THE ALLARD REGISTER
&
SPORTS CAR ASSOCIATION

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Our Hon. Secretary wishes all members a very happy New Year, and thanks them for their many communications of greetings and good wishes.

In a letter from member Dave Pidgeon of Ontario, Canada, he sends a cutting from Motor Trend regarding their 'Hall of Fame' nominations. Alongside a colour picture of sports cars on a starting grid in which Allard cars predominate is the following note:-

"Allard J-2 (1951)(1950-'59)

The Allard line of cars stemmed from a trials and hillclimb special developed by Ford dealer Sydney Allard prior to World War II. After the war, Allard produced a series of roadsters and coupes and finally the competition J-2. It was originally designed for the flat-head Ford V-8 but in the U.S. it was almost immediately equipped with the then-new Cadillac OHV V-8. For a short period in '51 and '52, it was invincible on U.S. road courses, a hairy handful and the meanest car of the era."

Thanks, Dave, for your letter enclosing this interesting cutting. ED.

From member Robert Beardslee, of Auckland, New Zealand, we received a photostat of the report of motor racing at Pebble Beach, California in the early '50's and we reproduce part of it, which appeared in the magazine 'AUTO' in their issue of July,'52.

"THE WINNER TELLS HIS OWN STORY, by Bill Pollack.

Pebble Beach is the Churchill Downs of West Coast road racing. Situated in some of California's most beautiful country, the course includes everything from hills to hairpins and a fine downhill straight where speeds set records. Soaring pines that line the road are beautiful and their blending together is always a good reminder of your speed.

This race was by far the best that has ever taken place on the West Coast. From a driver's standpoint, every minor detail was well thought out. Such things as encircling the course with snow fence can only be appreciated when traveling at high speed with the knowledge that spectators are at least "restrained". There were many other things including a complete telephone communications system from all corners and danger spots, and a public address system serving the onlookers in even the most remote parts of the course. The San Francisco Region of the Sports Car Club of America deserves a vote of thanks for the fine job they did.

The first race was 10 laps for drivers who had not competed in two or more major events. This race started promptly on schedule which, in itself, indicates the thorough planning behind this event. The novice race was welcomed in the program as it gave the new drivers a chance to learn. In events such as these are developed the cars and drivers of tomorrow. It is easy to overlook novices in planning an event, but to me they are a most important group. If we no longer have new starters, the sport has ceased to grow. When this happens, then it is but a short time until you start referring to the "good old days". This driver belives that each new circuit should be treasured.

The first race was started with a bomb which provided a great deal of confusion as it gave off two explosions, and the race got under way in a column of files from the left. Tom Elliott in his K2 Allard took the race. Bob Wittke in his black XK-120 made several challenges for the lead, but was finally content to accept second place. A remarkable show was put on by Harvey Mayer in an MG-TD. He finished fifth overall, beating three XKs, the Cunningham, Healey Silverstone, a J2Allard and the Edwards Special, plus all other MGs whether supercharged or not.

.....The last event was the 100-mile race for cars of 1500cc and up. The cars lined up quickly with more and more engines coming to life. It was evident even to the casual observer that there were some highly tuned pieces of machinery in front of him eager to be off. The low throb of the Allards with their Cadillac engines (only distant cousins to the standard variety) was followed by the steady business-like hum of the Jaguars with barking 500s in the rear.

As the time for the start drew near, the drivers began clearing their engines. There was no need to warn the spectators on the other side of the course that some four or five thousand horsepower was about to come hurtling through the sugar pines. Al Torres, the starter, satisfied that all cars were running, made his run from the rear ranks and leaped in the air. The race was on.

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My car, a Cadillac-Allard owned by Tom Carstens of Tacoma, Washington had the pole position. The car accelerated rapidly and evenly despite a high-crown road until, by the first turn, there was enough distance between the Allard and the second car for me to take my time in this first and usually most dangerous corner in any race. Behind me I could see and hear the mass of cars coming into this corner.

