

THE ALLARD REGISTER

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THE BULLETIN

November/December, 1978

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

Our Christmas card shows member Bill Post of Los Angeles, California driving his J2X Allard in a race for historic cars at Sears Point Raceway.

We thank Bill for sending us the photo, and in his letter he writes: "...I was not the winner of the race, but came in third behind another J2X and a Ferrari. There were 18 others in the event. The photo was taken in August, 1975..."

Our thanks, also, to U.K. member Harry Weston for the many hours of work spent re-producing this photo in such large numbers for our Christmas cards.

Member Bob Lytle of Los Angeles, Cal., U.S.A. advises us that movie actor Steve McQueen has been seen around at weekends driving a very smart J2X. McQueen's car's registration number is C5381414, a number assigned the vehicle at the time of its original registration in California.

We asked Bob if he could try and get this famous actor to become a member of the Register, and in his letter he writes: "...Steve McQueen being an actor is hard to find. This type of profession demands seclusion for obvious reasons, but I'll give it a go..." In his next letter he says: "...Have not heard a word from Steve McQueen but then he may be out of the country..."

Bob wrote us a couple of months ago saying that Mr. Post had sold his J2X to McQueen, but that the car was now red in colour.

Many thanks for your letters, Bob, and thanks also for trying to sign up this famous actor. ED.

On Sunday, 17th September a number of members and friends met at the Banham Motor Museum near Diss, Norfolk, England. This small but interesting museum is owned by young Lord Cranworth, and is being enlarged shortly with a new extension. Amongst the cars which he is putting into this new wing is his K type Allard, the restoration of which is nearing completion.

Of the members present those who had motored considerable distances to be present were: Chris Bass from Surrey, Alan Howard from Northants, Colin Daniel from Yorkshire, Tony Robbins from Brierley Hill, Staffs., and John Patterson from Royston, Herts. Regular attender at our meetings, Clive Mordaunt telephoned us to say he'd be absent this time as he had been ill and had not recovered sufficiently to make the journey from Nottingham. In the afternoon an impromptu concours d'elegance was held, and the award winners were as follows:-

Premier Award: Colin Daniel. K type Allard.
Runner-up: Chris Green. Modified L type Allard.

In a letter from member Roger Morello of Ohio, U.S.A., who is restoring his J2X, he writes as follows:-

"...I had a pleasant surprise, which might be of interest to some of the members with Chrysler powered cars. I had been trying for two years to find a distributor with mechanical tach drive to fit the early Hemi's. I had been able to find units to fit a '57/'58 Hemi but supposedly this unit wouldn't fit a '56 or earlier engine. I decided to see if one of the '57/'58 units could be made to work and I found out that it will fit mechanically with no alterations required. The difference is in the indexing of the rotor, but this was no problem - all I had to do was to carefully set the ignition timing by hand before trying to run the engine..."

Many thanks for your letter, Roger, and the useful info. re the tach drive to fit the early Hemi's. ED.

We were very pleased to receive a copy of the October issue of "Popular Hot Rodders" from Dean Butler of Cincinnati, Ohio, U.S.A. In the article reporting the ninth annual Street Rod Nationals held in Columbus, Ohio, a picture of Dean's beautifully restored J2 appears on page 23. Another fine photo of the engine compartment showing the fuel injected motor is on page 76.

Congratulations to Dean on the great job he's done on the car. It will be remembered that Dean wrote a most interesting article in our Bulletin last year on the problems he was faced with whilst converting his Ardun-Mercury engine to fuel-injection.

Many thanks, Dean, for the copy of "Popular Hot Rodders". ED.

We received the following letter from Lloyds Insurance Brokers, Horncastle Crawford & West Ltd., Horncastle House, St. John's Square, London, EC1M 4HE:-

INSURANCE OF CLASSIC CARS

We all know and understand the difficulties that we have experienced as owners of Classic Cars, when the problem of insurance arises and this has recently been heightened by the ever increasing value on these vehicles following the inflationary trends in this country today.

I feel sure that your Members will appreciate that, at long last, we have been able to persuade one large Insurance Group to view the risks of insurance on these vehicles in a slightly different way with a result that the Insureds will have substantial benefits not only in premium saving but on a policy which agrees the value of the vehicle at outset.

Basically the Scheme effected with the Sun Alliance and London Group deals with the vehicle, irrespective of its make or garaging area on a Flat Rate of £35.00 for Third Party Only.

This is subject to, and it normally is, the Classic being a second vehicle and does not commit the main mileage throughout the year and has been manufactured between 1931 and 1955. They would be prepared to accept vehicles beyond 1955 subject to the original type having been made produced or sold before that date and it being of identical type as the parent vehicle.

There is no confusion regarding No Claims Discount as no Bonus Clause is written into either policy and the value would be agreed at outset subject to confirmation by either an Engineer or Dealer who specialises in the make of vehicle concerned confirming the position by letter form.

A short note of this was contained in Classic Cars but I feel some clarification is needed concerning the premium charges and these were not made crystal clear.

As I have said the basic premium stands at £35.00 irrespective of make or garaging area and for the basic cover of Third Party Risk Only. If Fire and Theft is required in addition to this could be covered at a rate of £1.5% on a value up to £2,500 but with a minimum premium of £10.00 for vehicles below £650.00 in value. Beyond a value of £2,500 basic book rates may be used by Insurers but only to the benefit of the Insured in obtaining a comparable premium as on this basis some of the higher valued vehicles would be paying Fire and Theft premiums in excess of £200.00.

