

THE ALLARD REGISTER

President

TOM LUSH  
U.K.

Vice-President

FRED G. WACKER, Jr.  
U.S.A.

Hon. Secretary

R. W. MAY

8, Paget Close, Horsham, West Sussex. RH13 6HD, ENGLAND.

(Telephone: Horsham 61372)

Mid-West U.S. Correspondent: Don Hudgins, 130, E. Bodley, Kirkwood,  
Missouri, 63122, U.S.A.

THE BULLETIN

March/April, 1979

Page 1.

We recently received from member Gary Peacock of Peru, Illinois, U.S.A. some delightful photos of the Clifton Hill-climb, Clifton, Arizona, taken at the Labor Day weekend meeting in September last. Gary was campaigning a 1967 TR4A on the 2.1 mile mountain climb. His best time was 1 min. 58 secs. thru the 33 turns on the course, and from the photos, the TR looks really functional.

Many thanks, Gary for advising us about this event, and for sending the photos. We look forward to hearing about future events. ED.

-----  
In a letter from John Peskett of Leicester, England he writes:-  
"...The K.I. went well at the Prescott Hill-climb doing about 66 secs. The only problem we had with the car was severe overheating on the journey from Leicester. I drove the car in company with friends in an A.C.Ace; the A.C. having to keep waiting while I stopped to let the K.I. cool down. At the hill-climb it was rather a different story, the Allard beating the A.C. on all five practice and officials runs..."

Thanks for your letter, John, and am glad the K.I. is still competitive at this famous hill-climb. ED.

-----  
We have received from the United Kingdom Committee for U.N.I.C.E.F. a letter inviting our members to "A Spectacular" to be held in the grounds of Wilton House, Wilton near Salisbury, Wilts. on Sunday, 1st July next. The main event is a rally of historic motor vehicles, and all entrants will receive a plaque.

Gates to the park open at 11.30 a.m. and the main attractions commence at 2.30 p.m. During the afternoon there will be a fly-past of Hurricane and Spitfire aircraft from the R.A.F. Battle of Britain Flight, and the Royal Corps of Signals Display Team will provide a fast-moving motor-cycle display involving 36 riders in the famous four cycles cross-over. Entry forms are obtainable from our Hon. Secretary and entries received before 1st May will appear in the official programme.

-----  
We have received the following letter from:- PETER HEPWORTH COMPONENTS, LTD., "Red Gables", Ben Rhydding Drive, Ilkley, West Yorks., LS29 8AY. Tel: 0943-609940.:-

CYLINDER HEADS - GASKETS

Cast iron and aluminium fully machined cylinder heads and gaskets are new products to our range.

A drawing or pattern will be required for quotation.

We currently manufacture cast and forged pistons and wet and dry cylinder liners for an ever widening range of stationary, motor cycle, car, commercial vehicle, experimental and racing engines, from the years 1900 to 1978.

We look forward to being of service to you. Yours, etc..

-----  
A NEW EVENT TO BE HELD AT THE NATIONAL MOTOR MUSEUM. The Worshipful Company of Coachmakers and Coach Harness Makers will be organising a "Coachwork of the Year" Competition at Beaulieu on Saturday, 19th May, 1979. There will be two classes:

Class 1 - Best Re-Production Body. For recognised pre-1939 body designs mounted on any appropriate original car chassis. The vehicle to have been completed during three years prior to the date of judging. This class is open to professional or private builders of hand-made bodies on private cars.

Class 2. - Best New Free-Style Body. For a car body design of any style mounted on, or integrated with any appropriate motor car chassis, subframe or mechanical assemblies. The vehicle to have been completed during the three years prior to the date of judging. This class is open to professional builders of hand-made or largely hand-made models for sale, in limited numbers or constructed to special order.

Full details and entry forms are available now from:- The Worshipful Company of Coachmakers and Coach Harness Makers, 9, Lincoln's Inn Fields, London, W.C.2.

-----  
Extracts from Members' letters:-

"I do enjoy the Allard Register Bulletins immensely, and the contacts it has brought."  
Robert Rehfeld, Alameda, California, U.S.A.

\* \* \*

"Thank you for the photo you sent me as the Christmas Card. It is always so nice for me to see an Allard on a picture....I wish you and all members a very good motoring year."  
Tor Hulthberg, Laholm, Sweden.

