

THE ALLARD REGISTER

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THE BULLETIN

May/June, 1976

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We are pleased to inform members that we have purchased a small consignment of contact breaker points for the distributors on Ford Pilot V8 and Ford Mercury V8 engines. They can be purchased by applying to our Hon. Secretary, at 90p or \$2. or equivalent in other currencies for a double set of points. Postage and packing is as follows:- U.K. 10p; Europe 20p or equivalent; U.S.A. and Canada (air mail) 40p or 80 cents; Australia and New Zealand (air mail) 50p or 90 cents.

In a letter from member Ken Wilks of Cheshunt, Herts., England, enclosing his dues for 1976 he writes:-

"...Keep up the very good work, and give my best regards to Tom Lush..."

Thanks for your kind remarks, Ken, and Tom reciprocates your kind wishes. ED.

We extract the following from a letter received from member Bob Rehfeld, of Oakland, California, U.S.A. enclosing his 1976 dues:-

"...Although I joined a year ago, I never did get around to sending you the chassis number of my J2, which is 99J 1850 according to the plate I received with the car when I acquired it in 1960 after it had been rebuilt a few years earlier. The Bulletin has been extremely interesting and I look forward to every issue...."

Many thanks for your letter, Bob. Your car is the famous Carstens/Pollack J2 which was raced so successfully in the early '50's. Delighted to hear that you find the Bulletin so interesting. ED.

Our Hon. Secretary writes:- "In correspondence with overseas members recently, I have been advised that the Bulletins have taken many weeks to reach their destination by surface mail. In one letter a member states that the January/February, 1976 issue, date stamped U.K. January 16th was delivered in California on March 12th. By contrast air mail takes about 4 days! If members prefer to have their Bulletins sent by air mail an additional \$2 per annum should cover the extra cost."

It is with regret that we have to announce the death, after a long illness, of Lt. Col. G. Campbell, R.A., of Harleston, Norfolk, England. We express our sympathy to his wife and family. Colonel Campbell was one of our Founder members.

MY LIFE AS A CLUBMAN by the late Sydney Allard.

I suppose I can truthfully talk about life as a Clubman, as I joined my first club, for motor cyclists, in 1928, and entered my first Trial that same year. I was a proud owner of a Morgan three-wheeler and I entered it in this Trial which was to be held in the West Country. Starting at midnight, on the way down I soon found that the combination of low ground clearance and plenty of wheel spin from the single rear wheel was not the right recipe for covering a motor cycle trials course on Dartmoor.

However, I got a medal, my first motoring award. I am still a member of that Club, the Streatham and District Motor Cycle Club. Incidentally, one of the members used to bring his sisters with him and one of them was Eleanor, now my wife.

I ran the Morgan for about four years, and most of my activities were centred around the various motor cycle clubs including the British Motor Cycle Racing Club, whose headquarters were at Brooklands Racing Circuit.

Although I am now concerned with cars I have a soft spot for the motor cycling side of motoring, probably because when one is younger one can enjoy this more hectic form of sport. I eventually decided that my Morgan was not quite suitable for the sporting type of reliability trials and I became interested in racing at Brooklands.

My first event was a five-lap novices handicap race at a light car club (now the British Automobile Racing Club) meeting. I was placed at the end of the starting line which included such machines as Amilcars, Salmsons and Rileys, etc., and as I

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had heard about such cars I naturally expected the Starter, Mr. Ebbelwaite, to send me off first. Imagine my surprise when they were all dispatched leaving me in Scratch position! However, I won this, my first motor race, and immediately decided that this was just the job. The Morgan was a quick machine, and in standard form would lap Brooklands at over 80 m.p.h, and after tuning it could get round at well over 90 m.p.h.

I can remember one 15-lap handicap race against motor cycle combinations and other Morgans when my handicap speed was put at over 100 m.p.h. In those days motoring had many problems and provided new experiences. On one occasion I had retired from a race at Brooklands and tied the Morgan behind our tender car standing beside some railings in the paddock. My brother decided to move the car, and inconveniently forgot the Morgan tied behind ... after we disentangled it from another car and the railings, the Morgan was well and truly bent.

I was due to compete in a meeting at Grantham on the following weekend, so we spent a hectic week rebuilding the Morgan. The chassis frame was only received on Friday and late on Sunday night we left for Grantham, arriving there early on Bank Holiday Monday morning. Having succeeded in getting to the course we thought our troubles were over but in fact they had only just started. We had carried the three wheeler behind our garage break-down wagon which was running with £5 restricted trade plates, and during the day they were spotted by the police; I received a message to call at the Police Station before I left for London.

We had so much engine trouble that we did not get any practice, and my knowledge of the course was extremely sketchy. With my brother Dennis as passenger we lined up for the race which, as usual, was against motor cycles, with dead engine start. This was a handicap for us as we had to swing our 1,000cc. Jap engine running on Methanol with 10:1 compression ratio. Normally we would have push started but in this event no pushing was allowed. The motor cycles got off and left us at the line, but we quickly got going and as usual I decided to pass everyone on the first lap, but unfortunately just as I got going down a narrow lane between high bushes, a corner appeared that should not have been there, and we disappeared through the bushes and finished upside down.

