

THE ALLARD REGISTER
&
SPORTS CAR ASSOCIATION

THE BULLETIN

September/October,
1974

Page 1.

HON. SECRETARY: R. W. MAY, 8, PAGET CLOSE, HORSHAM, WEST SUSSEX, RH13 6HD.
(Telephone: Horsham 61372)

Whilst on the Continent of Europe recently, our Hon. Secretary called on Allard enthusiast Mr. J. Davidson, who raced his Allards at Sebring, Watkins Glen, etc. in the early 50's. During the course of conversation, he asked our Hon. Secretary if he could have a note included in the Bulletin to enquire whether any of our members knew of the whereabouts of the racing drivers against whom he used to compete. These included Messrs. George Weaver of Boston, Erwin Goldsmidt of New York, Fred Wacker of Chicago, Kleenex millionaire Jim Kimberley, Bill Spears, Luigi Chinette, Harry Steele, Bill Pollock, etc.. If any of our members should happen to know where any of these gents. could be contacted, perhaps they'd be kind enough to contact our Hon. Secretary.

In the July/August issue of the Bulletin an article appeared on the first Allard car which was built in 1936. We now continue with some later models.

CAR No. 2. Reg. No. AUK 59 Date of Manufacture: 1937.

Original owner: F. D. Gilson. Re-registered in 1953.

Extensively rebuilt and modified when re-registered. (Rebuilt by Ken Wharton).

Car was seen at a Brooklands Reunion in the mid-1960's.

Originally fitted 2-speed Colombia rear axle.

Description: Close-coupled four-seater with cycle mudguards.

Coachwork by Ranelagh. V8 engine.

CAR No. 3. Reg. No. ELL 300 Date of Manufacture: 1937.

Original owner: J. F. Guest.

In 1946 purchased by Ben Hawkins of Preston, Lancs., and sold to R. M. Bateman of Yorkshire. Last seen 1950. Present whereabouts unknown.

Description: Close-coupled four-seater with cycle mudguards. V8 engine.

CAR No. 4. Reg. No. ELX 50 Date of Manufacture: 1937.

Original Owner: Ken Hutchison, and we reproduce the following article by kind permission of "The Autocar" from their issue of November 5th, 1943 - 'Talking of Sports Cars':-

V TWELVE ALLARD

First of its kind - successful Trials Car.

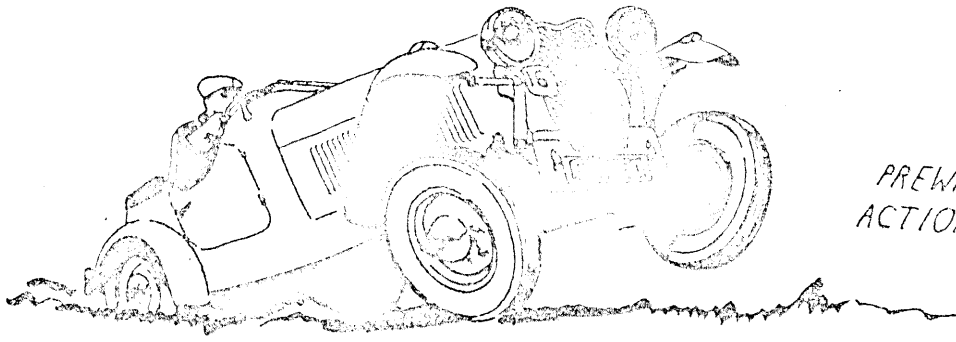
A machine that many trials and speed trials competitors will remember K. Hutchison's twelve-cylinder Allard, "Tailwagger the First." He previously had the original V8 Allard Special, and after his highly successful experience in competitions and general motoring with that car decided that the extra power to be obtained by fitting a Lincoln Zephyr engine would be a good thing to have. Thus he became the first owner of the twelve-cylinder version. Naturally it possessed a remarkably good power-weight ratio and terrific acceleration and climbing power.

During the 1938 season Hutchison appeared with this car in the majority of the more important trials, as well as in quite a few speed trials, hill climbs, and at Brooklands track, a variety of events which speaks for its successful versatility, It was the expected thing to see it rocket up any trials hill, and the list of "terrors" of the stickiest sort vanquished by this machine is one of which any car - and driver - might feel proud.

