

THE ALLARD REGISTER  
&  
SPORTS CAR ASSOCIATION

THE BULLETIN.

November/December, 1971

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(Telephone: Horsham 61372)

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

Our Christmas card shows the ex-Imhof J2 Allard in action at the Brands Hatch racing circuit. This car is now owned by member Mr. Harry Weston, who lives in the West of England.

Our Christmas menu is as follows:-

Consomme Castrol, Creme d'Uckhams.

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Pate de Forzelack, Riverside Risotto,  
Spaghetti Sebring, Ravioli Cinturato,  
Isky Omelette.

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Fillet Firestone with Indy Sauce,  
Scampi Dunlop,  
Mackerel in Brake Fluid.

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Veal Vandervell,  
Escalope Moto-Lita, Sauce Hypoy,  
Lucashire Hot-Pot  
Champion Chouder

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Sump Guard Supreme, Wynn's Pudding,  
Koni Krunch, Weber Waffle,  
Jenolite Junket, Fram Flambe.

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Champagne: Chateau Bluecol.

Brandy: Cognac STP.

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In a letter from member John E. Jackson of New South Wales, Australia, he writes:-

"... As I write I am once more airborne, this time, en route to New Zealand. It's almost getting to the stage where I am more familiar with the inside of 707's and DC8's than K2's and P1's. They won't let me drive the former, however!

I noted recently a four part article on the Ardun engine, with Allard references, in the American Magazine "Rod and Custom". The first two parts were in the May and June '71 issues, and the last two parts will, I gather, appear in the first two issues of a new journal called "Street Rod Quarterly". The articles, judging from the first two, are the most comprehensive both historically and technically that have appeared on the Ardun, so should think they may interest our readers..... My own "Allarding" has been most limited recently, apart from discovering that the spring steel used in the K2 rear spring is no longer available in Australia. Forced to use a thicker steel than original, I have had to re-design the whole spring with fewer and thicker leaves to keep the spring rate the same, and get an entire new spring made. A complicated way to replace a broken leaf! However, it's done now and hopefully I can get it refitted in the K2 on my return....."

Thank you very much for your letter, John and it was jolly nice meeting you again whilst you were in the U.K. ED.

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In a letter from member Dr. Cordell Bahn of California he writes:-

"My latest J2X has a 1952 Lincoln engine in "full house" status, bored out to 57 cu.in., Offenhauser piston, special bearings, milled heads, aircraft steel studs for head bolts, Winfield cam, double racing ignition, shock absorbers which are adjustable from the driver's seat, and a brake booster. The most outwardly striking modification is the outboard exhaust headers, four to each side, feeding into three inch collector tubes beneath the side mounts and doors. The only body modification seems to be the partial removal of a side panel to allow the exhaust headers to exit the engine compartment. Also, the fenders were replaced by small ones which turn with the front wheels. I will mail you a snapshot of the car shortly....."

Many thanks for your letter, sir, and am looking forward to receiving the snapshot. ED.

We received the following from one of our members in the North American Continent, and we think it is most amusing:-

A Glossary of Road Testers' Terms.

ROAD TESTERS' TERM.

IT REALLY MEANS.

"We were afforded the rare opportunity to test drive..."	The press agent bought lunch, so I'd better say something about this clunk.
"...remains basically unchanged from previous models."	They've made the same mistakes again.
"...unequal length A-arm front suspension."	The factory couldn't find two pieces the same length.
"Advanced design."	Nobody will know how to fix it when it breaks.
"Most advanced design."	There are no spare parts available.
"Slight body lean when cornering..."	The pavement rubs the chrome plate off the door handles.
"... a few minor faults."	We were towed home.
"Solid road feel..."	It rides like a truck.
"... fully independent suspension."	The whole thing shakes and rattles.
"... instrumentation is complete and detailed."	You can't find a thing.
"The engine warms up quickly..."	The running temperature would be adequate for a Stanley Steamer.
"A snug, watertight interior ..."	The footwells fill up with water and never drain.
"... continued refinements without major changes."	The factory is almost broke and can't afford new dies.
"... slight wind buffeting."	Better drive down the middle of the road - this sled can jump sideways one lane in either direction.
"... fully synchronized gearbox."	It's synchronized with the clock and just about as slow.
"... easy service accessibility."	It had better be: you'll be spending a great deal of time proving it.
"... cruises at an effortless 70 in complete silence."	But only downhill, in neutral, and with a following wind.
"... the 25% power increase has not affected engine smoothness."	You can still count the rpm by ear.
"... front-disc, rear-drum combination."	This refers to where you'll have trouble with your spine and what your posterior will resemble after a 400-mile trip.
"The ashtray is too small."	The ashtray is too small.