No Comprehensive policy as such would be issued but Accidental Damage and Third Party Cover can be obtained again for a basic premium of £35.00 but at a value basis of £3.00% up to £2,500 in value again with a minimum premium of £55.00.

To clear the point completely an Accidental Damage Third Party policy, as opposed to a Comprehensive policy, would not include such items as Personal Accident Benefits to the Insured, rugs, coats and luggage, driving other car benefits etc.. Both policies would be subject to a £50.00 All Sections Excess each and every claim and in the case of the Accidental Damage Cover this would extend to the vehicle whilst being trailed to and from the place of use or exhibition and would include damage whilst loaded or unloaded although this may well be off the Public Highway.

Should any of your Members require quotations, further information or clarification of the Scheme I would be most happy to assist them but would suggest, at these early stages, that the details are given in letter form and sent to me at the above address for my attention.

(Signed) J. McMURDY.

Horncastle Crawford & West Limited.

CHAMPION SPARK PLUG TECHNICAL SERVICES CELEBRATES 25th YEAR.

It started out a quarter of a century ago with two men and a secretary working out of a spare office at Champion Spark Plug Company. Today, it is an international organisation providing service to the millions of men and women who care for vehicles around the world.

It is Champion's Automotive Technical Services Department (ATSD) which celebrates its 25th anniversary this year. Since its beginning in the early 1950's ATSD has touched the lives of virtually everyone who services an engine requiring a spark plug.

Begun as an offshoot of the Engineering Department, ATSD's initial responsibility was to publish catalogues and answer inquiries from Champion customers. Today, catalogues still flow from the department in abundance and customers still ask questions. But the size and scope of the operation has grown dramatically.

In the United States alone, 43 men and women perform ATSD functions. These include: Operation of training schools in Toledo, Ohio and Santa Ana, California. In the past 10 years over 12,000 technicians have attended these schools in subjects including automotive engine maintenance, motorcycle maintenance, small engines and LPG engines.

In addition over 200,000 mechanics have attended training sessions conducted by Champion's field service representatives all over the country. ATSD employs a staff of 16 Regional Engineers who work out of specially-equipped training vans which enable

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them to conduct classes at virtually any location. The Regional Engineers also call on Champion customers nationwide.

In order to conduct sessions which were started in 1969, Champion developed or adapted a number of training devices including a classroom dynamometer and a one-cylinder demonstration engine that can simulate virtually any condition in which a car operates.

The same inventiveness is used by ATSD in the numerous testing programmes it has conducted over the past decade. Implements like portable chassis dynamometers, remote control throttles and taped automatic driving sequences have helped Champion gather new information on fuel economy, emission control and engine performance. Champion tests also have gained data on causes and cures for starting troubles.

ATSD has constant communication with the automotive trade through its many publications including the bi-monthly Service Corner. This periodical contains the latest information and techniques on ignition service. In addition, a wide variety of technical publications on subjects ranging from maintaining marine engines to improving two-way radio reception are produced by the department.

The international scope of ATSD is attested to by the growing number of nations in which it operates. Champion Technical Services Regional Engineers operate in France, England, Germany, Italy, Belgium, Mexico, New Zealand and Canada as well as the U.S. Champion runs technical training schools in Canada, Mexico, England and Europe.

In its 25 years of existence, ATSD has had two directors. George M. Galster, now Champion's vice-president International Sales, ran the department through 1970. David L. Walker is now director.

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

R. Ellis	of Marlborough, New Hampshire, U.S.A.	-
D. J. Wood	" Thundersley, Essex, England.	P.1627
A. S. R. Rayson	" Leeds, Yorkshire, England.	L.387

(This L type No. 387 is the original Allard car in which Mr. Jack Reiss won the French International Rally in 1950. The engine is the original bored and stroked Ford Mercury V8 (4375cc) which was similar to the engine which the late Sydney Allard used in his winning Monte Carlo saloon car in 1952)

FOR SALE

ALLARD P.1. Saloon, in excellent restored condition. Price £2,000 o.n.o.
Contact: J. K. Pollard, "Westlands", Bagby, Thirsk, Yorkshire.

oOo

One only, new RIGHT-HAND WORM, including bearings and cups for ALLARD steering box. Fit all Allard models. Price: £22.41. Contact: John Patterson, 23, Hawthorn Way, Royston, Herts. ('phone Royston 43182).

oOo

ALLARD J2. Fitted with all-enveloping body by 'Panelcraft'. Oldsmobile Rocket engine, 12 months M.O.T. to run. Offers to: Chris Lyons, Galla Croft, Tullynessle, Alford, Aberdeenshire, Scotland. ('phone Alford 2003)

Definition of a driver: one half of a rally crew who thinks he can drive better than his navigator, and also navigate better than his navigator.

* * * *

Statistics show that 10 per cent of road accidents are caused by drunken drivers. It naturally follows then that 90 per cent of accidents are caused by sober drivers. To that it seems logical to say "Somebody get these sober drivers off the road, and let us drunken bums get on with it".

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Some genuine excerpts from motor insurance claim forms:-

The witness gave his occupation as a gentleman, but it would be more correct to say that he was a garage proprietor.

* * * *

I was taking a friend home, and keeping two yards from each lamp post, which were in a straight line. Unfortunately there was a bend in the road bringing the right-hand lamp post in line with the left, and of course, I landed in the ditch.

* * * *

The car in front stopped suddenly, and I crashed gently into his luggage grid.

* * * *

The accident was due to the road bending.

* * * *

If the other driver had stopped a few yards behind himself, the accident would not have happened.

* * * *

I was scraping my nearside on the bank, when the accident happened.

* * * *

A lamp-post bumped into my car, damaging it in two places.