

THE ALLARD REGISTER

President

TOM LUSH  
U.K.

Vice-President

FRED G. WACKER, Jr.  
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

MARCH/APRIL, 1975

Page 1.

Members will be pleased to observe from our heading that we now have a Mid-West U.S. correspondent. New member Mr. Don Hudgins has very kindly offered to take on this task, and it will be a very useful addition to our service to members. Apart from his K type Allard he also owns a restored 1934 Aston Martin and a restored 1940 de Havilland Tiger Moth aircraft.

Many thanks, Don, for your fine gesture. ED.

We wish to thank member Mr. Tor Hultberg of Kavlinge, Sweden, for introducing two new members recently; Mr. Par Ahnfors (Sweden) and Mr. Jens Rugland (Norway). He has mentioned that his J2X is on view in the "Ugglarps Bilmuseum". This museum is the largest in Sweden and is situated between Falkenberg and Halmstad, about two hours by car from Gothenburg. We have received an excellent brochure from the Museum's owner, Mr. Svedino.

In a letter from member Mr. R. M. Rawkins of Preston, Lancs., England, enclosing his annual dues, he writes:-  
"...Although I've sold the M2X convertible, I obtain much pleasure from reading 'The Bulletin', and wish to continue to receive it...."  
Thanks, Mr. Rawkins for continuing your membership, and am glad you find our Bulletin makes good reading. ED.

Referring to the article "Battery Explosions" which appeared in the Jan/Feb issue of "The Bulletin", member Mr. Les Davies, who is managing director of Macaulay Batteries Ltd. thinks that perhaps the article rather over-dramatized this hazard. He says, after all, about 120 million batteries must be in daily use in the U.S.A. and the chances of an explosion must be very many millions to one. He points out that a frozen battery is a dead battery, and should be removed from the car, thawed out, and given a very slow charge until its specific gravity on a hydrometer registers 1260 degrees.

From the method of attaching the jumper leads, it was assumed that all cars are fitted with alternators, where the negative terminal is earthed. Unfortunately, there are many thousands of cars, and certainly all Allards, which are fitted with generators, where the 'positive' is earthed, and therefore it is necessary to determine which is the positive and negative terminals. Generally speaking, with U.K. batteries, the 'positive' terminal is of larger diameter than that of the negative one. In connecting the jumper leads, the sequence to follow is to finish with the plus + to the chassis of car.

The dangerous stage of any battery is when it is fully charged and is gassing. In Mr. Davies's factory, experienced battery 'burners' are using an open oxygen flame on fully charged batteries, and have never experienced said explosions by the simple expedient of removing the plugs and giving a short, sharp blast of air into each cell.

In conclusion, the writer thinks the odds of explosion are many millions to one, and would in fact be more concerned about an explosion through the mis-use of a battery charger which many car owners possess today. At the time it is fully charged, which is therefore at its most dangerous state from a hydrogen point of view, one should always be certain to switch off the charger at the electric mains switch before disconnecting the leads, otherwise a spark may occasion, and you could be the unlucky 10 million-to-one case.  
Many thanks, Les, for your advices on this matter. ED.

SEBRING, 1950 by Mr. Jean Davidson. PART I.

All this happened thanks to General Curtiss Lemay, head of the Strategic Air Command (SAC) of the United States. Himself an Allard driver, he thought it would be interesting to run the British machines against whatever sportswear on  
/continued on Page 2.

/continued from Page 1.

four wheels America could assemble. So he loaned to the Sports Car Club of America, in December, 1950, the Strategic Command base of Sebring, Florida. Thus, the first six hours of Sebring, 25 years ago.

On the starting line there were quite a number of Allards and three extra-hot ones.

1. Fred Wacker's 5.4 litre black Cadillac-Allard. Fred lived in Chicago but he rigged it up in Detroit with the help of Cad experts.

2. Erwin Goldschmidt's 5.4 litre red Cadillac-Allard, which had been put together in New York where he lived by experts from Detroit Racing Equipment. A firm interested in speed and sports cars whose mechanics had also in former years tuned the terrifying boats of Gar Wood - the Miss America's - unbeatable on the Great Lakes. They sported three water-cooled V-12 airplane engines, in line, with Wood seated at the rear - the old dragster of the Great Lakes!

3. There was myself and myself and myself, in a 5.4 litre tomato coloured (it had its original English war-paint on and the British are known to be discreet) Cadillac Allard. Hubert Rout, former American Dirt Track ace had put it together. He was chief mechanic at Ford's in Washington, D.C. and contrived this racer exclusively between 8 p.m. and 1 a.m. We had a Cadillac engine, Carter dual carburetors, a Dodge truck clutch, a Ford gearbox (only three speeds) and a Ford rear axle.

In the opposition there were only four cars of any importance. A 5.4 litre Cadillac Healey, owned by Briggs Cunningham and driven by an able and crafty American veteran, Walters. In fact, this machine was the only one that could stick with us in the straights, but the Allards would drop it in the bends.

There were three Ferraris. A blue one belonging to Luigi Chinetti, who once, with Raymond Sommers, co-piloted a winning Alfa-Romeo at Le Mans. A red one belonging to a Kleenex millionaire from Chicago, Gentleman Jim Kimberley. Another red one belonging to a wealthy gentleman named Spears. They had small engines, 2.5 litre V-12's and during the first trial runs they were hopelessly out-accelerated by our "big bangers". Luigi Chinetti, God bless him, tried to make up for this deficiency before the race and in two different manners. He jumped once on the front fender of my coasting J2 after a test run and waved his hands frantically. I dismounted to see what the trouble was. He yelled: "Look, look, oil spewing at the hub, you break axle and kill yourself". "Interesting", I muttered.

However, that same night, Hubert Rout checked a faulty felt and the hub spewed no more.

