

THE ALLARD REGISTER
&
SPORTS CAR ASSOCIATION

THE BULLETIN

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

Our Christmas card shows an Allard J2, driven by Mr. Ian McDonald of Victoria, Australia, winning a 7-lap Historic and Sports Car Scratch race at Sandown Park Raceway, Victoria in 1968. We thank Mr. McDonald for the negative and Mr. Harry Weston for the prints.

Our Hon. Secretary was invited to attend the opening of the new Motor Museum at Stratford-on-Avon on the 4th October last, and writes as follows:-

"The proceedings commenced with all the assembled company of racing and rally drivers, club secretaries, and gentlemen of the motoring press being plied with champagne and snacks. At approximately 12.30 p.m. Mr. Raymond Baxter, British Broadcasting personality and ex-Monte Carlo Rally competitor made a short speech of welcome in the glare of the lights of the television film unit, and the flashes of the many photo press which were present. Then Mr. A. F. Rivers-Fletcher, who had assisted with the enterprise and had one of his beautifully restored Alvis cars on show, spoke to the assembled company, and was followed by ex-racing driver of E.R.A. (now B.R.M.) fame, Mr. Raymond Mays, who congratulated everyone concerned with the promotion of the new museum, wishing it success in the future. To conclude, the Mayor of Stratford-on-Avon said he thought the cars on display were outstanding examples of the marques and hoped that it continued to expand as the years went by.

Amongst the exhibits are fine examples of Rolls-Royce, Hispano-Suiza, Bugatti, etc. and a Rover-BRM (1965) gas turbine racing car. I watched this car perform at Le Mans in 1965 in the capable hands of Graham Hill and Jackie Stewart, when it was one of the 15 cars to finish out of an entry of 51 cars, and highest placed British car. It used a heat exchanger to give fuel consumption comparable with piston-engined cars. The calibration of the tachometer dial is 0-10,000 up to 90,000 r.p.m.!

Another very interesting exhibit is the 1927 1½ litre G.P. Delage. This car, on loan from the J.C.B. collection, has an 8 cylinder engine and delivered 170 bhp at 8,000 r.p.m. There is a photograph alongside the car showing the late Sir Malcolm Campbell at the wheel after winning the 1928 Junior Car Club's 200 mile race at Brooklands racetrack. Tucked in alongside Sir Malcolm is the tiny young riding mechanic A.F. Rivers-Fletcher, as in those days the carrying of a mechanic was permitted.

Yet another interesting car was the oldest surviving 20 h.p. 1922 Rolls-Royce, delivered new to the Maharajah of Udaipur. It was found in the Temple of Nathdwara by Mr. J. M. Fasal of Somerton, Somerset in 1967.

As well as the cars, there are some fine old photos on the walls, and sundry bits of sporting equipment of yesteryear. To conclude, if any of our members are in Stratford, make for No. 1, Shakespeare Street, as it is well worth a visit."

In a letter from member John R. Queen of California, U.S.A., he tells us that he now owns the following Allard cars:- a J2X, two K3's, a K2 and a P type.

Many thanks, John, for the photos of the restoration job on the J2X. They are great. ED.

We reproduce the following article, which appeared in Auto Sport Review in the early 1950's:

Road Report - THE ALLARD J2X.

You got an inferiority complex, son? Are you short, puny and unprepossessing? Do other motorists dominate you on the highway?

Take heart, my boy; you don't need the services of a high-priced psychiatrist. All you have to do for a cure is to trot down to your nearest dealer and purchase a J2X Allard!

We offer this solution after a few hours spent road-testing a J2X.

Why an Allard? Well, other cars may be faster and practically any other sports car is sleeker-looking. But for sheer brute power 'way down in the speed range the Allard is just what the doctor ordered.

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In competition a number of other bombshells may be able to show you their exhaust stacks; the C-type Jaguars have more top speed and the 2.9 or 4.1 Ferraris have more acceleration. But in either of these vehicles you gotta be in the right gear at the right time - get trapped in high gear at 30 m.p.h. in a Ferrari and quick you got to get in second cog before you can make like a rocket. But in the Allard you just stomp the throttle down and - WHOOSH - the scenery starts to blur right now!

The latest version of the Allard tried by Auto Sport Review was the J2X two-seater owned by Bob Gillespie of Oakland, one of the West Coast's veteran competition drivers. As usual, the Allard came without engine and Bob's choice was a Chrysler Fire Power V-8 as re-worked by Foster & Boyer of Detroit. This engine is virtually identical with the Chryslers used in the Cunninghams, except for an Edmunds intake manifold. The pistons give 9-to-1 compression; two four-throat carburetors dump the mixture in, and the horsepower rating is 320! The transmission is Ford, with Zephyr gears. Rear end ratio is 2.5-to-1, and, with this ratio, the top speed should be somewhere in the neighbourhood of 140 m.p.h.

When Gillespie brought the car around for ASR to try, he explained that it was sick from some as-yet-undiagnosed malady, probably plugs. And it obviously wasn't feeling its best. Normally it would run up to 5500 rpm or better but the best it would do for the test crew was 4200 rpm before it started cutting out badly. Even so, the acceleration figures are not what you'd call feeble. From a standing start they were:

0-30 mph.....	2.4 sec.
0-50 mph.....	5.8 sec.
0-60 mph.....	7.9 sec.
0-80 mph.....	12.6 sec.
1/4 mile.....	16.7 sec.

Even more significant as an illustration of the Allard's "one-gear" type of performance were the figures on high gear acceleration from steady speeds. The J2X bounced from 10 mph to 30 in just 4 seconds flat, while 30 to 50 took 4.4 seconds, and 50 to 70 a mere 5.1 seconds. That's in high gear only, remember!

