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At a recent social evening with the Sutton & Cheam Motor Club, our members enjoyed an interesting talk and film show given by competition driver Mr. A. F. Rivers Fletcher, who started racing at the old Brooklands circuit at Weybridge, Surrey before the last war and still drives his Bugatti at Prescott and other hill climbs.

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Extracts from members' correspondence enclosing their annual dues for 1973, read as follows:-

From John Peskett of Leicester, England.

"...Keep up the good work with the Bulletin; you can't beat articles like the current one on the Imhof Allard Special. Good luck....."

From Paul Schoonmaker of New York State, U.S.A.

"I've been enjoying the Bulletins. The articles are very informative and interesting. Keep up the good work... Thanks for the picture on the Christmas card, it's a good shot of your car..."

My thanks, John and Paul, for your kind remarks. ED.

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TWENTY ONE YEARS AGO

The International Rally of Great Britain, 1952.

The 1952 R.A.C. Rally which bore this year the title of the International Rally of Great Britain was made more severe than in previous years by the extreme weather conditions during the first two days. The special tests at Silverstone were cancelled owing to snow and the route through the Lake District and Southern parts of Scotland was extremely difficult.

Godfrey Imhof had entered his Cadillac-engined J.2 in this event and chose Hastings as his starting point. The first man left Hastings at 8 a.m. amidst snow showers and a strong wind, and the road from Hastings to Silverstone led through deeply banked snowdrifts over the South Downs. Some of the Competitors were held up by snow ploughs and Imhof was incorrectly directed, making a 30-mile detour and only just reaching Silverstone in time. The regularity test which was to have been held round the circuit had been cancelled earlier in the day when weather conditions were very bad. The later arrivals found the track in a usable condition but the decision having been made to cancel the test, competitors had to just wait for an hour, doing nothing, until their time for departure became due.

From Silverstone a cross country route was followed to Bridport and here again many detours to avoid snow-blocked roads were necessary.

From Bridport control through the gathering dusk, competitors drove northwards to Castle Combe Aerodrome where reversing and manoeuvring tests had to be carried out with no other lights except those provided on the car. The test consisted of pylons so placed as to form two garages, and competitors had to drive ahead into number one, reverse into number two, and drive over the finishing line.

By this time a hard frost was settling and people in open cars had a very cold journey over the hundred mile section through Gloucester into Wales, and on to the Military Ground at Eppynt, where competitors had to cover a winding downhill section of narrow road a little over two miles long in a minimum time. Unfortunately the radio telephone units used in connection with time keeping gave trouble and later competitors suffered a long delay, which cancelled out the time allowance for breakfast at Llandrindod Wells.

Northwards again through the Welsh mountains, over the notorious Bylch-y-groes and so on to Blackpool, where another test had to be endured before drivers could seek a bath and bed.

The next day, Wednesday, was spent in motoring through the Lake District, including the road from Ulpha to Kirkstone which was to be used two days later for a regularity test. This trial run, as it were, was not timed but had to be covered non-stop, and a surprising number of people failed here through lack of power off the starting line. From there a direct route was followed to Edinburgh, where competitors were allowed to relax without any further demands on their skill.

An early start was made on Thursday, and competitors drove westwards to Drymen, and along the narrow winding road beside Loch Lomond to Tarbet, over the hill to Arrochar, and so around the end of Loch Long to the famous Rest-and-be-Thankful, the Scottish equivalent of Shelsley Walsh. The surface of the hill was wet, although it was not actually raining, and many people had exciting moments as they made the ascent against the ticking of the stop watches. From the top of the hill the road was followed to

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Orich through Fort William and so in a roundabout way to the beauty of Pitlochry and the Falls of Amulree. Unfortunately this last part of the journey was covered in the dark and the rough roads caused damage to some of the lower built oars.

The route then led south to Hyndford Bridge and over to Heads of Ayr, where a very welcome 2½ hours rest period was enjoyed.

From here, back through Carlisle, to Ulpha, and the regularity test. The three sections here at Hard Knott and on Stock Gill on the way up to the summit of Kirkstone Pass, were of varying lengths, but were all capable of being covered in the same time. They were, of course, taken from a standing start and competitors were timed over each one. The weather although dull, was fine, but in spite of this a large number of competitors lost marks. At the top of Kirkstone Pass the tired drivers were allowed a brief halt for coffee supplied from a travelling van, and off again down the winding road through Kendal, and so to the finish at Scarborough.

On the latter part of this section, the R.A.C. had set up a secret check to discover if anybody had averaged more than 40 miles an hour from Kendal. As a result of this, two cars were excluded.

After a welcome night's sleep, the remaining 200 competitors were up early on the Saturday morning to retrieve their cars from the control park where they had been left over-night and from which they had to be driven in a minimum time which made no allowances for tires batteries or stubborn starters.

The final regularity test, which was to decide the winners from the few who had completed the road section without loss of marks, was held on the well-known motor cycle circuit at Olivers Mount. The circuit was divided into two separate sections, each of which had to be covered in the same time. Proceedings here were extremely long-winded, and cars were still going round during late afternoon.

When the results were finally announced, Godfrey Imhof had captured the open car award, and an Allard Saloon, driven by J. Park, took second place in the over 2-litre closed car class.

FIT STOP from Champion Spark Club Company.

THIS MAY COME AS A SHOCK, BUT .....

If you find an electrical component that's not functioning, the most obvious cure is to replace that component. But in some instances, according to Champion Spark Plug Company, you may not be correcting the true cause of the problem.

