

THE ALLARD REGISTER

President

TOM LUSH  
U.K.

Hon. Secretary

R. W. MAY

8, Paget Close, Horsham, West Sussex, RH13 6HD ENGLAND.

Vice-President

FRED G. WACKER, Jr.  
U.S.A.

(Telephone: Horsham 61372)

Mid-West U.S. Correspondent: Don Hudgins, 130, E. Bodley, Kirkwood,  
Missouri, 63122, U.S.A.

THE BULLETIN

January/February, 1976

Page 1.

Our Hon. Secretary wishes all members a very happy New Year, and thanks them for their many communications of greetings and good wishes.

In a letter from member Mr. J-P Burckhardt of Zurich, Switzerland, who is having problems with the internal wiring and fixing of the centre boss of the steering wheel of his car, he writes:-

"...There will be a racing-car exhibition in Zurich in January, effectively from the 9th to 18th January, 1976 at which my Allard K2 will be exhibited as well.....  
Wishing you, your family and all the friends from the Club everything best thinkable for Christmas and the New Year. Yours, etc....."

Your good wishes are cordially reciprocated by all members, Mr. Burckhardt, and it is grand to note that your car is on show at the Racing-Car Exhibition. Hope you can let us have a pamphlet, catalogue, or handbill of this exhibition which shows a picture of your K2. ED.

In a letter from member Mr. Harold Haase of Newtown, Connecticut, U.S.A. we extract the following:-

"...I was most interested to notice that Mr. Fred G. Wacker is our Vice-President and was shown driving his J2X in the Register's Christmas card. I have followed his career with interest. I saw him race his Allard at Bridgehampton and Watkins Glen in 1951 and 1952....."

Many thanks for your kind letter, Harold, and we are proud to have Fred as our Vice-President. ED.

Member John Feskett of Leicester, England writes us:-

"...It is very encouraging to see several new members in each issue of the Bulletin, especially people that used the cars when new..... I am godfather to Mike Skinner's first child, christened Stephen Allard Charles. That's one way to spread the word! All the best, and keep up the good work..."

Thanks for letter, John, and your kind words of encouragement. ED.

In a letter from member Dr. Richard McKee of Texas, U.S.A., he writes us as follows:-  
"...I am enclosing for your collection the long-promised photograph of my J2X. This picture was made in October, 1974, when I drove the car in a vintage car event held in conjunction with the U.S. Grand Prix at Watkins Glen, New York.

The car is finally nearing what I hope will be the final configuration. As I think I have mentioned in previous letters, the car was powered by a much-modified Chevrolet V8 engine when I finished the total restoration last year. Actually it was what I considered to be a very satisfactory engine for the car from a performance standpoint. The Chevrolet engine produced almost 300 b.h.p. from 301 c.i.d. and was relatively light weight. The car was satisfactorily quick, handled well, and stopped adequately.

This past Summer I have finally replaced the Chevrolet engine with a more "original" 331 c.i.d. Chrysler "Hemi". The engine is from a 1953 Chrysler Imperial Sedan and I have totally rebuilt it to stock specification. This engine is about 200 lbs. heavier than the Chevrolet and is producing only about one-half the power. It has tremendous torque and acceleration remains satisfactory, but braking has noticeably deteriorated as you may imagine. At least, I now have an essentially pure example and am very happy with it.

I was unable to attend many shows this past year, but intend to enter the car in several events next Spring now that it is truly "show quality"...."

Very many thanks for the magnificent photo, Doctor, and we wish you success in events in the Spring. We'd like to hear how the car performs when you can spare the time to write us. ED.

It is regretted that owing to a big increase in postal and other costs the Annual Subscription is now £1.50 or ~~1~~ or equivalent. See tear-off on page 3.

Some years ago we received the following article from an Australian member who was campaigning a Chrysler engined J2 in competition:-

RESTORING AN ALLARD J2 by Ian McDonald.

" I feel some hints gained from a two years job of restoration, and many hours of work, might be of help to other J2/J2X owners.

Initially I faced something of a dilemma in that a 3-way J2 was needed, meaning a practical three-way combination of road car, show car and sometime historic racing car. Thus most of these hints should be read in this light.

Firstly, steering and suspension: As wheel wobble can be a problem in J2's, I fitted a VW Kombi steering damper as a precautionary measure. This small unit can fit out-of-sight (mounted to a tie-rod end damp).

Next step to make the steering more precise, after reconditioning the steering box (which is a straight forward job), I converted the centre pivot "metalastik" bush to a top and bottom ball race; in my case, using a Chrysler Valiant steering arm conversion kit. It is well worth the effort.

For ideal road-holding, my car was set up with nil degrees camber, six degrees castor, and no toe-in. For car shows and road use where the typical Allard "cambered look" is desired, I made up two  $\frac{3}{8}$ " spacer rings which fit beneath each shortened coil spring. (This was a far quicker job than fitting the other full length coils I had as spares.)

Rear suspension remained unaltered except for  $\frac{3}{4}$ " lowering and stiffer shock absorbers. The front suspension definitely works best with the original J2/J2X shocker settings.

For best performance, the right diff. ratio is essential and with the J2, an owner is fortunate in being able to change ratios relatively quickly. However, beware of the diff. mounting, as this includes a structural weakness (i.e. if your car is putting out a lot of torque). My car has two extra bracing members welded longitudinally above the diff.. The side housing mounting plates bolt to these as well as to the frame at each end. Additional strength around the spring saddles and panhard mounts is also definitely recommended.