Soon after the start Phil Hill, in one of the modified Jaguars owned by Charles Hornburg, began to follow me very closely. Phil and I then began a race very similar to the last Reno event. I would use my acceleration out of the corners and Phil would take the Jag further into the corners. After only a few laps, I saw one of the other Cad-Allards, driven by Michael Graham, on the short uphill straight with its left rear wheel missing. I was sorry to see the Allard drop out, but I must admit that it gave me a little relief to know that I would not have Mike breathing down my neck.

A short time later Phil, in the Jaguar, was forced into the pits with heating difficulties. The Jag had no sooner dropped out when a little blue car came flying up behind me. This was a complete surprise because I had expected either Don Parkinson in his modified Jaguar or Sherwood Johnson in the mate to Phil's car. This was the "little" Ferrari owned by Phil Hill and driven by Arnold Stubbs. The Ferrari came up very fast and my pit gave me the "go" sign. The Allard car was about five miles an hour faster on the straights and had much better acceleration out of the turns, but the Ferrari could get through the corners much faster, so our lap speeds were almost identical. On the downhill straight our speeds reached as high as 130. About half way through this straight, there is a slight dog-leg with a hump. This part of the course gave me the greatest trouble as the Allard would set up a four-wheel drift to either the right or left, depending on which way the wind was blowing. The Ferrari seemed to have better drift characteristics in the cross-wind than I did, which was due, undoubtedly, to its finer streamlining.

In just a few laps we began lapping the slower cars, and I used the traffic to my advantage as much as possible by passing at a place where I knew the Ferrari would have to wait for more room. After lapping one of these cars, I would try to place as much distance between the Allard and the Ferrari as possible. This procedure succeeded until about the 45th lap when, receiving the lap signal from my pit, I also made an instrument check. We had one instrument which gave the temperature of the sump, the transmission, and the differential. Everything was fine in these departments, but I was out of gas. My gas gauge was on the peg with the green light glowing steadily. With three laps to go, I felt sure I would have to push the Allard in. There was not time to stop for a few more gallons, so I gambled. My lap speeds dropped as much as fifteen seconds on those last laps, but the Ferrari pit apparently did not notice this slowing-down process. They had given their car the "hold" signal, feeling that Arnold could not catch the Allard. I can't help feeling that, if they had noticed this large speed drop and given Arnold the "go" signal, the outcome of the race might have been different. The last lap would probably have set some sort of a mileage record - I know it was the longest two miles I ever drove. The checkered flag was like meeting an old friend...

Results: Novice Race. General Classification... 1st. Tom Elliott, Allard K2.
... 2nd. Bob Wittke, Jaguar XK 120.
Class 2. (4000-5500cc)... 1st. Tom Elliott, Allard K2.
... 2nd. Frank Monise, Allard J2.Cad.
Event No. 3. Del Monte Trophy,
(1500cc to unlimited) ... 1st, Bill Pollack, Cad-Allard.
... 2nd. S. Edwards, Edwards Spl.
Class 4. (4000-5500cc)... 4th. Harry Steele, Cad-Allard."

Very many thanks for this article, Bob. They were great days for the marque. ED.

TECHNICALITIES.

Soldering; did you know that it is possible to solder aluminium using 3-in-1 oil as anti-oxident? The main difficulty in soldering aluminium lies in the fact that the metal forms an aluminium oxide layer very rapidly after cleaning, and it is this oxide layer, possibly only one molecule thick, that prevents the solder from forming a metal/metal bond, i.e. it's very difficult to "tin" aluminium. For some reason best known to itself, 3-in-1 oil seems to assist in the forming of this metal/metal bond. The method is to clean the aluminium, by scraping with a file, with the oil already on the metal, and then, using a very hot iron, and ordinary resin cored solder, tin the aluminium in the usual way. The 3-in-1 smokes quite a lot, but the oil and the resin from the solder seem to remove any oxide layer, and allow the solder to bond to the aluminium. A resin cored solder is essential - ordinary stick

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solder doesn't work. Once the metal is tinned, two pieces can be joined in the usual way, and quite a strong joint is made. Perhaps a metallurgist among our members can explain the reason why, (1) it only seems to work using 3-in-1 oil, and (2) in most soldering jobs, the first instruction is "REMOVE ALL TRACES OF DIRT, OIL AND GREASE".

