

Quartic

SPRING 2013

Allegro

Club International



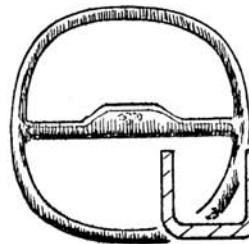
The official magazine of Allegro Club International
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Including.
Return to Quartic No.1
Lynne Marshall Remembered.
Harris Mann
Rally Romania (Part 4)
Allegro Road Test
and much, much, more.....



1973 - 2013



Quartic No 1

June 1990

Hello Members.

My first, and pleasant, duty is to welcome you to the Allegro Club International, which I do gladly. If the name of the magazine puzzles you, this is the word that describes the shape of the steering wheels on the early Allegros - they were known as "square" steering wheels! I have also heard them called "quadrial" wheels. The name was voted in by owners of later Allegros with "round" wheels, so there was no sign of any favouritism!

Quartic also suggests the number of issues of the magazine - four - you will receive each year, with unscheduled newsletters in between for messages which will not wait for the next regular publication.

Secondly, a special "thank you" to all who attended the meeting on the 22nd of April, and to those of you who would have liked to attend but couldn't because of distance, work or family commitments.

I am sure that our members will join me in thanking those who were willing to serve as Officers and Committee Members in order to make a Club possible for us all to enjoy.

Please remember, though, that this is your Club. If you wish to see it thrive, give the Officers plenty to do. In particular, the Editor would like to receive stories of your experiences, technical articles, details of your favourite events, quizzes - anything of interest to write about in the magazine. The more the Editor has to write about, the more interesting the magazine will become.

So here it is, members, our first magazine, and the first tangible indication that we do, indeed, have a Club of our own. Will it be a good one? Let us MAKE it a good one!

----- Lynne -----



Welcome to Quartic 100.

Printed opposite is the front cover of what was the clubs very first magazine, Quartic No 1. Reading it today strikes me just how much hasn't changed within ACI. It neatly sums up what the club is all about, a mission statement if you like. It also demonstrates the influence and lasting legacy of one of our clubs founding members, Lynne Marshall, who passed away recently. I would therefore like to dedicate this 100th edition to the memory of Lynne.

Quartic itself has come along way in 100 issues along with the technology used to produce it. We have gone from the manual cut and paste, black and white, method to the professional looking magazine that Bill @ Express publishing produces for us today. Quartic has had many editors along the way and whilst I do not personally have a full quota of back issues, I'd like to thank all those who have sat in the unpaid Quartic driving seat and burnt the midnight oil making, or missing, the deadlines! More than that, thanks must go to the hundreds of members who have taken the time over the years to submit material to make Quartic.

Its around 23 years since Quartic first appeared, the magazine of the newly formed Allegro Club international. At that time the newest Allegro was a mere 8 years old and examples could be found everywhere. Austin Rover had a dealer network and most spares were available off the shelf at what today must seem like amazing

prices. Scrapyards, in those pre-EU restricted days, were places we could visit and clamber around, and of course Allegros were plentiful on the stacks. Early Quartic magazines had lists of one owner, low mileage Allegros at very tempting giveaway prices.

Allegros were many club members daily use cars when Quartic first appeared, something else that really has changed too. There are members who use their Allegro all the time even now, and that must surely be applauded, but the fact is most Allegros that survive are in a "cherished classic" or "awaiting restoration" state. Not forgetting those that are currently undergoing restoration – its the 40th anniversary year so best get your finger out!

Our Christmas competition to name the chap sitting in the metro was won by Matt Whiteley who correctly guessed it was Harris Mann, the Allegros stylist – read more about Harris Mann in this edition. We have news from the spares service who have been working hard to get more parts remanufactured and news too of this years national event to mark the Allegros 40th anniversary.

The conclusion to the Romania trip is here along with a period road test and lots lots more.....

See you at the 40th!

Andy

2 : Chairman's Chat

A new year and a very special one at that for all Allegros (and hopefully their owners!) As you have no doubt noticed by now, 2013 marks the Allegro's 40th birthday, or the 40th anniversary of the Allegro, whichever suits you best!

The highlight of the year for Allegro Club International will be our celebration at Gaydon on 11th/12th May, full details of which you will find elsewhere in this issue of Quartic. Remember that this year, our Annual General Meeting takes place on the same weekend as our main 'National Event': it will be on the afternoon of Saturday 11th May at Gaydon. It is your chance to offer us feedback on how the club meets your expectations and also offers the opportunity to get more involved in the running of the club: we would welcome assistance with Regalia, Spares and Events at the moment. We also plan a significant presence at a number of other events, including a stand at the indoor classic car show at Event City in Manchester and a big turnout at the 'Pride of Longbridge' gathering in Cofton Park in April, plus a specially-themed display at this year's BMC/BL Rally in Peterborough in August. At the moment we are also waiting for the new management team of the NEC classic car show to advise us if our application for a stand there has been accepted.

You are also, of course, reading the 100th issue of Quartic: it has taken us just under 23 years to produce 100 issues. It is unfortunate that one of our leading founder members, Lynne Marshall, did not live to see this 100th edition: she passed away in February this year. Lynne produced the first and many subsequent editions of Quartic and we should all be very grateful for the solid foundations she put down for the club we have today.

At the end of last year, I attended the funeral of Dr. Alex Moulton C.B.E. He was of course, the inventor of the Hydragas suspension system used in all Allegros, along with a number of other vehicle suspension systems and of course the small-wheeled Moulton bicycle. Several members of my family had a long professional association with Dr. Moulton, as we owned the BMC/BL/Rover dealership in Bradford-on-Avon where the Moulton factory and development facilities were



situated. We supplied him with a brown 2-door Allegro 1300 Super saloon in 1978, which he kept for three years before trading it back in against a new Austin Metro.

To update you all on progress with my 1750 Sport restoration, the car is partially dismantled and I have been busy cutting out rusty sections ready for replacement with good metal. The good news is that when I lifted the carpets, I was faced with nice shiny Black Tulip floarpans that need only minor repairs to the edges. One sill is to be replaced with a new one, the other just needs a couple of sections letting in. The front wings are also much better than I first thought, so rather than fitting a new pair that have been hiding in my loft for a few years, I have decided to salvage some repair sections from wings cut off scrapped Allegros. One of the worst areas to repair is a flat section of inner wing near the brake servo and Hydragas displacer. This car had an aftermarket sound deadening (felt) kit fitted early on in its life and it would appear that mice nested in the inner wing area while the car was laid up. Mouse urine must have highly corrosive properties, as when I pulled the soundproofing felt away, a piece of rusty inner wing came away with it!

I am thankful for the expert welder who has agreed to fit the new metalwork and panels for me. He is a fellow club member who has already restored his own Allegro and this really demonstrates that there is much more to being in a

Chairman's Chat : 3

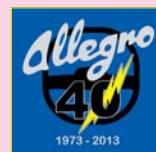
club than just receiving a magazine, buying parts or going to shows. It is all about the people that you get to meet: sharing advice, experiences and skills.

Finally, the Allegro has received an unexpected 40th birthday present from Chancellor George Osborne in this year's Budget. From April 2014, the cutoff date for a vehicle to qualify for a free 'historic' tax disc is to roll forward one year to the end of December 1973 after being frozen by the previous government for almost

17 years. It is now to be reviewed on an annual basis by the Chancellor, so perhaps we can hope it will continue to roll forwards. In the meantime, owners of 1973-registered Allegros will reap the benefits.

I am especially pleased, as I was not looking forward to spending £220 every year to tax the 1750 Sport once it goes on the road.

I will end by wishing you all an enjoyable year, making the most of our wonderful pieces of British motoring history!



4 : Lynne Marshall - R.I.P

I am writing on behalf of Tony Marshall to inform the Allegro club International of the death from cancer of his wife, Lynne, on Monday 11th February 2013. In accordance with her wish to live as normal a life as possible for as long as possible, the diagnosis was not made public and, indeed, in June 2012 she and Tony moved to a former mill building in France in an effort to establish a museum of their lifelong collection of "bygones". Unfortunately shortly afterwards, Lynne's condition deteriorated rapidly.

