

THE ALLARD REGISTER

President

TOM LUSH
U.K.

Vice-President

FRED G. WACKER, Jnr.
U.S.A.

Hon. Secretary

R. W. MAY

8, Paget Close, Horsham, West Sussex. RH13 6HD. ENGLAND.

(Telephone: Horsham 61372)

Mid-West U.S. Correspondent: Don Hudgins, 130, E. Bodley, Kirkwood,
Missouri, 63122. U.S.A.

THE BULLETIN

July/August, 1979

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In a letter from member Dean Butler of Cincinnati, Ohio, U.S.A. we extract the following:-

"...My new oiling system seems to be working fine. My next project with 99J 1693 is to try alcohol as a fuel. Currently, I'm using aviation gasoline, but I still experience 'pinking' at 30° total advance, because of the 12 to 1 compression. At 30° advance, I've lost quite a bit of power compared to the 40° advance I was using. With alcohol I can set the advance back to 40°. They say that the new alcohol racing fuels will not turn gummy or do other bad things. Then I will give it a try as soon as I can obtain larger fuel injector nozzels..."

Many thanks for your letter, Dean, and do let us know the power output you obtain from the use of alcohol fuel. ED.

Member John Ould of Armadale, Victoria, Australia, who now owns the ex-Jim Appleton J1 Allard writes:-

"... 1976 I purchased the J1 in the U.K. and regularly race the car. It still wins the occasional trophy..... As my collection is expanding, I would be prepared to sell the J1 to a good home..."

Many thanks for your letter, John and am glad to read that your famous car is still competitive. ED.

Some months ago, member Mr. Gavin Wrightson, of Belmont, Mass., U.S.A. kindly sent us a cutting from the Boston Sunday Globe, dated 26th November, 1978 which referred to an interesting Allard car owned by an enthusiast in Easthampton, Mass. We reproduce the article by kind permission of The Daily Hampshire Gazette of Northampton, Mass.

THE ALLARD K3 - SOMETHING REALLY SPECIAL

by Linda Toscano, Associated Press, Easthampton.

It's hardly your typical family car. It can go from 0 to 50 miles per hour in three seconds. The suspension, designed for racing, is so tight your teeth rattle. The convertible top has yet to be repaired, so in October wind it offers a c-o-l-d ride.

But the Conrad Petersons wouldn't part with it for the world. Their car is an Allard K-3, designed and made in 1953 by British racing champ, Sidney Allard.

At the time it was the "fastest sportscar out" Conrad Peterson says. So fast, it won a Le Mans race.

Only 62 were made, 50 for export to the U.S. The Petersons' is No. 34. As far as Peterson knows, it's the only one left.

The first K-3s sold for \$6000 without the engine. Peterson, who repairs fire equipment, never dreamed he could own one, but seven years after the K-3s came out, Peterson got his chance. He found it during a visit to the Packard Motor Car Co. in Holyoke, "in the corner of the garage, all dust-covered". Overpriced in its day, it had never been sold. Now they would take \$1000 for it, just to get the extra room. Peterson snapped it up.

It had a hand-formed aluminum body, chrome moly-tubed chassis. Peterson put a Chrysler engine in it, giving it the potential of 130 mph, he said.

They eventually re-did it with a new Ford engine and automatic gearshift so Teresa Peterson could drive the car. The original racing clutch was "too hard to depress", Peterson says.

Mrs. Peterson went to work on the upholstery and carpeting in the car which also got a new coat of paint.

Even though the K-3 has only 3000 miles on it, it now has antique plates. The family will use it only for Sunday drives and classic car meets.

Peterson has no plans to enter any area club races, though. "Right now it's worth too much money to tear it up on a race course", he says.

We thank member Mr. Wrightson for locating the publishers and obtaining their permission to reproduce the article. We are pleased that Mr. Peterson has now become a member. ED

In a letter from member Jean Allard of Yakima, Washington, U.S.A. he writes:-

"...Someone wants to buy our storage garage, and we may buy a Church to store our Allards. By now, they are old enough to need a little blessing!!!...."

What a nice idea, Jean! ED.

"THE SPORTS CAR STORY" by John Bentley. PART III.

