

THE ALLARD REGISTER

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THE BULLETIN

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Page 1.

A VERY MERRY CHRISTMAS AND A HAPPY AND PROSPEROUS NEW YEAR TO ALL
OUR MEMBERS

Our Christmas card photo shows member Harry Weston in action in his famous Cadillac-Allard J2 (Reg. No. LXT 5) at the speed hill-climb held at Trengwainton, Cornwall, England in 1966.

This car was originally owned by one of the greatest Allard enthusiasts, the late Godfrey Imhof. "Goff", as he was known by his many friends, placed the initial order for the first production Allard car, a short wheelbase J.1. and immediately took it on a 2,000 mile continental tour, incorporating several competitive events, including the Maloga Hill-Climb where he broke the sports car record.

His enthusiasm continued with an M type coupe in 1949, in which he won the Lisbon Rally. On this event he was competing against the best drivers and cars in Europe, and he made fastest time over the Stelvio Alpine pass and many other special timed sections. This car was followed by the prototype of the J2 series in which among many other events he again broke the Maloga hill-climb record.

His next Allard was the one that forms the subject of our 1982 Christmas card, and this car, chassis 1972, commissioned in March, 1951, was fitted with a 5½ litre Cadillac engine, which he drove until late 1956, when he retired from competitive motoring. Imhof's cars always carried the single index number 5, and LXT 5, although not used so extensively as his previous cars competed in several Circuit of Ireland events. It gained a gold cup in the 1950 Alpine Rally; won the 1952 RAC International Rally, and finished 3rd in the 1953 event.

He used the car in various club events, one of which was when he made fastest time of the day at Harleyford Hill-climb in Buckinghamshire, England in 1956 and where our Hon. Secretary won the unlimited sedan car class in his Allard F1.

LXT 5 is now in the process of being completely restored and will probably be driven again in classic car events.

Our thanks are due to Harry Weston for re-producing this photo for our Christmas cards.

Our President, Tom Lush will be attending the Road Atlanta Classic Car Races on the 12th - 14th November next at the very kind invitation of members Dean Butler and Syd Silverman. We understand that several J type Allards will be competing, and it appears that quite a number of U.S. members have advised that they will be attending this event. The Joint organisers, Dean and Syd are hoping that some U.K. members will be able to be present and it certainly looks as though, apart from being a fine sporting event, this is also going to be a big social occasion for members and friends at this venue.

Following this, Tom will be going on to Los Angeles, where he is calling on member Bob Lytle. He is looking forward to meeting many of our West Coast members.

Member Jim Donick of Pleasant Valley, N.Y., U.S.A. writes us as follows:-

"...We had a small gathering of Allards and Allard people at the New England M.G."T" Register Races at Bryar Park, near Concord, N.H. on 28/29th August. The weekend was great fun, and I had a glorious race with a flat radiator "Moggie". Two Allards raced; my K2 and Bob Girvin's Palm Beach Mark II coupe, which was fitted with a Chrysler V8 and automatic gearbox. This made an interesting and potent combination and on the straights he passed me as if I was standing still. The old Pilot V8 in my K2 doesn't push it that fast. Member Don Milligan was there and Bob Valpey brought his J2X. This car was for many years in Harrah's collection out in Reno, Nevada, and it is immaculate.

The Road Atlanta trip should be very interesting. Syd Silverman is expecting a large number of members attending, and several Allard cars competing. It's almost 900 miles from here one way, so I've got to put much thought into how to get the Allard there..."

Many thanks for your letter, Jim, and the action photos of the Bryar meeting are great. ED.

MORE ABOUT ALLARDS

Sydney Allard's first Allard car appeared in 1936. It was very much a special in that it used a V8 engine and chassis from a Ford and body parts from a Grand Prix Bugatti. Registered CLK 5, this two-seater was highly successful in rough ground trials that were a notable feature of the pre-war motoring scene in England. A further eleven 'Allard Specials' were built, some with 4.4 litre Lincoln V12 engines, and in the hands of Allard, Ken Hutchison and Guy Warburton they were almost invincible in tough mud-plugging events. In fact some without Allard cars wanted them banned or run in a separate class! The outbreak of hostilities in 1939 upset Sydney Allard's plans for increased production, and he spent the war years repairing army trucks at a workshop in Fulham. Like a small car factory, some 230 persons were employed at the site in Hugon Road, S.W. London.

