

THE ALLARD REGISTER

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THE BULLETIN

July/September, 1986

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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, 14th September next. It is suggested that members and friends should arrive from approximately 2 p.m. onwards, and an impromptu concours will be held at about 3.30 p.m.

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. Secretary 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".

THE ALLARD MOTOR COMPANY - 40th ANNIVERSARY. By TOM LUSH

When Sydney Allard built his first Ford-based Special in 1936, he could have had no idea that in ten years' time he would have formed a motor manufacturing company, and on a sunny summer day would be watching as the first production cars drove past the Royal Box in front of the King and Queen.

1946 was the Jubilee Year of the British motor industry, and the ruling body (the Society of Motor Manufacturers and Traders) decided to celebrate the event by organising a series of cavalcades in the six principal cities of the British Isles, the first in London.

Each manufacturer was asked to provide an example of the newest models, together with a pre-war car, to run in procession over a circular route through the main streets.

The Allard Motor Company was registered in March, 1946, with the family as principal shareholders, and the first order received was from Goff Imhof, well-known in pre-war motor sport with Singer and M.G. His car was to be the J.1. model competition two-seater, and with the first Cavalcade date in mind, production was started on his car, together with an L model four-seater for Sydney Allard. The pre-war car would be the V12 built for Commander Silcock, to be driven on this occasion by Reg. Canham.

On Saturday, July 27th, 1946 some 200 cars gathered in Regents Park, and at 10 o'clock, led by Daimler as the oldest company, slowly drove out in line, past the raised platform containing the Royal Party and continued on round the route through Central London, back to the starting enclosure.

This was the first appearance of the Allard motor car before the public, an historical event that was the starting point of a building programme that produced some two thousand vehicles during the following 12 years.

Bob Lytle writes:- Jim Degnan and I made a deal, he would report on Saturday's events and I would do Sunday's. Here's his:-

On April 12th the Southern California Vintage Auto Racing Association (VARA) held their first outing of the season in the high desert north of Los Angeles at Willow Springs, California. A hardy crowd of approximately 120 entries were present in the early hours on Saturday. Willow Springs, it should be noted, was named for a long departed grove of saplings that were there in Indian times. Said lushness is not readily apparent in the spring as the area around Willow Springs is commonly called the high desert. Sage brush and jack rabbits are more prevalent. The track, however, has been in existence since 1952 and probably has the best viewing area of any track in the western United States. All of the nine sundry

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curves and two straight-aways are visible from any point around the track as it is located on a gently escalating side of a hill. The track is used for a number of events, notwithstanding the several VARA events that are held each year. A recent re-surfacing had made the asphalt as smooth as concrete and provides for very sticky and tractable surface.

Bob Lytle in his trusty J2X and myself, Jim Degnan, in the red K2 (commonly called the caboose) were in attendance on Saturday. After several practices, it was evident that the lusty wind was causing difficulties with the hood (bonnet) on the K2, particularly as we encountered strong head winds coming around turn nine. The hood was lifting through its leather restraining straps and caused quite a bit of concern on the part of the driver. The winds and the cold caused me to retire the car to my home in Glendale. However, I did return on Sunday with my family, to watch Bob continue his foray around the track with some expert driving, both on and off the track. I think he was trying to test his new tires to see if they perform well on both the asphalt and gravel. It may have been a way for Sir Sidney to get back at Bob for using tires of a Japanese manufacturer. In any event, he prepared himself well for the Sunday races. JIM DEGNAN.

Bob reports vintage car activities from the left coast - where Degnan left off.

Sunday dawned with the promise of a beautiful day, no wind and warm. Jim had gone home with his K2 the nite before saying he had enough cold wind, 40 mph gusts to last him for the entire weekend. However, he and Karen came back sans the Allard. They most likely felt sorry for Lytle so drove the 100 miles to Willow Springs to cheer him on.

The black J2X ran very well as usual even if it couldn't stop, no front brakes. The master cylinder that operates the front developed an internal by-pass problem that couldn't be repaired at the track. Consequently, a lot of lead time had to be allowed for when rushing into a corner at above 100.

A complete set of Rikon radial tires have been fitted in size 215 X 75 R15. Anyone who has raced on radials knows they require a lot of getting used to. Especially since they are prone to reach their limit of adhesion without any prior warning, and once they let go there is no stopping the slide, just hang on and hope one doesn't hit anything harder than a marshmallow.

Well, dumb me, not knowing this, lowered the rear pressure down five pounds to gain more traction. Topping a slight rise and bend at 80 the suspension became unloaded which induced a wild slide. In an effort to correct the situation the prudent course of action was to drive off the course, which I did. Now off the course at Willow means into the dirt and rocks. The car came to rest, finally, and after the dust had settled the asphalt (Brits read tarmac) was regained.

After a stop in the pits for a quick check to make sure the car was O.K., racing was resumed. Official results: Started 14th, finished 11th.

The odometer registered 109 miles of practice and racing for the weekend, plenty of track time.

