

THE ALLARD REGISTER

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THE BULLETIN

May/June, 1978

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We have received an invitation from the Ferrari Club of America, for our members to compete or attend as spectators or volunteer workers at their Historic Automobile Track event, scheduled for July 21st, 22nd and 23rd, 1978, at Brainerd International Raceway, Brainerd, Minnesota. The letter from their area secretary Bob Bodin reads as follows:

"I would like to put an announcement in your Bulletin on an up coming event that the Ferrari Club of America North Central States Region is holding at Brainerd International Raceways (Donneybrooke). Certain members of your club will be eligible to participate in the track event (depending upon the car) and all will be able to attend as spectators.

"A brief description of what we hold as a track event is a timed event, one car at a time, this is not a race but allows members to participate and go at their own pace passing only on the straight, it is a very safe event. The event will be governed by the Ferrari Club of America Insurance and moving Chairman..."

Our members requiring more information are requested to write or phone as soon as possible to Mr. Robert L. Bodin, F.C.A.T.E. 5201 Bloomington, Minneapolis, MN55417.  
(Telephone: 612-721-4636 or 933-1999)

P.S. We regret that the information of this event is so late appearing in the Bulletin and the reason is that the letter took 86 days to get to our Hon. Secretary's address in West Sussex, England from F.C.A.T.E. in Minneapolis!! ED.

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In a letter from Member Pete Bland of Londonderry, New Hampshire, U.S.A., he writes:-

"...Whilst I'm writing I would like to mention what a great job you're doing (and have done over the years) in keeping the Register going the way you have done.

The articles are always interesting and provide me with some of my most pleasurable reading. Talking of reading, I must mention "The Allard Story" by our President. I received my copy as a Christmas gift from my sister in Surrey and have read it through about 5 times since then. It gets more interesting each time.

As you may have read, we have had a tough winter here with storms, snow and blizzards, etc., however it's all melting now and in a couple of weeks the old K3 (No. 3253) will roll out again for some summer motoring. Will keep you in touch with the J2R restoration. Thanks once more. Yours, etc...."

"P.S. Keep up the good work, it's really appreciated over here."

Many thanks, Pete, for your kind remarks. I quite agree with you that our President's book comes up fresh each time of subsequent reading. Please let us have progress reports from time to time of your restoration job on the J2R. ED.

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We received the following from Member Dr. Pierre Haverland of Liège, Belgium:-

"The rotting remains of JR 3402 were bought in Brussels in June, 1976 and duly identified (through R. May, T. Lush and The Allard Register) some weeks later. The car had been fitted with a C-type Jaguar engine and gearbox, and a replica bodywork, probably of R.G.S. Atalanta origin; otherwise, the chassis, suspension, transmission (by Hallibrand), brakes, wheels, steering, etc. were fully original.

Considering the awful condition of the car, a complete ground-up restoration was necessary (except for the engine and gearbox which were found to be in a very good state). Work was finished at the beginning of March, '77, just to compete (with an untried car) in the Fleron hill-climb. The rear dampers were too soft and the car wandered badly, but I finished 3rd in the historic class, behind a blown Lotus hill-climb special, and a Lola.

On Easter Monday, the car was entered at the Barisart hill-climb, with better dampers, better brakes and a more confident driver. We suffered fuel pump failure in the first climb, and on the second climb I met one of the greatest hazards in life: driving an Allard on a very wet road, in pouring rain. I spun twice, got once off the road, and finished nowhere.

The third hill-climb (at the beginning of May) was held in Alle-sur-Semois, in horrible weather conditions. Water was everywhere: in your elbow, in the toolboxes,  
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in your shoes, and driving was more like water skiing. I managed a second place in the historic class, behind a fast B.M.W., despite bending the new bonnet of the Allard against straw-bales. Mr. May saw the car two weeks later, still minus its front bodywork. There was no race, and the day was sunny.

