

THE ALLARD REGISTER

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THE BULLETIN

January/February, 1977.

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Our Hon. Secretary wishes all members a very happy New Year, and thanks them for their many communications of greetings and good wishes.

Regarding the many technical questions which the Hon. Secretary has received during 1976, he would like to take this opportunity of thanking our President, Mr. Tom Lush for the valuable assistance he has given in answering all these queries from members. Tom's co-operation is much appreciated.

Referring to our Christmas card, several members have mentioned their surprise that the racing Allard was fitted with white-walled tyres. In a letter from member Bill Pollack he says that these tyres caused much comment from spectators and competitors. Few people knew that they were natural rubber tyres stored by the owner, member Tom Carstens, since before World War II.

In a letter from member Mr. J. P. Donick of Le Pecq, France, he writes:-

"...It was also quite interesting to me that you would ask about western style motor events in the Soviet Union. I confess that on recent business trips there I haven't had time to pursue the matter. However, several years ago, I made a modest study of motor events in the Soviet Union and was able to attend several races there. I even had the opportunity of spending an afternoon with the chief engineer of a race car factory which makes several models of single seat racing cars. These cars are raced throughout Eastern Europe to a formula which is not unlike other international formulae. The engineer and I spent about an hour discussing monocoque construction of single seaters as I was slightly surprised to notice that all of the chassis which I had observed were of tubular construction. After explaining this to him he explained that monocoque was indeed a fine concept but specialised materials were needed, like aluminum. All in all, a most interesting interview.

As for the racing itself. It seems to be most popular in the North West part of the S.U. with the best tracks said to be in Tallinn and Kaunas in the Baltic region. I observed several events in Leningrad which take place on a road circuit set up around the Kirov Stadium. Racing classes included Saloon cars with a class each for Volga, Moskvitch and Zhiguli (Lada in the West) and also open wheel "sports" classes for single seaters. I seem to remember that there were four classes of these ranging from small motor-cycle engined cars (Formula 4) to three-liter ones (Formula 1). I might also mention in line with the allusion to a three liter category that my acquaintance the chief engineer had mentioned quite proudly that he had either seen or had at the factory, (the latter, I believe) a Cosworth three liter V/8 of GP specification. He had been quite impressed. Unfortunately we didn't pursue the subject as after several hours of conversation my facility in Russian was becoming a bit strained.

Spectator interest would not be enough to make ends meet for a western organizer but it seems to be growing. I attended the championship of the USSR and was not trampled by crowds as I might have been at Le Mans or at Watkins Glen but if one realises that Soviet Racing is more analagous to club racing in both the U.K. and U.S.A. then this situation can be found quite understandable.

I've often thought that perhaps one day I might put together my notes and write an article on Soviet Motor racing but, to date, I haven't gotten to it. I've also some photographs which I enclose for your curiosity but which I ask you to return as I've no copies and the negatives were lost. It's possible that they may give you a flavor of Soviet Motor Racing....."

Many thanks, Jim for your interesting letter and the loan of your photo album.. ED.

Member Mr. Everett E. Carlson of Cambridge Springs, Pennsylvania, U.S.A., who owns two P type saloons and is in process of a complete rebuild, advises us as follows:-

"...The engine to be fitted will be a 1953 Ford V-8, over-bored and fitted with a stroked Mercury crankshaft (296 cu.in). I have purchased an aluminum flywheel,
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Mallory ignition, and adjustable tappets. I contemplate fitting a mildly reground cam and aluminum heads.

I have also purchased an Italmeccanica supercharger and twin Ford 2 throat carburetors for this engine. I still need to purchase or fabricate exhaust headers and intend to use Corvair turbocharger model mufflers. I hope to add Brooklands-type exhaust-pipe fishtails (horizontally) to the twin exhausts. I expect this combination to add considerably to the performance.

