

THE ALLARD REGISTER

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THE BULLETIN

JULY/AUGUST, 1975

Page 1.

In a letter from Californian member, John R. Queen, he writes:-

"...I'm happy to advise that I am now Executive Assistant to the President of the Long Beach Grand Prix Association. We shall be having a 'proving race' on September 28th and our first F.I. Grand Prix in April 1976. This will be right on the streets of downtown Long Beach, Cal. Hard to believe!!"

Many thanks for your letter, John. A Grand Prix in the streets of Long Beach sounds terrific. Please send us a note on the 'proving race'. ED.

Member Don Milligan of Andover, Mass. writes: "...I have mounted my 'Allard Register' sticker on a stainless steel plate, and installed it as a badge. It looks o.k. and will do until a regular club badge is available."

Good show, Don, it's a jolly good idea. Have you painted it over with transparent varnish? ED.

Member Roger Morello of Ohio, U.S.A. writes us as follows:-

"...Our readers might be interested to know that 1954 - 1967 Austin-Healey 100-4, 100-6 and 3000 boot lid hinges are exact replacements for the J2X (and probably J2) door and bonnet hinges. I found this out by accident after I'd purchased a Mk.II Healey (3 carb. model) and parked it next to the J2X."

Thank you, Roger, for passing on this advice. Tips like this can be of great assistance to fellow members. ED.

By kind permission of the publishers of "Road and Track", we reproduce the following article from their issue of July, 1963. We thank American member Bill Moody for sending us a copy, and at the same time we received another copy from U.K. member Mr. John Patterson.

ALLARD. By sports car driver Mr. Tony Hogg.

The life of the enthusiast who desires something more than the general run of production sports cars can be extremely frustrating. Exotic machinery is expensive and, if purchased after it has depreciated to the point where the price is within the reach of mortal men, the cost of putting it in shape may still be prohibitive, and the fear of an expensive mechanical breakage can seriously detract from the pleasures of driving the car. My personal solution to the problem was the purchase of a 1951 J-2 Allard and, after a year of daily driving, it appears to have been a wise solution. I have derived infinite pleasure from the car and my bankroll, such as it is, has remained intact.

Originally designed with Le Mans in view, the J-2 is basically a clever assembly of readily available production parts from both sides of the Atlantic, enclosed in a very striking aluminium body. For this reason, the car is comparatively simple and cheap to maintain, although the general impression one obtains from a casual acquaintance with it is that the precise engineering normally associated with very high performance cars has, in this case, been replaced by a lot of brute force and bloody ignorance. Admittedly, a lot of brute force is involved, but what might be construed as ignorance is actually the necessity for compromising in the design so that little specialized equipment is used. A case in point is the de Dion rear axle which incorporates inboard rear brakes, and is so designed that practically all the components can be purchased from your friendly neighbourhood parts house.

One of the problems of buying a used competition car in America is that it has almost inevitably been butchered by amateur mechanics. However, in this respect

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/continued from Page 1.

I was extremely fortunate, because the car was practically virgin. The two previous owners were older men who hardly ever drove the car, although they appreciated what they had, and spared no expense in providing it with the best professional attention.

Used daily for commuting in the city of San Francisco, the Allard presents no serious problems, provided certain allowances are made for its idiosyncrasies. The Cadillac engine always fires up at the first touch of the starter and idles at a steady 500 rpm. The Cad is practically stock with the exception of a single 4-barrel carburetor and an Iskenderian camshaft of an excellent "commuting grind", and this combination tends to extract more of the potential of the engine without lessening its tractability. Fuel consumption is high, and the combined efforts of a Bendix and an SU fuel pump are required to keep the float bowls full. Nevertheless, the car does give several superb miles to every gallon of gas.

The 3-speed transmission is entirely adequate for all purposes and shifting is very positive, although low is not synchronized. The foot pedals require some practice before they can be operated smoothly because the 11-in. truck clutch is exceptionally heavy in its action, and the accelerator is extremely light with a short and awkward movement. For optimum efficiency, the most satisfactory combination of footwear would be a deep sea diver's boot on the left foot and a ballet slipper on the right. The best compromise I have found is to remove the right shoe altogether, though this makes constant braking rather tiring, because the brake pressure required is considerably higher than normal.

Although all this leg work may be rather exhausting, it does have the advantage of keeping the little woman out of the driver's seat, removing the attendant possibility of damage to the machinery.

On the road, the Allard is potentially the most dangerous car I have ever driven. The massive torque of the engine is transferred most efficiently by the excellent arrangement attributed to Count de Dion, so that wheelspin is reduced to a minimum, although tire wear is high. However, although one knows exactly what the rear end is doing, the same cannot be said for the front. The front axle is a beam which has been chopped in half and pivoted in the center to give a form of independent suspension, with the result that the car has a violent understeering quality, or an equally violent oversteering quality, depending on whether one is accelerating or decelerating. Furthermore, it will not run in a straight line unless the road surface is absolutely smooth. However, a busy driver is a happy driver.