When components like meters, switches, solenoids or alternators seem to be inoperative, the real culprit may be the wiring harness connectors or the wiring between the components.

So before removing or replacing the electrical parts, perform some basic checks.

First, check to determine if there is current reaching the unit in question. A test light or voltmeter can be used. If there is no current, check the harness connectors for tightness, corrosion or damage, especially if the failure is intermittent.

If the harness connector is sound, check the fuse, circuit breaker or fusible link. Fuses may be "blown" inside the cap where they are not readily seen. Corroded or loose fitting fuse brackets may fail to provide continuity. So clean and tighten them before installing a new fuse.

While circuit breakers cannot be repaired, check them for corrosion or rust and for contact.

Before you replace equipment which is relay controlled, such as the starter or horn, make sure the relay is functioning when the applicable switch is on. Relay switches use low amperage to control high amperage operation.

Dirt, rust, grease or other non-conductors may cause solenoid-operated switches or valves to become inoperative. So check for those impediments before blaming the trouble on the solenoid unit. Also check for tightness of connection and that the solenoid is getting current.

If there are suspected problems in the voltage regulator or the alternator, checking the battery is a good first step in diagnosis. Make sure all connections are clean and tight, providing good contact. Check each cell with a hydrometer, load tester or voltmeter. It's obvious the alternator can't charge up a defective battery.

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SHORT CUTTING SHORTS

Those troublesome electric system short circuits are sometimes as hard to find as the proverbial needle in the haystack.

Champion Spark Plug Company suggests a simple yet effective method of locating these shorts.

After recharging the battery (or using another fully charged one), disconnect the /continued overleaf.

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negative cable from the battery. Connect a 12-volt test lamp between the negative battery post and the disconnected cable.

If there is a short, the test lamp will glow with all accessories turned off. By disconnecting and reconnecting each electrical circuit, one at a time, the shorted circuit can be isolated. When a disconnect causes the test lamp to go out, you've found the short.

All you have to do then is to trace that circuit, locate and correct the cause of the short.

BRITISH SPORTS CARS OF YESTERYEAR. No. 1.

The Turner.

These cars, manufactured in Wolverhampton, went into production in 1955, using the Austin A.30. (803 c.c.) engine and gearbox, front suspension and rear axle. These 2-seaters had a maximum speed of about 80 m.p.h. and petrol consumption was 45 m.p.g. and were used extensively in club racing and by sprint and hill-climb enthusiasts.

The following year it was fitted with the later Austin engine of 950 c.c. which gave/very light-weight car a maximum speed of nearly 90 m.p.h.

The chassis was of the twin tubular type, and the body was of fibreglass. The front suspension was of the double wishbone type with helical springs. The rear live axle was located by panhard rod and radius arms.

Later a Coventry-Climax engine was fitted and the car was winning many club events, when fitted with this expensive motor. Also used were the Ford 105/116E engines.

Luggage space was superior to many other sports cars and the instrumentation comprised a tachometer, odometer, ammeter, oil-pressure, water temperature and fuel gauges. Steering was rack and pinion, and the car was available with extras such as wire wheels with knock-ons, heater, windscreen washers, etc.. The engine compartment was well laid out and easy to get at by the do-it-yourself mechanic.

Production ceased in 1957.

We extend a warmwelcome to the following new members:-

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|----------------|-----------------------------------|------|
| D. B. Craft    | of New Haven, Connecticut, U.S.A. | -    |
| B. R. Powell   | " Williamsburg, Virginia, U.S.A.  | K.1. |
| D. C. Milligan | " Andover, Massachusetts, U.S.A.  | J.2. |

Member John Patterson writes us as follows:-

"WHEELS - ALLARDS' CURRENT PROBLEM? Having had recourse to purchasing some new tyres recently, a tour of tyre distributors and dealers was made. Results were far from encouraging - availability hopelsss, costs extremely high and choice limited. (As were some of the speed limits imposed on tyres available). INDIA 600-650 x 16 now retail at some £12.60 each and with five required it worked out at double the cost of my Allard!

A chance remark sent me to a firm in CHISWICK HIGH ROAD. 'Yes, sir, we have AVON TURBOSPEEDS in stock. No, Sir, only four I'm afraid. Yes, they are hard to come by so don't think about price, sir, buy now!' Upon examination they appeared to have been downstairs in the storeroom since being made in 1969, so a polite refusal.

Second thoughts took me to JEDDO ROAD WHEEL SERVICES. 'Yes, we can put an Allard centre into Jaguar 15" rim for you.' Cost £10.50 each. Again double the cost of vehicle. I departed.

Further enquiries took me to WILPAT, 21-21A, HARPENDEN ROAD, ST. ALBANS, HERTS. 'Wheels modified? Yes, certainly, sir.' Cost? £6 each on exchange.

T.H. TYRE SERVICES of St. Albans supplied the tyres: 185 x 15, E V 70, XJ6 types, £5 each.

Yes, I know I paid more than I did for the whole car, but I now have up-dated wheels without distracting from the car's appearance and I have late tyre rubber compound, which means the front end doesn't break away so badly on wet corners and my centre of gravity has dropped."

Anyone interested, please apply, enclosing stamped, addressed envelope, to WILPAT, 21-21A, Harpenden Road, St. Albans, Herts.

Thanks for this very useful information, John. ED.

We hear that, in certain States of the U.S.A. there is a shortage of petrol. Those members who own an old Stanley Steamer car are sitting on a gold mine!

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The new leader of the Greater London Council, Sir Reginald Goodwin, is a life-long non-driver. As motorway construction around London is to cease we expect to see the return of the sedan chair and the mule train!