

THE ALLARD REGISTER
&
SPORTS CAR ASSOCIATION

THE BULLETIN

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In a letter from member Richard A. Gale of San Francisco, Cal. we extract the following:-

".....We had a fine race in April. Unfortunately Gordon Kellor's Allard wasn't running, but mine went well enough. Our President of the Classic Sports Racing Group with a '58 TESTA ROSA TERRARI was by far the fastest, followed by a fine young fellow, who is the San Francisco Bay area Ferrari dealer, in a 1951 Ferrari Berlinetta, a 1960 Alfa Romeo Tubolare Zagato was next fastest. A 300 MB gull wing coupe followed, and I guess I was next fastest. It will please you to know that ^{I beat} an Aston Martin DB 3S factory 1957 team racing roadster..... Our Group is not an Allard group, per se, but rather a pre-1960 race car group. One fellow has just bought a 500cc Cooper Norton Manx Formula 3 car and is preparing it for racing. This Sunday was to be another race for us, but a local mobile home park expanded over our race course, and that one is gone forever. We are working on a replacement for a later event....."

Jolly good show, Dick, and thank you very much for your most interesting letter. ED.

Our Hon. Secretary recently received a letter from a Canadian Allard enthusiast, which reads:-

"....It may surprise the hell out of you, but I've just purchased a T.A.T. - Typical American Tank - Pontiac, Catalina, 400 C.I.D., power brakes, power steering, automatic gear box, power operated top, etc.. I feel almost superfluous behind the wheel, but, again, a compromise. My preference, as you will understand, runs to something smaller, and more responsive, 4 speed gear box, etc.. However, anything I could afford was completely inadequate in stowage space for luggage. The Chev. Camaro (my choice) has about enough space for a case of beer plus a spare shirt.

Going south for 2 to 3 months during the winter calls for quite an assortment of clothing, to cover hot, cold, wet and dry. So I now have this monster on 122" wheel base, but a trunk (boot) big enough to carry 2 dead bodies. The handling is anything but crisp. The suspension is soft, but well adapted to the 4 to 6 lane Interstate Highway System, on which we do most of our driving on the trek to and from warmer weather, come the winter. Power brakes? The first time a small child ran out in front of me, I came close to standing the brute on its headlights! However, this lazy mans type of car is something to which I shall undoubtedly become accustomed, though with considerable reluctance...."

The World's Smallest Allard.

A 500cc Allard Speedway racer called "The Mighty Atom", a project almost entirely unknown to the average Allard enthusiast, was constructed to the order of a well-known Speedway concern to sponsor interest in miniature speedway racers, which were all the rage in the United States in 1952.

After some research it was discovered that two cars were originally built, but no information on these is available as all records of them have long since been lost.

The idea of miniature car racing never caught on over here and the cars disappeared into obscurity.

Measuring approx. 5'6" long by 3'0" high at the highest point (the driver's imitation headrest), the front wheels are of much wider track than the rear, a feature of the early pre-war Allards. The fronts are also of much smaller diameter than the 15" bolt-on rears, there are no brakes, no gears, a 14 to 1 compression ratio, 500cc speedway J.A.P. motor running on dope, mounted by the side of the driver driving by sprocket to a solid rear axle, all of which goes to make an interesting ride.

The body is vaguely reminiscent of a miniature O.S.C.A., with raised fairing at the front cockpit terminating in an entirely blank instrument panel, and as mentioned previously, a small imitation driver's headrest (which supports the middle of the back) tails off much as any of the earlier single seat racing cars.

25 YEARS AGO.

The 1947 Lisbon Rally was won by Goff Imhof driving an Allard car - FIRST out of an entry of 172 cars.

We reproduce the following by kind permission of 'Motor Sport', which appeared in the March, 1952 edition of that journal.

SPORTS-CAR RACING IN AMERICA.

On April 1st, 1951 the California S.C.C. and the S.C.R.A. held its second meeting at Palm Springs, using a 2.3 mile circuit of camp roads and dispersal strips at the Airport. After T.D. M.G.s had wiped up the $1\frac{1}{2}$ litre race - as well they might as the sole opposition was one Singer - the big event, for blown cars up to 3 litres, unblown up to 8 litres, was run over 65 laps, or $149\frac{1}{2}$ miles. Thirty-one started - a fine mixed field of Ferrari, Alfa-Romeo, Simca, Allard, Jaguar, M.G., Crosley, Riley, etc.. Over 6,000 spectators saw the red 2-litre all-enveloping Ferrari of Jim Kimberley, driven by M. Lewis, win from J. Armstrong's Cadillac-Allard, with Robinson's Jaguar XK 120 third. Another XK 120 and a high-boost TC M.G. followed the place-men home.

