

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 0403-61372)

U.S. Area Correspondents

Mid-West

DON HUDGINS,
130, E. Bodley,
Kirkwood, Mo., 63122.

Los Angeles

DR. S. JEWELL-THOMAS,
5430, San Fernando Road,
Glendale, Cal., 91203.

Eastern States

ED REED II,
24, Butternut Hill Road,
Worcester, Mass. 01609.

THE BULLETIN

July/September, 1984

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Member Jim Donick of New York State, who is organising a week-end meeting in North-west Connecticut in September, writes us as follows:-

"...Planning for the September gathering proceeds. I am making hotel reservations now as this is a very busy time of year in the Lime Rock area. Hotel rooms will be scarce so I strongly recommend those planning to attend contact me soon. I'm planning rooms for 21, 22 and 23 September for those who want them. Racing to observe or participate in on Saturday and Picnic and Concours on Sunday. 20 Allards is a real possibility and I hope all who can come will do so. My 'phone is 914-635-3346...."

"Much has happened since the last copy of the "Bulletin" crossed our threshold - Memorial Day (Spring Bank Holiday in U.K.) saw Member Eric Morrow and I racing at Lime Rock Park. I had never had the opportunity of seeing Eric's ex-Brian Sharp's K-3 and was well and truly taken by it. It is lovely. Weather was exceedingly wet so the racing was rather treacherous and the track slick. It was good fun though! I had had my usual race-long duel with Larry Berman's XK-120 and we swapped the class lead several times. The final position was Jag first and Allard second in class. Overall we were middle of the pack. Eric finished a few places back, having endured his first Allard competition experience in an 'out-and-out' storm. We had no opportunity to chat afterwards as most of us scattered in search of dry clothes, so I've no idea how much he enjoyed it."

"...I recently had a chance to drop in on our Eastern States correspondent, Ed Reed. He took me for a run in the K-2 and it was glorious. The Cadillac puts out so much more power than my side-valve that I fell in love with the acceleration. (My new engine is still unfinished so my experience is still 90 hp) The car is as close to perfect as any K-2 that I've ever seen. Ed has taken great care of it these last thirty years and has every right to be proud of it..."

Thanks a lot for your letter, Jim, and the arrangements for your Meet look good. Hope some U.K. members will attend. ED.

In a letter received a couple of months ago from Member Don Milligan of Andover, Mass. he writes:-

"...Our Old Car season is just getting going. The Vintage Sports Car Club of America hill climb held in Wellesley, Mass. (a suburb of Boston) saw four Allards. Member Andy Picariello brought his J2 and Win Hall his M2X; these two have been there many times in the past. Member Bob Girvin had his Palm Beach II coupe and Member Bob Valpey his shiney black J2X. The weather was perfect for a change, so there was a fairly large field. At least 3 real W.O.Bentleys, a Riley Imp and a G.N. Cyclecar with flat belt final drive (1913) all took runs. A group of Lotus cars of various descriptions represented the serious contenders. A B.M.W. 328 and an Alfa of the mid-50's were turning similar times. I had not come in my Allard, so I puffed up the hill with my R.M.Riley roadster...."

Very many thanks, Don for letter telling me about this event. Regret to say, I've not received any info. from other members who attended this event. ED.

Our Eastern States Representative, Ed Reed II, writes us as follows:-

"...It is interesting to me how long a car will last if you take care of it. My Allard was used commuting to work every day of the year round in the 1950's yet the paint on the body dates from December, 1951. When I bought it, it was painted a silver-grey, which I didn't think looked dynamic enough so I had it repainted before I took delivery in January, 1952. At the time I bought the K2 I was looking for a J2 but was told by the dealer in New York City that if I wanted an Allard I had better buy a K2 since there were no J2's around at that time. There was no problem in obtaining a full house Cadillac engine. This is why my K2 has a full house Detroit Racing equipped Cadillac engine. I can give you an example of the acceleration of this combination. One Saturday in 1952 I was driving my Allard in a practice session on the