News ACI then issued the following press release.

The Allegro club International is sorry to let the world of vehicle enthusiasts know that Mrs Lynne Marshall died in France on Monday 11th February . As Lynne Pavey she and her then fiancée Tony founded the club in 1990 after a hoaxter had announced a spoof club for the Allegro in late 1989. Her commitment to the club being as personal as possible and that members be encouraged to enjoy their cars and show them whatever their condition is fondly remembered. Lynne and Tony were also heavily involved in micro cars and had a series of eccentric vehicles that were often far from immaculate. Their passion didn't stop at cars. Few people would cherish a mint and boxed Rolf Harris Stylophone as Lynne and Tony did, and Lynne loved her BSA Bantam. The present Committee of ACI acknowledge their huge debt to Lynne. As the club prepares to celebrate the 40th anniversary of the Allegros launch in May we can only hope that the celebrations will be as open, well organised and friendly as she would have wished. To her husband Tony, daughter Kim and wider family they send their condolences, as will many who have been touched by Lynne's work in the world of car clubs.

A long standing and founding member of ACI, who knew Lynne from the start, has written the following tribute.

"I was deeply saddened to learn of Lynne's recent death and have so many fond memories of her from the early years of ACI. I was at the inaugural meeting back in 1990, when her enthusiasm and love for the humble Allegro was plain to see. The result was the birth of the Club. Along with Tony, who subsequently became her husband, Lynne steered us through those early years with determination, conviction and a huge sense of fun.

The Club get-togethers, of which there were many, were hugely popular, entertaining and full of laughter. Indeed with all the sceptics those days, a sense of humour was vital! Lynne had a wonderful capacity for involving every person and every Allegro.

At committed meetings, which often could be something of a marathon, she would cajole and push to get the very best efforts out of everyone. She was determined that Allegro Club International would thrive and be taken seriously.

Although I had only met Lynne a couple of times in the past few years, we stayed in touch and she always took an interest in the Club's progress. Since stepping down as Chairman, she had become involved with the BSA Bantam club and I am sure that her efforts there were no less determined and successful.

Lynne will be missed by many, but she leaves behind a wonderful legacy and some great memories."



"Turning Rovers into MGs was another project Harris Mann was involved with"



In Quartic 99 we ran a competition to name a mystery person – the gentleman sitting in the metro was of course none other than Harris Mann, the designer of the Allegro and lots more besides. Seeing as its the 40th anniversary of the Allegro launch and also the 100th edition of Quartic we thought it would be a good time to feature the one man who made it all possible – Mr Harris Mann.

It should be pointed out, the Allegro which Harris actually designed and the version British Leyland built, were two different things, as the images show. Once the production engineers and accountants got involved all that was left of the original design was a caricature of what Harris had styled. He later went on to design the Austin Princess and the TR7 sports car. There is however far more to Harris Mann than just the Allegro or indeed British Leyland.

Harris was born in London 1938 and took an interest in cars from a very early age and went on to attend engineering school which gave him “a very good practical understanding of things” This proved useful in gaining an apprenticeship as a draughtsman with the bus and coach company Duple, who sent him for training in motor body engineering. Once qualified, a lack of opportunities in the UK car industry in the late 50s, saw Harris move to the USA to seek work. Things weren’t much better the other side of the pond with a crisis in the US steel industry at the time. However Harris secured work with the world famous Raymond Loewy Company working on tyre tread patterns of all things! Within months the work had dried up so Harris returned to the UK

where he was conscripted to the army for national service; his original two year term being extended by six months.

Once demobbed, Harris returned to Duple but didn’t appreciate being treated like an apprentice so quickly moved to Commer as a draughtsman/design engineer on commercial vehicles for around 9 months. He then secured a job with Ford as a feasibility engineer during 1962. Another 9 months passed and Harris was able to show the Ford head of styling some of his own work. His portfolio was impressive enough to land Harris the job of stylist in the studios at Avelley and Dunton. He spent five years at Ford working on the Mk1 Escort, Capris (of which he did a fair bit), D series trucks and some bus projects.

His next move was his big break, being asked by his former boss and Ford head of styling, Roy Haynes to join him at BLMC. Joining BLMC was a real step up for Harris who joined the Cowley operation. It was still the Issigonis era at the end of 60s and Harris is on record as saying that Issigonis won’t talk to him “because I didn’t have an engineering degree”. Issigonis of course always had little time for “stylists” throughout his career.

Roy Haynes first major project was plugging the huge gap in the BL product range with the quickly developed “stop-gap” Morris Marina that was needed urgently to gain back fleet sales from Ford, Chrysler and Vauxhall. Harris found time while assisting on the Marina to come up with his own individual projects. One of these, Zanda, was a styling exercise in 1969 to showcase the Oxford Pressed steel company, itself part of BLMC. It

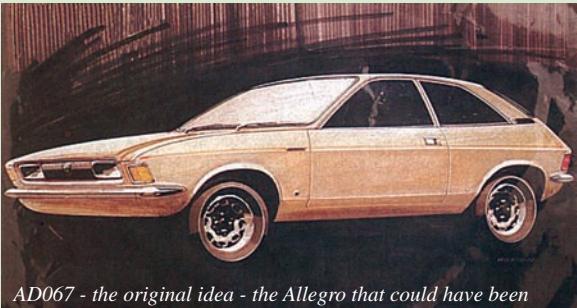
6 : Harris Mann

was a very forward looking wedge shape and impressed management enough to get Harris the job of designing the 1100/1300 replacement (ADO67 that was to become Allegro).

Soon after initial work had started on Allegro, Roy Haynes fell out with Longbridge - there had always been tremendous rivalry between the two major BLMC sites - and moved up to Longbridge where the Allegro design progressed and was engineered for production.

The Allegro has, of course, become infamous and even today is a household name, not always for good reasons. The original idea had been to make a far more modern 1100/1300, keeping the long sleek look. It didn't work out as such, although it didn't happen overnight. A heater had been developed at huge cost for the Marina, so to bring down unit costs it had to go into the Allegro. Its large size effected the height of the Allegro bulkhead and bonnet design as did the decision to install "E" series engines. The "E" series was a very tall engine and the Allegro changed shape to fit it in - low sleek line gone!. Then the production engineers got the body "wrong" by putting to much curve into the pressing resulting in what some called the 'blobby sides'. Insult to injury, the car now had now moved quite away from the original design brief. The accountants got their way and the 1100/1300 subframes were removed to save weight/costs. Then BLs top management, at a very late stage, decided to raise prices of the entire range by 10%, making the "new driving force from Austin" not the great value it could of been. Early build quality issues are now legendary and of course labour relations were never exactly plain sailing at this time. Harris was not responsible for Quartic wheel it seems. The idea had come from engineering and Harris has said "it wasn't very good at all, but we were instructed to do it".

Harris has confessed himself as "disappointed" by the eventual appearance of the Allegro. He has always rightly defended the car and had one as a company car himself that was "one of the good ones". He repeated the suspected fact that "every one off the line was different in some way, thanks to quality control".



AD067 - the original idea - the Allegro that could have been

He then moved onto the 1800/2200 replacement that would become the Princess. Designed as a five door hatch, it was forced to become a four-door so as to not take away sales from the Austin Maxi. The Princess was another BL car that suffered poor quality control and a resulting poor image, yet just like the Allegro became a much better car later in its production life.

A real theme is developing here for Harris and his next project - the TR7 sports cars to share the same fate. With a strong family resemblance to the Princess with its wedge profile it was another car let down by quality control and poor engineering details. Harris wanted it to have had a Targa top but engineering couldn't work it out. Over the years the TR7 matured into a decent car but yet the reputation was already set.

