

THE ALLARD REGISTER

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THE BULLETIN

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A VERY MERRY CHRISTMAS AND A HAPPY AND PROSPEROUS NEW YEAR TO ALL
OUR MEMBERS

Our Christmas card shows our President, Tom Lush with the late Sydney Allard beside the Allard saloon in which they won the 1952 Monte Carlo Rally.

To win an event of this type not only requires a very high degree of driving skill, but equally important is the navigator. Tom, as the navigator, with his exceptional ability to do split-second calculations on average speed sections under the most appalling conditions of snow, ice and fog, produced the right formula for success. Twenty-five years ago pocket calculators were not in use! Right up to the finish it was a very close fought tussle between Stirling Moss in his Sunbeam and the Allard team, which beat Stirling by four seconds. In Tom's book "ALLARD - the inside story", chapter 12 (page 137) headed "1952: Victory at Monte Carlo" gives an interesting report on this event.

We thank Tom for supplying us with the photo, and also many thanks to member Harry Weston for the many hours of work spent in reproducing this photo on such a large number of cards.

In a letter from member Jim Donick of Paris, France he writes:-
"...Speaking of delightful books, 'ALLARD - the inside story' captures the flavour of the era in a way that could only be done by the man who helped throw sand and gravel into the bonnet of a flaming J-2 in Sicily. I found the book such a delightful reading that I've purchased several copies to send to friends for Christmas..."

Many thanks for your letter, Jim, and I cannot think of a better Christmas present to receive than a copy of our President's book. ED.

Member Chris Bass of Woking, Surrey, England writes:-
"...Progress on my restoration has been somewhat pedestrian because of domestic interruptions - not the least being my recent change of address. However, now I am settled in, progress should be more rapid. Before I close, please may I thank you for the Bulletin which never fails to brighten my day when a new issue arrives..."

Many thanks for your kind remark about the Bulletin, Chris. I'm glad to hear that progress on the restoration job of the P1 saloon will now speed up. ED.

New member, Mr. W. H. Dyer Jones, of Rhode Island, U.S.A. is the proud owner of Allard Palm Beach, chassis No. 5000, which was the first model of the Mark I chassis produced. It is fitted with a glass-fibre body (Anchorage Plastics Corpn.).

We take this opportunity of thanking Mr. Dyer Jones for so kindly sending us several photographs of the car, and in particular, one in which the late Sydney Allard is at the wheel, accompanied by Mr. L. Richards. From the photo, taken in the mid-fifties, it would appear that this shot of the car was taken in New York City.

On Sunday, 18th September, a number of members and friends met at Stoke Prior near Bromsgrove, Worcestershire, where we received a warm welcome from our President and his wife. Amongst those who drove considerable distances to be present were:- Clive Mordaunt from Nottingham, John Slater from Manchester, Chris Bass from Surrey, John Patterson from Royston, Herts., Tony Robbins from Brierley Hill, John Peskett from Leicester, Alan Howard from Northants and Ken Miles from Cheltenham, Glos.

During the afternoon much motoring talk ensued, and Tom produced an enormous number of photographs appertaining to Allard activities in the sphere of motor sport, collected over a period of more than 30 years with the Company. Later, an impromptu concours d'elegance was held, and the award winners were as follows:-

Premier Award: Clive Richardson, from Aldridge, Staffs. - K2 ALLARD

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Award for the greatest distance travelled to this event.....Len Taylor, from Tunbridge Wells, Kent.

Ladies Souvenir Award.....Mrs. A. Howard.

We were advised that Mrs. Howard is assisting in the manual work of restoration of her husband's L type Allard tourer.

Clive Richardson's K2 caused considerable interest as he had fitted a Jaguar engine in place of the original V8. As members know this famous straight six is a long motor which makes for fitting in the V8 engine space quite a work of engineering art.

All too soon it was time to disperse and our Hon. Secretary thanked members for their fine turn-out, and also Tom and his wife for their hospitality. The unanimous concensus of opinion was that this meeting was a great success, and several members voiced their views that this pleasant venue should be used again.

We received the following from one of our members in the North American Continent, and we think it is most amusing:-

A Glossary of Road Testers' Terms.

ROAD TESTERS' TERM.

IT REALLY MEANS.

