

THE ALLARD REGISTER
&
SPORTS CAR ASSOCIATION

THE BULLETIN

March/April, 1974

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HON. SECRETARY: R. W. May, 8, Paget Close, Horsham, Sussex. RH13 6HD.
(Telephone: Horsham 61372)

Member Fred Kriszat of Philadelphia, U.S.A., writes us as follows:-

".... Just a quick note to enclose a couple of Polaroids taken today, the first Kl has been exposed to the sunlight for some time. She is almost complete. The hood scoop was a necessity to allow the clearance for the 2 four-barrel Rochesters from an Eldorado....."

Very kind of you to send the photos, Fred, they are fine, and your car looks extremely smart. ED.

In a letter from Member J. Peskett of Leicester, England, enclosing his annual dues, he says: "...Sorry I couldn't join the meeting of members at the Racing Car Show this year but it clashed with a luncheon at Beaulieu, Hants. of the 500 c.c. Formula 3 Racing Club..... Nice to see your Palm Beach in "On Four Wheels"..... I liked the article "The Winner tells his own story" by Bill Pollock Keep up the good work...."

Thanks for your encouragement, John. Hope to see you at our next meeting. ED.

In a letter received some weeks ago by our Hon. Secretary from Mr. J. Davidson, an American Allard enthusiast now living in France, we extract the following:-

"...I cannot imagine anything grimmer than a 50 mile speed limit. Here it is 56 m.p.h! They say that there is still plenty of petrol, but I think they are bragging and will soon fall short!

I expect the price of petrol and crude to quadruple with a constant blackmail upon us and Russian guns holding the prices higher and higher - an ideal Trojan Horse.

America is much more badly hit than is expected. Daily consumption about twenty-one million barrels of crude, out of which of late they were getting close to three million barrels from the Arabs, and they really needed four million Arab barrels. So four out of twenty-two needed, that gives you a minimal shortage of around 18 per cent, and this under a no-expansion policy!

Without the atom, world war three would have started then and there, because we shall witness similar situations for every source of raw materials under the sun....

Aside from Watkins Glen, and Sebring, I raced in Allentown, Penna., and in hill-climbs which require a brief spurt of adrenaline; I won Buttler, Maryland with the car sailing through the air over the finish line, the guy dropped his checkered flag and there is a hell of a good picture of this one in the Baltimore Sun of yore. It was the old J2 with a 4 carb. Cadillac ... light in the front end and exciting.... I sure regret having sold my J2X, having now the means to keep it in fine trim. I regret its departure, but can't trace it. All I know is that some idiot over-revved it and blew the engine on the Cote d'Azur.

Well, the very best to you for a decent 1974 under trying circumstances, more complicated than the Battle of Britain. I was there in London then. Yours etc., J.D."

Many thanks for your letter, J.D. The oil sheiks have a lot to answer for. ED.

Member Mr. Jack Reiss writes us as follows:-

"My L type Allard was delivered new to me in 1948, and in 1952 a new Ford Mercury 4.4 litre engine was fitted. At this moment the engine is out and I should like to find some one preferably in this part of the country who would undertake its renovation. I should be happy to pay for all parts used and would like to come to some agreement regarding the sharing of the car when it is roadworthy and fit for exhibition. I still have the Rallye plates which can be affixed when on display."

(The Rallye plates mentioned are those fitted when Mr. Reiss won the 1950 French International Rally. ED.)

Interested members are requested to write direct to Mr. J. Reiss, "Donington", 34, Nursery Lane, Moortown, Leeds. LS17 7HN. Phone: Office: Leeds 35678.

Home: Leeds 683884.

We hear that.....a photo of our Hon. Secretary appears in the new motoring weekly, "On Four Wheels", issue No. 3. The picture is an action shot in colour taken at a Shelsley Walsh Hill-climb in his Palm Beach, Mk.II (Jaguar 'G' type engine).

.....some cars in the UK are already running with North Sea oil in their

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tanks. Conoco, the American based oil concern is the first company to bring oil ashore, by tanker from their rig in the Viking Field.

We hear that.....a British firm of auctioneers is arranging in Texas, U.S.A. for the sale by auction of the collection of antique and vintage cars owned by American oil magnate Mr. James Leake. Amongst the vehicles to come under the hammer is a 1921 Stanley Steamer, a 16 cylinder Marmon and Sir Winston Churchill's 1954 Humber. Other interesting lots include Deussenberg, Delahaye, Locomobile, Minerva, Rolls Royce. It is not known whether an Allard is included in this collection of over 70 cars but it is anticipated that some of the cars will fetch world record prices.