All through the 70s BL had been grappling with the task of replacing the Mini, a task which Harris was involved in. AD074 was an early 70s attempt, a fascinating car of which you can read more of in a new book due out later in 2013. This car was tragically cancelled in 1973 due to the £130 million needed to bring it to production. The last work Harris undertook at BL were minor detail changes on the Maestro, under Rover man David Bache. Harris left Austin Rover in 1983 after 15 years to become a freelance. He worked for BMW and face-lifted the Subaru Impreza in 2003. Harris also worked with Peter Stevens on the MG Rover SV sports car project and got involved in styling the Rovers 25/45/75 into MGs ZR/ZS/ZT. It seems a pity his most famous designs were made at what was a very troubled time for the British car industry, however the fact that his designs are famous is a huge tribute.

Researched and written by Andy Cripps

Rally2Romania: 3rd – 18th September 2011

We catch up with Team Allegro (Craig and Jenny Thurston, Peter Simmonds, and a hand-painted series 2 1300 SDL called Mickey) in Poland, starting the last leg of the long journey home from Romania.

Wednesday 14 September 2011: Kłodzne, Poland to Barcinek, still Poland

We were up and about early this morning, and after a luxury breakfast of two-day old reheated takeaway Slovakian pizza, we headed into Krakow. We had heard that it was very beautiful, and this proved to be so, but as is the case with most such places tourists were plentiful and parking spaces were few. Eventually we slotted ourselves in on a residential street beneath the castle and whilst wrestling with a nearby parking meter were surprised to suddenly find ourselves addressed in English. The speaker was a middle aged American with a fondness for old cars and he

stopped for a quick chat about the Allegro and the trip after providing us with the appropriate change for the meter.

Disengaging ourselves, we joined the tourist trail and poked our heads briefly into the castle, cathedral, and various courtyards, museums and giftshops before settling down to lunch in the main square. After fortifying ourselves with the requisite amounts of tourist tat, non-alcoholic cocktails and ice cream, we returned to the car to find a note under the wipers from our new friend the American, offering free space in his flat if we planned to stay in the city that night. Kind acts such as this had really characterized the whole trip, particularly in Eastern Europe, although on this occasion we had to decline, as we had a pre-booked ferry home and a lot of ground to cover beforehand.

The car had been running well but on the motorway from Krakow it reminded us that it liked a little TLC now and then. The clutch pedal grew suddenly rock hard with gear changes impossible, so we pulled over onto the hard shoulder where we discovered that the throw-out nut on the bell housing had worked loose. We gave it an adjustment and tightening after which we are able to press on.

We had no definite plans for a stopping place for the night, so once west of Wroclaw we decided to leave the main roads and head south down a number of wiggly mountain lanes in search of something interesting. As had always been the case with ideas such as these, we went on too long in search of somewhere perfect, and before we knew it night had fallen. We continued for some miles following phantom guest house signs to places which never materialised until suddenly stumbling on a huge, imposing house, wonderfully atmospheric in the dark, which the signs suggested might have rooms for the night. We presented ourselves at the door and were greeted by a kindly couple who spoke no English, but conjured up an enormous son from somewhere in the depths of the house to act as a translator. We were shown up to the top floor, where we were each



8 : Rally Romania



presented with a room containing three or four beds to choose from as well as a kettle and a microwave, all for about £9 per person.

Thursday 15th September 2011: Barcinek, Poland to Leipzig, Germany

The morning's fare was unanimously voted Best Breakfast of the trip. On arriving downstairs we were ushered to a table in the proprietors' own kitchen which was groaning under the weight of

a dozen or more plates, bowls and jugs: three or four types of sliced cheese, several plates of fruits, scrambled eggs, three types of bread and rolls, a variety of flavoured yoghurts, slices of two or three kinds of cooked meat, two types of sausages, crispy bacon, milk, orange juice, numerous dips which we never managed to identify, soured cream in a pot. (Not bad, since they hadn't known we were coming until 9 pm the previous night!) Every time we cleared a plate, one of the owners stepped forward to replenish it, and every time we drained a cup of coffee they were at our

elbows with a refill. There didn't seem to be any way of preventing this, and to be honest, none of us tried very hard. Eventually, when we feared that whoever was driving would no longer be able to squeeze their distended stomach behind the steering wheel, our polite indications to the proprietors that we had eaten enough became a little more convincing and we waddled back up



the endless flights of stairs to our attic rooms to pack.

Our next port of call was Dresden, which we had heard a lot about. We knew that for a long time, buildings such as the Frauenkirche had remained ruinous, and were keen to see what had happened to this great city 66 years after the end of the War.

Well, it had been rebuilt. The old town, in which we passed a couple of hours, still appeared full of beautiful historic buildings, testament to the effort, money and skill that had been put into their painstaking reconstruction. But time was short and the weather had turned chilly, so we pressed on toward Leipzig, where we had found a campsite for the night.

Friday 16th September 2011: Leipzig, Germany to Oostende, Belgium

A big driving day, as we had to make it to Oostende by nightfall. The day got off to an interesting start when we opened our tents in the morning to find that the view, which previously had consisted of a stony inlet and a large, peaceful lake, now consisted of a stony inlet, a large, peaceful lake and an entirely naked man. Very little else of any interest occurred today.

Saturday 17th September 2011: Oostende, Belgium to Toddington, Gloucestershire

Another early start today. By this time we all had that rather gloomy end-of-holiday feeling, but we were putting it off for as long as possible by returning to Norfolk via one of the Midlands Group's shows, at the GWR station in Toddington, Gloucestershire. The distance from Oostende to Calais is only 60 miles or so, but we were booked on an early ferry and, as ever, concerned that the car might fancy an extra break or two now and then.

Sure enough, by about the halfway point we were beginning to hear a slight squealing from the front brakes. We pushed on to Calais and beyond, making it as far as Maidstone Services before stopping to examine things. Since all seemed to be well and the squealing was only intermittent, we filed it under One of Those

Things and headed on to Toddington.

By this time it was raining quite heavily, and had been on and off all day. Our attempts to find a campsite for the night were proving fruitless, and none of us were relishing the prospect of a third straight night under canvas, in soggy tents pitched in deep mud, so when we arrived at the GWR station and saw a sign outside a pub offering rooms for £25 a night, it seemed somehow inevitable that we would take them up on it. And very nice it was too, although probably by this stage our standards were not high. We enjoyed all the basic hallmarks of civilization: delicious hot food, showers, local cider and pool, followed by warm, comfortable beds.

Sunday 18th September 2011: Toddington, Gloucestershire to Outwell, Norfolk

Today being Jenny's birthday another huge breakfast was clearly in order and our pub seemed well placed to provide it. Suitably nourished, we drove the 100 yards round the corner to the station yard where the car show was taking place and parked up, feeling, it must be said, quite proud of ourselves and our car. It wasn't concourse; in fact it wasn't even all the same colour. It hadn't had a wash since leaving home 15 days before and mud from 14 countries was streaked up its sills and around its wheel arches. But the heavily dented front wing still bore the hand painted flags of the countries on our route, and the car itself stood as glorious proof that the Allegro could do what its detractors had said it could not.

All that remained was for it to take us home, and at the end of a very long day it did so with no further complaint. Not bad for a car bought unseen as an engine donor for £125.



10 : Hector's Story

Hector is an Allegro that has somehow managed to master a word processor to bring you his story, no doubt aided by his owner Matt Whiteley.

A year or so after the unfortunate death of a previous owner, I was bought (untaxed, no MoT and no documents whatsoever) by a young man named Josh via eBay. He recalled that I arrived on the back of a wagon and cost rather more than I was worth. It took more than a year of hard work to bring the car up to MoT standards and was eventually pressed into daily use when my Nissan failed.

Before long I was performing my own maintenance, and the old Austin was proving to be a good, reliable car. In one-and-a-half years it amassed over 10,000 miles, mainly on motorways, without ever leaving me stuck although I did give it a lot of maintenance

In 2011, I decided that I should get a more conventional (ie newer) vehicle and, not without misgivings, advertised Hector as a 'going concern'. Fortunately Matt Whiteley was looking for an Allegro to use while his Vanden Plas 1500 was being restored and Hector takes over the story.....