We were not damaged, but once again we wanted a new Morgan frame. We hitched the remains behind the tow wagon and drove off to Grantham Police Station. My use of the £5 trade plates on this occasion meant nothing to me until I met the Chief Constable who explained that: (a) they can only be used on Sundays and Bank Holidays for towing to the nearest garage a broken down vehicle; (b) no passengers may be carried, and a host of other things that you must not do which we had done. This, on top of my smashed car, was the end. However, when I explained that I was new to the motor business, the Chief suggested that I should delay my return until the Tuesday and as the car was both legally and practically a damaged vehicle, I should not be infringing any more regulations.

Even to this day I have a soft spot for that Chief Constable; perhaps he was a Club member, at least I like to think so. From my description of the race you may feel sorry for brother Dennis, but now let me tell you the other side. He had a highly tuned 1,000cc. Brough Superior and side car which he used for racing, and on these occasions I was his passenger.

I know of no greater thrill than passengering in a racing outfit on a road circuit such as Donnington used to be. One moment you are leaning over behind the driver with the exhaust in your ear, next you are over the side car wheel with some other machine a few inches away from your crash hat. The side car has no body, only a superstructure with hand grips and at 100 m.p.h. down the straight you have to lie down to stop being blown off. Indeed, to enjoy this sort of thing you have to be an acrobat, and crazy.

Club life has changed since then; whereas now we attend odd sports meetings and monthly club nights, in my early days as a Clubman we went out every weekend, and met other Club members most nights in our headquarters, which was a cafe in Streatham. My brothers Dennis and Leslie both owned motor cycles and we found the Club of absorbing interest.

(To be concluded in the next issue of the Bulletin)

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PIT STOP from Champion Spark Plug Company.

#### STAY OUT OF THE GAP TRAP

The new wider gap spark plug, designed to help keep emission levels low, is now becoming commonplace in ignition systems of many 1975 and 1976 models. When wide gap plugs are specified in new car engines, then it is important that they be

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replaced by wide gap plugs, says Champion Spark Plug Company.

Most 1975 Ford Motor Company cars require plugs with .044" gaps and all '75 GM engines require .060" or .080" gapped plugs. Some Chrysler engines call for .040" gaps on their plugs.

Champion warns against making a wide-gap plug from a conventional .035" gap type. When one tries to bend the ground electrode up to achieve the specified gap setting, the electrode would be positioned at an abnormal angle resulting in improper wear of the center electrode and possible early misfire.

Instead, Champion suggests that a plug designed to meet wide gap specification be utilized.

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TIGHT IS RIGHT FOR CARBURETOR

Sometimes the most baffling tune-up problems have the simplest solutions in the long run. For example, if you've been unsuccessful in getting a smooth engine idle by adjusting the carburetor idle mix screw, you might suspect an internal carburetor malfunction.

Before disassembling the carburetor to search for an internal problem, Champion Spark Plug Company suggests you look for another, easier to fix cause. Check the carburetor hold-down bolts for tightness. Looseness or uneven tightening of the bolts (or nuts) could allow air leakage past the carburetor base into the engine's induction system. Thus, the mixture would be overlean and correct engine idle would be difficult to attain.

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

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|---------------|-----------------------------------|------------------|
| J. A. Lockey  | of Bingley, West Yorks., England. | 71L 407<br>K 633 |
| A. C. Beall   | " Honolulu, Hawaii, U.S.A.        | J2X 3036         |
| C. Richardson | " Aldridge, Staffs., England.     | K 485            |

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FOR SALE

1949 Allard Model L, 4-seater, sound running condition; repainted red. Price £1,950 or \$4,250 or exchange propositions of any type welcomed. Mrs. C. A. Thomas, 2, Queens Gate Mews, Queens Gate, London, SW7. ('phone 01-584-7444)  
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1949 Allard M type coupe. Steering requires assembly. (Non-runner) Also Rover V8 engine complete with clutch, carb. and distributor. Prices negotiable. Mrs. Campbell, Mendham Lodge, Harleston, Norfolk. ('phone Harleston 852219)  
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WANTED

Urgently required - Door handle for J2X Allard. Mr. F. Bursinger, 232 - 16th Street, Seal Beach, California, 90740. U.S.A.

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Referring to the sale to members of pairs of contact breaker points, which appears on Page 1, it should be mentioned that if purchasers require these to be insured whilst in the post, an additional sum of 50p or \$1 should be added to the orders.

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News which has a bearing on the car wheel.

The stub axle, that awkward lump that gets in the way whenever you change a car wheel may eventually disappear. A new wheel bearing unit developed by S.K.F. of Sweden consists of an outer ring attached directly to the car's suspension, and holding the disc brake calipers. On front wheels it also holds the steering components. A second ring rotates inside and supports the brake disc. For independent all round suspension the transmission shaft fits flush into the ring centre. Apart from being extremely simple the new unit saves weight. It makes some of the heavy wheel components obsolete and allows others to be formed from lighter materials by pressing instead of forging. These advantages compensate for the additional cost of bearing manufacture. A Swedish manufacturer is testing a prototype but it will be some time before the unit appears on production models.

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At the time of going to 'press' we regret that the date for the annual Concours d'Elegance has not been finalized. Members will be advised in due course.

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Those members whose annual dues for 1976 are still outstanding are requested to send these as soon as possible to our Hon. Secretary.

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