

THE ALLARD REGISTER

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THE BULLETIN

September/October, 1977.

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Member Robert H. Guile writes us from Vancouver, British Columbia, as follows:-

"...When I purchased my 'K' type Allard I thought I might strip it down and rebuild it but it seems to be in such good shape that it is not warranted. I had a little problem with rust in the gas-tank and I think I've been able to deal with that adequately. For the sake of those who may have that problem they may find it useful to know what I have done that appears to have cured it. I took the tank out and got five pounds of relatively fine gravel, about $\frac{1}{4}$ " diameter, and put it into the empty tank and agitated the tank for an hour or so in all directions, then poured out the gravel and all the rust that was knocked loose. I then washed out the tank several times with gasoline. I obtained what is referred to here as "sloshing" compound from a local aircraft manufacturer. This is a compound which they use to coat gasoline tanks on aircraft. It lays down a very thin coat of plastic on the interior of the gas-tank. This treatment seems to have got rid of any problems I have with rust in the gas-tank and according to people I have discussed the matter with should give a satisfactory sealing effect so that the rust problem should not arise again...."

Many thanks for your letter, Bob, and the very useful tip on how to combat rust in the petrol tank. ED.

In a note from Member John A. Lockey, of Bingley, Yorks., England, he writes:-

"Just a quick line to say how I enjoyed reading the new Allard book by Tom Lush. Enclose photo of 'L' type which is at last on the road"

Many thanks for note, John, and I entirely endorse your sentiments re Tom's new book. Thanks also for the photo of your 'L' type. A beautifully restored car. ED.

Member John R. Queen of Long Beach, California advises us that he is the Executive Assistant to the President of the Long Beach Grand Prix Association. From his letter we quote:-

"... My good buddy Fred Wacker is one of our "Founders" - great guy - I used to race against him years ago - when he drove his Allard "8 Ball".

I have an Austin Healey - I will race at Laguna Seca Historic Sports Car Race this August. My J2X will not be ready - will have fun, anyhow..."

Congratulations, John, on your appointment with the L.B.G.P. Association, and that our Vice-President is a buddy of yours. I'd like to hear about the Historic Car Race at Laguna Seca. ED.

We reproduce, by kind permission of 'Motor Sport', an article from their issue of April, 1944:-

DETROIT MAGIC

H. L. Biggs describes a run in K. N. Hutchison's Light
Trials Allard Special

Of the many basic Ford V8 sports cars which were built in this country up to the outbreak of war, undoubtedly the best known, and by far the most successful, was the Allard. Originally intended as a trials car pure and simple, the Allard had developed into a sports car of unequalled performance in speed events and hill-climbs.

The particular Allard to found the marque's reputation as a sprint car was FGP750, the light trials job owned and driven by Sydney Allard himself.

This car was built towards the end of 1938, together with a duplicate for K. N. Hutchison, a fellow "Tailwagger", and made its first appearance in the North-West London-Gloucester trial, driven by the late Martin Soames. I can hardly do better than quote verbatim from my own diary: "Allard's new light Allard, driven by Soames. A beautiful job, very narrow, about two 'hips width' (actually it is 2'10" across the body), latex seats, enormous rear tyres (7.50" by 16"), scuttle cowl and aero screen, much wider open grille for increased cooling, plywood flooring, small

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flaired front wings with tubular stays, car unpainted." That brief description will give an impression of the car as it appeared in its maiden trial, and it is a matter of history that it, and Guy Warburton's CLK5 (the original Allard), were the only two out of the huge entry to get through without penalty.

To enlarge on this brief description of its technical details, the wheelbase was 8'4" and the rear track 4'2", with a front track of 4'8". In trials trim, using the standard 4.11-to-1 axle ratio, with no passenger and the screen down, it covered the standing quarter-mile at the Track in 17.5 secs., and the half-mile in 28.9 secs.

Its successes in trials are too well known to enumerate, but it is of interest that, out of 12 trials in which FGP750 started in 1938/9 season, it secured seven consecutive premiers, two cups, one first-class award, one second, and ten team awards. In one trial only it secured no award, and even then it made the second-best performance.