"We were afforded the rare opportunity to test drive..."	The press agent bought lunch, so I'd better say something about this clunk.
"..remains basically unchanged from previous models."	They've made the same mistakes again.
"..unequal length A-arm front suspension."	The factory couldn't find two pieces the same length.
"Advanced design."	Nobody will know how to fix it when it breaks.
"Most advanced design."	There are no spare parts available.
"Slight body lean when cornering..."	The pavement rubs the chrome plate off the door handles.
"..a few minor faults."	We were towed home.
"Solid road feel..."	It rides like a truck.
"..fully independent suspension."	The whole thing shakes and rattles.
"..instrumentation is complete and detailed."	You can't find a thing.
"The engine warms up quickly.."	The running temperature would be adequate for a Stanley Steamer.
"A snug, watertight interior..."	The footwells fill up with water and never drain.
"..continued refinements without major changes."	The factory is almost broke and can't afford new dies.
"..a slight wind buffeting."	Better drive down the middle of the road - this sled can jump sideways one lane in either direction.
"..fully synchronized gearbox."	It's synchronized with the clock and just about as slow.
"..easy service accessibility."	It had better be: you'll be spending a great deal of time proving it.
"..cruises at an effortless 70 in complete silence."	But only downhill, in neutral, and with a following wind.
"..the 25% power increase has not affected engine smoothness."	You can still count the rpm by ear.
"..front-disc, rear-drum combination."	This refers to where you'll have trouble with your spine and what your posterior will resemble after a 400-mile trip.
"When parking, rear visibility was slightly restricted."	It was as difficult to manoeuvre as a fairground steamer.

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"Cornering at speed produced slight oversteer."

The antics of this 'crate' on bends brought one out in a cold sweat.

"Steering was a little heavy at slow speed".

Felt as if you'd a couple of 'flats' on the front.

"The ashtray is too small."

The ashtray is too small.

Christmas Crackers or Do's and Don'ts for Learner Drivers.

The modern car has four or five gears. They are all in one box. Further exploration may leave you without the box.

Make a habit of keeping your eye on the driving mirror. That way you'll always know where to find it.

If your instructor speaks to you, listen carefully. If he screams - jump.

To check whether you have selected reverse gear correctly, put your head out of the window. If the wind falls cold on your face, you've boobed again. If you were in reverse, you'd get a hot blast on the back of your neck - the car behind you was still moving forward.

If it's stationary, miss it. If it moves, swear at it.

When the examiner shouts "STOP" don't just grin. You should have had them re-lined before the test.

If you can't read a number plate at the regulation distance, you need your eyes examining. If you get a ringing noise in your ears, you need your head examining - you've just passed a police car.

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

L. R. Taylor	of Tunbridge Wells, Kent, England.	P.2118
W. H. Dyer Jones	" Warren, Rhode Island, U.S.A.	212 5000
J. D. Slater	" Cheadle Hulme, Cheshire, England. }	91P 1795
		91P 1710

The centre of attraction at the recent Motorfair at Earls Court, London was the 6-wheeled Panther. The front suspension appeared to be of similar design to the 6-wheeled Grand Prix Tyrrell Formula I car. This 2-seater had an 8.9 litre Cadillac turbocharged motor. We understand that the manufacturers have received, to date, 8 orders for this car, which is priced at £38,500.

Enclosed with a letter from member Dave Pidgeon of Burlington, Ontario, Canada was a fine action picture of a J2X (XPA 076), racing at Laguna Seca and a report which reads:

Shaking fenders: a day at the historic automobile races.

"Omigosh, here comes that Allard again!" And with that, the tubular white Allard J2X, its wheels all akimbo, the Cadillac V-8 sort of belching in rhythm, was herded through turn nine and back up the front straight-away. Has the man gone mad?

No, it is just time for the historic car races. This is the second year we've travelled to Laguna Seca Raceway for the Monterey Historic Automobile Races, and we're happy to report the event is aging as nicely as the automobiles. Over 100 hand-picked entries, from a 1919 Stutz touring car to a one-off McLaren coupe, were guided at various levels of courage through the course's nine turns with results ranging from impressive to hilarious. The races were sponsored this year by Alfa Romeo, and there were several ancient Alfas to prove it. This month's Retrospect car was there, joined by Briggs Cunningham's 1934 8C-2300, Otto Zipper's T33/3 Can-Am car, the 1931 Le Mans winner of Bill Howell, and a 1932 8C-2600 "Monza" that was brought all the way from Pennsylvania. It was one of those relaxed days that the drivers-as-old-as-the-cars said was reminiscent of racing before it became deadly serious.

So we thought we'd gather a series of photos from that Saturday last August, and give you a small taste of historic automobile racing.

Thanks, Dave, for your letter and the interesting extract of the Historic Automobile Races. ED.

Referring to the article in the September/October issue of the Bulletin dealing with fuel injecting an Ardun J2, we hear that a car fitted with this type of induction qualified at Indianapolis in the early 1950's with a lap of approx. 156 m.p.h.

Road sign at the entrance to a mid-west Expressway: "6029 people died of gas in this State this year. Two inhaled it, 27 put a match to it, 6,000 stepped on it."