

THE ALLARD REGISTER

President

TOM LUSH
U.K.

Vice-President

FRED G. WACKER, Jr.
U.S.A.

Hon. Secretary

R. W. MAY
8, Paget Close, Horsham, West Sussex, RH13 6HD. ENGLAND.
(Telephone: Horsham 61372)

Mid-West U.S. Correspondent: Don Hudgins, 130, E. Bodley, Kirkwood,
Missouri, 63122, U.S.A.

THE BULLETIN

July/August, 1976.

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In a letter from member John MacConnell, Jr. of Longwood, Florida, U.S.A., enclosing his annual dues, he writes:-
"... My restorative efforts on my K1 are at present stalled due to lack of time. The car, however, is resting safely in a closed garage.

In regard to Bill Moody, the other Allard driver in Orlando, I have been in contact with him for several years. We have spent many an hour trading "Allard stories". I have driven his restored K2 and found it a thoroughly enjoyable experience.

I am enclosing a picture of my K1 as I drove it in College in 1969 and 1970. As I mentioned previously it has been somewhat modified but still retains the character and feel of an Allard.

I hope all is well with the Club and heartily commend you on the fine newsletter which you have published...."

Many thanks, Jckn, for letter and superb photograph. It's nice to hear of contacts being made between our members. ED.

Member Noel Butler, of Rolleston-on-Dove, Staffs., England writes us as follows:-
"...I read and enjoy the 'Bulletin' avidly and it is particularly gratifying to see the number of new members joining, many of them owning Allards. I hope to own one in the future, but have to be content at present to be an enthusiast of the Register. Anyway, congratulations on a most successful magazine, keep up the good work, and I wish all members well at home and abroad...."

Many thanks for your kind remarks, Noel and I'm sure home and overseas members reciprocate your good wishes. ED.

In a letter from member Don Milligan of Andover, Mass., U.S.A., we extract the following:-

"... Re steering wheels, I have written some letters to Bluemels and have received a rough sketch of the MG TA steering wheel hub. I have not completed my investigation as yet but it appears that this was used for the J2. The MG hub has a $\frac{3}{4}$ " straight bore with a keyway in it. The J2 has a $\frac{7}{8}$ " spline. Comparing this with the hub on Andy Picariello's J2 I could still see the keyway where the splines were not deep enough to remove it. To summarize, I believe an MG TA hub can be splined and used on the J2. The MG TA wheel used with this hub is still available from Bluemels. I have ordered a hub and a wheel. More on the rework process later when I get everything together and can take some measurements. Then we'll have some hard facts to work with rather than appearances.

Allard progress this year has not been significant but I still pick at it. De Dion center section side plates and seal housings are the latest "home made" parts. I cut down Ford axle tubes and welded steel discs to them. One thing I discovered was that the outer locating rim on the original Ford part is not concentric with the tapered roller bearing seat by about .003 - .004". I didn't consider this good enough for the Allard as both bearings should be concentric and my lathe fixture located from the outer rim. I had to change my machining operations some to compensate for this, however, I guess all came out O.K. in the end. I've got all the jigs and fixtures necessary to make these parts if you ever hear of anyone who wants to borrow them. These tools, a lathe, drill press, and lots of time will turn out acceptable "Allard Parts"....."

"...Model A Ford parts suppliers have stainless steel "screw rivets" available for restoring their headlights. The head looks like a rivet but the body is threaded for ease of assembly. These are suitable for repairs to Lucas headlamps found on J2's where the body attaches to the base. There are twelve units to a kit which costs about \$2.25. I believe they are available from A & L Parts Specialties, Canton, Connecticut 06019, but they will not make foreign shipments. However, if anyone overseas requires a kit, I'm sure we can get one for them.

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I also found that a Model A Ford front wheel spindle can be adapted to the J2. The wheel bearings and spacings are the same but some rework is required to the front wheel bearing inner seal surface and an additional lug has to be welded on the back for the steering linkage. This is not exactly an easy interchange but it is easier to fit than any of the later Ford front spindles I have seen...."

Many thanks for your letter, Don. It's very kind of you to lend your jigs and fixtures for making Allard parts to fellow members. ED.

MY LIFE AS A CLUBMAN, by the late Sydney Allard. (Conclusion)

One one occasion we were on a Sunday Club run, and the Captain stopped us on the Crawley Road just outside Redhill; at that time the Captain was Jim Mac, whom many of you will know as the jovial driver of my workshop lorry at race meetings. I asked him what was happening as I had not long joined the Club, and was told that we were having a match race into Crawley. I cannot imagine this happening now, but in 1929 there was not much traffic around and we regularly held speed events on the open road.

On several occasions we went down to the New Forest, leaving Streatham Common at midnight. In the early hours of the morning we removed our silencers and having marked off a section of road, held an impromptu speed trial over this distance. When I changed over to cars I still attended motor cycle club meetings, and it was not until 1934 that I entered car trials. My earliest events, using a 24 h.p. Ford Tourer, were motor cycle trials; I joined what was then the North West London Club in 1933 and the Kentish Border Car Club in 1935. By this time I was using a V.8 Ford and after I had won the novices award in the Knott Cup Trial, I decided to build a special trials car using Ford components.

Trials as we know them today have developed along the same lines as motor cycle trials. At one time it was possible to enter many of the motor cycle trials with a car, but gradually the conditions have changed and no longer can one motor cycle to Dartmoor in a Trial as main road sections have been practically eliminated. Nowadays the Trials bike is as specialized as the Trials car and the majority of both are carried to events by van or trailer. Many times have I motored to Minehead, completed a trial, and driven back the same day in the same car, a performance hardly possible in a modern Trials car. There are many people who decry the use of special cars for Trials, but I believe that one should use the most suitable article for that particular event.