Next weekend the vintage racers are running at Riverside in conjunction with the big bucks serious racers, the I.M.S.A. boys. We were treated to the sight of the two Jags and several 962 Porsches zooming down the straight at over 200 mph! Well over, I might add - whew!

Riverside aftermath: Saturday, Jim Degnan and Bob Lytle were on hand to exercise their cars once again. Jim's K2 finished practice and ran his race in perfect style, finished ahead of a very famous Kurtis, Bill Stope up, among others. Jim has added a set of open exhaust pipes to his K2 since its last outing. He no longer has to worry about the grinding noise from the Cadillac transmission or the whining rear end, and can't hear 'em any more. I note he doesn't go any faster, just sounds better. Nine miles into practice and loafing through a turn at 45 mph Lytle's Buick engine packed it in, terminally. A piece of the broken camshaft fell down and got caught between those things that go up and down and those parts that go around. Back to square one. BOB LYTLE.

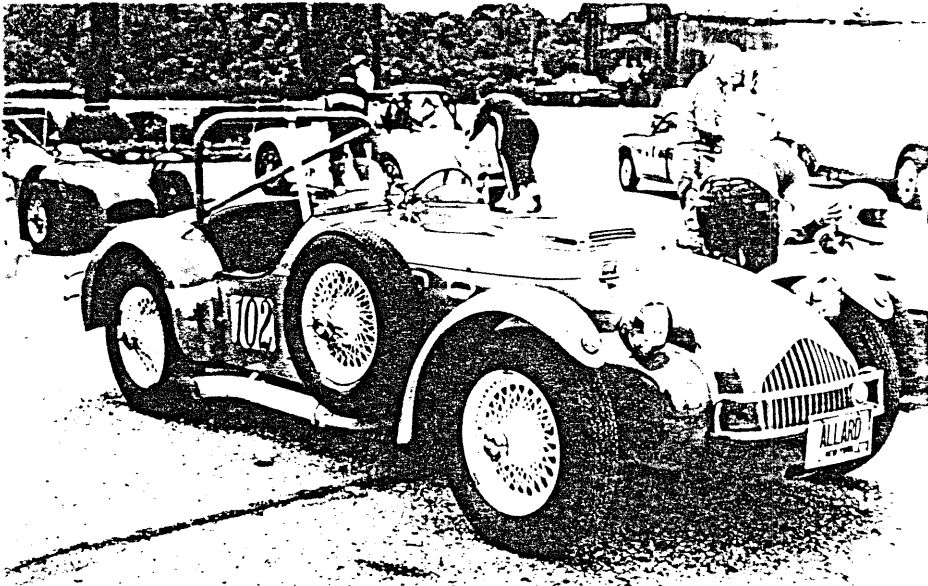
Many thanks, Bob and Jim for your interesting race reports. ED.

Our picture page shows photos of the Mount Equinox Hill-Climb, taken by Assistant Hon. Secretary Jim Donick.

He writes to say that the season for many of us started with a race meeting at Lime Rock Park in April. ALLARDS were driven by Members Silverman, Valpey, and Donick. Silverman and Valpey ran well all day and finished well. Yours truly was trying out a Caddy engine which soon showed its age and proved quite clearly that only a fool puts an unknown used engine in a car to be raced. The oil pressure didn't survive the pace lap! Bob Girvin was also present though he was mounted on his Taraschi Formula Jr..

After the initial race meeting the K2 was given a several month-long drive train

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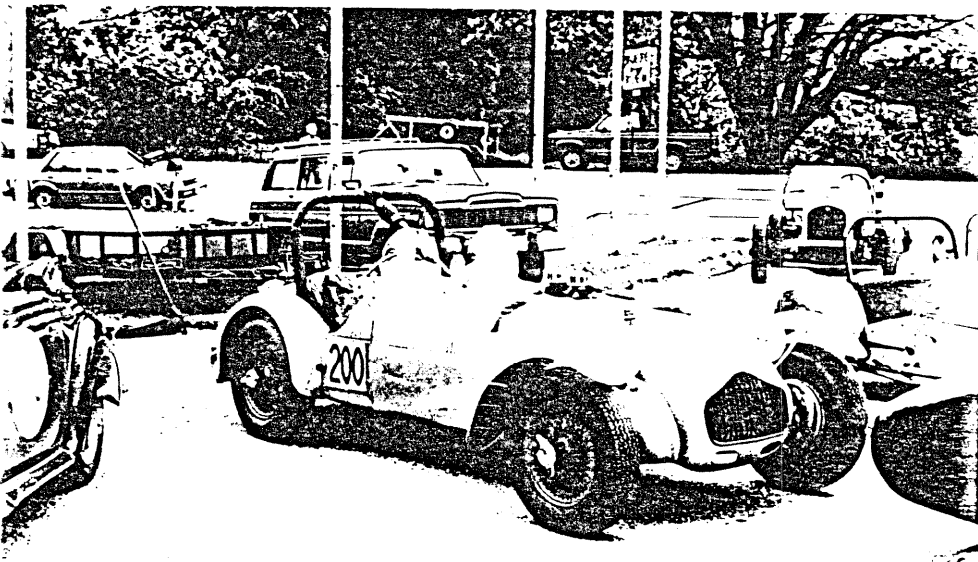


The Smiling
Pilots and Their

MOUNTS: Bob
Valpey (left) and
Syd Silverman (right)
Syd's J2X is above
and Bob's J2 below.



