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

Our Christmas card shows the ex-Inhof J2 Allard in action at the Brands Hatch racing circuit. This car is now owned by member Mr. Harry Weston, who lives in the West of England.

Our Christmas menu is as follows:-

Couscous Castor, Creme d'Uckhams.

Pate de Foisbaleck, Riverside Risotto, Spaghetti Sebring, Ravioli Cinturato, Isky Orelette.

Pilet Firestone with Indy Sauce, Joashp Dunlop, Maccova in Brake Fluid.

Veal Vondervell, Escalope Koto-Lite, Sauce Hopy, Lancashire Hot-Pot Champion Chouder.


Champagne: Chateau Bluecol. Brandy: Cognac STP.

In a letter from member John E. Jackson of New South Wales, Australia, he writes:-

'... As I write I am once more airborne, this time, en route to New Zealand. It's almost getting to the stage where I am more familiar with the inside of 707's and 708's than K2's and F1's. They won't let me drive the former, however!

I noted recently a four part article on the Ardun engine, with Allard references, in the American Magazine "Hot Rod and Custom". The first two parts were in the May and June '71 issues, and the last two parts will, I gather, appear in the first two issues of a new journal called "Street Rod Quarterly". The articles, judging from the first two, are the most comprehensive both historically and technically that have appeared on the Ardun, so I should think they may interest our readers...... My own Allarding has been most limited recently, apart from discovering that the stainless steel used in the K2 rear spring is no longer available in Australia. Forced to use a thicker steel than original, I have had to re-design the whole spring with fewer and thicker leaves to keep the spring rate the same, and get an entire new spring made. A complicated way to replace a broken leaf! However, it's done now and hopefully I can get it refitted in the K2 on my return...".

Thank you very much for your letter, John and it was jolly nice meeting you again whilst you were in the U.K.

ED.

In a letter from member Dr. Cordell Bahn of California he writes:-

'My latest J2X has a 1952 Lincoln engine in "full house" status, bored out to 357 cu.in., Offenhauser piston, special bearings, milled heads, aircraft steel studs for head bolts, Winfield cam, double raceing ignition, shock absorbers which are adjustable from the driver's seat, and a brake booster. The most outwardly striking modification is the outboard exhaust headers, four to each side, feeding into three inch collector tubes beneath the side mounts and doors. The only body modification seems to be the partial removal of a side panel to allow the exhaust headers to exit the engine compartment. Also, the fenders were replaced by small ones which turn with the front wheels. I will mail you a snapshot of the car shortly....."

May thanks for your letter, sir, and am looking forward to receiving the snapshot. 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 Testers' Terms.

"We were afforded the rare opportunity to test drive..."

"...remains basically unchanged from previous models."

"Unequal length A-arm front suspension."

"Advanced design."

"Most advanced design."

"Slight body lean when cornering..."

"...a few minor faults."

"Solid road feel..."

"...fully independent suspension."

"...instrumentation is complete and detailed."

"The engine warms up quickly..."

"...snug, watertight interior..."

"...continued refinements without major changes."

"...slight wind buffeting."

"...fully synchronized gearbox."

"...easy service accessibility."

"...cruises at an effortless 70 in complete silence."

"...the 25% power increase has not affected engine smoothness."

"...front-disc, rear-drum combination."

"The ashtray is too small."

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A doctor, picking up his car at a garage, was highly indignant at the size of the repair bill: "All this for a few hours' work" he yelped. "Why, you charge more for your work than we of the medical profession do".

"Well now", drawled the mechanic, the way I look at it, we get it coming to us. You fellows have been working on the same old model since time began, but we have to learn a brand-new model every year."

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Some legal terms defined:

- Common carrier
- Contractual Liability
- Eiusdem Generis
- Privy bono publico

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The press agent bought lunch, so I'd better say something about this clunk.

They've made the same mistakes again.

The factory couldn't find two pieces the same length.

Nobody will know how to fix it when it breaks.

There are no spare parts available.

The pavement rubs the chrome plate off the door handles.

We were towed home.

It rides like a truck.

The whole thing shakes and rattles.

You can't find a thing.

The running temperature would be adequate for a Stanley Steamor.

The footwells fill up with water and never drain.

The factory is almost broke and can't afford new dies.

Better drive down the middle of the road - this sled can jump sideways one lane in either direction.

It's synchronized with the clock and just about as slow.

It had better be: you'll be spending a great deal of time proving it.

But only downhill, in neutral, and with a following wind.

You can still count the rpm by ear.

This refers to where you'll have trouble with your spine and what your posterior will resemble after a 400-mile trip.

The ashtray is too small.
Read sign at the entrance to a mid-west expressway: "6029 people died of gas in this State this year. Two inhale it, 27 put a match to it, 6,000 stepped on it."

In a race at Riverside recently was a Corvette with a sign on the back which read: "To pass, please blow engine."

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

The modern car has four or five years. 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 booted 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.

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FOR SALE

1935 ALLARD special, rebuilt on later Allard chassis of 1949 'Y' type (Reg. CPR 223). Standard 30 H.P. Ford V8 engine. Two-seater space-tailled aluminium body in original colour. Spare 'race-tuned' engine with no crankshaft. Re-wired. Tyres in roadworthy condition. New brake cylinders and rubbers. There are a few jobs to be done to complete the car. Price £200 o.n.o.

John West, Flat 12, Cleveland, Northam, North Devon.

ALLARD F2. No bodywork rear of scuttle. Multi-tubular chassis. Coil front, de Dion rear. Basis good special or will break.

D. G. Rouse, St. Mary's Coach House, Great Maplestead, Nr. Halstead, Essex.

Phone: Hedingham 561.

 Wanted

ALLARD J2 or J2X. Must be in good condition. Good price offered for a fine example in original condition. Contact: P. Jeldon, Sturbridge, Sturminster Newton, Dorset.

Phone: Sturbridge 671.

One knock-off hub for J2X side mount. Also required replacement steering (Fitzman) arm or if suitable replacement known by any member please contact.

Dr. Edward G. Verville, 4, Marks Court, Stony Point, New York, 10986, U.S.A.

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Did you know that the Brands Hatch formula 1 race on October 24th was the 630th event to be held at a prevailing Grand Prix formula since the very first Grand Prix at Le Mans in France in 1906? What a gen. of useless information. And in that time Ferrari have racked up more wins than any other team despite the fact that Enzo didn't wheel his first F1 car out until 1948. Since then they have scored 105 wins, and Alfa Romeo and Lotus are second equal with 82 wins apiece. Masarati come fourth in standings at 78, then we have Mercedes-Benz on 44, Cooper on 23, Brabham on 29, BMW on 27, Auto Union 22, Talbot and Bugatti 18, Vanwall 1 and Matra 12, Delage 7, and following their Canadian victory Tyrrell join McLaren, H.R.A. and F.I.M.A. on 6 wins.

All time greatest of the drivers when we count the individual wins, is the late great Jim Clark with a personal score of 44 victories, ahead of Fangio and Moss who tie with 36 wins each. Jack Brabham won 28 races before retiring, Jackie Stewart has won 22, and Rudolph Caracciola and Alberto Ascari are equal on 21. It's interesting to note two very determined and skillful drivers tied with 20 wins each - Tezio Nuvolari and Graham Hill.

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