

THE ALLARD REGISTER

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In a letter to our Hon. Secretary, Member Dave Fogg of Tacoma, Wash. U.S.A. writes:-

"... So pleased to hear that you enjoyed our experiences in the 'good old days' at Goldendale, etc., so I am writing to tell you of our experience at Tillamook, Ore.

Tillamook is a town in north-western Oregon, and the local civic leaders and politicians co-operated with a sports car club to sponsor a race on the very challenging course laid out on the local industrial airport. Race date was August 26, 1956.

At that time my Allard was equipped with a 1937 Cadillac gear-box which we had modified to fit the Allard (Ford) drive shaft. The box was nearly indestructable, however there was a most elusive leak that allowed small amounts of oil into the clutch housing, thereby ruining the disc. This also produced no end of complaints from Tom (Carstens) when the clutch started slipping in close competition. Those clutch discs were custom made and took about three weeks to obtain. On a couple of occasions I temporarily cured the problem by sealing all the openings in the clutch housing and filling it with carbon tetrachloride, then spinning the engine on the starter with the pedal depressed. I did this out-doors with my breath held, as you know carbon tet. is very toxic but is a great grease solvent.

Anyway, back to Tillamook. Practice day was a fine sunny day and old #15 ran perfectly. Race day morning was cloudy, and a bit threatening. (The climate in north-western U.S. is much like England.) After much discussion we decided against changing to street type tires which had better traction in the rain. The Firestone 170 road race tires had hard compound and poor wet road traction. The preliminary races ran in good order. The cars then lined up on the grid for the main event. The trophy was a large silver bowl designated the Governor's Cup. Alas, the Governor of the state of Oregon was in attendance, and was asked to speak, and speak he did, and as he spoke the rain clouds darkened. The Governor, as politicians do, spoke interminably as we nervously watched the sky. The speech finally ended, the green flag came down and so did the rain. The race took on the appearance of a boat race. In one place the course flooded on a fairly fast bend. Near the bend was a sawmill that had stored some large logs about 5 feet in diameter and 20 feet long on the outside of the said bend. Tom later commented on how disconcerting it was to have the car lose steering due to hydro-planing and head for that log pile. The main competition was an Aston Martin and a Porsche Spyder. That Spyder really went in the rain. He was right on Tom's tail till he slid off the road into a field in a huge shower of mud, grass, and sod. The final result was that we won in spite of the clutch starting to slip again. After the race Tom said 'Foggy, get in the car, I want to show you something'. We took off around the course. Full throttle produced many revs. and wild clutch slippage. I then told him that was what won him the race. Without it, those hard tires and violent acceleration would have left him with very little traction. I got the very strong feeling he was not convinced. P.S. That oil leak was finally traced to a small felt seal in the low-reverse shift rail...."

Many thanks for your most interesting letter Dave, and I feel sure that you were right. ED.

We reproduce the following article and photo by kind permission of Motor Sport, the leading motor sport journal in the U.K.

NUMBER PLATES - FGP 750

In the nineteen thirties Sydney Allard was a great enthusiast for mud-plugging trials and being a Ford agent he naturally showed a lot of interest in the powerful and light 30 h.p. V8 Fords. After whetting his appetite with one of the light weight /continued overleaf

1934 TT Ford V8 cars he built his first Allard Special, which was a stark, pointed-tail two-seater using 30 h.p. V8 Ford components and it was not long before acquaintances asked that he should build replicas for them. This started the Allard Motor Company in South London and after selling off the prototype car which had proved very successful during 1936, Allard built four cars the following year and three more in 1938. The last of these was for his own use and is the subject of our number plate this month. It is FGP 750 and was built during the summer of 1938, ready for the winter trials season.

New Ford parts were used in the construction, the channel-section chassis being boxed by welding plates to it, and modified to suit the 100" wheelbase, independent front suspension on the Ballamy swing-axle system was used, as on all Allards at the time, while the normal transverse leaf spring Ford V8 rear-axle layout was used. The 3.6 litre side-valve Ford V8 engine and three-speed gearbox were mounted well back in the chassis, the Ford torque-tube being suitably shortened. E. D. Abbott of Farnham, the well-known coach-builders, built a light aluminium two-seater body, with a Bugatti-style pointed tail and small rudimentary mudguards were fitted, with minimal lighting equipment as the car was intended to be used purely for competitions.

The cockpit was a mere 34" wide across the seats and a spare wheel was carried on the passenger's side of the scuttle; needless to say there were no doors, but a full-width windscreen was fitted. The radiator shell was the angular style derived from the original Allard special.

FGP 750 was ready for the trials season of 1938/9, registered in the name of S. H. Allard on December 1st, 1938, and was an instant success, scoring seven consecutive Premier Awards and assisting in ten Team Awards, the team being the Allard "Tailwaggers", comprising Guy Warburton with the prototype Allard Special CLK 5, Ken Hutchison with FGF 290 and Sydney Allard with FGP 750. It competed in twelve trials that winter and only once failed to win an award, but not content with mud trials Sydney used it during 1939 in all manner of events, including speed trials, hill-climbs and driving tests. During that summer it underwent a major rebuild, the engine being bored out from 77.79 mm. to 80 mm., which increased the capacity to 3.8 litres and an improved crankshaft was fitted, with the radiator cooling fan mounted on the front of the shaft, so that a lower radiator could be used, together with a sleeker and pointed cowling, as was being used on the road-going Allard tourers. A twin Stromberg carburettor layout was used, the flywheel was lightened, the compression ratio raised and a higher axle ratio fitted. In its original form FGP 750 recorded 17.5 seconds for the standing-start quarter-mile, and after the 1939 rebuild this was improved to 16.8 seconds. As Sydney Allard was competing in a speed trial or hill-climb nearly every weekend, extra performance was continually being sought, and the car often gained fastest sports-car time or fastest unsupercharged car time. At Wetherby in Yorkshire, it won its class, set a new class record and a new sports-car record. At Prescott it set a new sports-car record and at Lewes Speed Trials it was third in the all-comers class.

