

THE ALLARD REGISTER
&
SPORTS CAR ASSOCIATION

THE BULLETIN

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(Telephone: Horsham 61372)

A VERY MERRY CHRISTMAS AND A HAPPY AND PROSPEROUS NEW YEAR TO ALL
OUR MEMBERS

Our Christmas card shows member Dick Gale of San Francisco, California driving his J2X Allard in one of his local club's speed events. We thank Dick Gale for sending us the negative and member Harry Weston for printing it.

In a letter from Mrs. Cavicke of Connecticut, U.S.A. we extract the following:-

"...All is well here. We do, of course, still have our lovely J2X. My husband continues his interest in all lovely cars, sports and antique, but the J2X is still his very favourite....."

Many thanks for your letter, Mrs. Cavicke and am delighted that your Allard is the premier car in your garage. ED.

In a letter from member Nils Bjork of Stockholm, Sweden, he writes:-

"... I like English cars not for quality but for character. As a family bus we have a Rover 3 litre with the old Rover engine. One of the last really good English cars with a long life.

I have a Diva G.T., one of the last sports-racers with front engine. It has all independent suspension, full race dry-sump 1300 cc engine. It has now been tamed down to road use only. To keep me busy, I am preparing my A.J.S. for "vintage" racing; a beautifully made piece of machinery..."

Thank you, Nils, for your interesting letter and colour photo of your Diva G.T. Hope you'll write me about your vintage racing experiences in due course. ED.

A Christmas Fairy Story from Australia.

SUPERCHARGED CINDERELLA

from the Monthly Journal of the Simca Car Club of New South Wales.

Once upon a time in the village of Cam-Clatter-on-Thames there lived a lead-footed lass named Cinderella. She lived in an apartment over a garage with a hero-driver stepmother and a pair of real square stepsisters. Everyone knew they were mean to her, because the stepmother drove a Mercedes and the stepsisters each drove a shiny new Jaguar. Poor Cindy had to tool around with a beat-up M.G.T.C. with bent wire wheels.

Now it came to pass that Hot-Shoe Charlie, who was the local prince, decided to toss a bash to celebrate the arrival of his new 4.5 Ferrari. Cindy's stepmother and stepsisters were invited to bend an axle with the bluebloods.

Cindy wanted to go very badly, but the old signal-jumper told her she could not. "And furthermore," the stepmother said, "the girls are going in my job, so you better have the hubcaps on their Jags polished when we get back."

After the biddies had dug out for the clambake, Cindy sat by the fire sipping a cool brew and applying a chamois to a hubcap with little enthusiasm. Suddenly a figure appeared. "I'm your fairy godmother," said the figure.

"And I'm Alberto Ascari", said Cindy.

"I'm not just gunning my engine," said the fairy-godmother, "it's for real".

"You've been hitting this stuff harder than I have," said Cindy, taking another slug from the bottle.

"I'll prove it to you," snapped the fairy. "Make a wish!"

"Whaddy think I been sitting here doing? I want to take in the goings-on at the prince's diggings."

"It's as good as done!" So saying, the fairy godmother waved the gearshift lever she used as a magic wand, and wonderful things began to happen. Cindy's rags turned into a white satin jumper with W.S.C.C. (Women's Sports Car Club) lettered across the back in crimson. Looking out of the window, she saw her T.C. had been turned into a shining new Cad-Allard with twin chromium tailpipes.

"You're a living doll," gasped Cindy, giving her fairy godmother a fast hug.

"But now I got to dig out."

"Just remember," cautioned her godmother, "that at midnight you had better hotshoe it home, because everything will go back to stock."

"I dig you, godmother," shouted Cindy, burning rubber away from the domicile.

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Sliding into the parking lot of the prince's hacienda, which was a 27-room shack with leather upholstered garages. Cindy ran into the big boy himself - that is to say she clobbered his car as he paused to make a left hand turn. And it was love at first sight.

After a few fast laps around the parking lot, they curled up in a corner and murmured sweet things about engine displacements, racing cams, rear end ratios and other tender foolish things which young lovers speak of. Suddenly the clock in the steeple began a crazy perididdle, and Cindy leapt to her feet. "I gotta buzz off, Prince" she murmured.

"Don't be a flat tyre," whispered the Prince. "Hang around and we'll crack a case of Castrol".

But Cinderella could not wait. She bounded into her Allard and took off down the road like a rocket. The Prince piled into the Ferrari and took off after her, but missed the downshift into second, came into a corner too fast and spun out. Cinderella got away. But, in getting away, she dropped a glass crash helmet from the seat of her car. The Prince picked it up and set out to find the lass whose lovely head it would fit.

Cinderella was in the garage trying to explain to her angry stepmother and step-sisters why she hadn't gotten a set of valves ground yet, when a screech of brakes announced the coming of the prince.

In he strode, splendid in his Pirelli jumper and white leather helmet. "Fall in, dolls," he yodelled, "I'm going to try fitting this helmet on your curly locks."

The prince tried the helmet on the stepmother, but she had a pointed head and the helmet spun round and round like a chopped flywheel. Neither would it fit the sisters - one's head was flat and the other's was square, and the helmet just would not go on. At last the prince approached Cinderella, and lifting the helmet tenderly, he slipped it onto her head. It fitted perfectly. "Darling," shouted the Prince, "I've found you."