The new Allard Motor Company Ltd. was incorporated in February, 1945, and during the next 14 years approximately 2,000 cars were hand-built at the firm's tiny premises in Clapham, S.W. London. Many were large passenger vehicles trimmed with leather, wood, carpet and cloth, but some were the big V8-engined competition machines designed for trials, sprints, circuit racing and rallies. Generally long-nosed, Allard cars produced between 1946 and 1959 fall into four main groups:

<u>Competition</u>	<u>Road Sports</u>	<u>Saloons</u>	<u>Convertibles</u>
J1,J2,J2X,JR,J2R.	K1,K2,K3,Palm Beach I&II.	P1,P2,Safari.	L,M,M1,M2X

Most Allard cars had a deep box section chassis upon which was mounted a wood and steel frame to carry the aluminium and steel body panels. Hilton Brothers, a short distance east of Putney Bridge, made a number of Allard bodies and their M and F shells (as above) amounted to some 1100 units. Front suspension was by swing axles, and the J2, J2X, JR, J2R, P2, Safari and K3 had a De Dion rear axle for improved traction. Many close tolerance parts of Ford manufacture were used, facilitating inexpensive repairs and servicing at Ford garages. The Allard Motor Co. did not make its own engines, and most of the 2,000 cars were driven by the reliable 3.6 litre Ford V8. But some, particularly the J series, used the more powerful Mercury (Nordec supercharged in a few J1s), Ardun-Mercury, Jaguar, Cadillac, Dodge and Chrysler engines of up to 5.4 litres. The modern American V8 units (sometimes enlarged to a full 6.2 litres) gave the J-types a vicious power to weight ratio that was reflected in their performance. A 5.4 litre Cadillac J2 in moderate tune tested by The Motor (14 February, 1951) had a 0-60 mph ability of 7.4 seconds and covered the standing start quarter-mile in 16.25 seconds. Impressed, The Motor described the J2 as being "the finest sports motor bicycle on four wheels ever conceived", and referred to "tremendous powers of acceleration". Very successful on the American road racing circuits Tom Carstens' black and red J2, number 14, ran a standing start quarter-mile in 12.7 seconds and crossed the line at a full 125 mph. Higher gearing increased top speed, and J2X JM 7942 was timed at 148 mph at Le Mans in 1952.

A J2 driven by Sydney Allard and Tom Cole took a creditable third at Le Mans in 1950 behind two Grand Prix-style Talbots, the J2 running for some 14 hours in top gear because of gearbox damage. At Le Mans in 1953 Sydney, at the wheel of the new twin tank radio equipped 150 mph JR, lead the whole field on the opening lap but was forced to retire with rear axle trouble.

Production of the car that caused Ferrari to build bigger engines (340 and 342 Americas) came to an end in 1959, and Allard turned to car conversions and the development of performance equipment. Sydney delved into the possibilities of a four wheel drive competition car powered by two air cooled Steyr V8s, and then became the first man in Europe to construct a proper American-style dragster of some 480 bhp propelled by a GMC-blown Chrysler hemi of 5.7 litres. This blue and silver dart shaped vehicle set an early quarter-mile record of 10.4 seconds, and soon another dragster was built, lighter than the first and without a covering body. Through his huge Drag Festivals of 1964 and 1965 and the fine showing of the visiting American teams Sydney Allard established drag racing in England. He marketed a miniature Dragon dragster which guaranteed 11.0 second quarter-miles for just £600, this by means of a Shorrock-blown Cortina unit, and founded the British Drag Racing Association. Ever versatile, earlier experiments included a 500cc JAP-engined Atom speedway car and a three-wheeler Clipper mini car driven by a 350cc Villiers engine and featuring neat plastic bodywork. Last of the line of big Allards were two powerful 120 mph fixed head GT models based on the Palm Beach Mk.II and costing £2,622 with the De Dion rear axle. Later, based on the Ford Anglia of the early 1960's, the firm produced the Allardette, one of the faster supercharged 1500 GTS versions giving 115 bhp and 0-70 mph in 11.7. For sprints and drag racing a special 220 bhp Allardette appeared in 1966.

Allard motor cars were driven by Clark Gable, Jean Kent, Richard Dimbleby, General Curtis Le May, Lt.General 'Butch' Griswold, Mrs. Donald Campbell, adventurer Sir Philip Brocklehurst, Eric Coates, Reg Harris, model Barbara Goalen, Grand Prix driver Guiseppe Farina, ace trials and rally enthusiast Godfrey Imhof, John Paddy Carstairs, and Coco the clown. A red K2 Allard appeared in the film 'Genevieve', and a powerful J-type

/continued on Page 3.

starred with Rock Hudson, Lauren Bacall and Robert Stack in "Written on the Wind". Don Stannard as Dick Barton drove a K1 in "Dick Barton Strikes Back", and one of Dirk Bogarde's early movies had the star at the wheel of a brand new M-type coupe. A Palm Beach Mark I appeared in the film "Knock on Wood", starring Danny Kaye. This car was specially adapted by the Allard Motor Company with controls from the driver's seat to cause maximum embarrassment to Danny Kaye, acting as a car salesman.