Reverting to the disadvantages of the Allard for daily use, it can never be parked on the street because people seem compelled to touch it, perhaps to make sure they aren't dreaming. The result is a multitude of small dents in the aluminium body. Another hazard is that it tends to stop traffic and distract other drivers, and then there is a certain class of driver, usually a member of the Volkswagen-Sprite set, who feels obliged to pass it, which leads me to believe that there is some truth in the old saying that "If all the cars in America were lined up end to end, somebody in a Volkswagen would try to pass them."

Fortunately for me, San Francisco has a short rainy season, because the Allard is not designed to keep the driver dry in wet weather. It comes with a top which was definitely an afterthought, and also side curtains which screw onto the windshield. However, nothing fits accurately and the problem is compounded by the cycle fenders, which tend to direct additional water back at the driver. One is also vulnerable from below. The floor is made up of a number of different ill-fitting pieces of aluminium, and you can expect to receive a jet of water up the trouser leg from time to time.

The idea of combining a big American engine with a European chassis and body is by no means new, and predates the Allard by many years. An early example was the Railton of the Thirties, which was powered by a 4-liter straight-8 Hudson engine. The best known contemporary application of this idea is the Ford-engined AC Cobra.

Some of the purists may look on the J-2 Allard as nothing more than a form of automotive bestiality. However, for those of us who have Ferrari tastes and Ford incomes, it is a good compromise. Furthermore, when blasting down the freeway with all systems GO, it has the additional advantage of providing fresh air and exercise (as a reflection on the steering, the car has been called "Sydney Allard's rowing-machine") and, in general, can be considered a most stimulating and therapeutic method of going to and from one's daily task.

Man's inventions have usually been made to save time - then he invented Television!

PRESS RELEASE from Dunlop.

TYRE 'BIBLE' FOR VINTAGE MOVEMENT PUBLISHED

A new book, which is now on sale, and which, it is hoped, will become the tyre 'Bible' for the vintage and veteran movement throughout the world. Simply called, 'The Tyre Book' it gives detailed information and advice to help all collectors and drivers of vintage and veteran cars obtain the best possible service from their tyres.

Published by Vintage Tyre Supplies Limited* it contains data on beaded edge, straight sided, wired-on and vintage racing tyres together with information on wheels, rims, tubes, valves, loads and pressures and useful hints and suggestions on fitting and removal.

It is printed on high quality paper and its attractive cover design reflects the mood of the period when motoring really was motoring!

This is the first time such information has been collected and set down in one publication. Mr. Ralph Wilde, fleet technical sales manager for Dunlop U.K. Tyre Group and himself a collector of vintage cars, prepared the technical data.

He said: "There are very few people today who have information on these tyres. If the Tyre Book had not been published a lot of this data would be lost in a few years time and the vintage movement would be that much poorer.

I often see cars which have been painstakingly restored yet because of lack of knowledge the tyres are not right for the car. The owner is often unaware that even if the original tyre size is not available there is an acceptable alternative in the range."

Dunlop is the only major tyre manufacturer in Europe making tyres for vintage and veteran cars. A range of 32 sizes is available and the tyres are made at Fort Dunlop, Birmingham, with, in many cases, the original tyre building equipment.

The only difference between the tyres of yesteryear and veteran tyres made today is the use of modern reinforcing materials such as rayon and nylon, and improved rubber compounds to give better grip and tread life. The marketing of all vintage and veteran Dunlop tyres is handled by Vintage Tyre Supplies Limited.

* Copies of the book can be obtained from Vintage Tyre Supplies Limited, Jackman Mews, North Circular Road, Neasden, London, N.W.10. price £3.50 or \$11.50 (including postage and packing).

Editor's note: Inflation may have altered these prices which were quoted earlier in the year.

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

D. Redmond	of West Chester, Pennsylvania, U.S.A.	K2.
C. D. Bass	" Hounslow, Middlesex, England.	-
R. L. De Fran	" Coral Gables, Florida, U.S.A.	J2X 3157
J. C. Mac Connell	" Winter Springs, Florida, U.S.A.	K1.
Dr. T. R. Turner	" Fort Worth, Texas, U.S.A.	99J 1575
M. Grannis	" Irvine, California, U.S.A.	-
T. J. Moore, Jr.	" Kansas City, Missouri, U.S.A.	-
P. Peacock	" Redwood City, California, U.S.A.	91K 1807
D. W Powers	" St. Petersburg, Florida, U.S.A.	J2X 2192
F. L. Aibel	" Montville, New Jersey, U.S.A.	J2X 3073
R. A. Spiers	" Claygate, Surrey, England.	Bentley Mk.VI Spl.
H. N. Ellis	" Medford, Oregon, U.S.A.	K3.

PIT STOP from Champion Spark Plug Company.

THE HOT AND COLD OF IT

Does the 55-mile-per-hour maximum speed limit affect spark plug efficiency? Champion Spark Plug Company engineers have reviewed application data to determine whether lower speed limits would increase the incidence of carbon fouling on plugs normally designated for 1974 model engines.

The Champion survey found the average spark plug temperature at 50 miles per hour was 900°F. At 55 miles per hour average temperature was increased to about 1,000°F. Ideal operating temperature is 1,000° to 1,200°F., Champion points out. Such a range is well above the normal cold-fouling range and is high enough to burn off low-speed deposits.

Therefore, Champion suggests that adherence to the 55-mile-per-hour speed limit, does not require a hotter plug for that reason alone.