

THE ALLARD REGISTER

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THE BULLETIN

November/December, 1975

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

Our Christmas card shows a fine action shot of our Vice-President, Mr. Fred G. Wacker, Jr. in his Cadillac-Allard, crossing the finishing line and getting the chequered flag, to win his race at Wilmot Hills, Wisc. (November, 1953) ahead of Ernie Erickson in a Jaguar XK120. It will be observed that an Austin-Healey appears in the picture, but this car was on an earlier lap.

In a letter from member David Jones, of Anglesey, Gwynedd, we extract the following:-

"... I find the Bulletin very interesting, and I especially liked the article Sebring 1950 by Jean Davidson.... Some time ago, you put me in touch with Mr. John Patterson of Royston, a person whom I have always found most friendly and obliging. Without John's advice and endless supplies of spare parts, I would have found the going rather tough at times during the rebuilding of my Allard.

I bought the Allard about four years ago and spent the first two years renovating the bodywork, which included replacing 50% of the woodwork. Also new wheelarches and guttering at the bottom of the bootlid had to be made. All wings and floor plates were removed and shot-blasted.

At this stage the motor was removed and stripped. Valves and guides were renewed as necessary and new rings were fitted. Although crankshaft was in excellent condition, the four crankpins were reground .010" undersize as this was the only size shell obtainable. Main bearings were completely unobtainable therefore I was forced to use the old ones. Water pumps were also stripped and seals lapped. Motor was then reassembled and replaced in chassis.

Reassembly of the body was completed after old paintwork had been stripped. It was then resprayed Ford Ermine White. As the original front seats were not fitted at the time of purchase, a pair of Triumph TR2 seats were used. Back seat covering was as original but rather tatty, so vinyl ones were made to pattern. A new hood was made a fitted locally (doesn't leak a drop!).

Other details were new kingpins and bushes, rechroming of hub caps, etc.. Front grille was rather rough and I am still in the process of manufacturing another out of $\frac{1}{8}$ " aluminium sheet (which doesn't look quite as bad as it sounds).

This brings us to 1973, at which time the car was mobile again and was run for four months. You will notice that the gearbox had not hereto been removed and I am afraid insisted on leaping out of second gear at every available opportunity, especially on overrun. Also the brakes left a lot to be desired. The car has not been used since, although I am now in the process of converting the brakes to twin leading shoe, front, and later Lockheed design at the back. These brakes were removed off a scrapped Humber Snipe of early 50's vintage and modified to suit the Allard axles.

I am hoping to run the Allard again on completion of this task. The gearbox I will leave until next winter, lest I shall miss the Summer.

All the work on this car has been carried out by myself apart from the shot-blasting, chroming and remaking and refitting of hood and rear seat cover....."

Congratulations on a fine job of restoration, David, and am glad that John has been able to locate the necessary 'bits'. ED.

Referring to our Christmas Card, we thank our Vice-President for sending us the photo, and member Harry Weston for printing off the copies. Incidentally, Harry tells us that as a licensed radio 'ham', he quite often talks 'over the air' to many Americans and Canadians, and is hoping that if any of our Register members are also radio amateurs, he would like to get in touch with them.

In correspondence with our Hon. Secretary, member Matthew L. Post of Los Angeles, Cal. writes:-

".....As to sports cars that I drive, my everyday transportation is a Porsche 911, and I am currently racing in Veteran Car events a 1955 Cooper and a 1952 Allard J2X of which I enclose a photograph. I raced the J2X a couple of months ago at Sears Point Raceway, and had a most enjoyable day.

The Allard has the original engine in it, which is a 331 cu.in. Chrysler-Hemi engine of which only four were prepared by Foster and Boyer of Detroit. Three of them went into the Cunninghams for racing at Le Mans, and the fourth into my Allard. The J2X is completely original even down to the top and window curtains....."

Thanks, Matthew, for your letter, and the fine photo. It is in magnificent condition, and a fine example of the 'marque'. ED.

Christmas Crackers or Do's and Don'ts for Learner Drivers.

The modern car has four or five gears. They are all in one box. Further exploration may leave you without the box.

Make a habit of keeping your eye on the driving mirror. That way you'll always know where to find it.

If your instructor speaks to you, listen carefully. If he screams - jump.

To check whether you have selected reverse gear correctly, put your head out of the window. If the wind falls cold on your face, you've boobed again. If you were in reverse, you'd get a hot blast on the back of your neck - the car behind you was still moving forward.

If it's stationary, miss it. If it moves, swear at it.

When the examiner shouts "STOP" don't just grin. You should have had them re-lined before the test.

If you can't read a number plate at the regulation distance, you need your eyes examining. If you get a ringing noise in your ears, you need your head examining - you've just passed a police car.

REVITALISE YOUR CAR

Elsewhere in the Bulletin, technical notes and advice are aimed at the technological whizz kids. These few hints are strictly for the owner who wouldn't know a differential from an oil can. So let us begin at the beginning.

First of all (and this is essential) you must own a car. If not, either nip out and buy one or stop reading this article.