We hear that.....on an English radio programme recently a rather special Rolls Royce was tested at Biggin Hill aerodrome. It recorded 70 m.p.h. in reverse! In forward gears it was still accelerating at over 220 m.p.h. when the driver had to shut down as the end of the run-way approached. The owner, when interviewed, said the car is fitted with a V12 Merlin 27,000 c.c. aero engine as used in the wartime fighter plane, the Spitfire. He mentioned that whilst driving across Germany on the Autobahn, recently, and not knowing that the speed limit had been fixed at 100 k.p.h. (62 m.p.h.) he had flashed through the radar traps and had covered the journey from Stuttgart to Ostend in Belgium, a distance of approximately 450 miles, in 3 hours and 20 minutes! Apparently the German police cars had been unable to catch him.

Further reference to this super car, Member Dave Pidgeon of Ontario, Canada, sent us a cutting from a magazine last year which referred to a letter written to Rolls Royce Motors by a Belgian who said he'd been driving his Lamborghini Miura at 150 m.p.h. on a Belgian motorway when a Rolls Royce came up behind him. He was somewhat surprised at this, so he speeded up to 170 m.p.h. whereupon the Rolls passed him! The Belgian asked if this was a secret new car and if so, to put his name down for an early delivery.

Rolls, however, dismissed this as some sort of a joke until they received another letter in which the correspondent wrote that whilst driving his Daytona along a motorway at about 160 m.p.h. a Rolls came up astern, flashing his lights. So the Daytona driver moved over and the RR purred past as if the Daytona was standing still.

Shortly after the opening of the London Motor Show a man came to the stand and asked if they would be interested in seeing his model as it was a bit unusual. They went outside and saw the car which at first sight looked like a normal Corniche. On closer examination, they noticed that the chassis was slightly longer and strengthened although it had a normal Corniche front end. When the bonnet was opened there was the RR Merlin engine.

PETROL - is it really necessary?

Motorists, overtaxed beyond all reasonable limits, and most heavily of all on fuel, are periodically reminded that, given certain conditions, a motor engine would run far from unhappily on some substance far below the cost of petrol. The cheering prospect that a motor car might even work with water has been mooted, and since despatched to the limbo of forgotten possibilities. A pity, for such an achievement would have swept away not only costly petrol but also the need for any further experiments with a host of cheap alternative fuels.

Most of us are accustomed to thinking of petrol as the only motor fuel, that we are apt to overlook the parts played by other fuels and devices in commercial or experimental use. Vehicles have been run on mediums ranging from clockwork, hydraulics, compressed air, peat, sawdust, coke and charcoal, to gunpowder, groundnuts, methane gas, vegetable oils, alcohol and ammonia.

One reason why practical interest in petrol alternatives is maintained is because, in particular circumstances, certain local products are sometimes found to be substitutes which are cheaper and not much inferior to petrol. More important - petroleum production cannot continue indefinitely, against trebled or quadrupled future world demand. Moreover, atomic energy has been virtually ruled out as a successor motive power for motor vehicles; the armour to protect drivers and passengers from radio-activity would be far too heavy.

There is, of course, sound sense in using some substitute for petrol when the alternative fuel is plentiful and petroleum importation costly. Palm and cottonseed oil, for example, are cracked to produce petrol-like fuel in the Congo where these native oils are cheap and petrol prohibitive. Fuel oil made from groundnuts is

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another obvious choice in similar circumstances for diesel-type engines. The fermentation of starches and sugars to alcohol would give us a process for making motor fuel in enormous volume if there were economic justification for it. It is done in the Philippines.

It was the Forest Products Laboratory who first thought of utilising the sawdust which piles up in timber mills. They found that gas produced by 3 lb. of sawdust would fuel a truck for a mile, and many mills forthwith adapted their transport. After the war, while petrol rationing was still with us, a man from Leeds frequently drove from there to London in a car which he stoked with this stuff. It took four bagfuls for the 191-mile run; this he carried, along with the sawdust-burning apparatus, in an attachment at the back of his car.

No, petrol isn't always really necessary. When the Chinese ran short of it in the Korean war they converted vehicles to run on charcoal. At the height of the World War a big Stockholm bakery was running a fleet of fifty vehicles on the alcoholic gas given off by fermenting dough! A well-kept secret of the war years was the feat of a resourceful engineer who kept his car on the road by designing an engine which enabled him to fuel his vehicle, at a tenth the cost of petrol, with a blend of carbide, peat and water. What did it matter, then, that every sixty miles he had to stop and take on a fresh large load?

A Japanese is working on a "vegetarian car" that feeds on "botanic fuel". "It is a car," boasted this young man of ideas, "that will in effect graze on fruit and vegetables, which it will digest as it makes its way across the countryside like a donkey, only quicker." Dare we, though, dismiss such a possibility since, with few exceptions, the fathers of all engine fuels must be either petroleum, coal or plant products?

It was in fact not until round about 1890, when already there were several varieties of horseless vehicles on the roads, that some persons were seen to be driving petrol-powered cars. Nevertheless, it was generally doubted that Britons would ever take kindly to a "petroleum carriage." The same appears to have been said of the steam car in the 1830's, when inventive machinists were thinking up every sort of motive power between horses and steam.

