

THE ALLARD REGISTER

President

TOM LUSH
U.K.

Vice-President

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

Hon. Secretary

R. W. MAY

8, Paget Close, Horsham, West Sussex. RH13 6HD. ENGLAND. ('phone Horsham 61372)

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

THE BULLETIN

January/March, 1980

Page 1.

Our Hon. Secretary wishes all members a very happy New Year, and thanks them for their many communications of greetings and good wishes.

We have recently received Volume 1, Part 3 of the new weekly publication "SPEED". In this issue there is an article written by our President Tom Lush, entitled "Muddy road to Le Mans", which relates how Allard progressed from simple trials beasts to high-speed Le Mans cars. "Speed" is published by Orbis Publishing Ltd., Orbis House, 20-22, Bedfordbury, Covent Garden, London, WC2N 4BT. The price is 45p.

We have been advised by Vintage Tyre Supplies Ltd. that they propose to issue a quarterly news sheet in conjunction with Dunlop, who devote a department to the manufacture of tyres for veteran and vintage vehicles, a service which is certainly vital in assisting owners of old cars to keep their vehicles on the road. No other manufacturer can offer such a wide range of these specialised tyres.

The news sheet will include technical comment, details of stocks available etc., correspondence where owners can air their views, ask questions, and get answers, and items of general interest.

From time to time we shall be inserting extracts from this news sheet in the Bulletin.

Members' queries should be addressed to Vintage Tyre Supplies, 12, Dalston Gardens, Honeypot Lane, Stanmore, Middlesex, HA7 1BY. England.

New member Paul Weldon, who has just acquired J2R 3405, advises us that he is to race the car this year. From his letter we extract the following:-

"...I was very pleased to see in Tom Lush's book "Allard - the inside story", which I think is excellent, a photograph of the car in Brian Croot's hands cornering at Wiscombe Park Hill Climb.

"...with regard to the racing dates this year, the only firm dates I have at the moment are for the Lloyds and Scottish Historic Car Championship, and these are:-

7th April	- Silverstone
11th May	- Brands Hatch
14th June	- Oulton Park
13th July	- Brands Hatch (British Grand Prix)
25th August	- Brands Hatch
14th September	- Silverstone.

There will of course be other events, Hill Climbs etc. but at the time of writing I have not yet received any dates for these. The Lloyds and Scottish Championship is a very prestigious event, (most of the dates for the Championship rounds are at big international race meetings) and is an invitation event, i.e. although I have applied for entry, I do not necessarily get to run in each race. The reason for this is that they are over-subscribed with cars but I was told that having an Allard might make a difference as they thought it would probably be the only one competing..... I just hope we manage to get an entry although at the moment with the enormous amount of work we have to do to the car by April 7th, I wonder whether we will be ready, entry or not!"

A J2R racing again in the U.K.! Bravo, Paul. We shall follow your progress with great interest, and here's wishing you every success in the coming season. ED.

"THE SPORTS CAR STORY" by John Bentley. PART VI.

PALM BEACH SHORES

The 1951 Eastern racing season fittingly closed with an excellent program of road races held December 8 and 9 at Palm Beach Shores, Florida over practically the same course as the January 1950 event. The choice of date (too far from Christmas) unfortunately precluded many of the regular SCCA drivers from leaving their jobs, so that entries were rather disappointing. Some 45 cars were due to start in the four events, but an accident to a convoy from Texas reduced this number to 35. Crowd attendance was nevertheless very good, showing an improvement of about 5000 over 1950. John Fitch, who won the main event in Bill Spear's America Ferrari, bettered by 3.2 mph the previous year's victorious average set up by George Huntoon in the Brundage-built Ford-Duesenberg, his speed being 60.6 mph.

Owing to the limited number of entries, it was decided to run the Kiwanis and

/continued on Page 2.

Continued from Page 1.

Edwards Trophy Races as one event instead of separately. Both were for cars under 91 cu.in., but the first category took in stock, drive-to-work sports cars and the second modified machines. Duration time was two hours, the car in each category covering the most laps being adjudged the winner.

Briggs Cunningham, with a stock Porsche convertible, took the Kiwanis Trophy and Alfons Koster (brother of the famous Fritz) the Edwards Trophy. Oddly enough, both machines covered 53 laps - Cunningham at 49.05 mph and Koster at 49.3 mph.

The Hoffman Trophy, Palm Beach Shores Cup and Riviera Beach Trophy all were run off on Sunday, December 9, the latter event being the main one - a two-hour battle made up of modified Class II through Class VI cars (305 down to 61 cu.in.). Phil Walters in Briggs Cunningham's Cad-Healey cannon-balled to a commanding lead from the outset and during the early laps easily dominated everyone, including Fitch with the big Ferrari. On lap four, Walters set up a new course record of 68.4 mph, later equalled by Fitch, but on the 16th lap he retired with an overheated engine, having already been passed by the Ferrari a lap earlier.

From then on, Fitch had it all his own way, with Fred Wacker's Cad-Allard second in this procession and Briggs Cunningham (Ferrari Inter) third. Phil Stiles in Miles Collier's veteran Ford-Riley "Ardent Alligator" (conqueror of the 1949 Watkins Glen Grand Prix) finished fourth after an exciting duel with Bill Spear's two-liter Ferrari. These two traded places three times.

THE END IS ONLY THE BEGINNING.

