

THE ALLARD REGISTER

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THE BULLETIN

March/April, 1978.

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VINTAGE & MODERN EXHIBITION - HOVE, SUSSEX

We have been advised by Global Exhibition Services, Limited, that they are staging an exhibition at Hove, Sussex, the theme being the world of the motor car, where it is proposed to tell the story of the motor car from its early inception up to the very modern day vehicle.

The date of the exhibition will be the 26th August to 2nd September next, and the organisers are anxious to include amongst the exhibits an Allard car.

They advise us that the security arrangements have been arranged through the local Constabulary under the auspices of the Superintendent of the Hove Police. They also advise that the cost of bringing the vehicle to the Exhibition and its return will be re-imbursed.

A number of large commercial organisations will be appearing with their modern cars plus a number of major Companies and suppliers, such as Mobil and B.P.

Any member who is interested in putting his car on show in this exhibition is asked to contact our Hon. Secretary or Global Exhibition Services Ltd., 74, Central Road, Worcester Park, Surrey (Telephone 01-330-1982) as soon as possible.

Member Frank Bursinger of Los Angeles, California, U.S.A. writes us:-

"...I must say, you always come up with a winning Christmas card. I have the complete collection pinned to the wall beside my desk here at work, and I've received many compliments on my choice of wall decor..... Thank you so very much for our fine Allard Register; I'm sure you must know how all of us do appreciate your hard work, and devotion to keeping the interest in Allards alive...."

Many thanks for your letter, Frank, and your very kind remarks. ED.

In a letter from Member P. R. Morton of Stockport, Cheshire, England, he writes:-

"...May I wish you a happy New Year, and thank you for the Christmas card, of special interest to my family, being a P type possessor. I also received a copy of our President's book, "The Inside Story" for Christmas. Excellent! a very Allard Christmas..... I am still in the process of rebuilding my P type. New ash frame and thorough overhaul. Unfortunately the pressure of business has slowed me down considerably....."

Many thanks for your letter, Philip. Glad you liked the Christmas card, and as you say, our President's book makes excellent reading. ED.

In a letter from Member Bert Fredrickson of Verona, Wisc., U.S.A. he writes:-

"...Please find enclosed my annual dues and some photos of my K2. I have been working for about eight years on the Allard, and finally completed it. I sure do enjoy reading the Bulletin, and by doing so I see other people have the same trouble with the 3-speed Ford gearbox. Later on I hope to fit a 4-speed 'box. I wish to thank you for all the info. on the cloth top, and I must say that I am happy to see so many new Register Members. Keep up the good work....."

Thanks a lot for your letter, Bert, and for the excellent photos. Your K2 looks great. ED.

From a letter enclosing renewal for dues from Member John Wooliscroft, of Wem, Shropshire, England, we extract the following:-

"...Was given Christmas present of Tom Lush's book - fantastic! All best wishes for '78....."

Thanks, John, I couldn't agree more! ED.

We thank Member Dr. Pierre Haverland, of Liege, Belgium, for sending us a colour slide of his Allard J2R competing at the Zolder Historic Car Race Meeting.

We received the following article of a one-off Special Allard car from our President, which was printed in the 'Motor' in 1952. We have obtained permission to reproduce it from the publishers, I.P.C. Business Press Ltd.

A New Application for Magnesium.

Claimed to be the first car body ever built entirely of magnesium, this saloon version on a lengthened J2X Allard chassis, was exhibited to the Press last week by Essex Aero, Ltd., of Gravesend Airport, Kent. One of the ingenious features of the design is the arrangement of six-point rubber body mountings which (in conjunction with plug-in electrical connections) allow the body shell to be lifted off the chassis in a very few minutes. The main interest, however, attaches to the way in which specialists in the working of a metal weighing 40 per cent less than aluminium have fabricated a light-weight body shell of modern form. Quoted as weighing 132lb. without trimming, the body is built in 16-gauge magnesium alloy sheet (D.T.D.118) all joints being made by argon-arc welding: the sturdy bumpers are of $\frac{1}{4}$ in. thick magnesium alloy.

The 20-gallon fuel tank is also fabricated from magnesium and it weighs $15\frac{1}{2}$ lb. compared with the $39\frac{1}{2}$ lb. of a steel tank.

The considerations which led to the design and construction of this car were to provide a vehicle with the superlative performance particularly with respect to acceleration, of the open sports or semi-racing car class combined with the comfort and weather protection of a saloon. Acceleration performances necessitated the lightest possible body-work and this was made possible by designing the body as a one-piece all-magnesium structure. In the interests of performance it was necessary that the body should be of clean aero-dynamic form and an attempt has been made to combine this with contours that are pleasing and practical. To accommodate the proposed body the chassis was lengthened at both ends, the main extension being at the rear where approximately 2 ft. 9 in. was added by a light alloy structure.

The body was built in sections, these being welded together into one complete rigid unit weighing a mere 122 lb. Thus, except at the bonnet hood, doors and boot lid, no joints appear in the body surface. The basic body shell was constructed mainly of 16 s.w.g. magnesium alloy sheet to the specification D.T.D.118 heavier gauges being resorted to at places of high stress concentration. At the bonnet and boot openings the shell was reinforced with surrounds built up from extruded sections and welded in place, a similar procedure being applied at the openings for the wheels, windscreen and rear window. The body being a pillar-less saloon, reinforcement of the side windows and door openings presented a different proposition, this reinforcement being variously made from folded sections and shapes fabricated from sheet by argon-arc welding, all this being in 12 s.w.g. magnesium alloy to DTD.118.