After a few weeks of deliberation, Matt decided to keep me which means that I now live in a garage at night. A lot of work has done to my engine and I have also been given two new wings, a new petrol tank, a radio, new carpets, a partial respray whilst much time has been devoted to detailing me and making me look good.

In April last year Matt took me to a big event in Birmingham called the Pride of Longbridge, held at Cofton Park outside the factory where I was born. I was joined by eighteen other Allegros, sixty-five Metros and many other Austins and Rovers. In May Matt took me to another show in Macclesfield where my former owner came along and sat in Mine once again.

More shows came and went until BL Day in August where I was followed in convoy by Josh in another Allegro: a very nice series 1 super in Citron yellow which he had just bought. I thought that was about it for this year but I was wrong .

Early one very dark November morning, my garage door opened and Matt and his Father drove me down the motorway in thick Fog. Fortunately, Matt had replaced my headlights with bright new



"This my owner sitting in the top gear chair telling Mr Clarkson how good Allegros are!"

halogen lamps from the club spares service. It turned out that I had been chosen to be displayed at the NEC Classic Car Show on the Allegro club stand with four other Allegros. This was going to be a BIG Show with fifteen hundred cars spread over six halls for three days. I was Joined by Tara the Estate with Richard Howe, DEX the Reynard Allegro with Dawn Kennedy, SWK the posh HLS with Teresa Vincent and The Romanian Rally Car with Craig and Jenny Thurston. Another very posh Allegro was a Vanden Plas owned by Bryan Peebles, a senior chap in the VDP club.

The exhibition started at 8.45 am the following morning; club members and many owners helping members of the public who wanted to know about me and the other cars. A lot of people were looking at my Quartic steering wheel which are unique to we Series 1 Allegros. Friday came and went whilst Saturday was very busy. Andy Cripps commented on how good I looked and got lots of people to look at My Quartic wheel. One disabled visitor sat in me and commented that the Quartic wheel made it easier for him to get in! The highlights were my being photographed by journalist Ben Wanklyn plus a visit to the stand by my designer, Harris Mann.

I am now having a winter rest in my Manchester garage ready for some big shows in 2013 which is the 40th anniversary of the Allegro. Looking forward to seeing you at a show.

ACI INVADES EUROPE LONGBRIDGE-SENEFFE TUES 7th - FRI 10th MAY 2013

By the time you read this plans will be well underway for the clubs 1st official foray into Europe but it may not be too late to take part in it. With the 40th anniversary of the Austin Allegro occurring in May 2013 it was decided to do something significant to celebrate it, what better than to join the 2 factories the cars were built at.

The current plan is that a number of Allegro models of all ages and types driven by members from the Midlands and all points north will leave Longbridge mid morning on Tuesday 7th May and travel via the M42, M40 and M25 to meet London and Southern members. From here we will travel to the Euro tunnel at Folkestone and board a train, emerging in France about 40 minutes later. There will then be a 100 km or so drive to an overnight stop so we are bright and fresh to continue another 150+km to Seneffe, Belgium on Wednesday 8th May. We are currently in email discussion with the local mayor and media, partly to inform the locals we are coming and wish to meet anyone who may have worked at the factory and/or have any parts, literature or maybe even a complete Allegro hidden away looking for a new home, and also to get ourselves seen and heard by the local population at large as a bit of PR for the club.

From here we will head north to Brussels and the huge Auto world Motor Museum for the afternoon before moving on to Bruges for 2 nights. The rest of Wednesday and all of Thursday is free to explore the enchanting city of Bruges or drive around the surrounding countryside, infamous for its links with World War 1, after which we will reassemble Friday morning 10th May and return to the UK via the Euro-tunnel in time for the weekend events at the National at Gaydon, Warwickshire

We currently have 4-5 cars confirmed, at least 1 of which (MOT permitting!) is Seneffe built and we are ideally seeking about 8 -10 of as many types and series as we can get. Obviously by the



time you read this some of the main booking will have already been done such as the Euro-tunnel train and accommodation as the longer it is left the less the spaces and the more the price! However if you feel you would like to be part of this event then do not hesitate to either contact me, (Chris Williamson 024 7647 3611 07709935160 or cjwilliamson333@gmail.com) or Paul Vincent on 01530 412582 or 07813711769. We won't be able to book the train/accommodation for you as that must be done by you using a credit/debit card but we will be able to tell you what time train we have booked and where we are stopping on Tues, Wed and Thursday night so you can book for same or similar times/places.

As a guide the current (March 2013) fare on Euro-tunnel is about £96 return and accommodation can be had in Bruges from £35 per room per night but these can change any time, be withdrawn or filled. Current price of petrol is between 1.60e and 1.74e per litre

For logistics reasons we will have to have an upper limit of 10 cars but if you want to come along but not drive that can be accommodated too. From a safety point of view having only 1 person per car is very risky, driving on the wrong side, trying to understand foreign road signs, routes that may change as we are driving and no way of answering the phone, etc so it may be possible to match up a lone driver and a lone passenger.

We appreciate too that time is of the essence here too, we are leaving on May 7th so if you want to come you must let us know ASAP whilst before booking anything, check you can get the time off work, something easily forgotten!

ACI 2013 NATIONAL RALLY

Celebrating 40 Years of the Austin Allegro

All members of the Allegro Club will be warmly welcomed at, what is hoped, will be one of the biggest Allegro Club gatherings in recent years to mark 40 Years of the Austin Allegro. There will be various attractions and activities over the weekend and these have been detailed across these two pages for you.



The **Heritage Motor Centre** is a great place to visit and holds a massive collection of British Vehicles most from the BMC, BL, Rover Group stable.

- The museum is easily accessible from the M40 Junction 12 and clearly signposted from the M40 and once you leave the Motorway. Postcode for Sat Nav's - **CV35 0BJ**
- The museum has an excellent restaurant onsite or members are welcome to bring their own food and refreshments with generous outdoor seating provided.
- Large collection of interesting vehicles and gift shop

We hope you can join us for the whole weekend. However, if you can only make one day the Sunday will be the main show day.

Members will be able to benefit from reduced Museum Entry on the day



Saturday 11th and Sunday 12th May 2013 @ The Heritage Motor Centre - Gaydon

SATURDAY 11TH MAY

- **AGM** – the chance for you to have your say about the running of the club, its future and review the last year of the club activities.
- **Anniversary Road Run** from Gaydon to Longbridge, the spiritual home of the Allegro.
- **Informal Dinner in the Evening** – Details TBC.

SUNDAY 12TH MAY

- Usual **National Rally Attractions**.
- **Awards** for Best Series 1,2 & 3, Vanden Plas, Estate, Engine Bay and Visiting Classic.
- We hope to welcome **Harris Mann**, designer of the Allegro.
- Talk from Rev Colin Corke on his exciting upcoming **Allegro Related Book** that he is currently writing.

During the whole weekend

- **'Allegro 40 Quiz'** Test your Allegro knowledge. A prize will be awarded for the highest scoring answer sheet.
- **Regalia** – Chance to purchase commemorative Allegro 40 items (Mugs, Car Stickers etc).
- **Allegro Archive** – Chance to view rare Allegro Promotional and Publicity Items and period Allegro related films.
- **'Ask the Vicar'** – Rev Colin Corke will be on hand to answer you Allegro related questions (although not technical).



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NORTH THAMES EVENTS 2013

Saturday 13th April - Pride of Longbridge, Cofton Park, Longbridge, Birmingham. A celebration of Longbridge built vehicles. FREE Entry to all Longbridge related vehicles and No need to Pre-book.

Sunday 21st April - 1100 Club (Surrey Group) Spring Show & Fun Run on "NATIONAL DRIVE IT DAY". Held in the grounds of Painshill Park in Cobham, Surrey (Close to the A3 and M25). Members are welcome to take part in the fun run or just come along to display their car at the park. See attached Flyer. No need to pre-book but the organisers would appreciate it if you could express your interest by emailing surrey@the1100club.com. £7 per Car (£5 if a member of the 1100 Club)

Sunday 5th May - Woburn Show - Held in the grounds of Woburn Abbey, Bedfordshire. £3 per Car covering 2 Adults and 2 Children.