If organizers wish to promote events for standard touring cars, there is nothing to stop them, but I think that Rallies provide a better outlet for persons who have to use the same car that they normally use for business. I am sometimes asked what influence on design Clubs have, and how regulations for Trials and Rallies affect the manufacturers in their design. I would say that in the motor cycle world the influence is great in both cases and manufacturers are guided to a great extent by the Clubman's requirements. In the car world I would say the influence is negligible and has no effect on basic design.

Due, however, to the great publicity now given to sporting events and their results, there is a definite trend for car manufacturers to make modifications in their catalogues and specifications to comply with the various sets of regulations. It seems to me that the introduction of the Ford Zodiac might have been influenced by the success of Ford cars in International Rallies. To anyone who is interested in motor sport it is essential to join a few Motoring Clubs.

Many people join a national club, but I think they would be more likely to enjoy club life, particularly the social side, if they join their local club. The social side of club life is very important, and I think that most of my best friendships have developed this way. In the course of my club life I have competed in almost all types of events. Reliability Trials, Brooklands, Hillclimbs, Grass Track, Road Races, Aerodrome Races and Rallies, and regularly I meet old friends with whom I competed in those days. To mention only two, I races with Clive Lones at Brooklands and with Wally Waring (500cc. Norton side car) on a grass track at Waterlooville in 1929, and they form a direct link with my earliest days as a Clubman.

(With acknowledgements to the London Motor Club's 'Norwester')

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

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|-----------|-------------------------------------|-----------|
| M. Speck | of Broxburn, West Lothian, Scotland | P Saloon. |
| J. Allard | " Albany, Oregon, U.S.A. | L type. |
| E. Allard | " Albany, Oregon, U.S.A. | L type. |

Amateur radio enthusiasts might like to know that member Harry Weston of Liskeard, Cornwall, England uses the call sign G3 AQP. He would be very interested to hear from overseas members.

We have been advised by Quickfit Exhaust Centre, 334-350 Royal Exchange, Manchester, M2 7FB, England, that they specialise in making Stainless Steel Exhaust Systems for any make of motor car. Unfortunately they have no patterns for some of the older models, but they are able to work to a drawing and will be happy to quote at any time. All their systems are fully guaranteed for the lifetime of the car whilst in the named owner's possession.

FOR SALE

ALLARD SPARES

71K 1948 being broken up for spare parts.

Some De Dion parts, i.e. Bearing carrier/retainers in alloy machined parts. Also De Dion outer drive shafts.

2 long radiator grills. Fair, or re-chromed if required.

1 L type radiator assembly. One K1 radiator.

Bumper bracket assemblies for K1 and P1.

Cast iron finned brake drums suitable for K1, P1, M and L types; also replaces Alfin drums on J2/J2X if warped.

Hand brake cables for K2, P1, P2.

Various speedometer heads; both Smith's and Cooper Stewart. (Sorry no J2 140 m.p.h's.)

Palm Beach wire hubs and spinners, with stub axles and bearings. Machined to fit. These will accept T.V.R., M.G.Midget, Sprite or Alpine wire wheels. (i.e. small hubs)

Stamped and addressed envelope for any/all parts or availability. I may have that small part required to complete your rebuild!

Apply to: M. J. Patterson, 23, Hawthorn Way, Royston, Herts., England.

WANTED

Three BORRANI alloy wire wheels, 16" X 5", 72 spoke, 52 m.m. hubs.
Don Milligan, 3, Andover Street, Andover, Massachusetts, 01810. U.S.A.

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Long term Allard Enthusiast about to start complete restoration of recently acquired J2R that has been modified, battered and abused. Would appreciate hearing from other J2R owners and anyone else who could provide technical information or photos, in particular showing original body shape forward of cockpit and around air intake. Also need details on dash lay-out, instrument type and location. Will purchase or return all material, whichever you prefer. Please write to:-
Peter Bland, R.F.D. 1, Litchfield Road, Londonderry, New Hampshire, 03053. U.S.A.

PIT STOP from Champion Spark Plug Company.

AN OPEN AND SHUT CASE.

Sometimes getting the best possible engine performance is an open and shut case. Specifically, the manifold heat control valve and its proper operation has a definite bearing on proper engine operation and fuel economy.

According to Champion Spark Plug Company, a valve stuck in the heat "on" position can cause overheating spark plugs and engine overheating in general. A valve stuck in a heat "off" position can carbon-foul the spark plugs, slow engine warm up, carburetor icing and hurt fuel economy.

Heat control valves are vulnerable to accumulations of carbon, varnish or rust, all common byproducts of combustion. Therefore, no engine tune-up should be considered complete without checking the manifold heat valve for proper operation.

To do so, move the counterweight by hand to check if the shaft moves freely. Then, start the engine and accelerate a couple of times to observe whether the counterweight flutters. If the shaft moves freely by hand and the counterweight doesn't flutter, the valve plate may possibly be burned away. If this proves the case, then replacement of the valve and shaft assembly would be required.

If the valve is stuck, use a solvent especially formulated for this use. Such a solvent will loosen foreign matter and lubricate the valve without leaving other harmful deposits. The solvents should be applied to both ends of the valve shaft when the manifold is cool. If the valve still fails to operate properly, tap it lightly with a small hammer. Repeated applications of the solvent may be required. Never pound heavily with a hammer because you can damage or break the valve or manifold. And never use engine oil or similar lubricants on the valve. These could "cook", gum up or trap rust and cause premature seizure of the valves.