From the commencement of the design the condition was laid down that the body must be quickly removable for access to the chassis and engine. Body to chassis fixing points had to be decided and between these points the body had to be rigid and strong to maintain its shape under all the various general and local loads. Six fixing points were decided upon, two at the front, two at the rear and two approximately half-way between. The body shell was suitably reinforced at these points by welded-in internal structure. Mating with Silent-bloc mountings, rigid brackets were provided, these being bolted to the internal body structure. These brackets were all fabricated by welding from $\frac{1}{4}$ in. thick plate magnesium alloy (containing about 7 per cent aluminium), the centre two brackets being incorporated in the top door hinges which were similarly fabricated from $\frac{1}{4}$ in. and $\frac{5}{16}$ in. thick magnesium alloy. Six $\frac{3}{8}$ in. dia. mild steel bolts form the only connection between the chassis and body, each bolt serving to fix the body mounting bracket to the centre of its respective resilient mounting, the outer portion of which is fixed to the chassis. One feature which greatly contributes to the rigidity of the rear part of the body is the inclusion, as part of the welded structure, of the rear seats and the walls and floor of the boot. A large bonnet opening has been provided, the lid of which is mounted on link-type hinges, fabricated in magnesium alloy.

The doors again are all-welded magnesium structures of extreme rigidity and lightness and are swung on self-aligning ball-races.

The radiator grille consists of 23 vertical slats of 10 s.w.g. magnesium alloy (7 per cent Al) sheet held apart by $\frac{1}{4}$ in. thick slotted strips welded on the back. The finished grille, weighing about 7 lb., is finished by polishing. In order to supply cool air direct to the twin carburettors the radiator is by-passed by a separate magnesium duct each side, each duct leading to one carburettor.

The front bumper is welded from $\frac{1}{4}$ in. thick magnesium alloy (7 per cent Al) sheet into roughly a channel section forming a very solid and serviceable article

weighing only 8 lb. The bumper is secured to the chassis via slotted holes so arranged that, on slackening the fixing bolts, the bumper may be pulled forward a few inches to enable the body to be removed. The outer surfaces of the bumper are given a polished finish. A similarly constructed bumper is fixed at the rear end of the chassis.

The front seats are fashioned into the bucket type from 16 s.w.g. sheet magnesium alloy. Externally, the car is cellulosed in a two-colour scheme of grey and black.

The procedure for removing the body is as follows:

1. Slacken front bumper bolts and slide bumper forward.
2. Disconnect electrical wiring.
3. Disconnect one heater pipe.
4. Undo and remove the six body mounting bolts.
5. Lift body off vertically.

Once the body has been removed, the chassis and components are completely accessible and the chassis is left in a "drivable" state, the two front seats remaining bolted to the floor.

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We regret that we do not have the facilities to reproduce the excellent photos which accompanied this article in the 'Motor'.

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

R. W. Lytle	of Los Angeles, California, U.S.A.	-
S. W. Spring	" Schenectady, New York, U.S.A.	91K 3029
P. Rippingale	" Norwich, Norfolk, England.	91P 1678
W. H. Lyman	" Potsdam, New York, U.S.A.	J2
D. Emmons	" Rancho Mirage, California, U.S.A.	-
C. Ferrand	" Neuville de Poitou, France.	-

FOR SALE

1955 Aston Martin DB2/4 Mark 1. Excellent condition. £2,750 o.n.o.
Further particulars from John Peskett, 22, Wakerley Road, Evington, Leicester,
England. ('phone Leicester 737802)

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Ford V8 inlet and exhaust valves (new). List price 97p each, selling at 25p each.

also

Borg Warner T.10. 4 speed gearbox complete with Hurst gear mechanism-shifters.
Suitable for Allard, Sunbeam Tiger, A.C.Cobra or any large American engined car.
As new: list price £260 plus. Price £110 or near offer.

also

Allard scroll badges: made in solid brass suitable for chrome plating. £2.30 or
£5. each including postage and packing.

Contact: John Patterson, 23, Hawthorn Way, Royston, Herts., England.
('phone Royston 43182 (STD code 0763)

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WANTED.

500 c.c. Formula III car of the early 1950's, or Formula Junior. Contact:
John Peskett, 22, Wakerley Road, Evington, Leicester, England.
('phone Leicester 737802)

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Pair of aluminium cylinder heads for 21 stud Ford V8 ALLARD.

ALSO

Information required or a drawing of t.w bar equipment for a P type ALLARD saloon.
P.R.Morton, 46, Queens Drive, Heaton Mersey, Stockport, Cheshire. (Tel: 061-442-6402)

FOR SALE (continued)

ALLARD J2 chassis; front assembly, steering complete; rear De Dion and hubs in
pieces. 5.4 Cadillac engine; no bodywork.

also

ALLARD 1949 M type: modified steering and front suspension and fitted with Borrani
wheels. Contact Mr. P. Reilly, 24b, Carshalton Grove, Sutton, Surrey. (01-947-4501)

N.B. Members who have not yet paid their annual dues are requested to do so as soon
as possible. Send £1.50 or \$ 4 to our Hon. Secretary. (For Air Mail addl. £1.50 or \$4.