

THE ALLARD REGISTER

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THE BULLETIN

October/December, 1985

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Member Cyril Wick of London, England writes:-

"...The Watkins Glen Meeting really was enormous fun and some quite new names have arrived on the scene, one with a J2, another a K, and there was a lot of photography covering the group line-up. Bob Girvin drove a splendid race to come in third overall, with Tom Turner and Syd Silverman also doing well. It was really sad for Jim Donick in that he made a super start with the car going very fast, only to have his distributor come apart at the end of the straight - no damage, just a new rotor arm, but we all shared his feelings. Pete McManus did not run but arrived with his wife Joanne trailing a very exciting vintage machine known as the Ardent Alligator..."
Many thanks for your letter, Cyril. ED.

RACE BULLETIN - by Bob Lytle.

A two-day Historic and Vintage Race meet was held last March 30/31. Once again the three musketeers were out in force. Jim Degnan, Duncan Emmons and myself ravaged the Willow Springs Road Course. Willow Springs was designed and built in the 50's as a Road Race Course. Built on the site of a desert hill, it has nine turns, 2.5 miles per lap, and a gradient change of 100 feet.

Sunday's main race was an Australian Pursuit Race. That is, the slow cars start up front, the faster ones at the rear. Jim Degnan's K2 ran its usual good race on seven cylinders. The old Cad is still suffering from fits of asthma. The Emmons and Lytle Allards put up a valiant show but gradually lost ground to the Lolos, killer Corvettes, and a silver streak someone said was a 935 Porsche.

July 13/14 - once again the local, Los Angeles Vintage Automobile Racing Association put on another Willow Springs happening. Now July in the desert is only fit for rattlesnakes, scorpions and about 125 diehard road racers. We had two days of light breezes so the temperature got to only 113 degrees F. Bob Lytle was the only one to brave the elements as the other two Allard drivers chickened out mumbling something about heat prostration, mad dogs and Englishmen, etc.. The Buick engine ran cooler than its owner, small miracle. However, during the main event the engine broke two pushrods in the same cylinder! You engine experts ponder that one awhile. Still the ole girl finished fifth in a field of twelve.

August 23/25 saw the twelfth annual Monterey Historic Automobile Races at the LaGuna Seca Course. Alfa Romeo was the featured marque. Boy! what a party, what a show, what a race. Alfa flew five of their best racers over from the factory museum in Milan. Also privately owned P2-, P3 8 c 2300 and 6 c 2300 came from all over the U.S., even two BP3 from Tokyo, Japan. The pit area was solid Alfa red. We were treated to the sight and sound of a few hot laps in a Tipo 159 Grand Prix car by none other than five-time world champ Juan Manuel Fangio. That in itself was worth the entire weekend. At 76 years old he is still a ripper. Phil Hill and Jackie Stewart each had a turn at the wheel of the 159 on succeeding days but neither could match the style or lap times of the old fox.

The good name Allard was represented by John Harden and Bob Lytle, about the normal ratio for over three hundred entries. Jim Degnan was a spectator as his K2 was still ailing. Duncan Emmons turned up driving his yellow Kurtis Kraft 500. His J2X is still undergoing a total restoration. George Chilberg's J2 was forced to be a spectator as he just couldn't coax the Ardun overhead to its proper output.

The race for the big guns got off Sunday afternoon at 2.30. Eighteen entries turned out on the grid for the showdown. After 25 miles of rubber dust, blown

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engines, burning brakes, etc., lead foot Harden finished third, balloon foot Lytle was fifth, and cramped foot Emmons sixth. John Harden could easily have won but he spun the J2X at turn nine (a fifteen MPH corner) just to give the guys behind him a chance. The big show off. Incidentally that's the same corner Fangio spun the 159 the day before, both breaking a cardinal rule; don't apply power before the front wheels are pointing straight down the road.

The next West Coast race is October 4/5 and 6th. This meet will be held at the Riverside course, probably the last race at this famous plant. The facility has been sold to make room for endless tracks of new houses. More news as it happens.

Very many thanks for the report, Bob. I look forward to hearing about the race meeting at Riverside. ED.

THE REBUILDING OF J2X:3162, PART II by our Los Angeles Rep. BOB LYTLE.
(Continued from the July/September Bulletin)

Now for the engine. The Buick "nailhead" engine was not too popular as a basis for hopping up. Reason being the valves were too small and placed so close together as to make it impossible to instal larger ones. This lack of deep breathing limited the top revs that could be gotten from the engine. However, it had enough torque under 6,500 rpms to power an earthquake.

The engine was stripped to the bare block and hot tanked to remove all signs of grease and foreign matter. This engine was brand new and was never in an automobile, sort of came out of the back door of the Buick experimental engine department. After measuring its bore and stroke, I found it to be 364 cubic-inch displacement. All casting flash was chipped and ground away from the inside of the block which was then painted inside with Clyptol to hasten oil drain back into the crankcase. The oil pan was enlarged by four quarts, baffles installed with a new oil pump pick up tube to keep liquid oil going to the pump during hard cornering. A windage tray and spillproof crankcase breather were installed in the oil pan.

The crankshaft oil supply holes were chamfered to insure better lubrication to the bearings. All roughness was polished off the crank webs and counterbalances. An Eskinderian cam was installed along with solid lifters, new pushrods, and adjustable rocker arms. All reciprocating and rotating parts were balanced to within $\frac{1}{4}$ gm.