Saturday 11th & Sunday 12th May - Allegro Club 40th Birthday Rally - Held at the Heritage Motor Centre, Gaydon. AGM and Anniversary Road Run to take place on Saturday 11th. National Rally on Sunday 12th with all the usual attractions. No need to book pre-book. We hope to have any many Allegros present as possible over the weekend.

Sunday 9th June - Luton Festival of Transport - Stockwood Park, Luton. FREE Entry

[Sunday 21st July- Uxbridge Autoshow - Middlesex Showground, Uxbridge. £5 per Car](#)

Sunday 4th August - 20th Annual BMC/BL Rally & Spares Day - Nene Park

Peterborough. Please book through the show organisers. Entry forms can be downloaded from www.bmchlrally.co.uk

Sunday 11th August - Newbury Show - Please email Mervyn to express your interest
m.m@tesco.net

Sunday 25th August - Knebworth Show - Knebworth House, Hertfordshire. £3 Per Car covering 2 Adults and 2 Children.

Sunday 8th September - Conet Manor Show - Conet Manor College, Enfield, SE23 8RJ

Sunday 8th September - Capel Manor Show - Capel Manor College, Enfield. £3 Per

Sunday 13th October - Canvey Show - Canvey Island Transport Museum, Essex. **FREE**

Entry

Please

Please can you let me know at your earliest convenience the shows you would like to attend by completing the attached booking form and return by either post (address shown in Quartic) or email. You can pay by either sending a cheque payable to MR T R MORLEY or by Bank Transfer using the following details

Sort Code 40-30-24 Account Number 12553457 Account Name MR T R MORLEY

ACI North West and North Wales Events 2013

6 th & 7 th April	The North West Indoor Classic Car Show, Event City, near the Trafford Centre
13 th April	Pride of Longbridge Rally, Cofton Park, Longbridge. Just turn up.
11 th May	Club AGM, Gaydon, Warwickshire.
12 th May	See Quartic for details. 40 th anniversary national event. Gaydon, Warwickshire.
1 st & 2 nd June	See Quartic for details. Classic & Performance Car Spectacular, Tatton Park, Cheshire. Book by 1 st March, enclosing 1 st class S.A.E.
4 th August	BMC/BL Rally, Nene Park, Peterborough. Individual entry.
17 th & 18 th August	Vintage Classic & Sportscar Show, Tatton Park, Cheshire. Book by 1 st March, enclosing 1 st class S.A.E.
1 st September	Cholmondeley Castle, nr. Malpas, Cheshire. £4 entry & 1 st class S.A.E.
October	Road run, date TBC.
Contact John Marston-Jones for further details. Contact details on the who'se who page	



It's fair to say that General Motors took its time to join the FWD party. In Europe, where the supermini had been king since the onset of the '70s, and before that BMC, Saab, Simca, Fiat, and so many others took the plunge in making their cars more space efficient and sure-footed. Vauxhall and Opel however sat on the sidelines watching the world changing rapidly, but the General was plotting, and didn't want to go down this route until it was actually sure it could get it right first time.

That's why a good five years after the groundbreaking Volkswagen Golf, Opel rolled out its interpretation on the theme, the Opel Kadett. It was the autumn of 1979 (therefore we'd have to wait six months before the badge-engineered Vauxhall Astra went on sale), and the class of the medium-sized saloon/hatchback field included the Peugeot 305, Volkswagen Golf, and Alfa Romeo Alfusud (despite having been on sale for more than seven years). The big sellers in this sector in the UK were the Ford Escort Mk2, Vauxhall Viva and Austin Allegro – none of which would be considered dynamic or packaging masterpieces, despite their obvious appeal.

In this market, the Kadett looked like a product of a new generation – a genuine 1980s car with up-to-the-second technical specs. A revvy new Family One overhead cam engine, mounted transversely, driving the front wheels through an end-on gearbox. It had independent front suspension by McPherson Struts up-front, and a beam axle at the rear, with trailing arms and coils hanging off it. If any car stuck to the letter of the 1970s FWD family car this was it.

At launch, the Kadett was offered in two-, three-, four- and five-door saloon/hatchback (and estate) form, with the 'saloons' being unusual for sharing the same basic bodyshape as the hatchback, but with a separately-opening bootlid (with natty external hinges), like an Alfusud... or Allegro. It's one of these that *What Car?* decided to test first.

In 1979, the maligned Allegro was still selling reasonably strongly in the UK. Combined with the Morris Marina, the six-year old car's top ten performance, meant that BL was still the second most popular supplier of medium-sized family cars in Britain. To keep things fresh, it received a facelift to become the Allegro 3, and that saw the

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addition of black bumpers, quad headlights, new rear light clusters, dashboard and interior fabrics. Low budget the face lift might have been, but it was certainly effective at making the Allegro look more modern and (whisper it) appealing.

The third car in our trio was definitely the outsider – but just like the Opel, was new in 1979, and looked sharp, fresh and ready for the 1980s. The Colt (that's what we called Mitsubishi back then in the UK) Lancer EX was European in its outlook, even if underneath the smart suit, it was rear driven and retained the familiar 1.6-litre 4G32 lean-burn overhead cam engine, pushing out a useful 85bhp. If having a three-box wasn't your thing, there was always the Colt 1400GLX...

Character

The Opel and the Colt are in incredibly rare on the UK's roads now, and spotting one on your travels is going to be something of a treat (for car spotters like us). But does rarity equate to desirability? That is an interesting question – and the answer comes down to how you perceive old cars. For us, character isn't tied in with rarity or indeed ability, because even before we delve into how the three drive or perform, we'd be declaring the Opel as a clear winner in this section.

And starting with the German car, there's a great deal to be impressed by. Jumping in this car today, and taking it for a spin, you might not feel that you're getting much in the way of attention from other people, but you'll be smiling at the car's all-round efficiency. When development on the FWD GM T-Car began in the mid-1970s, the dynamic and packaging benchmark was the Alfa Romeo Alfasud, and you can see that the German engineering team was very influenced by that car – in many ways, this car feels similar to the brilliant Italian saloon right down to the sporting exhaust note. But reflected greatness is not the same as the real thing, and as good as the Kadett is, today it's a bit of a soulless conveyance.

The Mitsubishi has that well-honed feeling of efficiency and engineering integrity of many of its fellow Japanese saloons, but its Anglo-European smart suit actually plays against it today, as it's often the Japanese styling excesses of cars from this era that pulls the heartstrings of certain car enthusiasts today. And that means you're left with a slightly bland and utterly reliable saloon, and not much chance of being blown away by waves

of character. Had this been a 2000EX Turbo, things would have been very different indeed.

And now to the Allegro. In 1979, it was a rather too familiar sight on the UK's roads, and had become a bit of a national institution for all the wrong reasons. But under the skin, it was still an unconventional, bold, saloon with fluid suspension – and in 1750 form, a modern overhead cam engine, five-speed gearbox, and quite a turn of speed. The face-lift had done a lot to give the car more showroom appeal, but in truth, a new body was needed as buyers were increasingly bored by the thing. But today, and viewed as a classic car, there's something quite appealing about an Allegro 1750HL – it has reasonable pace and excellent handling, and everyone you come across will have an opinion about it.

And for that reason, the Allegro wins this one – a true case of the irrational and illogical prevailing over unremitting efficiency. The Allegro 3 might have become a better car than its forebears in the process of being face-lifted, but curiously, it loses some of the classic appeal...

Performance

Take a drive in the three cars back-to-back, and if you were then asked to rate the three for acceleration, you'd swear that the Opel Kadett is the quickest, with the Lancer second, and the Allegro bringing up the rear. But that's actually the reverse order of reality, which tells you all you need to know about the power delivery of the three cars.