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rebuild. The rear axle ratio was changed from 4.11 to 1 to 3.54 to 1 in hopes of lowering the usual rev band and raising ultimate top speed. The gearbox was given a new first gear, bearings and seals. The Caddy got a rebore, new forged pistons, a recut crank, bearings and valves. It also received a much larger barrel (choke) carburettor. The car is now back together and saw its first (very gentle) outing at Bryar Park on the July Fourth holiday. It behaved.

While without the Allard I had the pleasure of attending the Mt. Equinox Hill-climb near Manchester, Vermont. I had been given the use of a friend's Arnolt-Bristol. It was quite docile compared to the Allard and seemed to have considerably less torque. I was also sent up once in an Aston Martin DB4-GT. It was much closer to the Allard though it seemed considerably more civilized. Allards present were the J2X of Syd Silverman, the J2 of Bob Valpey, and the GT Coupe of Bob Girvin. Interestingly, the Valpey ex-Tom Cole J2 was fastest by several seconds. Bob seemed to have optimal gearing for this event. Syd and Bob Girvin were about matched this year. Equinox, by the way, is the longest paved hill-climb in the world. The Allard team (myself included) thought of Cyril Wick that weekend as he was very much an exponent of hill-climbing in Allards, and would quite likely love having a go at Vermont's tallest mountain.

Late June saw several of the lads in Ohio at the SVRA summer meeting. Syd Silverman will likely report at length but suffice to say that Syd had with him the J2X and the JR. J2X ran well, JR still over-heating. Tom Turner was there with J2 and ran well until a spin cost him the clutch. Apparently the clutch plate disintegrated to a fare-thee-well when he started backing out of the spin before de-clutching. Don Marsh was present with a D-type Jaguar and Girvin ran the Formula Jr.. I'm told that the ex-John Weitz Lincoln-powered J2 was also present. It seems to have very gently lost a wheel. Knock-on spinners need to be on the correct side! The season continues."

Many thanks for your letter and photo page, Jim. ED.

SPECIAL NOTICE to Members who drive 'M' type coupes and 'P' type sedan Allards. Our Southern States Representative Dr. Tom Turner and member Larry Johansen of Redlands, California are anxious to hear from all owners of these models who are resident in the U.S.A., as Tom and Larry are compiling a roster of 'M's and 'P's. Please contact Tom at 1100, Pebble Creek Road, Fort Worth Texas. 76107 if you have one of these in your stable or know of any in your area. Tom writes:- "Most of the J2 and J2X owners seem eager to identify themselves, but maybe that should be one of the new projects to try to emphasize the importance of the other models besides the racing models, and encourage their participation in different events. Ed Reed of Worcester, Mass. has done a lot for this." A good idea, Tom. ED.

FOR SALE

1951 ALLARD J2. Rebuilt Cad V-8 engine. Never raced. \$32,000. Pictures available. R. C. Anderson. (714) 494 - 3474. (Cal., U.S.A.)

oOo

1970 McLaren M10B complete; excellent car and very fast. (Won the British Sprint Championship in 1975 and '76 when driven by David Harris. Last run by me in 1984; carefully stored since. £13,500 or near offer.

A N D

1967 Cooper Daimler 2¹ litre V8. Immaculate original car, used by me the last three seasons and absolutely ready to race. See 'Cooper Cars' by Doug Nye, pages 317/8/9. £11,500 o.n.o. Further particulars of the above two cars from member John Peskett, 22, Wakerley Road, Evington, Leicester. LE5 6AQ. ENGLAND.

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

Art Olson	of Coronado, Cal. U.S.A.	--
John L. Sanborn	" Rancho Mirage, Cal. U.S.A.	K2:2093 & J2X:3075
Jon Simon	" Martock, Somerset, ENGLAND.	F:3084
Les Newell	" Meriden, Conn. U.S.A.	J2:1574
Theo W. Bernstein	" Dayton, Ohio. U.S.A.	--

Our members are invited to two speed events in Czechoslovakia, organised by the Veteran Car Club Ostrava. The events are:-

September 13th-14th	International Circuit Races pm tje autodrome at MOST, organised by the AMK MOST.
September 19th-20th	International Hill-climb "ECCO HOMO" at Sternberk, organised by the VCC of Ostrava.

The hill-climb is one of the oldest tracks of hill-climbing in Europe and is 4,600 metres long. The drivers will run two competition runs on regularity - the difference between time of each run will be penalised by penalty points. Full information and entry forms on request from Mr. Jiri Vanek, Vyskovicka 87, 704 00 Ostrava-Zabreh, CZECHOSLOVAKIA.