

THE ALLARD REGISTER
&
SPORTS CAR ASSOCIATION

THE BULLETIN

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HON. SECRETARY: R. W. May, 8, Paget Close, Horsham, Sussex. RH13 6HD.
(Telephone: Horsham 61372)

In a letter from member Roger Morello, of Ohio, U.S.A. he writes as follows:-
"...Thought I'd take this opportunity to pass on some notes on what's happening in Allard circles in my area of the U.S.A. and also to let you know that the restoration of my J2X is progressing slowly but surely. I have been successful in obtaining many parts, and fellow member Andy Picariello has been kind enough to lend me his full-width windscreen and canvas top so that I can now make patterns for use in making reproductions..... Since we last corresponded, another Allard has been uncovered and brought into this area - it's a K1 owned by Mr. David Stamper. Dave found the car while at the 1973 annual Hershey, Pennsylvania swop meet. I encouraged Dave to go purchase the car, which he did. The car will need a complete restoration, but it should be an easy project since the car is complete and not badly damaged - it's just been sadly neglected.

Another interesting piece of news is that the K2 of Mr. Frank Bove (whom I mentioned in previous letters) is now being advertised for sale in the March issue of Hemmings Motor News.

I have some good news which may be of interest to fellow members, as follows:-

1. Exact duplicates of the J2X (and I presume J2 also) bonnet hold-down studs, and door latches are available through Ross, Courtney & Co. Ltd., Ashbrook Road, Upper Holloway, London, N.19. They will handle small orders.
Bonnet hold-downs use Oddie Standard Stud O/F 370W.
" " washer O/F 219.
" " clip O/F 210.
Door latches use Oddie Cupboard Fastener TD. $\frac{3}{4}$ " and Clip O/F 212.
2. Lucas has specification sheet that lists all the electrical components for all Allard cars, and a supersession list exists which shows currently available part numbers for superseded original parts. Many (but not all) Allard items are still available...."

Many thanks for your letter, Roger, and the information will be of great help to our members. Mr. David Stamper is now a member. ED.

Mr. Paul Lindhe of Rydaholm, Sweden enclosed with his annual dues a delightful colour photo of his K2 Allard.

Very many thanks for this, and your kind greetings. ED.

TRACK ADJUSTMENT FOR ALLARD CARS.

When adjusting track it is essential to make equal adjustments on both halves of track rod by means of right and left-handed ball joints, so keeping centre arm parallel to axis of car. In any case of wander or tendency to pull to one side, check position of centre arm, and if necessary correct by adjusting track rod lengths whilst maintaining correct toe-in. Toe-in on all models is $\frac{1}{8}$ - $\frac{3}{16}$ " rim. However, owing to the wheel manufacturer's permissible tolerance of 0.100" run-out, it is necessary, before checking or adjusting rack, to jack-up wheels and determine position of run-out. This is done with a stand with a pointer firmly fixed to it pointing at rim to just touch at the high point (if the wheel is out of true). Mark this point with chalk. The "low" point opposite should also be marked, and then two more marks made at right angles to the first marks. The second marks indicate the "true" portion of the wheel. The first marks should now be rubbed out. When both wheels have been so marked, the car should be let down on to its wheels with these marks in line, wheel for wheel. It is now necessary, with split-axle suspension, to roll car some yards so that correct camber angle is resumed. Car should be brought to rest with chalk marks horizontal to ground and the arms of the tracking tool placed against the wheel rim on these marks. Adjust on both track rods equally to avoid bias to Silentbloc bearing on centre steering arm, which will cause car to run off course unless held.

OVERHEATING.

Motorway travel has brought with it a big increase in breakdowns, due in the main to badly serviced or mechanically tired motor cars. One of the chief causes of failure in high-speed travel of this kind has been overheating - with disastrous results in some cases.

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Most frequent cause of overheating and consequent engine seizure has been fan-belt failure. With the continuous spread of Motorways every driver should pay special attention to his cooling system before commencing a long-distance run. First and foremost, the fan-belt requires regular inspection for flaws, or signs of slipping. A belt that has done a large mileage is very prone to slipping owing to the rubber on the two surfaces of the 'V' wearing down to the canvas base. The cost of a new belt is comparatively small, and can save the troubles caused by an old one breaking whilst travelling at high speed. Sustained high speed puts unusually high stresses on this normally reliable item of equipment and it is wise to check the tension of the belt and adjust if necessary.

Other features of the cooling system calling for examination of older models are the radiator and heater hoses (for cracking, loose clips or signs of perishing), radiator and engine water passages for signs of blockage, leaking radiator pressure cap, retarded engine ignition timing and over-weak petrol/air mixture. Finally, the level of the coolant in the radiator header tank should always be checked before any high-speed run and any loss immediately investigated.

LEAD POLLUTION.

To help prevent lead pollution it was suggested that the lead content of fuel be drastically lowered, but several firms have put their heads together and have come up with the latest stage in their lead trap exhaust systems. The lead trap silencer is a container packed with stainless steel wool which has been coated with alumina. "Texaco" hold the patents for the trap, and the lead compounds in the exhaust gases are held in the silencer by a combination of chemical reactions and absorption onto the alumina and actual physical filtration through the steel wool.

Bench and road tests show that the lead content of exhaust gases can be reduced by up to 70 per cent, with no significant effect on vehicle performance. Pilot plants in Manchester are developing techniques for making the silencers, and the firm, Magnesium Elektron Ltd. will supply units for research by other bodies concerned with environmental air pollution

The important thing about the device is for it to stay effective during the life of the exhaust system, and provided vehicle performance is not impaired, then there should be no need for drivers to "tune" their cars by putting their silencers out of action.

PIT STOP from Champion Spark Plug Company.