During early 1939 much experimental work was done on carburation, and sweeping exhaust manifolds were fitted, and in June the whole car was rebuilt. The block was bored out to 80mm., giving a capacity of 4.8 litres, the same as the well-known Ford "Mercury" unit, the crank was modified to the 91A type which carries the fan (this enabled the whole radiator to be lowered and the new and pleasing vee-fronted grille used), the generator, now an 8 h.p. type, nestled in a cut-away in the header tank, and a special induction manifold, bearing two double-choke Stromberg carburettors, was fitted. The fuel feed was boosted by the addition of an Auto-pulse electric pump, in conjunction with the standard Ford mechanical pump to cope with the demands of four chokes; in addition, the flywheel was lightened by some 13 lbs., and the ports ground out dead smooth. Using a 3.56-to-1 axle ratio, with 6.50" tyres, a 7.2-to-1 compression ratio, and carrying a 15-stone passenger, the standing quarter was improved to 16.8 secs., and the half to 27.2 secs. The best speed, at this time, was about 98 m.p.h.

In August 1938, the compression was raised to 8 to 1, using new heads with 14mm. plugs, and, on the standard gear ratio of 4.11-to-1 with 7.00" tyres and a 17-stone passenger, the standing start figures were again improved to 16.2 secs. for the quarter and 27 secs. for the half-mile.

About this time the frame was boxed and undershielded, and the total unladen weight stood at 16½ cwt. the addition of lead ballast to proportion the weight distribution, which varied with the course used, altered this weight by some 2 cwt.

At this juncture a list of the awards gained in hill-climbs may prove of interest. The year is 1939; in May, at Prescott, it was the fastest unsupercharged car, and made fastest sports-car time, and the fifth best time of the day. In July, at Wetherby, it was first in class four, a new class record and new sports-car record; at Backwell, in July, it made fastest time for sports and racing cars; again, at Prescott, it took the sports-car record. At Lewes, in August, it was third in the unlimited class, and at the Vintage S.C.C. meeting at Prescott, fastest in the racing class and second fastest in the all-comers class. Truly imposing!

Here are some ultimate acceleration figures which make one gasp, especially when a passenger: 0 to 60 in 8 secs., 0 to 83 in 16.4 secs., and 0 to 96 in 27 secs. The ultimate maximum speeds on the 3.56-to-1 ratio were: flying lap at 100 and the standing lap at 90. The flying half-mile at 105 is pretty astonishing for a completely equipped car in trials trim.

Shortly after the outbreak of war this car was sold to Clarkson, of the Scottish Sports Car Club, and Hutchison sold his more or less similar job to C. Ian Craig, well-known to Bugatti folk. During 1942 Hutchison purchased FGP750 from Clarkson and proceeded to beautify it. The car had always appeared naked and unashamed in its bare aluminium panelling. This was sprayed a particularly pleasing opalescent blue, by Abbots, of Farnham, and the engine ancillaries were chromium-plated, giving the Ford unit, always so compact, a most workmanlike appearance. At this stage it came up to the works for attention by the trimmers and electricians. Owing to the width of the body it was impossible to fit two bucket seats, and a single bench-type seat was built up, covered with a matching blue hide; the back squab was slightly raised in the centre to prevent the driver sliding side-ways on fast corners, and the edges of the cut-away sides were covered with rubber tubing and finished with the same blue hide. Blue floor mats finished the ensemble, and the car looked quite "concours". Individual switches were fitted for all electrical equipment, and it was at about this time that I felt the urge to experience, first hand, some of the "Detroit Magic" in this car. Hutchison was, therefore, approached, and it was suggested that I meet him with the finished article at Surbiton and drive down to Farnham.