The fourth hill-climb (Val-Dieu) was held in warm and dry weather. This a very twisty course, and the Allard was narrowly beaten by the Lotus special and the Lola; other historic were many seconds behind. I began enjoying the car.

Believing in weather forecasts, I entered a little fixed-head Renault Alpine (1957) at Montlhéry and Nurburgring, and was right, as the conditions were miserable, and we were again boating. The little car was less fast, but more waterproof. I entered the Alpine and the Allard at the August Zolder meeting. Practice was on a sunny Saturday and the Allard went impressively well, gaining a very good place on the sports-racing grid. Alas, Sunday was as wet as ever. The Alpine blew its engine while fighting with 1300cc Alfa Romeos (I shouldn't have done that!), and the Allard managed to keep all the road, in an attempt to keep F.Junior cars at bay. The attempt was unsuccessful, as I spun twice and lost some time uncarthing the car. The Allard was however 4th in Class, 2nd in category (behind the winning Lister-Jaguar) and was very popular with the spectators as it was always travelling sideways!

We had three more hill-climbs to compete. At mid-September, I entered the Alpine in Houyet (due to bad forecasts) but the road was dry. At the end of September, I borrowed my wife's Sabre for the Namur hill-climb, run on Belgian "pavé" and very hard for suspensions. Then in October, the season closed at the Tros Marets hill-climb near Melmédy. We had rain, storms, and even snow. I was very miserable with the Allard, and raced very slowly but did not spin. The historic brigade made the show, as three of its 12 cars crashed: a Lotus Six in a wall, a Constantin-Peugeot into a tree, and my wife's Sabre in the Peugeot. Nobody was hurt, but the organisers were rather shocked to learn that we were really trying (before, they had considered the historic brigade as show biz!).

I was however very pleased to drive the Allard, but this would have been a real joy without that rotten rain!"

Thank you very much, Pierre, for this most interesting report. ED.  
P.S. It should be mentioned that Dr. Haverland is a member of the organising Committee of B.R.A.V.O. (Belgian Racing Automobile Vintage Organisation)

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We have received the following letter from:- PETER HEPWORTH COMPONENTS LTD.

"Red Gables", Ben Rhydding Drive, Ilkley, West Yorks., LS29 8AY. Tel: 0943-609940.

"... For seventy years, the Hepworth name has been synonymous with high quality piston manufacturing. Now the first of the fourth generation takes up the challenge by way of a new business specialising in small batch production.

PETER HEPWORTH COMPONENTS LTD. brings a personal service, backed by technical expertise, to companies, clubs and individuals alike, in offering a wide range of piston components from stock, or by special manufacture.

Veteran, vintage, post-vintage, classic, modern, hill-climb, circuit and sprint engines can all be catered for.

Manufacture of cylinder liners, and of cast or forged pistons, is undertaken within a short period of time at very competitive rates. Pistons can be supplied with or without rings and pins, subject to the customers requirements.

This is a unique service, and will be extended to other components in the future. I hope I may shortly have the chance to be of assistance to you..."

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We have received from the South African Tourist Corporation, a booklet showing various photos of Veteran Cars against a back-ground of South African scenery. The Corporation would be pleased to arrange a tour enabling British car enthusiasts to meet with South African counterparts. Any member interested should contact our Hon. Sec..

#### The Wonderful World of Wheels.

Our members are invited to Knebworth House, Stevenage, Hertfordshire on Saturday and Sunday, 2nd and 3rd September next, where the Transport Trust are staging their annual event. There will be displayed 300 cars as well as a Grand Parade of Vehicles. In addition, there will be stalls and sideshows representing the full range of activities compatible with the aims of the Transport Trust, including specialist vehicle clubs, model makers, trade stalls, etc..

