

THE ALLARD REGISTER

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THE BULLETIN

November/December, 1979

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A VERY MERRY CHRISTMAS AND A HAPPY AND PROSPEROUS NEW YEAR TO ALL  
OUR MEMBERS

Our Christmas card shows a fine action shot of our Vice-President, Mr. Fred G. Wacker, Jr. at speed in his famous '8 ball Allard'. In his letter to our Hon. Secretary he writes:-

"...This photograph was taken on May 24th, 1952, at the road race held at Bridgehampton, Long Island, New York. I placed a close second in this 100 mile event. I had been leading comfortably in the latter stages of the race and fully expected to win. However, a Ferrari driven by another driver pulled out from the pits unexpectedly in front of me. The road being narrow, I had little choice but to slow, as there wasn't room to pass. The driver, who shall remain nameless as he is a good friend, realizing he had blocked me, pulled over, but by that time the second car had closed with a full head of steam and was able to pass both of us. This was with a lap or two remaining in the race and I was unable to get by the other Ferrari which had passed us. It was driven by Bill Spear who won the race. By all rights, it should have been a Wacker-Allard victory, but as we say, it was just one of those things.

My very best regards to you, President Lush, and fellow members..."

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Once again, our thanks are due to U.K. member Harry Weston for the many hours of work spent re-producing this photo for our Christmas cards.

Member Dean Butler of Cincinnati, Ohio, U.S.A. writes us re the Ardun engine in his J type Allard as follows:-

"...You have expressed interest in the improved oiling system I have devised for the Ardun engine in 99J 1693. During the past week I have done quite a bit of work on the car, and I have some bits of advice for any Ardun engine owners who might wish to use the same oiling system.

Two very small copper tubes are silver-soldered to the intake rocker arms - one to the valve stem and one to the adjusting screw end. The tubes go into holes drilled in the rocker arm boss. The placement of the tubes with regard to the adjustment screw is very important since the rocker arm is at such an angle that improper placement means the oil will drip off the rocker arm before it gets to the adjusting screw ball.

On the exhaust rocker, only one tube is needed - to the adjusting screw end. Oil will run down the exhaust rocker arm to valve stem end. Again, placement of the tube is important, so one must study the geometry of the situation very carefully.

Now for the most important part. A die grinder (or similar tool) must be used to groove the rocker arm bushings. A groove must run from where the tube comes through the boss to a place where it will, at some point, line up with the oil groove in the rocker shaft. Again, the geometry of the situation must be studied carefully. I got a couple of my grooves wrong and had to disassemble the whole work and do it again. Without the proper grooves, oil will not come through the tubes!....."

Many thanks for your letter, Dean, with its useful technical advice.....ED.

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

RENO ROAD RACE

Not only were the spectators pleased by the first Reno Road Race, held on the 21st October, 1951, the drivers also enjoyed the challenge of the picturesque, 12-turn, 2.5-mile course laid out over city streets. Three events were held: the first one for novice drivers of all displacement cars, the second for unmodified cars of 1500 cc or less, and the third for open SCCA sports cars - a 50-lap affair.

The duel in the Nevada State Cup (125 miles) centered between Bill Pollack (Cad-Allard) and Phil Hill (XK-120). Unfortunately, the fight lasted for only 30 laps, at which time Hill's Jag blew an oil pressure relief valve, causing him to lose so many laps as to drop from contention.

The race was called at 42 laps, with Pollack (Cad-Allard) in first place, Don Parkinson (modified body XK-120) in second, Sterling Edwards (Edwards Special) third, Roger Barlow (Simca Special) fourth, and Bill Stroppe (MG-TC V8-60) in fifth place.

CONVAIR CAROUSEL

Pennsylvania weather, bright and cool, was somewhat clearer than the complex handi-  
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-capping formula used by the MG Car Club in its first major racing event at Convair airfield, Allentown, Pa., October 20, 1951. Held only five weeks after Watkins Glen, these races nonetheless received plenty of support, showing that enthusiastic drivers cannot be kept too busy.

