

THE ALLARD REGISTER
&
SPORTS CAR ASSOCIATION

THE BULLETIN

July/August
1974

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HON. SECRETARY: R. W. MAY, 8, PAGET CLOSE, HORSHAM, WEST SUSSEX. RH13 6HD.
(Telephone: Horsham 61372)

In a letter to our Hon. Secretary, from member Dick Gale of San Francisco, California informing him of his change of address, he writes:-

"...You are doing a great job! Keep it up....."

Many thanks for your kind remarks and encouragement, Dick, and I shall always do my best for the marvellously keen motoring types that make up our membership. R.W.M.

The annual impromptu concours d'elegance was held on Saturday, 29th June at the Rothley Court Hotel, near Leicester. The weather was bright and the winning car was a very well preserved K type Allard. The award winners were as follows:-

Premier Award	- R. C. Daniel.	K type Allard (1949)
Runner-up	- J. Peskett.	K type Allard (1947)
"Other Makes"	- 1st: C. O. Mordant.	Triumph T.R.4.
		Runner-up: Mrs. Robbins. Humber Sceptre.
Consolation Award	- Dick White.	1930 Morgan-JAP (3 wheeler).

To conclude, the Hon. Secretary thanked all those attending for their support and read a postcard he had received from member Malcolm Saunders, of Chagford, Devon regretting his inability to attend as he was in the process of a complete rebuild of his Allard.

As a matter of interest, J. Peskett's 1947 K type was the actual car used by Len Potter in the 1947 Alpine Rally, photos of which appear in the book "More Wheelspin", which also shows the British team of three Allard cars.

We reproduce the following article by kind permission of "The Autocar" from their issue of 28th November, 1941 - 'Talking of Sports Cars':-

FIRST OF ITS TYPE

The Original Allard Special, Which Competed in All Manner^{of} Events,
and Had an Extraordinarily Successful Trials Career.

The original Allard Special, a machine that almost everyone who competed in or watched trials during the two or three years before the war will have seen in action. This had a 30 h.p. Ford V8 engine, and from its being a special evolved by the Allards for their own amusement in trials, it later became the basis of a limited production. Later, there was a V12 version, too it will be recalled, using the Lincoln Zephyr engine.

Through a mutual friend, I happen to recall the original development of the very machine dealt with this week. A year or two later, in 1938, I had my only practical experience of the type, using one of these machines for a mud-plugging expedition on the Ridgeway, along the top of the Berkshire and Wiltshire Downs. For this trip, with some snow and a great deal of mud about, a few days before Christmas, it was ideal; and what acceleration it had!

Two Accounts. It happens that I have two separate references to the original Allard - "CLK 5". K. Hutchison provided some notes on it as he knew the car some time ago, and then in an entirely unconnected fashion Guy Warburton - even better remembered for his trials successes with a 30-98 Vauxhall, let me have some jottings on the trials history of the Allard.

To some extent the two accounts inevitably overlap, but it is not often that one has at the same moment separate references to a particular machine, and I feel that interest is added. One man lives in the North, and the other in the South of England. By the way, the form of Warburton's remarks, largely quoting trials successes, is explained by the questions I put to him when replying to his recent suggestion that notes on the machine might be of interest. Hutchison's comments are more generalised and, as he explains, he has never actually owned the car.

Here are the remarks of the present owner, Guy Warburton.

"I bought this car for the purpose of trials and so forth, and not as a beautiful piece of machinery covered in chromium plate and fine paintwork.

"It was the first Allard produced and was constructed entirely from a second-hand 1934 Model 40 Ford, with the exception of the steering box and column, which were taken from a Bugatti, along with the body and petrol tank. This was in 1936. All subsequent Allards were made from new current-model Ford parts.

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"The first contact I had with my Allard was when I was competing in almost every trial of any consequence with my old 30-98, and frequently made up a team with S. H. Allard and K. N. Hutchison, driving one of his many Ford V.8s.

"During 1937 I purchased Allard's car, and he and Hutchison turned out with two new Allards, and we formed the 'Tail Wagger' team. This car when I bought it had had a very hard life, including rolling down a good portion of Ben Nevis and being considerably bent in the process. It had also competed, between March, 1936, and May, 1937, in twenty-two events and had gained thirty-five awards, made up as follows: 8 best performances of the day, 4 runners-up, 3 special cups, 8 first-class awards, 4 second-class awards and 8 team awards.

"Up to July, 1939, I competed in twenty-nine events and gained forty-eight awards, as follows: 11 best performances of the day, 7 runners-up, 2 special cups, 7 first-class awards, 4 second-class awards and 17 team awards. During the whole time the car never went back to the works, and as I have no connection with the motor trade the car was run at my own expense (so was Hutchison's).

"Neither did I receive any free parts or other assistance. Up to September, 1938, the only replacements were tyres, brake linings and a petrol pump. During September, 1938, I replaced the engine with another 1934 reconditioned unit supplied by the local Ford agent, and fitted it myself. The mileage covered during 1938 and 1939 was very considerable, chiefly owing to my living in the North of England, and most trials being run in the South or the West Country.

"Petrol consumption was never less than 18 to 20 m.p.g. on the road. The car was absolutely reliable and I never failed to finish in any event. I was also fortunate enough to make the best performance in the Colmore, Roy Fedden, and Gloucester Trials in one year. When better times come I hope to get the car out again."