"Specials". The Allard Special was representative of a type of car that appeared in increasing though necessarily restricted, numbers during the last year or two before the war. The general recipe was a lot of engine and comparatively little body, To a lesser extent the big Atalanta was another example, also using the Zephyr engine; the production Railton was yet another, of longer standing and not by any means built primarily as a trials car, of course. Still others come to mind: the Leidart, a "special" more akin again to the Allard, with a V8 engine, and even the luxurious Jensen, a fully "finished" car, with fine bodywork and fitted with a V8 engine, or, later, with a 4½ litre straight eight of American make. Should this catch the eye of an owner of one of the open Jensens, I would like to say that his experiences would be interesting to others.

The Allard was put on a small production basis in 1938. Previously it had been more a question of the Allard brothers, Sydney in particular, demonstrating the car

/continued on Page 2.



PREWAR "TAILWAGGER" IN
ACTION-K.HUTCHISON DRIVING

/continued from Page 1.

and amusing themselves with it in trials, and building a number of replicas to order as the car's fame spread among enthusiasts, as it rapidly did. The 30 h.p. V8 engined two-seater was priced at £460, by the way, in 1938, and £560 with the twelve-cylinder engine, and the competition model two-seater with appropriate equipment, including knock-off wire wheels, fly-off hand-brake lever and spring steering wheel, at £480 and £570, according to which engine was fitted.

+ + + + + + + +
Here are Hutchison's own words on the original twelve-cylinder "V":-

"The twelve-cylinder Allard Special" (he writes) "was built as the logical outcome of the success that Sydney Allard had been having from a full trials season with his very stripped V8 'special', CLK 5. As the new car was intended to have some refinements that the original Allard Special did not possess, it was felt that a slightly larger engine than the 30 h.p. Ford V8 was needed to cope with the extra weight of a more robust body with doors, hood, better mud-guards and the general fittings of a touring car. After considering ways and means of installation, a twelve-cylinder Lincoln Zephyr engine with Ford V8 gear box was fitted. This engine has a bore and stroke of 69.85 by 95.25 mm. and the capacity is 4,379 c.c. Nominal h.p. is 36.3 and b.h.p. is 115. Using this engine in such a short chassis meant more weight forward (a bad trials feature) than if the shorter V8 unit had been used, though this was not too serious a drawback, since competition tyres were permitted at the time. Also the power-weight ratio of the V12 unit is not quite so good as that of the Ford V8 engine.

'40-gallon Tank!' "In spite of the inevitable extra weight of this car, it turned the scales at only just over 22 cwt. with full equipment, but without a passenger or full petrol tank. All this machinery was compressed into a wheelbase of 8ft. 4in. I would add that the petrol tank held close on 40 gallons, and this, being behind the rear axle, provided ballast in just the right place for steep and muddy sections.

"For those who are not familiar with the Allard Special the following constructional details may be of interest. These cars were all made up from new and, in 99 cases out of 100, from standard Ford parts, and this fact undoubtedly contributed largely towards their amazing reliability and economical maintenance costs. The twelve-cylinder car, like all the other Allards, had an L.M.B. divided front axle and a cut-down but otherwise standard Ford V8 rear axle. The chassis frame was shortened and narrowed, with the resulting wheelbase of 8ft. 4in. and front and rear tracks of 4ft. 8in. and 4ft. 2½in. respectively.

Alternative Ratios "The rear axle ratio was 4.11 to 1, and the standard Ford gear box gave 11.59 bottom, 6.59 second, and 4.11 to 1 top. I occasionally ran the V12 with an axle ratio of 3.5 to 1 with, of course, resultant higher gear ratios all round. In fact, with a 3.5 to 1 top and 7.50in. section tyres on the rear wheels one could cruise at 60 m.p.h. with the engine hardly turning over, and with the knowledge that a quick change down to second would take you up to over 80 on that gear in a very few seconds, all of which contributed towards very nice motoring.

"The only non-Ford parts on the mechanical side were Marles steering, Hartford shock absorbers, S.U. petrol pumps, and the L.M.B. front axle system. The steering, incidentally, was quite high geared, and the turning circle was 30ft.

"At all times I ran this car with standard compression ratio and coil ignition system and with no special tuning of the engine. Throughout twelve months of very strenuous competition work, during which the car did over 30,000 miles of only week-end motoring, it had but two breakdowns, those were the only occasions when it failed to finish an event. Once it was a sheared key in a half-shaft, and the other failure was a stripped gear pinion during a speed trial. Both times it returned hom under its own power in spite of broken parts.