Unfortunates who haven't driven the J2X are inclined to think of it as merely a competition car, intended only for road-racing. It does look pretty stark and brutal and it certainly isn't a woman's car, but you are surprised to find, once you get behind the wheel, that it is a pretty pleasant road car. The ride is firm but not violent, the steering is quick but moderately light and it takes no particular talent to aim it down the pike and keep it aimed at any reasonable speed. You sure don't have to worry about the intricacies of gear-shifting, at least - once you get it in high you're set for anything from 10 mph on up.

You sit virtually flat on the floor but the seats are air cushions, which you can blow up to suit any degree of resistance your stern requires.

Because of the flat seating the driving position is not the best in the world and the clutch pedal, to handle the terrific surges of power, must be rather stiff. The three-speed floor gearshift has a long and uncertain stroke. The wind protection, behind the sketchy little aero screens, is only tolerable with the wind dead ahead and almost totally lacking when there is a sidewind.

There virtually is no luggage space and, though you can get a sketchy little top and a flat full-width windshield, these hardly offer anything that could be dignified by the name of weather protection. The Allard J2X is emphatically a fair-weather car.

As to the handling qualities, there is a good deal of controversy. Some Allards have done extremely well in competition, in particularly the Carstens Allard in the hands of Bill Pollack on the West Coast. However, there has been criticism of their stability under really high-speed cornering and those with Cadillac or Chrysler engines have shown a distressing tendency to shed gearboxes and rear ends under competition pressure.

However, considering them apart from competition, they are quite pleasant and stable to drive. The de Dion rear axle enables them to handle the terrific power coming out of the back end without perilous wheelspin, the chassis frame is compact and low, so they have a good center of gravity, and in the main they are not at all tricky to drive. Provided you show a healthy respect for the throttle, you can spin right around in the middle of a street corner if you tap the gas a bit too hard.

Certainly there are few if any cars in the world that give the driver a greater sense of power. Weaving through traffic is an odd experience; you see a little

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opening, aim the car at it and pull the trigger - BAM, and you're there! What you have to watch is your stopping distance, for the acceleration is very deceptive. That big, slow-speed American engine goes "chuffa-chuffa-chuffa", without any fuss, and on the third "chuffa" you are doing 70 mph and going up like a rocket. A quarter-second too long on the throttle and you find yourself in somebody's trunk compartment!

Nobody is going to recommend the J2X Allard as a dual-purpose car, one that can serve as a competition car on Sundays and a shopping car weekdays, but if you want an Experience with a capital E, one that can't be duplicated in any production sports car, get yourself behind the wheel of a J2X; when it comes to torque you'll be spoiled for life.

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

E. Dean Butler	of Cincinnati, Ohio, U.S.A.	99J 1693
D. Fraser	" Edinburgh, Scotland.	'P' Saloon
D. S. Pettinger	" Sale, Cheshire, England.	91P 1710
Dr. M.J.R. Dawes	" Upton-upon-Severn, Worcs., England.	J2X 3043

Vintage Racer (Daily Telegraph, 12.8.74)

A red racing car, specially built for Henry Ford's grandsons, Benson, William and Henry Ford II - the company's present chief - is likely to appear in British vintage sports car events more than 40 years after it was built.

The car was presented by the Ford family to Sir Malcolm Campbell when he was breaking land speed records in America in the 1930s.

It has been discovered in a Sussex garage by Paul Halbard, a Crowborough car collector. It is based on the Model Y, Ford's first £100 saloon.

Mr. Halbard touched 70 mph driving the car home and he feels it should be good for 100 mph on the track. According to Leo Villa, Sir Malcolm's mechanic, the car was never raced but was kept as a showpiece and eventually sold.

FOR SALE

1950 P type Allard saloon (Registration No. Plate CCH 111). All mechanical parts in excellent condition. Cellulose, chrome and tyres good. In possession of the present owner for the last 14 years. Garage space required, so price £675 or U.S.\$ 1,750 or very near offer, to Don S. Pettinger, 47, Manley Road, Sale, Cheshire. ('phone 061-973-7830)

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1950 P type Allard saloon, 3622 c.c., Ford V8 engine plus one spare engine. Purchased by present owner in 1959, and in course of restoration. 90% complete. For further particulars, apply Mr. Guy Smith, 72, Marple Road, Charlesworth, Broadbottom, Hyde, Cheshire. ('phone Glossop 5129)

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1949 Allard M2X 4/5 seater convertible. Body separate from chassis. Recon. Ford V8, nominal mileage. Replacement gearbox. Body requires refitting or will split. Further information and offers to R. M. Rawkins, 44, Manor Avenue, Penwortham, Preston, Lancs. ('phone Preston 45784)

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WANTED

PHASE ONE Brake cylinders for Allard K and L types, also complete radiator grilles. N. Coleman, Cummings Cross Garage, Liverton, Devon.

Champion Spark Plug "NEWS":

CHAMPION TO INTRODUCE 4, 6 and 8 - PLUG PACKS

Tune-up enthusiasts will soon be able to buy spark plugs needed for the job in convenient packages of four, six or eight plugs.

According to Charles A. Schwalbe, Jr., Champion's Vice-President, Sales, "We feel the car enthusiast will find this new system of packaging handier, since he'll have the right amount of plugs on hand when he does the tune-up."

"Whether he drives a four-cylinder British Mini, a six-cylinder Maverick or an eight-cylinder Corvette, he'll be able to purchase the correct type and quantity packaged individually, and have it ready to go in seconds. Packages will be prominently marked with the quantity and type, so plugs can be purchased without the help of a clerk or counterman."

They will replace Champion's traditional 10-plug packs. Plugs for non-automotive uses will continue to be packaged as they have in the past.