

THE ALLARD REGISTER
&
SPORTS CAR ASSOCIATION

THE BULLETIN.

March/April, 1972

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

Member D. G. Rouse, of Essex, England writes us as follows:-

"....I have sold my M type, but am pressing on with a K2 which I hope to have out for the coming season. Competing with the M type was fun but a bit outclassed by the 250F Maserati in whose class the organisers insisted she was entered! I retired - no brakes, no water and no nerve left. I nearly lost my entire pit crew at the same time since they were fool enough to believe that I was just coming in to take on water and insisted on leaping about in the path of the car to show where they were! I, meanwhile, had my eyes shut since I was convinced that I was about to do a complete tour of the pits and re-join the circuit! Allards are such fun.

Incidentally that particular event showed the worth of competing in an Allard at any opportunity. In the "post-war" class in which I was entered (the event was not needless to say, organised by the H.S.C.C.) the 250F won, two historic single seater Alvis retired, and I had only to potter around to gain a 2nd. Unfortunately, my pit crew were so shaken by the sorting out they received by a charging Allard, that they forgot to mention the retirement of the two Alvis! The brakes would certainly have recovered enough for a less hairy drive around...."

Many thanks for your letter, Dave. Here's good luck in the K2 in the coming season. ED.

Member Gordon Keller writes us from San Francisco, California as follows:-

"....We have a very loosely formed club composed of members owning sports racing group cars made in 1960 or earlier. Right now we are in our rainy season so activities are confined to bench racing and elbow bending. In the spring we will again hold time trials and handicap races at a nearby defunct airport racing circuit named Cotati. Some of the cars in our club include a '53 Cad-Allard (Dick Gale), Testa Rose V12, Le Mans Renault, Jag XKSS, Porsche Cooper, Aston Martin DB3S, C and D Jags, RSK Spyder and numerous Ferraris. Our events are very low pressure and the emphasis is on FUN not competition. That isn't to say we don't try hard but we are out more for fun and talk. Some of us are ex-racers and others just enthusiasts who like to drive their cars fast.

Right now my Allard is sitting in the garage with the rear axle section removed and new gears being installed in the differential. Just before our second invitation- al to Laguna Seca the ----- rearend locked up one day before the event! Dick Gale's Allard made it (got a picture in Road and Track of him) but mine didn't. Ah well, next year.

For the last two years during the Oct. Can-Am races we have been allowed one demonstration parade and this year a handicap drive on this fantastic course and a little glory of yasteryear returns to us and our cars. It is the highlight of our club activities and I was very sorry to miss it this year.

I look forward to our future correspondence. At any rate I'll keep you and The Register informed of our activities...."

Thank you for your letter, Gordon, and I look forward to hearing about the further activities of you and your local club. ED.

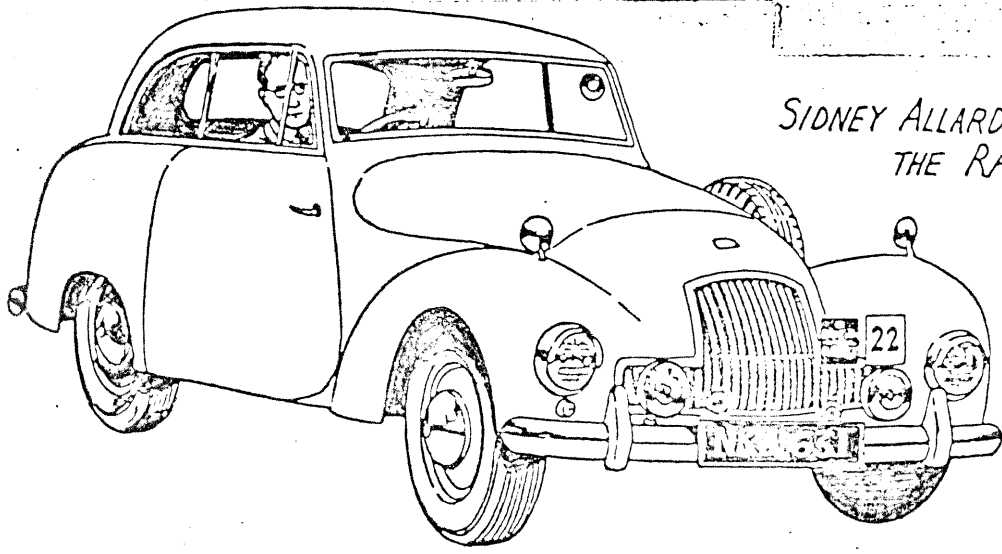
THE ALLARD SUCCESS in the 1952 Monte Carlo Rally. (Conclusion)

