Our Hon. Secretary wishes all members a very happy and prosperous 1973, and thanks all members who sent him season's greetings and good wishes. He would like to mention specially, member Les Davies, the owner of a fabulously modified J2X, who underwent a very serious operation in 1972 and has now been restored to good health. He is looking forward to getting his Allard on the road again. This car has a much modified Chrysler engine and a beautiful all-enveloping body.

WE HEAR THAT:-

1) Member Gary Peacock of Shreveport, Louisiana, U.S.A. is the President of the Louisiana Sports Racing Association.

2) Member John Peskett of Leicester, England owns two 'K' type Allards, one of which is of special interest. This 1947 model was allocated to the Works as a demonstrator, and was prepared for the Alpine Rally of that year. It was sprayed blue, as Goff Inhof had entered his white Allard and Maurice Vick his red one. This formed a team of tricoloured British cars. It was driven by Len Potter, and was the only one to finish, winning the Coupe d'Alx-los-Bains, in spite of a damaged radiator.

3) Roland Emett's Vintage Car of the Future which was on view at the Earls Court Motor Exhibition last October, and designed at the express wish of automatic transmission makers Borg Warner, is going on a world tour. This will give people everywhere the opportunity of seeing its automotive 'firsts': a power plant operating on boiled after-shave lotion; an anti-pollution unit which renders the exhaust positively enjoyable to bees and butterflies; a Solaramic sun and planet automatic transmission with an expanding universe configuration; a special Pussiefoot braking system; and its own take-it-with-you rural environment, with strumming harp and barbeque!

4) There is a U.S. Road Racing Equipe called Group 44 Inc., who campaign British-Leyland products in the U.S.H. Road Racing's White Wave, as they are known to their competitors, consist of a Triumph TR6 (2¼ litres), a Triumph GT6, a Triumph Spitfire and an M.G.B. Recently their TR6 was brought over to the U.K. and demonstrated at the Silverstone circuit. Engine power and track performance were remarkable. A Datsun 240Z couldn't 'live' with it.

The late Sydney Allard, Managing Director of the Allard Motor Company, manufacturers of Allard cars and general engineers, also of Allards Motors Ltd., Ford Main Dealers, was a professional engineer (A.M.I.Mech.E.). He was born on June 19th, 1910, and learned to drive on an elder brother's 1924 two-speed Douglas motorcycle, and commenced driving cars in 1920. He was a member of many motor clubs, and his first competitive event was in 1928 when he competed in the Dartmoor Trial, which was organised by the Maidstone Motor Cycle Club. This was an all night event starting at Hindhead, Surrey and finishing at Minehead in North Devon, and included many very tough sections on Dartmoor. Between 1928 and 1936 he competed at Brooklands Racing Circuit, Surrey, and Syton Park, Leicestershire with Morgans, and in cross-country trials with Morgans and Fords. He built the first Allard Special in 1936 out of a crashed Ford V8.

He competed in Hill-climbs in England, Scotland, Northern Ireland, Italy and Switzerland, and raced in the U.K. and Europe, including the Tourist Trophy, Le Mans 24 Hours, Mille Miglia and Targa Florio. His major competition successes were - Winner of the A.M.C. British Hill Climb Championship, 1949; 3rd place at Le Mans (1st in class, course record) 1950; 2nd Monte Carlo Rally, 1952. Pre-war he had many successes in cross-country trials, e.g. February, 1939 won Premier Awards in succession in the following: Kentish Border Car Club's Stafford Clark Trial; Maidstone & Mild-Kent Club's Boscan Trial; North West London Motor Club's Coventry Cup Trial; Sutton Coldfield & North Birmingham Club's Colmore Cup Trial, and the Southern Club's President's Trial. Between 1936 and 1939 he competed in 60 events, (all in Morgan) and won 20 Premier Awards, 14 Class Cups, 33 Team Awards, 17 1st Class Awards, 11 2nd Class Awards and two 3rd Class Awards. Only failed to win an award on four occasions. Failed to finish only once - through inverting car during event.
Sydney Allard's favourite events: Le Mans 24 Hours Race and Prescott Hill Climb.
Most frightening event: probably Le Mans (mist in the early hours of Sunday morning).
Most memorable event: Mille Miglia (road race in Italy), in a Cadillac Allard. The
start was at night time, and heavy rain was falling. He overtook a Ferrari that had
started several minutes earlier, but after 125 miles he hit a kilometre stone a
glancing blow and was forced to retire - the Ferrari finished 3rd! Most embarrassing
moment: having to explain the reason for driving through a hedge when the remainder of
the entry had kept on the road, resulting in what is now called 'Allard's Gap' at
Prescott Hill Climb. He liked most types of competitive events, though "Driving Just
For Fun" events he found the least interesting. Proudest moment: winning the Monte
Carlo Rally in 1952.