"As regards road performance, the greatest feature was the remarkable acceleration, and although a high maximum speed was never sought, an all-out speed of between 90 and 96 m.p.h. was available. On the few occasions when I personally took it up to over 90 I found the car very comfortable and controllable and not in the least bit alarming, but, strangely enough, through having such a fine range of performance from a standstill up to 70 m.p.h., one never seemed to need or want to drive flat out. Top gear used in conjunction with 6.00 x 16in. rear covers and the comparatively low axle ratio of 4.11 to 1 gave a performance remarkable in itself. Others besides myself on several occasions climbed the Brooklands test hill from a standing start using only top gear, and this ratio was easily capable of dealing with almost any main road hill.

Performance data. "The following acceleration figures, using all the gears needed, were professionally compiled for a road test, and illustrate the performance available lower down the speed range.

0-50 m.p.h., 7.5 sec.
0-60 m.p.h., 10.2 sec.
0-70 m.p.h., 14.2 sec.

/continued on Page 3.

/continued from Page 2.

Standing quarter-mile (average of two runs in opposite directions), 17.8 sec.

M.p.h.	Top gear. Sec.	Second. Sec.	First. Sec.
10-30	4.5	2.7	1.8
10-50	9.5	7.1	-
10-60	12.4	-	-

"These were averages taken over several runs.

"I never kept a detailed log of the running costs or petrol consumption, but over any give-and-take main road journey the petrol consumption nearly always ranged pretty close to 18 m.p.g. With 40 gallons in the rear tank this gave a cruising range from base, so to speak, of rather more than 700 miles.

"As competition tyres were allowed as part of all trials competitors' equipment during the season I ran this V12 Allard, it was usually fitted with 'knobbly' covers both fore and aft. Under these conditions almost every well-known trials hill in the country was climbed at one time or another, and also many other sections which up till then had not been used in a trial. Such hills and sections included Juniper, Breakheart, Colly, Leckhampton, Widlake, Tin Pan Alley, Cloutsham and many others that will be remembered by competitors, who, like myself, are no doubt longing for the days when we may tackle these sections once more.

Successful Variety. "Although it was intended primarily as a trials car, it was extremely versatile and performed well in various speed trials and hill climbs. Amongst the better performances were class wins at both the 1938 Lewes speed trials, Prescott hill-climb, Wetherby speed trials and fastest sports car time at Poole speed trials. The car also ran in the Light Car Club's three-hour sports car race and finished ninth at an average of 56.41 m.p.h. This event was run over the Campbell circuit at Brooklands, and the only trouble experienced was a broken fan belt, a rather tiresome little breakdown that delayed the car for about ten minutes. Later it ran in the 50-mile race at Southport and finished the course without trouble, driven by Sydney Allard.

"During the 1938 season G. Warburton, Allard and myself were running in most of the reliability trials as a team of three, calling ourselves "The Tailwaggers", but that is another story. Needless to say, the white twelve-cylinder gave me thousands of miles of delightful and trouble-free motoring, and in many ways I was sorry when it was finally retired to give place to a newer and lighter, but more Spartan, two-seater, which became my mount for the 1939 season."

Hon. Secretary's note: Mr. Hutchison's second V12 Allard for the 1939 season is now owned by member Mr. D. P. Sowerby of Durham and I'm delighted to advise fellow members that Mr. Sowerby is in the process of rebuilding the car and has promised us an article on its history and restoration.

FOR SALE

1949 Allard M2X 4/5 seater convertible. Body separate from chassis. Recon. Ford V8., nominal mileage. Replacement gearbox. Body requires refitting or will split. Further information and offers to R. M. Rawkins, 44, Manor Avenue, Penwortham, Preston Lancs. ('phone Preston 45784)

oOo

1950 F type Allard saloon (Registration No. Plate CCH 111). All mechanical parts in excellent condition. Cellulose, chrome and tyres good. In possession of the present owner for the last 14 years. Garage space required so price £675 or U.S. \$ 1,750 or very near offer, to Don S. Pettinger, 47, Manley Road, Sale, Cheshire. ('phone: 061-973-7830)

oOo

Austin-Healey 100/4 recently overhauled after being laid-up for several years. Price £195 or offer. Full particulars from G. Gould, 61, Blount Avenue, East Grinstead, Sussex. ('phone East Grinstead 22432)

oOo

Allard K2 in good condition. Price £1,000. Peter Martinez, 13, The Abbey, Romsey, Hampshire. ('phone Romsey 515129)

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

- | | | |
|-------------------|--|---------------|
| E. D. Cutts | of Perranporth, Cornwall, England. | M type coupe. |
| Mrs. L. A. Watson | " The Craven Foundation Automobile
Collection, Toronto, Canada. | - |
| A. W. J. Howard | " Bugbrooke, Northampton, England. | L. 837 |

Prosperity is when people buy things they can't afford; recession is when they stop doing it. Reader's Digest.