The eager free-revving Opel might have the smallest engine at 1297cc, and it develops the least power at 75bhp, but it feels genuinely lively on the road. The 0-60mph dash is covered in 13.5 seconds, which is slow in absolute terms today, but compared with the repmobile opposition of the day, was very respectable indeed. With a standard-fit four-speed gearbox, the Kadett is a little on the busy side at a 70mph 4000rpm cruise, but in all other areas, it's absolutely spot-on today for a little bit of fun.

The Lancer's altogether more smooth and refined. Unlike the Kadett, which needs revving to deliver its best, the Colt has an even spread of power and torque, and its five-speed 'box is really pleasurable to use, with a light and accurate change. Its acceleration figures eclipse the Kadett's, too, hitting 60mph from a standing start

in 12.6 seconds, and going on to top 100mph. But whereas the Opel encourages its driver to have some fun and drive hard, the Mitsubishi is rather emotionless. As soon as you walk away, you'll have forgotten the experience.

That's not something you can say about the Allegro. Although it delivers slightly less power than the Mitsubishi – 80bhp vs 86 for the Japanese car – it's slightly quicker to 60mph, taking 12.0 seconds. Top speed is also 100mph, so in real terms, there's little to separate the two. But where the Mitsubishi is smooth and the Opel is urgent, the Allegro just sounds unrefined and – frankly – unpleasant, should you choose to rev it. Its five-speeder is also unpleasant to use, with a remote-feeling change that baulks when it's cold, and isn't quite highly-gearred enough to calm the E-Series cacophony on the motorway.

So, in this one, the slowest car wins in the performance category – a clear case of not what you do, but how you do it.

Handling and ride

Here's a controversial one. The Allegro not only handles well, but steers superbly, too. Yes, it's probably an unfashionable view in today's automotive book of cliches, but the truth is, by the time the Series 3 arrived on the scene, the Longbridge engineers had tuned its Hydragas set-up comprehensively and turned the Allegro into a tidy-handling, supple riding and sweet-steering family car challenger. Of course, it's far from perfect, and for those who favour a sporting drive, the softly-sprung Allegro will feel far too insulated and roll too much to appeal, but for the average driver who just wants to make progress on the UK's pockmarked roads, its big-car feel belies its small-car dimensions.

The Opel on the other hand, rides firmly and corners flatly. Younger enthusiasts will appreciate the General's approach to chassis engineering over Longbridge's, especially when if the roads are smooth. But in truth, on UK roads, and in most conditions, the Opel's sporting set-up will jar and annoy those who appreciate taking longer journeys in their classics. That's not to say it's very good indeed – and as we've already said, the engineers put a lot of effort into making this a class-leading car, right down to the use of innovative variable-rate monobloc springs.

The Mitsubishi sits somewhere between the

two, and manages to fail to excel in any single area. Its ride isn't bad, and on smooth roads, will seduce its driver into thinking it's a soft-rider, but when camber and surface changes enter the equation, the damping lets it down. For that reason the Lancer also feels less stable at speed than the other two, so can only come third in this encounter – a predictable result given the excellence of the other two.

As for a winner, we'll take the Opel. Yes, it's bumpier than the Allegro, but it's also less fun, and clings on better in tight bends. But it is a matter of personal preference, and let's just say here that the German is the first among equals.

Cabin and controls

The angularity of the Lancer's dashboard is hardly appealing, even if it does have a single-spoke wheel. You get in, and there's no feeling of design harmony or warmth. And you sit on a flat, shapeless driver's seat that simply isn't comfortable or supportive enough to encourage you to bond with the car. Still, the equipment tally is excellent, and you'll enjoy the luxuries of electric windows and factory-fitted radio/cassette.

In many ways the Allegro 3 pretty much put right all of the sins of its predecessors. So, that quartic wheel is long gone, the interior room is excellent, and the fixtures and fittings are more than acceptable in terms of quality and design. The interior trim colours and materials also feel more 1980s than '70s, and we love the bold graphics and easy-to-read typography of the instruments. Again, it was a very effective late-model facelift of a middle-aged car – which back in 1979 added appeal, and today, makes it less of the ironic '70s classic. So, do you want an Allegro that works? If so, get an Allegro 3.

As for the Kadett, it's a car that divides opinions. Back in 1979, we loved its modernity and cleanliness of its interior design – bit today, it might all come across as being a bit plasticky and soulless. Which in this test, is no handicap, as it's a failing of all three cars. So, it's efficient, works well, and devoid of lovability, even if it works the best of the lot.

Running costs

This one's an easy one to split. In terms of fuel consumption, and servicing costs, the Kadett wins – it will easily crack 35mpg in daily driving, while the Allegro and Mitsubishi are going to have you

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lodged in the high-20s unless you're a particularly gentle driver. All three can be insured on classic insurance policies – if you're over 25 and have a good driving record, expect to pay less than £100 per year for a mileage-limited policy.

For parts availability and specialist support, the Allegro wins by a country mile. You might struggle to find many parts to keep it on the road new and off the shelf (as is the case with all three), but with a great community and club behind it, you'll never be too far away from fixing your broken down Allegro.

The Opel isn't too bad if you're prepared to go online and search for your parts from Germany – especially as it shares so many parts with its replacement as well as the Ascona/Cavalier Mk2. Also remember that as it also wore a British badge, being sold in the UK as the Astra Mk1, you're also not a million miles away from the part you need.

It's a tougher gig being a Mitsubishi owner – but the Japanese scene is huge here, and once you're attached to that, you're likely to find people who can point you in the right direction. But it will be less straightforward finding parts for one of these than either of the European cars. But then, you know that already.

Verdict

It's a head vs heart decision here. Ruling out the Mitsubishi is easy, though – yes it will start every day, is inoffensive to drive, and you

know that it's a quality item, but it's also as dull as ditchwater, and if you're looking for some classic car appeal, such things matter. However, it is hugely rare in this country, and for something that was once so familiar to now be so alien on today's roads, there's a certain appeal to Lancer ownership. Would we do it? Yes, but not over and above the other two cars.

The main story here is Kadett vs Allegro; Britain vs Germany. And that's a tough call. The Kadett is clearly more fun to drive, and will stay on the road longer if you choose to drive it hard. But the Allegro is comfortable and deceptively quick in twin carb 1750 guise, and will elicit conversations from strangers whenever you choose to stop. If you took the cold, hard approach and added up the pluses and minuses, the Kadett has to win out – it's a car of the '80s that can work extremely well today. The Allegro on the other hand is a product of some of the darkest times in UK industrial history, and therefore has a ton of baggage to carry about with it.

And that's why we'll forgo the successful GM front-driver, and take on the amiable loser Allegro instead. Isn't that what old car ownership's all about?

With very many thanks to Keith Adams.

Keith Adams is the maestro behind AR-Online, the web's ultimate resource for everything Austin/Rover related and is a regular contributor to many quality car magazines.



The North Thames Dinner.

EXCLUSIVE TO ALLEGRO CLUB INTERNATIONAL. At last after a process that should have taken a matter of weeks but owing to various problems took more than six months, the Spares Service now has Polyurethane Tie Rod Bush Kits in stock. These are a direct replacement for the original rubber ones, which although I have a few in stock (low single figures) sometimes do not appear to last as long as they should before showing signs of minor cracking. These new Polyurethane ones come with a 3 year/35,000 mile road warranty (Whichever is sooner) complete with new "Nylock" nuts and "R" Clips, these being supplied by different manufacturers to the bush supplier, therefore I have had to open and repack the bush kits. It is important to reuse the existing shaped washer that is on the vehicle at present as to have had these remade would have been rather expensive, but never reuse an old "Nylock" nut. The rubber bush kits that I mentioned before do have a new washer included but each kit only does one side. The new Polyurethane Kits are complete car kits, will do both sides. I would also advise against fitting polyurethane bushes to one side of the car whilst retaining rubber ones on the other as they will react differently. Now to the information you really want to know. How much? These kits would retail, if you were able to obtain them elsewhere, at £18.00 plus George Osborne's bit making them £21.60, just for 4 bushes. Because the Club has purchased a quantity, thus securing a substantial discount, it is able to offer these kits, 4 No. Bushes, 2 No M12 "Nylock" nuts & 2 No. "R" Clips, in stainless steel to prevent them rusting into the hole, for £20.50 plus postage & packing.