Thus ended sports car competition in the whole United States for 1951, during which 13 major races and hillclimbs were held, compared with 10 in 1950; three in 1949 and two in 1948. This progress is a pretty good example of what can be expected for 1952 and the coming years. In four brief and very active years, driving skill, organization and the performance of competing machines have improved so enormously that today's top-flight U.S. amateur sports car drivers would show up favourably against any European competition in this particular field.

Whether out-and-out Grand Prix racing will eventually predominate in America as it is doing in Europe remains to be seen; but chances are that this will not occur for a considerable time.

One thing, however, is certain: the Sports Car Movement is now secure and has become an accepted part of the American sporting picture.

THE END.

We thank Trend, Inc. (Speed and Sport) for their permission to reproduce this article.

Our Hon. Secretary has been asked by several members recently about various aspects of steering on Allard cars. The technical department has kindly supplied the following information:-

<u>Models</u>	<u>Camber</u>	<u>Castor</u>	<u>Toe-in</u>
<u>1946-1949</u> Leaf spring	2°	2°	1/8"
<u>1949-1953</u> Coil Spring Fl./M.2. J2/K2	2°	3° - 4°	3/16"
<u>1953-1955</u> Coil spring J2X, M2X, F2 & K3	2° - 3°	2°	1/8"
<u>1953-1956</u> Palm Beach Mark I JR	2° 2°	2° 4°	1/8" 1/8"
<u>1957-1961</u> Palm Beach Mark II Gran Turismo	1 1/2° - 2°	1 1/2°	1/8"

STEERING FAULTS

CAUSES Excessive Castor Angle. Unequal castor and camber angles. Excessive wheel movement. Wheel balance. General wear. Tyres. Wear in centre steering arm or axle centre bushes (Silentbloc).

TO CORRECT Castor angle to be as shown above, both sides equal, arrived at by re-setting beams, or radius rods or packing radius rods from chassis fixing point.

Check rear spring for weakness and settling. Length between centres of spring eyes under normal load - 46.4" - 46.5" Camber angle (Front) to be as shown above both sides equal arrived at by packing washers in coil spring pans. On leaf spring cars perch bolts should be checked, and replaced if necessary.

Shock absorbers must be effective.

When tracking it is essential that adjustment be made equally on both track

continued from Page 2.

rods, with centre steering arm parallel to centre of car.

Wheels must be balanced both statically and dynamically to within 10in/oz limit.

Ensure no wear in steering box, king pins, steering joints.

Tyres, pressures to be equal, amount of wear equal side to side, maintain common make if possible.

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

David Dubrul	of	Burlington, Vermont, U.S.A.	J2R 3406
Paul Weldon	"	Shaftesbury, Dorset, ENGLAND.	J2R 3405

We have been advised that U.K. member Brian Golder has recently put one of his J2's on show in the Cheddar Motor Museum.

Omitted from the November/December issue of the Bulletin:-

Our Hon. Secretary writes: Recently I had the opportunity to drive one of the new Talbot Sunbeam Lotus cars. This 2-door hatchback has a Lotus 2.2 litre engine coupled to a 5-speed ZF gearbox with suspension and braking to match. The 0-60 mph takes slightly under 8 secs., and at 120 mph the car was still accelerating. The cornering qualities were superlative and the road holding quite outstanding. It was quickly realised that the hand of the master, i.e. Colin Chapman, with the help of Lotus engineers had produced a car which has the performance of a J-type Caddy or Chrysler Allard coupled with great comfort and a good space for luggage!

We extract the following from a letter received from Tom Miller, General Manager, Turbo City, 958 North Enterprise, Orange, California 92667. U.S.A. ('phone: 714-639-4933):

"...Turbo City is a discount warehouse distributor for Rajay products. We wish to offer our line of turbochargers and accessories to you and your club members at substantial cost savings.

We can supply all the essential, non-easily fabricable parts for a turbo system on your cars. We do not provide any intake or exhaust adapters at this time, but I am sure that within your club you have the necessary talent and equipment that it would take to bend some exhaust pipes and make some mounting plates. ...If you have any questions, please feel free to call me. Hope to do business with you and your club members in the near future. Thank you....."

FOR SALE

8 new Valves and Springs for Ford V8 Pilot engine. Offers to our Hon. Secretary.
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WANTED

Electrically-controlled fuel reserve selector valve. Lucas part number not known, but any Allard unit should be suitable. New or used, any condition.

Roger Morello, 2048 Winding Creek Lane, Mason, Ohio, 45040. U.S.A. ('phone: 513-398-6519 evenings)

THIRTY YEARS AGO - ALLARD SUCCESSES IN 1950.

- LE MANS: 1st in Class (Course Record)
- MONTE CARLO RALLY: Won Stuart Trophy; Won B.T.D.A. Cup.
- CRAIGANTLET HILL-CLIMB: Fastest Time of the Day; 1st in Racing Car Classes.
- WATKINS GLEN GRAND PRIX: 1st in General Classification (Record Average).
- BRIGHTON SPEED TRIALS: Fastest Sports Car (Course Record).
- PRESCOTT HILL-CLIMB: 1st in Sports Car Class.
- REST-AND-BE-THANKFUL: Won Frew Cup; 1st in Class.
- CIRCUIT OF IRELAND: 1st of 167 competitors; 1st in Sports Car Class; Castlereach Trophy.

Over the past twelve months there has been another big increase in postage and stationery charges, and also in the charges made for converting foreign currency cheques into £ sterling. However, it has been decided not to increase our annual subscription, but in future The Bulletin will be issued on a quarterly basis and not bi-monthly.