

THE ALLARD REGISTER

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THE BULLETIN

March/April, 1976

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In a letter from member Mr. P. R. Morton of Stockport, Cheshire, England, enclosing his dues for 1976, he writes:-

"...Firstly thank you for the excellent Christmas card, which, incidentally, is still on display. I must say that I enjoy reading the Bulletin immensely..."

Very many thanks for your kind remarks, Mr. Morton. ED.

In a note attached to a delightful Christmas card from member Mr. Paul Schoenmaker of Montgomery, New York, U.S.A., he writes:-

"...I'm happy to report that I've had a few months to drive my J2X on the road and enjoy the results of a long labour of love. John Patterson sent me the last brake shoes and springs that were needed this summer, and I was able to register the Allard with the motor vehicle department. It sure draws lots of attention wherever I go..."

Good show, Paul, and jolly good Allard motoring in 1976. ED.

Member Frank Bursinger of Los Angeles writes us as follows:-

"...The J2X has sat in the garage for almost two years and one brake began to leak fluid, but this has now been taken care of.... We rolled out the Old Girl into the sunshine, changed her oil, hooked her up to the '57 'Bird and turned her over by the starter for a few minutes, poured a little gas in her and she fired the next time that I touched the starter - no rattles, no noises that didn't belong to the Chrysler - she just purred..... My dues for 1976 are enclosed...."

Thanks for your letter, Frank. So glad that your J2X has not deteriorated over the past 2 years. ED.

Referring to the article "Restoring an Allard J2" by Ian McDonald, which appeared in the Jan/Feb issue of the Bulletin, member Mr. Les Davies advised our Hon. Secretary that he was surprised to read that the castor angle was shown as 6 degrees on the steering set-up, as the car was used for road as well as for historic car racing.

He recalls that a few years after the war he purchased the ex-Jim Appleton's J type competition car which had won many awards and trophies in reliability and mud trials. On the road, this particular car often suffered from bad wheel wobble after hitting a rough section of road. He mentioned that on one memorable occasion when he was driving along a suburban highway well within the speed limit, he suddenly hit a series of bumps and the front of the car began to pitch and at the same time an almost full-lock steering wobble ensued. He has a vivid recollection that whilst fighting the steering wheel, he saw pedestrians on the sidewalks literally dissolving into doorways as he fought for control.

Shortly after this episode, he called on Mr. Bill Tylee, then manager of Allard Service Department, who said that his car had 6 degrees of castor angle. He then produced what he called Tylee's steering damper, which consisted of a couple of bronze bushes which required fitting at the top of the king-pins. After fitting, the steering was a bit more predictable!

Thanks, Les, for your note. I feel that those disappearing pedestrians thought they were seeing "The Thing from another World"! ED.

We are indebted to member Mr. Bob W. Forsyth, of Upland, California, U.S.A. for obtaining permission for the reproduction of the following article from "Road and Track", issue November, 1953:-

"THE ALLARD STORY" - by Jack Corbin.

When Sidney Allard built his first "special" he little realized that this was the beginning of a train of events that would eventually make him a manufacturer of a world renowned sports car.

The first Allard was built as a trials car, a rather off form of competition in which ability to negotiate off-road trails, hills and streams is at a premium.

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Realizing the benefits to be derived from employment of what has been described as a "large wooley" engine, Allard number one used a modified Ford V8 engine and chassis. Mounted thereon was a light simple open body. Although the early Ford V8 was considered a "high speed-low torque" unit in this country, its lugging powers were a revelation in a land of pint sized engines screaming up slippery hills in creeper low.

As a result of the success of the Allard team (man and car), the small shop turned out about a dozen cars in the three years prior to World War II. During the war, the new firm operated under the name Adlards, did important work for the British war effort.

By the summer of 1946, a new line of cars were announced, styled by A. G. Imhof. There were three models; a roadster on a 106 inch wheelbase, a 4 passenger tourer and a 4 passenger convertible on 112 inch chassis. These chassis were virtually standard British Ford V8 units with only minor modifications, except for the use of a swinging axle type of independent front suspension. A few of these cars were brought to the States in 1947. The styling did not appeal to most Americans and sales were confined to a handful of cars.

In the meantime, Sidney Allard's interest and activities changed from trials to the British Hill Climb Championship. Using a highly developed Allard experimental car, he set up record upon record. By late summer of 1949, it was painfully evident that England's motor industry must continue to export 75% of its production and continue to do so for many years. Not discouraged by the earlier fiasco, a new competition sports car, the J2 was introduced. In this car was incorporated the lessons learned by Mr. Allard in years of competition work. By that time, late in 1949, sports cars had begun to "catch on" in this country and the moderately priced J2 was very well received. The first cars lived up to every expectation and dealers clamored for the Allard franchise.

One of the first to see the full possibilities of the J2 was the late Tom Cole. Instead of the usual Ford engine, he had Frick-Tappet Motors of Long Island install a new 160 bhp ohv Cadillac engine. The combination was so successful that even today the Cad-Allards are top ranking competition cars, despite the influx of much more expensive machinery.

The present line-up of Allard models can be divided into two categories, the all-out competition cars, and the dual purpose machines. Of the first group the most popular model is the J2X. The newest Allard model is the JR, a smaller and lighter version of the Le Mans J2X, though still Cadillac powered. Production of the JR model is scheduled to be underway by early next year, 1954. This is a car that will compete on level terms with any sports car of equal bhp available today.

