

THE ALLARD REGISTER
&
SPORTS CAR ASSOCIATION.

THE BULLETIN.

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Page 1.

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An Allard Special. (part 1.)

Enthusiast Mr. Les Davies, who lives in Surrey, England, owns a unique special bodied car which he built on a J2X Allard chassis. It is called The Clark-Davies Special, and is one of a long line of specials created by him. The design is based on the well proved J2X Allard ladder frame in the usual box section channel steel, and is braced by six fish plates, and stressed at intervals by cruciforms. The most striking feature of the car is the general appearance of brute force, for the huge Chrysler engine overflows around the front engine bay, with manifolds, fuel pipes and ignition systems running in every direction. In Mr. Davies' own words, he is a lover of big, brutal cars; cars which develop the tremendous torque that can only be provided by this type of big V8 motor.

To cope with the startling performance, the suspension matches the frame for ruggedness and strength. At the front, it has the J2X Allard type swing axle and forward facing radius arms. Armstrong telescopic dampers from a haulage truck, together with separate short coil springs, supplying the damping. The rear suspension is De Dion, and in this case, the radius arms have a very long action, pivoting in a ball joint under the gearbox casing. Lateral location is dependent on a Panhard rod. The drive shafts have the usual Hardy-Spicer universal couplings and are the unsplined type - the shafts are in 100 ton steel. Springing again employs separate dampers and coil springs, although the rear telescopics are smaller in diameter than the front. The differential which is flanked by the inboard rear brakes, is a proprietary Ford V8 casing, fitted with a special David Brown crown wheel and pinion.

Sixteen-inch wire wheels are fitted all round, with 600 front and 650 rear Dunlop racing tyres. The wheels at the front are Allard and at the rear Jaguar C type, both pairs being mounted on centre-lock hubs. Braking area is fantastic, with huge Alfin drums mounted outboard at the front and inboard at the rear. The brakes are hydraulic and have twin leading shoes front and twin trailing at the rear, operated through a single master cylinder, although the rear brakes are served through a Baldwin brake booster. The constructor estimates that with the designed 50/50 weight distribution, the main braking effort will be on the rear wheels, and this is the ideal arrangement in view of the anticipated performance of the car. Incidentally, there are limit straps on all the axles.

The worm and peg steering layout is set slightly off-centre in order to give a more comfortable seating position, and the long column is capped by a woodrim steering wheel. The Marles steering box nestles neatly alongside the engine, with the column reaching back through the bulkhead to the cockpit where the driving position gives the 'straight arm' position.

Viewed from behind, the bodywork is neat with the 18 gallon fuel tank in the rear compartment behind the seats. Up front, an Allard 3 gallon radiator is mounted between the nose channels. The engine, which has a weight of approximately

580 lbs is attached to the gearbox casing by means of a special bell housing adaptor which was made up in alloy. The gearbox, taken from a Ford V8 tipper truck, has been fitted with specially cut close ratio gears. It is interesting to compare its weight of approximately 100 lbs with that of the Firepower engine. It has four forward speeds, and the remote control linkage has been modified to give a cable operated safety catch for reverse. It is estimated that the 'box will take up to 400 ft/lb of torque without failure. The big V8 engine has been repositioned in the Allard frame, and all the original mountings have been revised. The engine was fitted with a double-choke Carter carburetter with an inlet manifold that would give any self-respecting plumber a nightmare! This has been scrapped and replaced by a special manifold to accept 4 double-choke Stromberg carburetters. However, now satisfied that carburation problems were settled, Mr. Davies decided to tune the engine!

See the next issue for the conclusion of this article

- We hear that: The Chrysler Avenger, which is manufactured in the U.K. is to be marketed in the U.S.A. It will be known as The Plymouth Cricket.
- " " " Racing driver Graham Hill will be driving a Brabham Formula 1 car in Grand Prix events for the 1971 season.
- " " " Ford U.K. are testing their new mid-engined two-seater Grand Tourer. It is hoped to be on sale to the public later in the year.

I've always thought of Colin Chapman purely as Mr. Lotus, but it's interesting to read in "The Story of Lotus" by Ian Smith that in 1956 Colin was given a Vanwall Formula 1 drive at Rheims. Unfortunately, he crashed the car in practice when new brake linings weren't up to stopping the budding GP driver. Later he was invited to re-design the Vanwall chassis for 1957, and that year Dr. Chapman was also called in to draw up a new chassis for the BRM. You can't imagine Colin rushing over to Bourne to design a 1971 BRM, can you?

A coin-operated contraceptive dispenser in the Gentlemen's convenience at the Hotel Pohjanhovi, Rovaniemi, Finland, carries a sticker which proclaims that Graham Hill prefers Armstrong Shock Absorbers.

CORRECT ENGINE OPERATING TEMPERATURE VITAL FOR EFFICIENCY

The purpose of the radiator on an automobile engine is to dissipate the heat generated as a result of combustion and friction. It is interesting to note, however, that a great many automobile engines may actually run too cool or too hot for peak efficiency.

According to service engineers at Champion Spark Plug Company, engine coolant temperature in passenger cars should be maintained as specified by engine manufacturers or roughly between 180 and 200 degrees F. If temperatures run lower or higher than this, problems can develop.