The meeting gave rise to troubles we have known here - difficulties of crowd control, poor P.A., lack of control at the pits, absurd refreshment prices - and they too, used straw bale markers. The regulations, too, caused bother, a Citroen being deemed non-sports but an Austin A90 getting by - a matter Road and Track obviously thought unfair. Phil Hill's 3.8 Alfa-Romeo lost a wheel, the blown Crosley overturned (sand, not straw!), another Crosley seized-up, a Brooklands Riley Nine lost its throttle linkage, the Singer had worn out its brakes in the smaller race. Barlow's 1,112-lb. Simca broke its transmission, the Altomus Special, with "banking wheels", caught fire, an Allard threw a rod, the Edwards Special, with Ardun o.h.v. V.860 engine, lost all its water after momentarily passing the Ferrari, and a Cadillac-Allard had gearbox trouble and pinked about in "high" until the pistons packed up. The Austin A90 coasted in sans brakes and transmission, a J2 Allard with G.M.C. Six engine never got more than four cylinders firing, and the Cannon ran a bearing. Expensive! A happy incident occurred when Armstrong, munching an apple, came upon a worm, took the escape road and still bit head off worm... A Cadillac-Allard made fastest lap.

The 40-lap Argentinian General Peron G.P. for sports cars over $1\frac{1}{2}$ litres had a Le Mans-style start. Press photographers met with a cold reception from the police and quite rightly went on strike. Fitch's Cadillac-Allard won after Fred Wacker had spun his Cadillac-Allard while in the lead, ending astride a straw bale. He continued to second place - he had made fastest qualifying time in practice. Fitch set a lap record for sports cars. Third place went to Schroeder's Le Mans Delahaye, followed by a Healey.

Pebble Beach happened for the second year, over 25,000 watched, and the 48-lap, 100-mile Cup Race was for sports cars rather than production cars. Bill Pollack's Cadillac-Allard won from Armstrong's Cadillac-Allard, with Breeze's Jaguar XK 120 third, Hill's Alfa-Romeo fourth. The winning Allard, in its first race, had a "full-race" Cadillac engine bored out to 6 litres. Armstrong's had a standard engine, Lincoln gears and Columbia shock-absorbers; he put its top speed as 110 m.p.h. when the hydraulic tappets began to pump up. The Kimberley Ferrari overturned and a V8-powered M.G. "lost a spindle". Concours d'Elegance was won by a blue Mk.VIII Jaguar.

At Bridgehampton Tom Wole won in his Chrysler-Allard, from Goldschmidt's Cadillac-Allard, and a 2.3 Ferrari. But at Elkhart Lake the Cunninghams played with the field. J. Fitch led for all but two laps, winning at 80.82 m.p.h. and for those two laps it was his team-mate, P. Walters, in another Cunningham, who was out ahead. This Cunningham subsequently ran a bearing but Walters took over Briggs Cunningham's car, to finish sixth. Second place went to M. Graham's Cadillac-Allard, at 80.3 m.p.h., in spite of many wild moments, and Phil Hill's ex-Silverstone Jaguar XK 120, now with wire wheels and special all-enveloping body, was third, at 70.35 m.p.h., free from brake fade and winner of its class. It was followed in by another ex-Silverstone XK 120, and Bill Spear's 4.1 Ferrari "America". A Ferrari and Barlow's Simca won the smaller classes.

The Cunningham success at Elkhart Lake was consolidated when Walters won at Watkins Glen before 150,000 spectators - only about 10,000 fewer than trek to Indianapolis. The Watkins Glen G.P. (which shouldn't have been called a G.P. and, although an International fixture, was by invitation only - Ed.) was over 15 laps, or 99 miles, instead of 30 laps and 198 miles, because, alas, the huge crowd was getting out of hand. The winning Cunningham set fastest lap at 80.5 m.p.h. and was followed home by the Cunningham of Fitch, with Spear's 4.1 Ferrari third, Cunningham's Cunningham fourth and Sabol's Chrysler-Allard fifth, ahead of Harris' Cadillac-Allard. Wacker's Cadillac-Allard was the only car out of 33 starters to really challenge the three Cunninghams and the Ferrari but it was hampered by Hydramatic transmission, which caused such wild cornering that it was flagged in, although it had run third for a few minutes earlier on. The 72.6-mile $1\frac{1}{2}$ litre race was a victory for G. Weaver's Le Mans Jowett Jupiter which beat Viall's Lester-M.G. and Koster's H.R.G., winning at 68.95 m.p.h.

