

THE ALLARD REGISTER

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THE BULLETIN

March/April, 1977

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We have received a postcard from Mr. Peter Hull, Secretary of the Vintage Sports Car Club which reads as follows:-

"A member of ours in Dorset has discovered an alloy headed wide angle V8 Allard engine with gearbox and torque tube type rear axle in his local breakers yard. His name is R.C. Tatchell, and anyone interested should phone him on Broadstone 692042."

In a letter dated December, '76 from Dr. Cordell H. Bahn of Tacoma, Washington, U.S.A. he writes us as follows:-

"...I would like to wish you a Merry Christmas and a fine New Year. I had an excellent 1976 with cars. In August I ran the Porsche 904 in the third Historic Automobile Race at Laguna Seca in Monterey, California. This was run in conjunction with the Pebble Beach Concourse and really made for a fine weekend. For better or worse, when cars of various vintages are pressed together for a weekend of racing, there have to be some discrepancies in the capabilities of the cars which are classed for running together. Such was the case, and I found myself right behind the pole car, in a line up with four Ferrari GTO's, two 427 Cobras, a gaggle of Shelby 350 GT's, a competition XKE and a couple of fast Alfa Zagatos. Unfortunately, I could not bring the 904's reputation as a Giant Killer to fruition, and was passed by a goodly number of these cars in the first three or four turns. Laguna Seca is a hilly tough course, and it was a thoroughly enjoyable run..... The concourse was also extremely good, with about as much fun watching the girls, et al, as the cars. My wife and I fell in love with a marsh green Isotta Fraschini which later won "Most elegant car" award. Seven or eight Bugattis were there, for their separate judging, and Ferrari was also considered separately. All in all, a great time to greet old friends and stroll among the cars which bring us together for such good times..... I really appreciate receipt of The Bulletin and enjoy perusing it tremendously. Everything stops until I've read it. Keep it up, Ray. I might add in reference to the Nov/Dec. issue, about Bill Pollack's race against Phil Hill, that Phil was the guest of honour at Laguna this year and ran in one of the vintage races in a Lago-Talbot.. ... The other 'high' for the year was a visit to the Long Beach Grand Prix and watching Juan Fangio drive the W 196. He didn't win, but held the fastest lap time. Driving in short sleeves and his old leather helmet, it was a page out of the past, and touched us deeply. Stirling Moss, Phil Hill, Dan Gurney and others made the weekend a terrific one to say nothing of the Formula 1 Race itself....."

Many thanks for your interesting letter, Cordell, and your kind remarks re our Bulletin. ED.

In a letter from member C. Richardson of Aldridge, Staffs., England, we extract the following:-

"...In fitting a 3.8 Jaguar engine I did not come upon any unsurmountable problems regarding mating the Ford ball joint to the rear of the Jaguar 'box, but it did result in the engine being far too high in the chassis - Jaguar units are obviously much taller than the original V8 - and seriously upsetting the handling. In the end, I modified the chassis and used a Mark 9 gearbox (overdrive unit plus an open prop.shaft. Rear engine mounts, also Mk 9 were bolted to the bell housing.

My 3.8 engine has triple 2 inch S.U.'s, 10:1 pistons, mildly reprofiled camshafts and electronic ignition. As the Jaguar overdrive box is fitted, it will manage 75 in second, just over 100 in third, and will cruise at just under 100 m.p.h. at 4,000 r.p.m. in overdrive top..."

Many thanks for your letter, Clive, the performance of your K1 is most impressive. ED.

ALLARD

The Steering Box. This is of the Marles cam and double roller type 461, and except for periodical lubrication requires little attention.

The worm, or cam, rotates between two ball-races, adjustment for which is provided by shims under the bottom-end cover. Owing to the design of the cam, a certain amount of free play exists in full lock, and this movement should not be confused with wear in the mechanism.

End thrust on the rocker shaft is taken by a hardened adjusting screw, and correct mesh with the cam is maintained by shims situated between the rocker thrust-washer and the inside flange of the bearing bush carrying the drop-arm shaft.

If play develops in the steering box after long service, the procedure is as follows:-

Jack up both front wheels, turn the steering on half-lock and hold firmly. Have an assistant shake the front wheel violently from side to side. Any play in the cam bearings will now be apparent (below the steering wheel) by the up and down movement of the steering shaft relative to the outer column.

Adjustment of cam bearings. Remove the end cover and detach one shim. Replace cover and tighten up the four set bolts. Try the up and down movement again and if still present, adjust as necessary by removing one or more shim.

Make certain that the cam is quite free after completing this adjustment. The steering wheel should be spun from lock to lock once or twice, and if any tight spots are noticed, at least one shim must be put back.

Adjustment of Rocker Shaft. With the front wheels still jacked up, turn the steering to extreme lock then back one-eighth turn. Hold the top of the drop-arm and check for end play in the rocker shaft. This play may be removed by slackening the lock-nut and tightening the adjusting screw until all play is removed. Do not over-tighten, and remember to do up the lock-nut.

If excessive play still exists in the steering box after these two adjustments have been made, the mesh between cam and rocker may require adjusting.

Adjustment of Cam and Roller Mesh. With the wheels in the straight ahead position, gently shake them to the extent of the free movement, and if this exceeds approximately $1/32$ " rotary movement measured on the top of the drop arm, the mesh requires adjusting. Remove the drop arm.

Undo all clamps and fittings so that the steering box may be turned sufficiently for the side cover and rocker shaft to be removed from underneath. Withdraw the shaft complete with two thrust-washers and shims. Make sure both thrust-washers come out on the shaft, otherwise damage is likely to occur when re-assembling. Remove one or more shims dependent on the amount of play and refit. Bolt side cover tightly and check for free rotation of the rocker shaft. Refit all clamps and fittings, and refill with oil.