In the dual purpose category, the long awaited Palm Beach model is just beginning to arrive in small numbers. This car has 3 abreast seating, an unusual feature in a sports car. Either Ford Consul or Zephyr engines are available but all cars are being supplied with the six cylinder Zephyr engine unless otherwise specified. The Palm Beach has a double tube frame, a solid rear axle and Allard's typical I.F.S. system of swing half axles. Wire wheels are optional extras, if desired.

The new K3, seating 3 abreast, looks like an enlarged Palm Beach but has detail differences. Hydramatic transmission and wire wheels are interesting options, while roll-up windows are standard equipment. Like the Palm Beach, it has the double tube frame, and typical I.F.S. The rear suspension is the de Dion type as used on the J2X model, and a 210 bhp Cadillac engine is standard power. Also available on the K3 chassis is the Monte Carlo saloon.

The K3 chassis is also available in any reasonable wheelbase for mounting special bodywork. While we have yet to see a Vignale coupe on an Allard chassis, the idea has intriguing possibilities.

All Allards feature extensive use of American components, most of which are of Ford manufacture. However, it is interesting to note that as the firm expands, and as the successive models are developed and put into production, there are more and more parts of special construction. Ford axles, spindles, wheels, brakes and transmissions are still used, but now the double tube frames are replacing modified Ford frames.

The Allard enjoys great popularity and increased sales are contingent only on expanded manufacturing facilities. Present capacity of about 300 cars per year will be doubled in 1954.

PIT STOP from Champion Spark Plug Company.

TOOLS OF THE TRADE

A good mechanic's tool box contains a variety of aids to help service cars. But often ingenuity is as vital as the right wrench or pliers. Two cases in point cited by Champion Spark Plug Company involve the spark plugs and the distributor.

Many of today's engines locate the spark plugs in inaccessible places. Removing
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and installing plugs when the engine is hot can become a difficult task. To handle this situation, use a suitable length of small hose which can be pushed over the top of the spark plug terminal and insulator. The plugs can thus be put into place or removed without burning your fingers. Of course, a socket wrench is still needed to loosen or tighten the plugs.

If you are attempting to set timing and the distributor is frozen, use an adjustable oil filter wrench to loosen it. If the distributor is really stubborn, squirt on a little heat riser solvent. This could do the trick without damaging distributor parts or casting.

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NOT A TERMINAL CASE

While the two primary terminals protruding from the ignition coil may appear to be convenient voltage distribution points for electrical accessories a wise mechanic will resist the temptation to use them.

Champion Spark Plug Company points out the dropping resistor lowers the battery voltage at the terminal marked "Battery" or "Switch". Thus any 12-volt accessory connected to the terminal could be operating at less than 12 volts.

As a case in point, an electric fuel pump connected to the coil was causing the vehicle to backfire under load. The engine refused to do much except idle since reduced voltage prevented the pump from providing sufficient fuel.

Properly reconnecting the pump to a normal 12-volt source rectified the problem. Further, any accessory connected to the ignition circuit will bleed away primary voltage and lower coil output.

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

| | | |
|-------------------|---------------------------------------|---------------------------------------|
| P. Siakabetis | of Astoria, New York, U.S.A. | 91P 1720 |
| K. C. Miles | " Stroud, Glos. England. | } P, K, L Types and Allard Clipper |
| Mrs. S. P. Dutton | " Slad Valley, Stroud, Glos. England. | |
| M.Spector | " Southfield, Michigan, U.S.A. | K3. 3175 |

FOR SALE

1953 ALLARD. Prototype Palm Beach Red Ram. Dodge V8 engine. Outstanding performance. Completely restored and better finished than when new. Mileage under 23,000 (laid up 15 years). Price £4250 (or \$9,000).
Malcolm C. Elder, 1, Grange Park Road, Steeple Aston, Oxfordshire, OX5 3SR England.
Telephone Steeple Aston 40606.

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ONE REMAINING Perch Bolt, suitable for Allard type J, K or L. Cost: £5 including postage and packing in U.K. Overseas freight charge extra.
John Patterson, 23, Hawthorn Way, Royston, Herts. England. Telephone Royston 43182.

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WANTED

- "A Tachometer that reads Allard on the face.
- The bracket to mount spare tyre for a 1950 J2 or J2X (side mounting).
- A wing or fender for the passenger side of a 1950 K2 Allard.
- Complete set of wire spoke wheels for my 1950 J2 Allard.
- A grill for a J2 or J2X Allard.
- An Allard name plate for the front of the bonnet or front of car.
- Would like old Auto Club insignias or Great Britain Signs (for Grill).
- Complete set of seats for my 1950 K2.
- Color brochure for a 1950 K2 and 1950 J2, if possible."
- Ray Mc Laughlin, 7801 Denise Circle, La Palma, California. 90623. U.S.A.

Our Hon. Secretary writes:

My wife and I had the pleasure of meeting the following overseas members in 1975, whilst they were on visits to the U.K.:-

- Mr. and Mrs. Jean Allard of Yakima, Washington.
- Mr. and Mrs. Bill Post of Los Angeles, California,
- Mr. and Mrs. Gordon Keller of Berkeley, California.

PLEASE NOTE: Referring to the article on pages 1 and 2, "The Allard Story", we regret that we are unable to reproduce the excellent photos in 'Road and Track' which accompanied this article. However, we have pleasure in enclosing a copy of an artist's impression of the 1953 'JR'.
ED.