\* \* \*

"Keep up the excellent work with the Bulletin; good motoring."  
P. R. Morton, Heaton Mersey, Cheshire, England.

\* \* \*

"I continue to enjoy reading about the activities in the Allard Register Bulletin, and send my compliments for a most excellent publication."

Bob Wilmer, St. Heliers, Auckland, New Zealand.

\* \* \*

"I wish also to thank the Allard Register for the perfect picture of the J2X on the Christmas card. It's quite late, but I also wish all members a fine and prosperous 1979 season."

Bert Fredrickson, Verona, Wisc., U.S.A.

-----  
Member Frank Bursinger of L.A., California, U.S.A. sent us a most interesting magazine which was published in the U.S.A. some years ago by Trend Inc., entitled "Speed and Sport". Frank also kindly contacted the publishers and obtained their permission for us to reproduce. We commence with:-

"THE SPORTS CAR STORY" by John Bentley. PART I.

The sports car movement got under way in this country during 1946, when a group of devotees banded together in New England and formed the now famous Sports Car Club of America. This club is really the offspring of the Automobile Racing Club of America, which flourished until World War II broke out and ran some very successful amateur road races at Alexandria Bay, Sheepshead Bay, Montauk Point and elsewhere, climaxing its activities with a New York Grand Prix on the World's Fair grounds in 1940.

Five of the Sports Car Club's six founder members were, in fact, old ARCA members, and this was one of the reasons that the new organisation got off to an excellent start. Nevertheless, there were many difficulties to be overcome before a post-war road racing circuit could be found. The problems stemmed mainly from ignorance, prejudice and often hostility on the part of the public, a public which included a generation of Americans who had grown up familiar only with stock American cars. The "smallness" of the pioneering MGs was a cause for ridicule. The boys in the flashy convertibles had to take a lot of beatings from these little firecrackers before acquiring proper respect for their performance and their superior roadability.

Though the old ARCA did a grand job of amateur road racing promotion, its purpose was less to educate the public than to provide amusement for a limited number of members who were not particularly interested in enlarging the club, preferring to keep it a "family affair".

The Sports Car Club started along the same lines, but was at once besieged by so many eager would-be members that it did not remain an exclusive, limited membership organisation. The original by-laws, which were very strict, had of necessity to be relaxed. In the early days, ownership of a sports car was a condition of membership and no SCCA member could dispose of his sports car without notifying the club and offering first choice to fellow members.

By 1948, the SCCA's membership had grown from six to 300 members, and a year later nearly 700 members were spreading the exciting gospel of motoring as a sport and of automobile engineering as an art. Today the SCCA is nearly four times as large again and its members collectively own several thousand sports cars. The club now has representative regions in 32 of the 48 states and membership is snowballing at a rate almost beyond belief.

How did it all come about? To grasp more clearly the source and the scope of this automotive revolution in America, it is necessary to go back almost a generation, when ownership of an automobile began to evolve from a distinctive and cherished luxury to the utilitarian function of a necessary domestic accessory. The Cord, the last of the American sports cars, lingered until 1937, but the decline had set in long before then and there simply was no longer enough public interest to sustain sales and justify the manufacture of a true sports car. Two causes were directly responsible for the transition from a period of pleasure to necessity driving. One cause was the 1929 depression, which limited sports car ownership to the fortunate few. They wanted their cars to look as inconspicuous and similar as possible, and the impetus they gave to the industry in this respect succeeded beyond their wildest dreams. The other cause was - women! Alive to the enormous influence wielded by American women, both financially and psychologically, Detroit began to cater to the real customer, whose whims and fancies dictate even today decisions in the purchase of seven cars out of every ten.

The post-war automotive revolution developed when GIs returned to the States after getting a chance to drive well-engineered European cars. They encouraged the long-suffering males here in their protests against the emphasis Detroit was placing on style

VANDERBILT CUP RACE REVIVAL FIZZLES

The two pre-war attempts to revive the Vanderbilt Cup at Roosevelt Race-Way, Long Island, were spectacular enough but turned into financial fizzles despite the appearance of top-flight European and American drivers such as Tazio Nuvolari, Bernd Rosemeyer, Earl Howe, Dick Seaman, the Hon. Bryan Lewis, Rudolf Carraciola, Rex Mays and Mauri Rose.