That same night, also, Luigi Chinetti was as busy as hell and probably more so. Single-handed, he was reboring in the shop of a local mechanic, his V-12 2.5 litre Ferrari into a 2.7 litre - in the hope the extra 200 cc. would give him a chance to stick by us.

At 7 a.m. the morning before the race, he had finished the grinding job and put the engine back together and into the car again! The race starting at 4 in the afternoon would end at 10 p.m., 3 hours under the Florida December sun and three hours at night, to test the lighting equipment of the high-fangled blunder-busses.

From 7 a.m. until the start, Luigi was busy breaking-in that freshly ground Italian steel, pouring oil into it with a five quart pitcher - the same that his crew used so lavishly during the race, later on. Luigi never had a chance to take a good look at the Florida palm trees.

So far, the Jaguars and the Porsches, of which there were quite a few, remain unmentioned merely because in those days the Porsches lacked power and the Jags lacked stamina - they never figured in that particular race at all, except at the pits.

All the potent machines had reached Sebring in special vans, surrounded by mechanics and spare parts. All, but mine. White House Correspondent for the French Press Service (AFP), I drove all the way from Washington, D.C. to Florida, in the J2. I expected to cover the 1,000 miles of open road rather reasonably, with a sharp eye for police speed traps and a relatively light foot that would not push things over 90 mph - 60 was seldom tolerated by the various state authorities.

Things went smoothly till a straight patch of road in the neighbourhood of Danville, Virginia. Cruising pensively along the relatively free highway, at about 85 mph, I suddenly heard the powerful blast of a ship siren.

"Here come the cops" I said to myself, slowing down and pulling to the curb. It was not the cops at all. Two kids of 18 or thereabout, in a black Mercury, made that terrific noise, somewhat of a combination airplane-motorcycle and crane!

/continued from Page 2.

Few incidents in the Sebring race, later on, were to prove as exciting!

"You must not get yourself worked up on account of that Mercury", I said to myself, "but why tag along?"

This soon levelled the Allard's revolution indicator, an electronic Sun Tach, made in California for airplanes, at a steady 105 miles per hour!

As good a chance as any to check the road-holding of this J2, which hardly had ever been over-extended - you could not open Allards up amid White House lawns! There was a mighty cross wind and the Mercury bobbed quite a bit. I just pressed the throttle down and was convinced: the British had an idea and Hubert Rout was a real mechanic - one of the best. The revs climbed steadily to 5,600 and the Allard sputtered by the boys at well over 130 mph. The wind might have been a tail one and there might have been a favourable incline - "SUPERCHARGED" stood out in big golden letters on the rear of the black Merc. They were supercharged, but I was airborne. Then, something on the highway, should not have been there at all. A fireman's ladder stretched across it like a gate and there was no fire - but behind the gate there was a squad of police cars. So, I let that throttle go and stepped gingerly on the brakes instead, to stop in the arms of angry policemen, who suddenly became quite tame and even considerate. By now the black Merc. was thundering in. Its pace was more modest, but so were its brakes, and it caused an uproar when it slid to a stop into the ladder. Forgetting me completely, the cops hauled the two kids out. The driver was trembling like a youngster afflicted with Parkinson's disease, he waved his licence to the policemen, repeating all the while:

"This is my big sister's car, she is a regular nurse and I just tuned it a little so she could answer emergencies".

I don't know if this performance impressed them, but the police were understanding. They booked us for speeds in the neighbourhood of 100 mph - cost 100 dollars. If they had figured out I was doing 135 mph, this would have cost 135 dollars and I only carried 120. I would have spent the coming Sunday in the clink at Danville, Virginia, instead of on the strategic airport strips of Sebring. As it was, I had enough left for gas and to wire my Washington office for more.

After this impediment, I drove clear down to Sebring without further challenge, covering the 1,000 miles, including the Danville fracas, in less than 15 hours at about 70 mph average, seldom overshooting 100 mph, speed at which one can still try to figure out where the police force is located and what it has in mind.

(To be concluded in the next issue of "The Bulletin")

FOR SALE

K.1. Allard fitted with 3.8 litre Jaguar engine, Jaguar rear axle with power-lock differential. Wire wheels. Spare Jaguar manifold etc., British registration HEL 306. Write P. Woolnaugh, 61, Rockhead, Delabole, North Cornwall. Car at present in store in Sussex. Telephone Mr. Les Beale, COWFOLD 624.

oOo

WANTED

Rear end parts for 1954 K3 Allard - need inboard drum brake and complete differential assembly - OR - will sell car complete: Cadillac engine with 4 speed Hydro - all original. Price \$1,800. Gary G. Peacock, 6223 Read Street, Omaha, Nebraska, 68152, U.S.A. (Telephone 1(402)571 6888.

oOo

Information, photos, owners/shop manuals, specifications, etc. for K3, Chrysler engine. J. Janda, 5671 Westminster Avenue, Westminster, California, 92683, U.S.A.

oOo

Wanted body parts for Allard K1. Contact J. Peskett, 22, Wakerley Road, Leicester, LE5 6AQ. (Telephone Leicester 737802)

oOo

Wanted Allard J2. Prefer with Cadillac engine but would consider with flat-head Ford V8. Dr. Ronald M. Schmitz, 917, Starboard Court, Oshkosh, Wisconsin, 54901, U.S.A.

-----

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

Don Hudgins	of Kirkwood, Missouri, U.S.A.	K 2092
P. S. Ahnfors	" Hoor, Sweden.	Volvo
J. Rugland	" Vagsbygd, Norway.	-
J. Janda	" Westminster, California, U.S.A.	K3 (Chrysler)
Dr. R. M. Schmitz	" Oshkosh, Wisconsin, U.S.A.	-