

THE ALLARD REGISTER
&
SPORTS CAR ASSOCIATION.

THE BULLETIN

JULY/AUGUST, 1973.

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Hon. Secretary: R. W. MAY, 8, Paget Close, Horsham, Sussex. RH13 6HD. (Horsham 61372)

Our Hon. Secretary writes as follows:-

"Having been away on the Continent of Europe for several weeks, I would like to apologise for the delay in answering members' correspondence. Whilst driving in France, not far from the famous Le Mans circuit, I called on Mr. Jean Davidson who drove Allard cars in American events in the early 1950's. I am pleased to say that he has promised to write a note or two on some of his exploits at the wheel of a Cadillac-engined J2, and which will be included in future copies of "The Bulletin". Since my return, I have received a letter which refers to his experiences at Watkins Glen."

"...It was very nice seeing you and your wife whilst you were in France.

I competed at the Glen in 1951, and it was my first race. I was over-anxious to do well so I decided that I was going to overtake the only two fellows in a field of thirty who had overtaken me in the training session.

The result was that I could see the eyes of Erwin Goldschmidt, and of that madman from Boston, George Weaver who was driving his three liter Grand Prix Maserati with an over-revving blower; his own idea. The thing went like hell, but generally only lasted 5 laps. He blew the engine up on the tenth lap that time. I co-drove with Weaver at Sebring in 1952; came in second behind Wacker, Allard Cad. same as mine.

Well, as I was looking at the eyes of my oponents, while overtaking them in a long radius curve at a fabulous speed, too fabulous for the Cadillac Allard and/or my capacities, all of a sudden the car felt like an aeroplane in a stall. The steering was no longer doing much, and I realised that part of the buckling up of the De Dion rear had shifted under the strain, so that the rear wheels were taking me where they wanted and not my steering; however this was not a speed for a fire engine type vehicle! A huge tree was coming up at better than 130 mph and by tugging like mad at the steering as if it were a roulette wheel I managed to look at something else than that tree. The something else was a group of about 30 spectators ... so I did some more desperate tugging and finally flew right off the road in an opening, bringing along under the chassis a stack of haybales that made a rear half way between a rocket and an aeroplane. I wound up with the car poised 15 feet in the air in the fork of a huge plane tree. While I clambered out and slid down, those two gentlemen, Erwin Goldshmidt and George Weaver were ready to resume the lead but maybe my vision was not quite as accurate as before ...I could no longer see the whites of their eyes!

When Erwin got to his pit he said: 'Davidson must have had it; thought he was driving a plane, so he's up in one of the tallest trees of this circuit'. Well, we had to wait for the end of the race to hoist the car down with a crane. My mechanic fixed a few things, and I got back to Washington feeling as if I was driving a basset hound with a broken spine. At speeds well in excess of 110 mph the noise in the front hood, bent like a crooked funnel, was half-way between a rocket and a ship siren ... beautiful!

Incidentally, Erwin won in his Cadillac Allard."

Owing to the fact that there was a small entry for the Concours d Elegance held on Sunday, 1st July last at the Burford Bridge Hotel, Dorking, Surrey, it was decided that the winner be calculated not on points, but on distance travelled to this event. The winner was member Clive Mordaunt, who travelled with his wife from Nottingham, a distance of approximately 160 miles. We congratulate Clive, and also thank those members who attended, for their support.

AIR POLLUTION.

Is your car exhausted carrying all that lead around? To help prevent lead pollution it was suggested that the lead content of fuel be drastically lowered, but several firms have put their heads together and have come up with the latest stage in their lead trap exhaust system. The lead trap silencer is a container packed with stainless steel wool which has been coated with alumina. "Texaco" hold the patents for the trap, and the lead compounds in the exhaust gases are held in the silencer by a combination of chemical reactions and absorption onto the alumina and actual physical filtration through the steel wool.

Bench and road tests show that the lead content of exhaust gases can be reduced

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by up to 70%, with no significant effect on vehicle performance. Pilot plants in Manchester are developing techniques for making the silencers, and the firm, Magnesium Elektron Ltd. will supply units for research by other bodies concerned with environmental air pollution.

The important thing about the device is for it to stay effective during the life of the exhaust system, and provided vehicle performance is not impaired, then there should be no need for drivers to "tune" their cars by putting their silencers out of action.

BRITISH SPORTS CARS OF YESTERYEAR. THE SWALLOW DORETTI.

The Swallow Doretti was produced by the Swallow Coach Building Co. (1935 Ltd., The Airport, Walsall, Staffs. This Company was formed in 1935 to take over the side car interests, when S.S.Cars Ltd., (under Sir William Lyons) was floated off as a Public Company. S.S.Cars went on to make the Jaguar Cars.

Swallow Coach Building made side cars on chassis supplied in 1935-39 by Grindlays of Coventry. The side car assets were sold in 1945 to the Holliwel Group, and three years later sold to Tube Investments. The Swallow "Gadabout" - a 125 c.c. scooter - was produced at the Airport, but was too far ahead of its time to be a success. The Swallow "Doretti" was also produced. In 1956, Swallow Coach Building Co. (1935) Ltd. was purchased by Watsonian of Birmingham (according to an item in Case History by Jaguar Cars). However, Tube Investments still own The Airport premises.

The reason that the Doretti was designed was that one of the Directors of Tube Investments had been in California, U.S.A. and a wealthy businessman suggested that a car of this type, between MG TC and XK 120, could be readily sold in the U.S.A. A specification was therefore submitted for his approval and after agreement had been reached on this, he suggested that the car should be called Doretti, since Italian names seem to have some sort of magic in U.S.A. and in any case, his daughter was named Dorothy.