/continued from Page 2.

to mention only a few. The first race, run in October, 1936 drew a huge crowd, but the purse money left the promoters in the red. The second, which took place in July, 1937 after a rain postponement, failed to draw the required number of customers, even though seat prices had been slashed by 60 per cent. Both were 300-mile races on a quaint circuit that looked something like an ace of spades viewed through a distorting mirror; but the meat was too rich for John Q. Public, most of whom didn't know a Bugatti from an Auto-Union, a Mercedes from an Alfa Romeo or ERA, and cared even less.

FIRST AMATEUR GRAND PRIX

By late 1948, when the first amateur International Grand Prix was run on the tricky 6.6 mile circuit at Watkins Glen, New York things had improved a whole lot. Interest in sports cars was beginning to blossom. Enough enthusiasts actually owned, or contemplated owning this type of machine for them to have a personal interest in the event.

Pioneered and sparked by the Sports Car Club of America, the original Watkins Glen Grand Prix (which was also the first post-war road race in the U.S.) was run off on October 2, 1948 and consisted of two events. Between them, these drew 38 starters driving a dozen different makes of cars. The first race (four laps, 26 miles) served as a "qualifier" which determined starting positions in the main event of eight laps (52 miles). The same cars secured the first three overall positions in both races, these being: Frank Griswold, whose blown Alfa Romeo sedan got the checkered flag at an average of 63.5 mph; Briggs Cunningham, close behind in his Bu-Merc, a home-built affair with a Buick Century Engine and a Mercedes radiator; and Haig Ksyian at the wheel of a supercharged MG-TC, also belonging to Cunningham.

Everybody had fun, the townspeople and police were highly co-operative, and much was learned about what to do and what to avoid next time. But the greatest thing was that sports car racing had come back to stay after a dormant period during which millions of Americans were born and grew into men.

How great a triumph this was, and what it portended, probably came within the vision of only the most enthusiastic and imaginative SCCA members. But it was interesting, even then, to contemplate that only two years before some abortive hillclimbs attempted in the backwoods of Connecticut had to be abandoned when the would-be competitors were put to flight by the arrival of gendarmes summoned by the local inhabitants!

THE WEST GETS THE BUG

Probably the first sports car event in the West was that held at Palos Verdes near Los Angeles on August 31, 1947. Here some 20 owners of the first MGs and Jaguars in Southern California gathered at a closed course to test the speed and capabilities of their new machines.

Each participant raced his car against the clock and no two drivers were on the course at the same time. Though the enthusiasts thought the event was highly successful, this feeling was not shared by the residents in the area and they refused to let their roads be closed off after the second such affair held on December 28th, 1947.

SANDBERG GETS THE HILLCLIMBERS TOO

On April 2, 1948 the California Sports Car Club played host to 35 enthusiasts at Sandberg. Surrounded by beautiful scenery, the event was conducted up a .6 mile course, which included an interesting variety of curves, and put a high premium on power and handling characteristics. Entries included Jaguar XK120s, an Allard K2, MGs and many specials.

Sandberg was considered so successful by the drivers who wanted to test their skill and their machines, and yet were not interested in all-out competitive road racing, that it has since been repeated three times.

TO BE CONTINUED.

We thank Trend, Inc. (Speed and Sport) for their kind permission to reproduce this article.

Our members have been invited to enter their cars in a Transport Fair organised by the Brighton Museum of Transport on Saturday, 19th and Sunday 20th May, 1979. Entry forms obtainable from Mr. D. J. Hewings, 12, Highview Avenue North, Patcham, Brighton, Sussex. BNL 8WR.

Now that Americans are starting to flood into China, both as tourists and business representatives stationed there, it is being suggested that Peking will soon need an English language daily. A wag in San Francisco already has a title in mind - the STREET WALL JOURNAL. (From the Daily Telegraph)

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

- |                      |    |                                     |           |
|----------------------|----|-------------------------------------|-----------|
| J. F. Rosenstock     | of | Ensino, California, U.S.A.          | J2X       |
| Thomas J. Moore, Jr. | "  | North Kansas City, Missouri, U.S.A. |           |
| Richard G. Law       | "  | Elyria, Ohio, U.S.A.                | K3. 3166. |
| S. Silverman         | "  | White Plains, New York, U.S.A.      | J2X       |

N.B. Members who have not yet paid their annual dues are requested to do so as soon as possible. Send £1.50 or \$4 to our Hon. Secretary. (For Air Mail addl. £1.50 or \$4)