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Thompson Speedway in Connecticut. Out on the Sports Car Track was a single seat sprint car equipped with a Jaguar 6 cylinder o.h.v. engine and a straight exhaust. I thought it would be interesting to run my K2 against this light-weight sprint car. The Allard was fully loaded in street form. The only things I removed from the car were the 2 air-cleaners. I soon found out that my K2 Cad-Allard could pull away from this Jaguar engined sprint car in the corners and the straightaways. The Allard could even pull away in the corners in high gear. The engine was rebuilt in the late 1950's at which time it was bored out 3 piston sizes over standard. After the engine was rebuilt it ran better than ever. The engine is equipped with 2 Carter carburetors and a Vitane Injector which sits between and to the left of the carburetors with the Vitane tank in line with and in front of the carburetors. The Vitane injectors made it possible to advance the timing more than normal without detonation. I had the Scintilla Magneto rebuilt in 1982 since I was making cross country trips and thought 30 years of trouble-free magneto usage was stretching my luck. The Stewart Warner electric fuel pump on the firewall is still clicking away without any problems since it was new.

My Allard is fitted with a 1951 Golden Voice Motorola radio which has never given any trouble except the voice doesn't sound as golden as it used to. Tucked up under the toolshelf on the passenger side is a 1951 Harrison heater which has always worked without any problems.

Recently I have had to add an accessory to my K2 due to the engine overheating in the parades in which I have taken part. In the first Windjammer Day Parade in which I took part I couldn't stop looking at the temperature gauge. The indicator climbed higher than I had ever seen it climb before. In fact the indicator on the combination temperature and oil pressure gauge moved up on to the oil pressure gauge and was reading 50 lbs oil pressure before the parade ended! For a while I thought the temperature indicator was going to cross swords with the oil pressure indicator. Fortunately the parade ended before this happened. The engine ran perfectly but I knew I would have to do something to keep the engine running cooler.

I installed an electric four bladed fan just behind the grill. I put it in this location since the air duct expanded to encompass the entire front of the radiator. In this forward location I knew that the air blast would hit the entire front of the radiator.

The following year at the Windjammer Day Parade was the first chance I had to try the electric fan in front in combination with the engine driven fan behind the radiator. Something unexpected happened. That day the air temperature was 83°. As I started off in the parade the engine temperature began to climb, 150°, 155°, 160°, 163°. The temperature stopped rising. The normal temperature is 182°. When I realised that the temperature was holding at 163° I tried a few blasts out of the exhaust pipes. This had no effect on the temperature. It would not rise above 163° with both fans running. When the parade ended, I turned off the electric fan and drove away at 40-55 m.p.h. and saw the temperature return to normal. Now I have had some experience with this added electric fan. Whenever I want the engine temperature to drop I turn on the front-mounted electric fan, and the engine temperature drops. It doesn't always the same amount, but it does go down. Can anyone tell me why this extra fan mounted just behind the grill in combination with the engine-driven fan will lower the temperature below the thermostat setting of 182°?

My wife and I have both driven the K2 Allard ever since the early 1950's. Are there any other members in the U.S. who have driven their original Allards as long or longer?...."

Very many thanks for your interesting letter, Edgar. I should think that driving your K2 over a period approaching 33 years must constitute a record. ED.

Extracts from letters received from Members.

"... All the best and looking forward to future issues of the Bulletin.."

John Peskett, Leicester, England.

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"...I would also like to take this opportunity to thank you for the Bulletin which, in my opinion has improved during the last few years, and has become even more interesting."

Paul Lindhe, Rydaholm, Sweden.

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"...I thought the January-March issue of the Bulletin was the best yet.."

Ed Reed II, Worcester, Mass., U.S.A.

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"..Keep up the good work.." Wilson H. Rider, Granville, Mass., U.S.A.

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"...Keep up the good work on the Allard Register News Bulletin.."

Wm. J. Fuller III, Snyder, New York, U.S.A.

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"...I enjoy reading the Allard Register Bulletin; it's a must.."

Bert Fredrickson, Verona, Wisconsin, U.S.A.

The above are much appreciated. ED.