Faced with a tricky problem, Handicapper and Chief Timer Joe Lane, a slide rule wizard, did a nice job of giving most of the 52 main event starters all they could safely handle.

The course, roughly L-shaped and featuring nine corners per 1.58 mile lap, included a U-turn no wider than the average street. Though smooth and fairly even, the spiked concrete surface, spelled murder on tires, while the main straight, .6 mile long, offered a tantalizing situation. The small cars ran out of revs while the big ones ran out of runway. Some idea of how hard drivers had to work can be gained from the fact that on a basis of eight shifts per lap the main eventers (60 laps) exercised their gearboxes 480 times while tackling 540 corners.

The big race (Charles W. Miller Memorial Trophy) was run in two simultaneous halves, each of 60 laps. One half was for cars of 91 cu.in. and up, and the other part for machines below 116 cu.in. displacement. Results were assessed on the difference between each car's actual average and its pre-set handicap average. This system of evaluation provided winners not only for each of the two events, but also on an overall basis for both races, the theory being that limit and scratch cars had an equal chance of improving their handicap average.

Considering that John Fitch, winner of the first half in Spear's two-liter Ferrari, was expected to wheel through at 58.24 mph and actually averaged 58.20 mph, Joe Lane was pretty much on the ball with his intricate calculations. Walter Hangsen (XK-120), who led until almost the end when Fitch passed him, was second 1:25 astern, with Briggs Cunningham (Ferrari Inter) 1:15 behind him.

Gus Ehrman, whose relentless battle with John Gordon Benett (both in Mark II MGs) was the highlight of the smaller category race, regained the lead one lap before the finish when Gordon Benett's machine swallowed a valve. With an average of 54.30 mph against an expected 52.75 mph, Ehrman took 3:14 less time than was expected of him and showed the biggest improvement of anybody. He was thus overall winner of both races.

#### EQUINOX ECLIPSE

One week later, on October 27 and 28, the Sports Car Club of America held its second annual climb of Mount Equinox in Vermont. Despite the brutally destructive surface of this 5.35-mile climb to the clouds, and the fact that weather conditions were appallingly bad, 31 hardy souls braved the start with machines of 16 different makes representing six different classes. Saturday was for practice and Sunday for official runs, but sleet, ice, bitter cold and poor visibility at the top of Equinox compelled the shortening of the course to 2.3 miles for the actual event.

During practice on the longer course, George Weaver and his formidable Maserati clocked 6:59.5 (45.91 mph), clipping .2 sec. off George's own winning time the year before and setting a new record. On the official run, Weaver again made FTD, returning 3 min. (46 mph) for the short climb. Preston Gray (K-2 Allard) was second fastest in 3:06.7 and John Fitch took Briggs Cunningham's prototype Cunningham up in 3:15 to capture third. Only .2 seconds behind him came Alexis Du Pont with a Formula III Cooper.

#### ENTHUSIASTS SWARM AT PALM SPRINGS

The town of Palm Springs (Calif.) was literally swarming with sports cars on October 27-28 when the California Sports Car Club held its fourth road race on the deserted streets of an Army Air Force Base.

Before the main event, two preliminaries were held - a 23-mile affair for stock sports cars up to 1500 cc, and the same length for stock sports cars from 1501-8000 cc. The first of these was won by Bill Kerrigan (1500 Singer); the second was taken by Sherwood Johnston (XK-120).

The Desert Trophy (103.5 miles for 1500 cc unblown) and the Palm Springs Cup (149.5 miles for cars up to 8000 cc.) were run simultaneously. Thirty-two entrants faced the starting flag, including a Nash Healey (which unfortunately lasted only two laps, overturning on one of the corners).