* * * * *

"Although this particular Allard was never in my actual possession" writes K. Hutchison, "I have seen a lot of it and driven it. It was originally built by S. H. Allard for his own use in trials, and, like many such machines was rather a hotch-botch of parts. A special radiator was made up to hold vast quantities of water, cooling being rather a problem as the fan area was reduced to allow a low bonnet line; a body off a 2.3 G.P. Bugatti was put on, with Bugatti steering and tank, and an L.M.B. divided front axle system of independent suspension was fitted. Incidentally, it was the use of this axle, plus very low front weight, which gave the car such a spidery and 'floppity' appearance on trials hills.

"Nevertheless, the whole box of tricks worked, and it performed to such astonishing effect that for a long period it was invincible in trials.

"This was in its first season, and it was not really until late 1937 that either Allard or this car started competing in trials extensively. Allard also ran with this car during its early life in the L.C.C. Relay Race. This, quite honestly, did not suit the machine (which, one must remember, was built for an entirely different purpose), and after lapping at nearly 100 m.p.h. for about a dozen laps a timing wheel stripped - as was inevitable - and it retired.

Ben Nevis Attempt. "An interesting little adventure was also enjoyed by the car that year when Sydney Allard attempted to climb Ben Nevis with it. After several days of clearing rocks, filling-in gullies and even making temporary bridges, the climb was started. Unfortunately, when only a few hundred feet up, a fit of over-dash on a hairpin caused disaster, and car and driver went over the edge, Sydney being miraculously hurled out and the car rolling over many times.

"The car was not much damaged, however, and after comparatively slight repairs was driven back to London under its own not inconsiderable power.

"Curiously enough, just after he sold the car to Guy Warburton, Allard again turned it over on a trials hill known as Coley during the 1937 Experts' Trial. Again it was driven home under its own power, which shows that in its rather flimsy flexibility lay its strength.

"I have nearly forgotten to mention that the car also won a 50-mile race at Southport in 1937 at a quite creditable speed; but its main function was trials work.

"The 'Tail Wagger' team, consisting of Allard, Warburton and myself, came into being round about this time; but the old original car, in its new owner's hands, could always hold its own, and not infrequently beat any new creations that Allard produced.

In all the Big Trials. "All through 1938 the oft-inverted and hard-used 'CLK 5' was running in all the big trials in Warburton's hands, and many of the smaller ones as well. It was always well up in the results.

"When the ban on competition tyres was introduced, to start in January, 1939, the old car took on a new lease of life and was far better on standard tyres (proportionately) than on comps. Juniper, Cloutsham, Simms, Leckhampton, Flash Bottom, Widlake and many other bad trials sections have been climbed by it on standard tyres under

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very bad weather and surface conditions.

"Its feats considerably disheartened those who affirmed that a ban on competition tyres would solve all trials difficulties and their own into the bargain.

"Including team prizes, I should say that this machine has gained something approaching 200 awards, many of them being the major trophy type of event. Given a super car, it is reasonably easy to win awards in reliability trials, but this original Allard's record is one that has not been approached by any car that I know of in recent years. I suppose that its mileage must be in the region of 60 or 70 thousand, perhaps more, but when I last saw it it was as efficient and business-like as ever."

NOTE: Our Hon. Secretary says that this car (Allard No. 1 - CLK 5) was last seen on a bomb-site car dealer's emporium near Staines, Middlesex in 1961. It is now assumed that it has been broken up as John Patterson recently saw the registration number "CLK 5" on a Bentley car in north-west London.

PIT STOP from Champion Spark Plug Company.

WHEN AND HOW TO SERVICE SPARK PLUGS

While twice annual tune-ups have long been recommended by maintenance experts, the onset of the energy crisis has focused new attention on getting the engine checked every six months.

Correcting ignition system problems on a twice-annual basis will help save scarce and costly gasoline, is the message of groups like the Federal Energy Office.

Part of this semi-annual tune-up should be an examination of the spark plugs.

According to Champion Spark Plug Company, after 10,000 miles an electrode gap wear of .005" to .008" has taken place. The plugs are no longer firing efficiently and gasoline is being wasted. The remedy is installing a new set of plugs.

However, at intervals of 5,000 miles of use, you'll be gaining in fuel economy by servicing the plugs. Champion recommends the following services and procedures:-

- Remove any oily deposits with a solvent and dry plugs thoroughly.
- Open the electrode gap wide enough to permit cleaning and filing.
- Using a good quality abrasive cleaner, remove combustion deposits. Then with clean air, blast away all abrasive material remaining on the plug thread and bore surfaces.
- File the electrode surfaces vigorously to restore clean, sharp edges.
- Reset gap to specifications by bending the side electrode only.

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)

oOo
ALLARD M TYPE d/h coupe which requires an engine, gear-box, and a radiator. The rest of the car is in good order. Price £160 o.n.o.

J.Feskett, 22, Wakerley Road, Leicester, LE5 6AQ. ('phone Leicester 6737802)

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

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

One 21 stud 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. OR £50 for the lot.

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

WANTED

J2X parts needed. 5 wire wheels, hubs and knock-on caps OR 5 disc wheels and 3 hub caps. J.R.Morello, 7761 Trailwind Drive, Montgomery, Ohio, U.S.A. 45242.

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

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|----------------|-----------------------------------|------------------|
| H. Starrenburg | of Auckland, New Zealand. | 91P. 1958. |
| R. H. Litton | " Storrington, Sussex, England. | M type coupe. |
| R. J. Harris | " Braunton, North Devon, England. | Bentley and A.C. |
| T. Carstens | " Tacoma, Washington, U.S.A. | Porsche. |