GENERAL DATA TABLE OF ALLARD CARS

<table>
<thead>
<tr>
<th>Year</th>
<th>Model</th>
<th>Description</th>
<th>Number Produced</th>
</tr>
</thead>
<tbody>
<tr>
<td>1946/47</td>
<td>J1</td>
<td>100&quot; Wheelbase, Competition 2-seater.</td>
<td>12</td>
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<tr>
<td>1946/48</td>
<td>K1</td>
<td>106&quot; &quot;</td>
<td>151</td>
</tr>
<tr>
<td>1946/48</td>
<td>L</td>
<td>112&quot; &quot;</td>
<td>191</td>
</tr>
<tr>
<td>1947/50</td>
<td>M</td>
<td>112&quot; &quot;</td>
<td>499</td>
</tr>
<tr>
<td>1949/51</td>
<td>P</td>
<td>112&quot; &quot;</td>
<td>551</td>
</tr>
<tr>
<td>1950/51</td>
<td>J2</td>
<td>100&quot; &quot;</td>
<td>99</td>
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<tr>
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<td>K2</td>
<td>106&quot; &quot;</td>
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<td>62</td>
</tr>
<tr>
<td>1951/52</td>
<td>J2X</td>
<td>100&quot; &quot;</td>
<td>83</td>
</tr>
<tr>
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<td>M2X</td>
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</tr>
<tr>
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<tr>
<td>1952</td>
<td>P2</td>
<td>&quot;Monte Carlo&quot; Saloon.</td>
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<td>J2R</td>
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<tr>
<td>1956/59</td>
<td>P8</td>
<td>96&quot; &quot;</td>
<td>2</td>
</tr>
</tbody>
</table>

NOTE: The Competition cars, and the P2's were fitted with a variety of
engines, i.e. Ford, Mercury, Arden-Mercury, Cadillac, Chrysler, Dodge, etc.

NOT LISTED in the above Data Table are the pre-war cars and the Allard
Clipper 3-wheeler, details of which will appear in a later
issue of THE BULLETIN, and two Miniature Speedway Racers, which
were featured in the September/October, 1972 issue.

PIT STOP from Champion Spark Club Company.

PHYSICALLY TIGHT vs ELECTRICALLY TIGHT

There is an increasing number of automotive service problems arising from poor
electrical connections. Most notable are starting and charging circuit cables and
wiring. The biggest culprit is corrosion INSIDE the battery cable terminal. The
cable may be attached tightly to the battery post, but hard black scaly corrosion has
formed between the post and cable. This would create a point of high resistance
eventually disabling the cranking operation of the car.

Champion Spark Plug Company recommends at every tune-up, remove and clean both
cables and posts. Even if they appear clean outwardly, you will probably find a
buildup of corrosion on the inside of the cable and post. So, remove this corrosion,
replace the cable and tighten securely.

Other notable areas of trouble can be bonding straps, starter and solenoid cables.
Shine up the ends of these parts with sandpaper, and remove paint or grease from where
/continued overleaf
the cable is attached. Reassemble with a shakeproof type of lock washer which will
lie into the cable and make a good permanent connection. Remember, physically tight
isn't always electrically tight.

* * * * * *

WATCH THOSE CAMS

Don't overlook the distributor cam as a possible source of trouble when the usual
tune-up procedures have failed to produce a smooth running, economical performing
engine advises Champion Spark Plug Company.

Especially notable on six cylinder engines, the distributor bushing and shaft wear
moves the cam off center, making it impossible to maintain equal dwell throughout its
rotation, and keep the spark occurring at the same time in each cylinder. Ignition
timing may be correct on one cylinder, yet may be off several degrees on others.

This can be checked either with an oscilloscope or with a timing light by first
setting the basic ignition timing from #1 cylinder, then move the pickup to #6 (on 6's)
and the 5th cylinder in the firing order on 8's. Recheck the timing mark - it should
be no more than three degrees off. If it is, check further for distributor cam lobe
or bushing wear.

* * * * * *

We extend a warm welcome to the following new members:

Dr. R. M. Price of Reading, Berkshire, England. P type saloon.

The Hon. Secretary wishes to thank those members who foregathered at the Racing Car
Show on Sunday, 7th January, amongst the 'out-of-town' members were John Patterson
from Hertfordshire, Ron Wilks from Middlesex, Tony Robbins from Staffordshire and
John Peckett from Leicestershire.

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FOR SALE

1957 Austin Healey 100-6. Overdrive, hard and soft top, wire wheels with Goodyear 800.
novel seat covers, new bumpers. Needs re-spray, therefore price £275 or U.S.$ 580.
G. Gould, 61, Blount Avenue, East Grinstead, Sussex. Phone East Grinstead 22432.

WANTED

Front wings for a K type Allard, any condition. Apply to Hon. Secretary.

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The Penn Ball Bearing Company advise us that they can supply oil seals, pump seals,
coil lips, truarc retaining rings, ball and roller bearings, etc. for most makes of
antique and classic cars. Their address is: 3511 N. American St. Phila. PA.19140.
Phone Garfield 3-3105.

* * *

The repair of defective engine parts such as Heads, Blocks, Crankcases, Sumps, etc. by
fusion welding and machining processes can be efficiently dealt with by Angell and
Williams (Peckham) Ltd., Trafalgar Bridge Works, Summer Road, Peckham, London, S.E.15.
Phone 01-701-2262 or 01-701-3559.

D. J. Sports Cars Ltd. advise us that they keep in stock large quantities of class
fibreglass flared wheel arches and custom paint finishes, Polychromatics, Metallacol,
Jewelsclass, Metalive, etc. They also specialise in chassis repairs; M.O.T.
failures; or vehicles which are falling apart underneath! They keep in stock a wide
range of special steel chassis and re-inforcing sections, together with an "Argon Arc"
welding department. With any order over £5 they offer a pop-rivet gun with rivets,
for the reduced price of £1.75. Their address is Swains Factory, Crane Road, Ware,
Hertfordshire. Phone Ware 5431/2.