

THE ALLARD REGISTER

President:

TOM LUSH  
U.K.

Hon. Secretary

R. W. MAY

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

(Telephone: Horsham 61372)

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

Vice-President:

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

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THE BULLETIN

May/June, 1977

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GREAT NEWS! The book we have all been waiting for is out.

"ALLARD - the INSIDE story" by TOM LUSH.

Published by Motor Racing Publications Ltd.,  
28, Devonshire Road, London, W4 2HD. Price £7.95.  
Sole Distributors for the U.S.A.: Motorbooks International,  
Osceola, Wisconsin, 54020.

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A complete account of Sydney Allard's career, from amateur trials driver to internationally known racing and rally driver, from builder of hand-made Specials to manufacturer of specialist and touring cars which have since become collectors' items.

Sydney Allard's competition programme extended from reliability trials, sprints and club races to major events such as the R.A.C. Hill-Climb Championship, which he won in 1949, the Monte Carlo Rally, which he won outright in 1952, and the Le Mans 24 Hours, which he led briefly in 1953.

Allard's facility for building competitive Specials, followed by experience of production techniques in refurbishing military vehicles during World War Two, led to the formation of the Allard Motor Company as car manufacturers in 1946. The author, who was intimately involved in this work, recalls the difficulties which faced specialist manufacturers in those immediate post-war years, and how despite shortages and restrictions production was built up. Every model, from the early J1 to the Palm Beach Mk II, is described, along with the Company's little-known involvements, such as production of the three-wheeled Clipper, the prototype Facel Vega, the Atom speedway car, the T51 front-wheel-drive caravan chassis and the de Dion axle conversion for ambulances. A complete record of every car produced, with chassis number, date of delivery and destination, is included amongst the Appendices, together with records of the pre-war Specials, post-war production and sales figures, model by model, and their years of manufacture.

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(Our President) STANLEY THOMAS LUSH.

No-one could be more fitted to write the inside story of Sydney Allard and his cars than Tom Lush, who first met Sydney as a fellow-competitor in the early days of the Allard Specials and went on to become his right-hand man both in his competition career and in his development as a specialist car manufacturer.

Born in February 1914 at Peterborough, Tom Lush was educated at Holy Trinity School, Chelsea, then apprenticed to Lines Brothers, a small specialist company handling racing and high-performance cars and with strong Brooklands connections. Later he worked with Papworth (Bugatti) and Frazer-Nash.

It was while competing in trials with an Austin Special that he first met Sydney Allard in the mid-'thirties, and from that point on he kept in close touch with the development of the various Allard Specials at Keswick Road.

During the war years he served first as a civilian MT instructor to the RASC at Isleworth, and later he was attached to the Air Ministry at Shepperton, where he dealt with camouflage and decoy sites.

His formal employment with Allards Motors began in 1945 pending the formation of the Allard Motor Company the following year. As Sydney Allard's personal assistant he was to become responsible for liaison between the Company's car development and production activities, as well as handling Sydney Allard's personal competition programme.

Married, with a daughter and four sons and living at Stoke Prior in the Midlands, Tom Lush, aided by a memory for detail and the comprehensiveness of his personal archives, has written a compelling story of a great motor sportsman and his cars, as a tribute to and in memory of 'The Guv'nor'.

The above is copied from the jacket of this very special book.

ORDER YOUR COPY NOW from Motor Racing Publications Ltd. OR  
Motorbooks International - see addresses above.

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We reproduce a letter from member Tom Carstens of Tacoma, Washington, U.S.A. which refers to problems he had with a Ford 3-speed gearbox:

"In looking back to your September/October 1976 issue of the Bulletin, I would like to add a bit of my experiences and problems with the Ford 3-speed gearbox and the direction we went.

First of all, in the races which all the members are familiar with, such as Pebble Beach, Golden Gate, Madeira, Reno and the Nevada Cup Races, we soon learned of the weak spots with the Ford 3-speed, as you mentioned. If not using too much horsepower, the following helped a great deal. There is a product, am sure internationally known, though not as popular today as in past years, put out by Bardahl. They make several types of lubricants, one which I used was a small 3 oz. or 4 oz. concentrate to be added to a good quality grease. This was all we used and the results we got with it were good.

Originally the first couple races, No. 14 (with Bill Pollack up) the car transmission would barely race 100 miles. Results were a handful of case hardenings in the bottom of the gearbox and gears were completely destroyed. By adding Bardahl, we would be able to run two races plus showing a lot less wear. The thrust washers were also galled into the case.

Later on, the little J-2, No. 15 car, which came over on the same boat, believe was No. 1852 or No. 1850, was delivered to Mr. Dave Fogg here in Tacoma. He used this car as a street machine up until the time No. 14 met its demise, or was totally destroyed at Pebble Beach. We therein changed the front end suspension completely, making it a double cross-leaf much of it copied from an American jeep. Also used by Mercedes Benz.

Now to get back to the transmissions, I drove this car for over a period of four years, winning over-all, fifty to sixty club races here in the Northwest, which included hill climbs, et cetera. I experienced the same problems with Ford and Mr. Fogg and I devised and picked up a Cadillac or LaSalle vintage 1936 or 1937 top change transmission. As I remember, we just bobbed the tail of the transmission and extended the case which the transmission had, hooked it up. We still have it in our possession. We used this for two hard years of racing and believe that it is still indestructible. Think today this would be a very difficult thing to find but thought the information might be of interest to many of our members.

After a couple years with this transmission, competition started to give us a bad time and I was wishing I had a 4-speed, this being in the vintage of around 1956/57, so on one of those ventures, we set up a Jag transmission which I believe was out of an XK120, nevertheless this was adapted to the Cadillac engine. I personally thought it would not take the licking but it did very well. Think it stayed in the car until it was sold around 1958 or thereabouts, winning many races even up to the time we sold it.