RE TRANSMISSION. The model we are fitting is a U.S. Ford RAN 3.03 three-speed all-synchro box, with ratios of 2.99:1, 1.75:1, and 1.00:;. To fit this box into the original Ford closed driveline, the transmission was disassembled and the tailshaft housing discarded. The rear of the case was then drilled to mount a standard early Ford rear transmission mount and the shift rails and forks removed, with the original side-shifter holes plugged - as are all the extra holes on the rear surface of the case. The tailshaft must be shortened and re-splined for the original early Ford U-joint.

The pressed steel access plate on the top of transmission is removed and a steel adapter ring made to mate the case to an early Ford tower-type shift cover. Shift forks are fabricated from part of the RAN pieces and part of the original tower forks.

This unit will bolt to any 1949-53 U.S. Ford or Mercury block with separate bell housing. It requires a 49-53 Ford flywheel, 49-53 throwout bearing, a clutch disc to match pressure plate and input shaft (10 spline). As the throwout lever is on the left of the bellhousing, it is necessary in the case of the P-1 to convert to an hydraulic clutch. We are using a Chevrolet dual master cylinder (clutch & brake) with internal parts swapped to accommodate mounting it in a reverse position (behind pedals) from its original design application (firewall mounted on truck).

This box apparently will fit in the original space with no problem, although the engine requires 1949-53 truck water pumps to mate with early-style frame mounts. The whole assembly may shift very slightly toward the front; we have not yet re-installed engine and transmission in the car. Incidentally, owners wishing to convert to an open driveshaft can readily also fit this transmission, U.S. Ford 4-speeds, or modern Ford C-4 or C-6 automatic gearbox. It now appears to me that that might have been an easier path to follow; we may try that on 2187, if we decide to carry on with it as well. Anyone interested in these conversions can write me directly; I will be happy to provide parts numbers, more complete details, etc... Write: Everett Carlson, R.D.2 Box 183, Cambridge Springs, Pennsylvania 16403, U.S.A.*

Many thanks, Everett, for the information which I'm sure will be of great assistance to fellow members. ED.

Our Hon. Secretary writes:-

Whilst chatting over the 'phone to member Les Davies some months ago, he informed me that he had just acquired another interesting car. Knowing Les over a period of a quarter of a century, and his knack of owning very fast cars, I said I'd be interested in seeing it, and to be taken for a run in it. He still owns one of the fastest Allards made.

In due course, I turned up at his residence and he showed me a V12 5.3 litre 'E' type Jaguar. At this point I should like to mention that some years ago he owned a six cylinder model which had very many modifications, i.e. 3 double choke Webbers, special exhausts, and many other mods. and I can remember that when we went for a run he touched 150 m.p.h. at 7,200 r.p.m. on one stretch of road. However, it was not too tractable in town traffic; sparking plugs were liable to juice-up at low revs. at traffic lights.

To look under the bonnet of his latest 'E' type really was an education, 6 double choke Webbers, Opus electronic ignition, in fact, mods. that had been done amount to over £4,000.

Les then advised me that all the original carbs. and manifolding has been discarded as well as the entire exhaust system, and all shock absorbers changed to Konis. On closer inspection I was intrigued at the very intricate gas flowed exhaust system which looked like a plumber's nightmare! but nevertheless is beautifully engineered. All existing emission control, air filters, heat shields, air breathing gulp valves had been discarded. As a matter of fact in an adjoining shed I observed two very large wheelbarrows full of the original unused equipment! I guessed the weight of this equipment must have been well over one cwt.!

In its place a special carbs. manifold had been fabricated on which sit 6 double choke downdraught Webbers. All the linkage is self-aligning ball races which are superbly engineered. Crankcase breathing now into 2 plastic containers. The engine is completely gas flowed and balanced, and although the rev.counter has the 'red' between 6,000 and 6,500 mark, the engine will comfortably whistle through 7,000 but this is not recommended for long periods. Oil pump pressure is 80 p.s.i.