Just before the war put a stop to sporting activities in September 1939 the Allard FGP 750 reached its peak of development, with new cylinder heads with 14 mm. sparking plugs, in place of 18 mm., an 8 to 1 compression ratio and the all-up weight was down to 16 $\frac{1}{2}$ cwt. The standing-start quarter-mile time was down to 16.2 seconds and it clocked 105 m.p.h. over the flying half-mile, its absolute maximum being quoted as 108 m.p.h. Allard's competition season was not without its excitement, for he crashed FGP 750 at Prescott (not through the famous Allard Gap at the top, that was in another Allard) and at Horndean on the South Downs he rolled the car over with the Editor of MOTOR SPORT in the passenger seat! (I remember it well! - WB.)

When the war started Allard has a replacement car under construction that was lighter and lower than FGP 750, but it was not completed until 1946. During the war Roy Clarkson bought FGP 750 and in 1942 Ken Hutchison, a life-long Allard man, bought the car. He had it tidied up and painted blue; Sydney would never have it painted, leaving the bodywork bare aluminium as he was obsessed about weight and could not see the point of drilling holes in everything to save weight and then putting 5 lb. of paint on everything!

When the Allard Motor Company returned to business with the post-war Allards, FGP 750 had another major rebuild at the factory, with the original engine being replaced by a 4-litre Mercury Ford V8, special Edelbrock alloy heads and twin carburettor inlet manifold, an Iskenderian camshaft and it was sold to Lady Mary Grosvenor for use in sprints and hill-climbs.

At this time it was given a small door on the passenger's side, but otherwise it retained its stark appearance. In 1947 it was bought by Henry Pritchard in North Wales and he retained it until 1963 when it went to Ronald Moore of Birkenhead, who

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kept it for three years. It stayed in the North of England when Maurice Ball bought it, but his father eventually insisted he got rid of it as he considered it to be a lethal device in which his young son was eventually going to kill himself. It then passed to Desmond Sowerby, the present owner and for some years now it has been in a dismantled state, undergoing a slow rebuild, but it is all there and very original, as I was able to verify for myself when I visited Sowerby in North London recently.

Many Allards were famous and many Allard registration numbers could feature in this series, but FGP 750 is THE Allard for me, probably because I was lucky enough to see Sydney Allard in action with it in mud-trials, in driving tests and hill-climbs and speed trials in 1939. By then the competition sports car could be a pretty sophisticated vehicle, like a 328 BMW, a 2900B Alfa Romeo or a 57SC Bugatti, so that the sight of "Syd" in his shirt-sleeves driving the stark FGP 750 was the personification of the "hair shirt" syndrome, which obviously affected a speed-crazy youth of eighteen who was watching from the sidelines. DSJ.

In a letter from member Bill Wilmer of Basking Ridge, N.J., U.S.A. he writes:-

"...Please accept my warmest appreciation on the excellent work you are doing in the preparation of the Bulletin. I found the 1986 issues better than ever. I realize the work that goes into the preparation of this excellent publication, and commend you for your efforts..."

Your kind remarks, Bill, are much appreciated. Have some great motoring in '87. ED.

In a letter from John Peskett of Leicester, England, we extract the following:-

"...I liked the article on Dave Fogg's J2; that transverse leaf front suspension looks good, rather 'Cooperish' in fact. Enclosed is a photo of the K1. Keep up the good work on the Bulletin..."

Thanks for your letter, John; your car looks great. ED.

Member Joe Rayner of Van Nuys, California, U.S.A. writes:-

"...Thank you for all the work you do on the Allard Register Bulletins; I thoroughly enjoy them. My K3 is still in restoration, but work proceeds..."

Many thanks, Joe, and have some super motoring when the job on the K3 is completed. ED.

Ed Reed of Worcester, Mass., U.S.A. writes:-

"...I find the Bulletins most interesting. Am glad to see all of the up-to-date action by the members in the U.S.A. The various reports show that interest in Allards is on the increase..."

Many thanks, Ed, for the photo and card. ED.

Car & Parts Magazine: Springfield Car Show & Swap Meet.
May 22, 23 & 24, 1987.

Held at the Clark County Fairgrounds, just off I-70 in Springfield, Ohio, U.S.A.
General Admission: \$2 per day

Warren County Import Autojumble. June 6th, 1987.

Venue: Warren County Farmers Fairgrounds, Stryker Road, Harmony, New Jersey.

Adult admission: \$2 at gate.

Further information, contact Richard Maximoff, c/o The Warren County Import Autojumble, Inc., P.O. Box 497, Oxford, New Jersey 07863. (phone 201:453:3631)

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

- | | | |
|-------------------|------------------------------------|----------|
| Patrick E. Slavin | of Pontiac, Michigan, U.S.A. | K2:1808 |
| C. David Armand | " Fort Lauderdale, Florida, U.S.A. | 91K 2195 |
| John Schieffelin | " Florence, Mass., U.S.A. | 91K 2085 |

ALLARD SERVICE BULLETIN

Please note that owing to wheel manufacturers' permissible tolerance of 1/8 runout, it is necessary when checking or adjusting track of front wheels to roll car forward and check at 3 equally spaced places on wheels. The 3 results must be added together and divided by 3 to obtain average or effective track. This procedure must be repeated after re-adjustment should re-adjustment be necessary.