A Belgian had made a carriage fitted with sails and a rudder. On its maiden voyage this novelty, with several celebrities aboard, was wind-driven a distance of 42 miles in two hours. Something then went wrong with the steering gear, the carriage entered the sea and became for a while an amphibian. An advance on this was envisaged by a resourceful cleric named Wilkins who maintained that, with suitable improvements, a similar vehicle could, if need be, be wind-driven across vast stretches of desert. There is no record of any desert conquests; but with kites instead of sails, a sailing chariot was patented in 1826 as the Charvolant. This, with five passengers up, several times made the journey between London and Bristol.

Modest private enterprises reached the road. There was a carriage in which the family footman drove his employer about with a set of treadles. This sort of thing was because inventors feared that if real power was applied directly to the wheels they would "just spin round". The treadle idea was not really new, however; Isaac Newton had thought of the same thing a century before, when he was a schoolboy at Grantham. The only difference was that propulsion in Newton's design was with a winch.

Deserving mention because, had it progressed beyond theory, it would have been the world's first bus, was a four-wheeled prodigy worked by primitive hydraulics. Weight was to force water along pipes that ended in containers which rested on the chassis. Locomotion depended on water pressure, so the more passengers carried, the greater would be the vehicle's speed. There were vehicles impelled by clockwork; but as these had to be run downhill to wind them up, and there was not always a hill handy, engineers were never in favour of the principle.

Then, on May 30th, 1830, the Sunday Times reported the appearance of a steam carriage bearing a lady and five gentlemen and moving at speeds between 5 and 12 m.p.h. From that year onward steam models roamed the roads increasingly. In general, one gentleman directed the moving principle, while another man sat behind, feeding the phaeton with coke and water. Usually No.2 was the chauffeur, who stoked at the rear while the owner steered. These steamers were simple and efficient. A 6 h.p. twin-engined vehicle would carry four persons; there was no gearbox, a single chain drive to the back axle, automatic pressure pump to fuel tank and water feed pipe, and one lever control.

Electricity had its day. And steam power was still in its prime when petrol cars attempted to displace it. These at first had an unhappy time. Petrol, said the law, was a public danger, and must be removed from the tank whenever a car had to be left unattended. It was compulsory to stop instantly if signalled to do so by anyone on

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horseback or driving a carriage or cart. Everybody knows about the red-flag man. And driving itself was little fun, needing at least three persons, since it was no easy matter to grapple with three or four pedals as well as hand levers, two wheels and a bell, and withal keep a wary eye on the road to insure that the speed was within the law - two miles in town, four in the country.

Our roads were then controlled by nearly 2,000 separate authorities. Which would explain why there were no tarred roads before 1910. But petrol, believe it or not, was 8d. a gallon, although in the previous year Mr. Lloyd George had added a tax of 3d. Few motorists realised then what a boon the stuff would become to Government for taxation purposes. Is there anything fantastic about the hope that chemical wizardry may yet open the door to some cheap good alternative fuel?

FOR SALE

Austin-Healey 100/4, resprayed white, wire wheels and knock-ons, Hella headlamps, good engine, gearbox and transmission. Excellent tyres. Two spare wire wheels and tyres. Price £125 or offer.

J. Patterson, 23, Hawthorn Way, Royston, Herts. (Phone Royston 43182)

oOo

Allard P1 saloon, Ford V8 engine, rough, restorable. Price £200 o.n.o.

1928 Vauxhall 20/60 h.p. limousine, rough. Price £350 o.n.o.

1932 Singer Porlock 2 seater pointed tailed sports. Good running order, many new parts. Price £600 o.n.o.

J. Peskett, 22 Wakerley Road, Leicester, LE5 6AQ. (Phone Leicester 737802)

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New Valves for Ford V8 engines. Retail price 68p + V.A.T. Few only at 25p each. Send cash with order to J. Patterson, 23 Hawthorn Way, Royston, Herts.

(Phone Royston 43182)

WANTED

A pair of sidescreens and a pair of rear wheel spats for Allard K1.

J. Peskett, 22, Wakerley Road, Leicester. LE5 6AQ. (Phone Leicester 737802)

N.B. Mr. Peskett says that if nobody wants to sell, he would be most grateful for the loan to use to make new ones.

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BREAKING. Allard P type saloon for spares. Many excellent parts.

J. Patterson, 23, Hawthorn Way, Royston, Herts. (Phone Royston 43182)

From an Insurance Claims Form: "As stated, my car was stationary. The milkman passed my car in his milk float. As he was reversing he went into my side. I was in bed at the time."

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From a loss-adjuster's report on a destroyed hay rick: "Supposed cause, fire, possibly due to the activities of a courting couple."