"It's about time," murmured Cinderella, "if you'd been a day later I'd have been stuck with the lousy job of grinding these valves."

"My sweet, you will never have to grind another valve or resurface another cam lobe as long as you live," the prince purred.

"Stop stalling, and let's find a preacher."

"Of course, my pet," said the Prince. "for I see the glint of true love shining in your eyes."

"Glint - Schmint," growled the stepmother. "That's sunlight shining through the cracks in her head."

But the young couple paid no attention as they hopped into the Ferrari and blasted off into the sunset. And so they were married, and bought an Aston-Martin and spent many happy years breeding a flock of super-charged specials. Good night, children!

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

C. J. Girling	of Ilford, Essex, England.	} 71L 538 } 91P 1601 } 61L 164 } M2X 3091
J. R. Allard	" Yakima, Washington, U.S.A.	
M. S. Saunders	" Chagford, Devon, England.	
T. Hultberg	" Kavlinge, Sweden.	71K 487 J2X

PIT STOP from Champion Spark Plug Company.

IT MAY NOT BE THE PLUG

If when you're using a spark plug tester and the plug doesn't ~~spark~~ at an air pressure equal to or greater than the engine's cranking pressure, don't automatically assume the plug is at fault.

According to Champion Spark Plug Company, the air pressure as read on a plug tester has no direct relationship to engine cranking pressure for several reasons:

The plug under test is cold. In the engine the electrodes operate at high temperature and require less voltage to fire than when cold.

The tester does not present an air/fuel mixture.

Spark plugs normally do not fire at the point of maximum cylinder pressure but well ahead of TDC.

The quench point of a plug under test is determined by gap setting.

The line voltage may vary thus affecting tester output.

Therefore, because of these and other variables, plug efficiency cannot be
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measured only in terms of "pounds per square inch." So to insure maximum possible accuracy with your plug tester, use the following procedures:

1. Make certain the plug is cleaned, electrodes filed and gap is set before testing.
2. Set arrow on the dial to correspond with the plug gap.
3. Increase air pressure until the spark becomes intermittent. Reduce pressure to obtain steady spark. Read plug condition on the edge of the gauge.

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DON'T BLOW A FUSE WHILE FIXING ONE

The frustrations of replacing a blown fuse in a car's electrical system often can cause the repairman figuratively to "blow a fuse" of his own. For the fact of the matter is a short circuit that causes a fuse to blow may be difficult to find unless the circuit through the fuse block is completed. If this is the case, you'll probably blow a new fuse as quickly as you install it.

Champion Spark Plug Company offers some advice on how to solve the problem simply and effectively. To help locate the short that is causing the fuse to blow, build and use your own circuit breaker device.

Attach two short wire leads to the terminals of a low amp circuit breaker. Attach alligator clips to the opposite ends of the leads. By clipping the leads to the fuse holder of the blown fuse, the circuit breaker will pop off and on until you can locate the short. After you've located and corrected the trouble spot install a new fuse.

TWENTY YEARS AGO.

Allard successes in 1953.

- TULIP RALLY: Two Class Winners.
- SHELSLEY WALSH HILL-CLIMB: New Sports Car Record.
- PINLAND GRAND PRIX: First and Second. New Lap Record.
- EIRE, CAIRNCASTLE HILL-CLIMB: Fastest Time of Day. New Record.
- ENNISKERRY HILL-CLIMB: Fastest Time of Day. New Record.
- STOCKHOLM, RADING MEETING: Winner.
- RHODESIA, SALISBURY MASHONALAND TRIAL: Winner.
- RIO DE JANEIRO, GAVAEA CIRCUIT: Fastest Sports Car.
- HELSINKI RALLY, MONTE CARLO JYVASKYLASSA. Winner.
- MARGATE RALLY: Winner (Corporation Cup).
- CAMBRIDGE CLUB SPEED TRIAL: Fastest Time of Day.
- GOSPORT SPRINT MEETING: Fastest Time of Day U/Supercharged.

FOR SALE

ALLARD M2X 4/5 seater convertible. Mechanics are sound and the V8 engine is almost new. The bodywork has been removed from the chassis as some of the ash framework requires renewing. Price £250 o.n.o.

R. M. Rawkins, 44, Manor Avenue, Penwortham, nr. Preston, Lancs. (Phone Preston 45784)

oOo

Nearly brand new set of four wire wheels for Austin-Healey 3000 fitted with very good 165 x 15 tyres and tubes, also four spinners. Price £45.

and

Three almost new 175 x 15 Pirelli Cinturata tyres and tubes. Price £25.

G. Gould, 61, Blount Avenue, East Grinstead, Sussex. (Phone East Grinstead 22432)

oOo

Fair of water pumps for Ford V8 engine. Contact our Hon. Secretary.

"1964 Vauxhall Victor Saloon, good running order £75. No wheels and no battery (they have been stolen)." For Sale advertisement in a Sussex newspaper.

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Sign on an old banger outside a Wiltshire garage: £15. M.o.T. until December, 1973, and summons to prove it did 46 m.p.h. on August 28."

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Good brakes on cars are no protection against bad breaks in behaviour.

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Sign over a New York bar:

DON'T GET SWELL-HEADED
REMEMBER, EVEN A PAIR OF SHOE-TREES
CAN FILL YOUR SHOES!

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