FUEL FOR THOUGHT (OR A THOUGHT ON FUEL)

A series of international fuel economy tests conducted by Champion Spark Plug Company sought to determine how much the condition of the plugs affects gasoline consumption. Results showed that approximately two-thirds of the total fuel economy improvement gained from an engine tune-up was attributable to the installation of a set of new spark plugs.

The tests estimated that new spark plugs can save about one gallon of gasoline per 18 to 20 gallon tankful compared to plugs needing replacement. The reason plugs have such a critical bearing on gasoline consumption is not hard to understand when the role of the plug in the ignition system is examined.

The spark plug must conduct a high ignition voltage to the combustion chamber to ignite the air-fuel mixture. It must do so in all types of weather and in all sorts of driving conditions. If the spark plug fails to deliver the high voltage, the fuel is either burned incompletely or not burned at all. Thus the wasted fuel.

While spark plugs themselves are normally trouble-free during their recommended 10,000 miles of service life, they often are indicators of gas-wasting malfunctions in the engine.

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USE CAUTION ON "ANTI-FOULERS"

If you are in the habit of using "anti-fouler" adapters for spark plugs as a temporary measure, a word of caution is in order. These plated or unplated devices are sometimes used until an oil-splashing problem can be corrected. They closely resemble the spark plug shell and are screwed onto the plug. The anti-fouler and plug combination is then installed in the engine.

Champion Spark Plug Company recently conducted a series of thermocouple tests on engines using anti-fouler adapters. Results showed that spark plug insulator tip temperatures can be extremely high when anti-foulers were used. In fact, temperatures can be increased enough to cause preignition and engine damage.

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

C. H. Bremer-Goldie	of	Weybridge, Surrey, England.	Volvo.
F. J. Juniper	"	Cambridge, England.	Allard Special.
D. Stamper	"	Cincinnati, Ohio, U.S.A.	71K 158.
C. Green	"	Fakenham, Norfolk, England.	L Type.
J-P Burckhardt	"	Zurich, Switzerland.	K Type.
J. Woolliscroft	"	Wem, Shropshire, England.	L.632.

FOR SALE

1953 ALLARD PALM BEACH two-seater with Zephyr engine. Car rebuilt as new, chassis sand-blasted and zinc sprayed. New bulkhead, floor and inner wheel arches. Original hood, side curtains and leather seats as new. All new brakes, tyres, clutch. Professionally re-wired. Price £1500 or \$3500.
C. Cameron, "Eilean Donan", Cradlehall, Inverness, Scotland. (Phone Inverness 30556)

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1948 ALLARD 'L' TYPE, 4-seater tourer. Complete mechanical rebuild; all worn parts replaced with new. Electrics and trim need finishing. Body shell rebuilt and resprayed British Racing Green. New and unused Solex carb., Lucas distributor, four head and two manifold gaskets. Numerous other spares to be included in sale. All original chrome re-plated; new Triplex windscreen glass. Price £1000 or nearest offer. Further particulars from Mr. J. Woolliscroft, Church Lane, Wem, Shropshire, England.

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ALLARD M TYPE d/h coupe, rough, restorable. Price £200 o.n.o.

1929 SINGER JUNIOR driving chassis with rough tourer body. Price £150 o.n.o.
J. Feskett, 22, Wakerley Road, Leicester, LE5 6AQ. (Phone Leicester 737802)

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One complete engine, ²¹stud V8. Price £30 o.n.o.

One 21stud V8 engine stripped for re-bore. Price £20 o.n.o.

One 21stud V8 block with special cam and adjustable tappets, polished ports. £25 o.n.o.

One 8 cylinder Lucas magneto. Price £7 o.n.o.

One new clutch plate with woven linings. Price £4 o.n.o.

Twin carbs. and manifold. Price £10 o.n.o.

One pair of Jaguar high-lift camshafts (ex-Moss). Price £10 o.n.o.

J. K. Hosker, 28, Sunny Road, Churchtown, Southport, Lancs.

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ALLARD spares from the specialist. Consult the man who has dealt with these for the last 16 years. Send s.a.e. to J. Patterson, 23, Hawthorn Way, Royston, Herts. (Phone Royston 43182)

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WANTED

Fair of sidescreens for K.l., or loan for pattern to make new ones. Also any other K type body parts.

J. Feskett, 22, Wakerley Road, Leicester, LE5 6AQ. (Phone Leicester 737802)

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J2X parts needed. 5 wire wheels, hubs and knock-on caps OR 5 disc wheels and 3 hub caps.

Air inlet grille for hood blister. Top bows (either parts or patterns).

Inflatable seat cushion inserts.

Dimensional sketch of the mount structure for a side-mounted spare wheel.

J. R. Morello, 7761 Trailwind Drive, Montgomery, Ohio, U.S.A. 45242.

Member Mr. Tor Hultberg of Kavlinge, Sweden advises us that his J2X is now in an Auto Museum named 'Ugglarps Bilmuseum'. The museum is situated between two cities, Falkenberg and Halmstad, about two hours by car from Gothenburg, Sweden.

We are asked by the Reo Club of Canada to make a request to any of our members who own or know of anyone who owns a Reo car or truck to write to Mr. N.Blake-Horsfall, Reo Club of Canada, 117 Hespeler Ave., Winnipeg, Manitoba, Canada. R2L 0L5.

You have been warned! A colleague just back from Egypt reports having seen a second-hand car dealer on a tree-lined boulevard in Cairo, under the proud sign "Shadey Motors".

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Sign of the times! Advertisement in Horse and Hound: "15-17 Hands horse wanted. In exchange for a Mercedes-Benz '63, MoT 12 months.

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Ready to go! For Sale. 1963 Daimler hearse. Body in good condition". Advertisement in a Shropshire paper.

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(By courtesy of 'Peterborough',
Daily Telegraph)