A doctor, picking up his car at a garage, was highly indignant at the size of the repair bill: "All this for a few hours' work" he yelled. "Why, you charge more for your work than we of the medical profession do".

"Well now", drawled the mechanic, the way I look at it, we got it coming to us. You fellows have been working on the same old model since time began, but we have to learn a brand-new model every year."

Some legal terms defined:-

Common carrier	- A rude lorry driver.
Contractual Liability	- Liable to get smaller like wages or cheap shirts.
Ejusdem Generis	- The generator needs adjusting.
Pri bono publico	- Free beer at the "Local".

Road sign at the entrance to a mid-west expressway: "6029 people died of gas in this State this year. Two inhaled it, 27 put a match to it, 6,000 stepped on it."

In a race at Riverside recently was a Corvette with a sign on the back which read: "To pass, please blow engine."

Christmas Crackers or Do's and Don'ts for Learner Drivers.

The modern car has four or five years. They are all in one box. Further exploration may leave you without the box.

Make a habit of keeping your eye on the driving mirror. That way you'll always know where to find it.

If your instructor speaks to you, listen carefully. If he screams - jump.

To check whether you have selected reverse gear correctly, put your head out of the window. If the wind falls cold on your face, you've boobed again. If you were in reverse, you'd get a hot blast on the back of your neck - the car behind you was still moving forward.

If it's stationary, miss it. If it moves, swear at it.

When the examiner shouts "STOP" don't just grin. You should have had them re-lined before the test.

If you can't read a number plate at the regulation distance, you need your eyes examining. If you get a ringing noise in your ears, you need your head examining - you've just passed a police car.

FOR SALE

1935 ALLARD special, rebuilt on later Allard chassis of 1949 'M' type (Reg.CMF 923). Standard 30 H.P. Ford V8 engine. Two-seater wasp-tailed aluminium body in original colour. Spare 'race-tuned' engine with no crank-shaft. Re-wired. Tyres in roadworthy condition. New brake cylinders and rubbers. There are a few jobs to be done to complete the car. Price £200 o.n.o.  
John Neete, Flat 12, Cleveland's, Northam, North Devon.

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ALLARD P2. No bodywork rear of scuttle. Multi-tubular chassis. Coil front, de Dion rear. Basis good special or will break.  
D. G. Rouse, St. Mary's Coach House, Great Maplestead, Nr. Halstead, Essex.  
Phone: Hedingham 521.

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WANTED

ALLARD J2 or J2X. Must be in good condition. Good price offered for a fine example in original condition. Contact: P. Weldon, Stalbridge, Sturminster Newton, Dorset.  
Phone: Stalbridge 671.

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One knock-off hub for J2X side mount; also required replacement steering (Fitman) arm, or if suitable replacement known by any member please contact:  
Dr. Edward G. Verville, 4, Marks Court, Stony Point, New York, 10980, U.S.A.

At the International Motor Show last month at Earls Court, London, the stand which attracted the largest crowd was the life size mock-up of the American Moon Buggy, complete with two dummy astronauts.

Did you know that the Brands Hatch formula 1 race on October 24th was the 630th event to be held to a prevailing Grand Prix formula since the very first Grand Prix at Le Mans in France in 1906? What a gem of useless information. And in that time Ferrari have racked up more wins than any other team despite the fact that Enzo didn't wheel his first F1 car out until 1948. Since then they have scored 105 wins, and Alfa Romeo and Lotus are second equal with 82 wins apiece. Maserati come fourth in standings at 78, then we have Mercedes-Benz on 44, Cooper on 29, Brabham on 28, BRM on 27, Auto Union 22, Talbot and Bugatti 18, Vanwall and Matra 12, Delage 7, and following their Canadian victory Tyrrell join McLaren, E.R.A. and F.I.A.T. on 6 wins.

All time greatest of the drivers when we count the individual wins, is the late great Jim Clark with a personal score of 44 victories, ahead of Fangio and Moss who tie with 36 wins each. Jack Brabham won 28 races before retiring, Jackie Stewart has won 22, and Rudolph Caracciola and Alberto Ascari are equal on 21. It's interesting to note two very determined and skillful drivers tied with 20 wins each - Tazio Nuvolari and Graham Hill.