

THE ALLARD REGISTER

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THE BULLETIN

Jan/March, 1984

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Member Gary G. Peacock, of Phoenix, Arizona writes us as follows:-

"...Yes, I still have K3:3361. In fact I'm in the process (slowly and surely) of a total restoration job.

Back in 1973 my Allard was trailored from Shreveport, La., back to Phoenix where I now live, and it has been sitting out in the open for over 9 years. Needless to say its condition steadily got worse and worse.

Five months ago I filled the flat tyres and they held air pretty well, pushed it on a trailer and took it to a friend of mine who was willing to work on the car with me. After a carb rebuild, new plugs and wires, and a little top oil down the holes plus an oil change and a battery, she started up with little difficulty, and it seems to run as well as it ever did. Oil pressure was great, no overheating, no troubles. The radiator only needed 1½ quarts of water - unbelievable! Transmission checked out o.k.

The frame has now been painted and we are getting ready to start putting it back together. After going down thru many layers of repaints, I finally got down to the original pale blue color...."

Many thanks for your letter, Gary, and we are amazed that the engine started so easily after so many years in the open. Please write us from time to time of your progress in your restoration job. ED.

Our Hon. Secretary writes:-

In wishing all members a happy and prosperous New Year, I take this opportunity of thanking all those members who have written to me, sent magazines, photos, and a marvellous selection of Christmas cards. Member Bill Wilmer of Basking Ridge, N.J. kindly sent a copy of the January issue of 'Car Collector and Car Classics' which contained interesting articles on the J2X and the Palm Beach models. One member wrote saying that he thought the Jan/March, '83 issue of the Bulletin was "the best yet". This contained a full report from our President, Mr. Tom Lush on his American trip, which included the visit to the race meeting at Road Atlanta in November, 1982.

Amongst the Christmas cards was one from our Eastern States rep. Mr. Ed Reed which showed a photo of himself chatting with astronaut Brewster H. Shaw, Jr., standing in front of his Allard. Brewster H. Shaw was the pilot of the recent Space Shuttle Flight No. 9, and I received the card whilst he was on the Mission.

Another card from member Peter McManus of Philadelphia, who is temporarily domiciled in the U.K. shows him at speed in his K.1. at the Donington Racing Circuit. The photo is from an oil painting by British artist, Dion Pears. The car received the Historic Sports Car Club's award for the "Best Prepared Car" of the 1983 racing season.

Our meeting and impromptu concours d'elegance held at member Brian Sharp's house in Worcestershire was well attended and was blessed with fine weather. When Brian kindly agreed to hold this event on his premises, he said that he hoped that more members would drive their Allards to this event and not leave them at home in various states of restoration. As it turned out, most members attended driving their everyday cars, but amongst the Allards on show, was the immaculate K.1. which member Colin Daniel drove from his Yorkshire home, a round trip of about 400 miles. We were very pleased to welcome member Jim Donick and his wife from New York State who were on a motoring holiday in the U.K. We appreciated very much the attendance of our President, Mr. Tom Lush, and thank Brian's wife very much for providing members and friends with refreshments. Results of the concours were in the Oct/Dec. Bulletin.

Some weeks later, my wife and I visited 'Motorfair', which was held in the Exhibition Hall at Earls Court, London and we were pleased to see 3 Allard cars, 2 of which were for sale, and a K.1. which was on show on the Classic Car stand.

During the year, I regret to say that two of our founder members died. The late Sydney Allard's younger brother, Leslie, and Clive Mordaunt from Nottingham.

To conclude, I thank all the Register officials and area representatives for their help in 1983, and wish them and all members good motoring in 1984.

MY LIFE AS A CLUBMAN - by the late SYDNEY H. ALLARD.

I suppose I can truthfully talk about life as a Clubman, as I joined my first club, for motor cyclists, in 1928, and entered my first Trial that same year. I was a proud owner of a Morgan three-wheeler and I entered it in this Trial which was to be held in the West Country. Starting at midnight, on the way down I soon found that the combination of low ground clearance and plenty of wheel spin from the single rear wheel was not the right recipe for covering a motor cycle trials course on Dartmoor.

