

THE ALLARD REGISTER  
&  
SPORTS CAR ASSOCIATION

THE BULLETIN.

January/February, 1973.

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HON. SECRETARY: R. W. May, 8, Paget Close, Horsham, Sussex. RH13 6HD.

(Telephone: Horsham 61372)

Our Hon. Secretary wishes all members a very happy and prosperous 1973, and thanks all members who sent him season's greetings and good wishes. He would like to mention specially, member Les Davies, the owner of a fabulously modified J2X, who underwent a very serious operation in 1972 and has now been restored to good health. He is looking forward to getting his Allard on the road again. This car has a much modified Chrysler engine and a beautiful all-enveloping body.

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WE HEAR THAT:-

- 1) Member Gary Peacock of Shreveport, Louisiana, U.S.A. is the President of the Louisiana Sports Racing Association.
- 2) Member John Peskett of Leicester, England owns two 'K' type Allards, one of which is of special interest. This 1947 model was allocated to the Works as a demonstrator, and was prepared for the Alpine Rally of that year. It was sprayed blue, as Goff Imhof had entered his white Allard and Maurice Wick his red one. This formed a team of tri-coloured British cars. It was driven by Len Potter, and was the only one to finish, winning the Coupe d'Aix-les-Bains, in spite of a damaged radiator.
- 3) Roland Emett's Vintage Car of the Future which was on view at the Earls Court Motor Exhibition last October, and designed at the express wish of automatic transmission makers Borg Warner, is going on a world tour. This will give people everywhere the opportunity of seeing its automotive 'firsts': a power plant operating on boiled after-shave lotion; an anti-pollution unit which renders the exhaust positively enjoyable to bees and butterflies; a Solarmatic sun and planet automatic transmission with an expanding universe configuration; a special Pussiefoot braking system; and its own take-it-with-you rural environment, with strumming harp and barbeque!
- 4) There is a U.S. Road Racing Equipe called Group 44 Inc., who campaign British-Leyland products in the U.S.A. Road Racing's White Wave, as they are known to their competitors, consist of a Triumph TR6 (2½ litres), a Triumph GT6, a Triumph Spitfire and an M.G.B. Recently their TR6 was brought over to the U.K. and demonstrated at the Silverstone circuit. Engine power and track performance were remarkable. A Datsun 240Z couldn't 'live' with it.

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The late Sydney Allard, Managing Director of the Allard Motor Company, manufacturers of Allard cars and general engineers, also of Adlards Motors Ltd., Ford Main Dealers, was a professional engineer (A.M.I.Mech.E.). He was born on June 19th, 1910, and learned to drive on an elder brother's 1924 two-speed Douglas motorcycle, and commenced driving cars in 1926. He was a member of many motor clubs, and his first competitive event was in 1928 when he competed in the Dartmoor Trial, which was organised by the Maidstone Motor Cycle Club. This was an all night event starting at Hindhead, Surrey and finishing at Minehead in North Devon, and included many very tough sections on Dartmoor. Between 1928 and 1936 he competed at Brooklands Racing Circuit, Surrey, and System Park, Leicestershire with Morgans, and in cross-country trials with Morgans and Fords. He built the first Allard Special in 1936 out of a crashed Ford V8.

He competed in Hill-climbs in England, Scotland, Northern Ireland, Italy and Switzerland, and raced in the U.K. and Europe, including the Tourist Trophy, Le Mans 24 Hours, Mille Miglia and Targa Florio. His major competition successes were - Winner of R.A.C. British Hill Climb Championship, 1949; 3rd place at Le Mans (1st in class, course record) 1950; Won Monte Carlo Rally, 1952. Pre-war he had many successes in cross-country trials, e.g. February, 1939 won Premier Awards in succession in the following: Kentish Border Car Club's Stafford Clark Trial; Maidstone & Mid-Kent Club's Bossom Trial; North-West London Motor Club's Coventry Cup Trial; Sutton Goldfield & North Birmingham Club's Colmore Cup Trial, and the Southsea Club's President's Trial. Between 1936 and 1939 he competed in 60 events, (all in Allards) and won 20 Premier Awards, 14 Class Cups, 33 Team Awards, 17 1st Class Awards, 11 2nd Class awards and two 3rd Class awards. Only failed to win an award on four occasions. Failed to finish only once - through inverting car during event!

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Sydney Allard's favourite events: Le Mans 24 Hours Race and Prescott Hill Climb. Most frightening event: probably Le Mans (mist in the early hours of Sunday morning. Most memorable event: Mille Miglia (road race in Italy), in a Cadillac Allard. The start was at night time, and heavy rain was falling. He overtook a Ferrari that had started several minutes earlier, but after 125 miles he hit a kilometre stone a glancing blow and was forced to retire - the Ferrari finished 3rd! Most embarrassing moment: having to explain the reason for driving through a hedge when the remainder of the entry had kept on the road, resulting in what is now called 'Allard's Gap' at Prescott Hill Climb. He liked most types of competitive events, though "Driving Test" events he found the least interesting. Proudest moment: winning the Monte Carlo Rally in 1952.