On 2nd January as I was in the process of placing an order for two stainless steel exhausts, I was composing the email to the manufacturer, when the postman arrived. In that post was a letter from said manufacturer informing me that as from the 1st January there would be a price increase of 5% as the price of the materials had increased. I

was fortunate to be able, with negotiation, to obtain the two I was placing the order for at the old price. I had previously been informed that any price increases would come into force on the 1st May in any year, but owing to the times we now live in price increases can now come at any time. When an enquiry for a exhaust is received, I will now have to confirm the cost with the supplier, once this has been carried out and you have received a quote from me do not delay your payment as the order is not placed until this is received. As some members have informed me that they feel unable to justify the cost of a stainless steel exhaust I enquired of the manufacturer if they would supply exhaust systems in mild steel as i have less than 10 series 1/2 "A" series exhausts in stock, no E series 1/2 exhausts and little else. The answer was NO as the cost of materials is not sufficiently different to make them significantly cheaper to sell than a stainless one.

Since last October my working pattern has changed somewhat and I now have less time to devote to the Club Spares Service, I will continue to do my best to respond to enquiries as quickly as possible, some responses will be quite quick if I happen to be on the computer when they come through and I know the answer, some will take longer. It will be a great help if you would supply your membership number when making an enquiry as I have had quite a few requests from people telling me they are members, but I have been unable to find them on the membership database and upon requesting their membership number, I find that I never hear from them again. Finally to reiterate something published a couple of years ago in Quartic. If you wish me to contact you by telephone please supply a land line-number, not premium rate, as I am on a 24/7 contract so the number of calls makes no difference to my charges as long as I do not exceed the time limit. They charge for calls to mobiles therefore I will not ring them. **Thanks, Colin Taylor, Spares Secretary.**

STOP PRESS.

Just as Quartic went to press the fixtures and dates for the Scottish area 2103 events arrived. These should be available on the club's website over the coming weeks and will appear in the next edition of Quartic"

20 : Committee News

After a false start when snow stopped play, the committee met on 3rd February 2013 in Longbridge. There were three apologies. Limited company matters remained high on the agenda, with the assembled committee hearing that Companies House had acknowledged receipt of the club accounts and annual return, and that the registered office address had been amended to that of the current chairman due to poor service received from the Club's solicitors.

After a temporary absence during January, the meeting heard that the Club's website and forum were now back up and running. Thanks were due to Mike Dean and Paul Akers for their work to fix the problem.

Accounts for 2012 were presented and showed a surplus of just under £2,000, an excellent result. The committee agreed a budget for 2013, which included funding for the various 40th anniversary activities planned.

The Spares Controller brought along a sample of the new polyurethane suspension tie rod bush kits which have been re-manufactured exclusively for the Club, which caused several of those present to reach for their wallets.

Discussions then turned to the National event in Gaydon in May, which will include a varied programme of activities spread across two days. Look out for more details in Quartic and on the forum over the next few weeks.

CARS FOR SALE

Series 3 estate. Originally 1500, recently fitted with reconditioned 1750 engine; however unfortunately the flywheel appears to have come loose on the crankshaft. Red with grey interior. Good tyres. Owner giving up driving. £500 Contact Dick Westmacott 01834 842620 (Tenby, S Wales)

Series 1 1100 2 door deluxe (as advertised in Quartic 97). White with brown interior. MOT expired but implication is that owner will re-MOT. Price was £900, maybe open to offers. Contact Linda Collins on 01844 347066 (Princes Risborough)



More Christmas cheer from North Thames.



This picture has got our archive department guessing. We know it is a publicity shot, likely to mark a dealers' 70 years of operation. The paper it featured in was the "Evening Telegraph" The car itself looks to be a late series 2 super, treated to a dealer makeover that was a popular way to "tart up" an old stock model at the time. Note the black finish wheels with trim rings, vinyl roof, aerial and front fog lamps. The wing has a badge that cannot be made out. Does anyone have any idea where this photo was taken. The gates in the background must be familiar to someone? Please contact the Quartic editor or Archivist.

WANTED

I'm a new member to the club, but have been around on the Allegro & vintage vehicle scene in Northern Ireland for a number of years.

I've been without an Allegro for a few years now, and am on the hunt for a Series 2 Saloon, in decent condition. It was suggested on the member forums that I should place a 'wanted' ad, in the next edition of Quartic. As there are very few Allegros on this side of the Irish Sea, I'm trying to do as much of my buying research as possible in advance, in order to save myself a wasted journey to the mainland to look at something which isn't going to work out.

I will be going to the Allegro 40th Anniversary event at Gaydon on 11/12 May, so would like to view cars on that weekend if possible and possibly take one back home with me!

*Andrew Smyth E-mail andrewsjsmyth@gmail.com or telephone 07970 113434
SPARES*

Breaking for spares: 1979 Vanden Plas 1500. Engine/gearbox and interior already sold but many other parts still available. *Contact Clive on 07765 414167 (Burton-on-Trent)*

22 : Who's Who

Officers' Names and Addresses	* Denotes position held by committee member.
Chairman: *	Paul Vincent, Fernbank, Simsby road, Ashby-de-la-Zouch. LE65 2JL paul-vincent@supanet.com
Vice Chairman:	Paul Atkinson, 49 Fairford Road, Tilehurst, Reading, Berkshire, RG31 6PY allegrocoopers@yahoo.co.uk
Treasurer: *	Jenny Thurston, 97 Chruch Drove, Outwell, Wisbech PE14 8RP treasurer@allegroclubint.co.uk
Committee Secretary: *	Colin Corke, 220 Longbridge lane, Birmingham B31 4JT colin@ado67.freescrve.co.uk
Spares Secretary: *	Colin Taylor, 8 DeChardin Drive, Hastings, East Sussex, TN34 2UD enclosing a SAE Spares@allegroclubint.org.uk
Quartic Editor: *	Andy Cripps, 35 Bramble Drive, Hailsham, East Sussex, BN27 3EH Email crippsandy@msn.com
Membership Secretary: *	Peter Simmonds, 97 Church Drove, Outwell, Wisbech PE14 8RP
Webmaster: *	Webmaster: Paul Akers. giz@theunofficialbromsgroveminicloud.co.uk
Regalia Secretary	Paul Atkinson, As Vice Chairman above
Events Co-ordinator: *	Currently Vacant - please contact Chairman
Publicity: Secretary *	Colin Corke, 220 Longbridge Lane, Longbridge, Birmingham, B31 4JT. Email Colin@ado67.freescrve.co.uk
Inter Club Liaison:	Vernon Foster, 13 Hemingford Drive, Luton, Bedfordshire, LU2 7BA
Archivist:	Colin Corke, 220 Longbridge Lane, Longbridge, Birmingham, B31 4JT. Email Colin@ado67.freescrve.co.uk
Used Car Registrar:	Paul Vincent, Details as per Chairman above
Company Secretary -	Dr Jon Murden, 30 Middlemarsh Street, Poundbury, Dorchester, DT1 3FD jonmurden@aol.com
Organisers	
(East Midlands)	Chris Williamson, 6 Aspen close, Banners Brook, Coventry CV4 9TF Email anaabwilliamson@netscape.net
(North East)	Sarah Navin, 45 Salisbury Place, Bishop Auckland, Co. Durham, DL14 7NB
(North West & Merseyside)	John Marston Jones, 43 South Avenue, Fartown, Huddersfield, West Yorkshire, HD2 1BY allegroquattro@hotmail.co.uk
(Sth Scotland)	Sandra Morell, 59 Stoneybank Terrace, Musselburgh, Scotland, EH21 6LZ
(Nth Thames)	Tom Morley, 25 First Avenue, Chelmsford, Essex, CM1 1RX tommorley82@aol.com
(Sth Thame)	Currently Vacant for 2012 - please contact Chairman
(Nth Wales)	John Marston Jones, 43 South Avenue, Fartown, Huddersfield, West Yorkshire, HD2 1BY
(Southwest)	Area Organiser, South West: Laurence McBride, 182 Kinnaird Crescent, Southway, Plymouth Devon PL6 6JH lmcbride@hotmail.co.uk
(East Anglia)	Craig Thurston, 97 Church Drove, Outwell, Wisbech, Cambridgeshire, PE14 8RP eastangliaarea@hotmail.co.uk
Directors:	Andy Cripps, Colin Corke, Tom Morley, John Marston Jones, Jon Murden, Paul Vincent.