However, I got a medal, my first motoring award. I am still a member of that Club, the Streatham and District Motor Cycle Club. Incidentally, one of the members used to bring his sisters with him and one of them was Eleanor, now my wife.

I ran the Morgan for about four years, and most of my activities were centred around the various motor cycle clubs including the British Motor Cycle Racing Club, whose headquarters were at Brooklands Racing Circuit.

Although I am now concerned with cars I have a soft spot for the motor cycling side of motoring, probably because when one is younger one can enjoy this more hectic form of sport. I eventually decided that my Morgan was not quite suitable for the sporting type of reliability trials and I became interested in racing at Brooklands.

My first event was a five-lap novices handicap race at a light car club (now the B.A.R.C.) meeting. I was placed at the end of the starting line which included such machines as Amilcars, Salmsons and Rileys, etc., and as I had heard about such cars I naturally expected the Starter, Mr. Ebblewaite, to send me off first. Imagine my surprise when they were all dispatched leaving me in Scratch position! However, I won this, my first motor race, and immediately decided that this was just the job. The Morgan was a quick machine, and in standard form would lap Brooklands at over 80 m.p.h. and after tuning it could get round at well over 90 m.p.h.

I can remember one 15-lap handicap race against motor cycle combinations and other Morgans when my handicap speed was put at over 100 m.p.h. In those days motoring had many problems and provided new experiences. One one occasion I had retired from a race at Brooklands and tied the Morgan behind our tender car standing beside some railings in the paddock. My brother decided to move the car, and inconveniently forgot the Morgan tied behind ... after we had disentangled it from another car and the railings, the Morgan was well and truly bent.

I was due to compete in a meeting at Grantham on the following weekend, so we spent a hectic week rebuilding the Morgan. The chassis frame was only received on Friday and late on Sunday night we left for Grantham, arriving there early on Bank Holiday Monday morning. Having succeeded in getting to the course we thought our troubles were over but in fact they had only just started. We had carried the three wheeler behind our garage breakdown wagon which was running with £5 restricted trade plates, and during the day they were spotted by the police. I received a message to call at the Police Station before I left for London.

We had so much engine trouble that we did not get any practice, and my knowledge of the course was extremely sketchy. With my brother Dennis as passenger we lined up for the race which, as usual, was against motor cycles, with dead engine start. This was a handicap for us as we had to swing our 1,000cc. Jap engine running on Methanol with 10:1 compression ratio. Normally we would have push started but in this event no pushing was allowed. The motor cycles got off and left us at the line, but we quickly got going and as usual I decided to pass everyone on the first lap, but unfortunately just as I got going down a narrow lane between high bushes, a corner appeared that should not have been there, and we disappeared through the bushes and finished upside down.

We were not damaged, but once again we wanted a new Morgan frame. We hitched the remains behind the tow wagon and drove off to Grantham Police Station. My use of the £5 trade plates on this occasion meant nothing to me until I met the Chief Constable who explained that: (a) they can only be used on Sundays and Bank Holidays for towing to the nearest garage a broken down vehicle; (b) no passengers may be carried, and a host of other things that you must not do which we had done. This, on top of my smashed car, was the end. However, when I explained that I was new to the motor business, the Chief suggested that I should delay my return until the Tuesday and as the car was both legally and practically a damaged vehicle, I should not be infringing any more regulations.

Even to this day I have a soft spot for that Chief Constable: perhaps he was a Club member, at least I like to think so. From my description of the race you may feel sorry for brother Dennis, but now let me tell you the other side. He had a highly tuned 1,000cc. Brough Superior and side car which he used for racing, and on these occasions I was his passenger.

