, starting out in trials before the war with his own brand of very successful special. The Allard Motor Company was formed shortly after the war and in 1946 production was started. The works have now built up from that simple beginning to a firm employing close to 400 people, spread out over the chassis plant and three body shops. On the night before our visit, Sydney had been working with the experts in his racing shop until three a.m.!

Let us follow for a moment your order - placed with your local Allard dealer in the States. Along with the order, you are asked to complete a specification form which is then air mailed to the London export office. Here it is checked, then sent on to the chassis plant where a chassis is laid down and a chassis number allocated to you. With great care, that chassis is built up with the components made exclusively by Allard to exacting specifications, or with proprietary components which have been time-tested - such as the electrical system or the Lockheed brake operating mechanism. This takes under three weeks. After that, the chassis is taken to the body shop where the body is made and fitted - on to the trim shop, and finally the paint shop. Putting the body on and finishing takes a further 5 to 6 weeks, making a total time of 8 to 9 weeks. Did you order a Chrysler engine for your J2X, sir? Then it is fitted at the works, is works-tested, the test engine removed, and your order is on its way. You can keep the 6 volt starter which comes with the engine - it works well on 12 volts!

As to the selection you have to choose from, the most popular of the Allard stable is the sports-racing model - the J2X with Ford, Cadillac, Lincoln, or Chrysler engine - according to your taste and pocket. You can have the J2X either in racing trim or with the new envelope-type body, as used at Le Mans. The spare wheel of the Le Mans is tucked away so that it does not interfere with the improved luggage accommodation which this super-sports car provides; this results in a much improved aerodynamic form for high speed work. The new K3 - successor to the K2 - is going to be a most desirable piece of high speed transportation. It will employ all the best features of the other models. It will have the new tubular chassis, as used in the P.2 Safari (but only 100" wheelbase). The chassis will be much lighter and stiffer than the former K2, a de Dion axle will be fitted, and wire wheels are optional. The forward half of the Le Mans style envelope body will be hinged at the front to allow easy access to the engine and to the spare wheel, which is also enveloped by the body! Naturally, the car will be equipped with all-weather equipment. The P2 will be continued with the Safari type body, providing immense room for man and baggage, for which the tubular chassis is excellent.

The latest addition is the new "baby" Allard. It will be fitted with a sleek 2/3 seater sports car body (later on in plastic perhaps). On this chassis, Allard will eventually offer a 4-seater. The family sports enthusiast who, in the past, has been neglected will then be nicely (and inexpensively) accommodated.

It is the policy of the company to make the Allard chassis available for the specialist body builders - who are increasing in number in the States. Thus, the Allard buyer may have the choice of a complete ready-to-go car in a wide variety of types, body styles, and engines - or he may use his own modified engine in any of the Allard cars - or he may utilize his own ability and facilities by building a completely individualized car around any one of the Allard chassis. THE END.

Thanks are due to member Bob Forsyth for arranging with the publishers of "Road and Track" for us to reproduce this article. ED.

CASTROL NEWS, by E. S. Young.

JACKIE STEWART, twice champion of the world in Grand Prix racing, is proving his versatility by branching out into the world of film-making. Famous film-producer Roman Polansky now has an 80-minute spell-binder on general release called "Jackie Stewart: Weekend of a Champion" and I have to tell you that it's the best motor racing film I've seen - and that includes "Grand Prix" and "Le Mans".

It's a film you MUST go and see because it serves up the world champion, warts and all, over the weekend of the Monaco Grand Prix last year, it gives a tremendous insight into the uptight international world of John Young Stewart, and the cocoon of nervous pace he wraps around himself on the morning of the race.

The film came about almost by accident! Jackie had bought himself a tremendously expensive and complicated movie camera in Japan but he couldn't figure out

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how it all worked and never really had the time to find out. Polansky went to Monaco with Jackie in 1970, borrowed the camera, and shot off 1,000 feet of Super-8 which he cut and edited and presented to Jackie as a memento. But secretly he was so impressed with this "home movie" he had made on Monaco that he arranged with Jackie to return for the 1971 GP with some friends and shoot a documentary!

FIT STOP from Champion Spark Plug Company.

SOME IDLE THOUGHTS

One result of the anti-pollution devices on late-model cars may be a slightly rough idle as well as possible stalling and dieseling.

However, Champion Spark Plug Company suggests that in the case of abnormally rough idle, you may want to check out some other possible causes. Assuming that the spark plugs and other ignition components are functioning well, another problem may be suspected.

So, check for an air leak in the intake manifold system which could account for an extreme leaning of the fuel/air mixture in some or all cylinders.

To check for the source of the leak, first make sure the manifold hold-down bolts are tightened properly. Tighten all screws and nuts holding the carburetor to the manifold.

Check all vacuum connections such as wiper hose attachments, heater-defroster controls and spark advance lead-ins. Other potential trouble spots include stripped threads where the vacuum leads are connected to the carburetor.

Vacuum leaks often can be spotted by squirting heavy oil on areas where leaks are suspected. If idle speed increases when the oil covers one of these spots, then you've found the location.

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STARTER SOLENOID MAY KILL ENGINE

Occasionally your car's engine may cut out with no apparent reason, almost as if you reached down and turned off the key. It may quit running at a quick stop, constant speed, or over rough roads. Of the many possibilities in both fuel and ignition systems, don't overlook the starter solenoid, says Champion Spark Plug Company.

Those solenoids equipped with an ignition by-pass circuit are being fed primary current from the coil whenever the car is running. Therefore, if there is an intermittent grounding condition taking place within the solenoid, the ignition system will not operate during that time.

An easy method of diagnosing this as a source of trouble is to disconnect the by-pass wire from the solenoid and test drive the car to see if the problem is corrected. If the engine performs normally, replace the solenoid. This applies to fender mounted as well as starter mounted units.

We extend a warm welcome to the following new members:-

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|--------------------|------------------------|------------------|
| Lewis K. Eisenberg | of Hawaii, U.S.A. | J2. |
| D. P. Sowerby | " Monmouthshire, U.K. | Chassis AM 11. |
| C. A. Cameron | " Inverness, Scotland. | Palm Beach 5108. |

FOR SALE

Breaking for spares, Kl Allard. Parts available:- Chassis, body - less front wings, front axle (complete), windscreen, hood rails, dynamos (2), starter motors (2), wheels and tyres, shock absorbers, complete steering, also one back axle modified for open prop shaft.

Also a Jaguar engine and gearbox.

Apply to: J. Hicks, 215, Bradwell Lane, Newcastle, Staffs.

Horse Power - Notice in a "Shell" garage in the Holloway Road, North London -
"Fresh horse meat, 22p lb.

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Too hot to handle - Rolls Royce has needed all the good news it can get these past few months. Here is some from the New York City Police Department:

Cars are being stolen in New York at a rate of about 95,000 a year and only about half are ever recovered. But, since the police first started keeping records of car thefts decades ago, they have never handled a case of a stolen Rolls Royce. When a detective was asked this week what a motorist could do to avoid having his car stolen, the tongue-in-cheek answer was: "Get a Rolls."

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