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on tick-over or maximum. The camshaft is standard and has a modest overlap of 34° but as the result of this the engine ticks over quite happily at 600 r.p.m. The gearbox remains standard. Back axle ratio is changed from 3.31 to 3.07 and the springs are set-up on the rear by one inch, to take account of the slight rear-end 'sink' on fierce acceleration. Directional stability is quite remarkable and during the run on the motorway Les took his hands off the steering wheel for over 10 seconds at 100 m.p.h. without deviating. Referring to the electrics, the head-lamps have been changed to Cibie biode, and make driving on the motorway at night a real pleasure. Other electrical mods. consist of an electrically operated sunshine roof, a contribution by Allard. Also fitted is a very elaborate German Blaupunkt radio which covers long wave, medium wave, and short wave and F.M. (frequency modulation), as well as stereo cassette with 4 speakers and a mike for dictation on to a tape. Gearing: a fraction over 25 m.p.h. per 1,000 revs. and at 100 m.p.h. the rev. counter showed 3,800 r.p.m.

During our run around the Sussex countryside, I was amazed at the way this car could travel along the High Street at 18 m.p.h. in top gear without the slightest sign of transmission snatch. However, one has to be careful to tread gently on the accelerator pedal at these low revs., because there are 12 accelerator pumps! This would send jets of fuel down the inlet manifold when the car tends to go backwards instead of forwards! Nevertheless, it is safe to press down hard on the loud pedal when the revs. are over 2,500 per minute. In spite of all this, it has never fouled up the sparking plugs, these being of Japanese manufacture with gold wire control electrodes. This is probably just as well, as to remove 4 of the plugs it is necessary to disassemble all the carburettor linkage and remove 4 carbs.. A similar situation arises to remove the distributor cap. All linkage has to be removed together with the slow running jets of 2 of the carbs.. As Les says "This car is not everybody's cup of tea!" No way has been devised to fix a choke control on the 6 Webers, so to start the engine one gives 4 gentle dabs on the accelerator pedal, turn the ignition key, and immediately it fires, the accelerator is then dabbed gently many times, until the engine really comes to life.

On the motorway when travelling at 100 m.p.h. there was little impression of speed until Les stamped on the 'loud pedal' when a kick in the back effect put the speed up to about 150 m.p.h. The car was still accelerating but Les had to shut off owing to traffic conditions. As I said at the time, some other motorist who was travelling at the motorway speed limit of 70 m.p.h. may have thought that he'd stopped after us passing him at 150 m.p.h. and stepped out of his car, with dire results to himself.

The conditions were good, i.e. the day was cool and cloudy (no sunshine to upset road surfaces which were dry), humidity was approximately right, and on our return Les invited me to join him in some refreshment. During the course of conversation he informed me that this car had been originally sent to Blydenstein's tuning workshops by British Leyland as it had been intended to race this car by the factory, but that Leylands had decided not to proceed with this project as the newer shaped XJS was to be entered in competition in due course.

After thanking Les for a most interesting afternoon, I bid him farewell and drove home in my normal run-of-the-mill sports car. I then thought of Maserati-Kyalamis, Porsche Turbos etc. and wondered if they could run at 18 m.p.h. in top gear in crowded High Streets, and yet still be accelerating when the odometer is showing 150 m.p.h. Here's to the next time, Les.

In a letter from member Andy Picariello, of Needham Heights, Mass., U.S.A. he writes:-
".my J2 is back together and better than ever, with the exception of first gear, which popped a few teeth because the Chrysler Hemi, even at idle, is too much for the 48 Ford 'box. I am looking forward to the next issue of the Bulletin, when you promised to tell us how to fit later Ford gears into the 48 box..."
Many thanks for your letter, Andy. Member Everett Carlson's letter appears in this issue. ED.

DORKING AUTO JUMBLE AND COLLECTORS FLEA MARKET. Saturday, 5th March, 1977. To be held in the Dorking Halls, Dorking, Surrey; 11 a.m. to 6 p.m. For hire of stalls, write to M. Allen, 22, Priory Road, Reigate, Surrey. ('phone Reigate 48202, 7 - 7.30 p.m.)

SUBSCRIPTIONS FOR 1977 ARE NOW DUE.

THE ALLARD REGISTER

I enclose herewith £1.50 or \$ 4. (If Air Mail delivery required, please add £1.50 or \$ 4.

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