I know of no greater thrill than passengering in a racing outfit on a road circuit such as Donnington used to be. One moment you are leaning over behind the driver with the exhaust in your ear, next you are over the side car wheel with some other machine a few inches away from your crash hat. The side car has no body, only a superstructure

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with hand grips and at 100 m.p.h. down the straight you have to lie down to stop being blown off. Indeed, to enjoy this sort of thing you have to be an acrobat, and crazy. Club life has changed since then; whereas now we attend odd sports meetings and monthly club nights, in my early days as a Clubman we went out every weekend, and met other Club members most nights in our headquarters, which was a cafe in Streatham. My brothers Dennis and Leslie both owned motor cycles and we found the Club of absorbing interest.

To be concluded.

In a letter from Jim Donick dated 20th October last which was unfortunately omitted from the Bulletin, he writes:-

"...Last weekend, the 15th, saw the Lime Rock Fall Vintage Festival. I enclose a copy of the brochure for you to see the pictures. The FIVA Rally was led by Lord and Lady Montague. Much to my great disappointment we didn't have an opportunity to meet as I was actively involved with the Vintage racing program while his Lordship was driving in a regularity run. I hope to one day have the honour of meeting this great enthusiast.

The racing included only three Allards. They were of some interest for the obvious reason of being Allards but also by not having one J-2 or J-2X. The cars were member Bob Girvin's Palm Beach Coupe, John Aibel in the ex-Allard, Sr. Pre-war Special, and yours truly in the K-2. There were nine races in all. We each had an opportunity to run in three. Girvin ended up with a third and a second, I believe, in the post-war category, while Aibel had a first in the pre-war. Yours truly had a shock mount break under hard braking and ended up in the weeds with only minor damage to car and driver. The caliber of welding on the chassis is nothing to write home about, by the way. Member Don Milligan happened to be there and provided the less than consoling opinion that Sydney doesn't seem to have employed the world's finest welders. The K-2 is at the welder today and should be back on the race track again on the 29th for the end of season finals..."

Thanks a lot for your letter, Jim, and am glad that the shock mount breakage did not have serious consequences. The action shot of you in your K2 in the brochure is great. ED.

IMPORTANT NOTICE. We have been advised by member John Patterson that Automotive Products Ltd. (Lockheed) have discontinued manufacture of wheel brake cylinders suitable for Allards with the Phase II braking system (two leading shoes). They will, from February, 1984 only make batches of 100 as demand requires. However, John has FOR SALE 20 fronts @ £8.50 each plus postage, and 12 rears @ £10.50 each plus postage. Orders dealt with on a first come, first served basis. Contact:- John Patterson, 23, Hawthorn Way, Royston, Herts. ENGLAND. ('phone ROYSTON 43182)

ALSO FOR SALE Wiring looms made as per original for 1946 - 49 Allard K and L types. Price approx. £50 each plus V.A.T. Contact: Austin 7 Workshop, Barwick Ford, Nr. Highcross, Ware, Herts., ENGLAND.

In a memo from member Jim Donick, enclosed with a copy of 'Car Collector and Car Classics' and photo-stats of pages No. 37, 38 and 44 from 'The Vintage Sports Car' Journal of the V.S.C.C.A., he writes:-

"The articles on Allards were written by Dick Langworth under two names. It is a pity that, while the photography is good, the material in the articles is either (a) incorrect, (b) borrowed from other sources, (c) glib, (d) all of the above. I am left with the overwhelming feeling that Mr. Langworth has never spoken to an Allard man or driven an Allard, though he seems to indicate that he road tested two of them. If that had been true then he would know that a K3 is most assuredly not a Palm Beach Mark I! I point out, as well, that his description of driving the J2X out of the drive is strikingly similar to the description that Dick O'Kane used in his marvelous bit of fiction, "Grendel".

Many thanks for the magazine and it's a pity their reporter did not do his research. The photos from the V.S.C.C.A. Journal of you, Jim and the K2 are terrific. ED.

SUBSCRIPTIONS FOR 1984 ARE NOW DUE

THE ALLARD REGISTER

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