For best acceleration and good general road performance, I use a 4.2:1 ratio diff. With 300 b.h.p. at the flywheel, this gives a J2 a 13 to 13.5 seconds quarter mile time. For historic race meetings I used a 3.5:1 ratio, which can give a top speed of 141 m.p.h.

In 1968, I was keen to acquire a limited slip diff. but have since changed my mind. By means of the simple exercise of getting a friend to drive the car through a particular corner, I was able to observe the suspension in action. This showed that the De Dion system works splendidly with almost equal wheelspin from both back wheels; hence the doubtful reliability of a limited slip diff. does not appear warranted.

An essential for the rear end - if you enjoy spirited driving - is a pair of thicker rear axles from a special top quality steel. A  $\frac{3}{16}$ " increase in diameter is quite practical.

The biggest single factor in increasing a J2's roadholding and safety is the fitting of good racing tyres. I suggest 6.50 X 16" Dunlop "Greenspots". Going down to 15" wheels might be expedient from a tyre supply point of view, but a J2 somehow doesn't look as well on smaller wheels.

My five litre engine uses a conventional Edelbrock triple carburettor manifold, which has apparently helped a great deal in achieving good horsepower (230 b.h.p. at the back wheels at 5,000 r.p.m.). This is with only 8.5:1 compression, so I suggest if you can afford good brand speed equipment, buy it. It will probably give you the horsepower you need without fiddling or fuss. Ditto with cam timings and valve springs and valves.

Now some hints on body restoration:-

- (a) Make sure the headlight mounting washers mate perfectly with the body shell; this is a very popular place for body cracking.
- (b) Provide extra bracing for the forward section of the bonnet opening.
- (c) Don't use the spare wheel opening; use a forward-hinged seat instead. It will save money. Zeus fastener dents.
- (d) Use polished stainless steel stone-guards for the rear mud-guards, not aluminium. It rarely marks or chips.
- (e) Re-engine-turn the face of the dashboard - it's a real highlight of the J2 cockpit, and with a careful coat of clear lacquer, it will retain its good looks. But make sure you pencil mark the dash before you start the engine-turning job, as accuracy is needed.

I hope these few brief suggestions will be of some assistance to fellow members."

NOTE: Servicing Booklet says:- Camber  $2^{\circ}$  ; Caster  $3^{\circ}$ - $4^{\circ}$  ; Toe-in  $\frac{1}{8}$ - $\frac{3}{16}$ ".  
Kingpin angle  $7^{\circ}$  ED.

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

F. R. Morton	of Stockport, Cheshire, England.	91F 1893
R. H. Farkes	" Palmerston North, New Zealand.	21Z 5154 (Palm Beach)
R. A. Baime	" Irvington, New Jersey, U.S.A.	99J 1734

FIT STOP from Champion Spark Plug Company.

GET STARTED RIGHT

At a time of year when starting problems occur more frequently (cold or wet weather), a number of sports car owners rely on "starting sprays" to help get balky engines going. While there is still no substitute for engine maintenance to correct starting trouble, these sprays can be effective in emergencies. However, if not used properly, they can be extremely dangerous.

Most of the sprays contain highly volatile, flammable substances such as ether. The solution is usually sprayed directly into the carburetor, with the air cleaner removed. If too much spray is used, there is the chance of backfire through the carburetor. So to avoid possible burns it is vital that you keep your hands and face away from the engine area when attempting to start the engine. Also a possible explosion of the ether, gasoline and air mixture could cause extensive internal engine damage.

A tune-up still costs less than medical bills and major engine repairs and is much more effective against starting problems, Champion Spark Plug Company advises.

\* \* \* \* \*

POINTS STILL ARE IMPORTANT

The vast majority of vehicles now operating still have conventional breaker-type ignition systems. Thus it benefits the man working on a car to stay current with servicing points and condensers says Champion Spark Plug Company.

For example, if breaker points are pitting, the most likely cause is the use of a condenser of the wrong capacity. Pitted points, indicated by a crater in one contact and corresponding build-up of metal on the other, tells this about the condenser: If the crater is on the positive contact and metal build-up on the negative contact, then the condenser capacity is too high. The crater on the negative contact and build-up on the positive means condenser capacity is too low.

Positive or negative side of the contacts can be determined by reference to the battery grounding terminal. The contact ground side will be the same as the battery.

FOR SALE

1953 ALLARD PALM BEACH. 6 cyl. Ford engine. Whole car restored as new. Reg. No. NY 06. Offers around £1,500.

Mr. C. Cameron, Eilean Donan, Cradle Hall, Inverness, Scotland. ('phone I'nness 30556)

oOo

WANTED

Front and rear bumpers for 1950 K2 Allard, also bumper irons. Right rear wing for 1950 K2 Allard, also speedo. Contact Ray A. McLaughlin, 7801 Denise Circle, La Palma, California, 90623, U.S.A.

oOo

Left door fastener for J2X. Frank Bursinger, 232, 16th Street, Seal Beach, California, 90740, U.S.A. ('phone 213-431-6011)

-----  
Welcome to the Department of Organized Confusion  
Courtesy: Penn Ball Bearing Co., Phila. 40,

The Penn Ball Bearing Company advise us that they can supply oil seals, pump seals, circlips, truare retaining rings, ball and roller bearings and many other spare parts for most makes of antique and classic cars. Their address is:-  
3511 N. American St., Philadelphia, Pa. 19140. (Phone: GARfield 3-3105)