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GENERAL DATA TABLE OF ALLARD CARS

<u>Year</u>	<u>Model</u>	<u>Description</u>	<u>Number Produced</u>
1946/47	J1	100" Wheelbase. Competition 2-seater.	12
1946/48	K1	106" " Touring 2-seater.	151
1946/48	L	112" " Touring 4-seater.	191
1947/50	M	112" " Drophead Coupe.	499
1949/51	P	112" " Saloon.	551
1950/51	J2	100" " Competition 2-seater.	99
1950/51	K2	106" " Touring 2-seater.	119
1952/54	K3	100" " Touring 3-seater.	62
1951/52	J2X	100" " Competition 2-seater.	83
1951/53	M2X	112" " Drophead Coupe.	30
1952	P2	112" " Safari Estate Car.	10
1952	P2	112" " "Monte Carlo" Saloon.	11
1952/54	21C	96" " Palm Beach I (Ford Consul Engine).	8
1952/54	21Z	96" " Palm Beach I (Ford Zephyr Engine).	68
1954	21Z	96" " Palm Beach I (Dodge Red Ram Engine).	1
1953	J2R	96" " Sports Racing 2-seater.	7
1956/59	PB	96" " Palm Beach II (Touring 2-seater).	5
1956/59	PB	96" " Palm Beach II G.T. Coupe.	2

NOTE: The Competition cars, and the P2's were fitted with a variety of engines, i.e. Ford, Mercury, Ardun-Mercury, Cadillac, Chrysler, Dodge, etc.

NOT LISTED in the above Data Table are the pre-war cars and the Allard Clipper 3-wheeler, details of which will appear in a later issue of THE BULLETIN, and two Miniature Speedway Racers, which were featured in the September/October, 1972 issue.

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PIT STOP from Champion Spark Club Company.

PHYSICALLY TIGHT vs ELECTRICALLY TIGHT

There is an increasing number of automotive service problems arising from poor electrical connections. Most notable are starting and charging circuit cables and wiring. The biggest culprit is corrosion INSIDE the battery cable terminal. The cable may be attached tightly to the battery post, but hard black scaly corrosion has formed between the post and cable. This would create a point of high resistance eventually disabling the cranking operation of the car.

Champion Spark Plug Company recommends at every tune-up, remove and clean both cables and posts. Even if they appear clean outwardly, you will probably find a buildup of corrosion on the inside of the cable and post. So, remove this corrosion, replace the cable and tighten securely.

Other notable areas of trouble can be bonding straps, starter and solenoid cables. Shine up the ends of these parts with sandpaper, and remove paint or grease from where

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the cable is attached. Reassemble with a shakeproof type of lock washer which will bite into the cable and make a good permanent connection. Remember, physically tight isn't always electrically tight.

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WATCH THOSE CAMS

Don't overlook the distributor cam as a possible source of trouble when the usual tune-up procedures have failed to produce a smooth running, economical performing engine advises Champion Spark Plug Company.

Especially notable on six cylinder engines, the distributor bushing and shaft wear moves the cam off center, making it impossible to maintain equal dwell throughout its rotation, and keep the spark occurring at the same time in each cylinder. Ignition timing may be correct on one cylinder, yet may be off several degrees on others.

This can be checked either with an oscilloscope or with a timing light by first setting the basic ignition timing from #1 cylinder, then move the pickup to #6 (on 6's) and the 5th cylinder in the firing order on 8's. Recheck the timing mark - it should be no more than three degrees off. If it is, check further for distributor cam lobe or bushing wear.

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

- |                 |                                 |                |
|-----------------|---------------------------------|----------------|
| Dr. H. M. Price | of Reading, Berkshire, England. | P type saloon. |
| R. S. Beardslee | " Auckland, New Zealand.        | K2.            |
| A. Leon Capel   | " North Carolina, U.S.A.        | L type.        |

The Hon. Secretary wishes to thank those members who foregathered at the Racing Car Show on Sunday, 7th January, Amongst the 'out-of-town' members were John Patterson from Hertfordshire, Ken Wilks from Middlesex, Tony Robbins from Staffordshire and John Peskett from Leicestershire.

FOR SALE

1957 AUSTIN HEALEY 100-6. Overdrive, hard and soft top, wire wheels with Goodyear 800. Mechanically good. M.o.T.(Certificate of roadworthiness) to July, 1973. New carpets, new bucket seats, new bumpers. Needs re-spray, therefore price £275 or U.S.\$ 850. G. Gould, 61, Blount Avenue, East Grinstead, Sussex. Phone East Grinstead 22432.

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WANTED

Front wings for a K type Allard, any condition. Apply to Hon. Secretary.

The Penn Ball Bearing Company advise us that they can supply oil seals, pump seals, circlips, truarc retaining rings, ball and roller bearings, etc. for most makes of antique and classic cars. Their address is: 3511 N. American St. Phila. PA.19140. Phone GARfield 3-3105.

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The repair of defective engine parts such as Heads, Blocks, Crankcases, Sumps, etc. by fusion welding and machining processes can be efficiently dealt with by Angell and Williams (Peckham) Ltd., Trafalgar Bridge Works, Sumner Road, Peckham, London, S.E.15. Phone 01-701-2262 or 01-703-3559.

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D. J. Sports Cars Ltd. advise us that they keep in stock large quantities of glass fibre flared wheel arches and custom paint finishes, Polychromatics, Metallics, Jewelescent, Metalflakes, etc.. They also specialise in chassis repairs; M.o.T. failures; or vehicles which are falling apart underneath! They keep in stock a wide range of special steel chassis and re-inforcing sections, together with an "Argon Arc" welding department. With any order over £5 they offer a pop-rivet gun with rivets, for the reduced price of £1-75. Their address is Swains Factory, Crane Mead, Ware, Hertfordshire. Phone Ware 5431/2.