Having obtained your car, go round to the garage and fish it out. If you do not possess a garage get one of those as well, and stop cluttering up the Queen's Highway. Now follow this step by step easy to understand plan.

1. Paintwork: Should this be showing signs of age, scratches and more than fair wear and tear, nip back into the house and dig out those old paint tins left over from your house decorating efforts. Take paint out to car, slosh in some paraffin and mix thoroughly. Now apply to car. Brush in vigorously and soon you will be surprised at the results. Not delighted. Just surprised. You are now ready for the next step.
2. Engine: Open the engine lid and look at engine. Is it still there? Good. Now close lid and forget all about it.
3. Tyres: Rap each one with a heavy boot. If your foot doesn't go through the rubber, it's all right.
4. Windscreen: This can be cleaned with alcohol. Obtain this from your off licence. Place small drop of light ale on clean cloth and rub glass. Then drink remainder of bottle yourself. Who ever heard of wasting good beer on a windscreen?
5. Bulbs: Plant these in the early spring. Water frequently.
6. Gearbox: You should have one of these somewhere. Have a look for it.
7. Wipers: If there is still some rubber left on them, forget it!
8. Interior: Swab the seats with a wet floorcloth. If any stains stubbornly refuse to shift, cut round them with nail scissors and throw away.
9. Carpets: Plutocrat!

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- 10. Seat Belts: Give these a sharp tug, and if the rusty anchorages snap, consign the lot to the garbage can. They only clutter up the inside of the car.
- 11. Mirror: Ignore this at all times. Anyway, who wants to look back? Ahead man, ahead. That's where it's all happening.

And now, thanks to our easy-to-follow car care plan, you can trundle off to Wagga Wagga without a qualm. You just know you'll never make it.

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

M. L. Post	of Los Angeles, California, U.S.A.	J2X
D. Jones	" Anglesey, Gwynedd, N. Wales.	M-type 397A
P. Woolnaugh	" Delabole, Cornwall, England.	K1
R. L. Morand	" Flanders, New Jersey, U.S.A.	J2X

PIT STOP from Champion Spark Plug Company.

TESTING A HALF-BAKED IDEA

From the test kitchens of Champion Spark Plug Company comes the answer to what can be termed a half-baked idea. Recently, a household hints columnist wrote that spark plugs can be cleansed of harmful deposits by placing them in a self-cleaning oven. The following are excerpts from the report of the Champion engineer assigned to check out the theory.

"One Tuesday evening two sets of spark plugs were smuggled into our self-cleaning oven and the plugs were placed on a rack at the bottom of the unit. Temperatures were elevated to approximately 800°F. for a period of one hour. Then there was a one-hour delay while the door remained locked until the temperature dropped to 550°.

"One set had typical carbon fouling deposits on virtually new spark plugs. Improper choke or carburettor difficulties were suspected. The second set of plugs had higher mileage and was covered with typical ash deposits.

"The carbon fouled plugs came out with carbon removed and relatively white insulators. The plating, however, has been discoloured and we might expect rusting to occur. The ash-fouled plugs were relatively unaffected as the deposits were virtually the same. The shells and terminals were partially discoloured."

Champion's advice: ovens are fine for pies and roasts. But for removing deposits from spark plugs, the tried and true ways are still the best.

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WHY NEW VEHICLE PLUGS MAY BE FOULED

While it is hardly an epidemic, a number of instances of severe misfire due to heavy carbon fouling on new cars have been reported to Champion Spark Plug Company.

A variety of possible causes have been identified by Champion engineers.

- .. Often cars are started and driven only a short distance repeatedly before initial delivery. The car may be left idling with the choke in operation and a heavy build-up of carbon may result. Also, if the car is driven hard during pre-delivery tests, deposit glazing may occur with resultant high-speed misfiring.
- .. Break-in fouling may occur in a new engine before oil control is achieved. Long-wearing rings, new types of lubricants and slow-speed break-in driving may lengthen wear-in periods.
- .. Imported cars may be heavily "fogged" with preservative oil to prevent corrosion during trans-oceanic shipment. In addition, these cars are usually started and stopped many times during their shipment.

To service these plugs properly, degrease and clean to remove all carbon and oil deposits. Remember to file and regap the electrodes before re-installing.

FOR SALE 1947 ALLARD K1 sports car. Many new parts. Rebuild nearly complete. To view - 'phone Cowfold (Sussex) 624. Offers to P. Woolnaugh, 61, Rockhead, Delabole, Cornwall, England.

LONDON to BRIGHTON 'Old Crocks Run'.

The R.A.C. Commemoration Run, 1975 was held on Sunday, 2nd November and member Mr. M. L. (Bill) Post of Los Angeles was competitor No. 1 of the 285 entries. He drove Mr. Bud Cohn's 1893 Benz which was the oldest car in the event, but unfortunately did not complete the course due to mechanical trouble.

Good show, Bill; we liked the photograph of you at the Start which appeared in the Daily Telegraph (3rd Nov.) It was jolly nice to have you call in and see me on your way back to London. ED.