After all or any adjustments, turn the steering wheel through its full travel and check for freedom of operation in all positions. Do not forget to refill the steering box with oil.

ALLARD PALM BEACH, MARK I.

Manufactured during 1952 thru 1954. Total number produced: 77. Chassis: tubular.

Number fitted with British Ford 4 cylinder in line engines: 1508 c.c.....8

" " " " " 6 cylinder " " " : 2262 c.c.....68

" " " American Dodge V8, 4 litre Red Ram engine:1

Standard bodywork on 76 of these cars was as follows:

Open 2/3 seater (bench type) fitted with all-weather equipment, i.e. folding hood and detachable side-windows.

Coachwork on one model fitted with a British Ford 6 cyl. in line engine had a G.T. type low drag form body with aluminium panelling on a frame of ash mounted in one with the tubes of the chassis. This car was a 2-seater (bucket type seats) with considerable space behind the seats as well as a luggage boot.

Wheelbase 8 ft; Overall length 13 ft. $1\frac{1}{2}$ ins;

Width 4 ft. 11 ins; Height (hood up) 4ft. 5 ins.

Suspension: Front, independent by swinging half-axles and radius arms with parallel pivot lay-out and coil springs.

Rear, coil springs and twin parallel radius arms with Panhard rod.

Steering: Marles with central slave arm and equal length track rods.

Photo copies of all the technical data, drawings, etc. which appeared in the Automobile Engineer dated May, 1953 are available from our Hon.

Sec., price £1 or ~~£~~2 including surface mail and packing. Air Mail surcharge, add ~~£~~ 1.50.

N.B. Members who have not yet paid their annual dues are requested to do so as soon as possible. Send £1.50 or ~~£~~ to our Hon. Secretary. (For Air Mail, addl.

£1.50 or ~~£~~)

Member John Lockey writes to our Hon. Secretary as follows:-

"...I have just acquired a very dilapidated P.1. Saloon for spares, and find it has been fitted with a Columbia two-speed rear axle. I wondered if by any chance any member could help me with information concerning this type of axle and would it be suitable for a K.1...."

Any information, please, to Mr. J. A. Lockey, Gawthorpe Hall, Gawthorpe Lane, Bingley, Yorkshire. Telephone: Bingley 5076.

Member John Peskett of Leicester, England, writes us as follows:-

- "...Enclosed is my sub. for 1977 - £1.50 - incredible value... Two Allard notes:
1. A friend of my father recalls that his father had a P2 as a new car - he kept it for several years.
 2. I drove into a pub car park during the summer in the Allard with a very attractive girl in the passenger seat. The pub garden was full of drinkers, none of them seeming to notice the girl, but the Allard was soon surrounded....."

Thanks for letter, John, I like your Allard Notes. ED.

The following extract is from a letter received from Andy Picariello of Mass., U.S.A:-

"...Going back to the U.S. Grand Prix at Watkins Glen, it really was a spectacle. I hadn't been to one for almost ten years. Friday it rained, but not heavily enough to curtail most of the qualifying events for that day. We spent the day picking up various passes which would get us into the pits, etc., courtesy of the Vintage Sports Car Club. Through my company, I was able to obtain invitations to the Goodyear tent, which enabled us to eat, drink, and meet various drivers and crew members. Saturday was a complete wash-out. I have seldom seen it rain so hard. Every event scheduled for that day was cancelled. The only activity was down in The Bog, which is a low-lying area, about a half-mile from the track, where all the weirdos congregate. These people don't come for the races, they just come because there are lots of similar people there. In addition to their usual pastimes, they have added one innovation, that of burning automobiles, and an occasional bus or two. Emerson Fittipaldi found this out a year or so ago, when they burned a Greyhound Bus that he had fitted to accommodate some relatives and friends from Brazil. On Saturday, when we drove by, two automobiles were on fire, one being a fairly recent Cadillac. Two people were jumping up and down on them, one of them in a gorilla suit, both of them brandishing hatchets.

Sunday was sunny, and things dried out enough to race. Not all of the Saturday events could be run, but the Vintage Car race took place, but in abbreviated fashion. There was one Allard, a J2X, which was trailed all the way from Texas. It is owned and driven by Richard McKee. He has done a really fine restoration job on it..."

Many thanks for your letter, Andy. I have a photo of member Dr. Richard McKee's car and an excellent job of restoration has certainly been done. ED.

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

J. Parshall	of Santa Monica, California, U.S.A.	PB 21Z 5149
J. P. Donick	" Le Pecq, France	K 2107
J. J. Ditton	" Ilford, Essex, England	91P 2118
T. H. Fisk	" New South Wales, Australia	-
Dr. C. Hoonhout	" Mt. Clemens, Michigan, U.S.A.	K2

WANTED Front and rear bumper irons for K1. Also radiator grille, and two road wheels (easyclean, not wires). Will collect. Contact C. Richardson, 45, Whetstone Lane, Aldridge, West Midlands. ('phone Aldridge 56302)

Complete De Dion axle for J2X. Would consider partially complete one. Contact: John R. Queen, 325, Alamitos Avenue, Long Beach, California, 90812. U.S.A.

FOR SALE Contact breaker points for the distributors on Ford Pilot V8 and Ford Mercury V8 engines. Double sets, price £1 or £2 including postage and packing. Apply to our Hon. Secretary.

The National Benzole Company and The Transport Trust present a Cavalcade of Historical Transport at the International Air Fair, Biggin Hill, Kent on the 13th, 14th, 15th May. Any member interested in entering their car should write immediately to:-

Michael Milliken, Historical Transport Cavalcade, Biggin Hill Airport, Kent. TN16 3BN. Entrants will receive a petrol voucher by courtesy of National Benzole and a lunch box for two persons for each day of participation.