Those members wishing to enter the static display or the grand parade of vehicles should apply immediately to the event secretary, Michael Milliken, H.R.Owen Ltd., 17, Berkeley Street, London, W1X 6HY. (Tel: 01-629-9060 or evenings only, Guildford 62514)

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NOTE: The Autumn Members' Meeting will be at the Banham Motor Museum on Sunday, 17th September, 1978. Further particulars in next issue of The Bulletin.  
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NEWS FROM THE GULF from Member Len A. Bunn.

"...Thank you for your latest bulletin of the Allard Register which is always very welcome.

For your information I have enclosed some newspaper cuttings of the first Rothmans International Rally ever held at Bahrain. The winners of this rally were Mike Foss/Rod Oliver in a Lancer GSR who sustained a display of fast and smooth driving throughout the course. They were closely followed by a Toyota and third was a Scout which used the high clearance and traction of the vehicle to its advantage.

Massive rocks and unpredictable road surfaces cost cars dearly. With the majority of cars running on standard tyres, the obvious handicap was clearly going to be punctures. Sump guards, too, took a beating and many cars lost exhausts, broke fuel lines and had their brake pipes cut by flint.

Despite the hard going there was only one injury when a competitor mangled a finger when the jack fell on his hand as he struggled to change a tyre. Fortunately another competitor stopped to take him back to a passage control which cost them five or six minutes in penalties which they were unable to make up.

Among the problems encountered by various types of cars were punctured sumps, blown head gaskets, broken throttle cables on VW's, broken fuel lines and a broken track rod on a Lancer forced the only girl crew out of the rally. One team running an Alfa Romeo repaired their fuel line by using a section of tubing from their air horns.

The rally was a tremendous success and Foss/Oliver's lead was never in doubt and they cruised home, taking care not to damage the Lancer during the final stages.

The event was the first of its kind in Bahrain and was a credit to the people who, on behalf of Rothmans had organised the rally and designed the course. Castrol too showed their determination to make their mark in Bahrain with their association with the rally.

I guess that's all the motoring news from Bahrain at the moment and I take this opportunity of wishing everyone a very Happy New Year...."

Many thanks, Len for your interesting letter. The local newspaper cuttings are fine, and show the roughness of the terrain. ED.

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

G. W. Seller	of Benfleet, Essex, England.	91P 1627
Jan Bellander	" Gustavsberg, Sweden.	J 1690
F. L. Aibel	" Montville, New Jersey, U.S.A.	J2X 3073
J-P. Mondonnet	" Bussieres Poitevine, France.	J2X 2191

WANTED

For ALLARD L type, hood and side curtains or diagrams; ALSO: ALLARD K2 car or parts for restoration.

Contact: Mr. J.A.Lockey, Gawthorpe Hall, Bingley, Yorkshire. ('phone Bingley 5076)

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Cadillac engine 5.4 litre, with all ancillary equipment. Contact Mr. P.R.Reilly, 24B, Carshalton Grove, Sutton, Surrey. ('phone 01-947-4501)

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Fuel reserve selector valve for reserve section of gasoline tank of J type (solenoid operated). Contact: Mr. J. R. Morello, 2048 Winding Creek Lane, Mason, Ohio, 45040, U.S.A.

SERVICE TIPS FROM CHAMPION.

DETECTING EXHAUST SYSTEM LEAKS

A short cut to help detect exhaust system leaks was recently suggested to Champion Spark Plug Company by C. D. McCoy of Morris, Oklahoma.

Mr. McCoy told Champion, "Everyone uses a variety of carburettor cleaners, deposit busters and the like at some time or another.

The smoke produced when these chemicals are induced into the engine through the carburettor makes it easy to find exhaust system leaks.

Where there's smoke, there is the leak."

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Horsham Vintage Transport Rally is being held in Horsham Park on Bank Holiday Monday, 28th August. Entry forms available from our Hon. Sec.

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The Huddersfield Concours d'Elegance is scheduled for 19th August. Entry forms from A. A. McInnes, 31, Broadgate Crescent, Almondbury, Huddersfield. Further information from our Hon. Sec.