

THE ALLARD REGISTER

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THE BULLETIN

October/December, 1981.

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

In a letter from member Mr. M. A. Stein, President, A.H.A. Manufacturing Co. Ltd. (Allard Motor Co.), 5309, Maingate Drive, Mississauga, Ontario, L4W 1G6, CANADA, we extract the following:-

"...Members, particularly those engaged in the restoration of a 'J' series car may be able to use some of the components we are fabricating, since the dimensions of the J2X2 are the same as the J2X and much of the body components and ornamentation are the same.."

Many thanks for letter; this will be of considerable assistance to quite a number of our members. ED.

Our Los Angeles area correspondent, Dr. Stephen Jewell-Thomas writes:-

"...I attended the 8th Annual Monterey Historical Automobile Races at Laguna Seca at the end of August but unfortunately due to a late arrival could not get a program.

Referring to my letter of last August 29th, 1980 you will see that I mentioned John Harden with his red J2X which is now further modified to have Offenhauser heads and fuel injection. At the start of the race a second Allard, a green J type Le Mans started in first position. This had a very interesting enclosed bodywork in British racing green. Shortly after the start however, John Harden took the lead and drove an excellent race to win comfortably from the Le Mans Allard in second place.

The acceleration and noise generated by John Harden's J2X was really shattering and it was obviously in excellent tune. He showed it the next day at the Pebble Beach Concours d'Elegance...."

Thanks so much for your letter, and it's great to know that Allard cars finished in first and second places. ED.

Member Roger Morello, of Mason, Ohio, U.S.A. writes us as follows:-

"...My J2X (2193) is finished! It seems like it has taken forever to finish it but it was worth waiting for, as the enclosed 35mm slides show. With the exception of machine shop work and chrome plating, every bit of the work on this car was done by my wife and myself, so we're especially pleased with the results. The car scores in the high 90's in Concours competition and performs superbly on the road. The restoration was from the bare frame with particular attention paid to authenticity - mechanically as well as cosmetically.

The car is finished in yellow with black trim and white wire wheels. The color combination came from an old movie "Written on the Wind" in which one of the actors drove around in a J2X with those colors. The Chrysler hemi's performance is awesome, and so far the gearbox and rear end are holding up okay. I made up some brake and clutch pedal extensions so that my wife can drive it, and we're really enjoying the car.

In a previous letter I mentioned making a wire wheel conversion using 16" Jaguar XK-150 wheels and hubs. I'm happy to report that the set-up works perfectly. The track width is identical and the extra unsprung weight of the adapters is not noticeable and hasn't caused any wheel bearing distress. For serious performance work the disc wheels can be installed in about 30 minutes. For authenticity, the Jaguar name on the knock-ons was brazed in, the knock-ons ground smooth and the Allard script was engraved about 3/32" deep then the units were re-chromed. The script from the rear body nameplate was used to make the engraver's pattern, suitably scaled to fit the knock-ons. As it turned out, the engraver was from the U.K., so he really got enthusiastic about the job and did it superbly. Except for being 60 spoke vs 72 spoke, and the rims being 1/2" wider than the Allard rims, it makes a good, authentic looking conversion...

Dean Butler and I have had our cars at a couple of shows during the past year, and the J2 and J2X side by side really draw the crowd. By the way, our local area here in southern Ohio is getting heavily populated with Allards: there is Dean Butler's J2, my J2X, Jack McGregor is restoring a Le Mans J2X, there are two K2's, a K1 and a very nice original Palm Beach, plus a partially completed J2X that escaped me about 8 years ago and which is still supposed to be in the area.

I want to thank you and all the other correspondents who helped me along the way. Andy Picariello very kindly loaned me his windshield and top to use for patterns, Don Milligan helped with gearshift linkage sketches. Dean Butler's bearing info. and

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Ev Carlson's kind gift of the fuel tank selector valve were a big help...."

Thanks a lot for your letter, Roger and I am delighted that both you and your wife are enjoying driving the car. The slides are great. ED.

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 Tester's Terms.

ROAD TESTER'S 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 synchronised gearbox."	It's synchronised 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.
"Cornering at speed produced slight oversteer."	The antics of this 'crate' on bends brought me 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.

"They have a TV set in every hotel room in Russia - only there, of course, it watches you"  
- Bob Hope.

\* \* \*

"Walking isn't really a lost art. One must, by some such means, get out to the garage."  
- Anon.

\* \* \*

"One thing explorations over the polar regions have proved - there is nobody sitting on top of the world."  
- Ed Wagner.

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Our Christmas card photo this year shows the new Allard J2X2. The photographs have been very kindly provided by the Allard Motor Company Limited, 5181 Bradco Boulevard, Mississauga, Ontario, L4W 2A6, Canada. (416) 624-8500).

This gesture by the Company to the Register is very much appreciated.

We have recently received correspondence from members Dean Butler, of Cincinnati, Ohio, and John MacConnell, of Longwood, Florida on the same topic, and we extract the following:-

Dean writes: "...By the way, when I was at Hershey, I saw the Mark II GT Allard that went to the Du Pont family. It is beautifully restored, and the owner is looking to trade it for a J2 or a J2X....I recall that the Du Pont GT had a 392 Chrysler Hemi. It still has such an engine, but not in the wild, undrivable state of tune in which it left the factory..."

John writes: "...This year I managed to make the National Antique Car Meet in Hershey, Pennsylvania. As you may know, this is the world's largest. The automotive flea market stretched for miles. There were over 1,000 cars in the actual show with another 2,000-2,500 in the flea market itself. The one which caught my eye was an Allard GT of approximately 1957 vintage. It was powered by a 392 cubic inch Chrysler Hemi engine identical to the one in my K type. This was probably the original engine, since they were made only in 1957 and half of 1958. The owner of the car claimed it was the last Allard made. Their purpose in coming to the show was to attempt to trade it for a J2X..."

Thanks for this info., Dean and John. This GT Allard has been out of our records for quite some time. Actually, the last two cars out of the factory were open Palm Beach II's with Jaguar engines. See our President's book, 'Allard'- the inside story'. ED.

FOR SALE

J2/J2X outer drive shafts. 4 only. Dual taper. Approx. cost of materials and mailing, \$140. My price \$30 each. \* \* \* \* \*

J2/J2X horn/dipswitch assembly. 1 only. Dash mounting. \$20. \* \* \* \* \*

Palm Beach Mark II splined rear hubs, for drum brakes, 2 only; also suitable for early XK120/140. New. \$30 each. \* \* \* \* \*

ALLARD knock-off hub spinners. 8 only. Good condition. \$10 each. Extra if re-chromed. \* \* \* \* \*

J2/J2X king pins and bronze anti-wobble bearings. 2 only. \$25 the set. \* \* \* \* \*

Remote gear-change sets for J1/K1 or L type. 2 only. \$25 per set.

N.B. Postage extra on all the above.

J. Patterson, 23, Hawthorn Way, Royston, Herts., SG8 7JS. ENGLAND.

oOo

ALLARD replica hubcaps. Hand beaten in brass, including the nameplate. Orders now being taken for a production batch of fifty hubcaps. Price £22.50 unchromed, plus postage. Enquiries/details from R. Jacobsen, 22 Rylands Road, Selsdon, South Croydon, Surrey. CR2 8EA. ENGLAND.

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

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|-------------------|---------------------------------|---------|
| G. B. Mataczynski | of San Jose, California, U.S.A. | K2 1546 |
| Neal D. Hardy     | " Fallbrook, California, U.S.A. | K2 3035 |
| G. D. Williams    | " Ojai, California, U.S.A.      | -       |

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.