The deciding factor in the Rally was a special average speed test, which was to be held over a 50 mile circuit on the Sunday, and realising its importance we went straight out to the circuit after we had signed off, and snatched a quick bath. We were naturally very tired, but we drove up and down the winding section until about 9 p.m. when sleep dulled our senses to an extent where it was useless to stay out any longer.

After an early breakfast on Saturday, we went out on the circuit and spent the whole day going round, memorising the important landmarks and positioning of the kilometer stones.

We had fitted to the cars a special recording instrument which theoretically showed when the car was maintaining its required speed of 28 m.p.h. but which in fact was rendered inaccurate by the terrific wheel-spin on the ice-bound hairpin bends. We therefore evolved a scheme of allocating a time at which the car should

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SIDNEY ALLARD IN HIS SALOON IN
THE R.A.C. RALLY, 1950

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pass each kilometer stone and the navigator was to count off the seconds, so that the driver could adjust his speed to pass the stone at the exact time called out. As there were some seventy stones round the circuit, working out the time table was quite a long job, and we were very happy when Stanley Sedgwick of the Bentley Drivers' Club offered to draw this out for us while we continued our practice runs. During the evening we were interested to see various competitors making their own identification marks on trees, marking posts etc., and we thought it would be most amusing to reproduce every sign at a different place, thereby causing a certain amount of confusion! However, we had not the time or facilities for doing this, and in the early hours of Sunday morning, when the whole crew was confident that they had a mind picture of the complete circuit, we retired to bed.

When we awoke on Sunday morning we were horrified to find the rain pouring down, for this meant heavy snow at the high altitude of the mountain circuit. We were led in convoy from the closed car park to the start of the test and were then despatched at one minute intervals. The whole area was covered in several inches of snow and picking out our land marks was extremely difficult. The road surface was extremely slippery and at one hairpin bend we skidded into a stone wall and badly buckled a front wheel. We did not stop, and proceeded on our way, not quite knowing exactly how much damage had been done, and hoping that the steering connections would not suddenly part at an inconvenient time. All the competitors had finished the test by lunch time and we spent the afternoon waiting for the results to be published. We were having tea when the news came through that we had won the Rally, with Stirling Moss - in a Sunbeam Talbot - second.

When the final results were published, British cars occupied five of the first six places, and this, together with the fact that the Allard was the first British car to win the Rally for 21 years, led to a great deal of jubilation amongst the crowds of British people in Monte Carlo.

On arrival back in England, it was extremely pleasing to note the spirited public acknowledgment of our success. The reception given to all three members of the crew - and to the car! - was loud and enthusiastic wherever we went, and we can say that the friendly warmth of people everywhere was greatly appreciated. We were made to feel we were responsible for a job extremely well done, and such was the manner in which so many of these sentiments were expressed that we were left with the feeling that we should like nothing better than to have history repeat itself within the shortest possible time.

Our Hon. Secretary received from an American enthusiast a letter, from which we extract the following:-

"While I was in Trucksvills, P.A., I called on Mr. Gould who is a dealer in classic cars. The only Allard in his collection was a J2X which was in good running condition but needed a little body restoration. It was LHD with a Cadillac engine with 4-speed transmission. He is restoring another J2X, but I didn't see it, as it was in the restorer's shop.

Mr. Gould also has in his collection two DEUSENBERG MODEL J dual cowl phaetons. They are both completely restored, and one of them is the first ever built, and was DEUSENBERG's personal car. He also had about 20 Indianapolis race cars, mostly dating from the 1930's. One of his Ferraris is a closed coupe with a five liter, dual ignition V12 engine and was owned by Ferrari.