These Cunningham victories are perhaps significant, and the news that these cars now have a four-speed in place of three-speed gearbox, light-alloy disc wheels in place

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of wire-wheels, and are lighter than before, adds interesting speculation. Will they atone for last year's debacle at Le Mans this year?

The Third Palm Springs 65-lap Cup Race was won by D. Parkinson's rebodied Jaguar XK120 (you wouldn't recognise it) from a V8 60-powered TC M.G. and another Jaguar Special. Graham's Cadillac-Allard led for eight laps, then retired with back axle trouble. A Nash-Healey cornered too fast and overturned. Barlow's Simca won the 1½-litre race, after many stops for oil. The Kurtis met six Jaguar XK120s in the 1½-4-litre production car race but had brake trouble and a novice driver. One XK120 also retired with its brakes gone completely. The 1½-litre race was interesting because one of the new 1,500cc Singers beat the TD M.G.s, another of these Singers being third. A Cooper-J.A.P. was demonstrated during this race and left the sports cars in one lap! Again the crowd got out of hand.

At Reno, where the Reno Chamber of Commerce and the S.C.C.A. ran a road race in October, Pollack's 6-litre Cadillac-Allard of Carstens had the necessary speed, but was hard pushed by Hill's Jaguar XK120 until Hill's car lost its oil-pressure relief valve. Parkinson's alloy-bodied XK120 then took second place, although suffering from brake fade, which he hopes wire wheels will cure. The Edwards Special was third, these cars all winning their classes, in company with a Crosley, a Morris, Barlow's Simca and a TD M.G.

In the Convair Trophy race a Mk.II TD M.G. beat Koster's H.R.G. and another Mk.II TD in the 1½-litre race (won at 54.3 m.p.h.), and the Miller Trophy, for the big cars, was won by Fitch's 2-litre Ferrari at 58.2 m.p.h. from an XK120 and Cunningham's Ferrari. Both races were over 94.8 miles. Detroit V.I.P.s watched the performance of the Cadillac engine in Goldschmidt's J2 Allard but after lapping at 62 m.p.h. the rear Panhard rod came adrift after 19 laps of the 60. Interesting special here was D. Ash's, with TD M.G. frame and front end, Mercedes-Benz 170 swing rear axle, B.R.M.-like body and TD M.G. engine over-bored to 1,440cc and with 9 to 1 c.r. This and a Lester-M.G. held the XK120s.

That seems to exhaust these hard-fought shorter races. We refrain from analysis but note that J2 Allards either Cadillac or Chrysler-engined, won four out of the eight big-car events. At times the Allard chassis has proved unable to withstand the power developed, which is not surprising, as most Americans modify their engines and get considerably more than the 160-180 b.h.p. of the standard power units, Carstens' Cadillac engine has been enlarged from 5.4 to 6 litres. No doubt the J2X Allard will gain even greater esteem in this year's U.S.A. races. Besides these circuit races, there was that great Mexican 5-day race which the "works" Ferraris wiped up very neatly from a Chrysler, and an Argentinian "Mille Miglia" of over 75 hours' duration, won by a Ford coupe.

PIT STOP from Champion Spark Plug Company.

THE MYSTERIOUS SPARK KNOCK

If you encounter an engine that continuously pings or spark knocks especially at light loads, and you have checked the usual causes, check once more. Champion Spark Plug Company advises that you consider whether the car uses oil to any great extent. If it does, the addition of oil to the fuel air mixture may be diluting the fuel consumed. Instead of fuel and air, we now have fuel, oil and air. The effect is the same as using a low grade of fuel, and this could result in a spark knock.

The cure is removing the source of the excess internal oil consumption. It could be worn piston rings, excessive crankcase pressures caused by an inoperative PCV system, worn valve stem seals, clogged oil return holes under the valve covers, or even a leaky transmission modulator valve. Correcting the cause of the oil usage should eliminate the spark knock.

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CRACKED BOOTS CAN MEAN TROUBLE

When you perform an engine tune-up it's a good time to check the rubber boots that cover the spark plugs, too. According to the engineers at Champion Spark Plug Company, old boots tend to dry out and crack, and when they do, power is lost due to flashover. What happens is that electricity takes the path of least resistance. Rather than run along the wire and to the spark plug tip, it could come out through a cracked boot and spark across the outside of the spark plug insulator. While installing new boots, check the rest of the ignition wiring. Make sure insulating material is in good shape without cracks which will also cause shorting.

In wet, springtime weather, fresh boots and wiring are vital to sure starting.

Walking isn't really a lost art. One must, by some such means, get out to the garage.

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Whatever you have you must use or lose. Henry Ford.