I always, after that, used and believed in Bardahl, as a super lubricant, in the gearboxes but never sure as to exactly what good it did as an engine additive."

Very many thanks for your letter, Tom. We did not know that Bardahl could extend the life of a Ford gearbox. ED.

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In a letter from Dr. Dave Cavicke of Connecticut, U.S.A. he writes:-

"... it is possible to use a Chevrolet 4-speed transmission in a J2X, with the appropriate adaptor ring for the engine, and a shortened open drive shaft and new grease seal for the rear end. I had this done in 1955-57 to improve the stopping ability of the car with the 4-speed all synchromesh transmission, while racing. However, I have now put back the original 3-speed Ford transmission to return the car to its initial equipment and condition...."

Thanks for your letter, Dave, and your good wishes. ED.

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Member Malcolm Saunders of Chagford, Devon, England writes as follows:-

"... Work still proceeds on the K.1., not much to do now - only seats (already covered) and trimming, the instrument panel and a tonneau cover - but this last haul is taking a long time - many other things are pressing, and demanding priority, but all being well, 1977 should be the 'Year of the West Country Allard' then work can start on the L.1.

Congratulations on the Christmas card - another Allard winner!

Best wishes to you - and may your engine never 'seize' in 1977....."

Thank you for your letter, Malcolm, and your kind remarks about our Christmas card. ED.

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Kruse Classic Auction Co., Inc. of Auburn, Indiana, U.S.A. are holding their first European Auction in Amsterdam, Holland on 16th-18th June. Ex-Allard competition driver Mr. Len Potter is in charge of organisation.

Member R. Wilson Wilmer, of St. Heliers, Auckland, New Zealand, writes as follows:-

"...The chassis number of my 1952 J2X is 3067. It was originally powered by a Cadillac motor, subsequently re-powered by the second owner Mr. Harry P. Whitney, with a Bill Frick prepared 1955 McCulloch supercharged Chevrolet Corvette engine. This probably took place in late 1955 and was done to extend the car's competition life. Mr. Whitney purchased the vehicle in September 1955 and competed in numerous rallies, hill-climbs, and races. I was fortunate to obtain more than 25 of the trophies representing this activity from the family. I also have several photos of the car in competition in its original red colour. The car remained in storage at the Whitney estate on Long Island for many years and was only rarely used. The upholstery is original but the body has been resprayed black. It is in excellent overall condition..... Enclosed are several snapshots of J2X 3067 and you will note the supercharger bulge on the left side of the engine compartment..

Many thanks for your letter, Mr. Wilmer, and from the photos the car looks a real concours winner. ED.

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

R. Williams	of Winston Salem, North Carolina, U.S.A.	K 3166
A. D. Green	" Westcliff-on-Sea, Essex, England.	P 1627
P. G. Cowen	" Yeronga, Brisbane, Australia.	21Z 5104
P. G. B. Price	" Vancouver, British Columbia, Canada.	J 1571

#### FOR SALE

P.1. SALOON being restored. Car completely stripped down to chassis and main body components - chassis and running gear, steering, etc. painted and reinstalled together with nil miles recon. engine. Brakes refurbished and installed; structural body panels restored and ready for installation. Tank ready for re-installation. Radiator restored and in place.

Main work still to be done - re-wiring, requires new exhausts, and re-building in general. Doors and wings at the moment are separate. Price £300.  
Contact Mr. Glyn M. Sutcliffe, 30, Sagars Road, Handforth, nr. Wilmslow, Cheshire.

#### WANTED

For PALM BEACH Mark I. Urgently required, steering box bearings.  
R.H.Parkes, Flat 2/35, Boundary Road, Kelburn, Wellington, New Zealand.

From Champion Spark Plug Company.

#### IT PAYS TO PLAY THE ODDS

You don't have to live in Las Vegas to benefit from playing the odds. The odds are great that any given car or farm truck operating in today's complex driving situations needs some basic services.

Proof of this contention comes from results of a nationwide series of tests being conducted by Champion Spark Plug Company. More than 4,500 cars and light trucks in 20 major cities from coast to coast have already been checked by Champion engineers.

Primary purpose of the tests has been to determine how maintenance or lack of same affects fuel economy and emissions. Visual and electronic checks were made on components such as spark plugs, contact points, condensers, secondary wiring, distributor caps, rotors, carburetors and PCV valves. Vacuum and mechanical advance also is being inspected as basic timing voltage available and voltage required.

Three out of every four vehicles checked so far have needed service for one or more of the above-stated items.

In addition to ignition, fuel, and engine related items, Champion engineers are examining condition of batteries, tires, belts, air filters, radiator hoses and oil levels. Odds on needing service and/or replacement on these items are:

AIR FILTER -- 1 to 2. Over 35 per cent of all air filters examined were clogged beyond useful function.

OIL -- 1 to 2. Almost one vehicle out of three were at least one quart low on oil.

BATTERY -- 1 to 5. Over 20 per cent of all batteries checked needed attention such as dirty or corroded cables or terminals.

TIRES -- 1 to 6. More than 14 per cent of all vehicles checked had tires worn or otherwise damaged to a point where replacement was indicated.

HOSES -- 1 to 9. Over 10 per cent of the radiator hoses checked were due for replacement.

EXHAUST SYSTEM -- 1 to 11. More than eight vehicles in every 100 show noticeable deterioration of their exhaust systems.

N.B. Members who have not yet paid their annual dues are requested to do so as soon as possible. Please send £1.50 or \$4 to our Hon. Secretary.