

October 12, 1952

Dear Ed:

A good friend of mine here owns a Cadillac-Allard. He has been quite successful in a number of British and Continental events. His engine is almost stock and he wants to hot it up. He got hold of a description of the so-called Warner engine as shown in the British magazine "AUTOCAR" of August 22, 1952.

His engine is a 1950 with 1952 heads and a dual manifold (Detroit Racing Equipment) I think.

I'm not sure what you think of the "Warner" version. I would appreciate any advice which I can pass on to him.

In case you think the "Warner" version is desirable, could you assist in securing for him the following parts:

- ✓ (A) ✓ Intake Manifold for 1952 heads which will take two of the new four throat Rochester carbs.
- ✓ (b) ✓ Four "thick" intake manifold gaskets (I think Detroit Racing handles.)
- (C) Two of the 4-throat carbs with .059 rear jets.
- (D) ✓ Camshaft as described in the "Warner" version.
- (E) ✓ Oldsmobile hydraulic tappets.
- ✓ (F) ✓ Mallory distributor and coil type 51GA with Type C spark advance curve.
- (G) 16 A 2.5 AC commercial spark plugs.
- (H) Cadillac manual gear box and clutch.
- (I) Such assorted bits and pieces as would be required.

Irhof can easily handle the financial end. I can help him get his pounds turned into dollars.

If you have any better advice please let me know

Visited Vauxhall the other day and met an old friend of yours - a Mr. Johnson, I think. My Vauxhall has been burning too much oil and smoking considerably. Vauxhall is going to put in new pistons and at the same time shave enough off the head to raise the compression to about 7.3-1. We may clean up the ports at the same time.

I like the car very much. It drives nicely and has good performance. It knocks the hell out of most other British cars.

C O P Y

I visit Allard quite frequently. I don't think they are going to have any difficulty making your installation. I can't give you any firm estimate on time since they are now in a sweat trying to get their cars ready for the show.

I will collect all the negatives I have re the Allards and send them to you. There will be 35 mm. $2\frac{1}{2}$ x $2\frac{1}{2}$ and a few $2\frac{1}{4}$ x $3\frac{1}{4}$. I took the $2\frac{1}{4}$ x $3\frac{1}{4}$ last Saturday and they show the front and rear suspension quite well

Sincerely,

"Butch"

Major General F. H. Griswold
Commanding General
HQ, Third Air Force
APO 125, c/o PM
New York, New York

CHEVROLET - CENTRAL OFFICE

DIVISION OF GENERAL MOTORS CORPORATION

DETROIT, 2. MICHIGAN

GENERAL MOTORS BUILDING



October 27, 1952


Mr. Frank Burrell, General Foreman
Experimental Garage
Cadillac Motor Car Division

Dear Frank:

Attached is a copy of letter written by Major General F. H. Griswold. You will note that General Griswold is interested in obtaining information for a friend of his who is considering duplicating the "Warner" version of the Cadillac engine for installation in an Allard.

Anything you can do to help me get this information together for General Griswold will be greatly appreciated.

Very truly yours,


E. N. Cole
Chief Engineer

ENC:mm
encl.

October 31, 1952

"Warner" version of Cadillac Engine

E. M. Cole,
Chief Engineer

Chevrolet-Central Office
Detroit 2, Michigan

Dear Ed:

The "Warner" version as General Griswold calls it, was built up from experimental parts which are not readily available.

Detroit Racing Equipment can supply similar equipment that will work o.k. They have a dual 4-throat manifold, thick intake gaskets and the Mallory distributor #ZB 248 C. Warner does not use a Mallory coil.

The camshaft used is a full race hydraulic and is available only thru Cadillac who pays \$150.00 each for them. Detroit Racing has a full race cam and lifter kit that is almost as good and is available. Oldsmobile tappets are not needed with the D.R.E. camshaft.

All the other parts are readily available except the .059 rear jets which can be made by drilling some front jets which are only .052.

Very truly yours,

Frank Burrell
Gen. Foreman-Exp. Garage

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