Sports Allards appear in detective stories written by John Creasey, one-time President of the Board of Mystery Writers of America. In the U.S.A. J2 Allards were raced by Fred Wacker, Carroll Shelby, Tom Carstens, Roy Richter, Bill Pollack, Erwin Goldschmidt, Tom Cole, David Fogg, Masten Gregory, Jean Davidson and John Fitch, their success causing one motoring writer to observe: "In the early 1950's lean, mean-looking J2 Allards swept American racing like Mercers did forty years before. In 17 major races they scored 11 firsts, 7 seconds and 2 thirds. Usually Cadillac powered, the sound of an Allard at work was awesome". From the driver's seat of a red 130 mph Caddy J2 an owner remarked: "The Allard was tremendous on the broad curves. You could cock the steering, push the throttle, and you were driving a combination outboard, car and motorcycle". At the limit, Tom Cole's silver J2 was photographed with all four wheels off the ground as it took the bridge at Bridgehampton.

There are a number of books which Allard drivers and enthusiasts, wishing to do some background reading can obtain, but without any question of doubt the only one of the complete history of the 'marque' Allard is entitled "ALLARD - the inside story", written by our President, Tom Lush. Tom was the late Sydney Allard's right-hand man, ace navigator and crew member of the Monte Carlo Rally winning Allard P1 saloon in 1952.

Sydney Allard was a very great motoring enthusiast. His abilities in the sphere of motor sport are best illustrated by considering his outright win in the tough Monte Carlo Rally of 1952. Despite severe road conditions, many works teams, a huge entry of 327 cars, and drivers of the calibre of Stirling Moss, Peter Collins, Ian Appleyard and Rudolf Caracciola, a 4.4 litre V8 P1 Allard saloon driven by Sydney Allard gave Britain her first victory for twenty-one years. As a constructor at the wheel of one of his own cars, this outstanding achievement is unique and is likely to remain so.

Member Dean Butler of Cincinnati, Ohio, U.S.A. writes as follows:-

"...After re-assembling my Ardun-J2, I entered two prestigious Concours and won first place awards at both of them. The first was the invitational Concours at Churchill Downs (where they run the Kentucky Derby) in May. The second event was here in Cincinnati. A photo of my J2 appeared in a national newspaper ('Old Cars Weekly') shortly after the Kentucky event..... When rebuilding my Ardun engine, I converted the partial flow filter system in the Ford block to full flow. Now all the oil is filtered, as in a modern engine. This should be a great improvement in reliability. The procedure is a bit tricky, but I will be happy to explain the details to any Register member who might want to do this..."

Congratulations, Dean on your two Concours wins, and thanks a lot for offering to advise fellow members how to convert the Ardun's partial flow filter system with full flow. ED.

Member Joe Rayner of Panorama City, California, U.S.A. writes as follows:-

"...My Allard is a 1954 K3 which I have had for over 20 years. When I bought the car it had been much modified - primarily for drag racing, with a B & M 4 speed Hydramatic and a straight back-axle (non De Dion) and a 1959 Cadillac of close to 7 litres. It's very fast in a straight line but a handful doing anything else..."

Many thanks for your letter, Joe, and the accelerator pedal has to be treated with respect when it's connected to a 7 litre Cadillac! ED.

FOR SALE

ALLARD J2X. Chassis Number 2221. Complete - original - dis-assembled. Chrysler or Cadillac engine available. (Originally fitted with a Chrysler). Price \$9,500.
Dr. D. C. Cavicke, Joshua Lane, RT2. Box 234. Lyme, Connecticut, 06371, U.S.A. (203:434:2460)
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ALLARD P1 Saloon, 1951. Car is dis-assembled, and many new parts purchased for complete rebuild. Offers to Mrs. I. S. Crabtree, Boggle Dyke Cottage, Ramsgill, Harrogate, North Yorkshire. (Harrogate 75276).

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

G. V. (Joe) Rayner	of Panorama City, California, U.S.A.	K3 3283
K. C. Martin	" Aurora, Illinois, U.S.A.	-
Tomas Steuer H.	" Bogota, Colombia, South America.	J2X 3150

We are advised by P. L. Pickles & Co. Pty. Ltd. that they are auctioning The Parker Collection of Veteran Cars, Early Motor Cycles, Vintage and Veteran Spares at COLAC, VICTORIA, AUSTRALIA on Saturday, October 23rd, 1982 at 1 p.m. and Sunday, October 24th, 1982 at 10.30 a.m. Info. from 655, Pacific Highway, Killara, N.S.W. 2070 AUSTRALIA.