One week was spent grinding on each head. Ports were straightened, enlarged, and polished. Combustion chambers were ground away in an effort to unshroud the valves. Valve seats were contoured and narrowed. The valves were tuliped and countersunk to improve gas flow and reduce weight. All chambers were C.C.ed., i.e. each brought to equal the largest of the eight chambers which gives equal compression ratios in all cylinders. All this grinding helped lower the compression ratio from 11.25 to 9.5 to one, which should make the engine perform better on the "low" octane gas that is currently available.

The connecting rods were next. This consumed another week of grinding and polishing. They were then remachined to align all bores, after which they got steel shot peened, balanced, and magnafluxed.

The original cast iron intake manifold, 36 pounds, was replaced with an Offenhauser, 11 pounds! Another week was spent grinding on the inside of the manifold to straighten, enlarge the runners, and mate the ports to the heads and the two 4-barrel carburetors. The carburetors were raised two inches on aluminium spacers to provide the optimum distance from throttle plates to intake valve, 11.5 inches. All carburetor jets size were enlarged 30 per cent. The original Buick progressive throttle linkage was replaced with simultaneous linkage.

Nineteen pounds of iron were removed from the flywheel, after which it was balanced with a Chevy truck clutch.

New transmission shift linkage was made from a 1960 Ford column shifter, shortened and laid on its side. The shift pattern ended up backwards for a left hand drive car, but hopefully I will be able to get used to it.

A large "Nascar" radiator was made to fit the entire space available. An aluminium sheet tunnel was constructed to duct all the air from the grille opening through the radiator. A flex fan was installed. An oil cooler was added just behind and below the front crossmember along with its own electric fan in the hopes this would keep the engine cool in traffic.

Exhaust headers were constructed and designed to take maximum advantage of this Buick's unusual firing order. The headers dump into flanges that support the two mufflers and their pipes or two straight pipes mounted on each side of the car. The latter to be installed when maximum revs are to be used.

Fire was provided by a Scintilla Vertex magneto.

The body was remounted. All the American instrument gauges were replaced with the original Smiths, and a new dash fabricated from stainless steel was installed. Locating the original instruments was quite a task. Some came from England, John Patterson, some found locally, and the speedo was traced down to Dr. Tom Turner

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in Texas who donated the original instrument to this car. New wiring was installed, using modern plastic wire encased in the old style woven looms.

Now for the body. All five layers of paint were removed down to the bare aluminium. All unneeded holes were welded closed, cracks in the skin repaired, and missing brackets replaced. Two months were spent straightening so the body would only require a thin coat of filler. Much shrinking was required to shape the skin back to its original form. The aluminium was primed and 35 coats of black nitrocellulose lacquer applied. After allowing the paint to cure for one month, it was polished to a deep lustre.

Fenders (wings), lights, rear bumper (adapted from an Austin Healey front), and all trim were reinstalled. Now, it's starting to look like the old war horse it is. New flooring was made from heavy gauge aluminium to support the two bucket seats, which incidentally were an option with this car. The front half of the floor is attached with dzus fasteners to facilitate quick access to the two, 12-volt batteries. A new firewall was made up, using two sheets of aluminium with a quarter-inch of insulation sandwiched between.

The six wire wheels were trued after replacing all bent or missing spokes. New tyres were shaved to one-half tread depth, then regrooved to provide a more aggressive pattern.

The wheels were mounted, and the completed car was lowered off the stands it had been resting on for the past 2 1/2 years. Now to see if it runs? Who cares? It looks beautiful.

Many thanks to all of the nice people who offered assistance and provided information about what was original and what needed to be changed to bring 3162 back to its present pristine condition.

FOR SALE

1953 ALLARD K3, Cadillac powered. Serial No. 3170. Considerable restoration completed, and is in excellent condition. Price, with full details, on application to member Nathan Thaler, Bronxville, N.Y. 10708. U.S.A. ('phone: 914:337:3049)

In a letter from Jim Donick dated 25th June we extract the following:-
"...just back from a long weekend in Canada, racing at Mosport, near Toronto. Member Henry Wilson came along as crew. His Allard replica won 1st place in the Concours d'Elegance! He was very pleased and his car is a very workman-like job and goes rather well in the bargain. As I managed to win my race as well, one can only conclude that the Allard team did well in Canada. A full report will follow...."
Many thanks for your letter, Jim and congrats. to you and Henry. ED.

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

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|----------------|-----------------------------------|---------|
| A. R. W. Payne | Retford, Notts., ENGLAND. | K.691 |
| D. Emmons | Rancho Mirage, California, U.S.A. | J2X |
| A. Aguilar | Tecate, California, U.S.A. | K3:3173 |

CHRISTMAS CRACKERS

Statistics show that 10 per cent of road accidents are caused by drunken drivers. It naturally follows then that 90 per cent of accidents are caused by sober drivers. To that it seems logical to say, "Somebody get these sober drivers off the road and let us drunken bums get on with it!"

oOo

Have you heard the story about the motorist who picked up a girl hitchhiker? They chatted away until the girl asked the motorist what his job was. "Oh, I'm a salesman. What is your job?" he asked. "I'm a witch," she replied. "I don't believe you," he said. Whereupon she put her hand on his knee and he turned into a lay-by.

oOo

Did you hear about the supposed true story of a motorist's claim for a new windscreen? The questions and answers on the relevant forms going something like this:

- | | |
|---|-------------------------|
| Q - What caused the accident? | A - Owl hit windscreen. |
| Q - In your opinion who was responsible for damage? | A - Owl. |
| Q - Why do you think the above was responsible? | A - He failed to hoot. |

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SIGN at a level crossing in Alabama: Don't race trains to crossings. If it's a dead heat, you lose.

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Road sign seen by a motorist on holiday in Texas: "Drive damn careful, dangerous coroner ahead".

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