

THE ALLARD REGISTER

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THE BULLETIN

July/September, 1983

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U.K. MEMBERS MEETING

Member Mr. Brian Sharp has kindly invited fellow members and friends to meet at his home, Bibsworth House, BROADWAY, WORCS. on Sunday afternoon, 18th September next.

It is suggested that members and friends should arrive from 2.30 p.m. onwards, and an impromptu concours will be held at 4 p.m. approx.

As Brian wrote in his letter - "In the next issue of the Bulletin try and get members to drive their Allards to the meeting and not leave them at home in various states of restoration".

From the T junction in Broadway, take the Stratford-on-Avon road, A.46, and shortly after passing the speed de-restriction sign, a flagpole on the right-hand side denotes the entrance to Bibsworth House. There will also be an Allard sign to assist members.

Our Hon. Sec. writes - "I do hope to see a fine turn-out of members and friends on this occasion, and we do thank Brian for his very kind offer."

Our Hon. Secretary writes: I wish to thank member Syd Silverman for kindly sending photo-copies from "Vintage Racer", a West coast publication devoted to vintage racing in the U.S. The photos of the action at the Allard Reunion at Atlanta are great, and the article written by member Dean Butler most interesting.

Several members have written recently re problems with the Marles steering boxes, so we reproduce the data from the original Allard instruction book.

THE STEERING BOX

This is of the Marles cam and double roller, Type 461, and except for periodical lubrication requires little attention. Fig. 11 shows the box in longitudinal and cross section. See diagram attached.

The worm, or cam, rotates between two ball races, adjustment for which is provided by shims under the bottom end cover. Owing to the design of the cam, a certain amount of free play exists on full lock and this movement should not be confused with wear in the mechanism.

End thrust on the rocker shaft is taken by a hardening adjusting screw, and correct mesh with the cam is maintained by shims situated between the rocker thrust-washers and the inside flange of the bearing bush carrying the drop-arm shaft.

If play develops in the steering box after long service the procedure is as follows:-
Jack up both front wheels, turn the steering on half-lock and hold firmly.

Have an assistant shake the front wheels violently from side to side. Any play in the cam bearings will now be apparent (below the steering wheel) by the up and down movement of the steering shaft relative to the outer column.

Adjustment of cam bearings.

Remove the end cover and detach one shim. Replace cover and tighten up the four set bolts. Try the up and down movement again and if still present adjust as necessary by removing one or more shims.

Make certain that the cam is quite free after completing this adjustment. The steering wheel should be spun from lock to lock once or twice, and if any tight spots are noticed at least one shim must be put back.

Adjustment of rocker shaft.

With the front wheels still jacked up, turn the steering to extreme lock then back one-eighth turn. Hold the top of drop arm and check for end play in the rocker shaft. This play may be removed by slackening the lock-nut and tightening the adjusting screw until all play is removed. Do not over-tighten, and remember to do up the lock-nut.

If excessive play still exists in the steering box after these two adjustments have

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been made, the mesh between cam and rocker may require adjusting.

Adjustment of cam and roller mesh.

With the wheels in the straight ahead position, gently shake them to the extent of the free movement, and if this exceeds approximately 1/32 in. rotary movement measured on the top of the drop arm the mesh requires adjusting. Remove the drop arm.

Undo all clamps and fittings so that the steering box may be turned sufficiently for the side cover and rocker shaft to be removed from underneath. Withdraw the shaft complete with two thrust-washers and shims. Make sure both thrust-washers come out on the shaft, otherwise damage is likely to occur when re-assembling.

Remove one or more shims dependent on the amount of play and refit. Bolt side cover up tightly and check for free rotation of the rocker shaft. Refit all clamps and fittings, and refill with oil.

After all, or any adjustments, turn the steering wheel through its full travel and check for freedom of operation in all positions. Do not forget to refill the steering box with oil.

However, if the steering gearbox has to be removed from its bracket at all, the top cap should be marked before removal, to ensure that it is replaced the same way round. Also, after tightening the four bolts, the steering wheel should be rotated before attaching drag-link, to be certain that the clamp has not squeezed the steering gearbox trunnion which in turn grips the rocker shaft causing stiffness. The bore of the bracket is a reamed fit for the trunnion, and must be quite free of paint and foreign matter. If the box is still stiff, the clamp bolts may be taken back a half turn from dead tight.

Member Harold Haase of Newtown, Connecticut, U.S.A. writes:-

"...What a pleasure for us to have had a visit from Tom. It was a delight to meet him. From the account in THE BULLETIN he and Pat were really kept on the go. Glad they had such an interesting visit..."

Many thanks for your letter, Harold, and I know that both Tom and Pat had a wonderful time in the U.S.A. ED.

In a letter from member Richard L. De Fran of Miami, Florida, U.S.A. we extract the following:-

"...I'm enclosing some photos of last November's Road Atlanta Allard Reunion. I must say, it was a most enjoyable event..."

Thanks a lot for the photos, Dick. They are absolutely terrific. ED.

Member Ed Reed of Worcester, Mass., U.S.A. writes:-

"...I wrote to the Champion Spark Plug Co. in regard to a spark plug fouling problem due to running at slow speed in the parades which I have participated in. Over the years my Cadillac engine has been equipped with J11 Champion Spark plugs. The Champion Co. suggested that I instal a projected core nose designed plug such as the J18Y. Its longer insulator will allow it to operate better at low speeds. I have tried the J18Y plugs and find another advantage. The engine is much more responsive at low speed when I push the throttle down. I can also hear the difference in a sharper exhaust sound..."

Many thanks, Eastern States Rep., for this technical information. ED.

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

Robert H. Girvin of Holliston, Mass., U.S.A. GT 1705
Keith Beers " Waxahachie, Texas, U.S.A. -

WANTED

A complete front bumper for K-3 1953 ALLARD. Write all information to Richard Law, 41206 Schadden Road, Elyria, Ohio 44035. U.S.A. Telephone Area code 216-324-2266.

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ARDUN engine complete or head set only. Please reply to our Hon. Secretary.

Our members are invited to the following event :-

13th/14th August, 1983: Yeovil Festival of Transport, Barwick Park, Yeovil, Somerset. Details from Mr. Steve Burrige, 9, Quarr Drive, Sherborne, Dorset. Tel: Sherborne.813054.

In a letter from member Dr. Richard McKee of Fort Worth, Texas, U.S.A. we extract the following:-

"...The Sports Car Club of America, the national organisation which has long sanctioned nearly all sports-car competition in this country, has early this year added a vintage/historic class. This obviously should result in a great proliferation of events, and we should soon see a lot of cars which have not been participating in the widely scattered events of the past....."

Many thanks for your letter, Sir, and here's to seeing more Allards in these events. ED.