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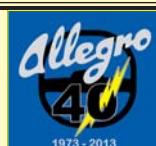
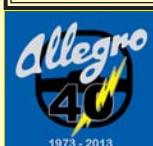
Without Prejudice: The opinions and advice expressed within this magazine are not necessarily those of the Editor, Directors, Committee, or the Allegro Club International as a whole. They, and Contributors will not be held responsible for the outcome of any incident occurring in any way through misinformation. If you have any doubt about your ability to repair or maintain your Allegro, we suggest you seek professional help.

The new user-name for the forum is E series
The new password is 5 speed

The club website can be found at www.allegroclubint.org.uk.

Please send all material for Quartic to

Andy Cripps, 35 Bramble Drive, Hailsham, East Sussex, BN27 3EH.
crippsandy@msn.comHYPERLINK "mailto:crippsandy@msn.com".



We dragged an Allegro out of its winter lay up recently with a view to getting it ready for its MOT and the summer show season. Its never a great idea to lay a car up and let its test certificate expire as its during periods of idleness that mechanical things tend to seize up. Expecting such a car to fire up and drive into the test centre without preparation is not the best way to secure a first time pass. The Allegro in question had been dry stored for about 9 months without being used. The battery was replaced as the old one hadn't had a trickle charger applied during the lay up so had gone to sleep permanently. There are new 'smart' chargers available that can wake up such batteries but this one was quite old and due for a change. With the obvious things checked the car was driven to its pre-booked test appointment. The brakes appeared to be working fine at first but as the journey progressed it became clear that all was not well. Applying the brakes made the car weave left and then right. A test fail was the obvious result, a sticky calliper being the suspected culprit in such a situation. However the MOT inspector made a suggestion that the result on the brake roller test suggested to him that the offside front rubber hydraulic hose could be at fault. On close inspection the hose appeared to be in very good condition, although likely the original factory fitted item. The drive back confirmed the MOT result, the brakes were very much out of balance. Guided by the inspectors advice we changed both the front brake hoses and found the offside one to be faulty. It was not possible to blow down the hose as it was collapsed internally. The sudden failure of this hose shows just how important it is not to rely on old rubber items. Allegro front hoses are in stock with the clubs spares service at the time of writing and did you know they are the same fitments as TR7 front hoses?

The other thing the MOT on the allegro showed up was the perishing of a short 6 inch length of petrol hose adjacent to the fuel tank at the rear. The metal clips were so corroded they fell off when touched and the pipe was perished and began to weep petrol when touched. Perfect when tested the year before the rubber/clips had

aged whilst the car was stood up. This pipe is hidden away under the car on the tank sender unit and could be overlooked – to see yours, shine a light under the offside rear at the side of the petrol tank.

Of course rubber brake hoses are checked on the MOT each year and should also be checked at the time of a service. Like most rubber components they don't last forever. The other often neglected hose on an Allegro is the clutch slave cylinder hose. These get hot as they sit fairly close to the exhaust and are not looked at as part of the yearly test. These should be checked at regular intervals for perishing/bulging or leaking. Failure of these is not uncommon and will render the car without clutch and pretty much undriveable. A classic case of preventative maintenance that can avoid a breakdown. These hoses are not the same as those used on minis as they have a different size union, however the clubs spares service also stocks these.

Potholes. They seem to be everywhere at the moment and are causing havoc with car suspension, steering, wheels and tyres. Allegros don't have springs to snap but don't forget to apply anti-rust wax to the hydragas pipes that take a hammering under very high pressure. Particular attention needs to be given to the pipes at the body attachment clips as this is where they rust and spring a leak.

One very concerning effect of potholes is the possibility of the impact causing the bonnet to spring up. All vehicles have a secondary safety catch that should avoid any danger but if the secondary safety catch mechanism seized or stiff it may not work.

Some cars are more prone than others to the catch seizing, as an example Renault Clio's were featured on Watchdog some years back suffering with stiff catches. These catches perform a vital safety role but are situated in an exposed place at the front of the engine bay so need regular maintenance. In the workshop we often find such catches not working, usually due to lack of lubrication.

A quick WD40 spray or oiling is all that is usually needed to restore full operation.





ALLEGRO CLUB INTERNATIONAL, Company no. 3139770

Profit & Loss Account 1 January - 31 December 2012

Subject to the Companies Act 2006

All figures expressed in GBP unless otherwise stated

<u>Income</u>	<u>2012</u>	<u>2011</u>
Subscription	5,372.60	5,070.65
Enrolment	234.75	191.25
Spares Income	7,527.05	5,653.67
Regalia	25.00	147.90
Sectioned car	50.00	50.00
Donations	453.00	309.27
Interest	7.29	6.68
Bank charges refunded	0.00	7.50
Total Income	<u>13,669.69</u>	<u>11,436.92</u>

<u>Expenses</u>	<u>2012</u>	<u>2011</u>
Committee expenses	310.00	425.09
Events	392.85	412.66
Website	86.26	0.00
Sectioned car	50.00	50.00
Liability Insurance	318.00	381.00
Limited Company	375.00	300.00
Photocopying/printing	31.47	0.00
Postage	791.33	385.42
Spares fixed costs	1,414.16	1,349.45
Spares purchases	3,661.13	3,229.68
Quartic costs	4,080.02	3,374.12
Regalia	0.00	0.00
Stationery	141.38	44.95
Bank charges	56.18	17.12
Total Expenses	<u>11,707.78</u>	<u>9,969.49</u>

Surplus of income over expenditure **1,961.91** **1,467.43**

I have examined the bank statements and accounting records and certify that the above figures are in agreement with the underlying records kept by the Club

Signature *Andrew Lane*
 Name ANDREW LANE
 Address 5 SPINNEY DRIVE
 GREAT SHEFFORD
 CAMBRIDGE CB22 5LY





MTE 227N

ACI 2013 NATIONAL RALLY

Celebrating 40 Years of the Austin Allegro

**Saturday 11th and Sunday 12th May 2013
@ The Heritage Motor Centre - Gaydon**

All members of the Allegro Club will be warmly welcomed at what is hoped, will be one of the biggest Allegro Club gatherings in recent years to mark 40 Years of the Austin Allegro. There will be various attractions and activities over the weekend and these have been detailed across these two pages for you.



SATURDAY 11TH MAY

- **AGM** – the chance for you to have your say about the running of the club, its future and review the last year of the club activities.
- **Anniversary Road Run** from Gaydon to Longbridge, the spiritual home of the Allegro.
- **Informal Dinner in the Evening** – Details TBC.

SUNDAY 12TH MAY

- Usual **National Rally Attractions**.
- **Awards** for Best Series 1, 2 & 3, Vanden Plas, Estate, Engine Bay and Visiting Classic.
- We hope to welcome **Harris Mann**, designer of the Allegro. Talk from Rev Colin Corke on his exciting upcoming **Allegro Related Book** that he is currently writing.

During the whole weekend

- The **Heritage Motor Centre** is a great place to visit and holds a massive collection of British Vehicles most from the BMC, BL, Rover Group stable.
- The museum is easily accessible from the M40 Junction 12 and clearly signposted from the M40 and once you leave the Motorway. Postcode for Sat Nav's - **CV35 0BJ**
- The museum has an excellent restaurant onsite or members are welcome to bring their own food and refreshments with generous outdoor seating provided.
- Large collection of interesting vehicles and gift shop

We hope you can join us for the whole weekend. However, if you can only make one day the Sunday will be the main show day.

Members will be able to benefit from reduced Museum Entry on the day