It was one of the coldest days of the year when I arrived at the works (complete with as many clothes as I could conveniently wear, including the famous cap, now some 20 years old), and settled myself in the Allard with the aid of a cushion as the

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seat is non-adjustable, and these "Tailwaggers" are a lengthy crowd. Thanks to the Autopulse, Scintilla magneto and pump carburettors, the car started up straight away and, after a few minutes warming up, was on its way. Coming straight off my Fiat 500 it was astonishing how quickly I accustomed myself to an entirely different type of car. The terrific acceleration is of paramount value under traffic conditions and, at the same time, 25 to 30 miles an hour can be maintained with no inconvenient sounds from the engine. The brakes, whilst being immensely powerful, are of the mechanical, cable-operated pattern and require considerable physical effort, in addition to which one's toe is apt to foul the steering column when braking hard. This is of minor importance, as the racing-type outside hand-brake can be used additionally to effect a rapid pull up.

Having attained the Kingston By-Pass, the right foot was depressed a little; the result was astonishing, 80 m.p.h. appearing like magic and the finger-light, high-g geared Marles steering enabled one to put the car just where one wanted, and hold it there. All too soon the "Ace of Spades" was reached, and the roundabout taken in one's stride, aided by the Allard remote-control gear lever, and the car once more idled along at 30 to Surbiton station. Whilst waiting for Hutchison I had to answer questions from the most unlikely persons, who turned out to be B.M.W. and Lagonda "Rapier" owners, who were most intrigued with the appearance of the Allard, which none of them recognised.

Once more on our way, "Hutch" becoming accustomed to the car after a long period of 50 m.p.h. travel in his gas-producer V8, proceeded to give the motor the gun, and 80 appeared commonplace. After the silent speed one is disturbed by the terrific reports on the overrun, due to the fact that no tail pipes are fitted. On more than one occasion 90 was held, very often on long bends with one front wheel in the gutter, giving the characteristic "flickering" of the Ballamy front suspension. As FGP750 now has the 4.1-to-1 axle, that would be about the maximum permissible. This speed is not so impressive and not so important on English roads as the manner of its attaining it.

N.B. This article was written in "Motor Sport" during the dark days of World War II, hence the reference to gas-producer V8. Petrol was strictly rationed. ED.

FGP750 is now owned by U.K. Member Mr. Desmond Sowerby, who is about to commence the job of complete restoration of the car. ED.

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

R. F. Cook	of Cheltenham, Glos., England.	L 411
H. H. Barnes	" Winston Salem, N. Carolina, U.S.A.	K 3166
R. H. Guile	" Vancouver, B.C., Canada.	K 1978
Dr. S. Jewell-Thomas	" Toluca Lake, California, U.S.A.	K 2154

FOR SALE

Borg Warner T.10. 4 speed gearbox; suitable for Allard, Sunbeam Tiger, A.C.Cobra or any large U.S.A. engined car. As new. List price £260 plus. Price £110 or near offer. Contact: John Patterson, 23, Hawthorn Way, Royston, Herts. England. 'Phone Royston 43182 (STD code 0763).

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We have received a catalogue of automobile body hardware from Mark Auto Company Inc., Layton, New Jersey, 07851, U.S.A. They can supply all types of fasteners, drop, T, offset, and lever handles; door hardware. Restoration supplies; window channels, spray guns, exhaust paint, rubber dressing, lacquers, enamels, etc.. They advise that they only sell by mail, and can give customers 'same day' shipping service.

SERVICE TIPS FROM CHAMPION - USE TIMING LIGHT TO CHECK DISTRIBUTOR.

A timing light can prove useful in performing a tune-up in more than the usual way. Champion Spark Plug Company reports that the versatile instrument can be used to check distributor condition as well as timing accuracy.

In normal timing procedure, the trigger wire from the timing light is attached to the spark plug wire of the number one cylinder of the engine. Following this step, switch the trigger wire from the Number One cylinder to the fifth cylinder in the firing order of a V-8 engine (or fourth cylinder in an in-line Six).

If the distributor is working properly, the timing mark and pointer should line up in the same position as it did with the Number One cylinder. If you notice a variance of a few degrees, the distributor shaft bushings or cam lobes may be worn, indicating internal distributor repair is in order.

MEMBERS' MEET: Sunday afternoon, 18th September, 1977. Adjoining The Wharf House, Stoke Prior, Near Bromsgrove, Worcestershire.