In the early 1950's Mr. Gould raced an Allard J2. He bought Erwin Goldschmidt's JR, but sold it later. He now regrets having sold it. In the late 1950's, when the J2 was no longer competitive in road racing, he used it as a drag racer. He acquired a four speed transmission from DUNTOV before they were actually sold. The engine was a Cadillac with three two-barrel carbs and a roller tappet cam. In 1958, he turned the quarter mile in 11.2 seconds at 128 MPH!"

FIT STOP from Champion Spark Plug Company.

BEING PENNY WISE AND POUND WISE

For just a few cents, you can replace the gasket on your car's air cleaner. Why change the gasket? Is it that important?

It is important when you consider that for every gallon of gasoline your car uses, about 9,000 gallons of air will flow through the air cleaner according to Champion Spark Plug Company's technical services department.

When you change the air cleaner element so as to promote greater efficiency, it is a step in the right direction. However, it's a good idea to install a new gasket, too. A frayed, broken or damaged gasket around the air cleaner will allow dirt-laden air to enter the carburetor. Think of it this way; in 9,000 gallons of air

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there's bound to be a lot of dirt to be filtered out. If some of this dirt is allowed to get into the carburetor through a leaky gasket, it may clog up delicate carburetor components, and accelerate engine wear. For just a few pennies extra when you replace the filter element, you might save your engine from pounds of abrasive wearing dirt by replacing the air cleaner gasket, too.

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CHECKING THE PROBLEM OF MISFIRING.

Sometimes tracing the cause of a misfiring engine is like trying to photograph the Loch Ness Monster.

For instance, an owner's complaint that the engine misfires under load would normally indicate to the service technician that it's time for a tune-up with a new set of plugs. However, an examination of the spark plugs could reveal that they are in perfectly normal condition, with very little wear, and should be good for another four or five thousand miles of driving.

One answer to this problem of misfiring under load could be insufficient secondary voltage, according to the engineers at Champion Spark Plug Company.

First, check the ballast resistor, or resistor wire, in the primary circuit with an ohmmeter. Here is the point at which the resistance could change in value and actually increase, resulting in a reduced flow of primary current to the coil. While the secondary voltage under these conditions would be adequate to fire new plugs, it is not quite enough voltage to fire slightly worn plugs under load.

It's important, when servicing engines equipped with primary resistance wire instead of a ballast resistor, that the wire be the exact length specified by the manufacturer. The longer the resistance wire, the more resistance -- and less secondary voltage.

Another important consideration is to make sure all connections are tight and clean. Loose or dirty connections add resistance.

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CASTROL NEWS, by E.S.Young.

"Funny Cars" are big business at drag strips in the States. "Wild Bill" Shrewsberry had his Dodge Dart at the Mid-Ohio CanAm track fitted with a 473 cu.in. supercharged 1200 horsepower V8 mounted above the differential with the whole power unit sticking up out of what used to be the boot! This beast runs on a fuel mixture brewed from 20% nitro and 80% methanol. Shrewsberry specialises in "wheely" runs through the standing quarter, rearing the car up on its back wheels and zapping down the strip in a mere 9 sec! How does he steer if the front wheels are off the ground? He has a pair of levers, connected to a disc brake in each of the rear wheels, and he can do what course correction is necessary by means of this 'skid steering'. Just like a bulldozer. Except that "Wild Bill" goes out of the quarter at 157 miles an hour.

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

Gordon Kellor	of California, U.S.A.	J2X
K. E. Wilks	" Middlesex, England.	P type saloon.

Inflation is the period when a man who is normally broke by Friday finds he is broke by Wednesday.

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A New York slimming salon is advertising, "Three months with us and you'll win the Nobelly Prize."

SUBSCRIPTIONS FOR 1972 ARE NOW DUE.

THE ALLARD REGISTER.

I enclose herewith £1 or \$ 3.- subscription for 1972.

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