For instance, if water jacket temperature is too low, fuel consumption is increased. Raw, unburned fuel works past the pistons, wiping off essential oil which accelerates piston, ring and cylinder wall wear. This raw fuel also dilutes and contaminates the crankcase oil which may adversely affect bearing life.

Because of the prevailing low temperature, condensation which forms in the crank-case can promote oxidation of oil.

Another problem resulting from low engine operating temperature is increased emission of pollutants.

The major cause of low engine temperature is short trip driving when the engine does not have a chance to become fully warmed up. Another cause, of course, could be a faulty thermostat or no thermostat at all. In this event, the coolant is not retained in the engine block long enough and warmup time is greatly increased.

One way to detect low engine temperature is to "read" the spark plugs. If the firing tips are black or have a sooty appearance, it means low combustion chamber temperatures. In some cases, using the next hotter plug could help burn away the carbon fouling. However, the real answer to the problem lies in the cooling system and fuel/air mixture.

On the other end of the temperature scale is the engine which may be operating too hot. This condition is usually more serious, and requires immediate attention. Some of the telltale symptoms of serious overheating include sudden detonation, the odour of a hot engine and steam coming from the radiator overflow pipe when the engine is turned off.

Often, the owner of the vehicle may not be aware of an overheated condition because the engine may be operating with the coolant just below the boiling point. High underhood temperatures can contribute to detonation and if severe enough cause spark plug overheating.

It pays to keep an eye on the engine coolant operating temperature. By doing so adjustments and corrections can be made to improve efficiency. At the same time it can help eliminate more serious trouble.

CARS OF YESTERYEAR

HEALEY HISTORY.

Healey Westland Roadster

Production period: Oct. 1946 - Oct. 1950. Number built: 64.

Two-door, 4 seater open roadster. Built on A type chassis from Oct. 1946, B type from Mid-1947, C type from autumn 1950. Riley 4 cylinder, twin overhead-cam engine: 2443 c.c. Twin 1½-in. S.U. carburettors: 104 b.h.p. at 4,500 r.p.m. Weight 22½ cwt.

M.G.s THROUGH THE AGES.

M. G. 14/28.

Production period: 1924/7.

Number built: 400.

4 seater tourer based on then current 14/28 Morris Oxford saloon.

Four cylinder, side valve, 1802 c.c. engine. Single S.U. carb.,

1924/25. Single Solex carb., 1926/7. Three speed gearbox, rear

wheel brakes 1924. 4 wheel brakes fitted in 1925. In 1926/7 it

was fitted with bolt-on wire wheels and 4 wheel brakes with servo.

In 1927 it was fitted with a flat radiator and half-elliptic springs.

Too many people think that once they pass their driving test they should pass everything else.

- Reader's Digest.

The more you use the more you have. One of the cardinal rules of life is use. If you want more of anything, use what you have.- Henry Ford.

In a letter from Mr. D. Pottinger of Sale, Cheshire, to our Hon. Sec., which referred to damage to his car and to which his insurance company were reticent to start paying for repairs, he writes:-

....."Thank you very much for your letter referring to the claim, and the fact that the insurance company considered my car too old to repair and wanted to write it off. As soon as I passed your letter to them they commented, "There appears to be no argument to that". From that time forward they couldn't pay up fast enough. It was a great help."

Am so glad that my letter has been of assistance in this matter. ED.

FOR SALE

Allard J2 (Chrysler). Fully rebuilt from the bare chassis up, utilizing many polished and chromed parts from the 1951 Earls Court show car. Re-lacquered dark blue with black upholstery. Wire wheels. Unmarked concours condition in every respect. 350 b.h.p. V8 engine with only 200 miles since re-built. Std. Qtr. mile 13.4 secs. Top speed 141 m.p.h. Offered with many spares incl., diffs., suspension parts etc., Price US\$4,700. Ian McDonald, 1 McNaught St., Beaumaris, Victoria, 3193, Australia.

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Allard M2X coupe, completely rebuilt, and in concours condition. Price £500. P. Fisher, 99 Oakdale, Worsborough Dale, nr. Barnsley, Yorkshire.

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1950 Allard K2, Ford V8 Pilot engine fitted twin carbs. Engine overhauled along with steering. Body re-enamelled. New hood, side screens, etc., Price £430. o.n.o. Smith, 9 Cherry Garth, Lund, Driffield, E. Yorks., (Tel. Middleton-on-the-Wolds 372).

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WANTED

Ford Pilot gearbox parts. Countershaft front and rear thrust washers. Two main shaft ball bearing races (front and rear).

B.C. English, "Chy-an-Sennen", The Down, Alveston, nr. Bristol, BS122BH.

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Complete Foreign Auto Parts & Accessories. Domestic Auto Parts available.
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FOR SALE

One pair of water pumps for Ford V8 engine. Also one winged bonnet/lock for Ford Pilot. Offers to Box 1/71, c/o The Hon. Secretary.

Information bureau: Address your queries on sports cars to the Hon. Secretary. Advise him of your restoration jobs, rebuilds, or items of interest re tuning, as it will sure be of interest to fellow members.