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The compulsory wearing of safety belts in cars is very difficult to enforce, and there have been a lot of electronic wizardry tried out and suggested, as a means of warning the driver that he hasn't "belted up". In America, the AIR BAGS safety defice proposed for motor cars failed to inflate during the first public crash test of a U.S. experimental safety vehicle. The problem in the FAIRCHILD INDUSTRIES car was traced to faulty soldering of electrical leads.

Despite the fact that the bags themselves worked when the connections were made properly, this failure is sure to add weight to arguments that the U.S. auto industry do not build cars with the reliability that is needed for air bags. Lowell and Dodge of the Centre for Auto Safety described the failure as an incalculable set back for the government programme to have the air bags installed in all cars produced in 1976.

Still on the subject of car testing for safety, considerable satisfaction is reported from General Motors, where after an experimental car was driven into a wall at 50 m.p.h., the dummies inside were found to be only "SLIGHTLY KILLED". And WE thought it was the English who were suppoed to be masters of the understatement!

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

P. A. Montague	of Didsbury, Lancashire, England.	91K 2092
Kenneth and Malcolm MacDonald	" Port Nelson, New Zealand.	-
R. M. Rawkins	" Preston, Lancashire, England.	M2X (Conv.)
Jack Reiss	" Leeds, Yorkshire, England.	L.387.

(Mr. Reiss tells me that L type No. 387 is the original Allard car in which he won the French International Rally in 1950. The engine is the original bored and stroked Ford Mercury V8 (4375cc) which was similar to the engine which the late Sydney Allard used in his winning Monte Carlo saloon car in 1952.)

PIT STOP from Champion Spark Club Company.

CARS ARE CLEANER BUT STILL NEED ATTENTION

While emission control devices on newer cars are doing the job intended by the manufacturers, maintenance on the emissions systems is vital to continued efficient operation.

Champion Spark Plug Company cites as a case in point, the gasoline vapor control system. Designed to collect gasoline vapors from the gas tank when the vehicle is not running, the system is basically a charcoal-filled canister. Once the engine is running again, these vapors are fed into the engine where they are burned off during normal operation.

However, when the car has not been used for a few days, the amount of gas vapor produced may exceed the absorbing capacity of the filter. Thus a slight gasoline odor may be present as the vapors pass out of the canister through the filter. The problem can be solved by running the engine for a few minutes which will purge the canister of the gasoline vapor.

To facilitate this purging, the canister filter should be changed every 12,000 miles or 12 months, more often if the vehicle is operated in dusty areas.

FOR SALE

Dutton 'B' type (similar to Lotus 7). Built July, 1973. Colour, Tangerine, with black hard-top. Fully trimmed inside. Perfect condition throughout. Tuned Cortina 1500cc engine with Weber carb. and special freeflow exhaust system. Extremely fast and handles incredibly. Price £600 or US$ 1500 or near offer. John Peskett, 22, Wakerley Road, Leicester, LE5 6AQ, England.(Phone: Leicester 737802)

oOo

1972 Renault 7 cwt. van, 850cc excellent condition. Has done only 7600 miles. 40 miles to the gallon. Any inspection. £460 o.n.o. "Bernard", C/o our Hon. Secretary, 8, Paget Close, Horsham, Sussex. RH13 6HD. (Phone: Horsham 61372)

We regret to record the death of Mr. Reg. Canham, designer and racing manager of the Allard Motor Company during its successful racing years. Our Hon. Secretary and his wife attended the funeral. Mr. Ron Scannell of the British Automobile Racing Club also attended.

For renewal of dues for 1974 please use enclosed slip.