

THE ALLARD REGISTER

&

SPORTS CAR ASSOCIATION

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Member Peter Bland, of R.F.D. #1, Litchfield Road, Londonderry, New Hampshire, 03053, U.S.A. writes us as follows:-

"....I have Allards as follows:-

K3 (No. 3253), red with Cadillac engine.

K3 (No. 3283), dark green with Chevrolet engine.

K2 (No. 1847), white with Chrysler engine.

K1 (No. 654), white with original Ford engine, rt. hand drive.

The four cars all have different personalities, even the two K3's, handle and feel different. The green one (3283) has fantastic acceleration with a full race Chev. engine and Cad-La Salle gearbox. The red one (3253) is in full road trim and is a little heavier. For all round fun however, my favourite is the K1. The steering is light and accurate and the old S.V. Ford V8 can manage 85 mph, although it is about to burst at that speed.

I am from England, originally Manchester, but worked for De Havilland in London and then B.A.C. at Bristol (on the original design of the Concorde before the French became involved in it - it was the 'Bristol 198' then.

I had a Pl saloon (two door) from 1958-60 and a K1 from '60 to '62. Both these were great fun and got me into some of the most entertaining, humorous and frustrating circumstances that I've ever been involved in..."

Many thanks for your letter, Peter, and it will be interesting to hear from any member who can beat your collection of Allards. ED.

In a letter from member Jim Dale of Los Angeles, California, we extract the following:-

"...I visited Frank Bursinger two weeks ago, and had my most delightful Allard drive yet, as his car is certainly the most original I have been in, with the possible exception of Gary Wales' old car.

The servicing booklet arrived okay and was useful right away in the alignment, etc. for the front suspension. We have just assembled that section, so the timing was very good....."

Thank you very much for your letter, Jim. Your restoration job appears to be getting on well. Let us know how it progresses. ED.

Twenty Years Ago - THE ALLARD SUCCESS in the 1952 Monte Carlo Rally.

The crew for this Rally consisted of Sydney Allard, Guy Warburton and Tom Lush, and the crew arrangements were that Sydney and Guy should share the driving and Tom to be responsible for navigating and time keeping. The same crew had done the Rally previously and this arrangement had proved satisfactory.

We selected Glasgow as our starting point; the alternative starting places in Europe meant too long a time away from the office desk, and when the starting list was published we found we were the last but one to leave, there being 72 people in front of us. Mrs. Allard and her sisters, who were also driving in an Allard, were 15 numbers ahead of us and this order was of course kept until their unfortunate retirement some 300 miles from Monte Carlo.

We left Glasgow at 2.30 p.m. on Tuesday, January 26th, our first time control being Llandrindod Wells, Wales, where we were due at midnight. The weather conditions between Glasgow and Carlisle were fairly bad, the roads being covered in snow with patches of ice, and these conditions were again met some 50 miles from Llandrindod - it was on this last section that we saw our first casualty, which was the rear end of a competitor's car sticking out of a ditch. We learned afterwards that he got going without loss of marks for lateness.

From Wales we headed for Folkestone, where we were due at 8 a.m. and we, together with all the other Glasgow starters, reached the quayside and were loaded on the boat, without any loss of marks.

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The Channel crossing was accomplished without trouble, and landing formalities, etc. were quickly completed and we were soon on our way to the first foreign control at Lille, without undue delay.

From Lille, we turned northwards towards the next control at Liege and from there northwards again into the flat lands of Holland. We crossed over the new Arnhem Bridge in the early hours of the morning and were in the control at Amsterdam in time for a very early breakfast. It was here that we joined up with the competitors from some of the other starting controls, and for the first time we began to see foreign makes of cars bearing the registration plates of most of the European countries. One amusing incident occurred at this control. When we came to get back into our car, we were horrified to see that somebody had painted an enormous greyhound on the side. We were rather annoyed, although we could do nothing, and it was not until we attempted to unlock the car and found our key would not fit, that we discovered it was in fact not our car but another Allard, identical in colour and appearance, that had started from Norway. We had a lot of fun over this coincidence during the rest of the Rally when we watched other people making the same mistake.

The weather so far had been dry and cold but nothing had yet occurred which could affect our time keeping. From Amsterdam we turned southward through Antwerp, Brussels and Reims to Paris. We were escorted from Paris by motor-cycle policemen, who led the cars in convoy to the outskirts of the city; the policemen took the opportunity to enter thoroughly into the spirit of the thing and our average speed for the short distance through the Paris traffic was very high indeed! Just south of Paris, we turned off the main road, which until now had been used for the entire route, and for the first time made our way over secondary roads towards the mountains which lay ahead.

At the Bourges control which lay in the valley, we were told that the roads ahead were deeply snow-bound and that heavy snow was falling on the mountains. We pressed on, travelling as fast as possible because we knew that the critical part of the Rally now lay ahead. The snow was being blown horizontally against the windscreen, and thick patches of fog made visibility extremely poor. The width of the road was considerably reduced by the high snow banks on either side, and this made passing a matter of awaiting one's chance at a wider section, or perhaps a bend, and then pressing on without hesitation. This was a very interesting procedure, as one never quite knew what lay around a bend.