FIRST MAJOR AIRFIELD RACE - SUFFOLK

A month earlier, on May 7, 1950, the first major airfield sports car race to be run in the East was held at Suffolk County Airport, Westhampton, Long Island. A three-mile course was laid out which took in the main runways, measuring over a mile long and 300 ft. wide, and the perimeter track, 75 ft. wide, permitting very high speeds under safety conditions superior even to Britain's Silverstone circuit. The only drawback from the driver's point of view was the spiked concrete surface designed to slow the whirling wheels of heavy bombers which landed there in wartime. This surface was murderous to sports car tires and destroyed the toughest treads in a few laps, necessitating in most cases at least one tire change. From the spectator standpoint, the mainstretch was so vast that even cars traveling at 120 mph seemed to be crawling.

There were three preliminary races held to determine class winners for the 100-mile race which brought 22 cars to the line in a traditional Le Mans start. Tom Cole in his Cadillac-Allard was off like a rocket and held the lead for 27 of the 30 laps, while Briggs Cunningham's Ferrari, the ultimate winner, held fourth for a long time. Ahead and behind him, Goldschmidt (XK-120), Stevenson (Meyer Special) and Kulok (Frazer Nash) were battling it out, asking and giving no quarter. Cunningham moved up to third spot on the fifth lap and second place on the eleventh lap; then, three turns from the end, in response to pit signals, he suddenly picked up speed, put in a record lap at 80 mph and went by Cole to win comfortably. Cole finished second with a fractured wheel and Goldschmidt was third after a terrific scrap with Kulok's Frazer Nash. In all, 49 cars competed, representing 12 different makes and models. Cunningham's winning average was 76.93 mph.

FIRST ANNUAL RACE AT PEBBLE BEACH INCREASES INTEREST

The Del Monte Properties Company on the beautiful Monterey Peninsula, famous for its support of great golf, tennis, and polo matches, was thoroughly pleased with its first Pebble Beach Road Race.

Advance publicity was intentionally limited - an audience was desired rather than a crowd. Nevertheless, over 8,000 people were on hand on November 5, 1950 to witness the revival of the road racing sport. A 1.8 mile course was laid out on asphalt roads winding their way among picturesque pines.

Phil Hill maneuvered his clutchless Jaguar XK-120 through rough competition to win the 25-lap Pebble Beach Cup. Don Parkinson in another Jaguar was second, and Jim Seely in the Cannon sports car came in third. Typical of the sentiment in the area, a trophy for sportsmanship was awarded to MG-TC pilot Stan Mullin, who rammed the hay bales at 70 mph, rather than jeopardize spectators or other cars.

Other winners in the day's events were Bill Kerrigan in an MG-TC, first in the 12-lap 21.6 mile Cypress Point Light Car Race; Sterling Edwards placed first in the Del Monte trophy in his Edwards Special; and Michael Graham, driving a Cad-Allard, easily won the Monterey Unlimited Class Race.

MINIATURE LE MANS - SEBRING

On December 31, 1950 the most ambitious race yet attempted by the Sports Car Club of America was held at Sebring Airport, Florida. This was a six-hour endurance event, run similarly to the Le Mans road classic, but on runways providing a 3½ mile circuit with straights .9 mile long. A modified Le Mans formula was used for computation of minimum average speeds required in each class. A pint-sized Crosley Hotshot, driven by Fritz Koster and Bob Deshon, surprised everyone by winning one formula from such cars as Ferraris, Aston Martins, Cadillac-Allards and Jaguar XK-120s.

The greatest distance (111 laps, 389 miles) was, in fact, covered by Fred Wacker and Frank Burrell in the former's Cad-Allard, but this magnificent performance was not, in itself, enough to raise their final handicap index above that of the winning Crosley.

The car that most seriously threatened the handicap winner was the two-liter Ferrari owned and driven by Jim Kimberly with Marshall Lewis co-driving. During the latter stages, Lewis took over and drove magnificently, pushing the fleet Ferrari to the utmost limit in an effort to wipe off the handicap deficit. But there was not enough time left and he had to be content with second place. The Crosley was computed at 1.0854 and the Ferrari at 1.0385.

DESERT DRAMA AT PALM SPRINGS

Meanwhile, enthusiasm for the sport was on the increase on the West Coast with many minor events planned and a few major road races in the offing.

On April 1, 1951 the California Sports Car Club sponsored its second Palm Springs Road Race. The event took on an international flavour with the entry of a spectacular Ferrari in the main event. Driven by Marshall Lewis, the Ferrari proved its vaunted superiority by roaring through the field to take the lead it easily held to the finish. Following two laps behind came a Cad-Allard, piloted by Jack Armstrong. Third place went to Australian E. Forbes-Robinson in an XK-120.