On completion of the first prototype car (chassis 1001) the designer, F.G.Rainbow took it to Los Angeles for demonstration and first showing of the car, and also the TR 2, was held in the Ambassador Hotel, Los Angeles in 1954. This car is now fully restored, and in Salt Lake City.

The Doretti frames were manufactured from 50 ton Chrome molybdenum high tensile steel, and although the frame was exceptionally stiff in torsion, it was less stiff in beam strength, which was felt at the time to offer a better ride.

The chassis used the TR 2 Triumph Engine and running gear, but the front wheels were moved forward 6 inches, compared with the TR 2, making the wheel base 94 inches. This improved the road holding and weight distribution. In addition the opportunity was taken to increase the front track, thus making the car "crab-tracked".

The early cars had special bumpers made by using minimum tooling, having a grooved recess along the centre line, in a deep channel section, closely hugging the car panels.

Due to the expense in making these bumpers, it was decided to obtain a standard Healey-type, manufactured by Wilmot Breeden.

Over 200 cars were constructed, over half being exported to the U.S.A.

Unfortunately there was a change of policy by Tube Investments, and production ceased. It was felt by the Directors at the time that they could hardly continue to promote this Project in competition with established car manufacturers to whom they were also selling raw materials in the form of aluminium alloy and steel tubing. Pressure was notably put on T.I. by the vehicle manufacturers.

The chassis numbers ran intermittently from 1001-1293. The various prototype cars had characteristic designations.

ROAD TESTS: These were published as follows:-

'MOTOR'	6th Jan. '54.	General Announcement & Description.	(p.851/2)
	15th Sept.'54.	Road Test of 609 CRF.	(p.222)
'AUTOCAR'	15th Jan. '54.	General Description.	(p.79)
	24th Sept.'54	Road Test No. 1546 of 610 CRF.	(p.419/22)
'AUTOSPORT'	5th Oct. '54	Road Test 610 CRF.	(p.462/4)
'MOTORSPORT'	Feb. '54	'Rumblings' on Doretti.	(p.63)
	Aug. '54	'Rumblings' at Silverstone.	(p.430)
	Nov. '54	Road Test of 610 CRF.	(p.640/2)

20 YEARS AGO IN ROAD AND TRACK.

The front cover of the October, 1953 issue featured an F9F6 Cougar Jet Fighter, an Osca, a C-type Jaguar and a J2X Allard.

PIT STOP from Champion Spark Plug Company.

TIMELY LUBE HELPS GOOD TIMING.

Although our governments can enact new laws and change existing laws, there's one set of laws that resists change. These are the laws of physics, including those affecting friction. Without proper lubrication, friction will bring any affected car to a premature demise.

While paying strict attention to engine and chassis lube, Champion Spark Plug Company reminds you to remember the smaller parts that are too often overlooked.

One such part that should be lubricated as part of a tune-up is the distributor cam. A dry cam can spoil an otherwise well-performed tune-up.

For every degree of point dwell change due to rubbing block wear, timing also will change approximately one degree. When point spacing is reduced due to rubbing block wear, then dwell is increased. One degree increase in dwell time means that the points close 1/2 degree sooner and open 1/2 degree later ... the equivalent of one degree retardation since the crankshaft turns twice the distributor RPM.

It is not unusual to find timing retarded several degrees after 10 to 15,000 miles due to rubbing block wear even when the cam is well lubricated. Without proper lubrication, the situation could be much worse.

When lubricating the cam, use specially compounded distributor cam lube. Other seemingly similar materials could melt or splash on the contact surfaces.

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ONE WAY TO CUT OUT ENGINE CUT OUT.

When an engine suddenly cuts out for no apparent reason, it's usual to suspect a fuel or ignition system malfunction. However, Champion Spark Plug Company suggests that another culprit may be to blame when the engine cuts out. That is the starter solenoid.

Those solenoids equipped with an ignition bypass circuit are subjected to primary current from the coil whenever the vehicle is running. Therefore, if there is an intermittent grounding condition taking place within the solenoid, the ignition system will not operate during that time.

Champion provides a short cut method of finding out if this is the source of the trouble. Disconnect the bypass wire from the solenoid and test drive the vehicle. If the engine performs normally, then suspect the solenoid and further test to see if replacement is needed. This advice applies to fender-mounted as well as starter-mounted units.

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

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|---------------|----------------------------------|-----------|
| J. R. Morello | of Montgomery, Ohio, U.S.A. | J2X 2193. |
| J. K. Hosker | " Southport, Lancs., England. | 71K. |
| J. M. Barbour | " San Marino, California, U.S.A. | J2X. |

FOR SALE

1955 SWALLOW DORETTI two-seater sports car, fitted replacement Triumph TR3 engine, which has only done a nominal mileage. All other 'mechanics' are Triumph TR2. Good tyres, hood nearly new. Chrome fair. Interior re-trimmed. Price £700 or \$ 1,750 or near offer. George Gould, 61, Blount Avenue, East Grinstead, Sussex. (Phone: East Grinstead 22432)
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WANTED

140 m.p.h. Odometer for J2X Allard. J.M.Barbour, 1368, Bedford Road, San Marino, California, 91108.

The Brighton National Speed Trials, which are sponsored by Shell, are scheduled for Saturday, 8th September. Entries close on 28th August and entry forms are available from our Hon. Secretary.

The Melbourne, Australia Department of Shipping and Transport has issued lengthy details of what happens to us when a crash occurs at 50 m.p.h. and the driver is not wearing a seat belt. In short, knowledge of first aid is of no use, but the services of a good undertaker are essential!

BRONX church sign: Heading for outer space? Get your directions inside.

THIRD AVENUE pawnshop sign: See me at your earliest inconvenience.