We covered all these sections without loss of time, although the last one from Le Puy, down through the Rhone Valley to Valence, a distance of some 80 miles, was completed with only 60 seconds to spare. This was in fact where most of the other competitors lost marks, and we were the only Glasgow starter to get through on time.

The rest of the run to Monte Carlo was uneventful, although the roads were snow-bound and we arrived at 1.30 p.m. on Friday, having covered a little over 2,000 miles in three days and nights.

See the next issue for the conclusion of this article.

Castrol News by E. S. Young.

At a Grand Prix forum before the U.S. Grand Prix at Watkins Glen, some of the drivers were asked which driver they had set out to emulate when they started racing. Jacky Ickx said he hadn't really set his star on anyone. "When I was 13, I liked animals" he said. Andretti's hero was Alberto Ascari; Amon set out after Fangio and Moss, while Mark Donogue's ambition was to succeed in American racing as his mentor Walt Hansgen had done. "If you were a spectator, where would you go to watch the race? was the next question. "I dunno" grinned Andretti. "Where the girls are, I guess..."

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As if to forestall a queue of customers for one of the very sanitary little 3-litre sports cars next year, Ferrari have announced that none of the 3l2Ps will be for sale to customers as the 5-litre 5l2s had been. I can't imagine that Enzo is suddenly averse to making the odd lira or two by selling his cars - it's just that he doesn't want to let one of those little 3-litre flat-12 engines stray from the factory to possibly end up in the hands of a rival Grand Prix constructor!

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Not everyone can afford a Ferrari, anyway. Peter Schetty, the pleasant young Swiss ex-racer who now manages the Ferrari team confessed at Watkins Glen that he couldn't afford to buy a Ferrari road car. Instead he was looking longingly at a specially-built Chevrolet Camaro fitted with a 7-litre aluminium CanAm V8 that was rumbling out something over 500 horsepower. Top speed was up around 170 mph,

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and Schetty thought that might come in quite useful on the Autostrada del Sol! I took the CanAm Camaro (it belongs to Bill Mitchell, the car nut who is vice-president in charge of General Motors styling in Detroit) for a blast up the freeway, and I can confirm the seemingly limitless urge. At 100 mph you could gently massage the accelerator and the car leapt forward. OK. Fine. But what does it do to the gallon? "Oh. Not too much, I guess," was the reply. That's what I like. A nice positive encouraging answer like 4 miles to the gallon!

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PIT STOP from Champion Spark Plug Company.

PUTTING A STOP TO PING

In this era of ping pong diplomacy, let's say a few words about ping. More specifically the kind of ping that could warn of detonation in a car's engine.

According to Champion Spark Plug Company, the three most frequent causes of engine ping are over-advanced ignition, using fuel of too low an octane, and carburetor malfunction.

PLUG CONDITION MAY SHOW CAUSE

If severe detonation is occurring a spark plug may have a fractured insulator or show evidence of overheating. This would result from extreme heat possibly due to lean air-fuel mixture or overadvanced timing. If this condition is present, check carburetion for possible vacuum leaks and the distributor advance curve to make certain operation timing is correct.

Other possible causes include distributor cam lobe or bushing wear that could affect cylinder timing. Also crossfire and wrong type of fuel may be suspected.

Since detonation increases combustion chamber temperatures, it is wise to have the problem corrected to prevent possible preignition and engine damage.

SOME BASIC STEPS

Even if plug conditions are not severely abnormal, follow these basic steps when pinging or detonation occurs. As part of a thorough tune-up:-

Set timing and adjust carburetor to manufacturer's specifications.

(Remember low emissions, too!)

Check the vacuum advance operation.

Make sure point dwell is correct.

Try to determine whether you are using the right octane fuel for your engine.

Install plugs of the proper heat range for the engine and your driving habits.

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Member Tony Robbins advises us that he is in the process of converting the easy-clean wheels and drum brakes on his P2 saloon to wire wheels and disc brakes. He is utilizing Mark 1 Jaguar parts as the Mark 2 has a different fitting for the caliper. The type he is using have a separate bracket with four holes that line up with the four holes that hold the back plate of the old drum brakes. He has inserted a 5/8" spacer to enable the caliper to line up with the disc on the hub. Also he has had about 1/2" machined off the shoulder of the front stub axles by the thread, as the Jaguar hubs are not so deep as those on the Allard. He advises also, that he has reduced the brake pipe size to the same as that of the Jaguar.

Thanks for letter, Tony. This will certainly enhance the appearance and braking power of your car, and I look forward to seeing it one of these days. ED.

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

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|------------|---------------------------|---------------------|
| R. A. Gale | of California, U.S.A. | J2X |
| T. Robbins | " Staffordshire, England. | P2 Monte Carlo Sln. |
| P. Betts | " Middlesex, England. | P1 Saloon. |

The annual British Racing Car Show was held, for the first time, on board the cross-Channel Car Ferry "Free Enterprise II", which was moored in the River Thames between London Bridge and Tower Bridge. The organizers, the British Racing and Sports Car Club had over 100 exhibits together with stands selling all types of speed equipment. Sponsored by the London Evening News, "Motor Racing Showboat" was a magnet to all keen sporting motorists.