Leader until the eighth lap was Michael Graham (Cad-Allard), who was forced to retire because of a snapped rear axle. Don Parkinson (modified Xk-120) took over the lead and was never headed. Following him, in order, were: Bill Stroppe (MG-TC V8-60), Phil Hill (modified XK-120), Hastings Harcourt (XK-120) and Bob Path (Siefried Special). Winners in the shorter event were: Roger Barlow (Simca Special), John von Neumann (MG-TD) and Ron MacDougall (MG-TD).

#### SPECTACLE AT TORREY PINES

One of the finest tributes that could be paid to any event was a typical comment heard by spectators after the first Torrey Pines road race, "The finest race I've ever seen." There was just cause for this comment being paid to the California Sports Car Club's first road race over the 2.7-mile course on the deserted air base at Torrey Pines (near San Diego, Calif.).

The circuit itself was superlative in every way: two long straightaways, which gave the equipment chance to unwind; and, lots of sharp bends to test the skill of drivers

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and the roadability of the cars. Gently sloping ground made crowd control possible and allowed spectators a view of almost the entire course.

The grueling, 50-lap San Diego Cup (for cars of 1500-8000 cc) saw over 20 cars revving up at the starting line. Phil Hill (MG-TC V8-60) managed to pull away from Michael Graham (Cad-Allard) at will. However, the MG failed to last and no one else could match the power of the Cad-Allard, nor the skill of its driver. In second place behind Graham came Don Parkinson (modified XK-120), followed by Harry Steele (XK-120), Roger Barlow (Simca) and Chuck Manning (Manning Special).

TO BE CONTINUED

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

WANTED

We have received the following letter from International Motor Cars, 1849 Mt. Diablo Blvd. Walnut Creek, California, 94596. U.S.A. ('phone 415-934-7469):-

"Gentlemen,

I am interested in purchasing or trading for a J-2 or J-2X Allard, either restored or unrestored. I am enclosing a picture of a 1965 Apollo Roadster and some informative information as this is the car that would be used in the trade. A trade is not necessary as I am interested in acquiring the Allard for my personal collection. If you know of such a car for sale or trade please contact me at:

23, Kellie Ann Ct.,  
Orinda, Ca 94563 U.S.A.

Thank you very much,

Very truly yours,

SHELLY FEINBERG"

Editor's note:

We regret that we cannot supply all members with a photograph of the Apollo Roadster, but some data was enclosed with the letter. In brief, it reads as follows:-

1965 APOLLO ROADSTER

- First production model of 11 built.
- 300 ci - 250 hp Buick
- All Buick running gear and suspension.
- New Koni shocks, ball joints and miscellaneous front end parts.
- New brakes, wheel cylinder, master cylinder.
- Original miles. 47,000.
- Borrani wire wheels.
- Air conditioning.
- Am-FM stereo- tape.
- Very low maintenance, easily worked on.

This car was used in the up and coming movie "Swim Team", same producers of "Love and the Midnight Auto Supply".

Further information available with brochures.

Our Hon. Secretary writes:-

I have recently received issue No. 1 of the new monthly magazine, "Collector's Car" which incorporates "Veteran and Vintage" magazine. The editor writes as follows:-

"Dear Club Secretary,

I enclose an introductory copy of the first edition of a new magazine specializing in the old car movement and hope that you will be able to recommend it to your membership.

Collector's Car, published by IPC Consumer Industries Press, is compiled by a highly distinguished team of motoring writers, who bring their experience and authority to bear in a new way.

Collector's Car has its traditions in a magazine published for the past 23 years by Lord Montagu, Veteran and Vintage, and we will continue its sound reporting on the veteran and vintage movement, widening the coverage to include the 30s, 40s, and 50s eras.

I hope in future to be able to include extensive reporting of car club matters, and would be grateful if you could send me reports from time to time. I will be most interested in your initial impressions.

Best wishes, Yours faithfully,

PHILIP YOUNG.

Editor."

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

- |                   |                              |               |
|-------------------|------------------------------|---------------|
| Nigel P. M. Brown | of Stroud, Glos., England.   | M type Coupe. |
| William Borden    | " Dearborn, Michigan, U.S.A. | -             |