Other interesting entries included Bucknam's vintage Riley, the amazing Altemus Auto

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Banker, Phil Hill's Mille Miglia Alfa-Romeo, and Panzer's GMC-powered Allard. The Sports Car champion of Switzerland, W. P. Daetwyler, was also on hand with an XK-120.

With this desert drama at Palm Springs, the public's enthusiasm for sports car road racing was really beginning to take hold in earnest.

TO BE CONTINUED.

We thank Trend, Inc. (Speed and Sport) for their kind permission to reproduce this article. We very much regret that we are unable to reproduce the marvellous action photos of various Allard cars. ED.

FOR SALE

Flathead Ford V8 which was driving a generator until 6 months ago; in good condition, £500
John Peskett, 22, Wakerley Road, Evington, Leicester, LE5 5AQ. (Phone: Leicester 737802)

oOo

ALLARD P.1. 25% rebuilt; timber pillars re-fitted, floors, seats, carpets and timber-work restored or renewed. Car still stripped but complete with many spares. Body fair front wings almost new, engine approx. 25,000 miles, many parts re-chromed. Shell of further car also available as a whole or in parts. House move forces sale. OFFERS. J. D. Slater. Telephone: Manchester (England) 061-485-2106.

oOo

ARDUN O.H.V. conversion kit. Unused. Available from Mr. Louis Giron at The National Motor Museum, Beaulieu, near Brockenhurst, HANTS.

WANTED

CADILLAC V8 engine, preferably one with Detroit Speed Shop mods. and/or racing type with all ancillary equipment, for rebuild of original J2R: 3402. Good price will be paid for the right article. Information to Mr. Pelham Reilly, 18, Delamere Road, Raynes Park London, S.W.20. ('phone 01-947-8971)

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Racing car or sports racing car; 1935-65 for cash or exchange Aston Martin DB2/4 Mk.1 1955 saloon in excellent condition. Contact John Peskett, 22, Wakerley Road, Evington, Leicester, LE5 6AQ. ('phone Leicester 737802)

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1934 Singer '9' 4 cyl. engine, with ancillary equipment if possible. Information to Mr. Colin Daniel, "Well Hill", Lund Lane, Killinghall, Nr. Harrogate, North Yorkshire. ('phone Harrogate 56584)

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V8 engine required for Allard J2X. Information to Chris. Ferrand, 4, Route de Saumur, 86170 Neuville de Poitou, FRANCE.

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

Conrad J. Peterson	of	Easthampton, Massachusetts, U.S.A.	K.3199
John J. Peterson	"	" " " "	21Z 5139
Dan J. Love	"	Orinda, California, U.S.A.	-
A. Nagelhout	"	SG Baarn, Netherlands.	1934 Ford V8.

10th JUNE, 1979. Humber Transport Trust's Hull to Bridlington run: Sports Car Class - 2nd - Member Colin Daniel (Allard K.1.)

24th JUNE, 1979. North Eastern Pre-War Austin Club Meet at Sledmere House, Nr. Bridlington Yorkshire - Member Colin Daniel in his K.1. Allard was placed first and won a silver cup in the Post-War Class in a field of 30 entries. Congratulations, Colin. ED.

The Hon. Secretary would much appreciate receiving a note of any member's successes for inclusion in the Bulletin.

The Mark Auto Company, Inc., distributors of a well-known line of heat resistant paints, engine enamels, protective rubber coatings, and steel blackening compounds, has announced the addition of a number of interesting new restoration aids to its popular M series products.

Among the new items developed for restorers are compounds for blackening zinc and cadmium plated parts, protective coatings to increase the durability and corrosion resistance of plated and blackened parts, a powerful rust removing concentrate, rust resistant primers, disposable gloves and work clothing, a super tough chassis enamel, a wrinkle finish paint for tools and instruments, new heat-resistant coatings, and a flocking kit for renewing glove and tool compartments.

Free information about any of the new products may be obtained by writing to MARK AUTO CO., INC., LAYTON, NJ 07851.

Sotheby Parke Bernet & Co., in association with the IBCAM Classic Motor Show announce their next sale of Veteran, Vintage and Special Interest Vehicles at The Royal Showground Stoneleigh, near Coventry, Warwickshire at 11 a.m. on Monday, 27th August, 1979, with viewing on the two preceding days. For further information, telephone Michael Worthington Williams: Burgess Hill (04446) 44889.